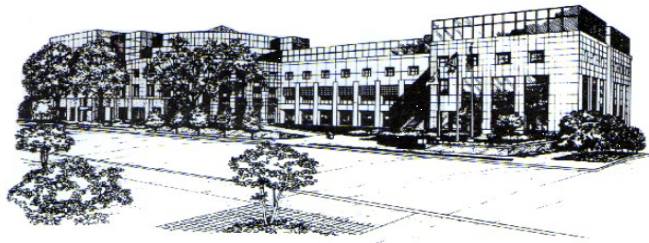


BOARD OF COUNTY COMMISSIONERS LEON COUNTY, FLORIDA

AGENDA JOINT PUBLIC HEARING MEETING

**Tuesday, November 10, 2020
6:00 p.m.**

City Hall, City Commission Chambers, Second Floor
300 S. Adams Street Tallahassee, FL 32301



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

The Leon County Commission typically holds regular meetings on the second Tuesday of each month and workshops are held on the fourth Tuesday of the month. Regularly scheduled meetings are held at 3:00 p.m. and workshops are held at 1:00 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. The media and the public can access the meetings in real time on Comcast channel 16, Prism channels 16 and 1016-HD, the Leon County Florida channel on Roku, the County's [Facebook](#) page, [YouTube](#) channel and [web site](#).

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.

Board of County Commissioners

Leon County, Florida

Agenda

Joint Public Hearing Meeting
Tuesday, November 10, 2020, 6:00 p.m.

The meeting will be held in City Hall, City Commission Chambers, Second Floor, 300 S. Adams Street. The Board of County Commissioners and the City of Tallahassee Commission will meet jointly to conduct the November 10th Public Hearing Meeting.

Citizens may provide public comments through several options. Due to ongoing public health concerns, there will be three options for sharing public comment.

- In-person at the meeting; or
- Written via online submission at Talgov.com/CitizenInput. Public comment can be submitted online until 9 p.m. on Monday, Nov. 9. Comments submitted after this time (up to the time of the public hearings) will be accepted and included in the official record of the meetings; or
- Virtually via an online platform during the meeting. Citizens wishing to provide public comments virtually during the meeting must register before 9 p.m. on Monday, Nov. 9, at Talgov.com/CitizenInput.

Masks are required to be worn inside City Hall. Capacity inside the chambers is limited to allow adequate room for physical distancing. Overflow space will be set up on the second floor of City Hall, if needed.

Anyone needing assistance with submitting comments should contact the City Treasurer-Clerk's Office via email at CTCRecMG@Talgov.com or by calling 850-891-8130.

The meeting will stream live on the City's government-access [television channel, WCOT](#) (Comcast and CenturyLink channel 13), as well as online at Talgov.com, Facebook.com/CityofTLH and Twitter.com/CityofTLH.

SCHEDULED PUBLIC HEARINGS, 6:00 P.M.

1. Joint County/City Adoption Hearing on Proposed 2020 Cycle Amendments to the Tallahassee-Leon County Comprehensive Plan
(County Administrator/ PLACE/ Planning)

ADJOURN

*The next regular meeting of the Board of County Commissioners is tentatively scheduled for
Tuesday, November 17, 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**

PUBLIC NOTICE

Leon County Board of County Commissioners 2020 Tentative Meeting Schedule

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

Date	Day	Time	Meeting
January 27	Monday	9:00 a.m.	Board Retreat
January 28	Tuesday	3:00 p.m.	Regular Board Meeting
February 11	Tuesday	3:00 p.m.	Regular Board Meeting
February 25	Tuesday	1:00 p.m.	Joint Workshop Comprehensive Plan Amendments
February 25	Tuesday	3:00 p.m.	Regular Board Meeting
March 10	Tuesday	3:00 p.m.	Regular Board Meeting
April 14	Tuesday	3:00 p.m.	Regular Board Meeting
April 28	Tuesday	3:00 p.m.	Regular Board Meeting
May 12	Tuesday	3:00 p.m.	Regular Board Meeting
May 21	Thursday	3:00 p.m.	Special Board Meeting
May 26	Tuesday	6:00 p.m.	Joint Transmittal Hearing on 2020 Cycle Comprehensive Plan Amendments
June 9	Tuesday	3:00 p.m.	Special Board Meeting
June 16	Tuesday	3:00 p.m.	Regular Board Meeting
June 23	Tuesday	3:00 p.m.	Special Board Meeting
July 14	Tuesday	9:00 a.m.	Budget Workshop
July 14	Tuesday	3:00 p.m.	Regular Board Meeting
September 15	Tuesday	3:00 p.m.	Regular Board Meeting
September 15	Tuesday	6:00 p.m.	First Public Hearing on Tentative Millage Rate and Budgets
September 29	Tuesday	3:00 p.m.	Regular Board Meeting
September 29	Tuesday	6:00 p.m.	Second Public Hearing on Final Millage Rate and Final Budgets
October 13	Tuesday	3:00 p.m.	Regular Board Meeting
October 13	Tuesday	6:00 p.m.	Joint Workshop & Adoption Hearing on 2020 Cycle Comprehensive Plan Amendments
October 27	Tuesday	3:00 p.m.	Board Workshop
November 10	Tuesday	6:00 p.m.	Joint Adoption Hearing on 2020 Cycle Welaunee Comprehensive Plan Amendments
November 17	Tuesday	3:00 p.m.	Reorganization & Regular Board Meeting
December 8	Tuesday	3:00 p.m.	Regular Board Meeting

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

Month	Day	Time	Meeting Type
October 2020	<i>Thursday 1 – Friday 2</i>		<i>FAC Advanced County Commissioner I Program Session 2</i>
	Tuesday 13	3:00 p.m.	Regular Meeting Virtual Meeting
		6:00 p.m.	Joint City/County Adoption Hearing on Cycle 2020 Comprehensive Plan Amendments
		6:00 p.m.	Joint workshop on the Welaunee Arch Master Plan Comprehensive Plan Amendments
	<i>Thursday 15 – Friday 16</i>		<i>FAC Advanced County Commissioner II Program Session 3</i>
	Tuesday 20 Monday 19	9 a.m. – 1 p.m. 1:30 p.m.	Capital Region Transportation Planning Agency Workshop/Retreat – Location TBD Regular Meeting
	Tuesday 27	1:00 p.m. Rescheduled To March 23rd	Workshop on Affordable Housing Initiatives County Courthouse, 5 th Floor Commission Chambers
	Tuesday 27	3:00 p.m.	Workshop on 2021 State and Federal Legislative Priorities Virtual Meeting
		3:00 p.m. <i>Cancelled</i>	Regular Meeting County Courthouse, 5 th Floor Commission Chambers
November 2020	<i>Thursday 5 – Friday 6</i>		<i>FAC Advanced County Commissioner I Program Session 3</i>
	Tuesday 10	6:00 p.m.	Joint City/County Adoption Hearing on Cycle 2020 Welaunee Comprehensive Plan Amendments City Hall, 2 nd Floor City Commission Chambers
	Wednesday 11	Offices Closed	VETERAN'S DAY OBSERVED
	Tuesday 17	3:00 p.m.	Installation, Reorganization and Regular Meeting County Courthouse, 5 th Floor Commission Chambers
		6:00 p.m.	First and Only Public Hearing to Consider Adopting an Ordinance Amending Chapter 2, Article XII of the Code of Laws of Leon County Relating to Lobbying Regulations
		6:00 p.m.	First and Only Public Hearing to Consider a Revised Sixth Amendment to the Southwood Development of Regional Impact Integrated Development Order
		6:00 p.m.	First of Two Public Hearings to Consider Adoption of an Ordinance Amending Article VIII of Chapter 10 of the Leon County Code of Laws Entitled "Floodplain Management" and also Amending Section 10 1.101 Entitled "Definitions" and Section 10-4.303 Entitled "Stormwater Management Design Standards"
	<i>Thursday 19 – Friday 20</i>		<i>FAC Advanced County Commissioner II Program Session 4</i>
	Monday 23	1:30 p.m.	Capital Region Transportation Planning Agency City Commission Chambers
	Thursday 26	Offices Closed	THANKSGIVING DAY
	Friday 27	Offices Closed	FRIDAY AFTER THANKSGIVING DAY
December 2020	<i>Tuesday 1</i>		<i>FAC Ethics, Public Records & Sunshine Law Course</i>
	<i>Wednesday 2 – Friday 4</i>		<i>FAC Legislative Conference (includes New Commissioner Orientation on Dec. 3) Duval County; Jacksonville, FL</i>

Month	Day	Time	Meeting Type
December 2020 (cont.)	<i>Thursday 3 – Friday 4</i>		<i>FAC Advanced County Commissioner I Program Session 4</i>
	Tuesday 8	3:00 p.m.	Regular Meeting County Courthouse, 5 th Floor Commission Chambers
		<u>6:00 p.m.</u>	<u>First & Only Public Hearing to Consider amending the Official Zoning Map to change the Zoning Classification from Residential Preservation (RP) to Residential Preservation (RP) with Historic Preservation Overlay (HOP) Zoning District (Lake Hall Schoolhouse)</u>
		<u>6:00 p.m.</u>	<u>First & Only Public Hearing to Consider amending the Official Zoning Map to change Zoning Classification from Office Residential-2 (OR-2) to General Commercial (C-2) Zoning District (1904 Talpeco Drive)</u>
		<u>6:00 p.m.</u>	<u>First and Only Public Hearing on the 7th Amendment to the Southwood DRI Development Order</u>
		<u>6:00 p.m.</u>	<u>Second and Final Public Hearing to Consider Adoption of an Ordinance Amending Article VIII of Chapter 10 of the Leon County Code of Laws Entitled “Floodplain Management” and also Amending Section 10 1.101 Entitled “Definitions” and Section 10-4.303 Entitled “Stormwater Management Design Standards”</u>
		<u>6:00 p.m.</u>	<u>First & Only Public Hearing to Consider Adopting an Ordinance Amending Chapter 5 of Leon County Code of Laws Entitled “Building and Construction Regulations”</u>
	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
	<i>Thursday 17 – Friday 18</i>		<i>FAC Advanced County Commissioner II Program Session 5</i>
	Friday 25	Offices Closed	CHRISTMAS DAY

PUBLIC NOTICE

Leon County Board of County Commissioners 2021 Tentative Meeting Schedule

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

Date	Day	Time	Meeting
January 25	Monday	9:00 a.m.	Board Retreat
January 26	Tuesday	3:00 p.m.	Regular Board Meeting
February 9	Tuesday	3:00 p.m.	Regular Board Meeting
March 9	Tuesday	3:00 p.m.	Regular Board Meeting
March 23	Tuesday	1:00 p.m.	Joint County/City Workshop on Comprehensive Plan Amendments
April 13	Tuesday	3:00 p.m.	Regular Board Meeting
April 13	Tuesday	6:00 p.m.	Joint Transmittal Hearing on the 2021 Cycle Comprehensive Plan Amendments
April 27	Tuesday	9:00 a.m.	Budget Workshop
May 11	Tuesday	3:00 p.m.	Regular Board Meeting
May 25	Tuesday		Meeting and/or Workshop (TBD)
June 8	Tuesday	3:00 p.m.	Regular Board Meeting
June 8	Tuesday	6:00 p.m.	Joint Adoption Hearing on 2021 Cycle Comprehensive Plan Amendments
June 22	Tuesday	9:00 a.m.	Budget Workshop
July 13	Tuesday	9:00 a.m.	Budget Workshop (if necessary)
July 13	Tuesday	3:00 p.m.	Regular Board Meeting
September 14	Tuesday	3:00 p.m.	Regular Board Meeting
September 14	Tuesday	6:00 p.m.	First Public Hearing on Tentative Millage Rate and Budgets
September 28	Tuesday	3:00 p.m.	Regular Board Meeting
September 28	Tuesday	6:00 p.m.	Second Public Hearing on Final Millage Rate and Final Budgets
October 12	Tuesday	3:00 p.m.	Regular Board Meeting
October 26	Tuesday		Meeting and/or Workshop (TBD)
November 9	Tuesday	3:00 p.m.	Reorganization & Regular Board Meeting
December 14	Tuesday	3:00 p.m.	Regular Board Meeting

Note: All regularly scheduled Commission meetings are generally scheduled for the 2nd Tuesday of the month and workshops for the 4th Tuesday. If additional Commission meetings are necessary, the meeting would be scheduled on the 4th Tuesday of the month in addition to or in place of a workshop.

PUBLIC NOTICE
Leon County Board of County Commissioners
2021 Tentative Meeting Schedule

Month	Day	Time	Meeting Type
January 2021	Friday 1	Offices Closed	NEW YEAR'S DAY
	Thursday 7 & Friday 8	Seminar 2 of 3	FAC Advanced County Commissioner I Program Session 5
	Tuesday 12	No meeting	BOARD RECESS
	Monday 18	Offices Closed	MARTIN LUTHER KING, JR. DAY
	Tuesday 19 <i>tentative</i>	1:30 p.m.	Capital Region Transportation Planning Agency City Commission Chambers
	Thursday 21 – Friday 22		FAC Advanced County Commissioner II Program Session 6
	Monday 25	9:00 a.m.	Board Retreat TBD
	Tuesday 26	3:00 p.m.	Regular Meeting County Courthouse, 5 th Floor Commission Chambers
February 2021	Thursday 4 & Friday 5		FAC Advanced County Commissioner I Program Session 6
	Tuesday 9	3:00 p.m.	Regular Meeting County Courthouse, 5 th Floor Commission Chambers
	Tuesday 16 <i>tentative</i>	1:30 p.m.	Capital Region Transportation Planning Agency City Commission Chambers
	Thursday 18	1:00 p.m.	Blueprint Intergovernmental Agency Strategic Plan Workshop City Commission Chambers
	Thursday 18	3:00 p.m.	Blueprint Intergovernmental Agency Meeting City Commission Chambers
	Thursday 18 – Friday 19		FAC Advanced County Commissioner II Program Session 7
	Saturday 20 – Wednesday 24		NACO Legislative Conference Washington, D.C.
March 2021	Thursday 4 & Friday 5		FAC Advanced County Commissioner I Program Session 7
	Tuesday 9	3:00 p.m.	Regular Meeting County Courthouse, 5 th Floor Commission Chambers
	Tuesday 16 <i>tentative</i>	1:30 p.m.	Capital Region Transportation Planning Agency City Commission Chambers
	Tuesday 16		FAC Ethics, Public Records & Sunshine Law Course
	Wednesday 17	7:30 a.m.	FAC Legislative Day Tallahassee, FL
	Thursday 18 – Friday 19		FAC New Commissioner / Structure & Authority Class and Commissioners Roles & Responsibilities Class
	Thursday 18 – Friday 19		FAC Advanced County Commissioner II Program Session 8
	Tuesday 23	1:00 p.m.	Joint County/City Workshop on the 2021 Cycle Comprehensive Plan Amendments
		3:00 p.m.	Workshop on Affordable Housing Initiatives County Courthouse, 5th Floor Commission Chambers
April 2021	Thursday 1 & Friday 2		FAC Advanced County Commissioner I Program Session 8
	Thursday 8	3:00 p.m.	Blueprint Intergovernmental Agency Meeting City Commission Chambers

Month	Day	Time	Meeting Type
April 2021 (cont.)	Tuesday 13	3:00 p.m.	Regular Meeting County Courthouse, 5 th Floor Commission Chambers
	Tuesday 13	6:00 p.m.	Joint County/City Transmittal Hearing on Cycle 2021 Comprehensive Plan Amendments
	Tuesday 20 <i>tentative</i>	1:30 p.m.	Capital Region Transportation Planning Agency City Commission Chambers
	Tuesday 27	9:00 a.m.	Budget Policy Workshop County Courthouse, 5 th Floor Commission Chambers
	TBD		Honor Flight
May 2021	Tuesday 11	3:00 p.m.	Regular Meeting County Courthouse, 5 th Floor Commission Chambers
	Tuesday 18 <i>tentative</i>	1:30 p.m.	Capital Region Transportation Planning Agency City Commission Chambers
	Thursday 20	Offices Closed	EMANCIPATION DAY
	Tuesday 25	3:00 p.m.	Meeting and/or Workshop (to be determined) County Courthouse, 5 th Floor Commission Chambers
	Thursday 27	1:00 p.m.	Blueprint Intergovernmental Agency Budget Workshop City Commission Chambers
	Thursday 27	3:00 p.m.	Blueprint Intergovernmental Agency Meeting City Commission Chambers
	Monday 31	Offices Closed	MEMORIAL DAY
June 2021	Tuesday 8	3:00 p.m.	Regular Meeting County Courthouse, 5 th Floor Commission Chambers
		6:00 p.m.	Joint County/City Adoption Hearing on Cycle 2020 Comprehensive Plan Amendments
	Tuesday 15 <i>tentative</i>	1:30 p.m.	Capital Region Transportation Planning Agency City Commission Chambers
	Tuesday 22	9:00 a.m.	Budget Workshop County Courthouse, 5 th Floor Commission Chambers
	<i>Tuesday 29 - Friday July 2</i>		<i>FAC Annual Conference & Educational Exposition Orange County; Orlando, FL</i>
July 2021	Monday 5	Offices Closed	INDEPENDENCE DAY observed
	Tuesday 13	9:00 a.m.	Budget Workshop (if necessary) County Courthouse, 5 th Floor Commission Chambers
		3:00 p.m.	Regular Meeting County Courthouse, 5 th Floor Commission Chambers
	<i>Thursday 15</i>	3:00 p.m.	Blueprint Intergovernmental Agency Meeting City Commission Chambers
	<i>Friday 16 - Monday 19</i>		<i>NACo Annual Conference Travis County / Austin, Texas</i>
	Tuesday 20 <i>tentative</i>	1:30 p.m.	Capital Region Transportation Planning Agency City Commission Chambers
	Tuesday 27	No Meeting	BOARD RECESS
	<i>Wednesday - Saturday TBD</i>		<i>National Urban League Annual Conference</i>
August 2021	<i>Friday 13 - Sunday 15</i>		<i>Chamber of Commerce Annual Conference Amelia Island, Fernandina Beach, FL</i>
	Tuesday 17 <i>tentative</i>	1:30 p.m.	Capital Region Transportation Planning Agency City Commission Chambers
September 2021	Monday 6	Offices Closed	LABOR DAY
	Tuesday 14	3:00 p.m.	Regular Meeting County Courthouse, 5 th Floor Commission Chambers

Month	Day	Time	Meeting Type
September 2021 (cont.)		6:00 p.m.*	First Public Hearing Regarding Tentative Millage Rates and Tentative Budgets for FY 20/21*
	<i>Wednesday - Thursday TBD</i>		<i>FAC Innovation & Policy Conference</i>
	Tuesday 21 <i>tentative</i>	1:30 p.m.	Capital Region Transportation Planning Agency City Commission Chambers
	Thursday 23	5:00 p.m.	Blueprint Intergovernmental Agency Meeting & 6:00 p.m. Budget Public Hearing, City Commission Chambers
	Tuesday 28	3:00 p.m.	Regular Meeting County Courthouse, 5 th Floor Commission Chambers
		6:00 p.m.*	Second & Final Public Hearing on Adoption of Final Millage Rates and Budgets for FY 20/21*
	Wednesday – Sunday TBD	<i>typically mid- September</i>	<i>Congressional Black Caucus Annual Legislative Conference – Washington D.C.</i>
*These public hearing dates may change because of the School Board's scheduling of its budget adoption public hearings			
October 2021	<i>Sunday 3 – Wednesday 6</i>		<i>ICMA Annual Conference Multnomah County - Portland, Oregon</i>
	Tuesday 12	3:00 p.m.	Regular Meeting County Courthouse, 5 th Floor Commission Chambers
	Tuesday 19 <i>tentative</i>	9:00 a.m.	Capital Region Transportation Planning Agency Workshop/Retreat – Location TBD
	Tuesday 26		Meeting and/or Workshop (to be determined) County Courthouse, 5 th Floor Commission Chambers
November 2021	Tuesday 9	3:00 p.m.	Reorganization and Regular Meeting County Courthouse, 5 th Floor Commission Chambers
	Thursday 11	Offices Closed	VETERAN'S DAY OBSERVED
	Tuesday 23 <i>tentative</i>	1:30 p.m.	Capital Region Transportation Planning Agency City Commission Chambers
	Thursday 18	3:00 p.m.	Blueprint Intergovernmental Agency Meeting City Commission Chambers
	Thursday 25	Offices Closed	THANKSGIVING DAY
	Friday 27	Offices Closed	FRIDAY AFTER THANKSGIVING DAY
December 2021	<i>Wednesday - Friday TBD</i>		<i>FAC Legislative Conference</i>
	Tuesday 14	3:00 p.m.	Regular Meeting County Courthouse, 5 th Floor Commission Chambers
	Tuesday 21 <i>tentative</i>	1:30 p.m.	Capital Region Transportation Planning Agency City Commission Chambers
	Friday 24	Offices Closed	CHRISTMAS EVE
	Friday 31	Offices Closed	NEW YEAR'S EVE
January 2022	Tuesday 11	No Meeting	BOARD RECESS
	Monday 17		MARTIN LUTHER KING, JR. DAY

Citizen Committees, Boards, and Authorities

Current and Upcoming Vacancies

leoncountyfl.gov/committees

CURRENT VACANCIES

Affordable Housing Advisory Committee

Board of County Commissioners (2 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.)

Architectural Review Board

Seat available for an owner of historic preservation property (HPO zoning)

Board of County Commissioners (1 appointment)

Board of Adjustment & Appeals

Board of County Commissioners (1 appointment for the County Alternate Seat)

City of Tallahassee Commission (2 appointments)

Code Enforcement Board

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

Contractors Licensing & Examination Board

Commissioner - District IV: Desloge, Bryan (1 appointment)

Leon County Educational Facilities Authority

Seat available for a higher education representative.

Board of County Commissioners (1 appointment)

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

Board of County Commissioners (Ratify 1 CSWG appointment)

UPCOMING VACANCIES

DECEMBER 31, 2020

Audit Advisory Committee

Board of County Commissioners (2 appointments)

Clerk of Court (3 appointments)

Joint City/County Bicycling Workgroup

Board of County Commissioners (3 appointments)

DECEMBER 31, 2020

Library Advisory Board

Commissioner - District I: Bill Proctor (1 appointment)
Commissioner – District V: Kristin Dozier (1 appointment)
Commissioner – At-large II: Nick Maddox (1 appointment)

MARCH 31, 2021

Contractors Licensing & Examination Board

Commissioner - District I: Bill Proctor (1 appointment)
Commissioner - District III: Rick Minor (1 appointment)
Commissioner – At-Large I: (1 appointment)

**Leon County
Board of County Commissioners**

Notes for Agenda Item #1

Adoption Hearing on 2020 Cycle Comprehensive Plan Amendments

Agenda Item #1

November 10, 2020

To: Honorable Chairman and Members of the Board

From: Vincent S. Long, County Administrator

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

Review and Approval:	Vincent S. Long, County Administrator
Department/ Division Review:	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
Lead Staff/ Project Team:	Artie White, Administrator – Comprehensive Planning

Statement of Issue:

The purpose of this item is to conduct the Joint County/City Adoption Public Hearing on the proposed Welaunee Arch Text and Large-Scale Map amendments to the Tallahassee-Leon County Comprehensive Plan and to seek County and City Commission approval of respective ordinances to adopt the proposed text and map amendments.

Fiscal Impact:

This item has no fiscal impact.

Staff Recommendation:

See next page.

Staff Recommendation:

- Option #1: Conduct the Adoption Public Hearing and adopt the proposed Ordinance (Attachment #1), thereby 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. (County)
- Option #2: Conduct the Adoption Public Hearing and adopt Ordinance 20-O-35 (Attachment #2), thereby 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. (City)
- Option #3: Conduct the Adoption Public Hearing and adopt Ordinance 20-O-37 (Attachment #3), thereby adopting the Proposed Comprehensive Plan Amendment for the Welaunee Arch to Change the Future Land Use Map Designation from the Suburban And Rural Land Use Categories to the Planned Development Category in the Land Use Element of the Tallahassee-Leon County Comprehensive Plan. (City Only)
- Option #4: Conduct the first of two public hearings on Ordinance No. 20-Z-38 (Attachment #4); and set the second and final public hearing for December 9, 2020 at 5:00 p.m. in the Chambers of the City of Tallahassee City Commission at City Hall. (City Only)

Report and Discussion

Background:

The purpose of this item is to conduct the Joint County/City Adoption Public Hearing on the proposed 2020 Cycle comprehensive plan amendments to the Tallahassee-Leon County Comprehensive Plan and seek County and City Commission approval of respective ordinances to adopt the proposed text and map amendments. 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 for public comment on the proposed amendments. These comments are included in the attached staff reports.

Following the direction from the Commissions in October 2019 to reject bids for the Land Use Element Update (which included proposed Welaunee Amendments) and to delay the effort so more information could be assembled regarding updating the entire Comprehensive Plan, the Welaunee Amendments were incorporated into the 2020 Cycle to comply with provisions in the Urban Services Development Agreement between the City and the Welaunee Arch property owner. The Welaunee Arch applications were posted on the website in November 2019 for public comment. These comments are included in the attached staff reports. The amendments followed the normal schedule for the 2020 Cycle.

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 January 2020 workshop and February 2020 Public Hearing with the Local Planning Agency. A Joint Workshop of the Board of County Commissioners and City Commission was held 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. These amendments became 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. These amendments became 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.

- The Transmittal Public Hearing for the proposed large-scale map and text amendments was held on May 26, 2020 (Attachment #8).
- The Adoption Public Hearing for the Text and Large-Scale Map amendments not related to the Welaunee Arch was held on October 13, 2020.
- A Joint Workshop on the Text and Large-Scale Map amendment related to Welaunee Arch was held on October 13, 2020, following the Adoption Hearing on the other amendments. Although this was a workshop, the Commissions did accept public comment on the Welaunee Arch amendments (Attachment #9).
- This item provides for the Adoption Hearing on the proposed Text and Large-Scale Map amendments related to the Welaunee Arch.
- This item has been publicly noticed in accordance with Section 163.3184, Florida Statutes (Attachment #10).

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	October 13, 2020
Joint City-County Workshop on Welaunee Amendments	October 13, 2020
Joint City-County Adoption Public Hearings	November 10, 2020

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 following analysis provides an overview of the Welaunee Critical Area Plan and Urban Services amendment to the Comprehensive Plan and proposed edits following the Joint Workshop. Following the analysis of the Welaunee Critical Area Plan and Urban Services amendment to the Comprehensive Plan are overviews of the proposed amendment to the Future Land Use Map and the rezoning.

Name: TTA 2020 013 – Welaunee Critical Area Plan and Urban Services Area

Applicant: City of Tallahassee

Jurisdiction: Joint Leon County and City of Tallahassee

Staff: Artie White

Text Amendment Summary: This is a request to amend the Welaunee Critical Area Plan to replace *Objective 13.2 Development of Remainder of Welaunee Critical Planning Area* with a master plan for the Welaunee Arch. This amendment also includes the expansion of the Urban Services Area to align with the City limits.

Joint City/County Workshop: A joint 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. Additional information was provided at the May 26, 2020 Transmittal Hearing to address the questions asked of staff by the Commissioners at the Joint Workshop.

Joint City/County Transmittal Hearing: A joint Transmittal Hearing was held on May 26, 2020. Both Commissions voted to transmit the proposed amendment to the State Land Planning Agency and Review Agencies. In addition to voting to transmit the proposed amendments, the Commissions directed staff to hold charrettes to gain additional community input on the proposed Welaunee Arch Master Plan.

Joint City/County Workshop on Welaunee Amendments: A joint workshop on the proposed Welaunee Arch Comprehensive Plan amendments was held on October 13, 2020. The workshop included input from the public, a presentation from staff on proposed edits based on the Welaunee Charrettes and the technical assistance comments from the State Land Planning Agency and review agencies, and discussion with the Board of County Commissioners and City Commission.

At this meeting, direction was given to staff to:

- Incorporate the edits proposed in the agenda materials.
- Schedule the City's Introduction of Ordinances for the City on October 28.
- Schedule the City's Adoption Hearing for November 10 jointly with the County.

- Incorporate a system by which a developer can choose to offset their required open space by transferring it to District 5.
- Continue working with stakeholders and the property owner/the owner's representatives as the plan is updated prior to the Adoption Hearing.
- Evaluate the use of "shall" and "should" to ensure consistency within the Master Plan.

Joint City/County Adoption Hearing: The purpose of this item is to hold the Adoption Public Hearing on the proposed Comprehensive Plan amendment to the Tallahassee-Leon County Comprehensive Plan and seek approval of the respective ordinances. This Adoption Public Hearing is being held Pursuant to Section 163.3184, Florida Statutes for a 2020 Cycle Text Amendment to the Land Use Element of the Tallahassee-Leon County Comprehensive Plan. This item requires a vote by both the Board and City Commission.

Pursuant to Policy 1.8.1 of the Intergovernmental Coordination Element of the Tallahassee-Leon County 2030 Comprehensive Plan, both Commissions must approve the proposed amendment for it to be adopted into the Tallahassee-Leon County 2030 Comprehensive Plan.

If adopted by both the Board and City Commission, the proposed amendment would update portions of the Future Land Use Element to replace *Objective 13.2 Development of Remainder of Welaunee Critical Planning Area* with a master plan for the Welaunee Arch. Adoption of the proposed amendment would also expand the Urban Services Area to include the portion of the Welaunee Arch that is currently within the City limits but outside the Urban Services Area.

Overview of Public Engagements During the 2020 Comprehensive Plan Cycle: In addition to the public engagement that began during the extensive Land Use Element Update prior to the commencement of the 2020 Comprehensive Plan Amendment Cycle, additional public engagements sought citizen input during the 2020 Cycle as follows:

- Comprehensive Plan Cycle Public Comments - December 2019 through May 2020
- Public Open House (In-person) – December 17, 2020
- LPA Public Hearing (In-person) – February 4, 2020
- Virtual Town Hall (WebEx) – May 21, 2020
- A Community Conversation on Growth, Development and the Welaunee Expansion (Hosted by Commissioner Matlow via Facebook live and Zoom) – May 21, 2020
- Transmittal Hearing Public Hearing – May 26, 2020
- Virtual Charrette Video Conferences (11) from June 30th through July 8th.
- Virtual Public Workshop/Survey Monkey – June 2020 through August 2020
- Video Calls with Community Groups and Residents
- Joint Workshop of the County and City Commissions on October 13, 2020
- Additional Outreach with Stakeholders as Directed by both Commissions

PROPOSED EDITS TO THE MASTER PLAN

The proposed amendment includes the following edits based on direction given to staff at the October 13, 2020 Joint County/City Workshop on the Proposed Welaunee Arch Objective and Policies for the Welaunee Critical Area Plan. Attachment #7 shows edits proposed since the Joint County/City Workshop. The proposed edits address the following nine topics:

- *Alternative Development Program for the Residential Reserve District/Welaunee Habitat Park*
- *Centerville Road Buffers*
- *Buffers on Roberts and Crump Roads*
- *Traffic Analyses*
- *Phasing of Development*
- *Community Facilities Policies*
- *Town Center and Village Center Policies*
- *Policies with “Where Feasible” Phrases*
- *Policies with “Shoulds” and “Shalls”*

Alternative Development Program for the Residential Reserve District/Welaunee Habitat Park

Current Master Plan

The Master Plan presented at the Joint Workshop on October 13, 2020 included a development program where the Residential Reserve District (District 5) would be Phase 3 of the Welaunee Arch and would develop as clustered subdivisions with 60% of the District reserved as open space and an open space buffer on Roberts and Crump Roads that included the Welaunee Greenway system as defined in the Tallahassee-Leon County Greenways Master Plan and the Northeast Gateway project. A Natural Features Inventory conducted as part of PUD Concept Plans would identify Conservation Areas, Preservation Area, and other areas that would be prioritized for protection as part of the 60% open space.

Proposed Edits

Proposed edits to the Master Plan provide mechanisms by which District 5 (Residential Reserve District) can be established as a Welaunee Habitat Park as requested by Keep It Rural. There are three mechanisms that could function together for this purpose:

1. While the overall percentage of Open Space for the Arch remains a minimum of 40% of the entire Arch, the Open Space requirement for Phase 1 is proposed to be a minimum of 20% (instead of 25%) and for Phase 2 is proposed to be minimum of 50% (instead of 60%). This retains the same amount of Open Space in total while allowing more flexibility to move Open Space to Phase 3 (District 5).
2. Proposed edits provide for an optional program by which open space can be transferred from Phases 1 and 2 into Phase 3 through an alternative development program. The program would operate by allowing developers to offset a portion of their required open space in Phase 1 and Phase 2 by placing areas in District 5 (Phase 3) under a conservation easement, allowing them to develop more area in Phase 1 or 2. To incentivize participation

in this optional program, the developer would be eligible for a bonus where they can develop 1.15 acres in Phase 1 or Phase 2 for each 1 acre placed in a conservation easement in Phase 3. To ensure that this program does not diminish the distribution of open space across each Phase of the Arch, while accounting for the incentive, the overall Open Space requirements under the Alternative Development Program would be a minimum of 15% of Phase 1, a minimum of 35% of Phase 2, and an overall total open space in the Arch at buildout shall not be less than 37% of the Arch.

3. Proposed edits would allow urban forest mitigation to go towards preserving otherwise developable lands in the Residential Reserve District (Phase 3). To incentivize participation in this program, a developer could receive a bonus of 10% of the mitigation credit. This program would not increase the amount of area where a developer could remove trees. It would provide a mechanism by which the existing debit and credit system could be leveraged to set aside area in the Residential Reserve District that could otherwise be developed.

These three mechanisms have been agreed to by the property owner and together would allow for District 5 (Phase 3) to be preserved as the Welaunee Habitat Park requested by Keep It Rural with opportunities for passive recreation.

Centerville Road Buffers

Current Master Plan

The Master Plan presented at the Joint Workshop on October 13, 2020 included an additional 75' buffer beyond the Canopy Road Zone (which is 100 feet from the center line of the road) on Miccosukee Road. This buffer was included along Miccosukee Road to extend the existing buffer currently afforded by the Miccosukee Greenway along northern portions of the roadway and to mimic the additional buffer that the Welaunee Greenway will create along Centerville Road. This additional 75' buffer area was not specifically included along Centerville Road because the Welaunee Greenway will be located along this corridor and designed to parallel Centerville Road with minimal impact to the Canopy Road Zone, thereby creating the additional buffer from the roadway.

Proposed Edits

Proposed edits to the Master Plan include the description of the Welaunee Greenway from the adopted Tallahassee-Leon County Greenways Master Plan. The proposed edits specify that, as defined in the Tallahassee-Leon County Greenways Master Plan, "The Greenway will range from approximately 75' to 150' in width in much of the corridor with greater widths in select areas due to wetlands and stream flow ways. This corridor will be comprised of the existing edge canopy and understory and the Welaunee firebreak road which may provide a readymade trail alignment. The preserved canopy and understory along the other side of the firebreak road will be preserved to provide privacy from adjacent roadways and homes." The final design of the Welaunee Greenway shall be determined through the Blueprint Intergovernmental Agency's Northeast Gateway project and may consider other, non-paved trail surface treatments consistent with the

Greenways Master Plan. Trail crossings and trailheads may be located in the Canopy Road Zone and the design of such facilities shall strive to minimize impacts to the tree canopy.

Suggestions Not Fully Incorporated

Representatives from Keep It Rural want to specify that the Welaunee Greenway must be located outside of the Canopy Road Zone (100 feet from the center line of the road) to provide additional buffer along Centerville Road. This request is not fully incorporated for several reasons:

1. This request is contrary to the policy direction provided through the adoption of the Greenways Master Plan. The Master Plan intends for the Greenway to be a visual buffer but indicates that the Greenway may include the Canopy Road Zone.
2. Staff anticipates most of the trail improvements to be constructed outside of the 100 foot Canopy Road Zone which would provide an additional buffer between the road and future development. However, there may be times where the trail needs to enter the Canopy Road Zone for purposes of safety or the protection of other environmental features. Trail crossings are generally located at intersections, such as where the trail would cross roadways, to increase visibility of people walking and people riding bikes.
3. The Canopy Roads Management Plan includes the goal (Goal 4) to “Provide and Support Safe Non-Motorized Access and Connectivity While Preserving the Integrity of the Canopy Roads Experience.” This goal specifically states, “Safe alternative transportation opportunities provide economic benefits and increased quality of life. Supporting projects that provide connections to safe, non-motorized access to and between canopy roads provides enhanced protection of the canopy road resource through reduced fragmentation of green space and environmentally significant areas and increased viability and ecological value. The ability of users to experience the canopy roads in multiple ways promotes their use and increases awareness of the rich value that this resource provides for the community.”
4. Changes to the Welaunee Greenway description impacts the Northeast Gateway project and should be a decision of the Blueprint IA instead of a Comprehensive Plan policy. The policy included in the Master Plan does not preclude the Blueprint IA from expanding upon the project to provide additional buffer areas.

Buffers on Roberts and Crump Roads

Current Master Plan

The Master Plan presented at the Joint Workshop on October 13, 2020 provided for buffers along Roberts and Crump Roads through the provision of the Welaunee Greenway. Additional buffers could be provided through the reserve area set aside as open space for clustered subdivisions in Phase 2 and Phase 3.

Proposed Edits

Keep It Rural requested 250’ buffers along Roberts and Crump Roads the way Buckhead has a 250’ buffer between that neighborhood and development in the Arch. Proposed edits include a

250' buffer along Roberts and Crump Roads as requested by Keep It Rural. This buffer would include the Welaunee Greenway.

Traffic Analyses

Current Master Plan

The Master Plan presented at the Joint Workshop on October 13, 2020 included a Transportation Map with associated transportation policies that address multimodal transportation. The implementation of the Master Plan would be through PUD Concept Plans that must be consistent with the Master Plan and would follow the processes outlined in the City of Tallahassee Land Development Code.

Proposed Edits

Proposed Policy 13.2.28 specifies that prior to approval, PUD Concept Plans shall be required to demonstrate sufficient capacity of concurrency facilities to meet the standards for level of service for the existing population, previously permitted development and for the proposed development plan in accordance with the City of Tallahassee Concurrency requirements. The proposed policy also states that this demonstration shall include a transportation analysis for limited access, arterial, and collector roads, including the Northeast Gateway/Welaunee Boulevard, in accordance with the City Concurrency Management System Policy and Procedures Manual. This policy would remove the option to waive concurrency review until final development orders. This proposed policy would work in coordination with other policies, such as the Phasing policy, to ensure advanced planning ahead of development. Proposed edits also provide for the applicability of a Mobility Fee or alternative mobility funding system if adopted by the City. Other proposed edits include a system by which transportation needs identified by the I-10 Interchange PD&E Study and Regional Mobility Plans (Long Range Transportation Plans) would be incorporated into applicable Mobility Element policies and figures.

In addition to the proposed edits, the modeling for Welaunee Boulevard considered a buildout of the area to the year 2045 and found a 2-lane road would be sufficient to carry the anticipated traffic. However, recognizing more capacity may be needed at some point, the Urban Services Development Agreement required dedication of right-of-way to accommodate additional lanes and necessary utilities. Thus, any future projects would be unhampered by ROW costs. If new development at some point in the future triggers a need for more capacity, that developer will be required to pay their fair share for needed improvements through Concurrency, a Mobility Fee, or other alternative mobility funding system as adopted by the City.

Suggestions Not Fully Incorporated

Representatives from the Killearn Homeowners Association (KHA) requested the addition of a policy to require a traffic analysis prior to any development beyond what was projected to occur by 2045 based on the traffic analysis conducted by Blueprint for Welaunee Boulevard. They proposed a “stop clause” once either 4,360 residential units and/or the 830,000 square feet of non-residential land uses are exceeded in the Arch until a regional transportation model is completed.

The proposed edits do not incorporate the policy language as proposed by Killearn Homeowners Association representatives for the following reasons:

1. The area that is currently designated Planned Development on the Future Land Use Map is given the same development allowances as the Suburban Land Use Category per Objective 6.1 and therefore would be allowed to develop up to approximately 36,864 units. The portion of the Arch currently designated Suburban on the Future Land Use Map has the allowances to develop approximately 1,892 units. The portion of the Arch currently designated as Rural on the Future Land Use Map currently has the allowances for approximately 281 units. Thus, the proposed Master Plan represents a reduction from the current allowances of approximately 39,037 units to 12,500 units. While it is unlikely the whole area would develop as non-residential, technically the allowances for non-residential development currently in place based on the existing Future Land Use Map designations range from approximately 19,378,300 square feet to 155,026,400 square feet. The proposed Master Plan would reduce these non-residential allowances to 3,000,000 square feet and limit them to mixed use nodes to support walkability and prevent sprawl patterns. The proposed Master Plan significantly reduces development allowances while imposing transportation requirements that would otherwise not be required.
2. The current land development process already requires traffic studies and concurrency mitigation such that either development is halted or reduced and/or traffic impacts are mitigated. The Master Plan ensures that the PUD Concept Plans are coordinated while following the land development process. The Master Plan and current land development process requires developers to pay for their impacts to the transportation system through a process that is consistent with Florida Statutes.
3. The Traffic Model completed by the consultant for Blueprint for the Northeast Gateway, projected anticipated traffic through year 2045. The modeling effort for Welaunee Boulevard in year 2045 assumed 4,834 residential units and approximately 1,000,000 square feet of commercial, this equates to approximately 40% of the maximum allowable residential occurring by year 2045 and 33% of the maximum allowable non-residential development occurring in this same period. The current Northeast Gateway project reduced projected traffic volumes in Killearn compared to the no-build scenario through 2045. Through 2045, the traffic modeling shows reductions in vehicular traffic in most roadway segments with only mild (less than 5%) increases for select locations compared to the no build scenario. However, the modeling shows that total traffic in Killearn is reduced as compared to the no-build scenario and the neighborhood transportation network benefits due to redistribution and balancing of the traffic. The model shows that the vehicle-to-capacity ratio is not exceeded in Killearn at any point through 2045.
4. Regional transportation models are already developed for other transportation planning efforts, such as the Regional Mobility Plan (Long Range Transportation Plan) completed by the Capital Region Transportation Planning Agency, that evaluate long-term traffic and transportation, and plans regional facilities. This regional plan is updated every five years.

Phasing of Development

Current Master Plan

The Master Plan presented at the Joint Workshop on October 13, 2020 included a phasing policy that established three phases for the Arch, set thresholds that must be met before a subsequent phase could begin, and required infrastructure and public services to be available. The phasing included a deadline of the Comprehensive Plan's planning period, but still required infrastructure and public services to be in place before development could occur even after the planning period.

Proposed Edits

Representatives from the Alliance of Tallahassee Neighborhoods (ATN) requested the 2035 deadline for the Welaunee Arch Phasing be removed from the plan. Because the policies specified that even after the deadline, the development of the Arch would require the availability of necessary infrastructure and supporting services and that infrastructure improvements would occur contemporaneous with development as to prevent stranded or early investment in infrastructure, the deadline was essentially redundant and is removed in the proposed edits. Additionally, the threshold for required development in Phase 2 before development in Phase 3 can begin was increased to allow additional opportunities for the Alternative Development Program to be implemented for the Welaunee Habitat Park.

Community Facilities Policies

Current Master Plan

The Master Plan presented at the Joint Workshop on October 13, 2020 included policies related the location of public facilities. These policies addressed essential services and Fire and Emergency Services.

For essential services, the policy states that 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. PUD Concept Plans shall include the locations of essential services upon request by and through coordination with the City of Tallahassee and/or the Leon County School Board.

For fire and emergency services, the policy states that upon request of the City, PUD Concept Plans shall include identified sites for fire and/or emergency services in coordination and formal agreement with the City.

Proposed Edits

Representatives from the Alliance of Tallahassee Neighborhoods (ATN) requested additional language regarding the mechanism by which land would be dedicated or other arrangements made for public facilities such as fire stations, police stations, schools, etc. While development agreements are common mechanisms for this and do not require a reference in the Comprehensive Plan, adding in the language could help all parties and the public be more aware of the expected process. Therefore, proposed edits would specify that formal agreements are required in addition to coordination with the City and/or School Board for community facilities and essential services and with the City for fire and emergency services.

Town Center and Village Center Policies

Current Master Plan

The Master Plan presented at the Joint Workshop on October 13, 2020 included policies that address a Town Center and a Village Center in Phase 1 and a Village Center in Phase 2. The policies called for mixed use centers that are designed to be walkable, have street trees and landscaping, have green spaces serve as focal points in the mixed-use centers, and multiple storefronts to avoid no “big box” stores.

Proposed Edits

Representatives from the Alliance of Tallahassee Neighborhoods (ATN) requested additional language regarding open space in the Town Center and Village Center and providing for walkable, mixed-use centers. To this end, the proposed edits to the policies would define block lengths and block perimeters and include urban forest canopy areas as part of the community open space that would be planned as focal points.

Policies with “Where Feasible” Phrases

Current Master Plan

The Master Plan presented at the Joint Workshop on October 13, 2020 included policies that included the phrase “where feasible.” This phrase was included to allow flexibility for inevitable situations where constraints or hardships precluded strict, verbatim implementation of the policy as written. This is common for policies at the Comprehensive Plan level since the Comprehensive Plan is intended to set parameters for more detailed land development regulations and implementation through the land development code (in the form of PUD Concept Plans and site plans) because development cannot receive deviations and variances from Comprehensive Plan policies. Typically, a situation where the policy could not be met exactly as stated would require the developer or applicant for a development to demonstrate why the situation is not feasible.

Proposed Edits

Representatives from the Alliance of Tallahassee Neighborhoods (ATN) requested additional language about how feasibility would be determined. Proposed edits provide parameters for what could be considered feasible or not feasible.

Policies with “Shoulds” and “Shalls”

As directed by the Commission, staff reviewed the use of the terms “should” and “shall” to ensure consistency throughout the proposed plan.

Amendment Summary:

Staff recommendation on proposed amendment: Approve

Local Planning Agency recommendation on proposed amendment: Approve

The staff report and citizen comments for this text amendment is included as Attachment #5.

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) and Suburban (SUB) 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.

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.

Joint City/County 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.

Joint City/County Transmittal Hearing: A joint Transmittal Hearing was held on May 26, 2020. The City Commission voted to transmit the proposed amendment to the State Land Planning Agency and Review Agencies.

Joint City/County Workshop: A joint workshop was held on October 13, 2020 to discuss the proposed 2020 Cycle Amendments related to the Welaunee Arch. Commissioners did not have any questions for staff on this proposed amendment to the Future Land Use Map.

Joint City/County Adoption Hearing: The purpose of this item is to hold the Adoption Public Hearing on the proposed Comprehensive Plan amendment to the Tallahassee-Leon County Comprehensive Plan. This Adoption Public Hearing is being held Pursuant to Section 163.3184, Florida Statutes for a 2020 Cycle Text Amendment to the Land Use Element of the Tallahassee-Leon County Comprehensive Plan. This item requires a vote by only the City Commission.

Pursuant to Policy 1.8.1 of the Intergovernmental Coordination Element of the Tallahassee-Leon County 2030 Comprehensive Plan, only the City Commission must approve the proposed amendment for it to be adopted into the Tallahassee-Leon County 2030 Comprehensive Plan.

If adopted by City Commission, the proposed amendment would 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) and Suburban (SUB) to Planned Development (PD).

Amendment Summary:

- Staff recommendation on proposed amendment: Approve
- Local Planning Agency recommendation on proposed amendment: Approve
- The staff report and citizen comments for this text amendment is included as Attachment #6.

Name: TRZ 200002 - Welaunee Arch Rezoning

Applicant: City of Tallahassee

Jurisdiction: City of Tallahassee

Staff: Artie White

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 (TMA 2020 012) for approximately 2,810.55 acres in the Welaunee Arch planning area.

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 one or more 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.

The effective date of this rezoning ordinance shall be the effective date of comprehensive plan amendment TMA 2020 012.

This is a rezoning public hearing for property located completely within the City Limits. Only the City Commission is to vote on the proposed rezoning.

Notice of the Public Hearing has been published in accordance with the requirements of Section 125.66, Florida Statutes (Attachment #10). This item is quasi-judicial in nature; therefore, any ex parte communications shall be disclosed prior to the item being heard.

Options:

1. Conduct the Adoption Public Hearing and adopt the proposed Ordinance (Attachment #1), thereby 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. (County)
2. Conduct the Adoption Public Hearing and adopt Ordinance 20-O-35 (Attachment #2), thereby 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. (City)
3. Conduct the Adoption Public Hearing and adopt Ordinance 20-O-37 (Attachment #3), thereby adopting the Proposed Comprehensive Plan Amendment for the Welaunee Arch to Change the Future Land Use Map Designation from the Suburban And Rural Land Use Categories to the Planned Development Category in the Land Use Element of the Tallahassee-Leon County Comprehensive Plan. (City Only)
4. Conduct the first of two public hearings on Ordinance No. 20-Z-38 (Attachment #4); and set the second and final public hearing for December 9, 2020 at 5:00 p.m. in the Chambers of the City of Tallahassee City Commission at City Hall. (City Only)
5. Conduct the Adoption Public Hearing and do not adopt the proposed Ordinance (Attachment #1), thereby not 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. (County)
6. Conduct the Adoption Public Hearing and do not adopt Ordinance 20-O-35 (Attachment #2), thereby not 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. (City)
7. Conduct the Adoption Public Hearing and do not adopt Ordinance 20-O-37 (Attachment #3), thereby not adopting the Proposed Comprehensive Plan Amendment for the Welaunee Arch to Change the Future Land Use Map Designation from the Suburban And Rural Land Use Categories to the Planned Development Category in the Land Use Element of the Tallahassee-Leon County Comprehensive Plan. (City Only)
8. Conduct the first of two public hearings on Ordinance No. 20-Z-38 (Attachment #4); and do not set the second and final public hearing for December 9, 2020 at 5:00 p.m. in the Chambers of the City of Tallahassee City Commission at City Hall. (City Only)
9. Board/Commission direction. (City and/or County)

Recommendation:

Options #1 through #4

Attachments:

1. Proposed Leon County Ordinance Amending the 2030 Tallahassee-Leon County Comprehensive Plan. (Welaunee Arch Master Plan and USA)
2. Proposed City of Tallahassee Ordinance 20-O-35. (Welaunee Arch Master Plan and USA)
3. Proposed City of Tallahassee Ordinance 20-O-37. (Welaunee Arch Map Amendment)
4. Proposed City of Tallahassee Ordinance 20-Z-38. (Welaunee Arch Rezoning)
5. Staff report for TTA 2020 013 – Welaunee Arch Critical Area Plan and Urban Services Area
6. Staff report for TMA 2020 012 – Welaunee Arch Map Amendment
7. Strike/Add Version of the Welaunee Arch Master Plan Showing Proposed Edits Based on the Joint Workshop
8. Agenda Materials from the May 26, 2020 Joint Transmittal Hearing
9. Agenda Materials from the October 13, 2020 Joint Workshop
10. Notice of Public Hearing

LEON COUNTY ORDINANCE NO. 2020-

**AN ORDINANCE OF THE BOARD OF COUNTY COMMISSIONERS OF
LEON COUNTY, FLORIDA, AMENDING THE 2030 TALLAHASSEE-LEON
COUNTY COMPREHENSIVE PLAN; ADOPTING AMENDMENTS TO THE
FUTURE LAND USE ELEMENT; PROVIDING FOR APPLICABILITY AND
EFFECT; PROVIDING FOR CONFLICTS; PROVIDING FOR
SEVERABILITY; PROVIDING FOR A COPY TO BE ON FILE WITH THE
TALLAHASSEE-LEON COUNTY PLANNING DEPARTMENT; AND
PROVIDING FOR AN EFFECTIVE DATE.**

RECITALS

WHEREAS, Chapters 125 and 163, Florida Statutes, empowers the Board of County Commissioners of Leon County to prepare and enforce comprehensive plans for the development of the County; and

WHEREAS, Sections 163.3161 through 163.3215, Florida Statutes, the Community Planning Act, empowers and requires the Board of County Commissioners of Leon County to (a) plan for the County's future development and growth; (b) adopt and amend comprehensive plans, or elements or portions thereof, to guide the future growth and development of the County; (c) implement adopted or amended comprehensive plans by the adoption of appropriate land development regulations; and (d) establish, support, and maintain administrative instruments and procedures to carry out the provisions and purposes of the Act; and

WHEREAS, Ordinance 90-30 was enacted on July 16, 1990, to adopt the Tallahassee-Leon County 2010 Comprehensive Plan for the unincorporated area of Leon County. The City of Tallahassee also adopted a plan for its municipal area by separate ordinance; and

WHEREAS, the horizon year for the Tallahassee-Leon County Comprehensive Plan is now 2030 and the Comprehensive Plan is now known as the Tallahassee-Leon County 2030 Comprehensive Plan; and

1 WHEREAS, pursuant to Section 163.3184, Florida Statutes, the Board of County
2 Commissioners of Leon County has held several public work sessions, public meetings, and public
3 hearings on the proposed amendment to the comprehensive plan, with due public notice having been
4 provided, to obtain public comment, and has considered all written and oral comments received during
5 said work sessions, public meetings and public hearings; and

6 WHEREAS, pursuant to Section 163.3184, Florida Statutes, the Board of County
7 Commissioners of Leon County transmitted copies of the proposed amendment to the comprehensive
8 plan to the Department of Economic Opportunity as the State Land Planning Agency and other state
9 and regional agencies for written comment; and

10 WHEREAS, pursuant to Section 163.3184, Florida Statutes, the Board of County
11 Commissioners of Leon County held a public hearing with due public notice having been provided on
12 the proposed amendment to the comprehensive plan; and

13 WHEREAS, the Board of County Commissioners of Leon County further considered all oral
14 and written comments received during such public hearing, including the data collection and analyses
15 packages, the recommendations of the Tallahassee-Leon County Local Planning Agency, and the
16 Objections, Recommendations, and Comments Report of the Department of Economic Opportunity;
17 and

18 WHEREAS, in exercise of its authority, the Board of County Commissioners of Leon County
19 has determined it necessary and desirable to adopt the amendment to the comprehensive plan to
20 preserve and enhance present advantages; encourage the most appropriate use of land, water and
21 resources, consistent with the public interest; overcome present handicaps; and deal effectively with
22 future problems that may result from the use and development of land within Leon County, and to meet
23 all requirements of law;

BE IT ORDAINED BY THE BOARD OF COUNTY COMMISSIONERS OF LEON COUNTY, FLORIDA, that:

Section 1. Purpose and Intent.

This Ordinance is hereby enacted to carry out the purpose and intent of, and exercise the authority set out in the Community Planning Act, Sections 163.3161 through 163.3215, Florida Statutes, as amended.

Section 2. Text Amendment.

The Ordinance does hereby adopt the following portion of the text attached hereto as Exhibit “A,” and made a part hereof, as an amendment to the Tallahassee-Leon County 2030 Comprehensive Plan, as amended, and does hereby amend “The Tallahassee-Leon County 2030 Comprehensive Plan,” as amended, in accordance therewith, being an amendment to the following Plan element:

Text Amendment TTA 2020013, which relates to the Future Land Use Element.

Section 3. Applicability and Effect.

The applicability and effect of this amendment to the 2030 Comprehensive Plan shall be as provided by the Community Planning Act, Sections 163.3161 through 163.3215, Florida Statutes, and this Ordinance, and shall apply to all properties under the jurisdiction of Leon County.

Section 4. Conflict with Other Ordinances and Codes.

All ordinances or parts of ordinances of the Code of Laws of Leon County, Florida, in conflict with the provisions of this Ordinance are hereby repealed to the extent of such conflict.

Section 5. Severability.

If any word, phrase, clause, section, or portion of this Ordinance is declared by any court of competent jurisdiction to be void, unconstitutional, or unenforceable, then all remaining provisions and portions of this Ordinance shall remain in full force and effect.

Section 6. Copy on File.

To make the Tallahassee-Leon County 2030 Comprehensive Plan available to the public, a certified copy of the enacting ordinance, as well as certified copies of the Tallahassee-Leon County 2030 Comprehensive Plan and these updates thereto, shall also be located in the Tallahassee-Leon County Planning Department. The Planning Director shall also make copies available to the public for a reasonable publication charge.

Section 7. Effective Date.

The plan amendment shall be effective upon adoption by the Leon County Board of County Commissioners and the Tallahassee City Commission and as further provided by the applicable statutes and regulations pertaining thereto.

DONE, ADOPTED AND PASSED by the Board of County Commissioners of Leon County, Florida, this 10th day of November, 2020.

LEON COUNTY, FLORIDA

By: _____
Bryan Desloge, Chairman
Board of County Commissioners

ATTESTED BY:
Gwendolyn Marshall, Clerk of the Court
& Comptroller, Leon County, Florida

By: _____

APPROVED AS TO LEGAL SUFFICIENCY:
Chasity H. O'Steen, County Attorney
Leon County Attorney's Office

By: _____

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 Concept for the Welaunee Arch.

The intent of the Welaunee Arch Master Plan is to provide an area-wide plan for the portion of the Welaunee Critical Planning Area located north of Interstate-10 and west of Miccosukee Road (i.e. the "Arch"). This master plan sets the standards and guidelines to coordinate one or more implementing development plans such that the development of the Arch results in a new, integrated community with a variety of land uses, diverse neighborhoods and mixed-use centers, a region-serving activity center, active and passive recreational options, and abundant open space. The development of the Arch consistent with this master plan shall be implemented in phases, connected by a multi-modal transportation system, served by regional, master planned stormwater facilities, and designed in ways that protect natural resources.

Policy 13.2.1: Concept. This Welaunee Arch Master Plan satisfies the requirements of the Tallahassee-Leon County Comprehensive Plan 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 diverse housing choices; transportation choices with linkage to commercial services and jobs; and planned recreation and open space.

Policy 13.2.2: Discourage Urban Sprawl. The Welaunee Arch is located wholly within the Urban Services Area. Development within the Arch 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; implementing a multimodal transportation system that supports the internal capture of transportation trips; creating a balance of residential and nonresidential land uses through integrated, mixed-use centers and diverse housing types in close proximity to nonresidential uses; promoting the efficient and cost-effective provision or extension of public facilities and services; protecting and preserving natural resources; 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, Regulating Plans with Form-based Codes, or other implementing plan as allowed by the Comprehensive Plan at the time of development. All such plans are referred to herein as Planned Development Concept Plans or PUD Concept Plans. Such PUD Concept Plans 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. All PUD Concept Plans shall be consistent with the stormwater facility master plan and with transportation plans for the Phase of the Arch in which they are located, as developed and approved prior to or concurrent with the initial PUD Concept Plan for that Phase. The phasing of development in the Arch shall be consistent with necessary infrastructure and supporting services and the phasing requirements of Policy 13.2.5. Development Phases and PUD Concept Plans shall consider previously approved PUD Concept Plans within the Arch and anticipated development based on Figures 13-5 through 13-7 such that open space, stormwater, and transportation systems are planned and implemented consistent with the Policies in this Welaunee Arch Master Plan portion of the Welaunee Critical Area Plan.

A PUD Concept Plan may address only a portion of a Phase or may address more than one Phase. The minimum size for the initial PUD Concept Plan for any Phase of the Arch shall be 350 acres. Subsequent PUD Concept Plans shall be implemented consistent with this Master Plan and the applicable implementing plan standards allowed by the Comprehensive Plan at the time of development.

LAND USE

Policy 13.2.4: Land Use Districts. The Master Plan forms the basis upon which organizing elements are oriented to convey the overall urban form. Lands within the Welaunee Arch shall be planned for the generalized land uses described in this Policy and Table 1. As depicted on Figure 13-5, the Welaunee Arch shall be designed with the following land use districts:

(1) Northeast Gateway District – The intent of the Northeast Gateway District is to provide an area that capitalizes on the location of a potential future interchange with Interstate-10 and Welaunee Boulevard by including well-designed, region-serving commercial and employment uses. The Northeast Gateway District as identified on Figure 13-5 shall be comprised of:

- a. **Activity Center.** An activity center zone shall be a mixed-use zone including between 75 and 280 acres. The activity center zone shall be located east of the residential zone, as generally depicted on Figure 13-5, and no closer than 1,000 feet from the Buckhead subdivision. This zone 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. This zone may also contain higher-density residential and public and civic uses that can contribute to the center's vitality and sustainability. Residential densities in this zone shall have a minimum of 10 dwelling units per acre and a maximum of 20 dwelling units per

- acre for residential development not in vertically mixed-use buildings. Non-residential intensities shall range from 4,000 square feet per acre to 30,000 square feet per acre. The mixture of uses shall be 10% to 55% residential and community services uses and 45% to 90% non-residential uses.
- b. **Employment Center.** An employment center zone shall be a mixed-use zone located proximate to major transportation arteries in order to provide jobs for residents as well as regional employment opportunities and shall contain 75 to 280 acres. Employment centers are intended to contain a mix of uses and not be a single-use environment. 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 Center zones except when located above the ground floor in mixed-use buildings. Development intensities of non-residential uses in the employment center zone shall range from 8,000 square feet per acre to 40,000 square feet per acre. This zone shall be designed with shared parking opportunities for nonresidential uses that have peak parking demands other than during normal office hours. The development of a PUD Concept Plan that includes this zone shall include coordination with Star Metro to include preliminary plans for transit connectivity between this zone and other mixed-use zones in the Arch.
 - c. **Residential.** A residential zone shall be located between the Buckhead subdivision and the mixed-use zones as generally depicted on Figure 13-5. This residential zone shall include between 30 and 100 acres. Residential development density shall be no less than 2 dwelling units per acre and not exceed 6 dwelling units per acre. Accessory dwelling units shall not count towards the residential density in this zone.
 - d. **Open Space/Greenway.** The Open Space and Greenway area within the Northeast Gateway District includes all open space within the district and may incorporate the adjacent primary open space system as depicted on Figure 13-5. This area shall be consistent with the development standards of Policy 13.2.37. Specifically, an open space zone shall be located along the border with the established Buckhead Neighborhood serving as a buffer between the existing Buckhead Neighborhood and new development in the Arch. This zone shall be no less than 250 feet wide and will include the Welaunee Greenway and existing utility easements. In total, a minimum of 20% of the gross area in Phase 1 shall be designated as Open Space.
- (2) West Arch District** – The intent of the West Arch District is to provide an area with a mixed-use center that serves residents of both Welaunee via Welaunee Boulevard and Killearn Neighborhoods via Shamrock South. It is the intent of this District to allow the highest density and intensity development within the mixed-use center, gradually

transitioning to lower densities and intensities as distance from the mixed-use center increases. The West Arch District as identified on Figure 13-5 shall be comprised of:

- a. **Mixed-Use Center.** Development of the West Arch District shall include a single mixed-use center designated as either a Town Center zone or Village Center zone.
- b. **Town Center.** A town center zone shall be a mixed-use development planned as a compact, efficient node between 20 and 120 acres in size. A town center shall contain uses that serve surrounding neighborhoods as well as those traveling through the area. 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, open space, and civic, religious and institutional uses (including day care services for children and adults). The Town Center shall include uses mixed horizontally and vertically. It is the design intent to plan for multiple storefronts and multiple retailers in the town center, so all of the available retail space is not aggregated into one or two "big-box" stores.

Development intensities in the town center shall range from 4,000 square feet per acre up to 30,000 square feet per acre. Individual building footprints for non-residential uses shall not exceed 50,000 gross square feet. Residential densities shall be no less than 8 dwelling units per acre up to a maximum of 20 dwelling units per acre for residential development not in vertically mixed-use buildings. Residential uses shall be encouraged above ground-floor retail and other nonresidential uses. The mixture of uses shall be 10% to 55% residential and community services and 45% to 90% non-residential uses. Town centers 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. Community open space in the form of public squares and greens or urban forest canopy areas shall be planned as a focal point for a town center. No minimum on-site open space shall be required on each preliminary plat; however, exceptional specimen trees, patriarch trees, and trees of significant size for its species that are in very good health shall be protected.

- c. **Village Center.** A village center zone shall allow small retail, specialty retail, office, restaurants, services, open space, residential and other uses (including day care services for children and adults) that support residential uses within the District. This zone is also intended to function as a neighborhood focal point

and is envisioned to have churches, town squares, and other civic, religious, and institutional uses. The village center zone shall range in size from 5 to 50 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 with street trees and landscaping, and other such solutions, shall be utilized to create a pedestrian-friendly, walkable center. Block lengths shall generally be less than 500 feet with block perimeters generally being less than 3,000 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.

The mixture of uses shall be 0% to 50% residential and community services and 50% to 100% non-residential uses. Development intensities in the village center zone shall range from 4,000 square feet per acre to 20,000 square feet per acre. Individual building footprints for non-residential uses shall not exceed 30,000 gross square feet. Residential development in the Village Center shall be no less than 4 dwelling units per acre and not exceed 14 dwelling units per acre for residential development not in vertically mixed-use buildings. 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 or urban forest canopy areas shall be planned as the focal point of a village center. No minimum on-site open space shall be required for each preliminary plat; however, exceptional specimen trees, patriarch trees, and trees of significant size for its species that are in very good health shall be protected.

- d. **Neighborhood.** The neighborhood zone is intended to provide the opportunity for a range of housing choices integrated with neighborhood scale, non-residential uses in proximity to a mixed-use land use districts that include nonresidential uses which can provide commercial shopping opportunities to meet daily needs. This zone shall be located within ¼ to ½ mile from the edge of the mixed-use center zone. In the neighborhood zone, residential development shall be no less than 4 dwelling units per acre and not exceed 14 dwelling units per acre. The maximum gross intensity allowed for new non-residential development is 20,000 square feet per acre. Building footprints for non-residential uses shall not exceed 10,000 gross square feet.
- e. **Residential.** The Residential zone is intended to provide the opportunity for a range of housing choices in proximity to mixed-use land use zones that include nonresidential uses which can provide commercial shopping opportunities to meet daily needs. This zone is intended to provide a transition from the mixed-use center and neighborhood zones to existing development in the Killearn neighborhoods. Residential development shall be limited to a minimum of 2 dwelling units per acre with a maximum density of 10 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.

- f. **Open Space/ Greenway.** The Open Space and Greenway area within the West Arch District includes all open space within the district and may incorporate the adjacent primary open space system as depicted on Figure 13-5. This area shall be consistent with Policy 13.2.37. In total, a minimum of 20% of the gross area in Phase 1 shall be designated as Open Space.

(3) North Arch District – The intent of the North Arch District is to provide an area with a mixed-use center that serves residents of Welaunee, Killearn, and the residents along Roberts Road and Crump Road. The North Arch District as identified on Figure 13-5 shall be comprised of:

- a. **Mixed-Use Center.** Development of the North Arch District shall include a single mixed-use center designated as either a Town Center zone or Village Center zone as defined in the West Arch District policy.
- b. **Neighborhood.** The neighborhood zone is intended to provide the opportunity for a range of housing choices integrated with neighborhood scale, non-residential uses in proximity to a mixed-use land use districts that include nonresidential uses which can provide commercial shopping opportunities to meet daily needs. This zone shall be located within ¼ to ½ mile from the edge of the mixed-use center zone. In this neighborhood zone, residential development shall be no less than 4 dwelling units per acre and not exceed 14 dwelling units per acre. The maximum gross intensity allowed for new non-residential development is 20,000 square feet per acre. Building footprints for non-residential uses shall be not exceed 10,000 gross square feet.
- c. **Residential.** The Residential zone is intended to provide the opportunity for a range of housing choices 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 a minimum of 2 dwelling units per acre and shall not exceed a density of 10 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. This zone is intended to provide a transition from the mixed-use center and neighborhood zones to existing development in the Killearn neighborhoods.
- d. **Open Space/ Greenway.** The Open Space and Greenway area within the North Arch District includes all open space within the district and may incorporate the adjacent primary open space system as depicted on Figure 13-5. This area shall be consistent with Policy 13.2.37. In total, a minimum of 20% of the gross area in Phase 1 shall be designated Open Space.

Additionally, high quality native forests in the North Arch District shall be protected, preserved, and included in the open space area. Trails shall be planned around the high-quality successional forests/native forest areas to serve as both recreational facilities and as fire breaks when these areas are managed with prescribed fires. Potential locations of high-quality successional forests/native forests are shown on the Preliminary Environmental Map (Figure 13-6). The location of protected areas will be determined through a Natural Features Inventory approved by the City prior to approval of a PUD Concept Plan that includes this District.

- e. **Regional Park.** A regional park with active recreation may be located in the North Arch District. If a regional park is designated within this District, it shall be designed to include connectivity with the trail system around any high-quality successional forests/native forests as described in the open space zone for this District.

(4) Conservation Design District - The intent of the Conservation Design District is to provide an area that is primarily residential in nature with a small village center. The residential development is intended to be arranged as cluster subdivisions in order to maximize the efficiency of infrastructure and to preserve environmental features and open spaces. The village center is intended to include non-residential uses in a location that minimizes the number of miles residents drive to meet their daily needs and promote the internal capture of vehicular trips. The Conservation Design District as identified on Figure 13-5 shall be comprised of:

- a. **Clustered Residential.** The cluster residential zone shall be comprised of clustered development that sets aside a minimum of 50% open space as a reserve area, comprised of such things as special development zones, preservation and conservation features, undeveloped uplands, oak-hickory forest, significant trees, passive recreation areas, and stormwater facilities designed as a community amenity. Adjacent open space as designated on Figure 13-5 and consistent with Policy 13.2.37 may be included in the Conservation Design District reserve area calculations for cluster development. The development area shall be the area not set aside as reserve area and shall comprise no more than 50% of the total conservation design district. Within this district, development area shall be located on the least environmentally sensitive areas; be contiguous to the greatest extent practicable; and allow maximum open space to be easily maintained in the reserve area. The development area shall be developed at a minimum of two dwelling units per acre and a maximum of 12 dwelling units per acre. Planned Unit Developments may provide for a density bonus up to 20 dwelling units per acre where more area is set aside than required or where greenways, trails, or other passive recreational opportunities are provided in the reserve area.

The conservation design district shall contain a mixture of housing types. Allowable housing types include single family detached homes, single family

attached homes, duplexes, triplexes, fourplexes, courtyard buildings (a 1 to 3.5 story detached structure consisting of multiple side-by-side and/or stacked dwelling units oriented around a courtyard or series of courtyards), and cottage courts (a group 1 to 1.5-story detached structures arranged around a shared court visible from the street). The conservation design district shall not contain greater than 80% of any one housing type. Accessory dwelling units are allowable per City of Tallahassee land development code. Accessory dwelling units do not count towards the overall density and do not count as a different housing type for the purpose of requiring a mixture of housing types. Design standards for this District shall include Dark Sky principles to prevent and reduce light pollution.

The acreage of the reserve area shall be preserved as open space consistent with Policy 13.2.37, shall incorporate existing or planned public or private open space and greenspace to the greatest extent practicable, and shall be of sufficient size and buffered to ensure the protection of all critical on-site resources that are to be preserved and to accommodate authorized uses which includes natural open space, passive recreation uses (e.g., greenways, picnic areas or open fields), stormwater facilities, or other environmental conservation purposes.

All preservation areas, special development zones, conservation areas, archaeological sites and view-shed areas within designated protection zones for canopy roads shall be incorporated into the reserve area to the greatest extent practicable.

Stormwater management facilities which are otherwise permissible are allowed in the reserve area provided that the facilities are located outside of preservation areas, canopy road zones, naturally forested areas, special development zones, and meet either of the applicable following two standards:

- (1) Stormwater management facilities shall have side slopes of flatter than 4:1, and/or
- (2) Stormwater management facilities shall have appropriate tree and plant species that visually integrates the stormwater facility into the overall reserve area.

All such facilities shall be designed as community amenities, with trails, observation decks, or platforms where appropriate.

- b. **Village Center.** The Conservation Design District shall include a Village Center Zone subject to the design standards for a Village Center zone in the West Arch District Policy.
- c. **Neighborhood.** The neighborhood zone is intended to provide the opportunity for a range of housing choices integrated with neighborhood scale, non-

residential uses in proximity to a mixed-use land use districts that include nonresidential uses which can provide commercial shopping opportunities to meet daily needs. This zone shall be located within ¼ to ½ mile from the edge of the mixed-use center zone. In this neighborhood zone, residential development shall be no less than 4 dwelling units per acre and not exceed 14 dwelling units per acre. The maximum gross intensity allowed for new non-residential development is 20,000 square feet per acre. Building footprints for non-residential uses shall not exceed 10,000 gross square feet.

- d. **Open Space/ Greenway.** The Open Space and Greenway area within the Conservation Design District includes all open space and reserve area within the district and may incorporate the adjacent primary open space system as depicted on Figure 13-5. This area shall be consistent with Policy 13.2.37 and shall be included in the reserve area calculations for cluster development. At a minimum 50% of this District shall be designated as Open Space.

High quality successional forests and native forests as defined in the Tallahassee-Leon County Comprehensive Plan Glossary in the Conservation Design District shall be protected and preserved and included in the open space area. Trails shall be planned around the high-quality successional forests/native forest areas to serve as both recreational facilities and as fire breaks when these areas are managed with prescribed fires. Potential locations of high-quality successional forests/native forests are shown on the Preliminary Environmental Map (Figure 13-6). The location of protected areas will be determined through a Natural Features Inventory approved by the City prior to approval of a PUD Concept Plan that includes this District.

Core canopy or core forests, as defined in the City of Tallahassee's Urban Forest Master Plan, that is part of the fragmentation class of Core Canopy (>500 acres) and shown on the Preliminary Environmental Map (Figure 13-6), shall be protected, included in the open space area, and shall be connected to greenways and open space that function as wildlife corridors. These areas may be included in the reserve area calculations for cluster development. Potential locations of core forest areas that are part of the fragmentation class of Core Canopy (>500 acres) are shown on the Preliminary Environmental Map (Figure 13-6). The location of protected areas will be determined through a Natural Features Inventory approved by the City prior to approval of a PUD Concept Plan that includes this District.

- (5) Residential Reserve District** - The Residential Reserve District as identified on Figure 13-5 is intended to be residential in nature, arranged as cluster subdivisions in order to maximize the efficiency of infrastructure and to preserve environmental features and open spaces. This District is also intended to maintain compatibility with established residential development along Roberts Road and Crump Road. The Residential Reserve District shall be subject to the Clustered Residential policy of the Conservation Design District with a maximum density of 6 dwelling units per acre and a minimum reserve

area requirement of 60%. The Residential Reserve District shall include open space buffers of a minimum width of 250 feet to Roberts Road and Crump Road that may include the Welaunee Greenway system, open space, and reserve area from cluster subdivision development. The Residential Reserve District may alternatively be established as Open Space through an optional Alternative Development Program as established in Policy 13.2.44.

(6) Open Space – Open Space area shall be incorporated into each District. Districts shown in Figure 13-5 include the adjacent open space. The Primary Open Space System shall be designed as a connected network of open space as generally depicted on Welaunee Arch Map, Figure 13-5, which shall include Conservation and Preservation areas as generally depicted on the Preliminary Environmental Features Map, Figure 13-6, aesthetic open space, Greenways, and the Perpetual Drainage Easement held by the City and County. A minimum of 20% of Phase 1, 50% of Phase 2, 60% of Phase 3, and 40% of the total gross area of the Arch shall be designated Open Space unless offset through the Alternative Development Program in Policy 13.2.44. Conservation and Preservation Areas as defined in Policy 1.3.1 and 1.3.4 of the Conservation Element account for approximately 19% of the overall gross area of the Welaunee Arch. The remainder of the designated open space, which will include approximately 21% of the overall gross area, shall consist of open space incorporated into the development plan for each District or part of the Primary Open Space System. The Open Space Area shall be subject to the design and development criteria in Policy 13.2.37. The Conservation and Preservation Areas shall be subject to the design and development criteria of Policy 13.2.38.

Policy 13.2.5: Phasing. Development of the Arch shall be implemented in phases consistent with this plan and necessary infrastructure (including water and sewer) and supporting services (including adequate schools, police and fire service). Phase 1 shall include the Gateway District, West Arch District, and the North Arch District. Phase 2 shall include the Conservation Design District. Phase 3 shall include the Residential Reserve District. A PUD Concept Plan may address only a portion of a phase or may address more than one phase. Phase 1 of the Welaunee Arch must include one Town Center Zone and one Village Center Zone, either of which can be located in the West Arch District or North Arch District.

Phase 2 shall not be developed until 1,500 dwelling units and 150,000 square feet of non-residential uses have been constructed in Phase 1.

Phase 3 shall not be developed until at least 70% of the gross acreage of Phase 2 is included in an adopted PUD Concept Plan. Sub phases or stages of each phase may be developed in separate PUD Concept Plans.

It is the intent that infrastructure improvements occur contemporaneous with development. This timing of infrastructure with development prevents stranded or early investment in infrastructure.

Table 1. Land Uses in the Welaunee Arch

<u>District</u>	<u>Zone</u>	<u>Size</u>	<u>Nonresidential Intensity</u>	<u>Residential Density</u>	<u>Mixture</u>
<u>Northeast Gateway District (Phase 1)</u>	<u>Activity Center</u>	<u>75-280 acres</u>	<u>4,000-30,000 SF/acre</u>	<u>10-20 DU/acre</u>	<u>10-55% residential</u> <u>45-90% nonresidential</u>
	<u>Employment Center</u>	<u>75-280 acres</u>	<u>8,000-40,000 SF/acre</u>	<u>n/a¹</u>	<u>n/a¹</u>
	<u>Residential</u>	<u>30-100 acres</u>	<u>n/a</u>	<u>2-6 DU/acre</u>	<u>n/a</u>
	<u>Open Space</u>	<u>Min. 20% of gross area in Phase 1</u>			
<u>West Arch District (Phase 1)</u>	<u>Town Center²</u>	<u>20-120 acres</u>	<u>4,000-30,000 SF/acre</u>	<u>8-20 DU/acre</u>	<u>10-55% residential</u> <u>45-90% nonresidential</u>
	<u>Neighborhood</u>	<u>¼-½ mile from Town Center</u>	<u>Max 20,000 SF/acre</u>	<u>4-14 DU/acre</u>	<u>n/a</u>
	<u>Residential</u>		<u>n/a</u>	<u>2-10 DU/acre</u>	<u>n/a</u>
	<u>Open Space</u>	<u>Min. 20% of gross area in Phase 1</u>			
<u>North Arch District (Phase 1)</u>	<u>Village Center²</u>	<u>5-50 acres</u>	<u>4,000-20,000 SF/acre</u>	<u>4-14 DU/acre</u>	<u>0-50% residential</u> <u>50-100% nonresidential</u>
	<u>Neighborhood</u>	<u>¼-½ mile from Village Center</u>	<u>Max 20,000 SF/acre</u>	<u>4-14 DU/acre</u>	<u>n/a</u>
	<u>Residential</u>		<u>n/a</u>	<u>2-10 DU/acre</u>	
	<u>Open Space</u>	<u>Min. 20% of gross area in Phase 1</u>			
<u>Conservation Design District (Phase 2)</u>	<u>Village Center</u>	<u>5-50 acres</u>	<u>4,000-20,000 SF/acre</u>	<u>4-14 DU/acre</u>	
	<u>Neighborhood</u>	<u>¼-½ mile from Village Center</u>	<u>Max 20,000 SF/acre</u>	<u>4-14 DU/acre</u>	<u>n/a</u>
	<u>Conservation Design Clustered Residential</u>	<u>Maximum 50% of Conservation Design District</u>	<u>n/a</u>	<u>2-12 DU/acre</u>	
	<u>Open Space</u>	<u>Min. 50% gross area as Reserve Area in Phase 2.</u>			
<u>Residential Reserve (Phase 3)</u>	<u>Residential Reserve Clustered Residential</u>	<u>40% of Residential Reserve District</u>	<u>n/a</u>	<u>0-6 DU/acre</u>	
	<u>Open Space</u>	<u>60% gross area as Reserve Area in Phase 3.</u>			

<u>Open Space^{3,4}</u>	<u>Open Space</u>	<u>Minimum of 20% of Phase 1; 50% of Phase 2; no less than 60% of Phase 3; and no less than 40% of total area in Welaunee Arch. Open Space includes Conservation and Preservation Areas, Reserve Area, and Primary Open Space Areas.</u>			
	<u>Conservation/ Preservation⁵</u>	<u>Approximately 900 acres (19% of the Arch)</u>			
	<u>Other Open Space</u>	<u>Approximately 1000 acres (21% of the Arch)</u>			

1. Residential uses permitted only above ground floor in mixed-use buildings
2. Town Center Zone and Village Center Zone are permitted in West Arch District and North Arch District, provided one of each zone is located in Phase 1.
3. Open Space, including Conservation and Preservation Areas and Greenways shall be incorporated into all development Phases.
4. Open Space requirements apply unless offset through the Alternative Development Program in Policy 13.2.44.
5. Precise size and location of Conservation and Preservation Areas to be determined through a Natural Features Inventory.

Policy 13.2.6: Development Totals. Densities and intensities for development of the Arch shall be consistent with Policy 13.2.4 and other policies of this master plan. The maximum development for the Arch shall not exceed 12,500 residential units and 3,000,000 square feet of non-residential development.

Policy 13.2.7: Development Standards for Mixed-Use Zones. The Activity Center, Employment Center, Town Center, and Village Centers (collectively “Mixed-Use Zones”) shall be subject to the following development standards in addition to the requirements of Policy 13.2.4:

- (1) PUD Concept Plans that include mixed-use zones shall include specific design standards, public facility standards, and building standards, such that the district develops as a compact, walkable urban district. At a minimum, the form-based code or design standards shall address relationship between building facades and the public realm, the form and mass of buildings in relation to one another, and the scale and types of streets and blocks. Design standards shall also minimize driveway cuts along sidewalks facilities by requiring alleys, shared access points, and/or structured parking facilities.
- (2) Development in the Mixed-Use Zones may request a waiver from the requirements in the Environmental Management Ordinance for natural area, landscaping and buffers for the purpose of maximizing intensity and density within the mixed-use zone.
- (3) Stormwater detention and treatment facilities for Mixed-Use Zones shall be designed in accordance with applicable standards and should be located outside of a Mixed-Use Zones in order to promote a compact pedestrian-oriented arrangement of land uses. Stormwater facilities may be located within mixed-use zones if

alternative sites are not reasonably available outside of mixed-use zones or where stormwater facilities can be integrated with pedestrian friendly environments. PUD Concept Plans shall include design standards for stormwater facilities that are consistent with the intent of the zone.

(4) Building heights in mixed-use centers shall not exceed 65 feet from grade.

Policy 13.2.8: Inclusionary housing. Development within the Welaunee Arch shall comply with any ordinances in effect at the time of development that address the need for affordable or inclusionary housing. Each PUD Concept Plan shall include a Housing Plan designed to achieve compliance with the City's Inclusionary Housing Ordinance, or other affordable and inclusionary housing ordinances in effect, by buildout of the area governed by that Concept Plan.

Policy 13.2.9: Housing affordability. In addition to complying with ordinances in effect at the time of development that address the need for affordable or inclusionary housing, a range of housing choices shall be provided to accommodate diverse income levels, age groups, people with a range of abilities, and housing needs. Granny flats, garage apartments, and other accessory dwelling units will not be included in unit or density calculations or transportation impact analyses. The range of housing options provided shall be based on the land use districts and zones within each District. No land use district or zone within a district that allows residential development shall limit housing types to only single-family detached homes.

In order to promote a range of housing types and choices, the City of Tallahassee shall incentivize the development of workforce housing within ¼-mile of mixed-use zones or transit hubs. The City shall also incentivize the provision of housing for low-income and very-low income families, seniors, and/or people with disabilities. Incentives shall be incorporated into PUD Concept Plans and may include increases in building height, waiver or reduction of mobility and impact fees, reduction of parking and setback requirements, reservation of infrastructure capacity without cost, expedited processing of applications for Concept Plans and site development plans, and similar measures such as the incentives allowed in the City's Inclusionary Housing Ordinance.

Policy 13.2.10: Community Facilities. Community Services, Light Infrastructure, Community Parks, and Neighborhood Parks shall be allowed uses in any land use district or zone consistent with the intent of each district and zone.

Policy 13.2.11: 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. PUD Concept Plans shall include the locations of essential services upon request by and through coordination and formal agreement with the City of Tallahassee and/or the Leon County School Board.

Policy 13.2.12: 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 and neighborhood zones shall include shade trees planted as street trees. PUD concept plans may include incentives, such as reduced tree mitigation, for shade trees planted as street trees outside of mixed use and neighborhood zones.

Policy 13.2.13: Crime prevention through design. Integrated mixtures of uses shall be located and designed consistent with comprehensive crime prevention strategies of natural surveillance, territorial reinforcement, and natural access control.

Policy 13.2.14: 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. Unless otherwise specified in this master plan, buffers are not required between or within land use districts in the Welaunee Arch.

Policy 13.2.15: 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 dwelling 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 13.2.16: 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 13.2.17: 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 Transportation Map, Figure 13-7, with the final location and design to be based upon site-specific environmental, engineering, and related considerations. Thoroughfares connecting through the Arch to areas beyond the Arch shall be arterials designed as boulevards for high vehicular capacity and moderate speeds not to exceed a design speed of 45 miles per hour with sidewalks on both sides of the roadway and bicycle facilities. Thoroughfares connecting mixed use areas within the Arch shall be collectors designed as avenues with high vehicular capacity and low to moderate speeds not to exceed a design speed of 30 miles per hour with sidewalks on both side of the roadway and bicycle facilities. On thoroughfares, a shared use path of adequate width to accommodate bicycle and pedestrian traffic may substitute for the sidewalk on one side of the road and the bike lanes for that facility. Within mixed-use centers and

neighborhoods, where feasible based on engineering design criteria and the protection of environmental features, 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. Transportation facility needs resulting from projected development in the Arch as identified through traffic models completed as part of the I-10 Interchange PD&E and/or updates to MPO Long Range Transportation Plans shall be adopted into the applicable Mobility Element policies and/or figures.

Policy 13.2.18: Internal Trip Capture. The transportation system, along with the mixture of uses, shall be designed to achieve an internal capture of at least 20% of the vehicular trips generated on-site at buildout. To achieve this minimum internal capture rate, mixed-use and neighborhood zones shall be developed with a mixture of uses and higher density residential development located adjacent to non-residential uses. Residential zones shall be connected to mixed use zones by a network of sidewalks, shared use paths, and bicycle facilities designed to provide safe, comfortable transportation options. Transit facilities shall be coordinated with Star Metro to ensure infrastructure that supports connectivity to various transit routes.

Policy 13.2.19: Northeast Gateway/Welaunee Boulevard. 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 potential 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 South 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 or Shamrock South Extension.

Policy 13.2.20: I-10 Flyover or Interchange. Welaunee Boulevard shall connect to a flyover across I-10 or a potential interchange, if approved by the Federal Highway Administration, in order to facilitate vehicular movement to Welaunee Boulevard south of I-10. Any flyover or potential interchange shall meet federal requirements to ensure the safe and efficient use of I-10.

Welaunee Boulevard shall connect to a potential interchange with Interstate-10, subject to approval by the Federal Highway Administration and the Florida Department of Transportation. The potential interchange of Welaunee Boulevard and Interstate-10 shall be designed consistent with a federally approved Interchange Justification Report. It is the

intent to allow for the design of an interchange that supports a gridded street network and city blocks on the north side of Interstate-10. The gridded street system shall serve to divert traffic onto a network of town center streets and shall support an environment that prioritizes pedestrian mobility. Welaunee Boulevard may pass over Interstate-10 unless and until such time that a potential interchange is approved and constructed.

Policy 13.2.21: 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 Transportation Map, Figure 13-7. The terms of such reservation shall be consistent with the Urban Services-Development Agreement between the City of Tallahassee and Powerhouse, Inc. dated April 15, 1990, as restated and amended. Rights-of-way shall be restricted to transportation facilities and compatible infrastructure.

Policy 13.2.22: Complete Streets. The transportation system shall be designed with complete streets in accordance with Objective 1.2 [M] and associated policies in the Mobility Element. 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 local streets in mixed-use zones. Sidewalks shall be provided on at least one side of local streets in zones that allow only residential development.

Policy 13.2.23: Bicycle Facilities. A PUD Concept Plan shall include a network of bicycle facilities, including on-street and off-street facilities, which should be coordinated with the open space areas of the Arch. The intent is 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 where practical to connect to similar facilities in other PUD Concept Plans. Where feasible, a shared-use path of adequate width to accommodate bicycle and pedestrian traffic may substitute for sidewalks and bike lanes. Protected bicycle lanes may be incorporated where feasible. Where bicycle, pedestrian, and/or shared use path facilities intersect the Welaunee Greenway, opportunities shall be provided to access the Greenway.

Policy 13.2.24: 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 based on engineering design standards and the protection of environmental features, or on the side of buildings and shall be limited in size and scale through such measures as shared parking, parking credits, and maximum parking limits. PUD Concept Plans may include incentives, such as reduced parking or setback requirements, for the use of building-mounted solar systems on parking structures.

Policy 13.2.25: 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. Canopy Road Zones shall be provided along Miccosukee Road and Centerville Road in addition to the Welaunee Greenway. PUD Concept Plans may include incentives, such as reduced tree mitigation, in return for new roadways being designed and planted with shade trees consistent with the requirements for future canopy road designation.

Policy 13.2.26: Transit. Mixed use centers are intended to be designed with transit as a component of the multimodal transportation system in the Welaunee Arch. As PUDs are developed, coordination with Star Metro shall occur to ensure the plan accommodates necessary infrastructure to support anticipated transit service. PUDs shall address connectivity between mixed use zones and the transit hub identified in Policy 13.1.4.

Policy 13.2.27: Electric, Connected and Automated Vehicles. As PUDs are developed, coordination with the Planning Department and the City's Public Infrastructure departments shall occur to ensure the plan accommodates necessary infrastructure to support charging infrastructure for electric vehicles and infrastructure to support Connected and Automated Vehicles (CAV). PUDs may include incentives, such as reduced parking and setback requirements, for development that is electric vehicle capable or electric vehicle ready by providing for the future installation and use of Electric Vehicle Supply Equipment (EVSE) in accordance with the National Electrical Code. Incentives will be greater for electric vehicle-ready than for electric vehicle-capable developments.

Policy 13.2.28: Transportation Concurrency. Prior to approval, PUD Concept Plans shall be required to demonstrate sufficient capacity of concurrency facilities to meet the standards for level of service for the existing population, previously permitted development and for the proposed development plan in accordance with the City of Tallahassee Concurrency requirements. This demonstration shall include a transportation analysis for limited access, arterial, and collector roads, including the Northeast Gateway/Welaunee Boulevard, in accordance with the City Concurrency Management System Policy and Procedures Manual. If the City's transportation concurrency system is replaced with a Mobility Fee or another alternative mobility funding system, PUD Concept Plans shall comply with the mobility funding system in place at the time.

PUBLIC FACILITIES AND SERVICES

Policy 13.2.29: Adequate Public Facilities and Services. The supply and delivery of safe and adequate public facilities shall accommodate existing and future development consistent with the Comprehensive Plan. 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. Public 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 13.2.30: Utilities. Potable water, sanitary sewer, and electricity 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 consistent with the level-of-service and availability standards of the Tallahassee-Leon County Comprehensive Plan. Utility infrastructure improvements shall occur consistent with the general timing of development, instead of the infrastructure being provided well before development occurs. This timing of infrastructure with development is intended to ensure that there is no stranded or early investment in infrastructure waiting for future development to occur.

Policy 13.2.31: Clean Energy. PUD Concept Plans may incorporate strategies and standards that are consistent with the City of Tallahassee's Clean Energy Resolution or any clean energy plan adopted by the City subsequent to the resolution. PUD Concept Plans shall comply with applicable clean energy and renewable energy ordinances in effect at the time of development. PUDs may include additional incentives to encourage energy efficiency.

Policy 13.2.32: Energy Efficient Environmental Design. Planned Unit Development Concept Plans may provide for incentives such as increases in building height, waiver or reduction of mobility and impact fees, reduction of parking and setback requirements, reservation of infrastructure capacity without cost, expedited processing of applications for Concept Plans and site development plans, and similar measures in each District where developments incorporate Leadership in Energy and Environmental Design (LEED) standards or similar industry-recognized green certifications and/or provide building-mounted solar systems that generate threshold MW levels of electricity. Alternatively, PUD Concept Plans may provide for utility fee or other similar exaction offsets commensurate to estimated energy efficiency gains from incorporating Leadership in Energy and Environmental Design (LEED) standards or similar industry-recognized green certifications and/or provide building-mounted solar systems that generate threshold MW levels of electricity. This policy does not apply to the Residential Reserve Zone.

Policy 13.2.33: Stormwater Management. Prior to approval of the first PUD Concept Plan, a Stormwater Facilities Master Plan (SFMP) shall be prepared for the entirety of the Welaunee Arch. The Stormwater Facilities Master Plan must be reviewed and approved by the City before PUD Concept Plans can be approved. For areas not included in a PUD, the stormwater plan may be conceptual and generalized based upon the projected development allowed by this master plan accounting for non-developable areas.

The SFMP shall accommodate stormwater flows from full build out conditions from any upstream offsite property. The SFMP shall, at a minimum, identify regional impacts to flood extents and stormwater conveyance; establish infrastructure requirements necessary to manage stormwater in compliance with local, state, and federal regulations; document the phasing, implementation, and easement reservations necessary to serve projected full build out; and facilitate environmental and stormwater permitting. To accomplish these goals, the SFMP shall provide analysis and design of the primary stormwater system based on detailed hydrologic and hydraulic modeling of existing and post-development conditions.

The analysis shall incorporate existing land uses, soils and topographic data, and the conceptual land use plan (Figures 13-5 through 13-7). The design shall provide general parameters associated with the primary stormwater management facilities, drainage easements and conservation easements necessary to serve the development under projected full build-out conditions. Flood extents delineated by the SFMP shall identify the 100-year flood exclusion area under the full build-out condition. No habitable structures shall be constructed within the post-development, full build-out 100-year floodplains or 100-year flood exclusion areas. The SFMP shall incorporate low-impact design best management practices to encourage the disconnection of impervious surfaces and increase the removal of nutrients from stormwater discharges. The SFMP shall also evaluate the existing nutrient pollutant loading to Class III surface water resources and ensure net improvement in the post development condition. The SFMP scope of work must be approved by the City prior to development of the SFMP.

The Stormwater Facilities Master Plan shall identify the feasibility and location of regional stormwater facilities and how they should be designed and constructed as amenities within parks or publicly accessible areas. Stormwater facilities shall be located outside wetlands and floodplains. Stormwater facilities may be located in Open Space that is not wetland or floodplain 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.

Wetlands and Floodplains. Development shall minimize encroachment into wetland habitat areas by ensuring that public and private roads avoid crossing wetlands or require that such crossings are cited at the narrowest point of a wetland allowing for an efficient transportation design while maintaining the continuity of identified wildlife corridors. No net reduction in floodplain storage shall be permitted within the 100-year floodplain. Otherwise floodplains shall be managed consistent with the Comprehensive Plan Conservation Element.

Wetland acreage and function within the Welaunee Arch shall be protected through compliance with local, state, and federal environmental permitting requirements. For purposes of permanent protection of Conservation and Preservation lands designated on Figure 13-6 the delineation of wetlands shall be based upon the jurisdictional determination by the governing agency.

Wetlands depicted on Figure 13-6 utilized for mitigation within the Welaunee Arch shall be made subject to conservation easements consistent with the requirements of the authorizing regulatory agency. These easements will be defined in a manner that serves as permitted mitigation for wetland and other impacts or species relocation. To the extent authorized by federal, state, and local permitting agencies, Conservation and Preservation Lands association with the PUD Concept Plan under consideration may be utilized for achieving any mitigation requirements. The mitigation conservation easement area shall allow passive recreation facilities and shall be subject to a management plan.

Policy 13.2.34. Florida Springs and Aquifer Protection. Wakulla Spring is an impaired first magnitude Outstanding Florida Springs. Planned development for the Welaunee Arch is within the springshed boundaries of the Upper Wakulla River and Wakulla Spring Basin Management Action Plan. Development activities associated with the project have the potential to impact water quality; therefore, PUD Concept Plans shall mitigate potential nutrient loadings by implementing measures such as proper treatment and disposal of wastewater, stormwater, and the implementation of adequate sediment and erosion control practices to mitigate any surface water impacts.

Policy 13.2.35: 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, provide a focal point for the neighborhoods, and be safely accessible by pedestrians and bicyclists. The co-location of schools, civic spaces, and active parks is encouraged. The City and County shall adhere to the Public School Concurrency and Facility Planning Interlocal Agreement, as required by Section 1013.33, F.S., which establishes procedures for, among other things, coordination and sharing of information; planning processes; school siting procedures; site design and development plan review; and school concurrency implementation. Prior to site plan approval of the 500th residential dwelling unit in Phase 1, a 10-acre site shall be reserved for future dedication to the Leon County School Board proximate to residential areas, a Town or Village 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.

Policy 13.2.36: Fire and Emergency Services. Upon request of the City, PUD Concept Plans shall include identified sites for fire and/or emergency services in coordination and formal agreement with the City.

RECREATION, OPEN SPACE and CONSERVATION

Policy 13.2.37: Primary Open Space System. The intent of the Open Space and Conservation strategy is to identify, conserve, manage, restore, and protect significant natural resources during and after development of the Welaunee Arch in accordance with the Conservation Element of the Tallahassee-Leon County Comprehensive Plan and consistent with this Master Plan. No less than 40% of the gross area in the Welaunee Arch shall be designated Open Space which shall include the Primary Open Space System, Conservation and Preservation Areas, Greenways, and other designated open space in each development District.

Open Space shall comprise no less than 40% of the total gross area within the Welaunee Arch, or approximately 1,900 acres. Of the Open Space, approximately 900 acres (19% of the total gross area of the Welaunee Arch) are designated Conservation or Preservation

Areas as defined in policies 1.3.1 and 1.3.4 of the Conservation Element. The precise size and location of Conservation and Preservation Areas shall be determined through a Natural Features Inventory approved by the City prior to approval of a PUD Concept Plan that includes such Conservation and Preservation area. The remainder of the Open Space, approximately 1,000 acres (21% of the total gross area of the Welaunee Arch), shall be open space incorporated into the development plan for each District or part of the Primary Open Space System.

Open Space shall include Conservation Areas and Preservation Areas, Canopy Road Zones, Greenways, and aesthetic open space. Outside of these designated areas, the additional Open Space shall prioritize additional buffers around Conservation and Preservation Features, areas that provide continuous and contiguous connectivity of Open Space, additional buffers for Canopy Road Zones, additional areas around the Core canopy or core forests that are part of the fragmentation class of Core Canopy (>500 acres), additional areas that support the network of wildlife corridors, undeveloped uplands, oak-hickory forest, significant trees, passive recreation areas, priority planting areas identified in the Urban Forest Master Plan, and stormwater facilities designed as a community amenity.

The Welaunee Arch shall contain a primary open space system concept that will contain the majority of the open space requirements within a connected corridor as depicted on Figure 13-5. This connected, continuous network of open space constitutes a fundamental building block of the Arch and is intended to serve multiple purposes including but not limited to protection of conservation and preservation areas. The Primary Open Space System shall include Conservation and Preservation areas. Primary Open Space may also include buffers for residential areas and canopy roads, greenways, environmentally sensitive areas, including wildlife corridors, aesthetic open space, active and passive recreation areas, and community gathering spaces. The Primary Open Space may be incorporated into any PUD Concept Plan to satisfy requirements of the Environmental Management Ordinance. Constructed stormwater facilities consistent with Policy 13.2.33 may be utilized to satisfy open space requirements in a PUD Concept Plan.

Primary open space systems, together with other open space and green spaces set aside to meet the urban forest and landscape requirements shall also meet the requirements of the Tallahassee-Leon County Comprehensive Plan and Chapter 5 - Environmental Management, Tallahassee Land Development Code. The intent of this policy will be achieved through the following:

- (1) Credits for open space requirements, wetland mitigation, slope mitigation, stormwater management and/or urban forest requirements may be requested outside of individual parcels or tracts under review but elsewhere within the Arch.
- (2) Areas with severe and significant slopes that are not located in the open space systems shall be protected in site-specific plans in accordance with the Comprehensive Plan and Chapter 5 – Environmental Management, Tallahassee Land Development Code.

- (3) The Open Space systems shall be open to the general public and be designed to include and provide connections with the Miccosukee Canopy Road Greenway and Welaunee Greenway at multiple locations and to integrate internal recreational multi-use paths with the greenways trails. Connections to future regional greenways shall be considered in the design of open space.
- (4) The open space systems shall be designed to provide additional buffering for existing designated canopy road zones.
- (5) Open space may be privately owned or dedicated to the public by conveyance to a general-purpose or special-purpose local government entity; or be designated a part of a statewide system of greenways and trails pursuant to state law. Privately owned open space/greenways shall, at a minimum, guarantee designated public trail access in perpetuity at the time of development. All required conservation easements will be placed over the Conservation and Preservation areas in accordance with local government regulations.
- (6) The open space systems shall be governed by one or more management plans approved by the City in order to protect the values for which they were designated. The management plans may be adopted in phases so long as they are consistent with one another. Protection of Conservation and Preservation areas shall be provided by conservation easements and other measures consistent with Chapter 5 – Environmental Management, Tallahassee Land Development Code. Conservation and Preservation areas placed in conservation easements may be used towards satisfying the urban forest and landscaping requirements of Chapter 5 – Environmental Management, Tallahassee Land Development Code. A single management plan may be adopted for all open space and conservation and preservation area lands.
- (7) Any Open Space area located within the geographic boundary of a PUD Concept Plan Shall be included in the lands to be designated as Open Space/Greenway as a result of approval of that PUD Concept Plan. If additional Open Space area are required to meet the minimum Open Space area for that Phase set forth in Policy 13.2.4(6) then such additional land will be designated as such from the adjacent Primary Open Space system as shown in Figure 13-5. To the extent that a PUD Concept Plan provides Open Space acreage beyond the required minimum, subsequent PUD Concept Plans are entitled to a credit for the additional acreage provided in proceeding PUD Concept Plans.
- (8) Acreage in the primary open space system shall be counted towards satisfying the open space requirements established in PUD Concept Plans.
- (9) The following guidelines shall apply to uses within the open space system as established in PUD Concept Plans:
 - (A) Passive recreation improvements that are natural resource-oriented, such as hiking, biking, and riding trails and passive parks, may be constructed in the

primary open space systems. Also allowable are community facilities such as bandshells, amphitheaters, gazebos and other improved gathering places if designed for non-vehicular access only, provided these activities are located such that impacts to conservation and preservation areas are minimized and the overall purpose of the conservation easement is maintained.

- (B) Active Recreation uses may be constructed in the open space area within each development district and in the primary open space system outside of Conservation and Preservation areas.
- (C) Wildlife management areas may be included in the primary open space systems protective measures addressed in the management plans, including a wildlife habitat management plan, in accordance with Chapter 5 – Environmental Management, Tallahassee Land Development Code.
- (D) Public roads and utilities may cross through the open space systems and buffers if the impacts are minimized. The location of the roads shown on Figure 13-5 are approximate.
- (E) Stormwater Management facilities may be located in the open space systems subject to design criteria in the PUD Concept Plans and consistent with protection of conservation and preservation features pursuant to Chapter 5 – Environmental Management, Tallahassee Land Development Code. Each stormwater management facility must be evaluated in terms of impacts and meet the requirements of the Tallahassee-Leon County Comprehensive Plan and Chapter 5 – Environmental Management, Tallahassee Land Development Code. If stormwater facilities are contained in the open space system, the public and/or private entities responsible for maintenance shall be allowed to perform necessary maintenance of these facilities consistent with each facilities level of service. The SFMPs shall identify areas where drainage easements will be needed for proper maintenance of stormwater conveyances located within conservation or preservation areas.

- (10) To promote creation of the open space systems and their integration into the planned mixed-use communities with appropriate credit, PUD Concept Plans shall establish an open space requirement that includes credit for the open space system, protected preservation and conservation areas, areas of constructed landscape, and the minimum onsite landscaping required for individual sites set forth in Policy 13.2.12. Specific landscape standards and requirements shall be established in PUD Concept Plans. Such standards and requirements shall be designated to meet or exceed, on a cumulative basis, the Landscape and Urban Forest requirements in Chapter 5 – Environmental Management, Tallahassee Land Development Code. These landscape standards shall include, but not be limited to, standards for provision of street trees in mixed use zones, along public roadways, shade trees and landscaped islands within parking lots, and patriarch tree preservation. These standards will be developed to reflect the intent that town and neighborhood centers will be developed in an urban context with minimal setbacks and an emphasis on dense, mixed use development. Various land uses in the Arch shall satisfy the Urban Forest/Landscaping requirements based on thresholds established in the PUD Concept Plans. Such requirements shall be designed to meet

or exceed, on a cumulative basis, the landscaping and urban forest requirements in Chapter 5 – Environmental Management, Tallahassee Land Development Code.

- (11) The portion of the Arch bordering Miccosukee Road shall be designated as Open Space and shall include the Canopy Road Zone for Miccosukee Road. An additional area with a minimum width of 75 feet along the length of the Canopy Road Zone shall be designated as open space. The Canopy Road Zone and contiguous Open Space area shall serve as a wildlife corridor that terminates in the core forest area that is part of the fragmentation class of Core Canopy (>500 acres) in the Conservation Design District as shown on the Preliminary Environmental Map (Figure 13-6). This area may serve as a greenway as long as the greenway does not preclude the ability of the area to serve as a wildlife corridor.

Policy 13.2.38: Conservation and Preservation Lands. Lands identified for permanent preservation and conservation are shown generally on the Preliminary Environmental Map (Figure 13-6) as Designated Wetlands, 100-year Floodplains, and High-Quality Successional forests/Native Forest. These protected areas create a regionally significant environmental and open space framework that protects the natural flows of water and preserves wildlife habitat while allowing limited, low-impact human access to natural spaces, where appropriate.

These allocations are intended to protect significant environmental resources on the Welaunee Arch and account for approximately 900 acres or approximately 19% of the total gross area of the Welaunee Arch. The precise size and location of Conservation and Preservation Lands shall be determined through a Natural Features Inventory to be conducted prior to or concurrent with the initial PUD Concept Plan for each Phase of the Welaunee Arch in which the feature is located. Additional environmental resources will be designated as Open Space as addressed in this Master Plan.

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 address wildlife preservation, maintenance of native species diversity, management of the natural environment, restoration of environmental resources where warranted, and responsibility for long term management. Such management plan shall include measures to protect the values for which such lands were designated, including wildlife habitat and corridors, and may include conservation easements and other measures consistent with the Environmental Management Ordinance. Conservation and Preservation lands may be utilized for public access, including trails, subject to 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. A single management plan may be adopted for all open space and conservation and preservation area lands.

Lands that are not otherwise identified as Conservation and Preservation Lands on Figure 13-6 and are identified as areas suitable for future development may contain areas of

natural upland or wetland communities. These resources will be identified through the Natural Features Inventory process and protected as required by the Comprehensive Plan's Conservation Element and will be incorporated into the lands identified as Open Space and Greenways consistent with the overall conservation and development strategy for the Welaunee Arch planning area.

Conservation easements for Conservation and Preservation lands shall be effective before or concurrent with the effective dates of the PUD Concept Plan for which they are granted. Protection of the lands identified in the Preliminary Environmental Features Map shall be phased or staged in coordination with the PUD Concept Plans. The required preservation of both Conservation and Preservation Lands within the Welaunee Arch will occur in conjunction with the PUD Concept Plan approvals and will be in place in advance of actual physical development within the PUD for which the Conservation and Preservation Lands are being protected. All identified Conservation and Preservation Lands within the Preliminary Environmental Features Map shall be subject to permanent preservation no later than the date of actual physical development commencing within the final PUD Concept Plan for the Welaunee Arch.

Policy 13.2.39: 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 will be included that will link these areas where feasible to residential neighborhoods, mixed-use centers, schools, civic spaces, employment, recreation and open space, parks, and the Welaunee Greenway and Miccosukee Canopy Road Greenway.

Policy 13.2.40. Historic and Cultural Resources. Through the completion of Natural Features Inventories, Planned Unit Developments shall identify historic and cultural resources including archaeological sites, historic structures and districts, and historic cemeteries. PUDs shall include standards sensitive to locating, assessing, and avoiding potential adverse impacts to these resources. At a minimum, these standards shall comply with applicable state and local regulations. Where feasible based on the geographic location of the resource and appropriate given the historic and cultural context of resource, informational and interpretive signage may be considered for these resources.

Policy 13.2.41: Natural Area Resident Notifications. PUD Concept Plans will include notification requirements for informing residents, once development is completed, with information on how to avoid human-bear conflicts and notices of proximity to areas that are actively managed with prescribed fires.

Policy 13.2.42: 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, and playgrounds 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 13.2.43: Welaunee Greenway. The Welaunee Greenway shall consist at a minimum of an 8.4-mile-long shared-use trail corridor along the northeast, north, and west perimeter of the Arch, and shall be developed consistent with adopted local government plans, including the Greenways Master Plan. As defined in the Tallahassee-Leon County Greenways Master Plan, “The Greenway will range from approximately 75’ to 150’ in width in much of the corridor with greater widths in select areas due to wetlands and stream flow ways. This corridor will be comprised of the existing edge canopy and understory and the Welaunee firebreak road which may provide a readymade trail alignment. The preserved canopy and understory along the other side of the firebreak road will be preserved to provide privacy from adjacent roadways and homes.” The final design of the Welaunee Greenway shall be determined through the Blueprint Intergovernmental Agency’s Northeast Gateway project and may consider other, non-paved trail surface treatments consistent with the Greenways Master Plan. Trail crossings and trailheads may be located in the Canopy Road Zone and the design of such facilities shall strive to minimize impacts to the tree canopy. The Welaunee Greenway shall connect to the existing Miccosukee Canopy Road Greenway to create a 17-mile linear park loop and a pedestrian bridge across Interstate-10. Connections shall be provided to and from the Greenway from interior multi-use trails along roadways or from other open space areas. The Welaunee Greenway shall be subject to a management plan approved by the City that is consistent with the policies of this master plan. A single management plan may be adopted for all open space, conservation and preservation area lands, and the Welaunee Greenway. Public roadways and utilities may cross through the Welaunee Greenway at points specified as road crossings on the land use and transportation maps, or at additional points if necessary, provided the crossing includes restoration of the Greenway and open space area. PUD Concept Plans that include or are adjacent to the Welaunee Greenway or Miccosukee Canopy Road Greenway shall provide access to those facilities. Development of the Arch should be incentivized through PUD process to provide pedestrian and bicycle connectivity to the Greenway, particularly where it interfaces with Open Space areas and associated trail systems.

Policy 13.2.44: Alternative Development Program. Notwithstanding any other provision of this Master Plan, at the election of the PUD applicant, PUD Concept Plans in Phase 1 and Phase 2 may offset open space and urban forest mitigation requirements through an optional alternative development program that preserves additional open space area within the Residential Reserve District (Phase 3). The intent of this Alternative Development Program is to incentivize preservation of a large area of open space in the northeast area of the Welaunee Arch that may be designated as a wildlife habitat area. Participation in this alternative development program is optional and must be agreed to by the PUD Concept Plan applicant and the owner of the property that would be used for the offset. Participation in this alternative development program is subject to all of the following provisions:

- (1) Open Space Requirement Offset. PUD Concept Plans in any District of Phase 1 or Phase 2 may offset the open space requirements for that District by preserving lands in the Residential Reserve District (Phase 3) as open space.
 - (A) The offset shall be calculated on a per acre basis with a 15% bonus, resulting in an exchange of a 1.15-acre reduction in the open space requirement of the receiving District for each 1-acre of preserved open space in the Residential Reserve District. This exchange shall reduce the overall open space requirement for the Welaunee Arch by the net bonus amount (0.15 acres for each 1 acre preserved).
 - (B) The reserve area requirements for cluster residential zones in Phase 2 shall be offset concurrently with the open space requirements for any PUD Concept Plan including a cluster subdivision. The reserve area in any cluster residential zone shall be no less than 35% of that zone.
 - (C) Under the Alternative Development Program, preservation or conservation areas in the Residential Reserve District may count towards the open space requirements in the Conservation Design District. Conservation and Preservation areas in the Residential Reserve District shall be integrated with the Welaunee Habitat Park.
 - (D) If this Alternative Development Program is exercised, total Open Space in Phase 1 shall not be less than 15%, the total Open Space in Phase 2 shall not be less than 25%, and the overall total Open Space in the Arch at buildout shall not be less than 37%.
 - (E) The open space offset shall not apply within the area 1,000 feet from the Buckhead Neighborhood as identified in Policy 13.2.15.
- (2) Urban Forest Mitigation Offset. PUD Concept Plans in Phase 1 and Phase 2 may offset required urban forest mitigation requirements in any District by preserving lands in the Residential Reserve District (Phase 3) as open space.
 - (A) The urban forest mitigation requirement offset through this program is exchanged based on the urban forest mitigation value of the land being established as Open Space in the Residential Reserve District. The mitigation value of the preserved open space shall be calculated with an additional 10% mitigation credits which may offset urban forest impacts in Phase 1 and Phase 2.
- (3) All lands located in the Residential Reserve District, designated as Phase 3 on the Land Use Districts Map (Figure 13-5), are eligible for preservation under this alternative development program. Priority for preservation under this program shall be in the following order: 1) lands in the Residential Reserve District (Phase 3) that do not meet the definition of a preservation area or conservation area 2) any designated conservation and preservation areas in Residential Reserve District (Phase 3) as generally depicted on the Preliminary Environmental Features Map or as determined through a subsequent natural feature inventory. Priority shall be given to property along the eastern boundary

- of the Residential Reserve District with subsequent lands preserved under this alternative development program being contiguous with this area.
- (4) Protection of the open space area in the Residential Reserve District (Phase 3), including any preservation or conservation areas, shall be provided by conservation easements, covenants, or other measures consistent with City Growth Management Department's adopted regulations. The lands preserved as open space under this alternative development plan shall be subject to the criteria of Policy 13.2.38 regarding Conservation and Preservation Areas. Any conservation easements established under this alternative development program shall be issued to the City of Tallahassee as the sole grantee and beneficiary. While open space area in the Residential Reserve District remains in private ownership, any conservation easements, covenants, or other measures shall allow for continued use of the preserved open space for silviculture operations of planted pine stands which adhere to Florida Division of Forestry Best Management Practices. Lands preserved under this development program for urban forest mitigation offsets may not be utilized for silviculture operations.
- (5) Welaunee Habitat Park. Notwithstanding the phasing requirements in policy 13.2.5, at such time when all lands in in the Residential Reserve District have been preserved as open space under this alternative development program, or at such time when the final PUD Concept Plan for the Welaunee Arch is approved, the preserved Open Space in the Residential Reserve District, including the Conservation and Preservation lands, shall be designated as a Habitat Park. The Habitat Park shall be subject to the requirements of Policies 13.2.37 and 13.2.38. Prior to establishment of the Habitat Park, the existing uses of the property shall be permitted. Any previously established conservation easements shall remain in effect on lands in the Habitat Park. Passive recreation improvements that are natural resource-oriented, such as hiking, biking and riding trails and passive parks, may be constructed in the Welaunee Habitat Park. Active Recreation uses are not permitted in the Welaunee Habitat Park.
- (6) By adoption of a separate ordinance, the City may create and administer a Welaunee Habitat Park credit bank. The Welaunee Habitat Park credit bank would facilitate the purchase of lands in the Residential Reserve District (Phase 3) and the sale of open space and tree mitigation credits in accordance with this development program. The Welaunee Habitat Park credit bank may be established independent of and prior to the creation of the Welaunee Habitat Park. If the City creates a Welaunee Habitat Park credit bank, consideration may be given to utilizing the credit bank to offset open space requirements and urban forest mitigation requirements associated with the development of properties located in other growth priority areas inside the Urban Services Area.
- (7) If stormwater facilities are contained within the Residential Reserve District, then the public or private agency responsible for maintenance shall be allowed to perform necessary maintenance of these facilities consistent with each

facility's level of service. The Stormwater Facilities Master Plan shall identify areas where drainage easements will be needed for proper maintenance of stormwater conveyances located within preserved open space and conservation or preservation areas.

- (8) Any lands in the Residential Reserve District not preserved as open space in accordance with this alternative development plan may be included in a PUD Concept Plan and development under the Residential Reserve District development guidelines in Policy 13.2.4(4). Development of the Residential Reserve District on remaining lands shall be clustered in the portion of the site that will result in the least environmental impact. Lands preserved as open space offset under this Alternative Development Program shall not count towards the 60% reserve area requirements for development of any remaining developable land in the Residential Reserve District.

Figure 13-5

Land Use Districts

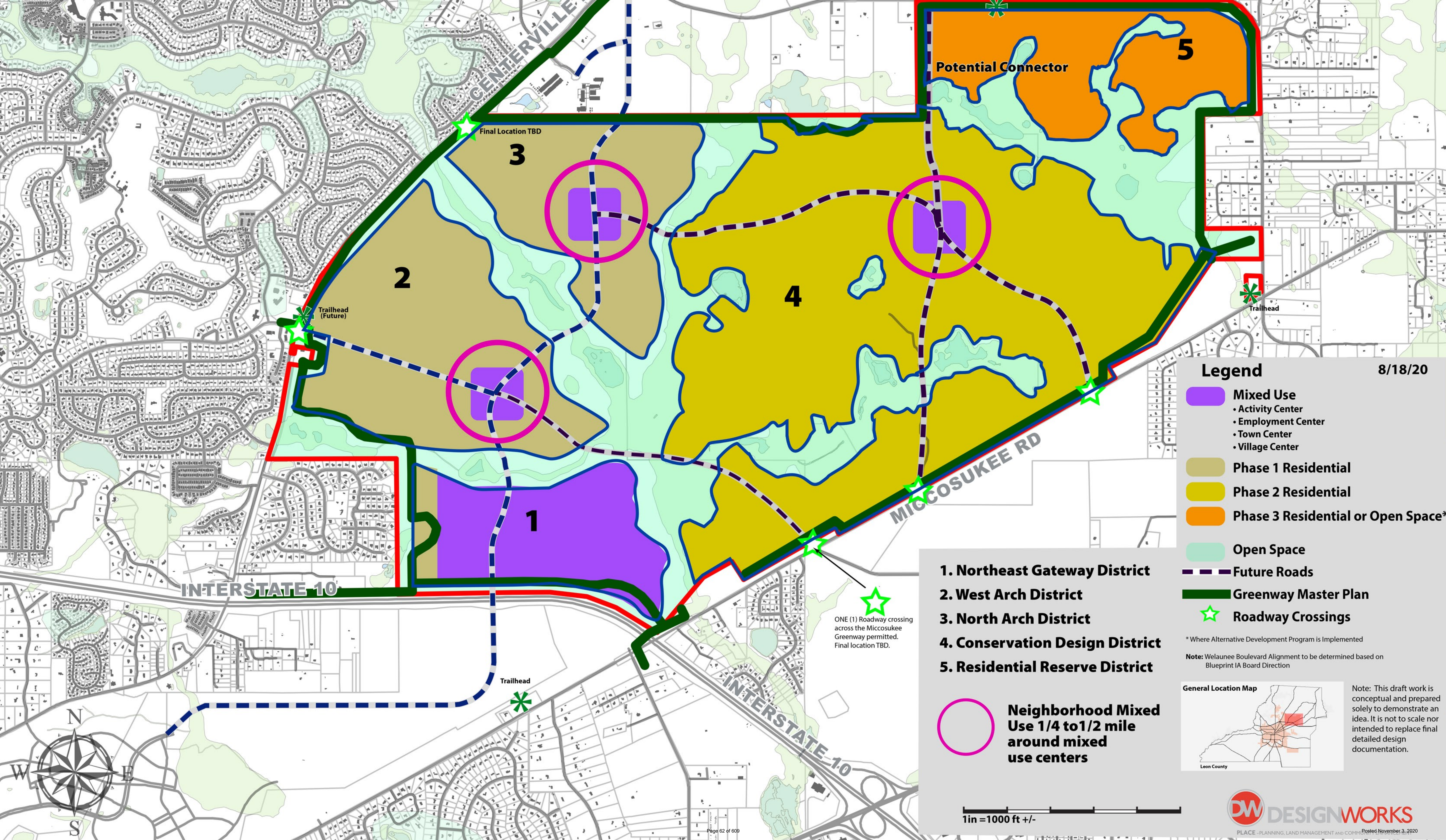


Figure 13-6 Preliminary Environmental Features

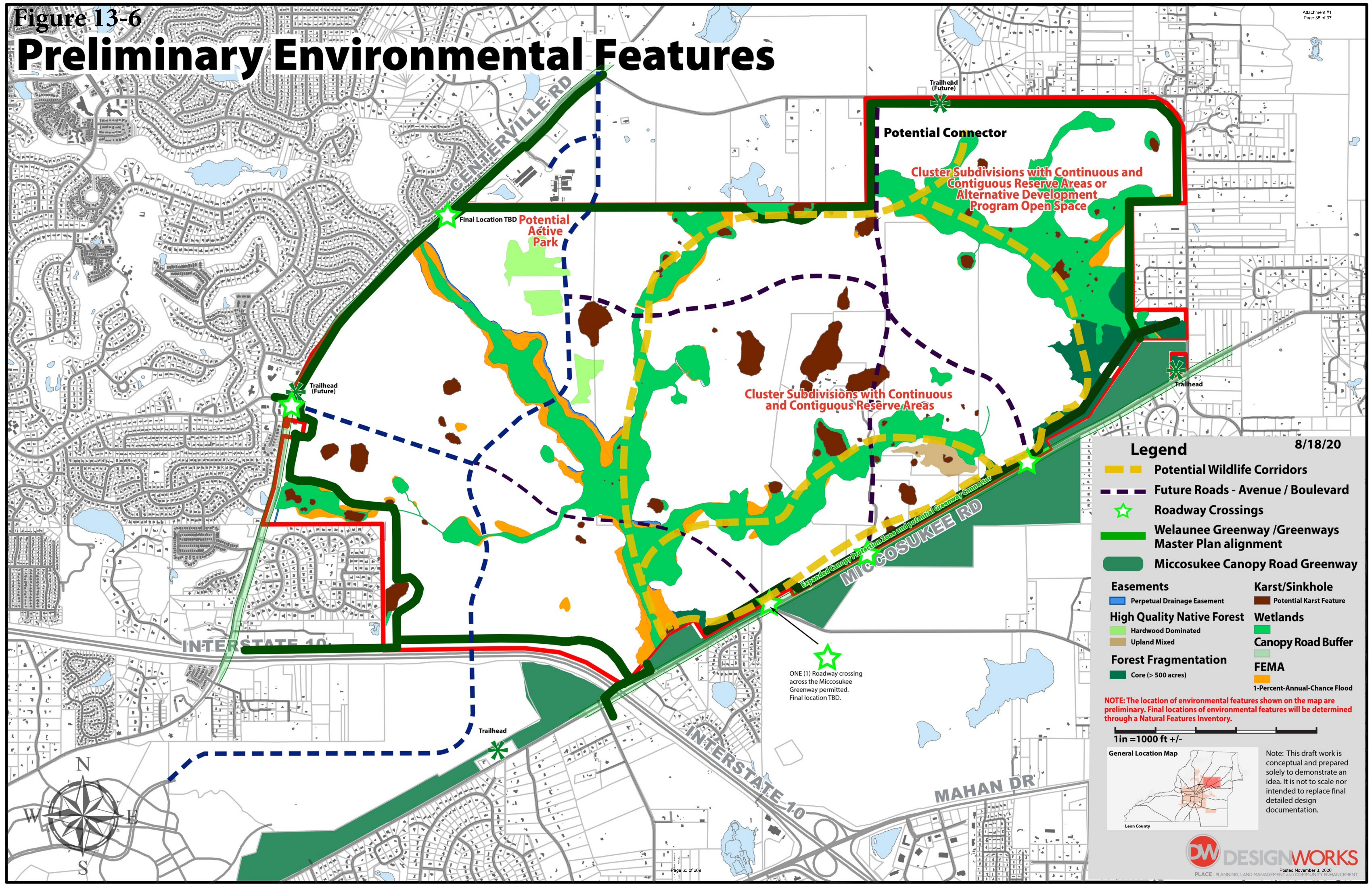
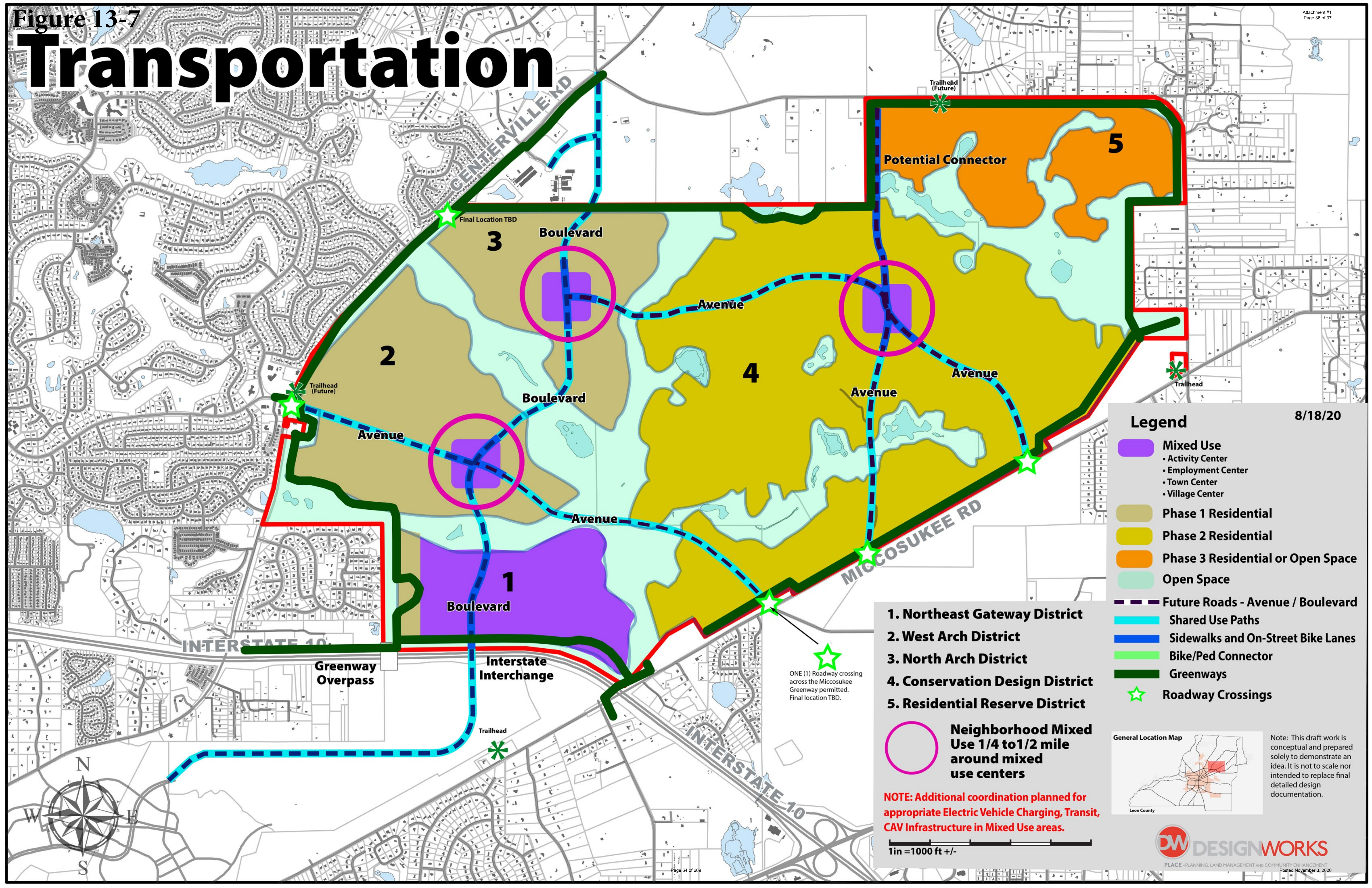
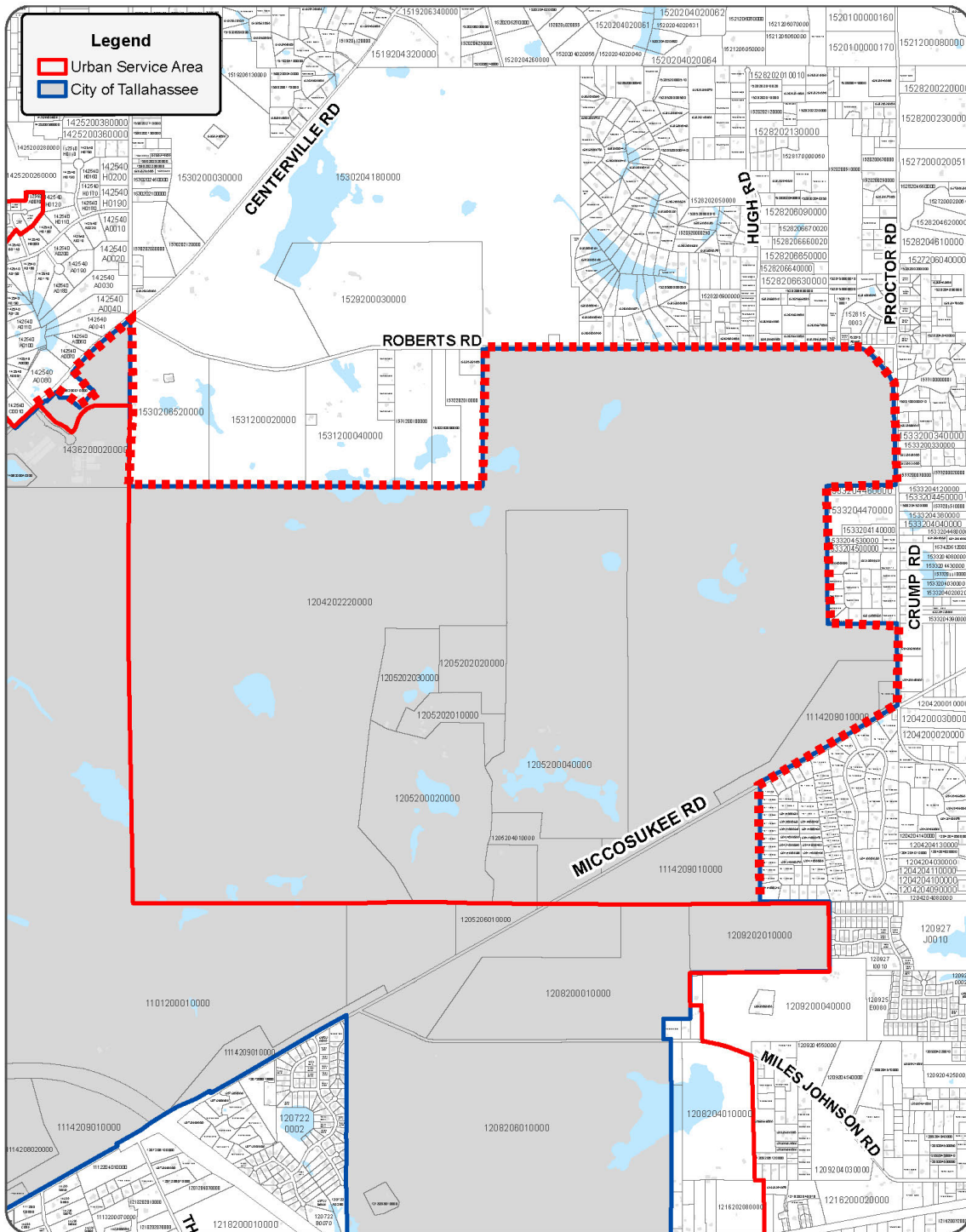


Figure 13-7 Transportation



Text Amendment TTA 2020 013

Update Map 2: Future Land Use Map, Tallahassee Urban Area and Map 3: Future Land Use Map, Leon County to include the area depicted with the dashed red line below inside the Urban Services Area



PLANNING
DEPARTMENT
Map Created: November 19, 2019

**Urban Service Area/
City of Tallahassee**

0 1,000 2,000 4,000 Feet

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

ORDINANCE NO. 20-O-35-AA

AN ORDINANCE OF THE CITY OF TALLAHASSEE ADOPTING A TEXT AMENDMENT TO THE 2030 TALLAHASSEE/LEON COUNTY COMPREHENSIVE PLAN; PROVIDING FOR SEVERABILITY AND CONFLICTS; AND PROVIDING AN EFFECTIVE DATE.

WHEREAS, Chapters 163 and 166, Florida Statutes, empower the City Commission of the City of Tallahassee to prepare and enforce comprehensive plans for the development of the City; and,

WHEREAS, Sections 163.3161 through 163.3215, Florida Statutes, the Community Planning Act, empower and require the City Commission of the City of Tallahassee to (a) plan for the City's future development and growth; (b) adopt and amend comprehensive plans, or elements or portions thereof, to guide the future growth and development of the City; (c) implement adopted or amended comprehensive plans by the adoption of appropriate land development regulations; and (d) establish, support, and maintain administrative instruments and procedures to carry out the provisions and purposes of the Act; and,

WHEREAS, pursuant to Section 163.3184, Florida Statutes, the City Commission of the City of Tallahassee has held several public work sessions, public meetings and several public hearings with due public notice having been provided, on these amendments to the Comprehensive Plan; and,

WHEREAS, on May 26, 2020, pursuant to Section 163.3184, Florida Statutes, the City Commission of the City of Tallahassee transmitted copies of the proposed amendments of the comprehensive plan to the Department of Economic Opportunity and other state and regional agencies for written comment; and,

WHEREAS, the City Commission of the City of Tallahassee considered all oral and written comments received during public hearings, including the data collection and analyses packages, the recommendations of the Local Planning Agency/Planning Commission; and,

1 WHEREAS, in exercise of its authority, the City Commission of the City of Tallahassee has
2 determined it necessary and desirable to adopt these amendments to the comprehensive
3 plan to preserve and enhance present advantages; encourage the most appropriate use of
4 land, water and resources, consistent with the public interest; overcome present handicaps;
5 and deal effectively with future problems that may result from the use and development of
6 land within the City of Tallahassee, and to meet all requirements of law.

7 NOW THEREFORE, BE IT ENACTED by the People of the City of Tallahassee, Florida, as
8 follows, that:

9 **Section 1. Purpose and Intent.**

10 This ordinance is hereby enacted to carry out the purpose and intent of, and exercise the authority
11 set out in, Sections 163.3161 through 163.3215, Florida Statutes, the Community Planning Act.

12 **Section 2. Text Amendment.**

13 The ordinance does hereby adopt the following portion of the text attached hereto as Exhibit
14 "A," and made a part hereof, as an amendment to the Tallahassee-Leon County 2030
15 Comprehensive Plan, as amended, and does hereby amend "The Tallahassee-Leon County 2030
16 Comprehensive Plan," as amended, in accordance therewith, being an amendment to the following
17 Plan element:

18 Text Amendment TTA2020013 which relates to the Land Use Element.

19 **Section 3. Conflict With Other Ordinances and Codes.**

20 All ordinances or parts of ordinances of the Code of Ordinances of the City of Tallahassee, Florida,
21 in conflict with the provisions of this ordinance are hereby repealed to the extent of such conflict.

22 **Section 4. Severability.**

23 If any provision or portion of this ordinance is declared by any court of competent
24 jurisdiction to be void, unconstitutional, or unenforceable, then all remaining provisions and

portions of this Ordinance shall remain in full force and effect.

Section 5. Copy on File.

To make the Tallahassee-Leon County 2030 Comprehensive Plan available to the public, a certified copy of the enacting ordinance, as well as certified copies of the Tallahassee-Leon 2030 Comprehensive Plan and these amendments thereto, shall also be located in the Tallahassee-Leon County Planning Department. The Planning Director shall also make copies available to the public for a reasonable publication charge.

Section 6. Effective Date.

The effective date of these Plan amendments shall be according to law and the applicable statutes and regulations pertaining thereto.

INTRODUCED in the City Commission on the 28th day of October, 2020.

PASSED the City Commission on the 10th day of November, 2020.

CITY OF TALLAHASSEE

By: _____
John E. Dailey, Mayor

ATTEST:

APPROVED AS TO FORM:

BY: _____
James O Cooke, IV
City Treasurer-Clerk

By: _____
Cassandra K. Jackson, City Attorney

Exhibit A

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 Concept for the Welaunee Arch.

The intent of the Welaunee Arch Master Plan is to provide an area-wide plan for the portion of the Welaunee Critical Planning Area located north of Interstate-10 and west of Miccosukee Road (i.e. the "Arch"). This master plan sets the standards and guidelines to coordinate one or more implementing development plans such that the development of the Arch results in a new, integrated community with a variety of land uses, diverse neighborhoods and mixed-use centers, a region-serving activity center, active and passive recreational options, and abundant open space. The development of the Arch consistent with this master plan shall be implemented in phases, connected by a multi-modal transportation system, served by regional, master planned stormwater facilities, and designed in ways that protect natural resources.

Policy 13.2.1: Concept. This Welaunee Arch Master Plan satisfies the requirements of the Tallahassee-Leon County Comprehensive Plan 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 diverse housing choices; transportation choices with linkage to commercial services and jobs; and planned recreation and open space.

Policy 13.2.2: Discourage Urban Sprawl. The Welaunee Arch is located wholly within the Urban Services Area. Development within the Arch 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; implementing a multimodal transportation system that supports the internal capture of transportation trips; creating a balance of residential and nonresidential land uses through integrated, mixed-use centers and diverse housing types in close proximity to nonresidential uses; promoting the efficient and cost-effective provision or extension of public facilities and services; protecting and preserving natural resources; 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, Regulating Plans with Form-based Codes, or other implementing plan as allowed by the Comprehensive Plan at the time of development. All such plans are referred to herein as Planned Development Concept Plans or PUD Concept Plans. Such PUD Concept Plans 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. All PUD Concept Plans shall be consistent with the stormwater facility master plan and with transportation plans for the Phase of the Arch in which they are located, as developed and approved prior to or concurrent with the initial PUD Concept Plan for that Phase. The phasing of development in the Arch shall be consistent with necessary infrastructure and supporting services and the phasing requirements of Policy 13.2.5. Development Phases and PUD Concept Plans shall consider previously approved PUD Concept Plans within the Arch and anticipated development based on Figures 13-5 through 13-7 such that open space, stormwater, and transportation systems are planned and implemented consistent with the Policies in this Welaunee Arch Master Plan portion of the Welaunee Critical Area Plan.

A PUD Concept Plan may address only a portion of a Phase or may address more than one Phase. The minimum size for the initial PUD Concept Plan for any Phase of the Arch shall be 350 acres. Subsequent PUD Concept Plans shall be implemented consistent with this Master Plan and the applicable implementing plan standards allowed by the Comprehensive Plan at the time of development.

LAND USE

Policy 13.2.4: Land Use Districts. The Master Plan forms the basis upon which organizing elements are oriented to convey the overall urban form. Lands within the Welaunee Arch shall be planned for the generalized land uses described in this Policy and Table 1. As depicted on Figure 13-5, the Welaunee Arch shall be designed with the following land use districts:

(1) Northeast Gateway District – The intent of the Northeast Gateway District is to provide an area that capitalizes on the location of a potential future interchange with Interstate-10 and Welaunee Boulevard by including well-designed, region-serving commercial and employment uses. The Northeast Gateway District as identified on Figure 13-5 shall be comprised of:

- a. **Activity Center.** An activity center zone shall be a mixed-use zone including between 75 and 280 acres. The activity center zone shall be located east of the residential zone, as generally depicted on Figure 13-5, and no closer than 1,000 feet from the Buckhead subdivision. This zone 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. This zone may also contain higher-density residential and public and civic uses that can contribute to the center's vitality and sustainability. Residential densities in this zone shall have a minimum of 10 dwelling units per acre and a maximum of 20 dwelling units per

- acre for residential development not in vertically mixed-use buildings. Non-residential intensities shall range from 4,000 square feet per acre to 30,000 square feet per acre. The mixture of uses shall be 10% to 55% residential and community services uses and 45% to 90% non-residential uses.
- b. **Employment Center.** An employment center zone shall be a mixed-use zone located proximate to major transportation arteries in order to provide jobs for residents as well as regional employment opportunities and shall contain 75 to 280 acres. Employment centers are intended to contain a mix of uses and not be a single-use environment. 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 Center zones except when located above the ground floor in mixed-use buildings. Development intensities of non-residential uses in the employment center zone shall range from 8,000 square feet per acre to 40,000 square feet per acre. This zone shall be designed with shared parking opportunities for nonresidential uses that have peak parking demands other than during normal office hours. The development of a PUD Concept Plan that includes this zone shall include coordination with Star Metro to include preliminary plans for transit connectivity between this zone and other mixed-use zones in the Arch.
 - c. **Residential.** A residential zone shall be located between the Buckhead subdivision and the mixed-use zones as generally depicted on Figure 13-5. This residential zone shall include between 30 and 100 acres. Residential development density shall be no less than 2 dwelling units per acre and not exceed 6 dwelling units per acre. Accessory dwelling units shall not count towards the residential density in this zone.
 - d. **Open Space/Greenway.** The Open Space and Greenway area within the Northeast Gateway District includes all open space within the district and may incorporate the adjacent primary open space system as depicted on Figure 13-5. This area shall be consistent with the development standards of Policy 13.2.37. Specifically, an open space zone shall be located along the border with the established Buckhead Neighborhood serving as a buffer between the existing Buckhead Neighborhood and new development in the Arch. This zone shall be no less than 250 feet wide and will include the Welaunee Greenway and existing utility easements. In total, a minimum of 20% of the gross area in Phase 1 shall be designated as Open Space.
- (2) West Arch District** – The intent of the West Arch District is to provide an area with a mixed-use center that serves residents of both Welaunee via Welaunee Boulevard and Killearn Neighborhoods via Shamrock South. It is the intent of this District to allow the highest density and intensity development within the mixed-use center, gradually

transitioning to lower densities and intensities as distance from the mixed-use center increases. The West Arch District as identified on Figure 13-5 shall be comprised of:

- a. **Mixed-Use Center.** Development of the West Arch District shall include a single mixed-use center designated as either a Town Center zone or Village Center zone.
- b. **Town Center.** A town center zone shall be a mixed-use development planned as a compact, efficient node between 20 and 120 acres in size. A town center shall contain uses that serve surrounding neighborhoods as well as those traveling through the area. 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, open space, and civic, religious and institutional uses (including day care services for children and adults). The Town Center shall include uses mixed horizontally and vertically. It is the design intent to plan for multiple storefronts and multiple retailers in the town center, so all of the available retail space is not aggregated into one or two "big-box" stores.

Development intensities in the town center shall range from 4,000 square feet per acre up to 30,000 square feet per acre. Individual building footprints for non-residential uses shall not exceed 50,000 gross square feet. Residential densities shall be no less than 8 dwelling units per acre up to a maximum of 20 dwelling units per acre for residential development not in vertically mixed-use buildings. Residential uses shall be encouraged above ground-floor retail and other nonresidential uses. The mixture of uses shall be 10% to 55% residential and community services and 45% to 90% non-residential uses. Town centers 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. Community open space in the form of public squares and greens or urban forest canopy areas shall be planned as a focal point for a town center. No minimum on-site open space shall be required on each preliminary plat; however, exceptional specimen trees, patriarch trees, and trees of significant size for its species that are in very good health shall be protected.

- c. **Village Center.** A village center zone shall allow small retail, specialty retail, office, restaurants, services, open space, residential and other uses (including day care services for children and adults) that support residential uses within the District. This zone is also intended to function as a neighborhood focal point

and is envisioned to have churches, town squares, and other civic, religious, and institutional uses. The village center zone shall range in size from 5 to 50 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 with street trees and landscaping, and other such solutions, shall be utilized to create a pedestrian-friendly, walkable center. Block lengths shall generally be less than 500 feet with block perimeters generally being less than 3,000 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.

The mixture of uses shall be 0% to 50% residential and community services and 50% to 100% non-residential uses. Development intensities in the village center zone shall range from 4,000 square feet per acre to 20,000 square feet per acre. Individual building footprints for non-residential uses shall not exceed 30,000 gross square feet. Residential development in the Village Center shall be no less than 4 dwelling units per acre and not exceed 14 dwelling units per acre for residential development not in vertically mixed-use buildings. 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 or urban forest canopy areas shall be planned as the focal point of a village center. No minimum on-site open space shall be required for each preliminary plat; however, exceptional specimen trees, patriarch trees, and trees of significant size for its species that are in very good health shall be protected.

- d. **Neighborhood.** The neighborhood zone is intended to provide the opportunity for a range of housing choices integrated with neighborhood scale, non-residential uses in proximity to a mixed-use land use districts that include nonresidential uses which can provide commercial shopping opportunities to meet daily needs. This zone shall be located within ¼ to ½ mile from the edge of the mixed-use center zone. In the neighborhood zone, residential development shall be no less than 4 dwelling units per acre and not exceed 14 dwelling units per acre. The maximum gross intensity allowed for new non-residential development is 20,000 square feet per acre. Building footprints for non-residential uses shall not exceed 10,000 gross square feet.
- e. **Residential.** The Residential zone is intended to provide the opportunity for a range of housing choices in proximity to mixed-use land use zones that include nonresidential uses which can provide commercial shopping opportunities to meet daily needs. This zone is intended to provide a transition from the mixed-use center and neighborhood zones to existing development in the Killearn neighborhoods. Residential development shall be limited to a minimum of 2 dwelling units per acre with a maximum density of 10 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.

- f. **Open Space/ Greenway.** The Open Space and Greenway area within the West Arch District includes all open space within the district and may incorporate the adjacent primary open space system as depicted on Figure 13-5. This area shall be consistent with Policy 13.2.37. In total, a minimum of 20% of the gross area in Phase 1 shall be designated as Open Space.

(3) North Arch District – The intent of the North Arch District is to provide an area with a mixed-use center that serves residents of Welaunee, Killlearn, and the residents along Roberts Road and Crump Road. The North Arch District as identified on Figure 13-5 shall be comprised of:

- a. **Mixed-Use Center.** Development of the North Arch District shall include a single mixed-use center designated as either a Town Center zone or Village Center zone as defined in the West Arch District policy.
- b. **Neighborhood.** The neighborhood zone is intended to provide the opportunity for a range of housing choices integrated with neighborhood scale, non-residential uses in proximity to a mixed-use land use districts that include nonresidential uses which can provide commercial shopping opportunities to meet daily needs. This zone shall be located within ¼ to ½ mile from the edge of the mixed-use center zone. In this neighborhood zone, residential development shall be no less than 4 dwelling units per acre and not exceed 14 dwelling units per acre. The maximum gross intensity allowed for new non-residential development is 20,000 square feet per acre. Building footprints for non-residential uses shall be not exceed 10,000 gross square feet.
- c. **Residential.** The Residential zone is intended to provide the opportunity for a range of housing choices 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 a minimum of 2 dwelling units per acre and shall not exceed a density of 10 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. This zone is intended to provide a transition from the mixed-use center and neighborhood zones to existing development in the Killlearn neighborhoods.
- d. **Open Space/ Greenway.** The Open Space and Greenway area within the North Arch District includes all open space within the district and may incorporate the adjacent primary open space system as depicted on Figure 13-5. This area shall be consistent with Policy 13.2.37. In total, a minimum of 20% of the gross area in Phase 1 shall be designated Open Space.

Additionally, high quality native forests in the North Arch District shall be protected, preserved, and included in the open space area. Trails shall be planned around the high-quality successional forests/native forest areas to serve as both recreational facilities and as fire breaks when these areas are managed with prescribed fires. Potential locations of high-quality successional forests/native forests are shown on the Preliminary Environmental Map (Figure 13-6). The location of protected areas will be determined through a Natural Features Inventory approved by the City prior to approval of a PUD Concept Plan that includes this District.

- e. **Regional Park.** A regional park with active recreation may be located in the North Arch District. If a regional park is designated within this District, it shall be designed to include connectivity with the trail system around any high-quality successional forests/native forests as described in the open space zone for this District.

(4) Conservation Design District - The intent of the Conservation Design District is to provide an area that is primarily residential in nature with a small village center. The residential development is intended to be arranged as cluster subdivisions in order to maximize the efficiency of infrastructure and to preserve environmental features and open spaces. The village center is intended to include non-residential uses in a location that minimizes the number of miles residents drive to meet their daily needs and promote the internal capture of vehicular trips. The Conservation Design District as identified on Figure 13-5 shall be comprised of:

- a. **Clustered Residential.** The cluster residential zone shall be comprised of clustered development that sets aside a minimum of 50% open space as a reserve area, comprised of such things as special development zones, preservation and conservation features, undeveloped uplands, oak-hickory forest, significant trees, passive recreation areas, and stormwater facilities designed as a community amenity. Adjacent open space as designated on Figure 13-5 and consistent with Policy 13.2.37 may be included in the Conservation Design District reserve area calculations for cluster development. The development area shall be the area not set aside as reserve area and shall comprise no more than 50% of the total conservation design district. Within this district, development area shall be located on the least environmentally sensitive areas; be contiguous to the greatest extent practicable; and allow maximum open space to be easily maintained in the reserve area. The development area shall be developed at a minimum of two dwelling units per acre and a maximum of 12 dwelling units per acre. Planned Unit Developments may provide for a density bonus up to 20 dwelling units per acre where more area is set aside than required or where greenways, trails, or other passive recreational opportunities are provided in the reserve area.

The conservation design district shall contain a mixture of housing types. Allowable housing types include single family detached homes, single family

attached homes, duplexes, triplexes, fourplexes, courtyard buildings (a 1 to 3.5 story detached structure consisting of multiple side-by-side and/or stacked dwelling units oriented around a courtyard or series of courtyards), and cottage courts (a group 1 to 1.5-story detached structures arranged around a shared court visible from the street). The conservation design district shall not contain greater than 80% of any one housing type. Accessory dwelling units are allowable per City of Tallahassee land development code. Accessory dwelling units do not count towards the overall density and do not count as a different housing type for the purpose of requiring a mixture of housing types. Design standards for this District shall include Dark Sky principles to prevent and reduce light pollution.

The acreage of the reserve area shall be preserved as open space consistent with Policy 13.2.37, shall incorporate existing or planned public or private open space and greenspace to the greatest extent practicable, and shall be of sufficient size and buffered to ensure the protection of all critical on-site resources that are to be preserved and to accommodate authorized uses which includes natural open space, passive recreation uses (e.g., greenways, picnic areas or open fields), stormwater facilities, or other environmental conservation purposes.

All preservation areas, special development zones, conservation areas, archaeological sites and view-shed areas within designated protection zones for canopy roads shall be incorporated into the reserve area to the greatest extent practicable.

Stormwater management facilities which are otherwise permissible are allowed in the reserve area provided that the facilities are located outside of preservation areas, canopy road zones, naturally forested areas, special development zones, and meet either of the applicable following two standards:

- (1) Stormwater management facilities shall have side slopes of flatter than 4:1, and/or
- (2) Stormwater management facilities shall have appropriate tree and plant species that visually integrates the stormwater facility into the overall reserve area.

All such facilities shall be designed as community amenities, with trails, observation decks, or platforms where appropriate.

- b. **Village Center.** The Conservation Design District shall include a Village Center Zone subject to the design standards for a Village Center zone in the West Arch District Policy.
- c. **Neighborhood.** The neighborhood zone is intended to provide the opportunity for a range of housing choices integrated with neighborhood scale, non-

residential uses in proximity to a mixed-use land use districts that include nonresidential uses which can provide commercial shopping opportunities to meet daily needs. This zone shall be located within ¼ to ½ mile from the edge of the mixed-use center zone. In this neighborhood zone, residential development shall be no less than 4 dwelling units per acre and not exceed 14 dwelling units per acre. The maximum gross intensity allowed for new non-residential development is 20,000 square feet per acre. Building footprints for non-residential uses shall not exceed 10,000 gross square feet.

- d. **Open Space/ Greenway.** The Open Space and Greenway area within the Conservation Design District includes all open space and reserve area within the district and may incorporate the adjacent primary open space system as depicted on Figure 13-5. This area shall be consistent with Policy 13.2.37 and shall be included in the reserve area calculations for cluster development. At a minimum 50% of this District shall be designated as Open Space.

High quality successional forests and native forests as defined in the Tallahassee-Leon County Comprehensive Plan Glossary in the Conservation Design District shall be protected and preserved and included in the open space area. Trails shall be planned around the high-quality successional forests/native forest areas to serve as both recreational facilities and as fire breaks when these areas are managed with prescribed fires. Potential locations of high-quality successional forests/native forests are shown on the Preliminary Environmental Map (Figure 13-6). The location of protected areas will be determined through a Natural Features Inventory approved by the City prior to approval of a PUD Concept Plan that includes this District.

Core canopy or core forests, as defined in the City of Tallahassee's Urban Forest Master Plan, that is part of the fragmentation class of Core Canopy (>500 acres) and shown on the Preliminary Environmental Map (Figure 13-6), shall be protected, included in the open space area, and shall be connected to greenways and open space that function as wildlife corridors. These areas may be included in the reserve area calculations for cluster development. Potential locations of core forest areas that are part of the fragmentation class of Core Canopy (>500 acres) are shown on the Preliminary Environmental Map (Figure 13-6). The location of protected areas will be determined through a Natural Features Inventory approved by the City prior to approval of a PUD Concept Plan that includes this District.

- (5) Residential Reserve District** - The Residential Reserve District as identified on Figure 13-5 is intended to be residential in nature, arranged as cluster subdivisions in order to maximize the efficiency of infrastructure and to preserve environmental features and open spaces. This District is also intended to maintain compatibility with established residential development along Roberts Road and Crump Road. The Residential Reserve District shall be subject to the Clustered Residential policy of the Conservation Design District with a maximum density of 6 dwelling units per acre and a minimum reserve

area requirement of 60%. The Residential Reserve District shall include open space buffers of a minimum width of 250 feet to Roberts Road and Crump Road that may include the Welaunee Greenway system, open space, and reserve area from cluster subdivision development. The Residential Reserve District may alternatively be established as Open Space through an optional Alternative Development Program as established in Policy 13.2.44.

(6) Open Space – Open Space area shall be incorporated into each District. Districts shown in Figure 13-5 include the adjacent open space. The Primary Open Space System shall be designed as a connected network of open space as generally depicted on Welaunee Arch Map, Figure 13-5, which shall include Conservation and Preservation areas as generally depicted on the Preliminary Environmental Features Map, Figure 13-6, aesthetic open space, Greenways, and the Perpetual Drainage Easement held by the City and County. A minimum of 20% of Phase 1, 50% of Phase 2, 60% of Phase 3, and 40% of the total gross area of the Arch shall be designated Open Space unless offset through the Alternative Development Program in Policy 13.2.44. Conservation and Preservation Areas as defined in Policy 1.3.1 and 1.3.4 of the Conservation Element account for approximately 19% of the overall gross area of the Welaunee Arch. The remainder of the designated open space, which will include approximately 21% of the overall gross area, shall consist of open space incorporated into the development plan for each District or part of the Primary Open Space System. The Open Space Area shall be subject to the design and development criteria in Policy 13.2.37. The Conservation and Preservation Areas shall be subject to the design and development criteria of Policy 13.2.38.

Policy 13.2.5: Phasing. Development of the Arch shall be implemented in phases consistent with this plan and necessary infrastructure (including water and sewer) and supporting services (including adequate schools, police and fire service). Phase 1 shall include the Gateway District, West Arch District, and the North Arch District. Phase 2 shall include the Conservation Design District. Phase 3 shall include the Residential Reserve District. A PUD Concept Plan may address only a portion of a phase or may address more than one phase. Phase 1 of the Welaunee Arch must include one Town Center Zone and one Village Center Zone, either of which can be located in the West Arch District or North Arch District.

Phase 2 shall not be developed until 1,500 dwelling units and 150,000 square feet of non-residential uses have been constructed in Phase 1.

Phase 3 shall not be developed until at least 70% of the gross acreage of Phase 2 is included in an adopted PUD Concept Plan. Sub phases or stages of each phase may be developed in separate PUD Concept Plans.

It is the intent that infrastructure improvements occur contemporaneous with development. This timing of infrastructure with development prevents stranded or early investment in infrastructure.

Table 1. Land Uses in the Welaunee Arch

<u>District</u>	<u>Zone</u>	<u>Size</u>	<u>Nonresidential Intensity</u>	<u>Residential Density</u>	<u>Mixture</u>
<u>Northeast Gateway District (Phase 1)</u>	<u>Activity Center</u>	<u>75-280 acres</u>	<u>4,000-30,000 SF/acre</u>	<u>10-20 DU/acre</u>	<u>10-55% residential</u> <u>45-90% nonresidential</u>
	<u>Employment Center</u>	<u>75-280 acres</u>	<u>8,000-40,000 SF/acre</u>	<u>n/a¹</u>	<u>n/a¹</u>
	<u>Residential</u>	<u>30-100 acres</u>	<u>n/a</u>	<u>2-6 DU/acre</u>	<u>n/a</u>
	<u>Open Space</u>	<u>Min. 20% of gross area in Phase 1</u>			
<u>West Arch District (Phase 1)</u>	<u>Town Center²</u>	<u>20-120 acres</u>	<u>4,000-30,000 SF/acre</u>	<u>8-20 DU/acre</u>	<u>10-55% residential</u> <u>45-90% nonresidential</u>
	<u>Neighborhood</u>	<u>¼-½ mile from Town Center</u>	<u>Max 20,000 SF/acre</u>	<u>4-14 DU/acre</u>	<u>n/a</u>
	<u>Residential</u>		<u>n/a</u>	<u>2-10 DU/acre</u>	<u>n/a</u>
	<u>Open Space</u>	<u>Min. 20% of gross area in Phase 1</u>			
<u>North Arch District (Phase 1)</u>	<u>Village Center²</u>	<u>5-50 acres</u>	<u>4,000-20,000 SF/acre</u>	<u>4-14 DU/acre</u>	<u>0-50% residential</u> <u>50-100% nonresidential</u>
	<u>Neighborhood</u>	<u>¼-½ mile from Village Center</u>	<u>Max 20,000 SF/acre</u>	<u>4-14 DU/acre</u>	<u>n/a</u>
	<u>Residential</u>		<u>n/a</u>	<u>2-10 DU/acre</u>	
	<u>Open Space</u>	<u>Min. 20% of gross area in Phase 1</u>			
<u>Conservation Design District (Phase 2)</u>	<u>Village Center</u>	<u>5-50 acres</u>	<u>4,000-20,000 SF/acre</u>	<u>4-14 DU/acre</u>	
	<u>Neighborhood</u>	<u>¼-½ mile from Village Center</u>	<u>Max 20,000 SF/acre</u>	<u>4-14 DU/acre</u>	<u>n/a</u>
	<u>Conservation Design Clustered Residential</u>	<u>Maximum 50% of Conservation Design District</u>	<u>n/a</u>	<u>2-12 DU/acre</u>	
	<u>Open Space</u>	<u>Min. 50% gross area as Reserve Area in Phase 2.</u>			
<u>Residential Reserve (Phase 3)</u>	<u>Residential Reserve Clustered Residential</u>	<u>40% of Residential Reserve District</u>	<u>n/a</u>	<u>0-6 DU/acre</u>	
	<u>Open Space</u>	<u>60% gross area as Reserve Area in Phase 3.</u>			

<u>Open Space^{3,4}</u>	<u>Open Space</u>	<u>Minimum of 20% of Phase 1; 50% of Phase 2; no less than 60% of Phase 3; and no less than 40% of total area in Welaunee Arch. Open Space includes Conservation and Preservation Areas, Reserve Area, and Primary Open Space Areas.</u>			
	<u>Conservation/ Preservation⁵</u>	<u>Approximately 900 acres (19% of the Arch)</u>			
	<u>Other Open Space</u>	<u>Approximately 1000 acres (21% of the Arch)</u>			

1. Residential uses permitted only above ground floor in mixed-use buildings
2. Town Center Zone and Village Center Zone are permitted in West Arch District and North Arch District, provided one of each zone is located in Phase 1.
3. Open Space, including Conservation and Preservation Areas and Greenways shall be incorporated into all development Phases.
4. Open Space requirements apply unless offset through the Alternative Development Program in Policy 13.2.44.
5. Precise size and location of Conservation and Preservation Areas to be determined through a Natural Features Inventory.

Policy 13.2.6: Development Totals. Densities and intensities for development of the Arch shall be consistent with Policy 13.2.4 and other policies of this master plan. The maximum development for the Arch shall not exceed 12,500 residential units and 3,000,000 square feet of non-residential development.

Policy 13.2.7: Development Standards for Mixed-Use Zones. The Activity Center, Employment Center, Town Center, and Village Centers (collectively “Mixed-Use Zones”) shall be subject to the following development standards in addition to the requirements of Policy 13.2.4:

- (1) PUD Concept Plans that include mixed-use zones shall include specific design standards, public facility standards, and building standards, such that the district develops as a compact, walkable urban district. At a minimum, the form-based code or design standards shall address relationship between building facades and the public realm, the form and mass of buildings in relation to one another, and the scale and types of streets and blocks. Design standards shall also minimize driveway cuts along sidewalks facilities by requiring alleys, shared access points, and/or structured parking facilities.
- (2) Development in the Mixed-Use Zones may request a waiver from the requirements in the Environmental Management Ordinance for natural area, landscaping and buffers for the purpose of maximizing intensity and density within the mixed-use zone.
- (3) Stormwater detention and treatment facilities for Mixed-Use Zones shall be designed in accordance with applicable standards and should be located outside of a Mixed-Use Zones in order to promote a compact pedestrian-oriented arrangement of land uses. Stormwater facilities may be located within mixed-use zones if

alternative sites are not reasonably available outside of mixed-use zones or where stormwater facilities can be integrated with pedestrian friendly environments. PUD Concept Plans shall include design standards for stormwater facilities that are consistent with the intent of the zone.

(4) Building heights in mixed-use centers shall not exceed 65 feet from grade.

Policy 13.2.8: Inclusionary housing. Development within the Welaunee Arch shall comply with any ordinances in effect at the time of development that address the need for affordable or inclusionary housing. Each PUD Concept Plan shall include a Housing Plan designed to achieve compliance with the City's Inclusionary Housing Ordinance, or other affordable and inclusionary housing ordinances in effect, by buildout of the area governed by that Concept Plan.

Policy 13.2.9: Housing affordability. In addition to complying with ordinances in effect at the time of development that address the need for affordable or inclusionary housing, a range of housing choices shall be provided to accommodate diverse income levels, age groups, people with a range of abilities, and housing needs. Granny flats, garage apartments, and other accessory dwelling units will not be included in unit or density calculations or transportation impact analyses. The range of housing options provided shall be based on the land use districts and zones within each District. No land use district or zone within a district that allows residential development shall limit housing types to only single-family detached homes.

In order to promote a range of housing types and choices, the City of Tallahassee shall incentivize the development of workforce housing within ¼-mile of mixed-use zones or transit hubs. The City shall also incentivize the provision of housing for low-income and very-low income families, seniors, and/or people with disabilities. Incentives shall be incorporated into PUD Concept Plans and may include increases in building height, waiver or reduction of mobility and impact fees, reduction of parking and setback requirements, reservation of infrastructure capacity without cost, expedited processing of applications for Concept Plans and site development plans, and similar measures such as the incentives allowed in the City's Inclusionary Housing Ordinance.

Policy 13.2.10: Community Facilities. Community Services, Light Infrastructure, Community Parks, and Neighborhood Parks shall be allowed uses in any land use district or zone consistent with the intent of each district and zone.

Policy 13.2.11: 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. PUD Concept Plans shall include the locations of essential services upon request by and through coordination and formal agreement with the City of Tallahassee and/or the Leon County School Board.

Policy 13.2.12: 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 and neighborhood zones shall include shade trees planted as street trees. PUD concept plans may include incentives, such as reduced tree mitigation, for shade trees planted as street trees outside of mixed use and neighborhood zones.

Policy 13.2.13: Crime prevention through design. Integrated mixtures of uses shall be located and designed consistent with comprehensive crime prevention strategies of natural surveillance, territorial reinforcement, and natural access control.

Policy 13.2.14: 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. Unless otherwise specified in this master plan, buffers are not required between or within land use districts in the Welaunee Arch.

Policy 13.2.15: 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 dwelling 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 13.2.16: 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 13.2.17: 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 Transportation Map, Figure 13-7, with the final location and design to be based upon site-specific environmental, engineering, and related considerations. Thoroughfares connecting through the Arch to areas beyond the Arch shall be arterials designed as boulevards for high vehicular capacity and moderate speeds not to exceed a design speed of 45 miles per hour with sidewalks on both sides of the roadway and bicycle facilities. Thoroughfares connecting mixed use areas within the Arch shall be collectors designed as avenues with high vehicular capacity and low to moderate speeds not to exceed a design speed of 30 miles per hour with sidewalks on both side of the roadway and bicycle facilities. On thoroughfares, a shared use path of adequate width to accommodate bicycle and pedestrian traffic may substitute for the sidewalk on one side of the road and the bike lanes for that facility. Within mixed-use centers and

neighborhoods, where feasible based on engineering design criteria and the protection of environmental features, 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. Transportation facility needs resulting from projected development in the Arch as identified through traffic models completed as part of the I-10 Interchange PD&E and/or updates to MPO Long Range Transportation Plans shall be adopted into the applicable Mobility Element policies and/or figures.

Policy 13.2.18: Internal Trip Capture. The transportation system, along with the mixture of uses, shall be designed to achieve an internal capture of at least 20% of the vehicular trips generated on-site at buildout. To achieve this minimum internal capture rate, mixed-use and neighborhood zones shall be developed with a mixture of uses and higher density residential development located adjacent to non-residential uses. Residential zones shall be connected to mixed use zones by a network of sidewalks, shared use paths, and bicycle facilities designed to provide safe, comfortable transportation options. Transit facilities shall be coordinated with Star Metro to ensure infrastructure that supports connectivity to various transit routes.

Policy 13.2.19: Northeast Gateway/Welaunee Boulevard. 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 potential 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 South 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 or Shamrock South Extension.

Policy 13.2.20: I-10 Flyover or Interchange. Welaunee Boulevard shall connect to a flyover across I-10 or a potential interchange, if approved by the Federal Highway Administration, in order to facilitate vehicular movement to Welaunee Boulevard south of I-10. Any flyover or potential interchange shall meet federal requirements to ensure the safe and efficient use of I-10.

Welaunee Boulevard shall connect to a potential interchange with Interstate-10, subject to approval by the Federal Highway Administration and the Florida Department of Transportation. The potential interchange of Welaunee Boulevard and Interstate-10 shall be designed consistent with a federally approved Interchange Justification Report. It is the

intent to allow for the design of an interchange that supports a gridded street network and city blocks on the north side of Interstate-10. The gridded street system shall serve to divert traffic onto a network of town center streets and shall support an environment that prioritizes pedestrian mobility. Welaunee Boulevard may pass over Interstate-10 unless and until such time that a potential interchange is approved and constructed.

Policy 13.2.21: 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 Transportation Map, Figure 13-7. The terms of such reservation shall be consistent with the Urban Services-Development Agreement between the City of Tallahassee and Powerhouse, Inc. dated April 15, 1990, as restated and amended. Rights-of-way shall be restricted to transportation facilities and compatible infrastructure.

Policy 13.2.22: Complete Streets. The transportation system shall be designed with complete streets in accordance with Objective 1.2 [M] and associated policies in the Mobility Element. 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 local streets in mixed-use zones. Sidewalks shall be provided on at least one side of local streets in zones that allow only residential development.

Policy 13.2.23: Bicycle Facilities. A PUD Concept Plan shall include a network of bicycle facilities, including on-street and off-street facilities, which should be coordinated with the open space areas of the Arch. The intent is 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 where practical to connect to similar facilities in other PUD Concept Plans. Where feasible, a shared-use path of adequate width to accommodate bicycle and pedestrian traffic may substitute for sidewalks and bike lanes. Protected bicycle lanes may be incorporated where feasible. Where bicycle, pedestrian, and/or shared use path facilities intersect the Welaunee Greenway, opportunities shall be provided to access the Greenway.

Policy 13.2.24: 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 based on engineering design standards and the protection of environmental features, or on the side of buildings and shall be limited in size and scale through such measures as shared parking, parking credits, and maximum parking limits. PUD Concept Plans may include incentives, such as reduced parking or setback requirements, for the use of building-mounted solar systems on parking structures.

Policy 13.2.25: 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. Canopy Road Zones shall be provided along Miccosukee Road and Centerville Road in addition to the Welaunee Greenway. PUD Concept Plans may include incentives, such as reduced tree mitigation, in return for new roadways being designed and planted with shade trees consistent with the requirements for future canopy road designation.

Policy 13.2.26: Transit. Mixed use centers are intended to be designed with transit as a component of the multimodal transportation system in the Welaunee Arch. As PUDs are developed, coordination with Star Metro shall occur to ensure the plan accommodates necessary infrastructure to support anticipated transit service. PUDs shall address connectivity between mixed use zones and the transit hub identified in Policy 13.1.4.

Policy 13.2.27: Electric, Connected and Automated Vehicles. As PUDs are developed, coordination with the Planning Department and the City's Public Infrastructure departments shall occur to ensure the plan accommodates necessary infrastructure to support charging infrastructure for electric vehicles and infrastructure to support Connected and Automated Vehicles (CAV). PUDs may include incentives, such as reduced parking and setback requirements, for development that is electric vehicle capable or electric vehicle ready by providing for the future installation and use of Electric Vehicle Supply Equipment (EVSE) in accordance with the National Electrical Code. Incentives will be greater for electric vehicle-ready than for electric vehicle-capable developments.

Policy 13.2.28: Transportation Concurrency. Prior to approval, PUD Concept Plans shall be required to demonstrate sufficient capacity of concurrency facilities to meet the standards for level of service for the existing population, previously permitted development and for the proposed development plan in accordance with the City of Tallahassee Concurrency requirements. This demonstration shall include a transportation analysis for limited access, arterial, and collector roads, including the Northeast Gateway/Welaunee Boulevard, in accordance with the City Concurrency Management System Policy and Procedures Manual. If the City's transportation concurrency system is replaced with a Mobility Fee or another alternative mobility funding system, PUD Concept Plans shall comply with the mobility funding system in place at the time.

PUBLIC FACILITIES AND SERVICES

Policy 13.2.29: Adequate Public Facilities and Services. The supply and delivery of safe and adequate public facilities shall accommodate existing and future development consistent with the Comprehensive Plan. 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. Public 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 13.2.30: Utilities. Potable water, sanitary sewer, and electricity 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 consistent with the level-of-service and availability standards of the Tallahassee-Leon County Comprehensive Plan. Utility infrastructure improvements shall occur consistent with the general timing of development, instead of the infrastructure being provided well before development occurs. This timing of infrastructure with development is intended to ensure that there is no stranded or early investment in infrastructure waiting for future development to occur.

Policy 13.2.31: Clean Energy. PUD Concept Plans may incorporate strategies and standards that are consistent with the City of Tallahassee's Clean Energy Resolution or any clean energy plan adopted by the City subsequent to the resolution. PUD Concept Plans shall comply with applicable clean energy and renewable energy ordinances in effect at the time of development. PUDs may include additional incentives to encourage energy efficiency.

Policy 13.2.32: Energy Efficient Environmental Design. Planned Unit Development Concept Plans may provide for incentives such as increases in building height, waiver or reduction of mobility and impact fees, reduction of parking and setback requirements, reservation of infrastructure capacity without cost, expedited processing of applications for Concept Plans and site development plans, and similar measures in each District where developments incorporate Leadership in Energy and Environmental Design (LEED) standards or similar industry-recognized green certifications and/or provide building-mounted solar systems that generate threshold MW levels of electricity. Alternatively, PUD Concept Plans may provide for utility fee or other similar exaction offsets commensurate to estimated energy efficiency gains from incorporating Leadership in Energy and Environmental Design (LEED) standards or similar industry-recognized green certifications and/or provide building-mounted solar systems that generate threshold MW levels of electricity. This policy does not apply to the Residential Reserve Zone.

Policy 13.2.33: Stormwater Management. Prior to approval of the first PUD Concept Plan, a Stormwater Facilities Master Plan (SFMP) shall be prepared for the entirety of the Welaunee Arch. The Stormwater Facilities Master Plan must be reviewed and approved by the City before PUD Concept Plans can be approved. For areas not included in a PUD, the stormwater plan may be conceptual and generalized based upon the projected development allowed by this master plan accounting for non-developable areas.

The SFMP shall accommodate stormwater flows from full build out conditions from any upstream offsite property. The SFMP shall, at a minimum, identify regional impacts to flood extents and stormwater conveyance; establish infrastructure requirements necessary to manage stormwater in compliance with local, state, and federal regulations; document the phasing, implementation, and easement reservations necessary to serve projected full build out; and facilitate environmental and stormwater permitting. To accomplish these goals, the SFMP shall provide analysis and design of the primary stormwater system based on detailed hydrologic and hydraulic modeling of existing and post-development conditions.

The analysis shall incorporate existing land uses, soils and topographic data, and the conceptual land use plan (Figures 13-5 through 13-7). The design shall provide general parameters associated with the primary stormwater management facilities, drainage easements and conservation easements necessary to serve the development under projected full build-out conditions. Flood extents delineated by the SFMP shall identify the 100-year flood exclusion area under the full build-out condition. No habitable structures shall be constructed within the post-development, full build-out 100-year floodplains or 100-year flood exclusion areas. The SFMP shall incorporate low-impact design best management practices to encourage the disconnection of impervious surfaces and increase the removal of nutrients from stormwater discharges. The SFMP shall also evaluate the existing nutrient pollutant loading to Class III surface water resources and ensure net improvement in the post development condition. The SFMP scope of work must be approved by the City prior to development of the SFMP.

The Stormwater Facilities Master Plan shall identify the feasibility and location of regional stormwater facilities and how they should be designed and constructed as amenities within parks or publicly accessible areas. Stormwater facilities shall be located outside wetlands and floodplains. Stormwater facilities may be located in Open Space that is not wetland or floodplain 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.

Wetlands and Floodplains. Development shall minimize encroachment into wetland habitat areas by ensuring that public and private roads avoid crossing wetlands or require that such crossings are cited at the narrowest point of a wetland allowing for an efficient transportation design while maintaining the continuity of identified wildlife corridors. No net reduction in floodplain storage shall be permitted within the 100-year floodplain. Otherwise floodplains shall be managed consistent with the Comprehensive Plan Conservation Element.

Wetland acreage and function within the Welaunee Arch shall be protected through compliance with local, state, and federal environmental permitting requirements. For purposes of permanent protection of Conservation and Preservation lands designated on Figure 13-6 the delineation of wetlands shall be based upon the jurisdictional determination by the governing agency.

Wetlands depicted on Figure 13-6 utilized for mitigation within the Welaunee Arch shall be made subject to conservation easements consistent with the requirements of the authorizing regulatory agency. These easements will be defined in a manner that serves as permitted mitigation for wetland and other impacts or species relocation. To the extent authorized by federal, state, and local permitting agencies, Conservation and Preservation Lands association with the PUD Concept Plan under consideration may be utilized for achieving any mitigation requirements. The mitigation conservation easement area shall allow passive recreation facilities and shall be subject to a management plan.

Policy 13.2.34. Florida Springs and Aquifer Protection. Wakulla Spring is an impaired first magnitude Outstanding Florida Springs. Planned development for the Welaunee Arch is within the springshed boundaries of the Upper Wakulla River and Wakulla Spring Basin Management Action Plan. Development activities associated with the project have the potential to impact water quality; therefore, PUD Concept Plans shall mitigate potential nutrient loadings by implementing measures such as proper treatment and disposal of wastewater, stormwater, and the implementation of adequate sediment and erosion control practices to mitigate any surface water impacts.

Policy 13.2.35: 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, provide a focal point for the neighborhoods, and be safely accessible by pedestrians and bicyclists. The co-location of schools, civic spaces, and active parks is encouraged. The City and County shall adhere to the Public School Concurrency and Facility Planning Interlocal Agreement, as required by Section 1013.33, F.S., which establishes procedures for, among other things, coordination and sharing of information; planning processes; school siting procedures; site design and development plan review; and school concurrency implementation. Prior to site plan approval of the 500th residential dwelling unit in Phase 1, a 10-acre site shall be reserved for future dedication to the Leon County School Board proximate to residential areas, a Town or Village 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.

Policy 13.2.36: Fire and Emergency Services. Upon request of the City, PUD Concept Plans shall include identified sites for fire and/or emergency services in coordination and formal agreement with the City.

RECREATION, OPEN SPACE and CONSERVATION

Policy 13.2.37: Primary Open Space System. The intent of the Open Space and Conservation strategy is to identify, conserve, manage, restore, and protect significant natural resources during and after development of the Welaunee Arch in accordance with the Conservation Element of the Tallahassee-Leon County Comprehensive Plan and consistent with this Master Plan. No less than 40% of the gross area in the Welaunee Arch shall be designated Open Space which shall include the Primary Open Space System, Conservation and Preservation Areas, Greenways, and other designated open space in each development District.

Open Space shall comprise no less than 40% of the total gross area within the Welaunee Arch, or approximately 1,900 acres. Of the Open Space, approximately 900 acres (19% of the total gross area of the Welaunee Arch) are designated Conservation or Preservation

Areas as defined in policies 1.3.1 and 1.3.4 of the Conservation Element. The precise size and location of Conservation and Preservation Areas shall be determined through a Natural Features Inventory approved by the City prior to approval of a PUD Concept Plan that includes such Conservation and Preservation area. The remainder of the Open Space, approximately 1,000 acres (21% of the total gross area of the Welaunee Arch), shall be open space incorporated into the development plan for each District or part of the Primary Open Space System.

Open Space shall include Conservation Areas and Preservation Areas, Canopy Road Zones, Greenways, and aesthetic open space. Outside of these designated areas, the additional Open Space shall prioritize additional buffers around Conservation and Preservation Features, areas that provide continuous and contiguous connectivity of Open Space, additional buffers for Canopy Road Zones, additional areas around the Core canopy or core forests that are part of the fragmentation class of Core Canopy (>500 acres), additional areas that support the network of wildlife corridors, undeveloped uplands, oak-hickory forest, significant trees, passive recreation areas, priority planting areas identified in the Urban Forest Master Plan, and stormwater facilities designed as a community amenity.

The Welaunee Arch shall contain a primary open space system concept that will contain the majority of the open space requirements within a connected corridor as depicted on Figure 13-5. This connected, continuous network of open space constitutes a fundamental building block of the Arch and is intended to serve multiple purposes including but not limited to protection of conservation and preservation areas. The Primary Open Space System shall include Conservation and Preservation areas. Primary Open Space may also include buffers for residential areas and canopy roads, greenways, environmentally sensitive areas, including wildlife corridors, aesthetic open space, active and passive recreation areas, and community gathering spaces. The Primary Open Space may be incorporated into any PUD Concept Plan to satisfy requirements of the Environmental Management Ordinance. Constructed stormwater facilities consistent with Policy 13.2.33 may be utilized to satisfy open space requirements in a PUD Concept Plan.

Primary open space systems, together with other open space and green spaces set aside to meet the urban forest and landscape requirements shall also meet the requirements of the Tallahassee-Leon County Comprehensive Plan and Chapter 5 - Environmental Management, Tallahassee Land Development Code. The intent of this policy will be achieved through the following:

- (1) Credits for open space requirements, wetland mitigation, slope mitigation, stormwater management and/or urban forest requirements may be requested outside of individual parcels or tracts under review but elsewhere within the Arch.
- (2) Areas with severe and significant slopes that are not located in the open space systems shall be protected in site-specific plans in accordance with the Comprehensive Plan and Chapter 5 – Environmental Management, Tallahassee Land Development Code.

- (3) The Open Space systems shall be open to the general public and be designed to include and provide connections with the Miccosukee Canopy Road Greenway and Welaunee Greenway at multiple locations and to integrate internal recreational multi-use paths with the greenways trails. Connections to future regional greenways shall be considered in the design of open space.
- (4) The open space systems shall be designed to provide additional buffering for existing designated canopy road zones.
- (5) Open space may be privately owned or dedicated to the public by conveyance to a general-purpose or special-purpose local government entity; or be designated a part of a statewide system of greenways and trails pursuant to state law. Privately owned open space/greenways shall, at a minimum, guarantee designated public trail access in perpetuity at the time of development. All required conservation easements will be placed over the Conservation and Preservation areas in accordance with local government regulations.
- (6) The open space systems shall be governed by one or more management plans approved by the City in order to protect the values for which they were designated. The management plans may be adopted in phases so long as they are consistent with one another. Protection of Conservation and Preservation areas shall be provided by conservation easements and other measures consistent with Chapter 5 – Environmental Management, Tallahassee Land Development Code. Conservation and Preservation areas placed in conservation easements may be used towards satisfying the urban forest and landscaping requirements of Chapter 5 – Environmental Management, Tallahassee Land Development Code. A single management plan may be adopted for all open space and conservation and preservation area lands.
- (7) Any Open Space area located within the geographic boundary of a PUD Concept Plan Shall be included in the lands to be designated as Open Space/Greenway as a result of approval of that PUD Concept Plan. If additional Open Space area are required to meet the minimum Open Space area for that Phase set forth in Policy 13.2.4(6) then such additional land will be designated as such from the adjacent Primary Open Space system as shown in Figure 13-5. To the extent that a PUD Concept Plan provides Open Space acreage beyond the required minimum, subsequent PUD Concept Plans are entitled to a credit for the additional acreage provided in proceeding PUD Concept Plans.
- (8) Acreage in the primary open space system shall be counted towards satisfying the open space requirements established in PUD Concept Plans.
- (9) The following guidelines shall apply to uses within the open space system as established in PUD Concept Plans:
 - (A) Passive recreation improvements that are natural resource-oriented, such as hiking, biking, and riding trails and passive parks, may be constructed in the

primary open space systems. Also allowable are community facilities such as bandshells, amphitheaters, gazebos and other improved gathering places if designed for non-vehicular access only, provided these activities are located such that impacts to conservation and preservation areas are minimized and the overall purpose of the conservation easement is maintained.

- (B) Active Recreation uses may be constructed in the open space area within each development district and in the primary open space system outside of Conservation and Preservation areas.
- (C) Wildlife management areas may be included in the primary open space systems protective measures addressed in the management plans, including a wildlife habitat management plan, in accordance with Chapter 5 – Environmental Management, Tallahassee Land Development Code.
- (D) Public roads and utilities may cross through the open space systems and buffers if the impacts are minimized. The location of the roads shown on Figure 13-5 are approximate.
- (E) Stormwater Management facilities may be located in the open space systems subject to design criteria in the PUD Concept Plans and consistent with protection of conservation and preservation features pursuant to Chapter 5 – Environmental Management, Tallahassee Land Development Code. Each stormwater management facility must be evaluated in terms of impacts and meet the requirements of the Tallahassee-Leon County Comprehensive Plan and Chapter 5 – Environmental Management, Tallahassee Land Development Code. If stormwater facilities are contained in the open space system, the public and/or private entities responsible for maintenance shall be allowed to perform necessary maintenance of these facilities consistent with each facilities level of service. The SFMPs shall identify areas where drainage easements will be needed for proper maintenance of stormwater conveyances located within conservation or preservation areas.

- (10) To promote creation of the open space systems and their integration into the planned mixed-use communities with appropriate credit, PUD Concept Plans shall establish an open space requirement that includes credit for the open space system, protected preservation and conservation areas, areas of constructed landscape, and the minimum onsite landscaping required for individual sites set forth in Policy 13.2.12. Specific landscape standards and requirements shall be established in PUD Concept Plans. Such standards and requirements shall be designated to meet or exceed, on a cumulative basis, the Landscape and Urban Forest requirements in Chapter 5 – Environmental Management, Tallahassee Land Development Code. These landscape standards shall include, but not be limited to, standards for provision of street trees in mixed use zones, along public roadways, shade trees and landscaped islands within parking lots, and patriarch tree preservation. These standards will be developed to reflect the intent that town and neighborhood centers will be developed in an urban context with minimal setbacks and an emphasis on dense, mixed use development. Various land uses in the Arch shall satisfy the Urban Forest/Landscaping requirements based on thresholds established in the PUD Concept Plans. Such requirements shall be designed to meet

or exceed, on a cumulative basis, the landscaping and urban forest requirements in Chapter 5 – Environmental Management, Tallahassee Land Development Code.

- (11) The portion of the Arch bordering Miccosukee Road shall be designated as Open Space and shall include the Canopy Road Zone for Miccosukee Road. An additional area with a minimum width of 75 feet along the length of the Canopy Road Zone shall be designated as open space. The Canopy Road Zone and contiguous Open Space area shall serve as a wildlife corridor that terminates in the core forest area that is part of the fragmentation class of Core Canopy (>500 acres) in the Conservation Design District as shown on the Preliminary Environmental Map (Figure 13-6). This area may serve as a greenway as long as the greenway does not preclude the ability of the area to serve as a wildlife corridor.

Policy 13.2.38: Conservation and Preservation Lands. Lands identified for permanent preservation and conservation are shown generally on the Preliminary Environmental Map (Figure 13-6) as Designated Wetlands, 100-year Floodplains, and High-Quality Successional forests/Native Forest. These protected areas create a regionally significant environmental and open space framework that protects the natural flows of water and preserves wildlife habitat while allowing limited, low-impact human access to natural spaces, where appropriate.

These allocations are intended to protect significant environmental resources on the Welaunee Arch and account for approximately 900 acres or approximately 19% of the total gross area of the Welaunee Arch. The precise size and location of Conservation and Preservation Lands shall be determined through a Natural Features Inventory to be conducted prior to or concurrent with the initial PUD Concept Plan for each Phase of the Welaunee Arch in which the feature is located. Additional environmental resources will be designated as Open Space as addressed in this Master Plan.

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 address wildlife preservation, maintenance of native species diversity, management of the natural environment, restoration of environmental resources where warranted, and responsibility for long term management. Such management plan shall include measures to protect the values for which such lands were designated, including wildlife habitat and corridors, and may include conservation easements and other measures consistent with the Environmental Management Ordinance. Conservation and Preservation lands may be utilized for public access, including trails, subject to 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. A single management plan may be adopted for all open space and conservation and preservation area lands.

Lands that are not otherwise identified as Conservation and Preservation Lands on Figure 13-6 and are identified as areas suitable for future development may contain areas of

natural upland or wetland communities. These resources will be identified through the Natural Features Inventory process and protected as required by the Comprehensive Plan's Conservation Element and will be incorporated into the lands identified as Open Space and Greenways consistent with the overall conservation and development strategy for the Welaunee Arch planning area.

Conservation easements for Conservation and Preservation lands shall be effective before or concurrent with the effective dates of the PUD Concept Plan for which they are granted. Protection of the lands identified in the Preliminary Environmental Features Map shall be phased or staged in coordination with the PUD Concept Plans. The required preservation of both Conservation and Preservation Lands within the Welaunee Arch will occur in conjunction with the PUD Concept Plan approvals and will be in place in advance of actual physical development within the PUD for which the Conservation and Preservation Lands are being protected. All identified Conservation and Preservation Lands within the Preliminary Environmental Features Map shall be subject to permanent preservation no later than the date of actual physical development commencing within the final PUD Concept Plan for the Welaunee Arch.

Policy 13.2.39: 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 will be included that will link these areas where feasible to residential neighborhoods, mixed-use centers, schools, civic spaces, employment, recreation and open space, parks, and the Welaunee Greenway and Miccosukee Canopy Road Greenway.

Policy 13.2.40. Historic and Cultural Resources. Through the completion of Natural Features Inventories, Planned Unit Developments shall identify historic and cultural resources including archaeological sites, historic structures and districts, and historic cemeteries. PUDs shall include standards sensitive to locating, assessing, and avoiding potential adverse impacts to these resources. At a minimum, these standards shall comply with applicable state and local regulations. Where feasible based on the geographic location of the resource and appropriate given the historic and cultural context of resource, informational and interpretive signage may be considered for these resources.

Policy 13.2.41: Natural Area Resident Notifications. PUD Concept Plans will include notification requirements for informing residents, once development is completed, with information on how to avoid human-bear conflicts and notices of proximity to areas that are actively managed with prescribed fires.

Policy 13.2.42: 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, and playgrounds 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 13.2.43: Welaunee Greenway. The Welaunee Greenway shall consist at a minimum of an 8.4-mile-long shared-use trail corridor along the northeast, north, and west perimeter of the Arch, and shall be developed consistent with adopted local government plans, including the Greenways Master Plan. As defined in the Tallahassee-Leon County Greenways Master Plan, “The Greenway will range from approximately 75’ to 150’ in width in much of the corridor with greater widths in select areas due to wetlands and stream flow ways. This corridor will be comprised of the existing edge canopy and understory and the Welaunee firebreak road which may provide a readymade trail alignment. The preserved canopy and understory along the other side of the firebreak road will be preserved to provide privacy from adjacent roadways and homes.” The final design of the Welaunee Greenway shall be determined through the Blueprint Intergovernmental Agency’s Northeast Gateway project and may consider other, non-paved trail surface treatments consistent with the Greenways Master Plan. Trail crossings and trailheads may be located in the Canopy Road Zone and the design of such facilities shall strive to minimize impacts to the tree canopy. The Welaunee Greenway shall connect to the existing Miccosukee Canopy Road Greenway to create a 17-mile linear park loop and a pedestrian bridge across Interstate-10. Connections shall be provided to and from the Greenway from interior multi-use trails along roadways or from other open space areas. The Welaunee Greenway shall be subject to a management plan approved by the City that is consistent with the policies of this master plan. A single management plan may be adopted for all open space, conservation and preservation area lands, and the Welaunee Greenway. Public roadways and utilities may cross through the Welaunee Greenway at points specified as road crossings on the land use and transportation maps, or at additional points if necessary, provided the crossing includes restoration of the Greenway and open space area. PUD Concept Plans that include or are adjacent to the Welaunee Greenway or Miccosukee Canopy Road Greenway shall provide access to those facilities. Development of the Arch should be incentivized through PUD process to provide pedestrian and bicycle connectivity to the Greenway, particularly where it interfaces with Open Space areas and associated trail systems.

Policy 13.2.44: Alternative Development Program. Notwithstanding any other provision of this Master Plan, at the election of the PUD applicant, PUD Concept Plans in Phase 1 and Phase 2 may offset open space and urban forest mitigation requirements through an optional alternative development program that preserves additional open space area within the Residential Reserve District (Phase 3). The intent of this Alternative Development Program is to incentivize preservation of a large area of open space in the northeast area of the Welaunee Arch that may be designated as a wildlife habitat area. Participation in this alternative development program is optional and must be agreed to by the PUD Concept Plan applicant and the owner of the property that would be used for the offset. Participation in this alternative development program is subject to all of the following provisions:

- (1) Open Space Requirement Offset. PUD Concept Plans in any District of Phase 1 or Phase 2 may offset the open space requirements for that District by preserving lands in the Residential Reserve District (Phase 3) as open space.
 - (A) The offset shall be calculated on a per acre basis with a 15% bonus, resulting in an exchange of a 1.15-acre reduction in the open space requirement of the receiving District for each 1-acre of preserved open space in the Residential Reserve District. This exchange shall reduce the overall open space requirement for the Welaunee Arch by the net bonus amount (0.15 acres for each 1 acre preserved).
 - (B) The reserve area requirements for cluster residential zones in Phase 2 shall be offset concurrently with the open space requirements for any PUD Concept Plan including a cluster subdivision. The reserve area in any cluster residential zone shall be no less than 35% of that zone.
 - (C) Under the Alternative Development Program, preservation or conservation areas in the Residential Reserve District may count towards the open space requirements in the Conservation Design District. Conservation and Preservation areas in the Residential Reserve District shall be integrated with the Welaunee Habitat Park.
 - (D) If this Alternative Development Program is exercised, total Open Space in Phase 1 shall not be less than 15%, the total Open Space in Phase 2 shall not be less than 25%, and the overall total Open Space in the Arch at buildout shall not be less than 37%.
 - (E) The open space offset shall not apply within the area 1,000 feet from the Buckhead Neighborhood as identified in Policy 13.2.15.
- (2) Urban Forest Mitigation Offset. PUD Concept Plans in Phase 1 and Phase 2 may offset required urban forest mitigation requirements in any District by preserving lands in the Residential Reserve District (Phase 3) as open space.
 - (A) The urban forest mitigation requirement offset through this program is exchanged based on the urban forest mitigation value of the land being established as Open Space in the Residential Reserve District. The mitigation value of the preserved open space shall be calculated with an additional 10% mitigation credits which may offset urban forest impacts in Phase 1 and Phase 2.
- (3) All lands located in the Residential Reserve District, designated as Phase 3 on the Land Use Districts Map (Figure 13-5), are eligible for preservation under this alternative development program. Priority for preservation under this program shall be in the following order: 1) lands in the Residential Reserve District (Phase 3) that do not meet the definition of a preservation area or conservation area 2) any designated conservation and preservation areas in Residential Reserve District (Phase 3) as generally depicted on the Preliminary Environmental Features Map or as determined through a subsequent natural feature inventory. Priority shall be given to property along the eastern boundary

- of the Residential Reserve District with subsequent lands preserved under this alternative development program being contiguous with this area.
- (4) Protection of the open space area in the Residential Reserve District (Phase 3), including any preservation or conservation areas, shall be provided by conservation easements, covenants, or other measures consistent with City Growth Management Department's adopted regulations. The lands preserved as open space under this alternative development plan shall be subject to the criteria of Policy 13.2.38 regarding Conservation and Preservation Areas. Any conservation easements established under this alternative development program shall be issued to the City of Tallahassee as the sole grantee and beneficiary. While open space area in the Residential Reserve District remains in private ownership, any conservation easements, covenants, or other measures shall allow for continued use of the preserved open space for silviculture operations of planted pine stands which adhere to Florida Division of Forestry Best Management Practices. Lands preserved under this development program for urban forest mitigation offsets may not be utilized for silviculture operations.
- (5) Welaunee Habitat Park. Notwithstanding the phasing requirements in policy 13.2.5, at such time when all lands in in the Residential Reserve District have been preserved as open space under this alternative development program, or at such time when the final PUD Concept Plan for the Welaunee Arch is approved, the preserved Open Space in the Residential Reserve District, including the Conservation and Preservation lands, shall be designated as a Habitat Park. The Habitat Park shall be subject to the requirements of Policies 13.2.37 and 13.2.38. Prior to establishment of the Habitat Park, the existing uses of the property shall be permitted. Any previously established conservation easements shall remain in effect on lands in the Habitat Park. Passive recreation improvements that are natural resource-oriented, such as hiking, biking and riding trails and passive parks, may be constructed in the Welaunee Habitat Park. Active Recreation uses are not permitted in the Welaunee Habitat Park.
- (6) By adoption of a separate ordinance, the City may create and administer a Welaunee Habitat Park credit bank. The Welaunee Habitat Park credit bank would facilitate the purchase of lands in the Residential Reserve District (Phase 3) and the sale of open space and tree mitigation credits in accordance with this development program. The Welaunee Habitat Park credit bank may be established independent of and prior to the creation of the Welaunee Habitat Park. If the City creates a Welaunee Habitat Park credit bank, consideration may be given to utilizing the credit bank to offset open space requirements and urban forest mitigation requirements associated with the development of properties located in other growth priority areas inside the Urban Services Area.
- (7) If stormwater facilities are contained within the Residential Reserve District, then the public or private agency responsible for maintenance shall be allowed to perform necessary maintenance of these facilities consistent with each

facility's level of service. The Stormwater Facilities Master Plan shall identify areas where drainage easements will be needed for proper maintenance of stormwater conveyances located within preserved open space and conservation or preservation areas.

- (8) Any lands in the Residential Reserve District not preserved as open space in accordance with this alternative development plan may be included in a PUD Concept Plan and development under the Residential Reserve District development guidelines in Policy 13.2.4(4). Development of the Residential Reserve District on remaining lands shall be clustered in the portion of the site that will result in the least environmental impact. Lands preserved as open space offset under this Alternative Development Program shall not count towards the 60% reserve area requirements for development of any remaining developable land in the Residential Reserve District.

Figure 13-5

Land Use Districts

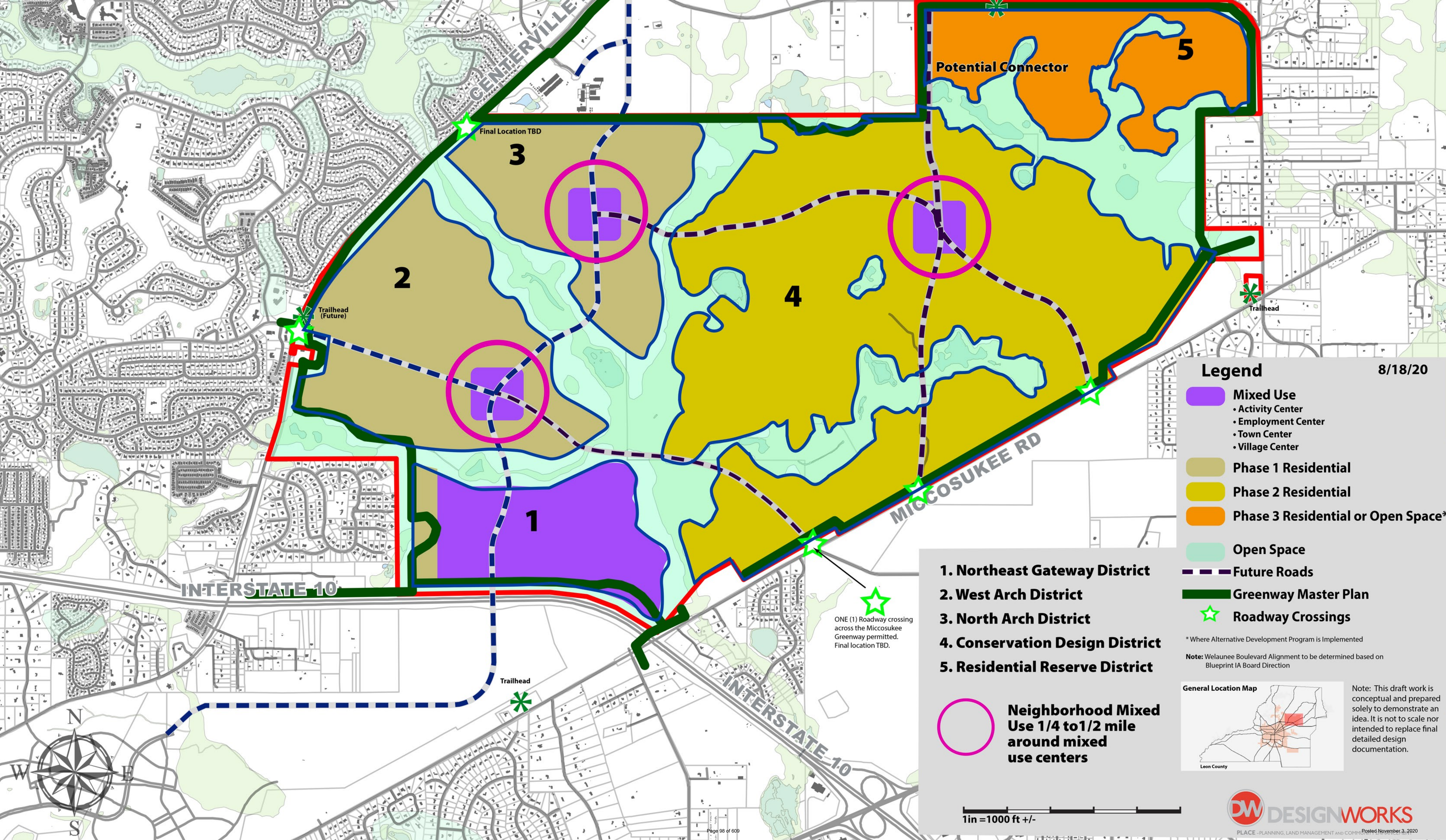


Figure 13-6 Preliminary Environmental Features

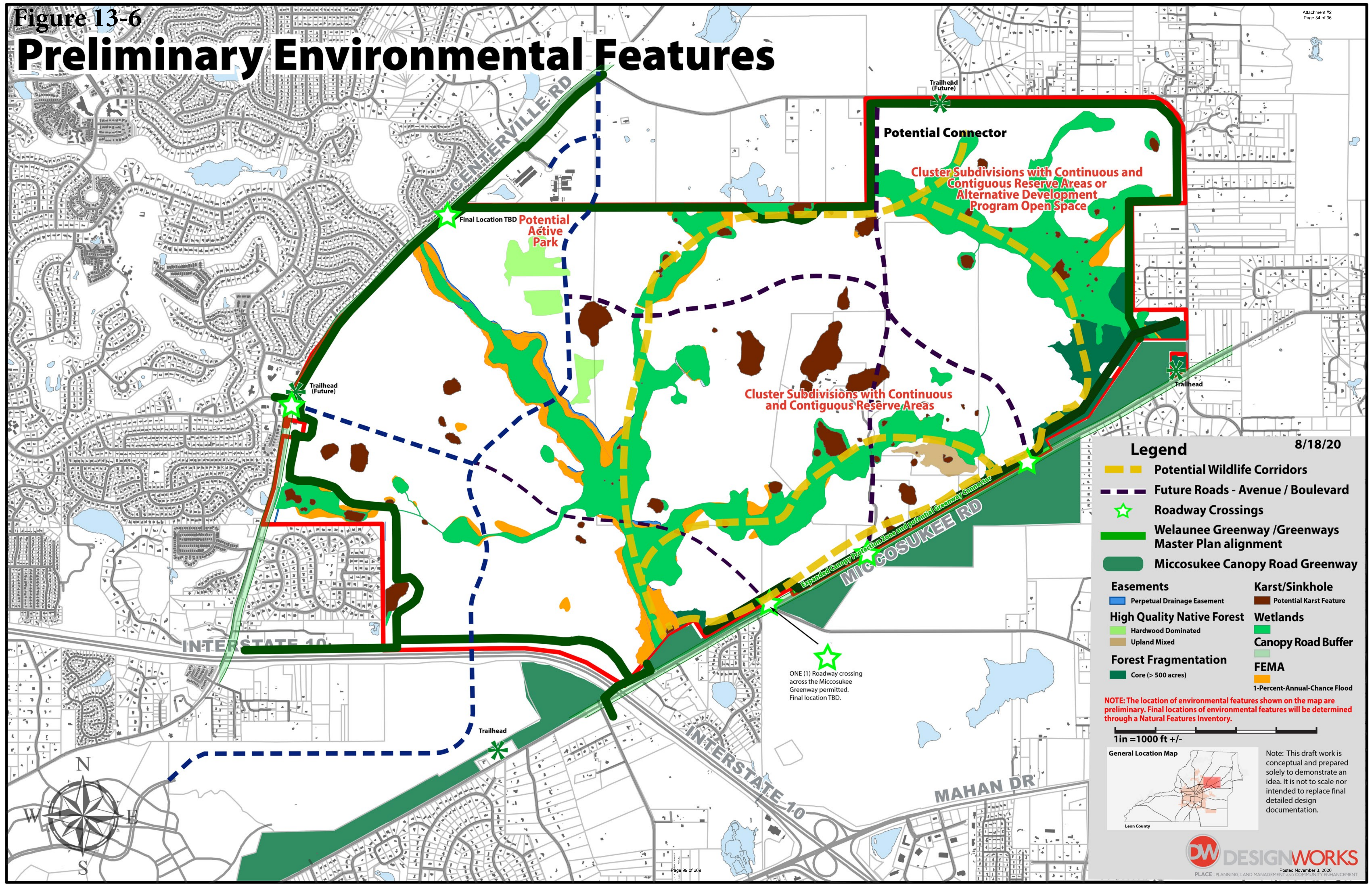
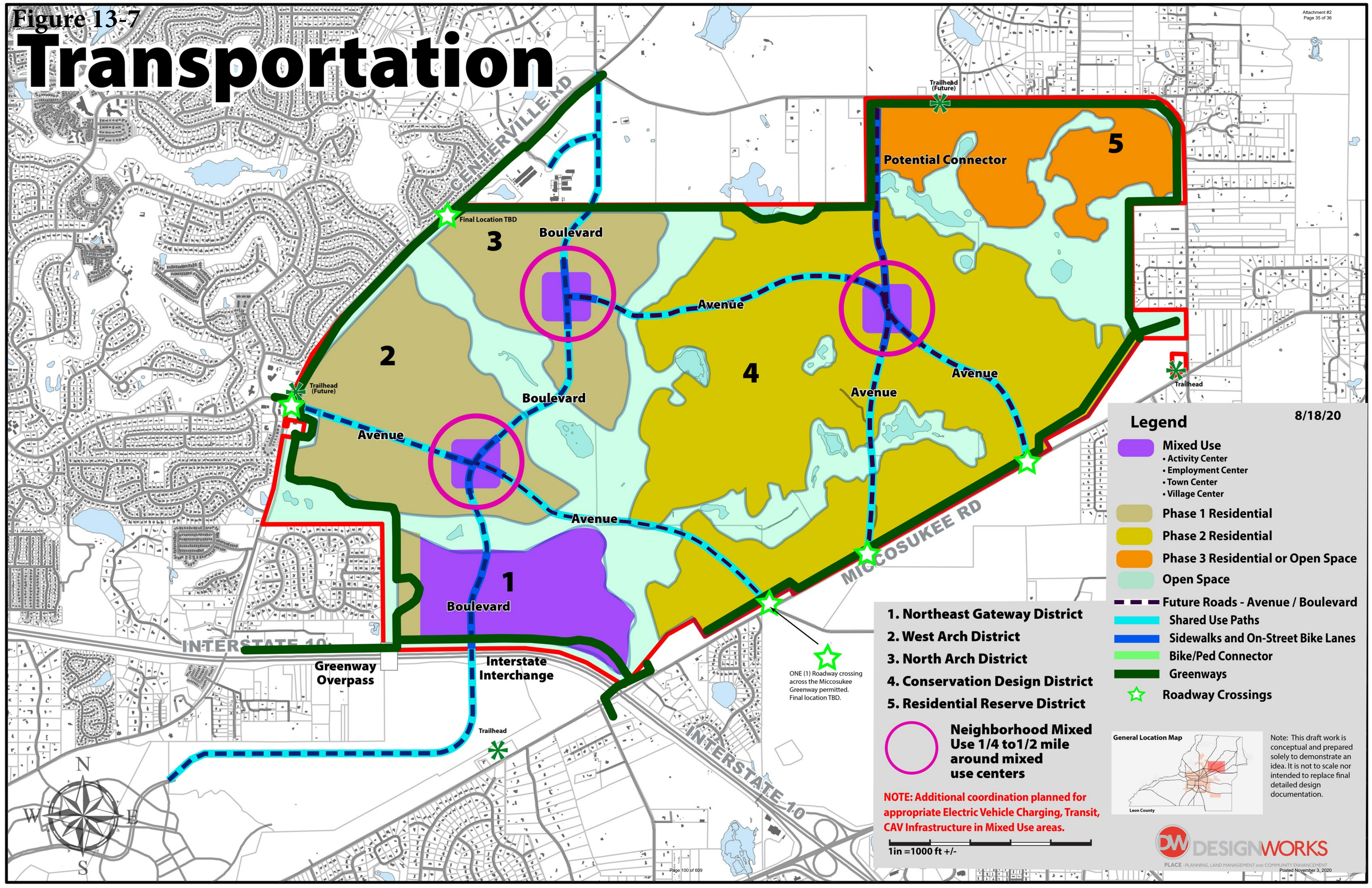
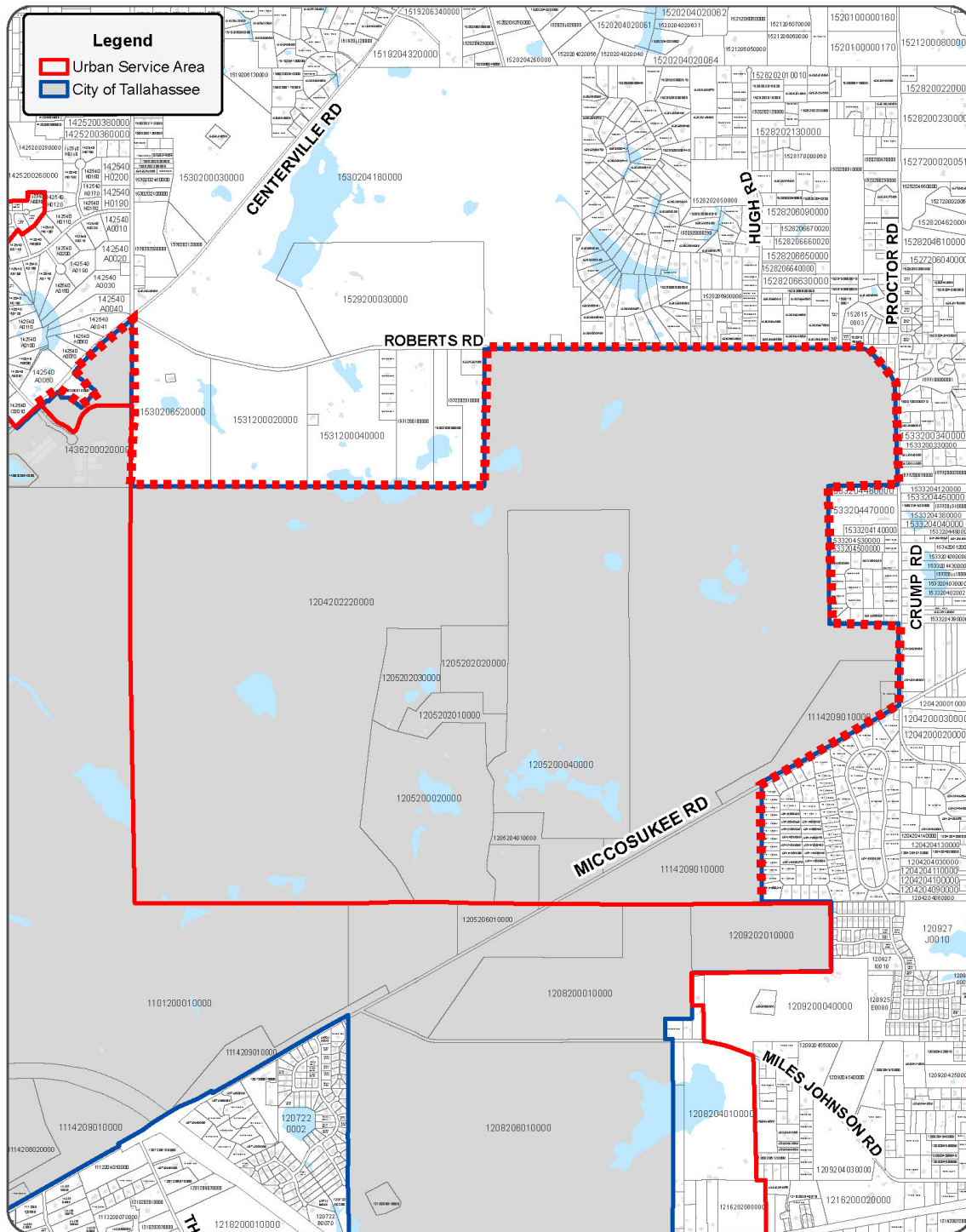


Figure 13-7 Transportation



Text Amendment TTA 2020 013

Update Map 2: Future Land Use Map, Tallahassee Urban Area and Map 3: Future Land Use Map, Leon County to include the area depicted with the dashed red line below inside the Urban Services Area



PLANNING
DEPARTMENT
Map Created: November 19, 2019

**Urban Service Area/
City of Tallahassee**

0 1,000 2,000 4,000 Feet

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

ORDINANCE NO. 20-O-37

**AN ORDINANCE OF THE CITY OF TALLAHASSEE ADOPTING A LARGE SCALE
MAP AMENDMENT TO THE 2030 TALLAHASSEE/LEON COUNTY
COMPREHENSIVE PLAN; PROVIDING FOR SEVERABILITY AND CONFLICTS;
AND PROVIDING AN EFFECTIVE DATE.**

WHEREAS, Chapters 163 and 166, Florida Statutes, empower the City Commission of the City of Tallahassee to prepare and enforce comprehensive plans for the development of the City; and,

WHEREAS, Sections 163.3161 through 163.3215, Florida Statutes, the Community Planning Act, empower and require the City Commission of the City of Tallahassee to (a) plan for the City's future development and growth; (b) adopt and amend comprehensive plans, or elements or portions thereof, to guide the future growth and development of the City; (c) implement adopted or amended comprehensive plans by the adoption of appropriate land development regulations; and (d) establish, support, and maintain administrative instruments and procedures to carry out the provisions and purposes of the Act; and,

WHEREAS, pursuant to Section 163.3184, Florida Statutes, the City Commission of the City of Tallahassee has held several public work sessions, public meetings and several public hearings with due public notice having been provided, on these amendments to the Comprehensive Plan; and,

WHEREAS, on May 26, 2020, pursuant to Section 163.3184, Florida Statutes, the City Commission of the City of Tallahassee transmitted copies of the proposed amendments of the comprehensive plan to the Department of Economic Opportunity and other state and regional agencies for written comment; and,

WHEREAS, the City Commission of the City of Tallahassee considered all oral and written comments received during public hearings, including the data collection and analyses packages, the recommendations of the Local Planning Agency/Planning

1 Commission; and,

2 WHEREAS, in exercise of its authority, the City Commission of the City of Tallahassee has
3 determined it necessary and desirable to adopt these amendments to the comprehensive
4 plan to preserve and enhance present advantages; encourage the most appropriate use of
5 land, water and resources, consistent with the public interest; overcome present
6 handicaps; and deal effectively with future problems that may result from the use and
7 development of land within the City of Tallahassee, and to meet all requirements of law.

8 NOW THEREFORE, BE IT ENACTED by the People of the City of Tallahassee, Florida, as
9 follows, that:

10 **Section 1. Purpose and Intent.**

11 This ordinance is hereby enacted to carry out the purpose and intent of, and exercise the
12 authority set out in, Sections 163.3161 through 163.3215, Florida Statutes, the Community
13 Planning Act.

14 **Section 2. Map Amendment.**

15 The ordinance does hereby adopt the following portion of the text attached hereto as
16 Exhibit "A," and made a part hereof, as an amendment to the Tallahassee-Leon County
17 2030 Comprehensive Plan, as amended, and does hereby amend "The Tallahassee-Leon County
18 2030 Comprehensive Plan," as amended, in accordance therewith, being an amendment to the
19 following Plan element:

20 Map Amendment TMA2020012 which relates to the Future Land Use Map in the Land
21 Use Element.

22 **Section 3. Conflict With Other Ordinances and Codes.**

23 All ordinances or parts of ordinances of the Code of Ordinances of the City of Tallahassee,
24 Florida, in conflict with the provisions of this ordinance are hereby repealed to the extent of

such conflict.

Section 4. Severability.

If any provision or portion of this ordinance is declared by any court of competent jurisdiction to be void, unconstitutional, or unenforceable, then all remaining provisions and portions of this Ordinance shall remain in full force and effect.

Section 5. Copy on File.

To make the Tallahassee-Leon County 2030 Comprehensive Plan available to the public, a certified copy of the enacting ordinance, as well as certified copies of the Tallahassee-Leon 2030 Comprehensive Plan and these amendments thereto, shall also be located in the Tallahassee-Leon County Planning Department. The Planning Director shall also make copies available to the public for a reasonable publication charge.

Section 6. Effective Date.

The effective date of these Plan amendments shall be according to law and the applicable statutes and regulations pertaining thereto.

INTRODUCED in the City Commission on the 28th day of October, 2020.

PASSED the City Commission on the 10th day of November, 2020.

CITY OF TALLAHASSEE

By: _____
John E. Dailey, Mayor

ATTEST:

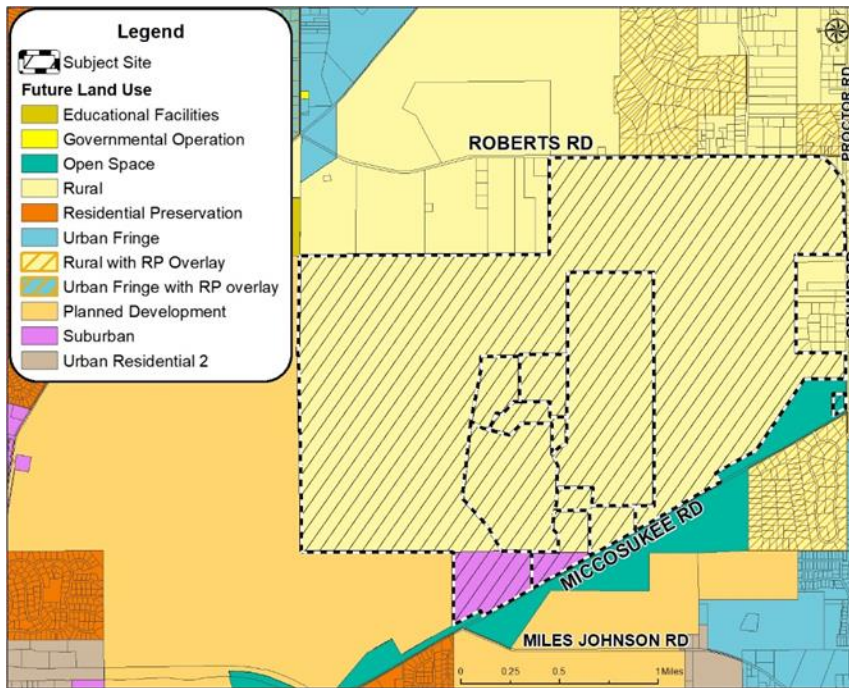
APPROVED AS TO FORM:

BY: _____
James O Cooke, IV
City Treasurer-Clerk

By: _____
Cassandra K. Jackson, City Attorney

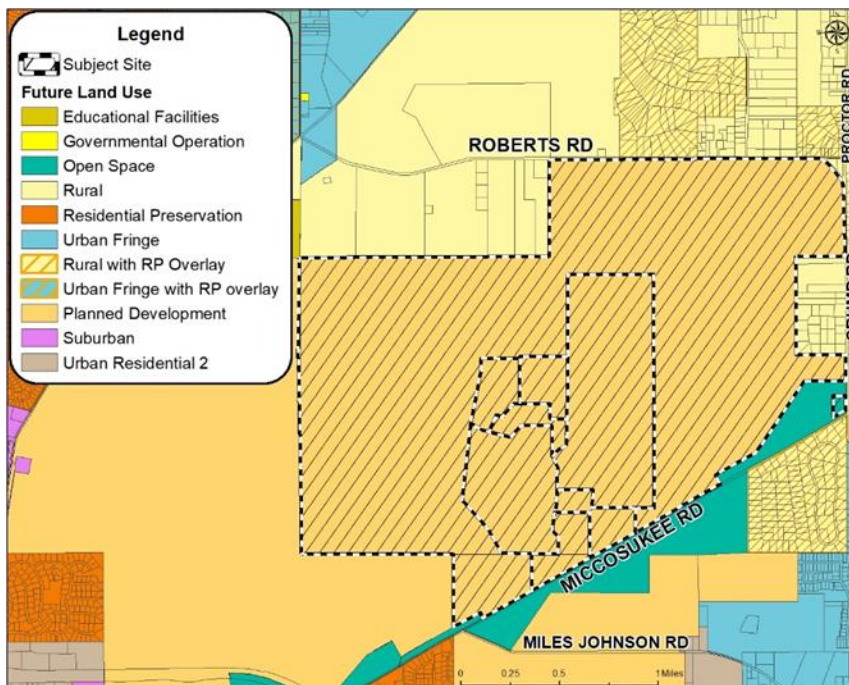
Exhibit A

Map Amendment TMA 2020 012



Formerly

- Rural and Suburban



As Adopted

- Planned Development

ORDINANCE NO. 20-Z-38

AN ORDINANCE OF THE CITY OF TALLAHASSEE, FLORIDA DESIGNATING AND INCLUDING ADDITIONAL TERRITORY AS PLANNED DEVELOPMENT ON THE OFFICIAL ZONING MAP OF THE CITY OF TALLAHASSEE ADOPTED AND ESTABLISHED BY THE CITY COMMISSION; PROVIDING FOR CONFLICT AND SEVERABILITY; AND PROVIDING AN EFFECTIVE DATE.

BE IT ENACTED BY THE PEOPLE OF THE CITY OF TALLAHASSEE,
FLORIDA, AS FOLLOWS:

SECTION 1: On November 10, 2020 the City Commission approved an Ordinance which adopted Large Scale Comprehensive Amendment #TMA2020012. To implement plan amendment

#TMA2020012 the property, which is the subject of that amendment, as shown in Exhibit A attached hereto must be rezoned. Accordingly, the following described part or area of the City of Tallahassee be and the same is hereby changed from Rural (R), Critical Planning Area (CPA), and Single Family Detached (R-1) and hereby designated and established as Planned Development (PD) on the official zoning map of the City of Tallahassee adopted and established by the City Commission.

TRZ200002: Rural (R), Critical Planning Area (CPA), and Single Family Detached (R-1) to Planned Development (PD)

The property shown as Rural, Critical Planning Area, and Single Family Detached on the map attached hereto as Exhibit A:

Parcel ID:

12-04-20-222-0000

Begin at the Northwest corner of the Northeast Quarter of Section 14, Township 1 North, Range 1 East, Leon County, Florida and run thence South 1,320.00 feet, thence run East 2640.00 feet to a point on the Easterly boundary of said Section 14, thence run South along the Easterly boundary of Section 14 a distance of 672.98 feet to a point on the Northerly right of way of Miccosukee Road, thence run South 63 degrees 13 minutes 16 seconds West 7295.61 feet to a point on the Southerly boundary of Section 15, Township 1 North, Range 1 East, thence run West along the Southerly boundary of Section 15 a distance of 1043.56 feet to a point on a curve concave Southwesterly, said curve being 720.00 feet Northeasterly of and parallel to the centerline of Fleishmann Road, thence run Northwesterly along said curve with a radius of 1343.69 feet through a central angle of 68 degrees 03 minutes 29 seconds for an arc length of 1596.08 feet, thence run North 76 degrees 55 minutes 00 seconds West along a line 720.00 feet Northeasterly of and parallel to the centerline of Fleishmann Road a distance of 1252.28 feet, thence run North along a line 720.00 feet Easterly of and parallel to the centerline of said Fleishmann Road a distance of 2435.94 feet to a point on the Southeasterly right of way of Centerville Road, thence run along Southeasterly right of way as follows: North 62 degrees 44 minutes 35 seconds East 544.11 feet, thence North 64 degrees 21 minutes 12 seconds East 352.13 feet, thence North 62 degrees 07 minutes 02 seconds East 379.81 feet, thence North 62 degrees 03 minutes 38 seconds East 304.25 feet, thence North 63 degrees 49 minutes 58 seconds East 802.21 feet, thence North 65 degrees 36 minutes 18 seconds East 255.27 feet, thence North 75 degrees 57 minutes 50 seconds East 853.59 feet to the intersection of the Southeasterly right of way of said Centerville Road with the Southwesterly boundary line of that parcel recorded in Deed Book 72, Page 284, Official Records Book 214, Page 531 and Official Records Book 279, Page 410 of the Public Records of Leon County, Florida, thence leaving the Southeasterly right of way of Centerville Road run along the boundary of that parcel property recorded in Deed Book 72, Page 284, Official Records Book 214, Page 531 and Official Records Book 279, Page 410 as follows: South 10.00 feet, thence South 74 degrees 17 minutes 26 seconds East 373.02 feet, thence North 155.24 feet to a point on the Southerly boundary of that parcel as recorded in Official Records Book 1400, Page 1833 and Official Records Book 1440, Page 113 of said Public Records, thence run along the Southerly boundary of that property recorded in Official Records Book 1400, Page 1833 and Official

Records Book 1440, Page 113 as follows: South 73 degrees 53 minutes 20 seconds East 174.72 feet to a point of curve to the left, thence along said curve with a radius of 232.00 feet through a central angle of 32 degrees 40 minutes 48 seconds for an arc length of 132.33 feet, thence North 73 degrees 25 minutes 55 seconds East 46.13 feet to a point of curve to the left, thence along said curve with a radius of 357.00 feet through a central angle of 14 degrees 32 minutes 28 seconds for an arc length of 90.60 feet, thence North 58 degrees 53 minutes 26 seconds East 91.18 feet to a point on the Northerly boundary of said Section 15, thence run East along the Northerly boundary of Section 15 and Section 14, Township 1 North, Range 1 East a distance of 3131.99 feet to the POINT OF BEGINNING containing 757.50 acres more or less.

And also begin at the Southwest corner of Section 6, Township 1 North, Range 2 East, Leon County, Florida and run thence North along the Westerly boundary of Section 6, Township 1 North, Range 2 East and the Westerly boundary of Section 31, Township 2 North, Range 2 East a distance of 7863.73 feet to the Northwest corner of the Southwest quarter of Section 31, Township 2 North, Range 2 East, Leon County, Florida, thence run East along the Northerly boundary of the Southwest quarter and the Southeast quarter of Section 31, Township 2 North, Range 2 East and the Northerly boundary of the Southwest quarter of Section 32, Township 2 North, Range 2 East, a distance of 6520.72 feet to the Southeast corner of the West half of the Northwest quarter of Section 32, thence run North along the East boundary of the West half of the Northwest quarter of Section 32 a distance of 2636.27 feet to a point on the Southerly right of way of Roberts Road, thence run East along the Southerly right of way of Roberts Road a distance of 7385.51 feet to a point of curve to the right, thence along said curve with a radius of 100.00 feet through a central angle of 45 degrees 12 minutes 15 seconds for an arc length of 78.90 feet, thence run South 44 degrees 47 minutes 45 seconds East along the Southwesterly right of way of said Roberts Road a distance of 620.94 feet to a point of curve to the right, thence along said curve with a radius of 100.00 feet through a central angle of 44 degrees 47 minutes 45 seconds for an arc length of 78.18 feet to a point on the Westerly right of way of Crump Road (County Road No. 154) thence run South along the Westerly right of way of said Crump Road a distance of 1989.19 feet to a point on the Northerly boundary of that property recorded in Official Records Book 1437, Page 1441 and 1443 of the Public Records of Leon County, Florida, thence run West along the Northerly boundary of that parcel recorded in Official Records Book 1437, Page 1441 and 1443 a distance of 1320.00 feet to the Northwest corner of said parcel, thence run South 00 degrees 41 minutes 40 seconds East along the Westerly boundary of those parcels recorded in Official Records Book 1437, Page 1441 and 1443, Official Records Book 1492, Page 1607 and Official Records Book 1514, Page 1604 and along the Westerly boundary of Pine Tree Circle an unrecorded subdivision a distance of 2690.38 feet to the Southwesterly corner of said Pine Tree Circle unrecorded, thence East along the Southerly boundary of Pine Tree Circle unrecorded a distance of 1287.39 feet to the Westerly right of way of said Crump Road, thence run South along the Westerly right of way of said Crump Road a distance of 1603.33 feet to the intersection of the said Westerly right of way with the Northerly right of way of Miccosukee Road, thence leaving the Westerly right of way of Crump Road run South 61 degrees 40 minutes 07 seconds West along the Northwesterly right of way of Miccosukee Road a distance of 2956.33 feet, thence leaving the Northwesterly right of way of Miccosukee Road run South 00 degrees 48 minutes 42

seconds East along the Westerly boundary of Miccosukee Meadows an unrecorded subdivision and a projection thereof, a distance of 2273.92 feet to the Southwest corner of said Miccosukee Meadows, said point also being on the Southerly boundary of Section 4, Township 1 North, Range 2 East, thence run West along the Southerly boundary of said Section 4 a distance of 1320.00 feet to the Northeast corner of Section 8, Township 1 North, Range 1 East, thence run South along the Easterly boundary of said Section 8 a distance of 2220.00 feet to the Northeast corner of that parcel of property recorded in Official Records Book 81, Page 306 of the Public Records of Leon County, Florida, thence run West along the Northerly boundary of those parcels of property recorded in Official Records Book 81, Page 306 and Official Records Book 73, Page 412 of said Public Records a distance of 510.00 feet to the Northwest corner of that parcel recorded in Official Records Book 73, Page 412, thence run South along the Westerly boundary of that parcel recorded in Official Records Book 73, Page 412 a distance of 385.00 feet to a point on the Northerly right of way of Miles Johnson Road, thence run South 89 degrees 02 minutes 43 seconds West along the Northerly right of way of Miles Johnson Road a distance of 3810.53 feet to a point of curve to the right, thence along said curve with a radius of 4477.16 feet through a central angle of 13 degrees 38 minutes 37 seconds for an arc length of 1066.13 feet, thence North 73 degrees 17 minutes 17 seconds West along the Northerly right of way of said Miles Johnson Road a distance of 1108.03 feet to a point on the Southerly right of way of said Miccosukee Road, thence run North 31 degrees 40 minutes 07 seconds West 60.09 feet to a point on the Northerly right of way of said Miccosukee Road, thence run South 58 degrees 19 minutes 53 seconds West along the Northerly right of way of Miccosukee Road a distance of 152.51 feet, thence leaving said Northerly right of way run North 2264.25 feet to a point on the Southerly boundary of said Section 6, Township 1 North, Range 2 East, thence run West along the Southerly boundary of Section 6 a distance of 3960.00 feet to the POINT OF BEGINNING containing 3215.32 acres more or less, less and except that property as recorded in Official Records Book 1603, Page 1832, Official Records Book 1603, Page 1836, Official Record Book 1603, Page 1838, Official Records Book 1608, Page 2459, Official Records Book 1468, Page 1763, Official Records Book 1603, Page 1834, Official Records Book 1613, Page 355, Official Records Book 1603, Page 1840, Official Records Book 1613, Page 1496, Official Records Book 1015, Page 1750, Official Records Book 1189, Page 1552 that contain 706.23 acres also less and except that 12.54 acres that lies within the right of way of Miccosukee Road containing a net acreage of 3254.05 acres more or less.

Parcel ID:

12-05-20-002-0000

A 160 acre portion of the Welannee Plantation situated in Sections 5 & 6, Township 1 North, Range 2 East, Leon County, Florida, being more particularly described as follows:

Commence at the intersection of the Southerly right of way of State Road No. S-146 (Miccosukee Road) and the East line of the Southwest 1/4 of the Northwest 1/4 of Section 7, Township 1 North, Range 2 East, Leon County, Florida, thence North 61 degrees 37 minutes East (bearing base) along said Southerly right of way, 3011.99 feet, thence North 11 degrees 25 minutes 31 seconds East, 566.37 feet, thence North 39 degrees 27 minutes 10 seconds East, 200.99 feet the POINT OF BEGINNING. From said POINT OF BEGINNING, thence South 89 degrees 42 minutes 47 seconds West, 127.41 feet, thence North 88 degrees 13 minutes 51 seconds West, 1338.64 feet, thence North 20 degrees 12 minutes 45 seconds West, 878.85 feet, thence North 63 degrees 53 minutes 44 seconds West, 1012.55 feet, thence North 07 degrees 53 minutes 19 seconds East, 2117.41 feet, thence South 86 degrees 03 minutes 48 seconds East, 22.27 feet, thence South 59 degrees 47 minutes 33 seconds East, 318.83 feet, thence South 74 degrees 13 minutes 21 seconds East, 729.69 feet, thence North 43 degrees 34 minutes 57 seconds East, 425.11 feet, thence South 89 degrees 35 minutes 36 seconds East, 822.24 feet, thence South 04 degrees 25 minutes 57 seconds East, 722.15 feet to an iron rod and cap No. 3208, thence South 26 degrees 13 minutes 08 seconds East 324.04 feet to a nail and cap No. 3208, thence South 06 degrees 10 minutes 28 seconds West, 276.48 feet to a nail and cap No. 3208, thence South 04 degrees 29 minutes 26 seconds East 318.02 feet to an iron rod and cap No. 3208, thence South 05 degrees 25 minutes 29 seconds East, 451.59 feet, thence South 16 degrees 36 minutes 37 seconds West, 130.57 feet, thence South 08 degrees 43 minutes 18 seconds West, 330.83 feet, thence South 00 degrees 56 minutes 25 seconds West 171.58 feet, thence South 42 degrees 25 minutes 33 seconds East, 235.85 feet, thence South 00 degrees 00 minutes 34 seconds East 185.30 feet, thence South 04 degrees 03 minutes 05 seconds West, 267.58 feet to the POINT OF BEGINNING, containing 160.00 acres more or less.

Parcel ID:

12-05-20-004-0000

A tract of land being in Section 5, Township 1 North, Range 2 East, Leon County, Florida, being more particularly described as follows:

Commence at an iron pipe marking the intersection of the Southerly right-of-way line of State Road No. S-146 (Miccosukee Road) and the East boundary line of the Southwest quarter of the Northeast quarter of Section 7, Township 1 North, Range 2 East, Leon County, Florida said point being 398 feet more or less North of the Southeast corner of the Southwest quarter of the Northeast quarter of said Section 7 and run thence North 61 degrees 37 minutes East (Bearing Base) along the said Southerly right-of-way 3011.99 feet, thence run North 11 degrees 25 minutes 31 seconds East 75.39 feet, thence run along a dirt road as follows: North 11 degrees 25 minutes 31 seconds East 490.98 feet, thence North 00 degrees 00 minutes 29 seconds West 784.19 feet, thence North 07 degrees 36 minutes 13 seconds East 607.96 feet, thence North 03 degrees 25 minutes 47 seconds West 516.67 feet to the POINT OF BEGINNING. From said POINT OF BEGINNING run thence North 04 degrees 30 minutes 04 seconds West 318.12 feet, thence North 06 degrees 10 minutes 51 seconds East 276.51 feet, thence North 26 degrees 13 minutes 08 seconds West 324.0 feet, thence leaving said roadway run North 40 degrees 11 minutes 35 seconds East 237.11 feet, thence North 63 degrees 16 minutes 37 seconds East 240.55 feet, thence North 01 degrees 38 minutes 16 seconds East 1164.73 feet, thence South 88 degrees 21 minutes 44 seconds East 2334.66 feet, thence South 00 degrees 09 minutes 39 seconds West 2755.04 feet, thence North 89 degrees 50 minutes 21 seconds West 1677.01 feet, thence North 05 degrees 21 minutes 57 seconds East 483.70 feet, thence South 89 degrees 55 minutes 30 seconds West 957.42 feet to the POINT OF BEGINNING containing 149.65 acres, more or less.

A tract of land being in Section 5, Township 1 North, Range 2 East, Leon County, Florida, being more particularly described as follows:

Commence at an iron pipe marking the intersection of the Southerly right-of-way line of State Road No. S-146 (Miccosukee Road) and the East boundary line of the Southwest Quarter of the Northwest Quarter of Section 7, Township 1 North, Range 2 East, Leon County, Florida, said point being 398 feet more or less North of the Southeast corner of the Southwest Quarter of the Northeast Quarter of said Section 7 and run thence North 61 degrees 37 minutes East (Bearing Base) along the said Southerly right-of-way 3011.99 feet, thence run North 11 degrees 25 minutes 31 seconds East 75.39 feet, thence run along a dirt road as follows: North 11 degrees 25 minutes 31 seconds East 490.98 feet, thence North 00 degrees 00 minutes 29 seconds West 784.19 feet, thence North 07 degrees 36 minutes 13 seconds East 607.96 feet, thence North 03 degrees 25 minutes 47 seconds West 516.67 feet, thence North 04 degrees 30 minutes 04 seconds West 318.12 feet, thence North 06 degrees 10 minutes 51 seconds East 276.51 feet, thence North 26 degrees 13 minutes 08 seconds West 324.0 feet, thence leaving said roadway run North 40 degrees 11 minutes 35 seconds East 237.71 feet, thence North 63 degrees 16 minutes 37 seconds East 240.55 feet, thence North 01 degrees 38 minutes 16 seconds East 1164.73 feet to the POINT OF BEGINNING. From said POINT OF BEGINNING run thence North 00 degrees 00 minutes East 3733.08 feet, thence South 88 degrees 21 minutes 44 seconds East 2334.66 feet, thence South 3733.08 feet, thence North 88 degrees 21 minutes 44 seconds West 2334.66 feet to the POINT OF BEGINNING; containing 200 acres more or less.

Parcel ID:

12-05-20-201-0000

Commence at the intersection of the Southerly right of way of State Road No. S-146 (Miccosukee Road) and the East line of the Southwest Quarter of the Northwest Quarter of Section 7, Township 1 North, Range 2 East, Leon County, Florida, thence North 61 degrees 37 minutes East 3011.99 feet, thence North 11 degrees 25 minutes 31 seconds East 566.37 feet, thence North 39 degrees 27 minutes 10 seconds East 200.99 feet, thence North 04 degrees 03 minutes 05 seconds East 267.58 feet, thence North 00 degrees 00 minutes 34 seconds West 185.30 feet, thence North 42 degrees 25 minutes 33 seconds West 235.85 feet, thence North 00 degrees 56 minutes 25 seconds East 171.58 feet, thence North 08 degrees 43 minutes 18 seconds East 330.85 feet, thence North 16 degrees 36 minutes 37 seconds East 180.57 feet, thence North 05 degrees 25 minutes 29 seconds West 451.59 feet, thence North 04 degrees 29 minutes 26 seconds West 318.02 feet, thence North 06 degrees 10 minutes 28 seconds East 276.48 feet, thence North 26 degrees 13 minutes 08 seconds West 324.04 feet to the POINT OF BEGINNING. From said POINT OF BEGINNING run thence North 04 degrees 25 minutes 57 seconds West 722.15 feet, thence North 89 degrees 35 minutes 36 seconds West 822.24 feet, thence South 43 degrees 34 minutes 57 seconds West 425.11 feet, thence North 74 degrees 13 minutes 21 seconds West 539.63 feet, thence North 23 degrees 22 minutes 25 seconds East 503.10 feet, thence South 62 degrees 35 minutes 26 seconds East 173.68 feet, thence North 24 degrees 16 minutes 41 seconds East 41.93 feet, thence North 42 degrees 09 minutes 21 seconds East 434.97 feet, thence South 89 degrees 35 minutes 35 seconds East 975.78 feet, thence South 00 degrees 24 minutes 25 seconds West 400.0 feet, thence South 89 degrees 35 minutes 35 seconds East 452.85 feet, thence South 02 degrees 02 minutes 41 seconds East 611.75 feet, thence South 63 degrees 41 minutes 02 seconds West 240.47 feet, thence South 41 degrees 57 minutes 13 seconds West 240.74 feet to the POINT OF BEGINNING containing 28.10 acres, more or less.

Parcel ID:

12-05-20-202-0000

Commence at the intersection of the Southerly right of way of State Road No. S-146 (Miccosukee Road) and the East line of the Southwest Quarter of the Northwest Quarter of Section 7, Township 1 North, Range 2 East, Leon County, Florida, thence North 61 degrees 37 minutes East 3011.99 feet, thence North 11 degrees 25 minutes 31 seconds East 566.37 feet, thence North 39 degrees 27 minutes 10 seconds East 200.99 feet, thence North 04 degrees 03 minutes 05 seconds East 267.58 feet, thence North 00 degrees 00 minutes 34 seconds West 185.30 feet, thence North 42 degrees 25 minutes 33 seconds West 235.85 feet, thence North 00 degrees 56 minutes 25 seconds East 171.58 feet, thence North 08 degrees 43 minutes 18 seconds East 330.85 feet, thence North 16 degrees 36 minutes 37 seconds East 180.57 feet, thence North 05 degrees 25 minutes 29 seconds West 451.59 feet, thence North 04 degrees 29 minutes 26 seconds West 318.02 feet, thence North 06 degrees 10 minutes 28 seconds East 276.48 feet, thence North 26 degrees 13 minutes 08 seconds West 324.04 feet, thence North 41 degrees 57 minutes 13 seconds East 240.74 feet, thence North 63 degrees 41 minutes 02 seconds East 240.47 feet, thence North 02 degrees 02 minutes 41 seconds East 611.75 feet to the POINT OF BEGINNING. From said POINT OF BEGINNING run thence North 89 degrees 35 minutes 35 seconds West 452.85 feet, thence North 00 degrees 24 minutes 25 seconds East 400.00 feet, thence North 89 degrees 35 minutes 35 seconds West 813.49 feet, thence North 00 degrees 24 minutes 25 seconds East 1287.79 feet, thence South 89 degrees 35 minutes 35 seconds East 1282.22 feet, thence South 00 degrees 24 minutes 25 seconds West 1132.49 feet, thence South 02 degrees 02 minutes 41 seconds West 555.52 feet to the POINT OF BEGINNING containing 42.11 acres, more or less.

Parcel ID:

12-05-20-203-0000

Commence at the intersection of the Southerly right of way of State Road No. S-146 (Miccosukee Road) and the East line of the Southwest Quarter of the Northwest Quarter of Section 7, Township 1 North, Range 2 East, Leon County, Florida, thence North 61 degrees 37 minutes East 3011.99 feet, thence North 11 degrees 25 minutes 31 seconds East 566.37 feet, thence North 39 degrees 27 minutes 10 seconds East 200.99 feet, thence North 04 degrees 03 minutes 05 seconds East 267.58 feet, thence North 00 degrees 00 minutes 34 seconds West 185.30 feet, thence North 42 degrees 25 minutes 33 seconds West 235.85 feet, thence North 00 degrees 56 minutes 25 seconds East 171.58 feet, thence North 08 degrees 43 minutes 18 seconds East 330.83 feet, thence North 16 degrees 36 minutes 37 seconds East 180.57 feet, thence North 05 degrees 25 minutes 29 seconds West 451.59 feet, thence North 04 degrees 29 minutes 26 seconds West 318.02 feet, thence North 06 degrees 10 minutes 28 seconds East 276.48 feet, thence North 26 degrees 13 minutes 08 seconds West 324.04 feet, thence North 04 degrees 25 minutes 57 seconds West 722.15 feet, thence North 89 degrees 35 minutes 36 seconds West 822.24 feet, thence South 43 degrees 34 minutes 57 seconds West 425.11 feet, thence North 74 degrees 13 minutes 21 seconds West 729.69 feet to the POINT OF BEGINNING. From said POINT OF BEGINNING continue North 74 degrees 13 minutes 21 seconds West 190.06 feet, thence North 59 degrees 47 minutes 33 seconds West 318.83 feet, thence North 86 degrees 03 minutes 48 seconds West 22.27 feet, thence North 10 degrees 44 minutes 37 seconds East 1448.06 feet, thence North 00 degrees 24 minutes 25 seconds East 330.52 feet, thence South 89 degrees 35 minutes 35 seconds East 1042.28 feet, thence South 00 degrees 24 minutes 25 seconds West 1218.05 feet, thence North 89 degrees 35 minutes 35 seconds West 162.29 feet, thence South 42 degrees 09 minutes 21 seconds West 434.97 feet, thence South 24 degrees 16 minutes 41 seconds West 41.93 feet, thence North 62 degrees 35 minutes 26 seconds West 173.68 feet, thence South 23 degrees 22 minutes 25 seconds West 503.10 feet to the POINT OF BEGINNING containing 42.11 acres, more or less.

Parcel ID:

12-05-20-401-0000

Commence at the intersection of the Southerly right of way of State Road No. S-146, (Miccosukee Road), and the East line of the Southwest Quarter of the Northwest Quarter of Section 7, Township 1 North, Range 2 East, Leon County, Florida and run thence North 61 degrees 37 minutes East 3011.99 feet, thence North 11 degrees 25 minutes 31 seconds East 566.37 feet, thence North 39 degrees 27 minutes 10 seconds East 200.99 feet, thence North 04 degrees 03 minutes 05 seconds East 267.58 feet, thence North 00 degrees 00 minutes 34 seconds East 185.30 feet, thence North 42 degrees 25 minutes 33 seconds West 235.85 feet, thence North 00 degrees 56 minutes 25 seconds East 171.58 feet, thence North 08 degrees 43 minutes 18 seconds East 330.83 feet to the POINT OF BEGINNING. From said POINT OF BEGINNING run thence North 16 degrees 36 minutes 37 seconds East 180.57 feet, thence North 05 degrees 25 minutes 29 seconds West 451.59 feet, thence South 89 degrees 40 minutes 05 seconds East 957.42 feet, thence South 05 degrees 46 minutes 22 seconds West 483.70 feet, thence South 89 degrees 25 minutes 56 seconds West 1261.07 feet, thence South 00 degrees 34 minutes 04 seconds West 693.12 feet to a point on the approximate maintained right of way of State Road No. S-146 (said point being 33 feet Northerly from the existing centerline of pavement), thence South 61 degrees 49 minutes 49 seconds West along said approximate maintained right of way 1398.78 feet, thence leaving said right of way run North 00 degrees 24 minutes 25 seconds East 1224.66 feet, thence North 89 degrees 40 minutes 05 seconds West 947.43 feet to the POINT OF BEGINNING containing 42.11 acres, more or less.

Parcel ID:

12-05-20-601-0000

Commence at the intersection of the Southerly right of way of State Road No. S-146, (Miccosukee Road), and the East line of the Southwest Quarter of the Northwest Quarter of Section 7, Township 1 North, Range 2 East, Leon County, Florida and run thence North 61 degrees 37 minutes East 3011.99 feet, thence North 11 degrees 25 minutes 31 seconds East 566.37 feet, thence North 39 degrees 27 minutes 10 seconds East 200.99 feet to the POINT OF BEGINNING. From said POINT OF BEGINNING run thence North 04 degrees 03 minutes 05 seconds East 267.58 feet, thence North 00 degrees 00 minutes 34 seconds West 185.30 feet, thence North 42 degrees 25 minutes 33 seconds West 235.85 feet, thence North 00 degrees 56 minutes 25 seconds East 171.58 feet, thence 08 degrees 43 minutes 18 seconds East 330.83 feet, thence South 89 degrees 40 minutes 05 seconds East 947.43 feet, thence South 00 degrees 24 minutes 25 seconds West 1224.66 feet to point on the approximate maintained right of way of State Road S-146 (said point being 33 feet Northerly from the existing centerline of pavement), thence South 61 degrees 49 minutes 49 seconds West along said maintained right of way 1759.25 feet, thence leaving said right of way run North 00 degrees 24 minutes 25 seconds East 952.61 feet, thence South 88 degrees 13 minutes 51 seconds East 565.51 feet, thence North 89 degrees 42 minutes 47 seconds East 127.41 feet to the POINT OF BEGINNING containing 42.11 acres, more or less.

SECTION 2. The Mayor and City Treasurer-Clerk are hereby directed to designate and include the above-described area in the City of Tallahassee on the official zoning map of the City of Tallahassee adopted and established by the City Commission.

SECTION 3. All ordinances or parts of ordinances in conflict herewith be and the same are hereby repealed.

SECTION 4. If any provision or portion of this ordinance is declared by any court of competent jurisdiction to be void, unconstitutional, or unenforceable, then all remaining provisions and portions of this ordinance shall remain in full force and effect.

SECTION 5. The effective date of this ordinance shall be the effective date of comprehensive plan amendment TMA2020012.

INTRODUCED in the City Commission on the 28th day of October, 2020.

PASSED the City Commission on the ____ day of _____, 2020.

CITY OF TALLAHASSEE

By: _____
John E. Dailey, Mayor

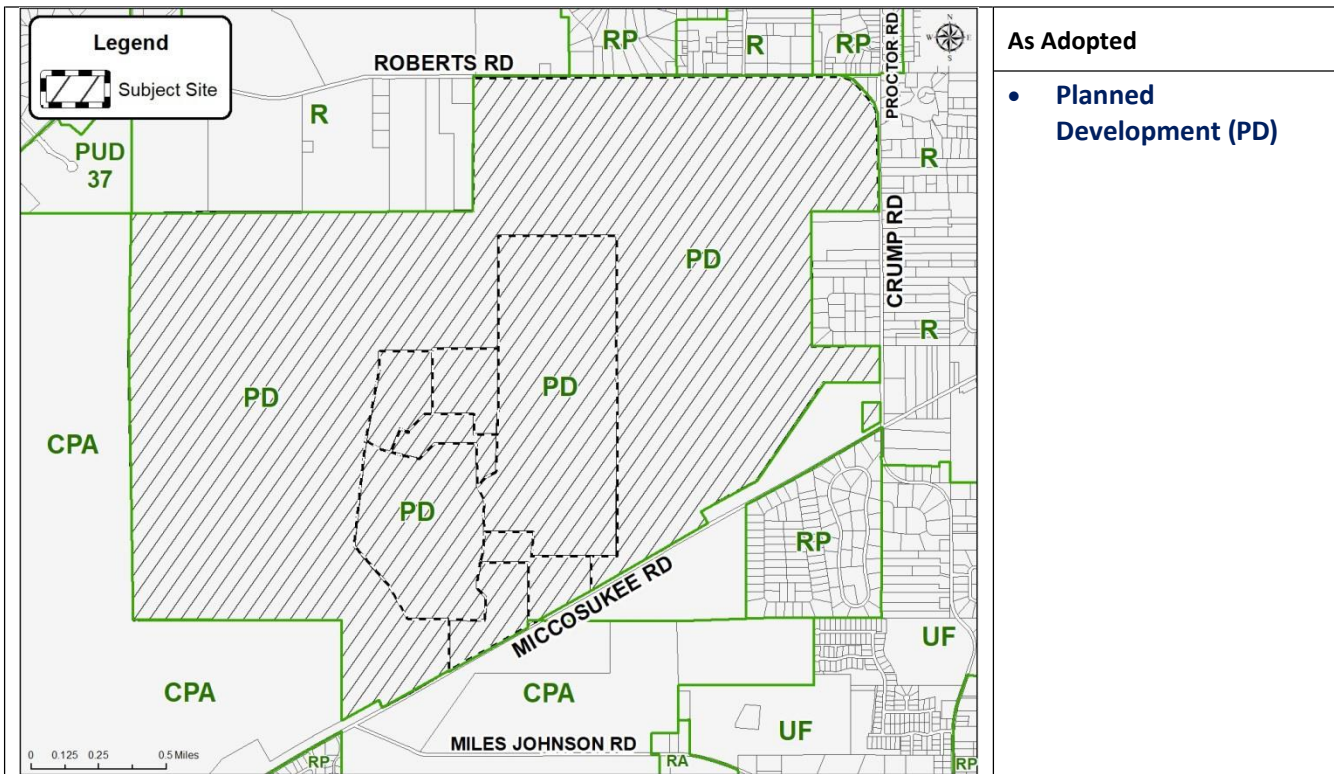
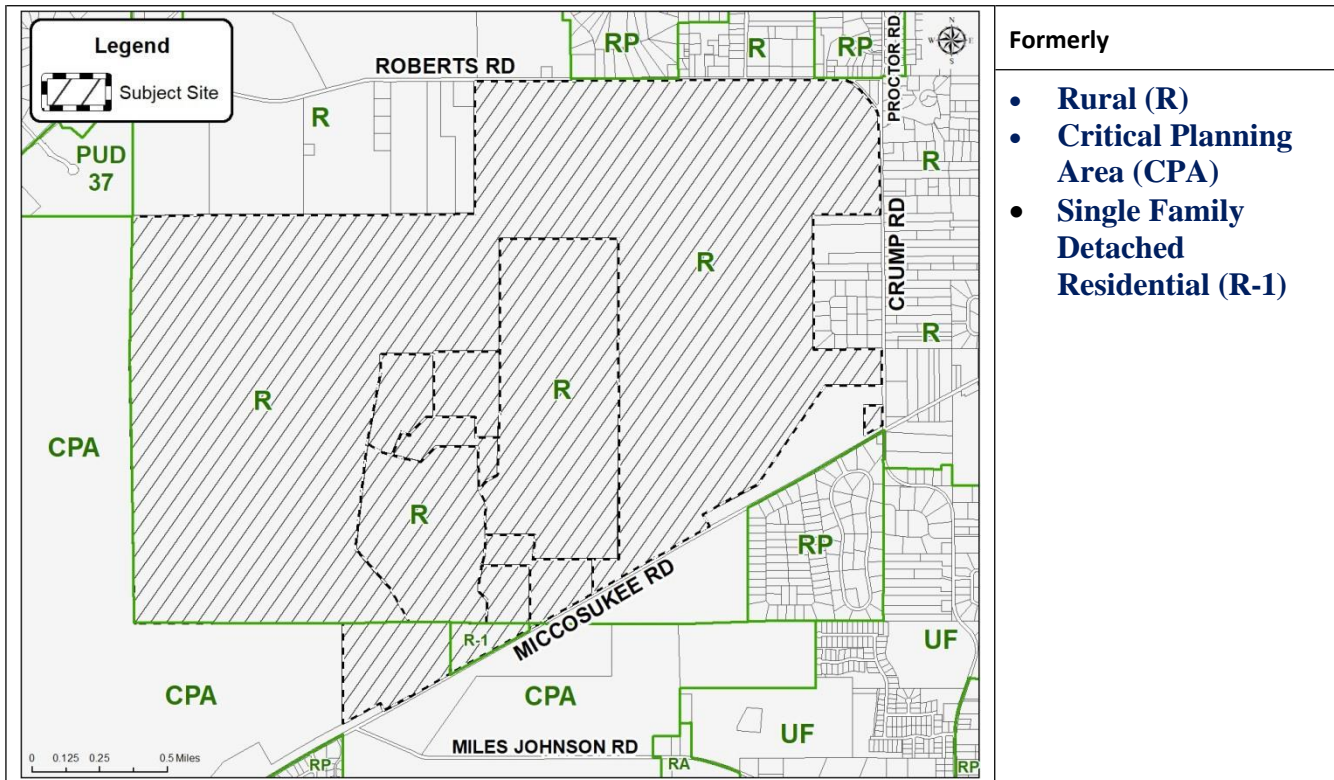
ATTEST:

APPROVED AS TO FORM:

BY: _____
James O Cooke, IV
City Treasurer-Clerk

By: _____
Cassandra K. Jackson, City Attorney

Exhibit A





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: October 28, 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	
	Totals	1290.15	-1,929.69

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.

* The 2020 Cycle amendment for TMA2020006 (Pine Cone Woods) included an USA expansion. The amendment is anticipated to take effect on November 26, 2020.

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
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
X	Joint City-County Transmittal Public Hearing	May 26, 2020	6:00 PM Virtual meeting
	Joint City-County Adoption Public Hearing	November 10, 2020	City Hall

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 Concept for the Welaunee Arch.

The intent of the Welaunee Arch Master Plan is to provide an area-wide plan for the portion of the Welaunee Critical Planning Area located north of Interstate-10 and west of Miccosukee Road (i.e. the "Arch"). This master plan sets the standards and guidelines to coordinate one or more implementing development plans such that the development of the Arch results in a new, integrated community with a variety of land uses, diverse neighborhoods and mixed-use centers, a region-serving activity center, active and passive recreational options, and abundant open space. The development of the Arch consistent with this master plan shall be implemented in phases, connected by a multi-modal transportation system, served by regional, master planned stormwater facilities, and designed in ways that protect natural resources.

Policy 13.2.1: Concept. This Welaunee Arch Master Plan satisfies the requirements of the Tallahassee-Leon County Comprehensive Plan 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 diverse housing choices; transportation choices with linkage to commercial services and jobs; and planned recreation and open space.

Policy 13.2.2: Discourage Urban Sprawl. The Welaunee Arch is located wholly within the Urban Services Area. Development within the Arch 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; implementing a multimodal transportation system that supports the internal capture of transportation trips; creating a balance of residential and nonresidential land uses through integrated, mixed-use centers and diverse housing types in close proximity to nonresidential uses; promoting the efficient and cost-effective provision or extension of public facilities and services; protecting and preserving natural resources; 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, Regulating Plans with Form-based Codes, or other implementing plan as allowed by the Comprehensive Plan at the time of development. All such plans are referred to herein as Planned Development Concept Plans or PUD Concept Plans. Such PUD Concept Plans 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. All PUD Concept Plans shall be consistent with the stormwater facility master plan and with transportation plans for the Phase of the Arch in which they are located, as developed and approved prior to or concurrent with the initial PUD Concept Plan for that Phase. The phasing of development in the Arch shall be consistent with necessary infrastructure and supporting services and the phasing requirements of Policy 13.2.5. Development Phases and PUD Concept Plans shall consider previously approved PUD Concept Plans within the Arch and anticipated development based on Figures 13-5 through 13-7 such that open space, stormwater, and transportation systems are planned and implemented consistent with the Policies in this Welaunee Arch Master Plan portion of the Welaunee Critical Area Plan.

A PUD Concept Plan may address only a portion of a Phase or may address more than one Phase. The minimum size for the initial PUD Concept Plan for any Phase of the Arch shall be 350 acres. Subsequent PUD Concept Plans shall be implemented consistent with this Master Plan and the applicable implementing plan standards allowed by the Comprehensive Plan at the time of development.

LAND USE

Policy 13.2.4: Land Use Districts. The Master Plan forms the basis upon which organizing elements are oriented to convey the overall urban form. Lands within the Welaunee Arch shall be planned for the generalized land uses described in this Policy and Table 1. As depicted on Figure 13-5, the Welaunee Arch shall be designed with the following land use districts:

(1) Northeast Gateway District – The intent of the Northeast Gateway District is to provide an area that capitalizes on the location of a potential future interchange with Interstate-10 and Welaunee Boulevard by including well-designed, region-serving commercial and employment uses. The Northeast Gateway District as identified on Figure 13-5 shall be comprised of:

- a. **Activity Center.** An activity center zone shall be a mixed-use zone including between 75 and 280 acres. The activity center zone shall be located east of the residential zone, as generally depicted on Figure 13-5, and no closer than 1,000 feet from the Buckhead subdivision. This zone 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. This zone may also contain higher-density residential and public and civic uses that can contribute to the center's vitality and sustainability. Residential densities in this zone shall have a minimum of 10 units per acre and a maximum of 20 units per acre for residential

development not in vertically mixed-use buildings. Non-residential intensities shall range from 4,000 square feet per acre to 30,000 square feet per acre. The mixture of uses shall be 10% to 55% residential and community services uses and 45% to 90% non-residential uses.

- b. **Employment Center.** An employment center zone shall be a mixed-use zone located proximate to major transportation arteries in order to provide jobs for residents as well as regional employment opportunities and shall contain 75 to 280 acres. Employment centers are intended to contain a mix of uses and not be a single-use environment. 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 Center zones except when located above the ground floor in mixed-use buildings. Development intensities of non-residential uses in the employment center zone shall range from 8,000 square feet per acre to 40,000 square feet per acre. This zone shall be designed with shared parking opportunities for nonresidential uses that have peak parking demands other than during normal office hours. The development of a PUD Concept Plan that includes this zone shall include coordination with Star Metro to include preliminary plans for transit connectivity between this zone and other mixed-use zones in the Arch.
- c. **Residential.** A residential zone shall be located between the Buckhead subdivision and the mixed-use zones as generally depicted on Figure 13-5. This residential zone shall include between 30 and 100 acres. Residential development density shall be no less than 2 dwelling units per acre and not exceed 6 dwelling units per acre. Accessory dwelling units shall not count towards the residential density in this zone.
- d. **Open Space/Greenway.** The Open Space and Greenway area within the Northeast Gateway District includes all open space within the district and may incorporate the adjacent primary open space system as depicted on Figure 13-5. This area shall be consistent with the development standards of Policy 13.2.37. Specifically, an open space zone shall be located along the border with the established Buckhead Neighborhood serving as a buffer between the existing Buckhead Neighborhood and new development in the Arch. This zone shall be no less than 250 feet wide and will include the Welaunee Greenway and existing utility easements. In total, a minimum of 20% of the gross area in Phase 1 shall be designated as Open Space.

(2) West Arch District – The intent of the West Arch District is to provide an area with a mixed-use center that serves residents of both Welaunee via Welaunee Boulevard and Killearn Neighborhoods via Shamrock South. It is the intent of this District to allow the highest density and intensity development within the mixed-use center, gradually

transitioning to lower densities and intensities as distance from the mixed-use center increases. The West Arch District as identified on Figure 13-5 shall be comprised of:

- a. **Mixed-Use Center.** Development of the West Arch District shall include a single mixed-use center designated as either a Town Center zone or Village Center zone.
- b. **Town Center.** A town center zone shall be a mixed-use development planned as a compact, efficient node between 15 and 125 acres in size. A town center shall contain uses that serve surrounding neighborhoods as well as those traveling through the area. 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). 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 the town center, so all of the available retail space is not aggregated into one or two “big-box” stores.

Development intensities in the town center shall range from 4,000 square feet per acre up to 30,000 square feet per acre. Individual building footprints for non-residential uses shall not exceed 25,000 gross square feet. Residential densities shall be no less than 8 units per acre up to a maximum of 20 dwelling units per acre for residential development not in vertically mixed-use buildings. Residential uses shall be encouraged above ground-floor retail and other nonresidential uses. The mixture of uses shall be 10% to 55% residential and community services and 45% to 90% non-residential uses. Town centers shall be planned on a block system with a gridded road network to facilitate connectivity. 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. 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. **Village Center.** A village center zone 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 the District. This zone is also intended to function as a neighborhood focal point and is envisioned to have churches, town squares, and other civic, religious, and institutional uses. The village center zone shall range in size from 5 to 50 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 with street trees and landscaping, and other such solutions, shall be utilized to create a pedestrian-friendly, walkable center.

The mixture of uses shall be 0% to 50% residential and community services and 50% to 100% non-residential uses. Development intensities in the village center zone shall range from 4,000 square feet per acre to 20,000 square feet per acre. Residential development in the Village Center shall be no less than 4 dwelling units per acre and not exceed 14 dwelling units per acre for residential development not in vertically mixed-use buildings. 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 village center. No minimum on-site open space shall be required for each preliminary plat.

- d. **Neighborhood.** The neighborhood zone is intended to provide the opportunity for a range of housing choices integrated with neighborhood scale, non-residential uses in proximity to a mixed-use land use districts that include nonresidential uses which can provide commercial shopping opportunities to meet daily needs. This zone shall be located within ¼ to ½ mile from the edge of the mixed-use center zone. In the neighborhood zone, residential development shall be no less than 4 dwelling units per acre and not exceed 14 dwelling units per acre. The maximum gross intensity allowed for new non-residential development is 20,000 square feet per acre. Building footprints for non-residential uses shall not exceed 10,000 gross square feet.
- e. **Residential.** The Residential zone is intended to provide the opportunity for a range of housing choices in proximity to mixed-use land use zones that include nonresidential uses which can provide commercial shopping opportunities to meet daily needs. This zone is intended to provide a transition from the mixed-use center and neighborhood zones to existing development in the Killearn neighborhoods. Residential development shall be limited to a minimum of 2 dwelling units per acre with a maximum density of 10 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.
- f. **Open Space/ Greenway.** The Open Space and Greenway area within the West Arch District includes all open space within the district and may incorporate the adjacent primary open space system as depicted on Figure 13-5. This area shall be consistent with Policy 13.2.37. In total, a minimum of 20% of the gross area in Phase 1 shall be designated as Open Space.

(3) North Arch District – The intent of the North Arch District is to provide an area with a mixed-use center that serves residents of Welaunee, Killearn, and the residents along Roberts Road and Crump Road. The North Arch District as identified on Figure 13-5 shall be comprised of:

- a. **Mixed-Use Center.** Development of the North Arch District shall include a single mixed-use center designated as either a Town Center zone or Village Center zone as defined in the West Arch District policy.
- b. **Neighborhood.** The neighborhood zone is intended to provide the opportunity for a range of housing choices integrated with neighborhood scale, non-residential uses in proximity to a mixed-use land use districts that include nonresidential uses which can provide commercial shopping opportunities to meet daily needs. This zone shall be located within $\frac{1}{4}$ to $\frac{1}{2}$ mile from the edge of the mixed-use center zone. In this neighborhood zone, residential development shall be no less than 4 dwelling units per acre and not exceed 14 dwelling units per acre. The maximum gross intensity allowed for new non-residential development is 20,000 square feet per acre. Building footprints for non-residential uses shall be not exceed 10,000 gross square feet.
- c. **Residential.** The Residential zone is intended to provide the opportunity for a range of housing choices 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 a minimum of 2 dwelling units per acre and shall not exceed a density of 10 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. This zone is intended to provide a transition from the mixed-use center and neighborhood zones to existing development in the Killlearn neighborhoods.
- d. **Open Space/ Greenway.** The Open Space and Greenway area within the North Arch District includes all open space within the district and may incorporate the adjacent primary open space system as depicted on Figure 13-5. This area shall be consistent with Policy 13.2.37. In total, a minimum of 20% of the gross area in Phase 1 shall be designated Open Space.

Additionally, high quality native forests in the North Arch District shall be protected, preserved, and included in the open space area. Trails shall be planned around the high-quality native forest areas to serve as both recreational facilities and as fire breaks when these areas are managed with prescribed fires. Potential locations of high-quality native forests are shown on the Preliminary Environmental Map (Figure 13-6). The location of protected areas will be determined through a Natural Features Inventory approved by the City prior to approval of a PUD Concept Plan that includes this District.

- e. **Regional Park.** A regional park may be located in the North Arch District. If a regional park is designated within this District, it shall be designed to include connectivity with the trail system around any high-quality native forests as described in the open space zone for this District.

(4) Conservation Design District - The intent of the Conservation Design District is to provide an area that is primarily residential in nature with a small village center. The residential development is intended to be arranged as cluster subdivisions in order to maximize the efficiency of infrastructure and to preserve environmental features and open spaces. The village center is intended to include non-residential uses in a location that minimizes the number of miles residents drive to meet their daily needs and promote the internal capture of vehicular trips. The Conservation Design District as identified on Figure 13-5 shall be comprised of:

- a. **Clustered Residential.** The cluster residential zone shall be comprised of clustered development that sets aside a minimum of 50% open space as a reserve area, comprised of such things as special development zones, preservation and conservation features, undeveloped uplands, oak-hickory forest, significant trees, passive recreation areas, and stormwater facilities designed as a community amenity. Adjacent open space as designated on Figure 13-5 and consistent with Policy 13.2.37 may be included in the Conservation Design District reserve area calculations for cluster development. The development area shall be the area not set aside as reserve area and shall comprise no more than 50% of the total conservation design district. Within this district, development area shall be located on the least environmentally sensitive areas; be contiguous to the greatest extent practicable; and allow maximum open space to be easily maintained in the reserve area. The development area shall be developed at a minimum of two dwelling units per acre and a maximum of 12 units per acre. Planned Unit Developments may provide for a density bonus up to 20 units per acre where more area is set aside than required or where greenways, trails, or other passive recreational opportunities are provided in the reserve area.

The conservation design district shall contain a mixture of housing types. Allowable housing types include single family detached homes, single family attached homes, duplexes, triplexes, fourplexes, courtyard buildings (a 1 to 3.5 story detached structure consisting of multiple side-by-side and/or stacked dwelling units oriented around a courtyard or series of courtyards), and cottage courts (a group 1 to 1.5-story detached structures arranged around a shared court visible from the street). The conservation design district shall not contain greater than 80% of any one housing type. Accessory dwelling units are allowable per City of Tallahassee land development code. Accessory dwelling units do not count towards the overall density and do not count as a different housing type for the purpose of requiring a mixture of housing types. Design standards for this District shall include Dark Sky principles to prevent and reduce light pollution.

The acreage of the reserve area shall be preserved as open space consistent with Policy 13.2.37, shall incorporate existing or planned public or private open space and greenspace to the greatest extent practicable, and shall be of sufficient size and buffered to ensure the protection of all critical on-site resources that are to

be preserved and to accommodate authorized uses which includes natural open space, passive recreation uses (e.g., greenways, picnic areas or open fields), stormwater facilities, or other environmental conservation purposes.

All preservation areas, special development zones, conservation areas, archaeological sites and view-shed areas within designated protection zones for canopy roads shall be incorporated into the reserve area to the greatest extent practicable.

Stormwater management facilities which are otherwise permissible are allowed in the reserve area provided that the facilities are located outside of preservation areas, canopy road protection zones, naturally forested areas, special development zones, and meet either of the applicable following two standards:

- (1) Stormwater management facilities shall have side slopes of flatter than 4:1, and/or
- (2) Stormwater management facilities shall have appropriate tree and plant species that visually integrates the stormwater facility into the overall reserve area.

All such facilities shall be designed as community amenities, with trails, observation decks, or platforms where appropriate.

- b. **Village Center.** The Conservation Design District shall include a Village Center Zone subject to the design standards for a Village Center zone in the West Arch District Policy.
- c. **Neighborhood.** The neighborhood zone is intended to provide the opportunity for a range of housing choices integrated with neighborhood scale, non-residential uses in proximity to a mixed-use land use districts that include nonresidential uses which can provide commercial shopping opportunities to meet daily needs. This zone shall be located within ¼ to ½ mile from the edge of the mixed-use center zone. In this neighborhood zone, residential development shall be no less than 4 dwelling units per acre and not exceed 14 dwelling units per acre. The maximum gross intensity allowed for new non-residential development is 20,000 square feet per acre. Building footprints for non-residential uses shall not exceed 10,000 gross square feet.
- d. **Open Space/ Greenway.** The Open Space and Greenway area within the Conservation Design District includes all open space and reserve area within the district and may incorporate the adjacent primary open space system as depicted on Figure 13-5. This area shall be consistent with Policy 13.2.37 and shall be included in the reserve area calculations for cluster development. At a minimum 50% of this District shall be designated as Open Space.

High quality successional forests and native forests as defined in the Tallahassee-Leon County Comprehensive Plan Glossary in the Conservation Design District shall be protected and preserved and included in the open space area. Trails shall be planned around the high-quality native forest areas to serve as both recreational facilities and as fire breaks when these areas are managed with prescribed fires. Potential locations of high-quality native forests are shown on the Preliminary Environmental Map (Figure 13-6). The location of protected areas will be determined through a Natural Features Inventory approved by the City prior to approval of a PUD Concept Plan that includes this District.

Core canopy or core forests, as defined in the City of Tallahassee's Urban Forest Master Plan, that is part of the fragmentation class of Core Canopy (>500 acres) and shown on the Preliminary Environmental Map (Figure 13-6), shall be protected, included in the open space area, and shall be connected to greenways and open space that function as wildlife corridors. These areas may be included in the reserve area calculations for cluster development. Potential locations of core forest areas that are part of the fragmentation class of Core Canopy (>500 acres) are shown on the Preliminary Environmental Map (Figure 13-6). The location of protected areas will be determined through a Natural Features Inventory approved by the City prior to approval of a PUD Concept Plan that includes this District.

(5) Residential Reserve District - The Residential Reserve District as identified on Figure 13-5 is intended to be residential in nature, arranged as cluster subdivisions in order to maximize the efficiency of infrastructure and to preserve environmental features and open spaces. This District is also intended to maintain compatibility with established residential development along Roberts Road and Crump Road. The Residential Reserve District shall be subject to the Clustered Residential policy of the Conservation Design District with a maximum density of 6 units per acre and a minimum reserve area requirement of 60%. The Residential Reserve District shall include open space buffers to Roberts Road and Crump Road that include the Welaunee Greenway system. The Residential Reserve District may alternatively be established as Open Space through an optional Alternative Development Program as established in Policy 13.2.44.

(6) Open Space – Open Space area shall be incorporated into each District. The Primary Open Space System shall be designed as a connected network of open space as generally depicted on Welaunee Arch Map, Figure 13-5, which shall include Conservation and Preservation areas as generally depicted on the Preliminary Environmental Features Map, Figure 13-6, aesthetic open space, Greenways, and the Perpetual Drainage Easement held by the City and County. A minimum of 20% of Phase 1, 50% of Phase 2, 60% of Phase 3, and 40% of the total gross area of the Arch shall be designated Open Space unless offset through the Alternative Development Program in Policy 13.2.44. Conservation and Preservation Areas as defined in Policy 1.3.1 and 1.3.4 of the Conservation Element account for approximately 19% of the overall gross area of the Welaunee Arch. The remainder of the designated open space, which will include

approximately 21% of the overall gross area, shall consist of open space incorporated into the development plan for each District or part of the Primary Open Space System. The Open Space Area shall be subject to the design and development criteria in Policy 13.2.37. The Conservation and Preservation Areas shall be subject to the design and development criteria of Policy 13.2.38.

Policy 13.2.5: Phasing. Development of the Arch shall be implemented in phases consistent with this plan and necessary infrastructure (including water and sewer) and supporting services (including adequate schools, police and fire service). Phase 1 shall include the Gateway District, West Arch District, and the North Arch District. Phase 2 shall include the Conservation Design District. Phase 3 shall include the Residential Reserve District. A PUD Concept Plan may address only a portion of a phase or may address more than one phase. Phase 1 of the Welaunee Arch must include one Town Center Zone and one Village Center Zone, either of which can be located in the West Arch District or North Arch District.

Phase 2 shall not be developed until 1,500 dwelling units and 150,000 square feet of non-residential uses have been constructed in Phase 1.

Phase 3 shall not be developed until at least 650 units have been constructed in Phase 2. Sub phases or stages of each phase may be developed in separate PUD Concept Plans.

It is the intent that infrastructure improvements occur contemporaneous with development. This timing of infrastructure with development prevents stranded or early investment in infrastructure.

Table 1. Land Uses in the Welaunee Arch

<u>District</u>	<u>Zone</u>	<u>Size</u>	<u>Nonresidential Intensity</u>	<u>Residential Density</u>	<u>Mixture</u>
<u>Northeast Gateway District (Phase 1)</u>	<u>Activity Center</u>	<u>75-280 acres</u>	<u>4,000-30,000 SF/acre</u>	<u>10-20 DU/acre</u>	<u>10-55% residential 45-90% nonresidential</u>
	<u>Employment Center</u>	<u>75-280 acres</u>	<u>8,000-40,000 SF/acre</u>	<u>n/a¹</u>	<u>n/a¹</u>
	<u>Residential</u>	<u>30-100 acres</u>	<u>n/a</u>	<u>2-6 DU/acre</u>	<u>n/a</u>
	<u>Open Space</u>	<u>Min. 20% of gross area in Phase 1</u>			
<u>West Arch District (Phase 1)</u>	<u>Town Center²</u>	<u>15-125 acres</u>	<u>4,000-30,000 SF/acre</u>	<u>8-20 DU/acre</u>	<u>10-55% residential 45-90% nonresidential</u>
	<u>Neighborhood</u>	<u>¼-½ mile from Town Center</u>	<u>Max 20,000 SF/acre</u>	<u>4-14 DU/acre</u>	<u>n/a</u>
	<u>Residential</u>		<u>n/a</u>	<u>2-10 DU/acre</u>	<u>n/a</u>

	<u>Open Space</u>	<u>Min. 20% of gross area in Phase 1</u>			
<u>North Arch District (Phase 1)</u>	<u>Village Center²</u>	<u>5-50 acres</u>	<u>4,000-20,000 SF/acre</u>	<u>4-14 DU/acre</u>	<u>0-50% residential</u> <u>50-100% nonresidential</u>
	<u>Neighborhood</u>	<u>¼-½ mile from Village Center</u>	<u>Max 20,000 SF/acre</u>	<u>4-14 DU/acre</u>	<u>n/a</u>
	<u>Residential</u>		<u>n/a</u>	<u>2-10 DU/acre</u>	
	<u>Open Space</u>	<u>Min. 20% of gross area in Phase 1</u>			
<u>Conservation Design District (Phase 2)</u>	<u>Village Center</u>	<u>5-50 acres</u>	<u>4,000-20,000 SF/acre</u>	<u>4-14 DU/acre</u>	
	<u>Neighborhood</u>	<u>¼-½ mile from Village Center</u>	<u>Max 20,000 SF/acre</u>	<u>4-14 DU/acre</u>	<u>n/a</u>
	<u>Conservation Design Clustered Residential</u>	<u>Maximum 50% of Conservation Design District</u>	<u>n/a</u>	<u>2-12 DU/acre</u>	
	<u>Open Space</u>	<u>Min. 50% gross area as Reserve Area in Phase 2.</u>			
<u>Residential Reserve (Phase 3)</u>	<u>Residential Reserve Clustered Residential</u>	<u>40% of Residential Reserve District</u>	<u>n/a</u>	<u>0-6 DU/acre</u>	
	<u>Open Space</u>	<u>60% gross area as Reserve Area in Phase 3.</u>			
<u>Open Space^{3,4}</u>	<u>Open Space</u>	<u>Minimum of 20% of Phase 1; 50% of Phase 2; no less than 60% of Phase 3; and no less than 40% of total area in Welaunee Arch. Open Space includes Conservation and Preservation Areas, Reserve Area, and Primary Open Space Areas.</u>			
	<u>Conservation/Preservation⁵</u>	<u>Approximately 900 acres (19% of the Arch)</u>			
	<u>Other Open Space</u>	<u>Approximately 1000 acres (21% of the Arch)</u>			

1. Residential uses permitted only above ground floor in mixed-use buildings

2. Town Center Zone and Village Center Zone are permitted in West Arch District and North Arch District, provided one of each zone is located in Phase 1.

3. Open Space, including Conservation and Preservation Areas and Greenways shall be incorporated into all development Phases.

4. Open Space requirements apply unless offset through the Alternative Development Program in Policy 13.2.44.

5. Precise size and location of Conservation and Preservation Areas to be determined through a Natural Features Inventory.

Policy 13.2.6: Development Totals. Densities and intensities for development of the Arch shall be consistent with Policy 13.2.4 and other policies of this master plan. The maximum development for the Arch shall not exceed 12,500 residential units and 3,000,000 square feet of non-residential development.

Policy 13.2.7: Development Standards for Mixed-Use Zones. The Activity Center, Employment Center, Town Center, and Village Centers (collectively “Mixed-Use Zones”) shall be subject to the following development standards in addition to the requirements of Policy 13.2.4:

- (1) PUD Concept Plans that include mixed-use zones shall include specific design standards, public facility standards, and building standards, such that the district develops as a compact, walkable urban district. At a minimum, the form-based code or design standards shall address relationship between building facades and the public realm, the form and mass of buildings in relation to one another, and the scale and types of streets and blocks. Design standards shall also minimize driveway cuts along sidewalks facilities by requiring alleys, shared access points, and/or structured parking facilities.
- (2) Development in the Mixed-Use Zones may request a waiver from the requirements in the Environmental Management Ordinance for natural area, landscaping and buffers for the purpose of maximizing intensity and density within the mixed-use zone.
- (3) Stormwater detention and treatment facilities for Mixed-Use Zones shall be designed in accordance with applicable standards and should be located outside of a Mixed-Use Zones in order to promote a compact pedestrian-oriented arrangement of land uses. Stormwater facilities may be located within mixed-use zones if alternative sites are not reasonably available outside of mixed-use zones or where stormwater facilities can be integrated with pedestrian friendly environments. PUD Concept Plans shall include design standards for stormwater facilities that are consistent with the intent of the zone.
- (4) Building heights in mixed-use centers shall not exceed 65 feet from grade.

Policy 13.2.8: Inclusionary housing. Development within the Welaunee Arch shall comply with any ordinances in effect at the time of development that address the need for affordable or inclusionary housing. Each PUD Concept Plan shall include a Housing Plan designed to achieve compliance with the City’s Inclusionary Housing Ordinance, or other affordable and inclusionary housing ordinances in effect, by buildout of the area governed by that Concept Plan.

Policy 13.2.9: Housing affordability. In addition to complying with ordinances in effect at the time of development that address the need for affordable or inclusionary housing, a range of housing choices shall be provided to accommodate diverse income levels, age groups, people with a range of abilities, and housing needs. Granny flats, garage apartments, and other accessory dwelling units will not be included in unit or density calculations or transportation impact analyses. The range of housing options provided shall

be based on the land use districts and zones within each District. No land use district or zone within a district that allows residential development shall limit housing types to only single-family detached homes.

In order to promote a range of housing types and choices, the City of Tallahassee shall incentivize the development of workforce housing within ¼-mile of mixed-use zones or transit hubs. The City shall also incentivize the provision of housing for low-income and very-low income families, seniors, and/or people with disabilities. Incentives shall be incorporated into PUD Concept Plans and may include increases in building height, waiver or reduction of mobility and impact fees, reduction of parking and setback requirements, reservation of infrastructure capacity without cost, expedited processing of applications for Concept Plans and site development plans, and similar measures such as the incentives allowed in the City's Inclusionary Housing Ordinance.

Policy 13.2.10: Community Facilities. Community Services, Light Infrastructure, Community Parks, and Neighborhood Parks shall be allowed uses in any land use district or zone consistent with the intent of each district and zone.

Policy 13.2.11: 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. PUD Concept Plans shall include the locations of essential services upon request by and through coordination and formal agreement with the City of Tallahassee and/or the Leon County School Board.

Policy 13.2.12: 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 and neighborhood zones shall include shade trees planted as street trees. PUD concept plans may include incentives, such as reduced tree mitigation, for shade trees planted as street trees outside of mixed use and neighborhood zones.

Policy 13.2.13: Crime prevention through design. Integrated mixtures of uses shall be located and designed consistent with comprehensive crime prevention strategies of natural surveillance, territorial reinforcement, and natural access control.

Policy 13.2.14: 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. Unless otherwise specified in this master plan, buffers are not required between or within land use districts in the Welaunee Arch.

Policy 13.2.15: 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 13.2.16: 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 13.2.17: 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 Transportation Map, Figure 13-7, with the final location and design to be based upon site-specific environmental, engineering, and related considerations. Thoroughfares connecting through the Arch to areas beyond the Arch shall be arterials designed as boulevards for high vehicular capacity and moderate speeds not to exceed a design speed of 45 miles per hour with sidewalks on both sides of the roadway and bicycle facilities. Thoroughfares connecting mixed use areas within the Arch shall be collectors designed as avenues with high vehicular capacity and low to moderate speeds not to exceed a design speed of 30 miles per hour with sidewalks on both side of the roadway and bicycle facilities. On thoroughfares, a shared use path of adequate width to accommodate bicycle and pedestrian traffic may substitute for the sidewalk on one side of the road and the bike lanes for that facility. Within mixed-use 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.

Policy 13.2.18: Internal Trip Capture. The transportation system, along with the mixture of uses, shall be designed to achieve an internal capture of at least 20% of the vehicular trips generated on-site at buildout. To achieve this minimum internal capture rate, mixed-use and neighborhood zones shall be developed with a mixture of uses and higher density residential development located adjacent to non-residential uses. Residential zones shall be connected to mixed use zones by a network of sidewalks, shared use paths, and bicycle facilities designed to provide safe, comfortable transportation options. Transit facilities shall be coordinated with Star Metro to ensure infrastructure that supports connectivity to various transit routes.

Policy 13.2.19: Northeast Gateway/Welaunee Boulevard. 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 potential 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 South 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 or Shamrock South Extension.

Policy 13.2.20: I-10 Flyover or Interchange. Welaunee Boulevard shall connect to a flyover across I-10 or a potential interchange, if approved by the Federal Highway Administration, in order to facilitate vehicular movement to Welaunee Boulevard south of I-10. Any flyover or potential interchange shall meet federal requirements to ensure the safe and efficient use of I-10.

Welaunee Boulevard shall connect to a potential interchange with Interstate-10, subject to approval by the Federal Highway Administration and the Florida Department of Transportation. The potential interchange of Welaunee Boulevard and Interstate-10 shall be designed consistent with a federally approved Interchange Justification Report. It is the intent to allow for the design of an interchange that supports a gridded street network and city blocks on the north side of Interstate-10. The gridded street system shall serve to divert traffic onto a network of town center streets and shall support an environment that prioritizes pedestrian mobility. Welaunee Boulevard may pass over Interstate-10 unless and until such time that a potential interchange is approved and constructed.

Policy 13.2.21: 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 Transportation Map, Figure 13-7. The terms of such reservation shall be consistent with the Urban Services-Development Agreement between the City of Tallahassee and Powerhouse, Inc. dated April 15, 1990, as restated and amended. Rights-of-way shall be restricted to transportation facilities and compatible infrastructure.

Policy 13.2.22: Complete Streets. The transportation system shall be designed with complete streets in accordance with Objective 1.2 [M] and associated policies in the Mobility Element. 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 local streets in mixed-use zones. Sidewalks shall be provided on at least one side of local streets in zones that allow only residential development.

Policy 13.2.23: Bicycle Facilities. A PUD Concept Plan shall include a network of bicycle facilities, including on-street and off-street facilities, which should be coordinated with the open space areas of the Arch. The intent is 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 where practical to connect to similar facilities in other PUD Concept Plans. Where feasible, a shared-use path of adequate width to accommodate bicycle and pedestrian traffic may substitute for sidewalks and bike lanes. Protected bicycle lanes may be incorporated where feasible. Where bicycle, pedestrian, and/or shared use path facilities intersect the Welaunee Greenway, opportunities shall be provided to access the Greenway.

Policy 13.2.24: 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 or on the side of buildings and shall be limited in size and scale through such measures as shared parking, parking credits, and maximum parking limits. PUD Concept Plans may include incentives, such as reduced parking or setback requirements, for the use of building-mounted solar systems on parking structures.

Policy 13.2.25: 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. Canopy Protections Zones shall be provided along Miccosukee Road and Centerville Road in addition to the Welaunee Greenway. PUD Concept Plans may include incentives, such as reduced tree mitigation, in return for new roadways being designed and planted with shade trees consistent with the requirements for future canopy road designation.

Policy 13.2.26: Transit. Mixed use centers are intended to be designed with transit as a component of the multimodal transportation system in the Welaunee Arch. As PUDs are developed, coordination with Star Metro shall occur to ensure the plan accommodates necessary infrastructure to support anticipated transit service. PUDs shall address connectivity between mixed use zones and the transit hub identified in Policy 13.1.4.

Policy 13.2.27: Electric, Connected and Automated Vehicles. As PUDs are developed, coordination with the Planning Department and the City's Public Infrastructure departments shall occur to ensure the plan accommodates necessary infrastructure to support charging infrastructure for electric vehicles and infrastructure to support Connected and Automated Vehicles (CAV). PUDs may include incentives, such as reduced parking and setback requirements, for development that is electric vehicle capable or electric vehicle ready by providing for the future installation and use of Electric Vehicle Supply Equipment (EVSE) in accordance with the National Electrical Code. Incentives will be greater for electric vehicle-ready than for electric vehicle-capable developments.

Policy 13.2.28: Transportation Concurrency. Prior to approval, PUD Concept Plans shall be required to demonstrate sufficient capacity of concurrency facilities to meet the standards for level of service for the existing population, previously permitted development and for the proposed development plan in accordance with the City of Tallahassee Concurrency requirements. This demonstration shall include a transportation analysis for limited access, arterial, and collector roads, including the Northeast Gateway/Welaunee Boulevard, in accordance with the City Concurrency Management System Policy and Procedures Manual.

PUBLIC FACILITIES AND SERVICES

Policy 13.2.29: Adequate Public Facilities and Services. The supply and delivery of safe and adequate public facilities shall accommodate existing and future development consistent with the Comprehensive Plan. 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. Public 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 13.2.30: Utilities. Potable water, sanitary sewer, and electricity 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 consistent with the level-of-service and availability standards of the Tallahassee-Leon County Comprehensive Plan. Utility infrastructure improvements shall occur consistent with the general timing of development, instead of the infrastructure being provided well before development occurs. This timing of infrastructure with development is intended to ensure that there is no stranded or early investment in infrastructure waiting for future development to occur.

Policy 13.2.31: Clean Energy. PUD Concept Plans may incorporate strategies and standards that are consistent with the City of Tallahassee's Clean Energy Resolution or any clean energy plan adopted by the City subsequent to the resolution. PUD Concept Plans shall comply with applicable clean energy and renewable energy ordinances in effect at the time of development. PUDs may include additional incentives to encourage energy efficiency.

Policy 13.2.32: Energy Efficient Environmental Design. Planned Unit Development Concept Plans may provide for incentives such as increases in building height, waiver or reduction of mobility and impact fees, reduction of parking and setback requirements, reservation of infrastructure capacity without cost, expedited processing of applications for Concept Plans and site development plans, and similar measures in each District where developments incorporate Leadership in Energy and Environmental Design (LEED) standards or similar industry-recognized green certifications and/or provide building-

mounted solar systems that generate threshold MW levels of electricity. Alternatively, PUD Concept Plans may provide for utility fee or other similar exaction offsets commensurate to estimated energy efficiency gains from incorporating Leadership in Energy and Environmental Design (LEED) standards or similar industry-recognized green certifications and/or provide building-mounted solar systems that generate threshold MW levels of electricity. This policy does not apply to the Residential Reserve Zone.

Policy 13.2.33: Stormwater Management. Prior to approval of the first PUD Concept Plan, a Stormwater Facilities Master Plan (SFMP) shall be prepared for the entirety of the Welaunee Arch. The Stormwater Facilities Master Plan must be reviewed and approved by the City before PUD Concept Plans can be approved. For areas not included in a PUD, the stormwater plan may be conceptual and generalized based upon the projected development allowed by this master plan accounting for non-developable areas.

The SFMP shall accommodate stormwater flows from full build out conditions from any upstream offsite property. The SFMP shall, at a minimum, identify regional impacts to flood extents and stormwater conveyance; establish infrastructure requirements necessary to manage stormwater in compliance with local, state, and federal regulations; document the phasing, implementation, and easement reservations necessary to serve projected full build out; and facilitate environmental and stormwater permitting. To accomplish these goals, the SFMP shall provide analysis and design of the primary stormwater system based on detailed hydrologic and hydraulic modeling of existing and post-development conditions. The analysis shall incorporate existing land uses, soils and topographic data, and the conceptual land use plan (Figures 13-5 through 13-7). The design shall provide general parameters associated with the primary stormwater management facilities, drainage easements and conservation easements necessary to serve the development under projected full build-out conditions. Flood extents delineated by the SFMP shall identify the 100-year flood exclusion area under the full build-out condition. No habitable structures shall be constructed within the post-development, full build-out 100-year floodplains or 100-year flood exclusion areas. The SFMP shall incorporate low-impact design best management practices to encourage the disconnection of impervious surfaces and increase the removal of nutrients from stormwater discharges. The SFMP shall also evaluate the existing nutrient pollutant loading to Class III surface water resources and ensure net improvement in the post development condition. The SFMP scope of work must be approved by the City prior to development of the SFMP.

The Stormwater Facilities Master Plan shall identify the feasibility and location of regional stormwater facilities and how they should be designed and constructed as amenities within parks or publicly accessible areas. Stormwater facilities shall be located outside wetlands and floodplains. Stormwater facilities may be located in Open Space that is not wetland or floodplain 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.

Wetlands and Floodplains. Development shall minimize encroachment into wetland habitat areas by ensuring that public and private roads avoid crossing wetlands or require

that such crossings are cited at the narrowest point of a wetland allowing for an efficient transportation design while maintaining the continuity of identified wildlife corridors. No net reduction in floodplain storage shall be permitted within the 100-year floodplain. Otherwise floodplains shall be managed consistent with the Comprehensive Plan Conservation Element.

Wetland acreage and function within the Welaunee Arch shall be protected through compliance with local, state, and federal environmental permitting requirements. For purposes of permanent protection of Conservation and Preservation lands designated on Figure 13-6 the delineation of wetlands shall be based upon the jurisdictional determination by the governing agency.

Wetlands depicted on Figure 13-6 utilized for mitigation within the Welaunee Arch shall be made subject to conservation easements consistent with the requirements of the authorizing regulatory agency. These easements will be defined in a manner that serves as permitted mitigation for wetland and other impacts or species relocation. To the extent authorized by federal, state, and local permitting agencies, Conservation and Preservation Lands association with the PUD Concept Plan under consideration may be utilized for achieving any mitigation requirements. The mitigation conservation easement area shall allow passive recreation facilities and shall be subject to a management plan.

Policy 13.2.34. Florida Springs and Aquifer Protection. Wakulla Spring is an impaired first magnitude Outstanding Florida Springs. Planned development for the Welaunee Arch is within the springshed boundaries of the Upper Wakulla River and Wakulla Spring Basin Management Action Plan. Development activities associated with the project have the potential to impact water quality; therefore, PUD Concept Plans shall mitigate potential nutrient loadings by implementing measures such as proper treatment and disposal of wastewater, stormwater, and the implementation of adequate sediment and erosion control practices to mitigate any surface water impacts.

Policy 13.2.35: 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, provide a focal point for the neighborhoods, and be safely accessible by pedestrians and bicyclists. The co-location of schools, civic spaces, and active parks is encouraged. The City and County shall adhere to the Public School Concurrency and Facility Planning Interlocal Agreement, as required by Section 1013.33, F.S., which establishes procedures for, among other things, coordination and sharing of information; planning processes; school siting procedures; site design and development plan review; and school concurrency implementation. Prior to site plan approval of the 500th residential dwelling unit in Phase 1, a 10-acre site shall be reserved for future dedication to the Leon County School Board proximate to residential areas, a Town or Village 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.

Policy 13.2.36: Fire and Emergency Services. Upon request of the City, PUD Concept Plans shall include identified sites for fire and/or emergency services in coordination and formal agreement with the City.

RECREATION, OPEN SPACE and CONSERVATION

Policy 13.2.37: Primary Open Space System. The intent of the Open Space and Conservation strategy is to identify, conserve, manage, restore, and protect significant natural resources during and after development of the Welaunee Arch in accordance with the Conservation Element of the Tallahassee-Leon County Comprehensive Plan and consistent with this Master Plan. No less than 40% of the gross area in the Welaunee Arch shall be designated Open Space which shall include the Primary Open Space System, Conservation and Preservation Areas, Greenways, and other designated open space in each development District.

Open Space shall comprise no less than 40% of the total gross area within the Welaunee Arch, or approximately 1,900 acres. Of the Open Space, approximately 900 acres (19% of the total gross area of the Welaunee Arch) are designated Conservation or Preservation Areas as defined in policies 1.3.1 and 1.3.4 of the Conservation Element. The precise size and location of Conservation and Preservation Areas shall be determined through a Natural Features Inventory approved by the City prior to approval of a PUD Concept Plan that includes such Conservation and Preservation area. The remainder of the Open Space, approximately 1,000 acres (21% of the total gross area of the Welaunee Arch), shall be open space incorporated into the development plan for each District or part of the Primary Open Space System.

Open Space shall include Conservation Areas and Preservation Areas, Canopy Road Protection Zones, Greenways, and aesthetic open space. Outside of these designated areas, the additional Open Space shall prioritize additional buffers around Conservation and Preservation Features, areas that provide continuous and contiguous connectivity of Open Space, additional buffers for Canopy Protection Zones, additional areas around the Core canopy or core forests that are part of the fragmentation class of Core Canopy (>500 acres), additional areas that support the network of wildlife corridors, undeveloped uplands, oak-hickory forest, significant trees, passive recreation areas, priority planting areas identified in the Urban Forest Master Plan, and stormwater facilities designed as a community amenity.

The Welaunee Arch shall contain a primary open space system concept that will contain the majority of the open space requirements within a connected corridor as depicted on Figure 13-5. This connected, continuous network of open space constitutes a fundamental building block of the Arch and is intended to serve multiple purposes including but not limited to protection of conservation and preservation areas. The Primary Open Space System shall include Conservation and Preservation areas. Primary Open Space may also

include buffers for residential areas and canopy roads, greenways, environmentally sensitive areas, including wildlife corridors, aesthetic open space, active and passive recreation areas, and community gathering spaces. The Primary Open Space may be incorporated into any PUD Concept Plan to satisfy requirements of the Environmental Management Ordinance. Constructed stormwater facilities consistent with Policy 13.2.33 may be utilized to satisfy open space requirements in a PUD Concept Plan.

Primary open space systems, together with other open space and green spaces set aside to meet the urban forest and landscape requirements shall also meet the requirements of the Tallahassee-Leon County Comprehensive Plan and Chapter 5 - Environmental Management, Tallahassee Land Development Code. The intent of this policy will be achieved through the following:

- (1) Credits for open space requirements, wetland mitigation, slope mitigation, stormwater management and/or urban forest requirements may be requested outside of individual parcels or tracts under review but elsewhere within the Arch.
- (2) Areas with severe and significant slopes that are not located in the open space systems shall be protected in site-specific plans in accordance with the Comprehensive Plan and Chapter 5 – Environmental Management, Tallahassee Land Development Code.
- (3) The Open Space systems shall be open to the general public and be designed to include and provide connections with the Miccosukee Canopy Road Greenway and Welaunee Greenway at multiple locations and to integrate internal recreational multi-use paths with the greenways trails. Connections to future regional greenways shall be considered in the design of open space.
- (4) The open space systems shall be designed to provide additional buffering for existing designated canopy road protection zones.
- (5) Open space may be privately owned or dedicated to the public by conveyance to a general-purpose or special-purpose local government entity; or be designated a part of a statewide system of greenways and trails pursuant to state law. Privately owned open space/greenways shall, at a minimum, guarantee designated public trail access in perpetuity at the time of development. All required conservation easements will be placed over the Conservation and Preservation areas in accordance with local government regulations.
- (6) The open space systems shall be governed by one or more management plans approved by the City in order to protect the values for which they were designated. The management plans may be adopted in phases so long as they are consistent with one another. Protection of Conservation and Preservation areas shall be provided by conservation easements and other measures consistent with Chapter 5 – Environmental Management, Tallahassee Land Development Code. Conservation and Preservation areas placed in conservation easements may be used towards

satisfying the urban forest and landscaping requirements of Chapter 5 – Environmental Management, Tallahassee Land Development Code. A single management plan may be adopted for all open space and conservation and preservation area lands.

- (7) Any Open Space area located within the geographic boundary of a PUD Concept Plan shall be included in the lands to be designated as Open Space/Greenway as a result of approval of that PUD Concept Plan. If additional Open Space area are required to meet the minimum Open Space area for that Phase set forth in Policy 13.2.4(6) then such additional land will be designated as such from the adjacent Primary Open Space system as shown in Figure 13-5. To the extent that a PUD Concept Plan provides Open Space acreage beyond the required minimum, subsequent PUD Concept Plans are entitled to a credit for the additional acreage provided in proceeding PUD Concept Plans.
- (8) Acreage in the primary open space system shall be counted towards satisfying the open space requirements established in PUD Concept Plans.
- (9) The following guidelines shall apply to uses within the open space system as established in PUD Concept Plans:
- (A) Passive recreation improvements that are natural resource-oriented, such as hiking, biking, and riding trails and passive parks, may be constructed in the primary open space systems. Also allowable are community facilities such as bandshells, amphitheaters, gazebos and other improved gathering places if designed for non-vehicular access only, provided these activities are located such that impacts to conservation and preservation areas are minimized and the overall purpose of the conservation easement is maintained.
 - (B) Active Recreation uses, such as parks, may be constructed in the open space area within each development district and in the primary open space system outside of Conservation and Preservation areas.
 - (C) Wildlife management areas may be included in the primary open space systems protective measures addressed in the management plans, including a wildlife habitat management plan, in accordance with Chapter 5 – Environmental Management, Tallahassee Land Development Code.
 - (D) Public roads and utilities may cross through the open space systems if the impacts are minimized. The location of the roads shown on Figure 13-5 are approximate.
 - (E) Stormwater Management facilities may be located in the open space systems subject to design criteria in the PUD Concept Plans and consistent with protection of conservation and preservation features pursuant to Chapter 5 – Environmental Management, Tallahassee Land Development Code. Each stormwater management facility must be evaluated in terms of impacts and meet the requirements of the Tallahassee-Leon County Comprehensive Plan and Chapter 5 – Environmental Management, Tallahassee Land Development Code. If stormwater facilities are contained in the open space system, the public and/or private entities responsible for maintenance shall be allowed

to perform necessary maintenance of these facilities consistent with each facilities level of service. The SFMPs shall identify areas where drainage easements will be needed for proper maintenance of stormwater conveyances located within conservation or preservation areas.

(10) To promote creation of the open space systems and their integration into the planned mixed-use communities with appropriate credit, PUD Concept Plans shall establish an open space requirement that includes credit for the open space system, protected preservation and conservation areas, areas of constructed landscape, and the minimum onsite landscaping required for individual sites set forth in Policy 13.2.12. Specific landscape standards and requirements shall be established in PUD Concept Plans. Such standards and requirements shall be designated to meet or exceed, on a cumulative basis, the Landscape and Urban Forest requirements in Chapter 5 – Environmental Management, Tallahassee Land Development Code. These landscape standards shall include, but not be limited to, standards for provision of street trees in mixed use zones, along public roadways, shade trees and landscaped islands within parking lots, and patriarch tree preservation. These standards will be developed to reflect the intent that town and neighborhood centers will be developed in an urban context with minimal setbacks and an emphasis on dense, mixed use development. Various land uses in the Arch shall satisfy the Urban Forest/Landscaping requirements based on thresholds established in the PUD Concept Plans. Such requirements shall be designed to meet or exceed, on a cumulative basis, the landscaping and urban forest requirements in Chapter 5 – Environmental Management, Tallahassee Land Development Code.

(11) The portion of the Arch bordering Miccosukee Road shall be designated as Open Space and shall include the Canopy Road Protection Zone for Miccosukee Road. An additional area with a minimum width of 75 feet along the length of the Canopy Road Protection Zone shall be designated as open space. The Canopy Road Protection Zone and contiguous Open Space area shall serve as a wildlife corridor that terminates in the core forest area that is part of the fragmentation class of Core Canopy (>500 acres) in the Conservation Design District as shown on the Preliminary Environmental Map (Figure 13-6). This area may serve as a greenway as long as the greenway does not preclude the ability of the area to serve as a wildlife corridor.

Policy 13.2.38: Conservation and Preservation Lands. Lands identified for permanent preservation and conservation are shown generally on the Preliminary Environmental Map (Figure 13-6) as Designated Wetlands, 100-year Floodplains, and High-Quality Native Forest. These protected areas create a regionally significant environmental and open space framework that protects the natural flows of water and preserves wildlife habitat while allowing limited, low-impact human access to natural spaces, where appropriate. These allocations are intended to protect significant environmental resources on the Welaunee Arch and account for approximately 900 acres or approximately 19% of the total gross area of the Welaunee Arch. The precise size and location of Conservation and

Preservation Lands shall be determined through a Natural Features Inventory to be conducted prior to or concurrent with the initial PUD Concept Plan for each Phase of the Welaunee Arch in which the feature is located. Additional environmental resources will be designated as Open Space as addressed in this Master Plan.

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 address wildlife preservation, maintenance of native species diversity, management of the natural environment, restoration of environmental resources where warranted, and responsibility for long term management. Such management plan shall include measures to protect the values for which such lands were designated, including wildlife habitat and corridors, and may include conservation easements and other measures consistent with the Environmental Management Ordinance. Conservation and Preservation lands may be utilized for public access, including trails, subject to 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. A single management plan may be adopted for all open space and conservation and preservation area lands.

Lands that are not otherwise identified as Conservation and Preservation Lands on Figure 13-6 and are identified as areas suitable for future development may contain areas of natural upland or wetland communities. These resources will be identified through the Natural Features Inventory process and protected as required by the Comprehensive Plan's Conservation Element and will be incorporated into the lands identified as Open Space and Greenways consistent with the overall conservation and development strategy for the Welaunee Arch planning area.

Conservation easements for Conservation and Preservation lands shall be effective before or concurrent with the effective dates of the PUD Concept Plan for which they are granted. Protection of the lands identified in the Preliminary Environmental Features Map shall be phased or staged in coordination with the PUD Concept Plans. The required preservation of both Conservation and Preservation Lands within the Welaunee Arch will occur in conjunction with the PUD Concept Plan approvals and will be in place in advance of actual physical development within the PUD for which the Conservation and Preservation Lands are being protected. All identified Conservation and Preservation Lands within the Preliminary Environmental Features Map shall be subject to permanent preservation no later than the date of actual physical development commencing within the final PUD Concept Plan for the Welaunee Arch.

Policy 13.2.39: 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 will be included that will link these areas where feasible to residential neighborhoods, mixed-use centers, schools, civic spaces, employment, recreation and open space, parks, and the Welaunee Greenway and Miccosukee Canopy Road Greenway.

Policy 13.2.40. Historic and Cultural Resources. Through the completion of Natural Features Inventories, Planned Unit Developments shall identify historic and cultural resources including archaeological sites, historic structures and districts, and historic cemeteries. PUDs shall include standards sensitive to locating, assessing, and avoiding potential adverse impacts to these resources. Where feasible and appropriate, informational and interpretive signage may be considered for these resources.

Policy 13.2.41: Natural Area Resident Notifications. PUD Concept Plans will include notification requirements for informing residents, once development is completed, with information on how to avoid human-bear conflicts and notices of proximity to areas that are actively managed with prescribed fires.

Policy 13.2.42: 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, and playgrounds 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 13.2.43: Welaunee Greenway. The Welaunee Greenway shall consist at a minimum of an 8.4-mile-long shared-use trail corridor along the northeast, north, and west perimeter of the Arch, and shall be developed consistent with adopted local government plans. As defined in the Tallahassee-Leon County Greenways Master Plan, the Welaunee Greenway will range from approximately 75' to 150' in width in much of the corridor with greater widths in select areas due to wetlands and stream flow ways. This corridor will be comprised of the existing Canopy Protection Zone, edge canopy and understory, and the Welaunee firebreak road which may provide a readymade trail alignment. The final widths and the alignment of the trail within the greenway will be determined as part of the Northeast Gateway project with consideration given to using the greenway to provide additional protection to the Centerville Road Canopy Protection Zone during the design of the greenway. The Welaunee Greenway shall connect to the existing Miccosukee Canopy Road Greenway to create a 17-mile linear park loop and a pedestrian bridge across Interstate-10. Connections shall be provided to and from the Greenway from interior multi-use trails along roadways or from other open space areas. The Welaunee Greenway shall be subject to a management plan approved by the City that is consistent with the policies of this master plan. A single management plan may be adopted for all open space, conservation and preservation area lands, and the Welaunee Greenway. Public roadways and utilities may cross through the Welaunee Greenway at points specified as road crossings on the land use and transportation maps, or at additional points if necessary, provided the crossing includes restoration of the Greenway and open space area. PUD Concept Plans that include or are adjacent to the Welaunee Greenway or Miccosukee Canopy Road Greenway shall provide access to those facilities. Development of the Arch should be incentivized through PUD process to provide pedestrian and bicycle connectivity

to the Greenway, particularly where it interfaces with Open Space areas and associated trail systems.

Policy 13.2.44: Alternative Development Program. Notwithstanding any other provision of this Master Plan, at the election of the PUD applicant, PUD Concept Plans in Phase 1 and Phase 2 may offset open space and urban forest mitigation requirements through an optional alternative development program that preserves additional open space area within the Residential Reserve District (Phase 3). The intent of this Alternative Development Program is to incentivize preservation of a large area of open space in the northeast area of the Welaunee Arch that may be designated as a wildlife habitat area. Participation in this alternative development program is optional and must be agreed to by the PUD Concept Plan applicant and the owner of the property that would be used for the offset. Participation in this alternative development program is subject to all of the following provisions:

- (1) Open Space Requirement Offset. PUD Concept Plans in any District of Phase 1 or Phase 2 may offset the open space requirements for that District by preserving lands in the Residential Reserve District (Phase 3) as open space.
 - (A) The offset shall be calculated on a per acre basis with a 15% bonus, resulting in an exchange of a 1.15-acre reduction in the open space requirement of the receiving District for each 1-acre of preserved open space in the Residential Reserve District. This exchange shall reduce the overall open space requirement for the Welaunee Arch by the net bonus amount (0.15 acres for each 1 acre preserved).
 - (B) The reserve area requirements for cluster residential zones in Phase 2 shall be offset concurrently with the open space requirements for any PUD Concept Plan including a cluster subdivision. The reserve area in any cluster residential zone shall be no less than 35% of that zone.
 - (C) Under the Alternative Development Program, preservation or conservation areas in the Residential Reserve District may count towards the open space requirements in the Conservation Design District. Conservation and Preservation areas in the Residential Reserve District shall be integrated with the Welaunee Habitat Park.
 - (D) If this Alternative Development Program is exercised, total Open Space in Phase 1 shall not be less than 15%, the total Open Space in Phase 2 shall not be less than 35%, and the overall total Open Space in the Arch at buildout shall not be less than 37%.
 - (E) The open space offset shall not apply within the area 1,000 feet from the Buckhead Neighborhood as identified in Policy 13.2.15.
- (2) Urban Forest Mitigation Offset. PUD Concept Plans in Phase 1 and Phase 2 may offset required urban forest mitigation requirements in any District by preserving lands in the Residential Reserve District (Phase 3) as open space.
 - (A) The urban forest mitigation requirement offset through this program is exchanged based on the urban forest mitigation value of the land being

established as Open Space in the Residential Reserve District. The mitigation value of the preserved open space shall be calculated with an additional 10% mitigation credits which may offset urban forest impacts in Phase 1 and Phase 2.

- (3) All lands located in the Residential Reserve District, designated as Phase 3 on the Land Use Districts Map (Figure 13-5), are eligible for preservation under this alternative development program. Priority for preservation under this program shall be in the following order: 1) lands in the Residential Reserve District (Phase 3) that do not meet the definition of a preservation area or conservation area 2) any designated conservation and preservation areas in Residential Reserve District (Phase 3) as generally depicted on the Preliminary Environmental Features Map or as determined through a subsequent natural feature inventory. Where possible, priority shall be given to property along the eastern boundary of the Residential Reserve District with subsequent lands preserved under this alternative development program being contiguous with this area to preserving land that results in an unfragmented habitat park..
- (4) Protection of the open space area in the Residential Reserve District (Phase 3), including any preservation or conservation areas, shall be provided by conservation easements, covenants, or other measures consistent with City Growth Management Department's adopted regulations. The lands preserved as open space under this alternative development plan shall be subject to the criteria of Policy 13.2.38 regarding Conservation and Preservation Areas. Any conservation easements established under this alternative development program shall be issued to the City of Tallahassee as the sole grantee and beneficiary. While open space area in the Residential Reserve District remains in private ownership, any conservation easements, covenants, or other measures shall allow for continued use of the preserved open space for silviculture operations of planted pine stands which adhere to Florida Division of Forestry Best Management Practices. Lands preserved under this development program for urban forest mitigation offsets may not be utilized for silviculture operations.
- (5) Welaunee Habitat Park. Notwithstanding the phasing requirements in policy 13.2.5, at such time when all lands in in the Residential Reserve District have been preserved as open space under this alternative development program, or at such time when the final PUD Concept Plan for the Welaunee Arch is approved, the preserved Open Space in the Residential Reserve District, including the Conservation and Preservation lands, shall be designated as a Habitat Park. The Habitat Park shall be subject to the requirements of Policies 13.2.37 and 13.2.38. Prior to establishment of the Habitat Park, the existing uses of the property shall be permitted. Any previously established conservation easements shall remain in effect on lands in the Habitat Park. Passive recreation improvements that are natural resource-oriented, such as hiking, biking and riding trails and passive parks, may be constructed in the Welaunee Habitat Park.

- (6) By adoption of a separate ordinance, the City may create and administer a Welaunee Habitat Park credit bank. The Welaunee Habitat Park credit bank would facilitate the purchase of lands in the Residential Reserve District (Phase 3) and the sale of open space and tree mitigation credits in accordance with this development program. The Welaunee Habitat Park credit bank may be established independent of and prior to the creation of the Welaunee Habitat Park. If the City creates a Welaunee Habitat Park credit bank, consideration may be given to utilizing the credit bank to offset open space requirements and urban forest mitigation requirements associated with the development of properties located in other growth priority areas inside the Urban Services Area.
- (7) If stormwater facilities are contained within the Residential Reserve District, then the public or private agency responsible for maintenance shall be allowed to perform necessary maintenance of these facilities consistent with each facility's level of service. The Stormwater Facilities Master Plan shall identify areas where drainage easements will be needed for proper maintenance of stormwater conveyances located within preserved open space and conservation or preservation areas.
- (8) Any lands in the Residential Reserve District not preserved as open space in accordance with this alternative development plan may be included in a PUD Concept Plan and development under the Residential Reserve District development guidelines in Policy 13.2.4(4). Development of the Residential Reserve District on remaining lands shall be clustered in the portion of the site that will result in the least environmental impact. Lands preserved as open space offset under this Alternative Development Program shall not count towards the 60% reserve area requirements for development of any remaining developable land in the Residential Reserve District.

Figure 13-5

Land Use Districts

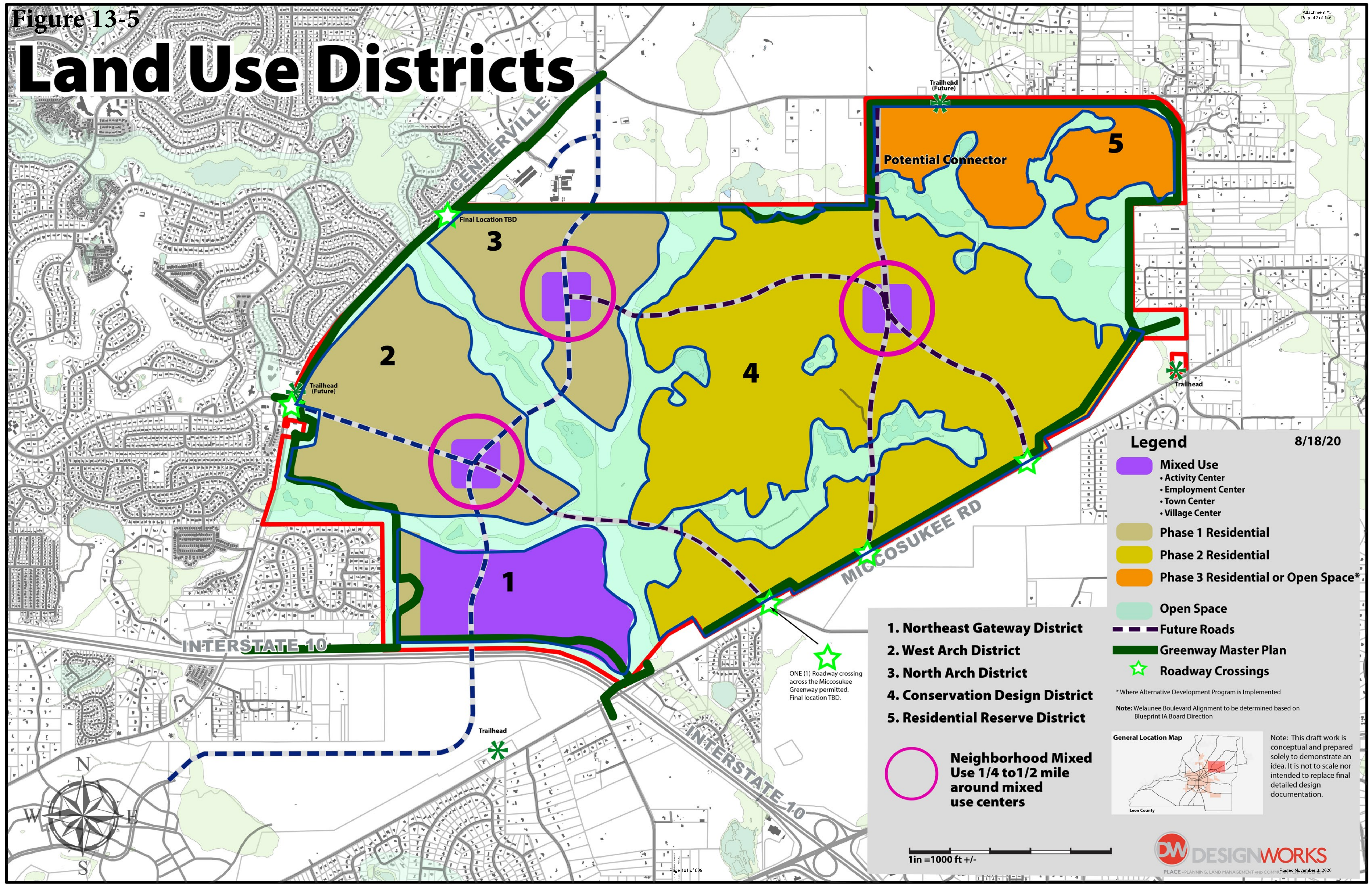


Figure 13-6 Preliminary Environmental Features

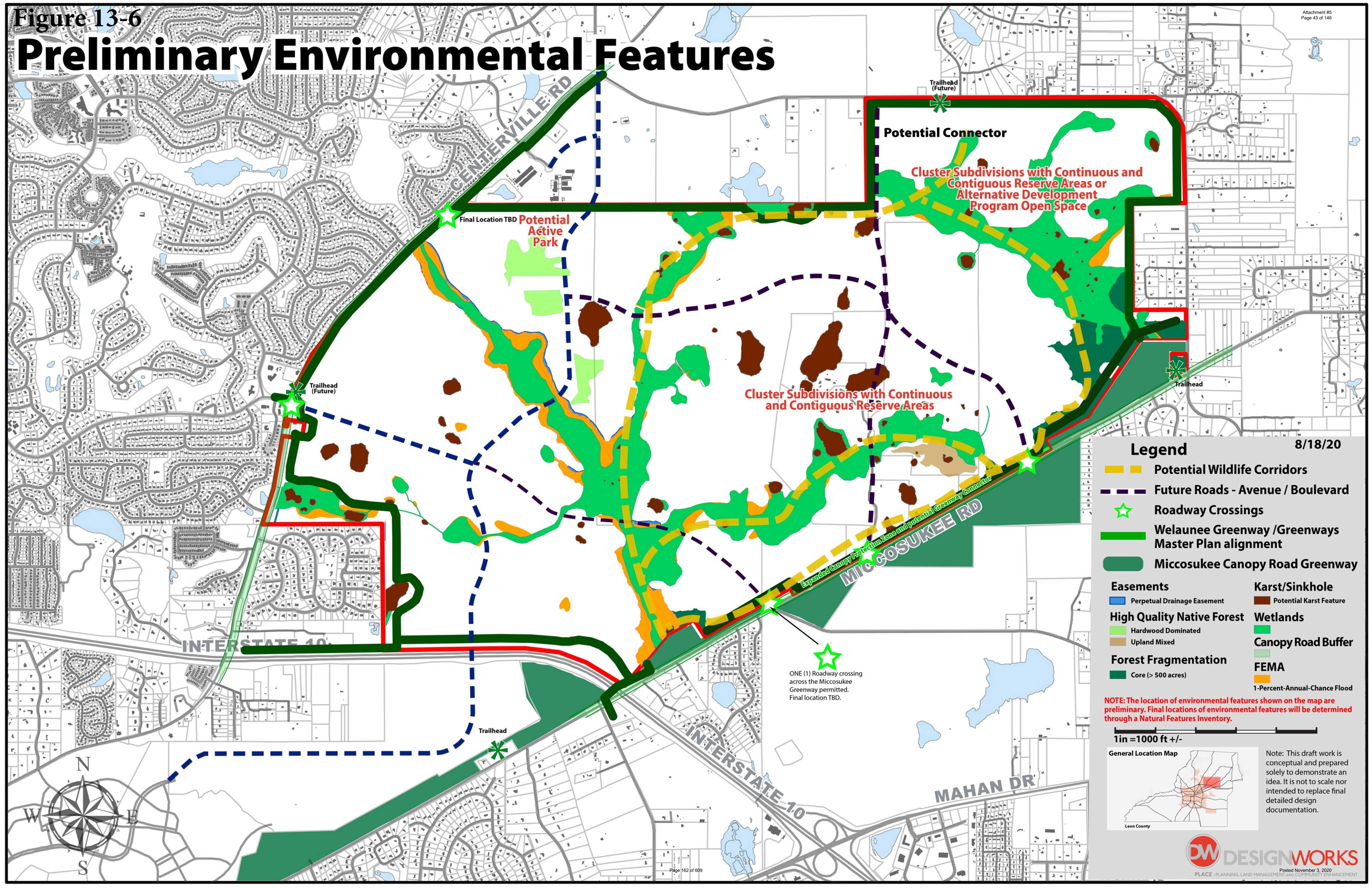
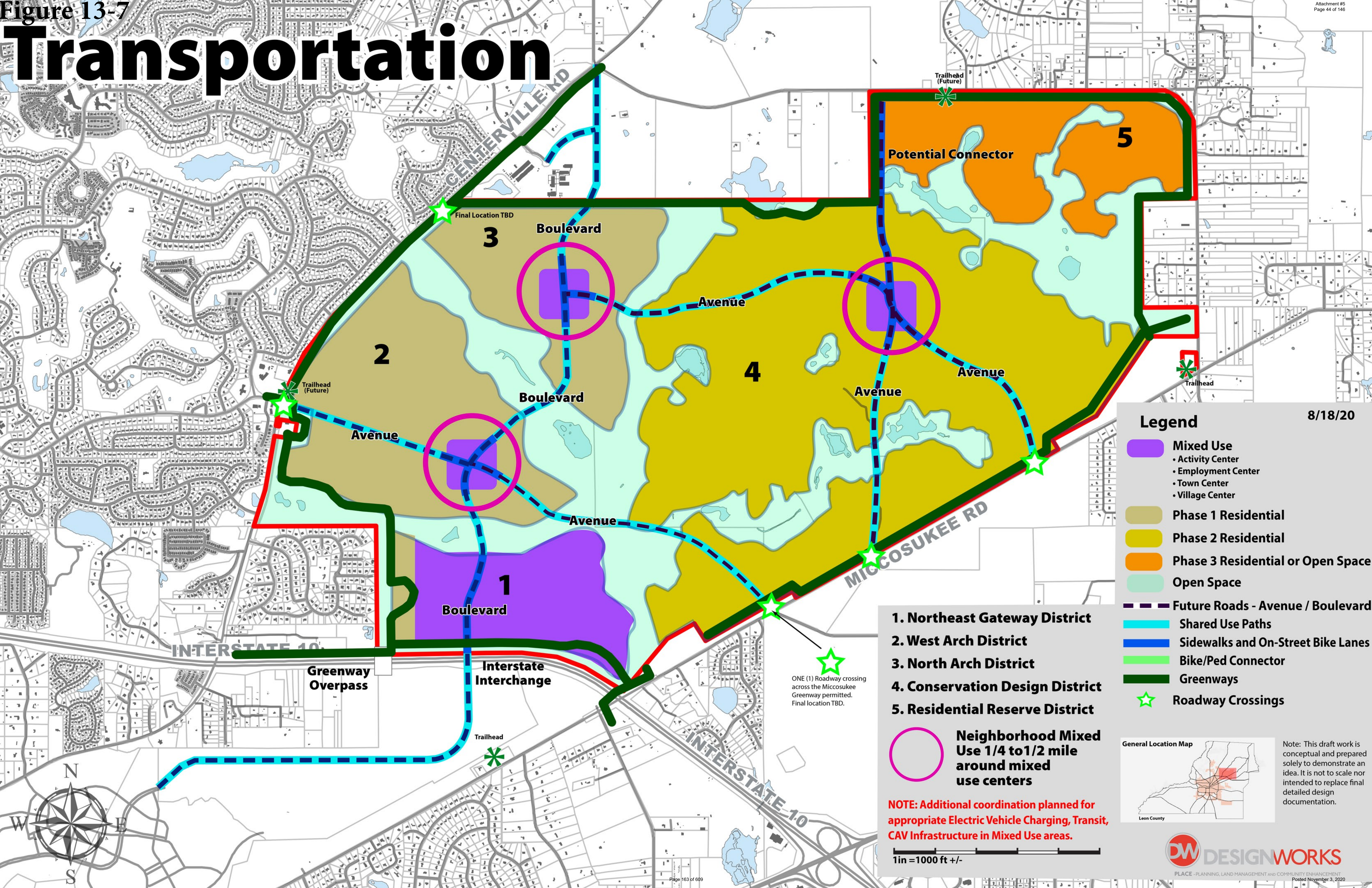


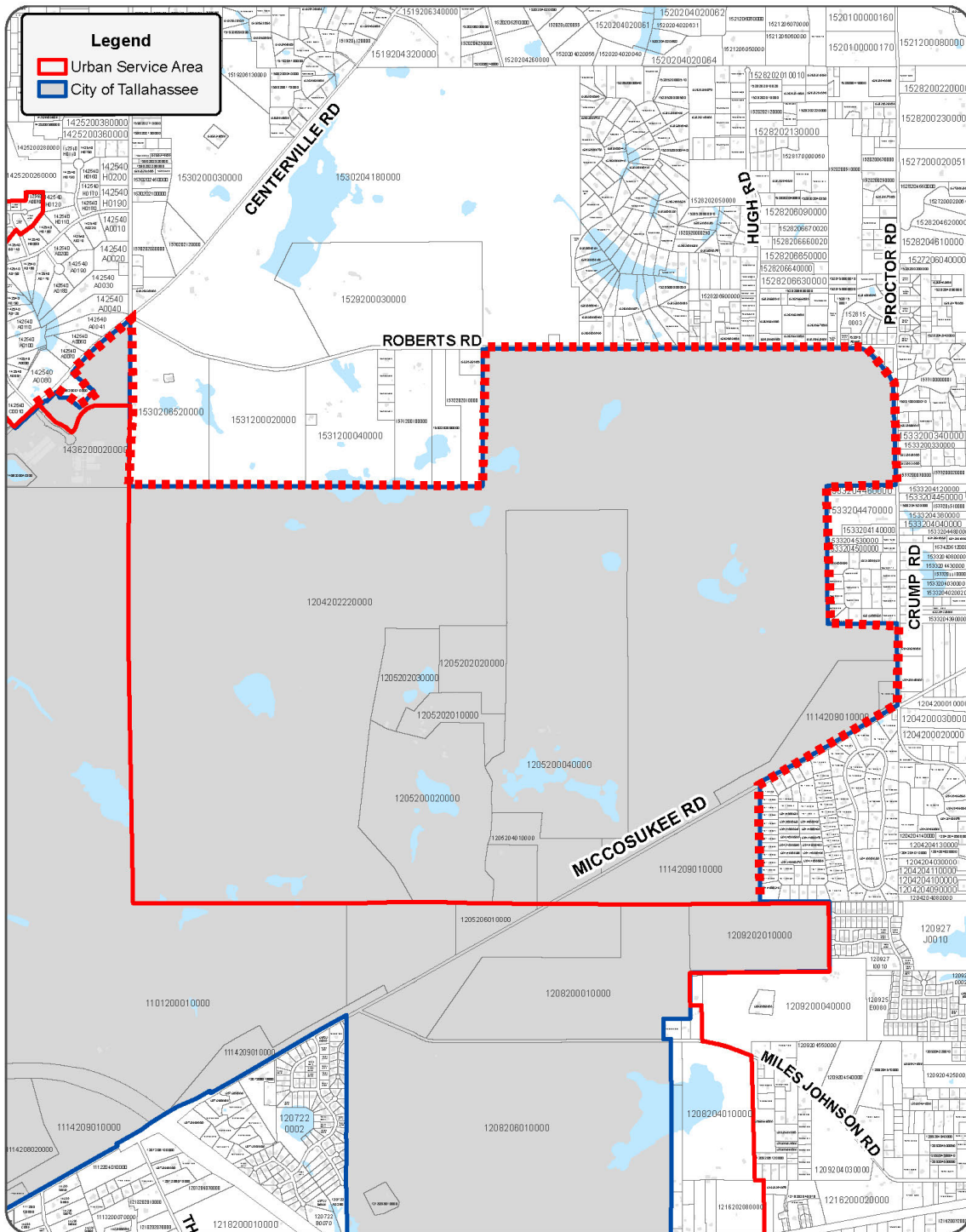
Figure 13-7

Transportation



Text Amendment TTA 2020 013

Update Map 2: Future Land Use Map, Tallahassee Urban Area and Map 3: Future Land Use Map, Leon County to include the area depicted with the dashed red line below inside the Urban Services Area



PLANNING DEPARTMENT
Map Created: November 19, 2019

**Urban Service Area/
City of Tallahassee**

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

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:

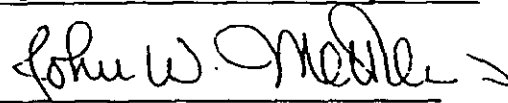
CITY OF TALLAHASSEE

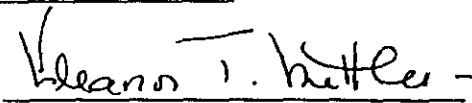
By: 
ROBERT B. INZER
City Treasurer-Clerk

By: 
MAYOR
City of Tallahassee

DIRECTORS OF POWERHOUSE, INC.

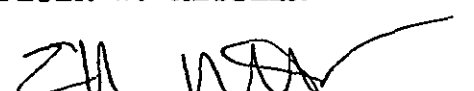
PROPERTY OWNERS

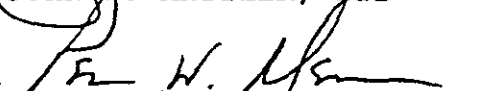
By: 
JOHN W. METTLER, III
CEO and Vice President

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

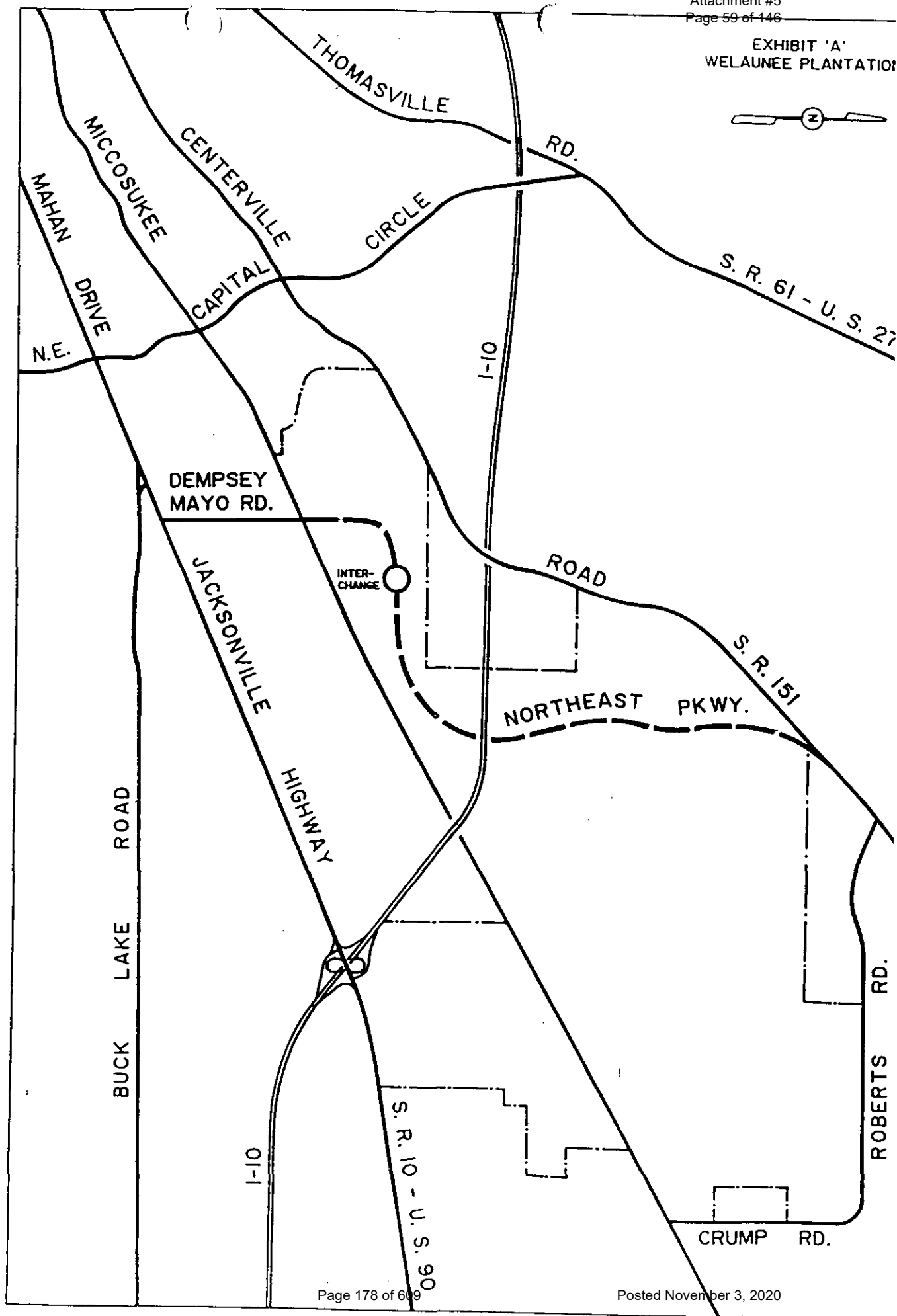
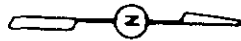


EXHIBIT 'B'
ON-SITE N. E. PARKWAY

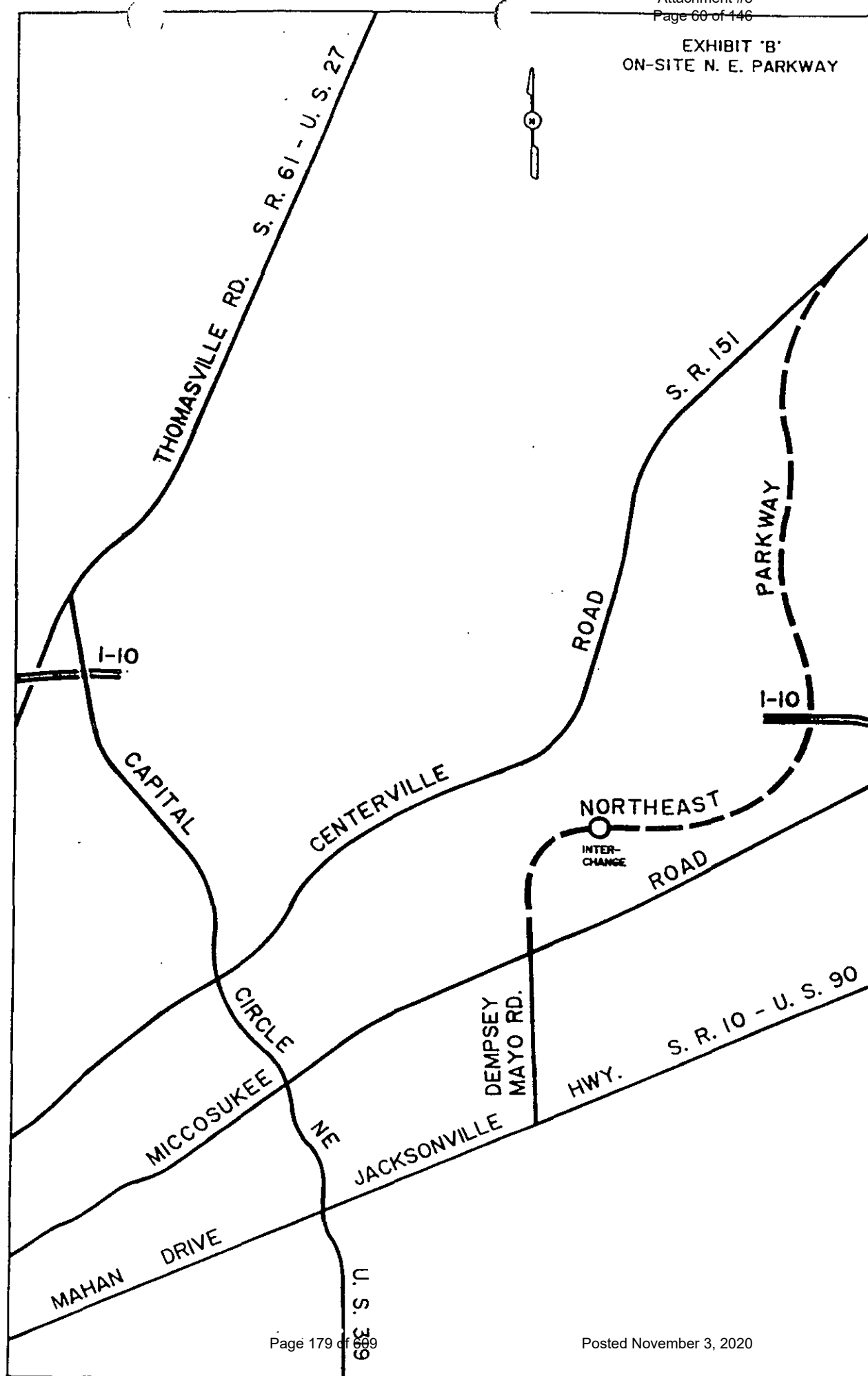
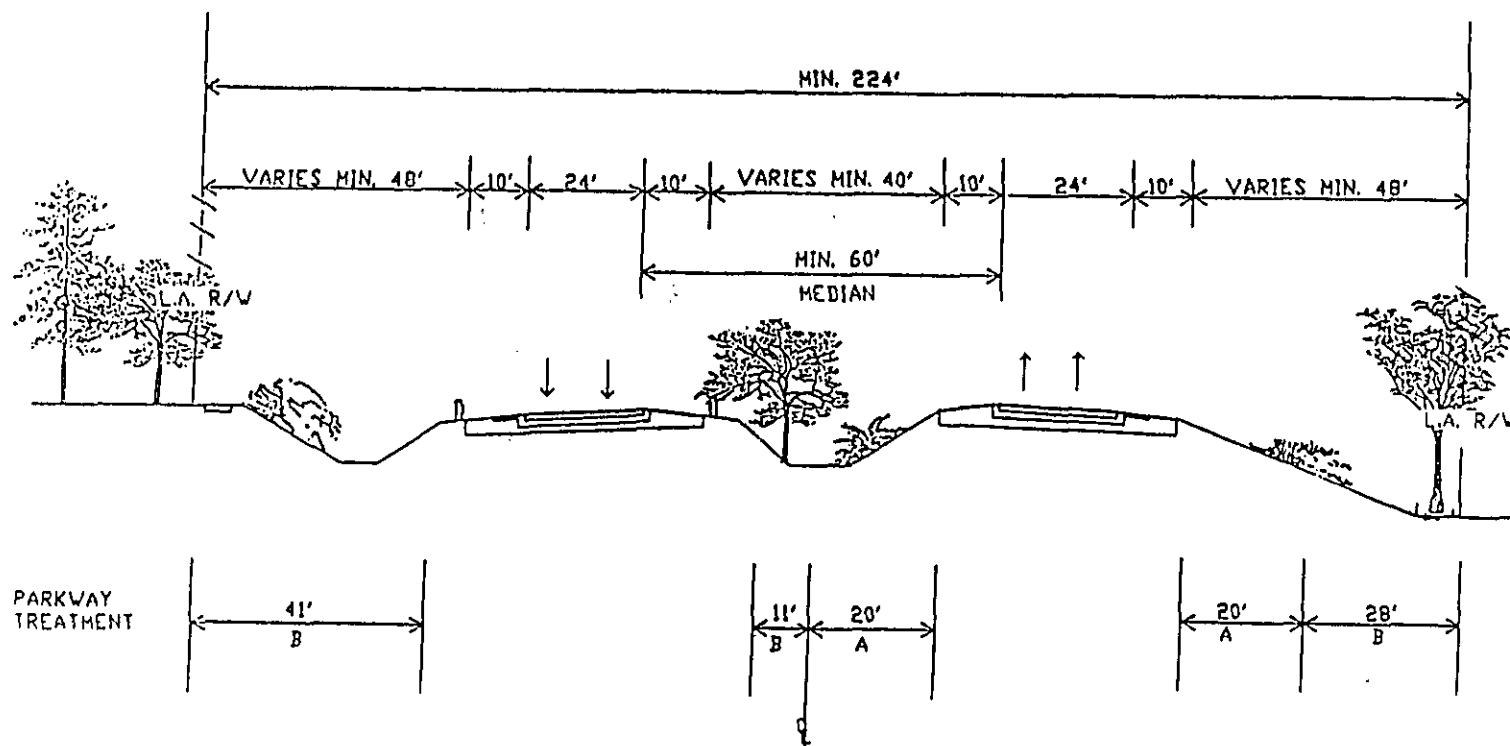


EXHIBIT "C"
PARKWAY CROSSSECTION



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

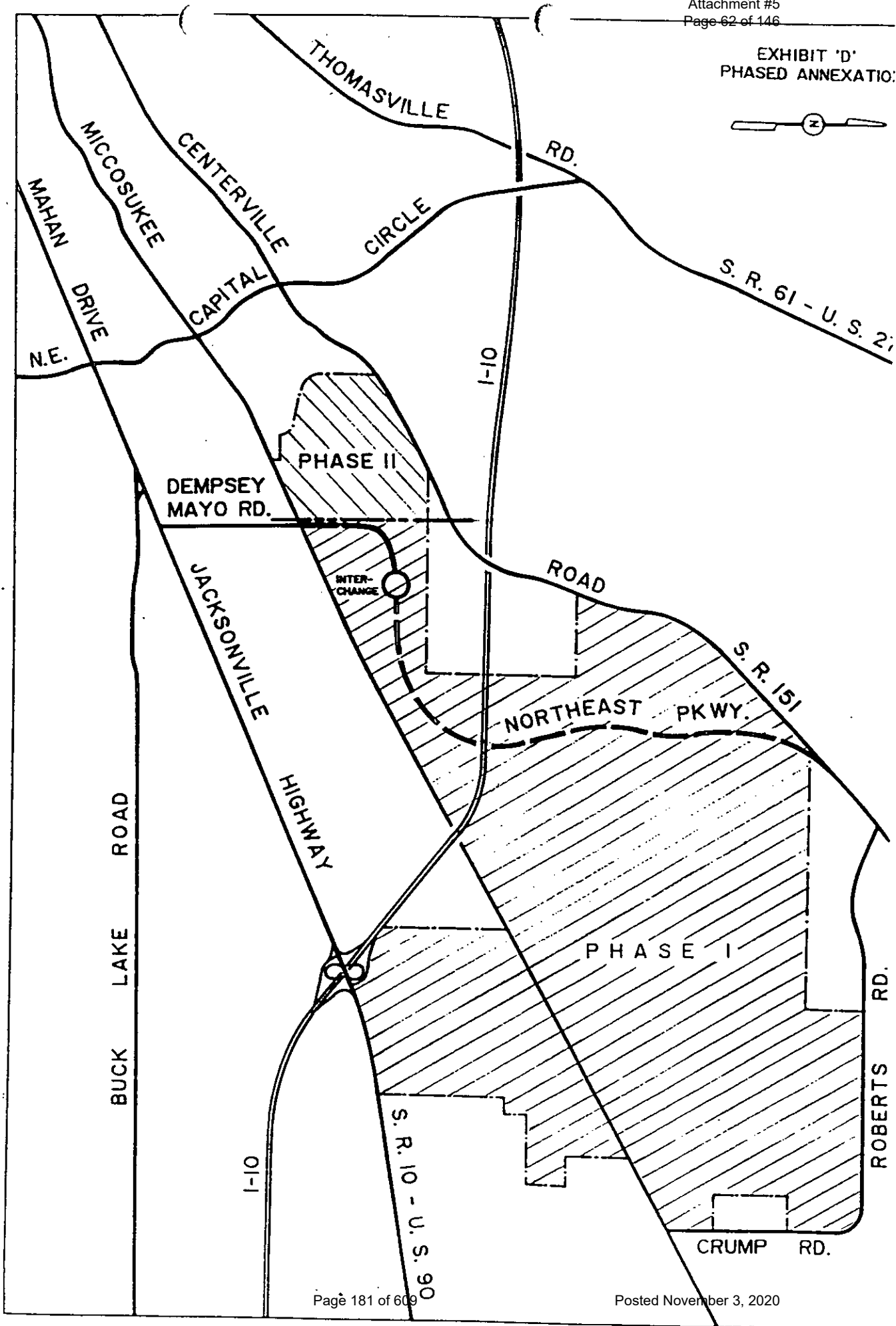
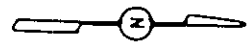
TYPICAL CROSS SECTION #3

DESIGN SPEED = 60 mph
(DESIRABLE SECTION)
(NTS)

EXHIBIT

9

EXHIBIT 'D'
PHASED ANNEXATION



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:

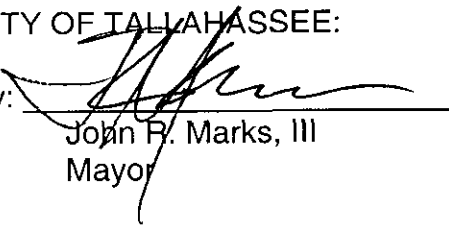
For City: City Attorney
City Hall, Second Floor
300 South Adams Street
Tallahassee, FL 32301

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:

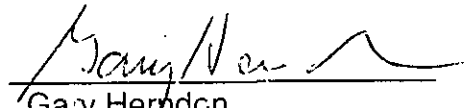

John R. Marks, III
Mayor

Date:

2/1/06

ATTEST:

By:



Gary Herndon
City Treasurer-Clerk

APPROVED AS TO FORM:

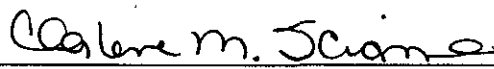
By:


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

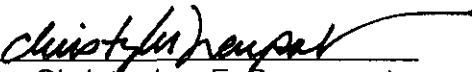

Witness

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 16th day of ~~January~~ ^{February}, 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

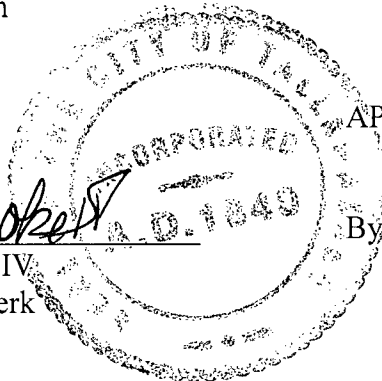
Date: 2/8/2016

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

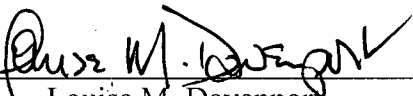
Witness
Joseph Langford

Printed Name of Witness
Joseph Langford

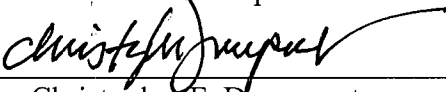
Witness
Debi Collins

Printed Name of Witness
Debi Collins

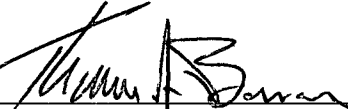
OTHER OWNERS:

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

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

Title:	Second Public Hearing to Approve a Substantial Amendment to the Blueprint Northeast Gateway: Welaunee Critical Area Plan Regional Infrastructure Project
Category:	Public Hearing
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:

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).

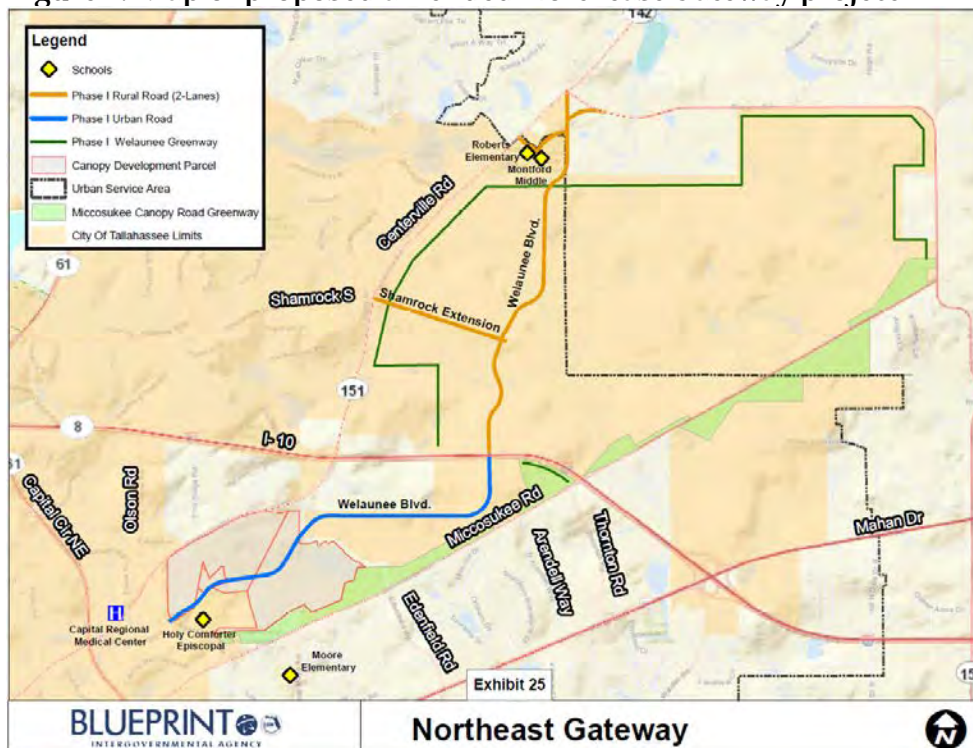
- TCC Recommendation (January 13, 2020):
 - The seven present members concurred with staff recommendation to approve the substantial amendment to the Northeast Gateway project.
- CAC Recommendation (January 20, 2020):
 - Members by a 11-1 vote, recommend the IA Board approve the substantial amendment 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:

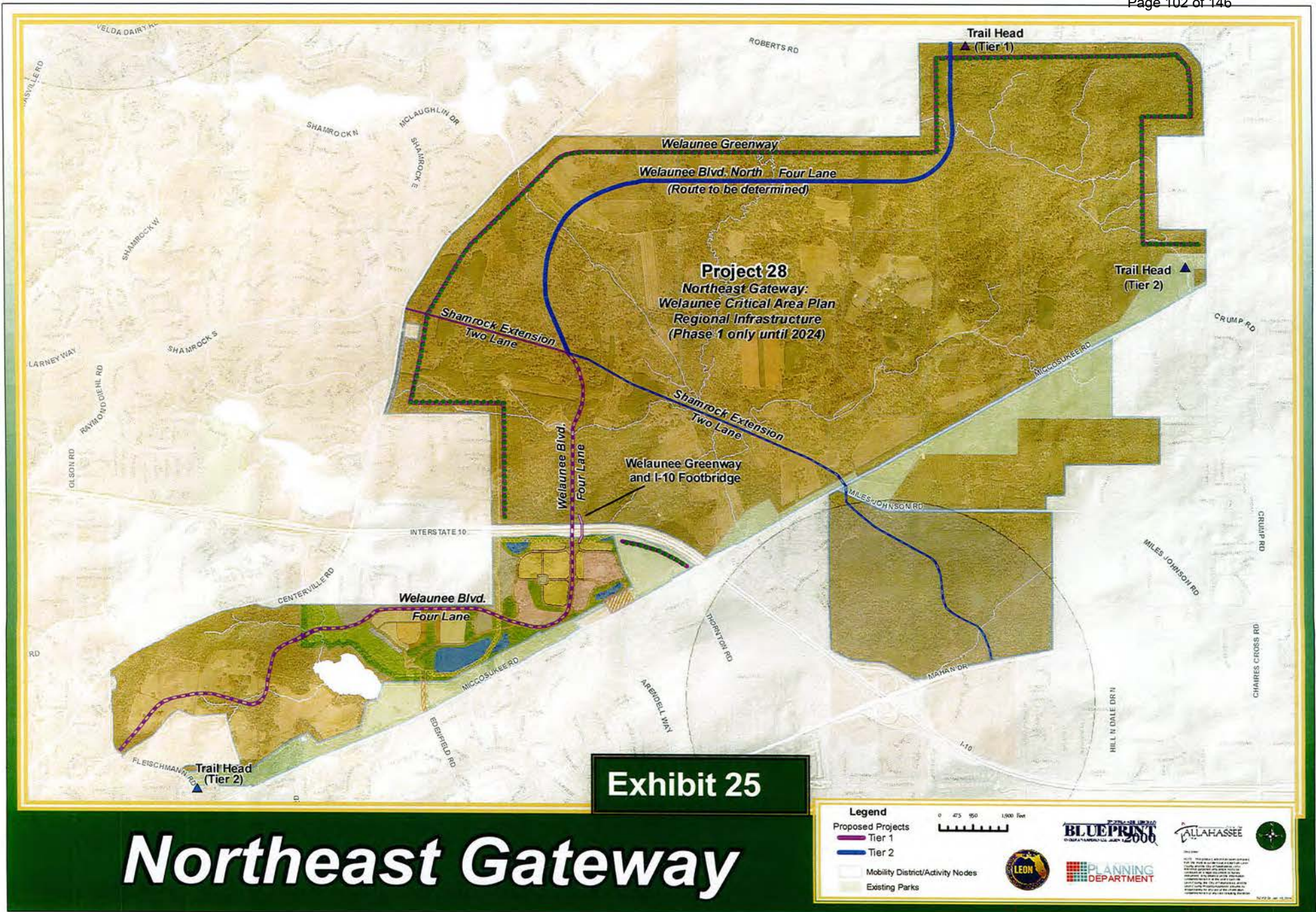
1. Excerpt from Interlocal Agreement for Project 25 including Exhibit 25
2. Amended Project 25 Description and Exhibit 25
3. December 12, 2019 IA Board Item: Acceptance of the Northeast Gateway Status Report and Consideration of the Substantial Amendment Process
4. Public comments received as of January 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

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

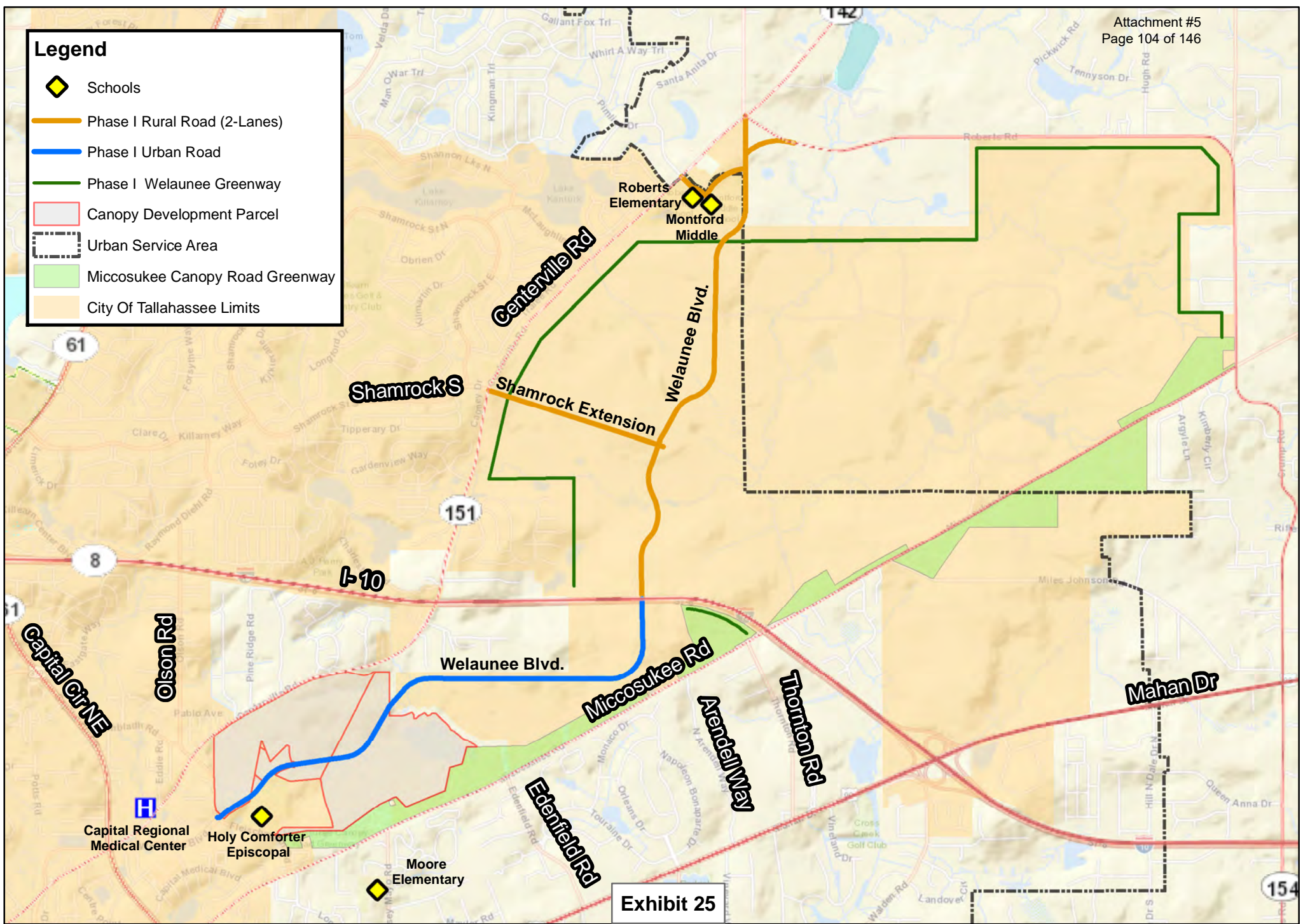


Exhibit 25



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 Killearn 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.



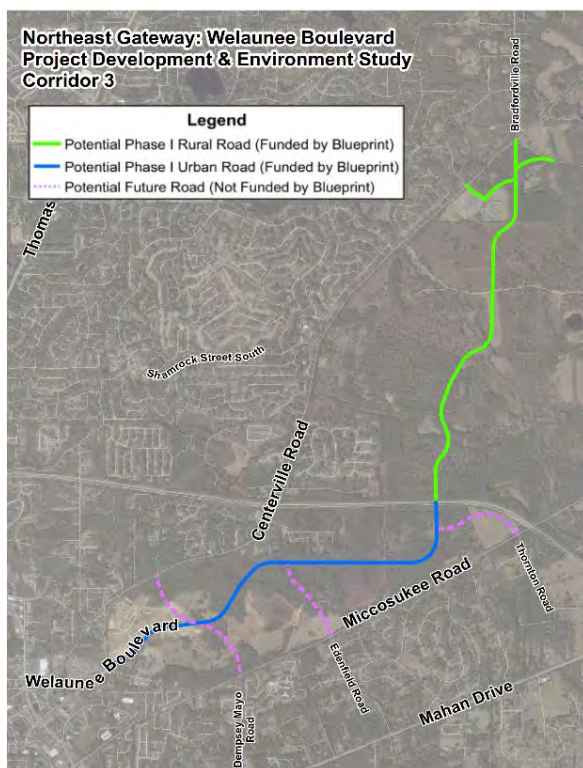
Option 2: Corridor 2 (original corridor) – Welaunee Boulevard extends over I-10 to Shamrock Extension. Construction Cost Estimate: \$32M

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



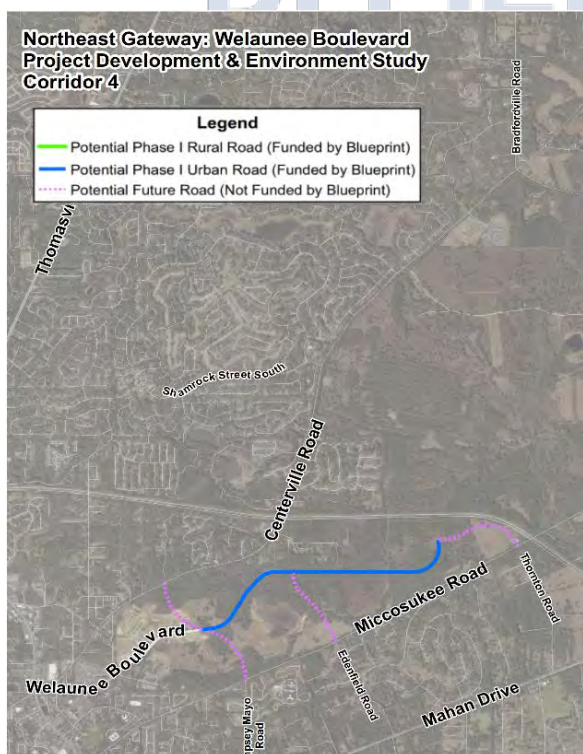
Option 3: Corridor 3 – Welaunee Boulevard extends to Roberts Road. Construction Cost Estimate: \$39M

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.



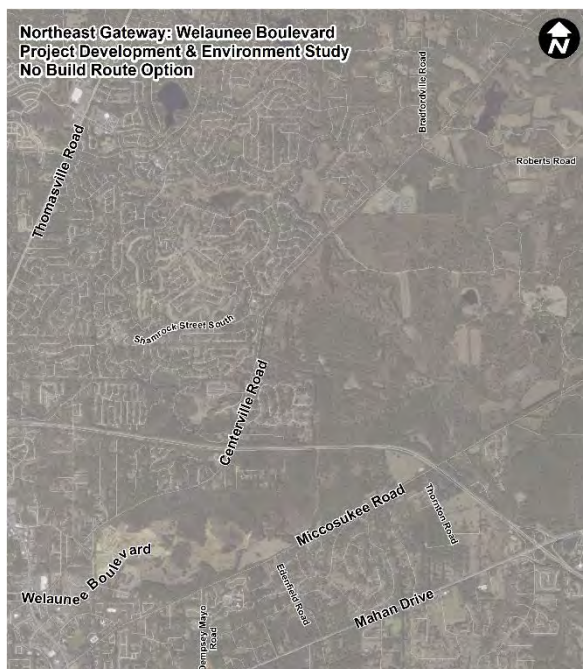
Option 4: Corridor 4, Baseline – Welaunee Boulevard extends up to I-10 and connects at Thornton Road & Miccosukee Road. Construction Cost Estimate: \$19M

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.

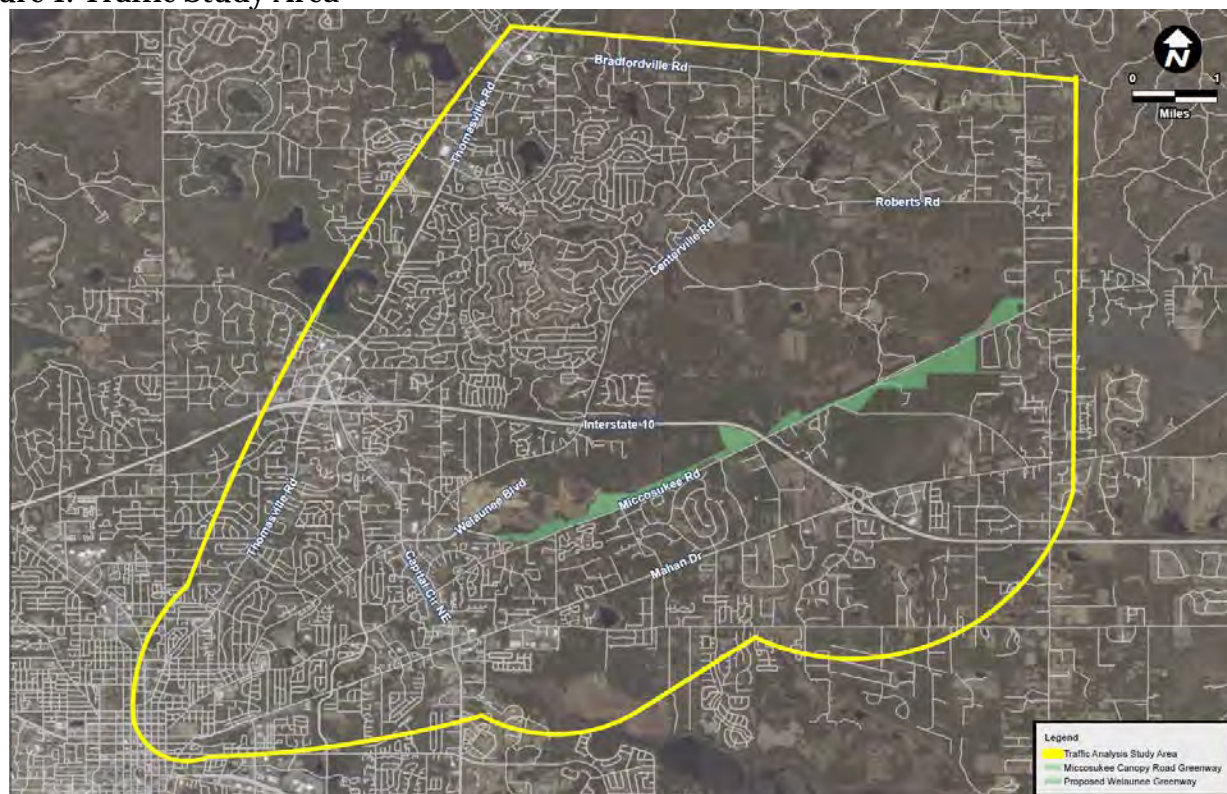
Project Phasing Overview

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

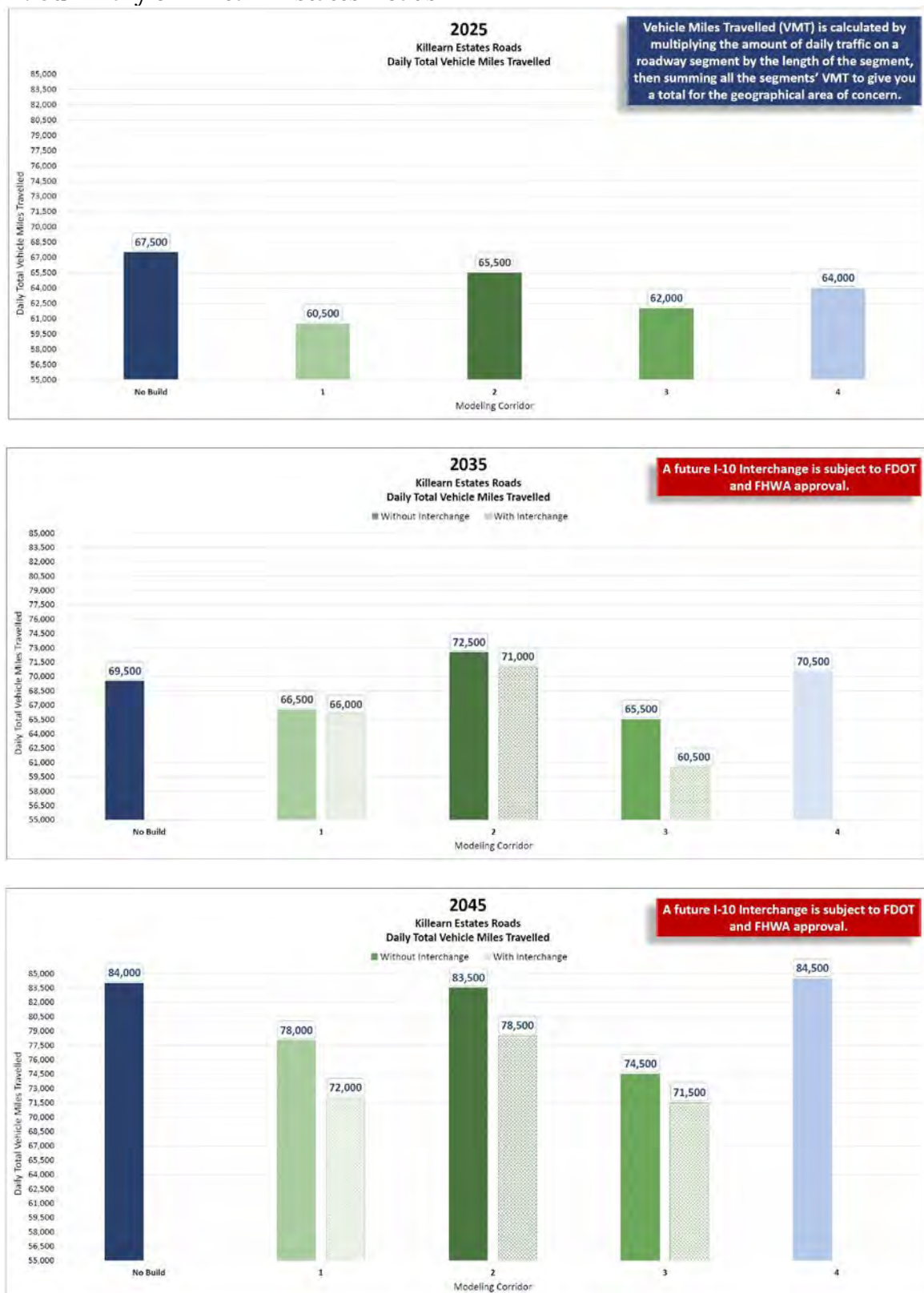
*AADT is Average Annual Daily Traffic: the average of 24-hour traffic counts collected every day in the year.

** 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

Project Budget = \$42M	Corridor 1 Welaunee Blvd to Roberts Rd. with Shamrock Conn.	Corridor 2 Original Shamrock Connection	Corridor 3 Roberts Connection	Corridor 4 Baseline	No Build
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

	Corridor 1 Welaunee Blvd to Roberts Rd. with Shamrock Conn.	Corridor 2 Original Shamrock Connection	Corridor 3 Roberts Connection	Corridor 4 Baseline	No Build
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%
Total	\$241.6	\$357.3	3.26	4.39	47%	35%

*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:

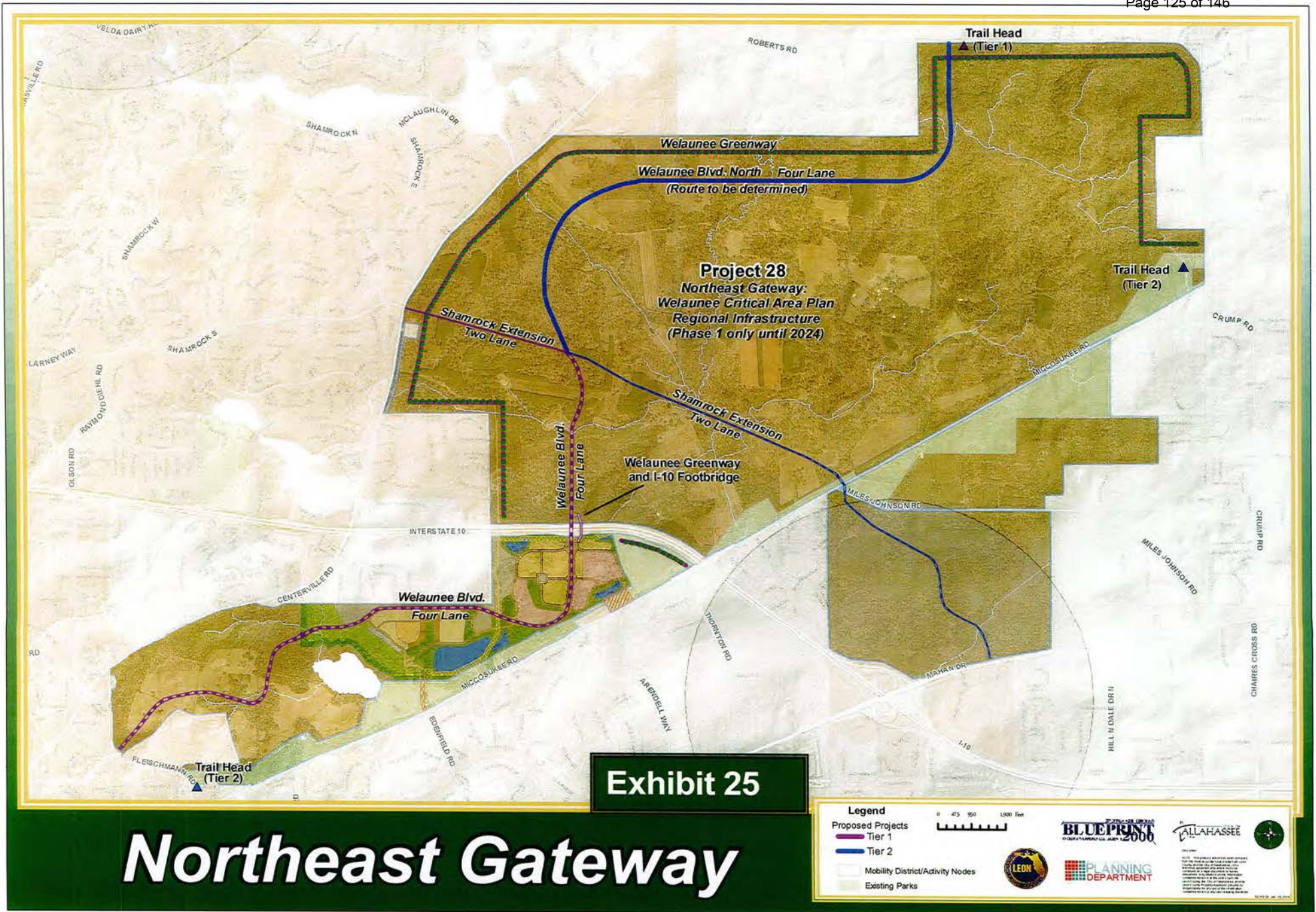
(<http://go.boarddocs.com/fla/talgov/Board.nsf/goto?open&id=B78UW57DFD92>)

(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

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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,

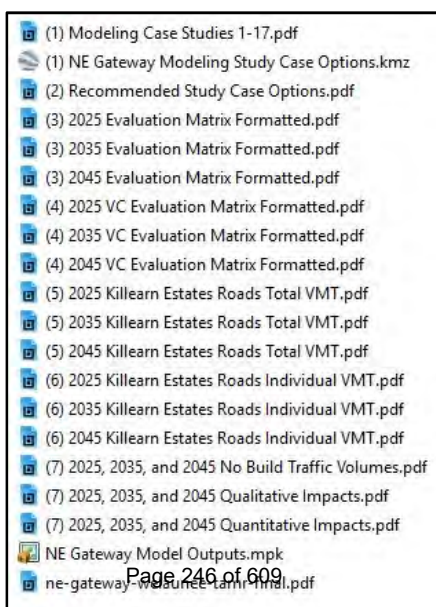
HNTB was asked to perform a Peer Review of the BluePrint Intergovernmental Agency's (BluePrint IA) *Northeast Gateway: Welaunee Boulevard* project. The scope for this work is divided into the following 3 tasks:

- 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 1st 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.

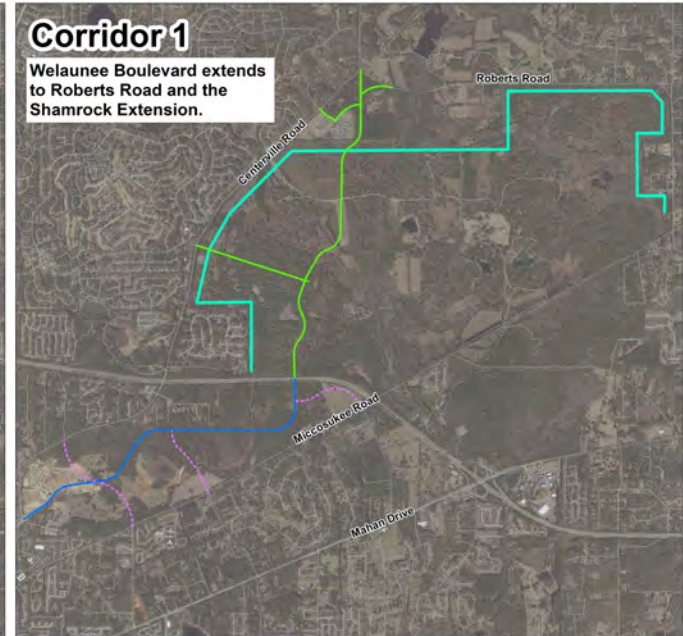
No Build Scenario

Welaunee Boulevard does not extend outside of the Canopy Development District.



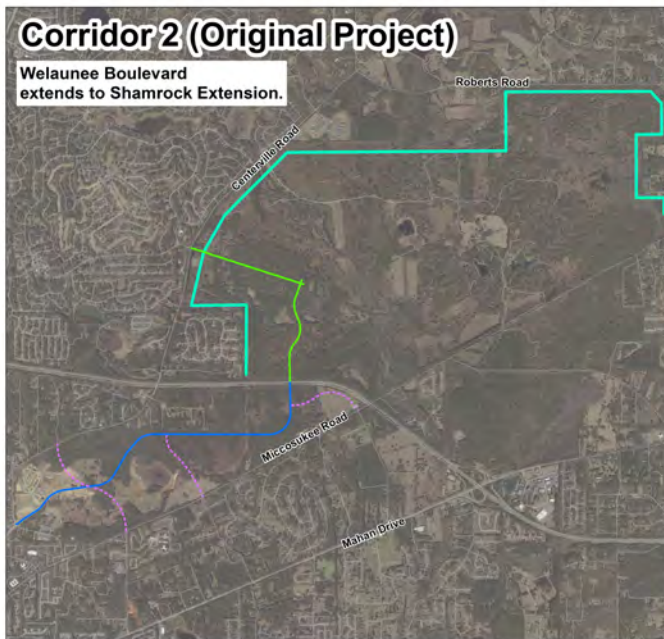
Corridor 1

Welaunee Boulevard extends to Roberts Road and the Shamrock Extension.



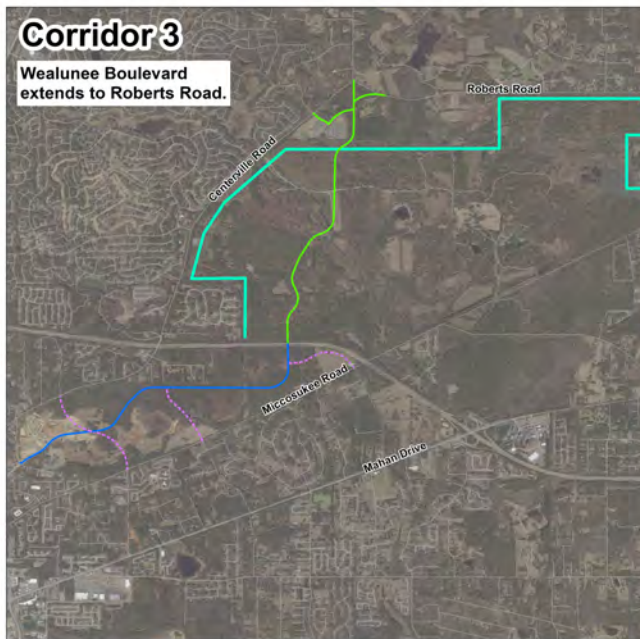
Corridor 2 (Original Project)

Welaunee Boulevard extends to Shamrock Extension.



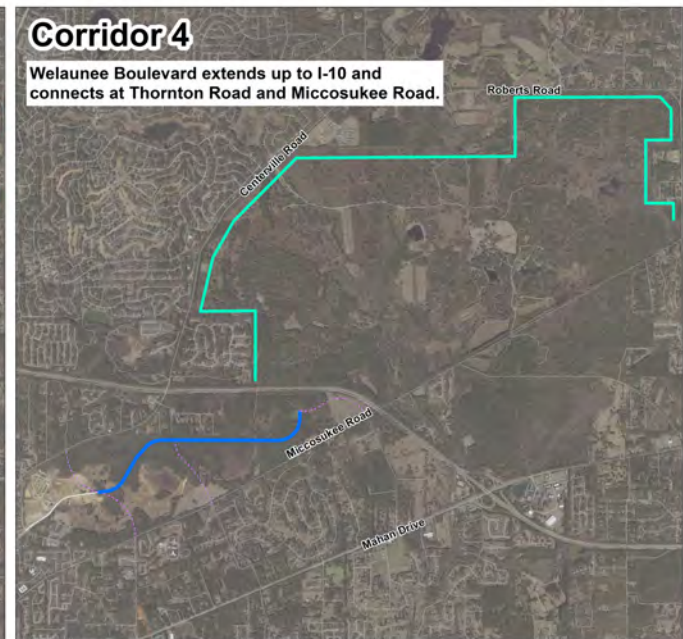
Corridor 3

Welaunee Boulevard extends to Roberts Road.

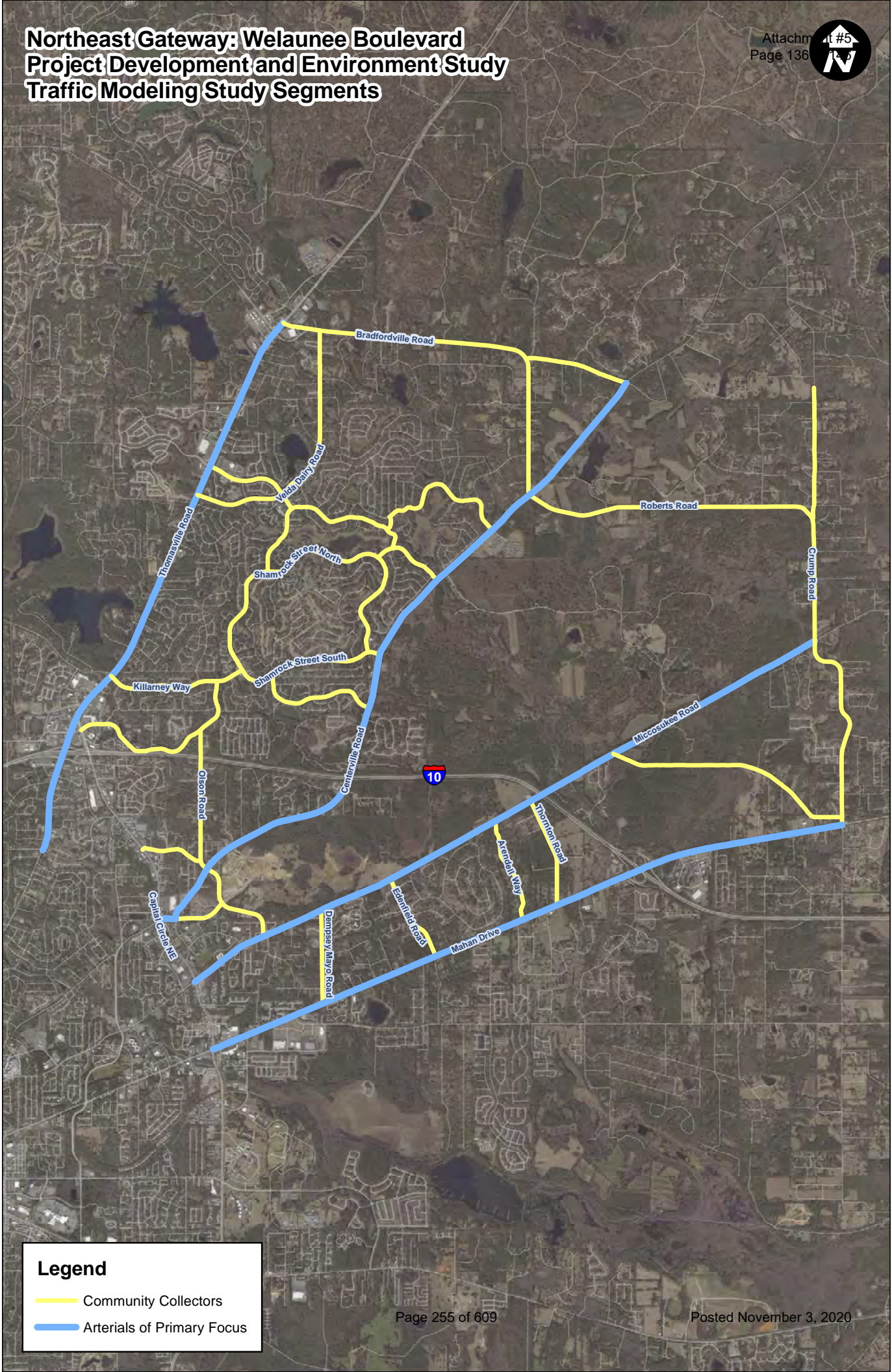


Corridor 4

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 Killlearn Estates Roadways															
Relieves Killlearn 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.

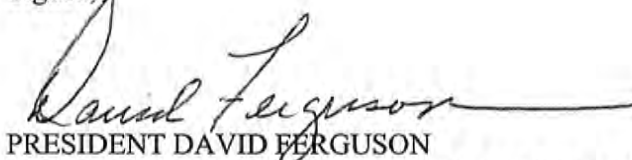
We are pleased to offer our support for the following provisions of the planned Northeast Gateway project which are consistent with KHA Board's position.

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



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
- 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: _____

REC'D BLUEPRINT IA
DEC 16 19 AM 9:10

**Interest in
project:**

Self



Firm / Agency



Government Agency



Civic Group



Business Owner



Other



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](#)

*****EXTERNAL EMAIL*****

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

Good afternoon, Vince,

On May 12th 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 2nd 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 8th 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

Ph. 850.219.1060 | Fax 850.219.1098

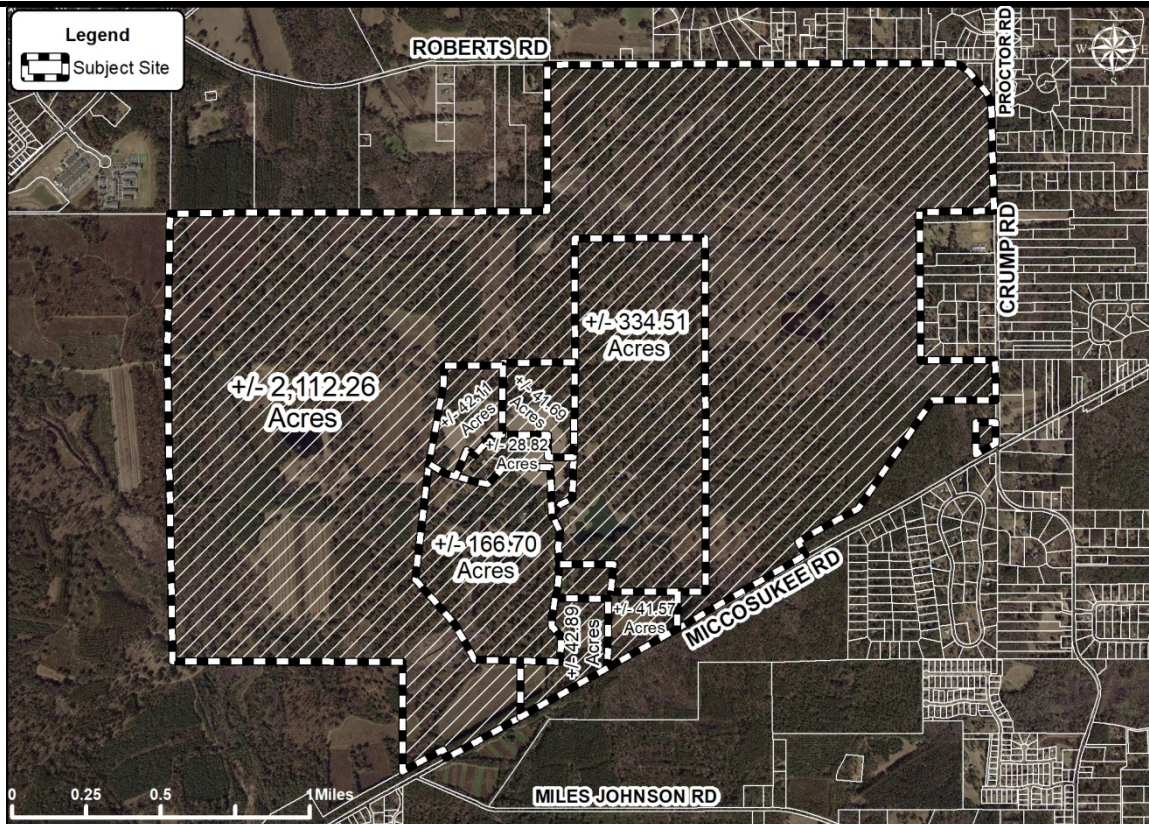
Blueprint: www.blueprintia.org

Economic Vitality: www.oeforbusiness.org

Planning: 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.



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> Rural (R) and Suburban <u>Zoning:</u> Rural (R) Critical Planning Area (CPA) and Single Family Detached (R-1)	Approve
Contact Information:	Proposed Future Land Use & Zoning:	
Artie.White@Talgov.com (850) 891-6400	<u>Future Land Use:</u> Planned Development (PD) <u>Zoning:</u> Planned Development (PD)	
Date: November 26, 2019	Updated: October 21, 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.

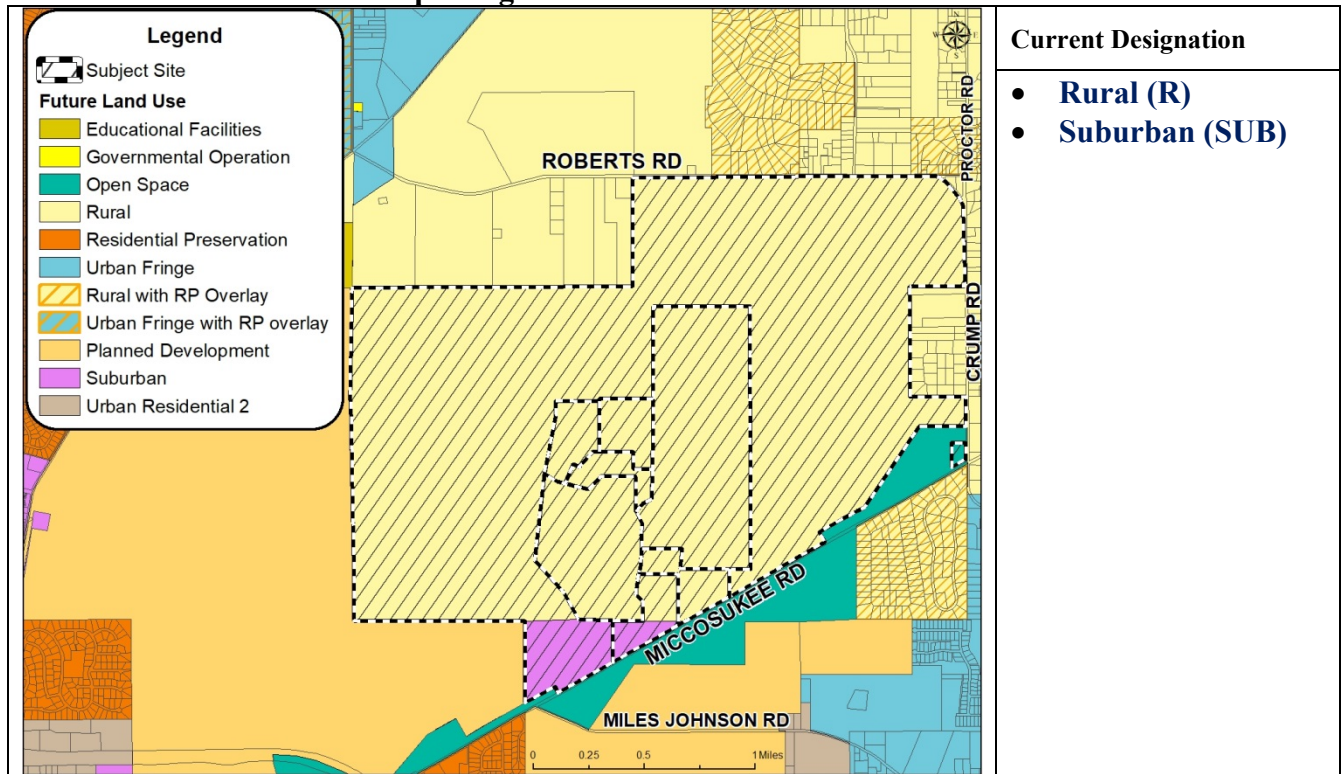
The Planned Development Land Use Category is the land use category that would accommodate a general land use plan and would be implemented by Planned Unit Development zoning districts.

B. CURRENT AND PROPOSED FUTURE LAND USE DESIGNATION

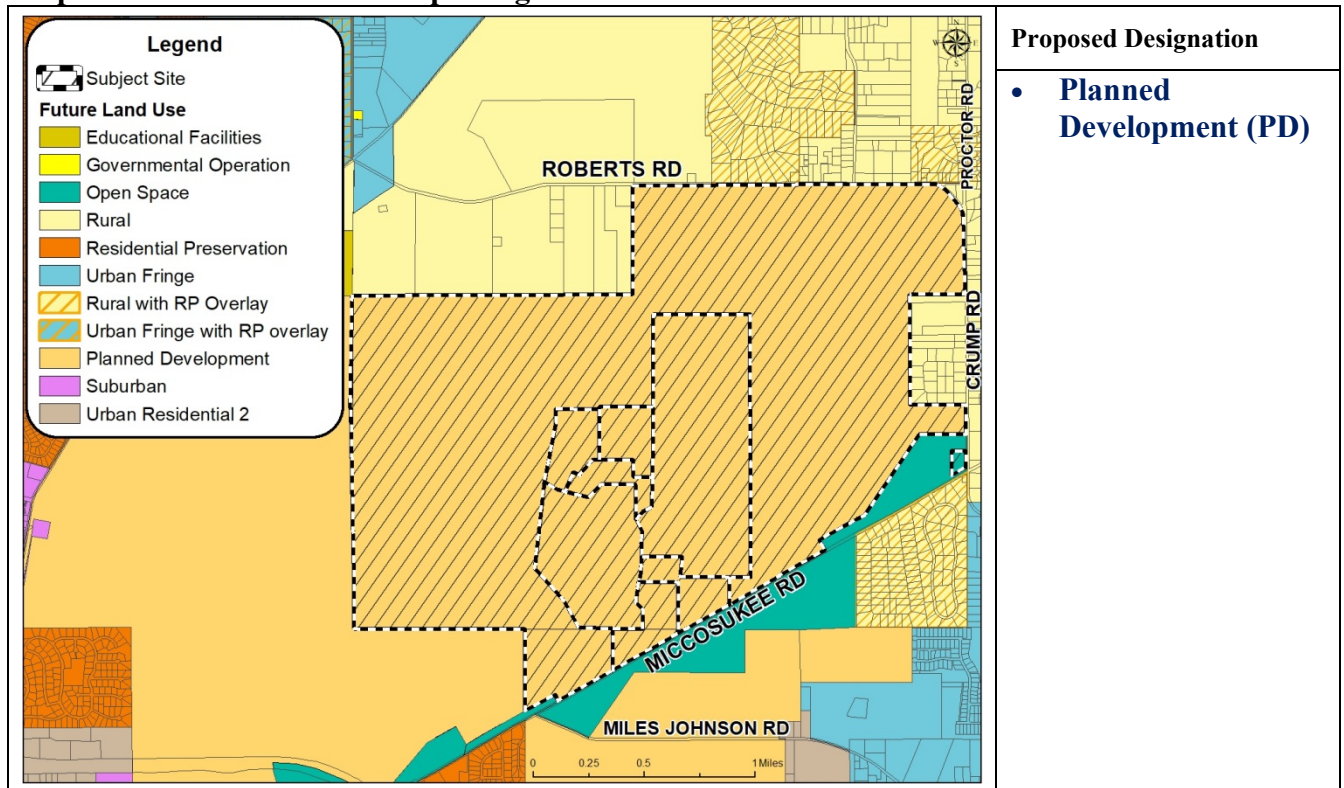
The Subject Area is currently designated Rural and Suburban on the FLUM. The proposed amendment would change the FLUM designation of the area to Planned Development.

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.

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.

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.

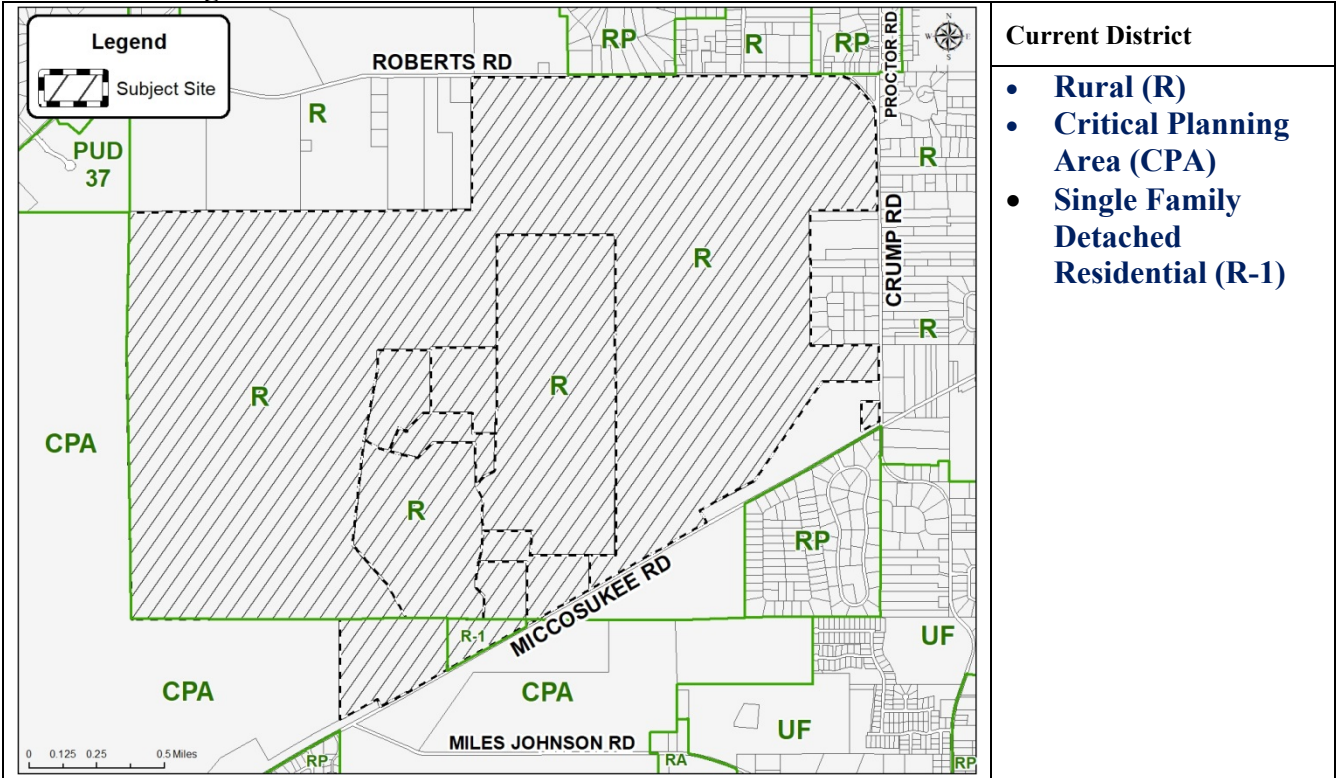
The Rural zoning district is not intended to have land use intensities associated with urban activity are not anticipated during the timeframe of the 2010 Comprehensive Plan, due to lack of urban infrastructure and services. Additionally, the rural zoning district is intended to maintain and promote 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.

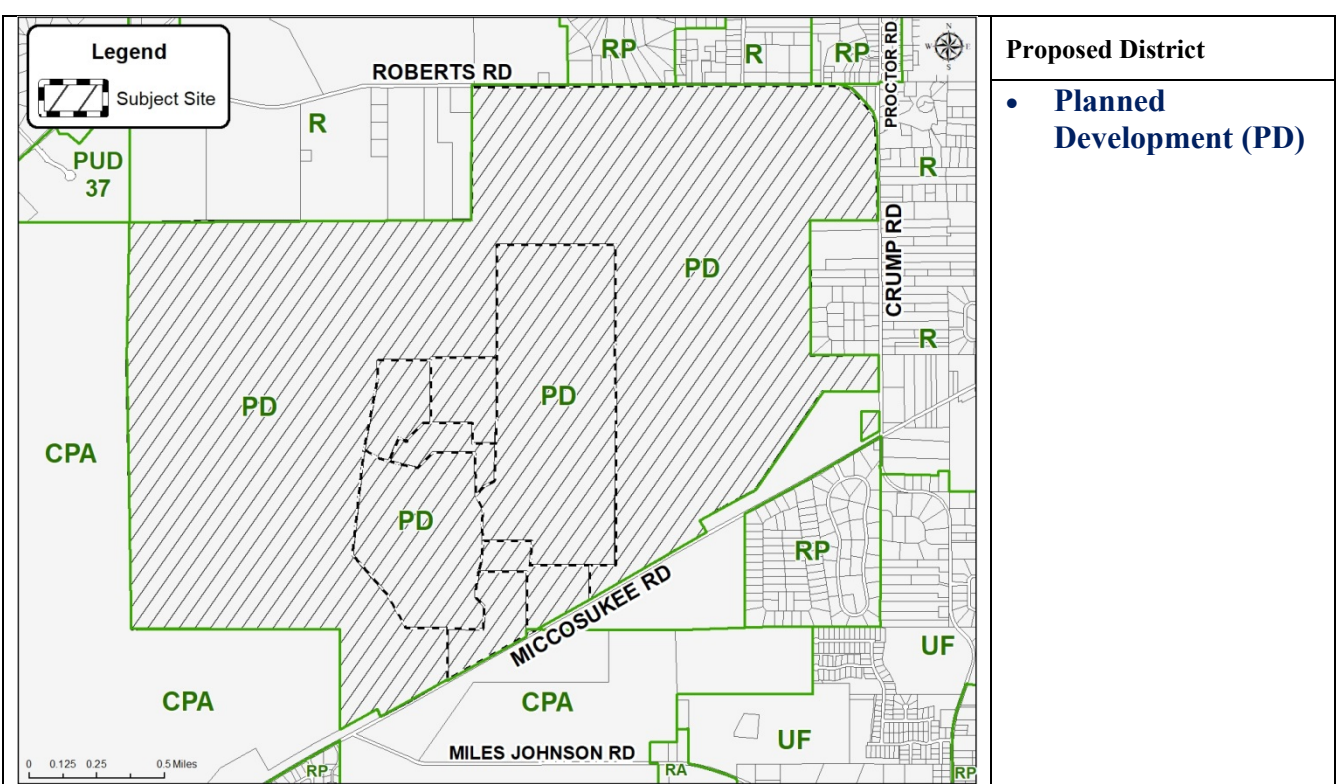
The Planned Development District is intended to implement the Planned Development land use category. This zoning district contains lands located in the Planned Development future land use category. Lands in this category are required prior to subdivision or development to allocate future land uses and 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



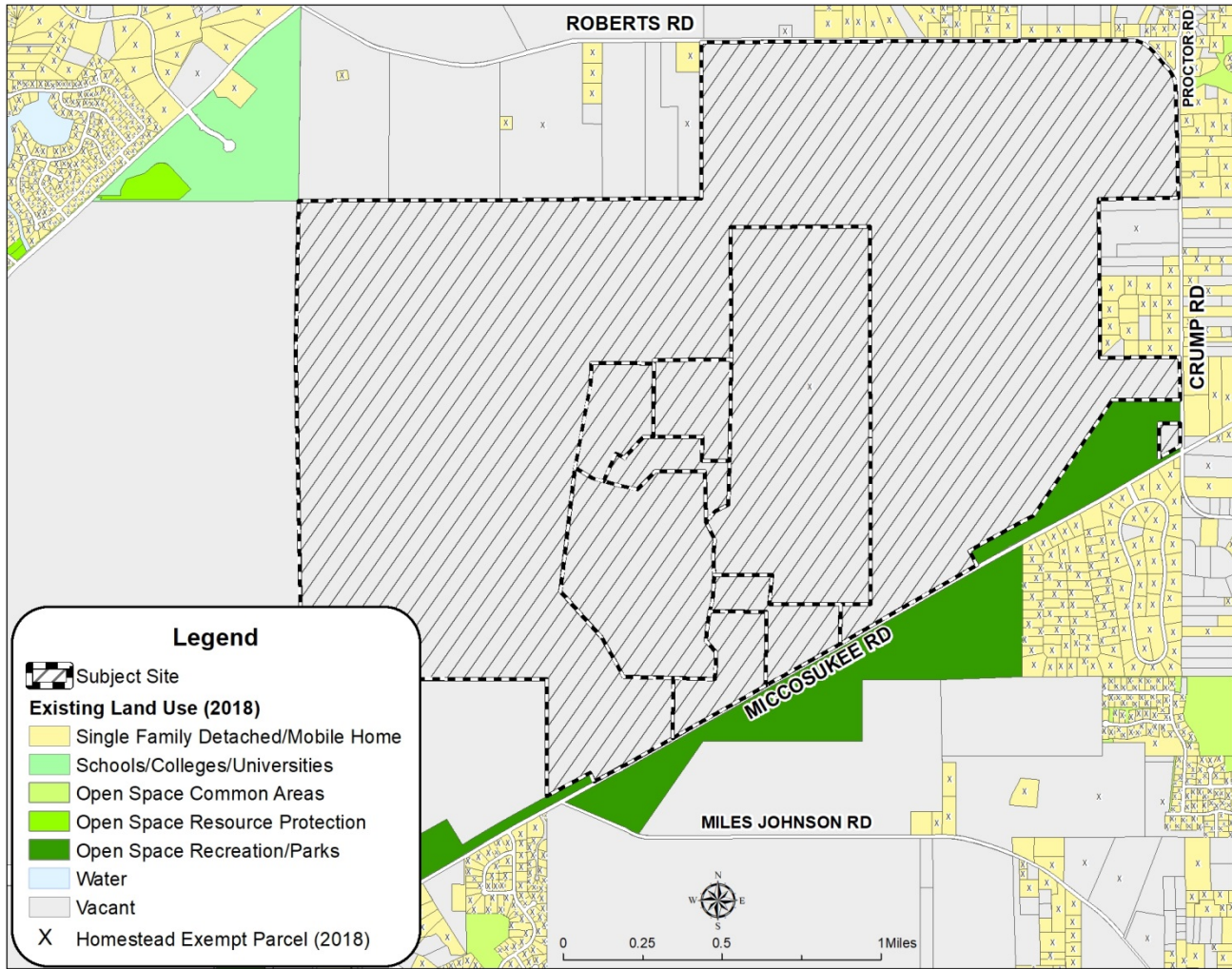
Proposed Zoning



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, provide a focal point for the neighborhoods, and be safely accessible by pedestrians and bicyclists. The co-location of schools, civic spaces, and active parks is encouraged. The City and County shall adhere to the Public School Concurrency and Facility Planning Interlocal Agreement, as required by Section 1013.33, F.S.,

which establishes procedures for, among other things, coordination and sharing of information; planning processes; school siting procedures; site design and development plan review; and school concurrency implementation. Prior to site plan approval of the 500th residential dwelling unit in Phase 1, a 10-acre site shall be reserved for future dedication to the Leon County School Board proximate to residential areas, a Town or Village 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.

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.

Site Impact Analysis:

Acres	Buildout Type	Maximum Buildout Intensity	Maximum Buildout	Trip Generation Rate	% Enter	% Exit	Trips Enter	Trips Exit	Total Trips
2810.55	Residential	20 DU/Acre	56211 DU	0.98	63	37	34705	20382	55087
	Commercial	20,000 SF/Acre*	56211 KSF	6.84	52	48	199931	184552	384483

*While maximum commercial intensity is to be determined by the final approved PUD concept plan, an intensity of 20,000 square feet of commercial floor are per acre is assumed for these calculations.

Preliminary calculations are generally based on the maximum residential development and maximum commercial development allowed under the requested future land use category. However, this amendment is requesting a land use and zoning change to Planned Development. As such, calculations are based on a residential buildout intensity of 20 dwelling units/acre and a commercial buildout intensity of 20,000 square feet/acre. Trip generation rates and entering/exiting trip percentages for residential and commercial buildouts are based on Single Family Detached (210) and Variety Retail (814), respectively, as determined by the Institute of Transportation Engineers' Trip Generation Manual, 10th Edition. Final transportation concurrency calculations will be conducted in the future when a site plan for proposed development is submitted.

Based on maximum residential and commercial development allowed under the requested land use category, this amendment could result in 384,483 (commercial) or 55087 (residential) new trips. The subject site is bound to the south by Miccosukee Road (minor arterial), to the east by Crump Road (major collector), and to the north by Roberts Road (major collector). Site access to the west may be possible in the future as the Blueprint IA's Northeast Gateway, inclusive of Welaunee Boulevard, is planned and constructed. At this time, the adjacent roadways do not have available capacity for maximum buildout, but it is important to note that the total trips outlined in this paragraph are substantially higher than will be allowed due to requirements such as stormwater mitigation and other restrictions. The Northeast Gateway's Welaunee Boulevard involves an overpass of Interstate Highway 10, with PD&E for the proposed alignment ongoing presently. Following construction of said overpass, coordination with state and federal agencies may be performed to study the feasibility

of an interchange of Interstate Highway 10 in conjunction with the proposed overpass. Following the Comprehensive Plan amendment, the site will be subject to a Planned Unit Development (PUD). The PUD will serve as the zoning and will establish entitlements that are likely lower than the maximum density and intensity allowed by the land use category. The actual traffic impacts and concurrency will be calculated at the time of site plan. Transportation concurrency will be determined and paid at time of site plan.

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: 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 Transportation Map, Figure 13-7, with the final location and design to be based upon site-specific environmental, engineering, and related considerations. Thoroughfares connection through the Arch to areas beyond the Arch shall be arterials designed as boulevards for high vehicular capacity and moderate speeds not to a design speed of 45 miles per hour with sidewalks on both sides of the roadway and bicycle facilities. Thoroughfares connecting mixed use areas within the Arch shall be collectors designed as avenues with high vehicular capacity and low to moderate speeds not to exceed a design speed of 30 miles per hour with sidewalks on both side of the roadway and bicycle facilities. On thoroughfares, a shared use path of adequate width to accommodate bicycle and pedestrian traffic may substitute for the sidewalk on one side of the road and the bike lanes for that facility. Within mixed-use 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.

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 potential 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 South 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 or Shamrock South Extension.

Policy: I-10 Flyover or Interchange. Welaunee Boulevard shall connect to a flyover across I-10 or a potential interchange, if approved by the Federal Highway Administration, in order to facilitate vehicular movement to Welaunee Boulevard south of I-10. Any flyover or potential interchange shall meet federal requirements to ensure the safe and efficient use of I-10.

Welaunee Boulevard shall connect to a potential interchange with Interstate-10, subject to approval by the Federal Highway Administration and the Florida Department of Transportation. The potential interchange of Welaunee Boulevard and Interstate-10 shall be designed consistent with a federally approved Interchange Justification Report. It is the intent to allow for the design of an interchange that supports a gridded street network and city blocks on the north side of Interstate-10. The gridded street system shall serve to divert traffic onto a network of town center streets and should support an environment that prioritizes pedestrian mobility. Welaunee Boulevard may pass over Interstate-10 unless and until such time that a potential interchange is approved and constructed.

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 Transportation Map, Figure 13-7. The terms of such reservation shall be consistent with the Urban Services-Development Agreement between the City of Tallahassee and Powerhouse, Inc. dated April 15, 1990, as restated and amended. Rights-of-way shall be restricted to transportation facilities and compatible 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. The transportation system shall be designed with complete streets in accordance with Objective 1.2 [M] and associated policies in the Mobility Element. 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 local streets in mixed-use zones. Sidewalks shall be provided on at least one side of local streets in zones that allow only residential development.

Policy: Bicycle Facilities. A PUD Concept Plan shall include a network of bicycle facilities, including on-street and off-street facilities, which should be coordinated with the open space areas of the Arch. The intent is 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 where practical to connect to similar facilities in other PUD Concept Plans. Where feasible, a shared-use path of adequate width to accommodate bicycle and pedestrian traffic may substitute for sidewalks and bike lanes. Protected bicycle lanes may be incorporated where feasible. Where bicycle, pedestrian, and/or shared use path facilities intersect the Welaunee Greenway, opportunities shall be provided to access the Greenway.

Policy: Welaunee Greenway. The Welaunee Greenway shall consist at a minimum of an 8.4-mile-long shared-use trail corridor along the northeast, north, and west perimeter of the Arch, and shall be developed consistent with adopted local government plans. The Welaunee Greenway shall connect to the existing Miccosukee Canopy Road Greenway to create a 17-mile linear park loop and a pedestrian bridge across Interstate-10. Connections shall be provided to and from the Greenway from interior multi-use trails along roadways or from other open space areas. The Welaunee Greenway shall be subject to a management plan approved by the City that is consistent with the policies of this master plan. A single management plan may be adopted for all open space, conservation and preservation area lands, and the Welaunee Greenway. Public roadways and utilities may cross through the Welaunee Greenway at points specified as road crossings on the land use and transportation maps, or at additional points if necessary, provided the crossing includes restoration of the Greenway and open space area. PUD Concept Plans that include or are adjacent to the Welaunee Greenway or Miccosukee Canopy Road Greenway shall provide access to those facilities. Development of the Arch should be incentivized through PUD process to provide pedestrian and bicycle connectivity to the Greenway, particularly where it interfaces with Open Space areas and associated trail systems.

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:

Mixed use centers are intended to be designed with transit as a component of the multimodal transportation system in the Welaunee Arch. As PUDs are developed, coordination with Star Metro shall occur to ensure the plan accommodates necessary infrastructure to support anticipated transit

service. PUDs shall address connectivity between mixed use zones and the transit hub identified in Policy 13.1.4.

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:

The intent of the Welaunee Arch Master Plan is to provide an area-wide plan for the portion of the Welaunee Critical Planning Area located north of Interstate-10 and west of Miccosukee Road (i.e. the “Arch”). This master plan sets the standards and guidelines to coordinate one or more implementing development plans such that the development of the Arch results in a new, integrated community with a variety of land uses, diverse neighborhoods and mixed-use centers, a region-serving activity center, active and passive recreational options, and abundant open space. The development of the Arch consistent with this master plan shall be implemented in phases, connected by a multi-modal transportation system, served by regional, master planned stormwater facilities, and designed in ways that protect natural resources.

Policy: Discourage Urban Sprawl. The Welaunee Arch is located wholly within the Urban Services Area. Development within the Arch 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; implementing a multimodal transportation system that supports the internal capture of transportation trips; creating a balance of residential and nonresidential land uses through integrated, mixed-use centers and diverse housing types in close proximity to nonresidential uses; promoting the efficient and cost-effective provision or extension of public facilities and services; protecting and preserving natural resources; protecting environmentally sensitive lands; and providing public recreation and open space.

Primary Open Space System. The intent of the Open Space and Conservation strategy is to identify, conserve, manage, restore, and protect significant natural resources during and after development of the Welaunee Arch in accordance with the Conservation Element of the Tallahassee-Leon County Comprehensive Plan and consistent with this Master Plan. At a

minimum, 40% of the gross area in the Welaunee Arch shall be designated Open Space and Greenways.

The Welaunee Arch shall contain an open space concept that will contain the majority of the open space requirements within a connected corridor as depicted on Figure 13-5. This connected, continuous network of open space constitutes a fundamental building block of the Arch and is intended to serve multiple purposes including but not limited to protection of conservation and preservation areas. Open Space may include but are not limited to conservation and preservation lands, buffers for residential areas and canopy roads, greenways, environmentally sensitive areas, including wildlife corridors, aesthetic open space, active and passive recreation areas, and community gathering spaces. Open Space may be applied to any PUD Concept Plan to satisfy requirements of the Environmental Management Ordinance. Constructed stormwater facilities consistent with Policy 13.2.32 may be utilized to satisfy open space requirements in a PUD Concept Plan.

Primary open space systems, together with other green spaces set aside to meet the urban forest and landscape requirements shall also meet the requirements of the Tallahassee-Leon County Comprehensive Plan and Chapter 5 - Environmental Management, Tallahassee Land Development Code. The intent of this policy will be achieved through the following:

Credits for open space, wetland mitigation, slope mitigation, stormwater management and/or urban forest requirements may be requested outside of individual parcels or tracts under review but elsewhere within the Arch.

Areas with severe and significant slopes that are not located in the open space systems shall be protected in site-specific plans in accordance with the Comprehensive Plan and Chapter 5 – Environmental Management, Tallahassee Land Development Code.

The Open Space systems shall be open to the general public and be designed to include and provide connections with the Miccosukee Canopy Road Greenway and Welaunee Greenway at multiple locations and to integrate internal recreational multi-use paths with the greenways trails. Connections to future regional greenways shall be considered in the design of open space.

The open space systems shall be designed to provide additional buffering for existing designated canopy road protection zones.

Open space may be privately owned or dedicated to the public by conveyance to a general-purpose or special-purpose local government entity; or be designated a part of a statewide system of greenways and trails pursuant to state law. Privately owned open space/greenways shall, at a minimum, guarantee designated public trail access in perpetuity at the time of development. All required conservation easements will be placed over the conservation and preservation areas in accordance with local government regulations.

The open space systems shall be governed by one or more management plans approved by the City in order to protect the values for which they were designated. The management plans may be adopted in phases so long as they are consistent with one another. Protection of conservation and preservation areas shall be provided by conservation easements and other measures consistent with Chapter 5 – Environmental Management, Tallahassee Land Development Code. Conservation and

preservation areas placed in conservation easements may be used towards satisfying the urban forest and landscaping requirements of Chapter 5 – Environmental Management, Tallahassee Land Development Code. A single management plan may be adopted for all open space and conservation and preservation area lands.

Any Open Space area located within the geographic boundary of a PUD Concept Plan Shall be included in the lands to be designated as Open Space/Greenway as a result of approval of that PUD Concept Plan. If additional Open Space area are required to meet the minimum Open Space area for that Phase set forth in Policy 13.2.4(5) then such additional land will be designated as such from the adjacent Open Space areas as shown in Figure 13-5. To the extent that a PUD Concept Plan provides Open Space acreage beyond the required minimum, subsequent PUD Concept Plans are entitled to a credit for the additional acreage provided in proceeding PUD Concept Plans.

Acreage in the primary open space system shall be counted towards satisfying the open space requirements established in PUD Concept Plans.

The following guidelines shall apply to uses within the open space system as established in PUD Concept Plans:

Passive recreation improvements that are natural resource-oriented, such as hiking, biking, and riding trails and passive parks, may be constructed in the primary open space systems. Also allowable are community facilities such as bandshells, amphitheaters, gazebos and other improved gathering places if designed for non-vehicular access only, provided these activities are located such that impacts to conservation and preservation areas are minimized and the overall purpose of the conservation easement is maintained.

Wildlife management areas may be included in the primary open space systems protective measures addressed in the management plans, including a wildlife habitat management plan, in accordance with Chapter 5 – Environmental Management, Tallahassee Land Development Code.

Public roads and utilities may cross through the open space systems if the impacts are minimized. The location of the roads shown on Figure 13-5 are approximate.

Stormwater Management facilities may be located in the open space systems subject to design criteria in the PUD Concept Plans and consistent with protection of conservation and preservation features pursuant to Chapter 5 – Environmental Management, Tallahassee Land Development Code. Each stormwater management facility must be evaluated in terms of impacts and meet the requirements of the Tallahassee-Leon County Comprehensive Plan and Chapter 5 – Environmental Management, Tallahassee Land Development Code. If stormwater facilities are contained in the open space system, the public and/or private entities responsible for maintenance shall be allowed to perform necessary maintenance of these facilities consistent with each facilities level of service. The SFMPs shall identify areas where drainage easements will be needed for proper maintenance of stormwater conveyances located within conservation or preservation areas.

To promote creation of the open space systems and their integration into the planned mixed-use communities with appropriate credit, PUD Concept Plans shall establish an open space requirement that includes credit for the open space system, protected preservation and conservation areas, areas of constructed landscape, and the minimum onsite landscaping required for individual

sites set forth in Policy 13.2.12. Specific landscape standards and requirements shall be established in PUD Concept Plans. Such standards and requirements shall be designated to meet or exceed, on a cumulative basis, the Landscape and Urban Forest requirements in Chapter 5 – Environmental Management, Tallahassee Land Development Code. These landscape standards shall include, but not be limited to, standards for provision of street trees in mixed use zones, along public roadways, shade trees and landscaped islands within parking lots, and patriarch tree preservation. These standards will be developed to reflect the intent that town and neighborhood centers will be developed in an urban context with minimal setbacks and an emphasis on dense, mixed use development. Various land uses in the Arch shall satisfy the Urban Forest/Landscaping requirements based on thresholds established in the PUD Concept Plans. Such requirements shall be designed to meet or exceed, on a cumulative basis, the landscaping and urban forest requirements in Chapter 5 – Environmental Management, Tallahassee Land Development Code.

Policy: Conservation and Preservation Lands. Lands identified for permanent preservation and conservation are shown generally on the Preliminary Environmental Map (Figure 13-6) as Designated Wetlands, 100-year Floodplains, High Quality Native Forest, and core forest areas that are part of the fragmentation class of Core Canopy (>500 acres). These allocations are intended to protect significant environmental resources on the Welaunee Arch and account for approximately 900 acres or approximately 19% percent of the total gross area of the Welaunee Arch. The precise size and location of Conservation and Preservation Lands shall be determined through a Natural Features Inventory to be conducted prior to or concurrent with the initial PUD Concept Plan for each Phase of the Welaunee Arch in which the feature is located. Additional environmental resources will be designated and protected as Open Space as addressed in this Master Plan.

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 address wildlife preservation, maintenance of native species diversity, management of the natural environment, restoration of environmental resources where warranted, and responsibility for long term management. Such management plan shall include measures to protect the values for which such lands were designated, including wildlife habitat and corridors, and may include conservation easements and other measures consistent with the Environmental Management Ordinance. Conservation and Preservation lands may be utilized for public access, including trails, subject to 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. A single management plan may be adopted for all open space and conservation and preservation area lands.

Lands that are not otherwise identified as Conservation and Preservation Lands on Figure 13-6 and are identified as areas suitable for future development may contain areas of natural upland or wetland communities. These resources will be identified through the Natural Features Inventory process and protected as required by the Comprehensive Plan's Conservation Element and will be incorporated into the lands identified as Open Space and Greenways consistent with the overall conservation and development strategy for the Welaunee Arch planning area.

Conservation easements for Conservation and Preservation lands shall be effective before or concurrent with the effective dates of the PUD Concept Plan for which they are granted.

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 will be included that will link these areas where feasible to residential neighborhoods, mixed-use centers, schools, civic spaces, employment, recreation and open space, parks, and the Welaunee Greenway and Miccosukee Canopy Road Greenway.

Policy. Historic and Cultural Resources. Through the completion of Natural Features Inventories, Planned Unit Developments shall identify historic and cultural resources including archaeological sites, historic structures and districts, and historic cemeteries. PUDs shall include standards sensitive to locating, assessing, and avoiding potential adverse impacts to these resources. Where feasible and appropriate, informational and interpretive signage may be considered for these resources.

Policy: Natural Area Resident Notifications. PUD Concept Plans will include notification requirements for informing residents, once development is completed, with information on how to avoid human-bear conflicts and notices of proximity to areas that are actively managed with prescribed fires.

Policy: 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. Canopy Protections Zones shall be provided along Miccosukee Road and Centerville Road in addition to the Welaunee Greenway. PUD Concept Plans may include incentives, such as reduced tree mitigation, in return for new roadways being designed and planted with shade trees consistent with the requirements for future canopy road designation.

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
X	Joint City-County Transmittal Public Hearing	May 26, 2020	Virtual via Webex
X	Joint City-County Commission Workshop	October 13, 2020	Virtual via Zoom
	Joint City-County Adoption Public Hearing	November 10, 2020	6:00 PM, City Commission Chambers, City Hall

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.

Joint City/County Transmittal Hearing: A joint Transmittal Hearing was held on May 26, 2020. The City Commission voted to transmit the proposed amendment to the State Land Planning Agency and Review Agencies.

Joint City/County Workshop: A joint workshop was held on October 13, 2020 to discuss the proposed 2020 Cycle Amendments related to the Welaunee Arch. Commissioners did not have any questions for staff on this proposed amendment to the Future Land Use Map.

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.

Section 10-261 Planned Development

1. District Intent	PERMITTED USES		3. Accessory Uses
	2.Planned Development - Planning Requirements		
<p>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. This district has specific planning requirements to coordinate the development in a comprehensive manner consistent with Land Use Objective 6.1. of the Tallahassee-Leon County Comprehensive Plan. Development within this district shall provide a mixture of integrated uses (i.e., residential, commercial, office, light industrial, public open space, recreation) 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. The allocation of uses within the PD shall be consistent with the mixed use percentages required for the Suburban Future Land Use Category until modified by approval of a Planned Development Master Plan.</p> <p>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. 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.</p> <p>Owners of properties that contain less than 200 acres may request that their property be included in the PD district. Such requests will be subject to all of the applicable procedural requirements set forth in the Zoning Code.</p>	<p>To provide for a more self supporting development pattern that is less oriented to the use of automobiles, the Planned Development Master Plan shall include at least four different land uses that are integrated with each other and at build-out result in internal capture of at least 20% of the trip generated by the development. The Master Plan shall provide the mix, location and intensities of future land uses. The Master Plan shall provide the mix, location and intensities of future land uses. The Master Plan shall be consistent with Section 10-924 of this ordinance. New zoning districts shall be established within all or a portion of the PD following the adoption of a Master Plan.</p> <p>Except as noted below, no subdivisions or development are allowed prior to the adoption of zoning districts to implement an adopted Planned Development Master Plan.</p> <p>A portion of the district not exceeding either 20% of the district area or 200 acres, whichever is less, may be developed through the PUD process prior to the submittal of a Planned Development Master Plan. This advance portion must include at least two different land uses (excluding public and recreation) unless the applicant can justify the parcel size would not support two uses. In this case, the applicant is still required to develop a mixed use project for the advance portion, but such project may include public or recreation uses. Easements, right of way and other improvements located throughout may be required to be dedicated in conjunction with this advance development. Any development authorized in advance of the Planned Development Master Plan must be included in the Master Plan.</p>	<p>Subdivision of a portion of a PD district 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 the implementing zoning districts, but shall require local government approval of a management plan in lieu of a site plan for that portion of the PD. Subdivision and development of a portion of the district for sale or donation for schools and/or infrastructure to serve primarily off-site needs shall not, likewise, be contingent upon the adoption of a Master Plan and implementing zoning district, but the subdivision shall be required to follow Type D review process. If the remaining portion of the PD in private ownership is less than 200 acres following the public or quasi-public acquisition, the provisions of this zoning district shall apply to the remaining acreage.</p>	<p>As specified in the Planned Development Master Plan and the implementing PUD or DRI zoning districts.</p>
<p>4. Infrastructure - The Master Plan shall be developed to maximize the use of infrastructure through phasing and development location that fosters compact development. Locations of future schools needed to support the future resident population of the Planned Development district shall also be designated.</p>			
<p>5. General design standards - The Master Plan shall establish general design standards which will encourage and guide mixed use, integrated development that is pedestrian-friendly. The general design standards shall include, but are not limited to, standards for building, scale, setbacks, height, street design and access, pedestrian facilities and amenities, parking standards and design, natural areas, landscaping, stormwater accommodation, and property signage</p>			

GENERAL NOTES:

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

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:

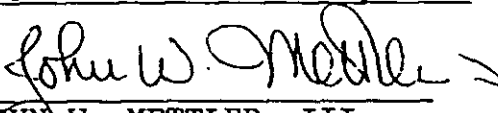
CITY OF TALLAHASSEE

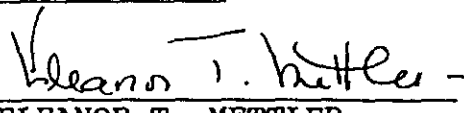
By: 
ROBERT B. INZER
City Treasurer-Clerk

By: 
MAYOR
City of Tallahassee

DIRECTORS OF POWERHOUSE, INC.

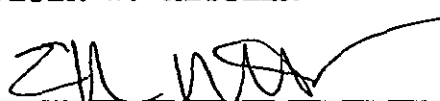
PROPERTY OWNERS

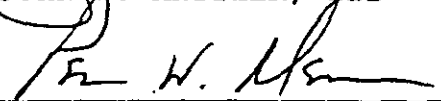
By: 
JOHN W. METTLER, III
CEO and Vice President

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

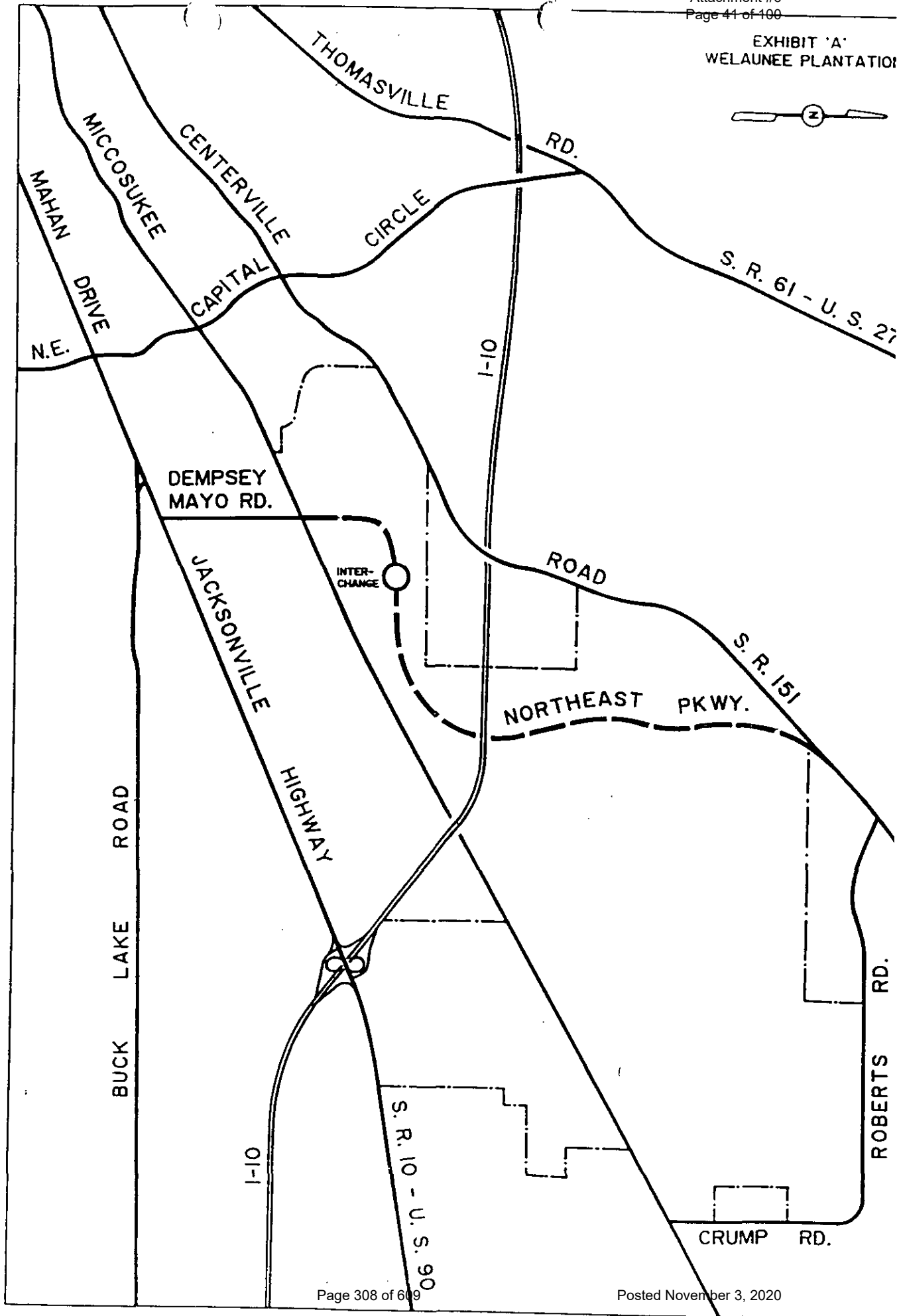
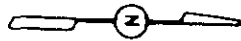


EXHIBIT 'B'
ON-SITE N. E. PARKWAY

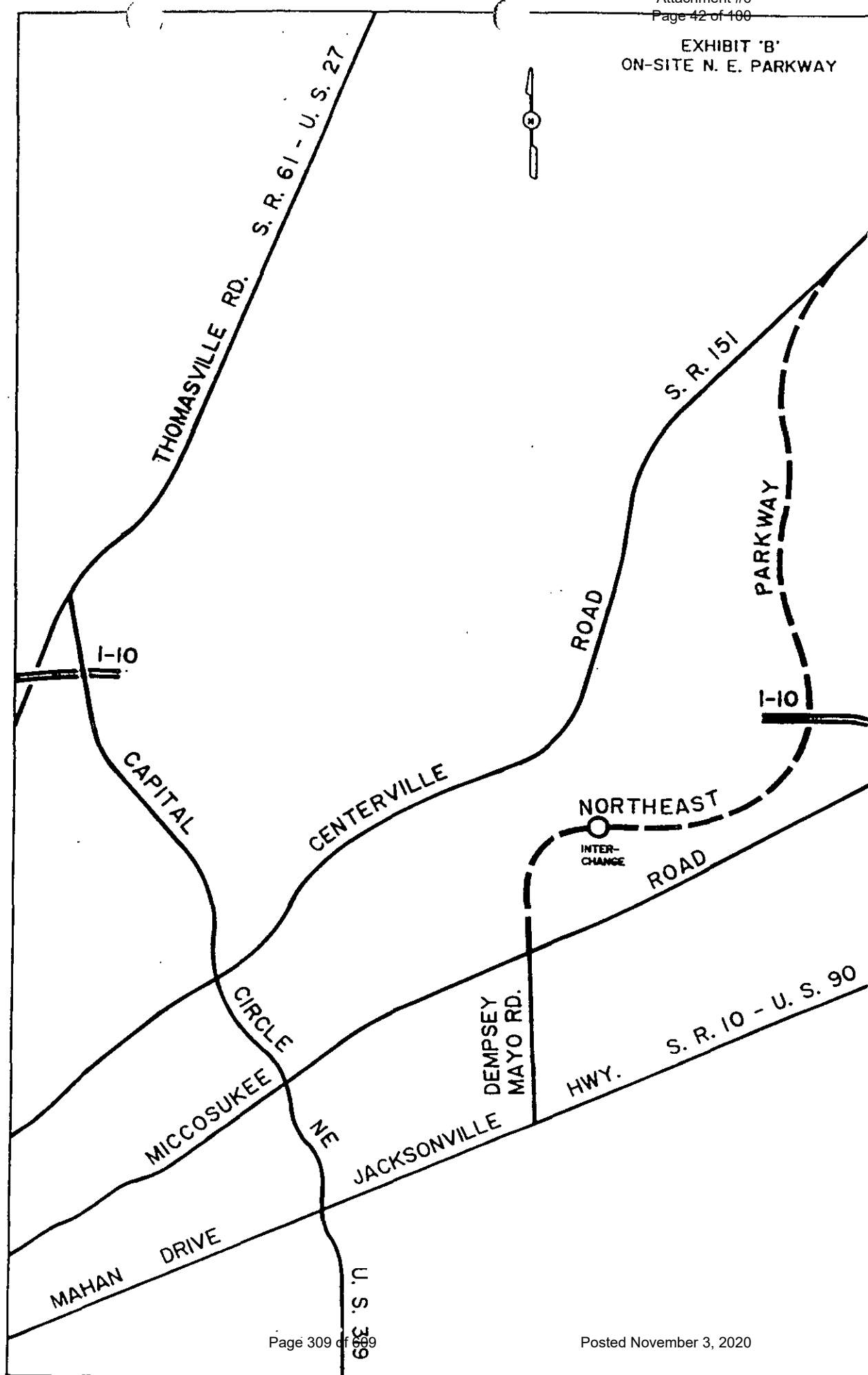
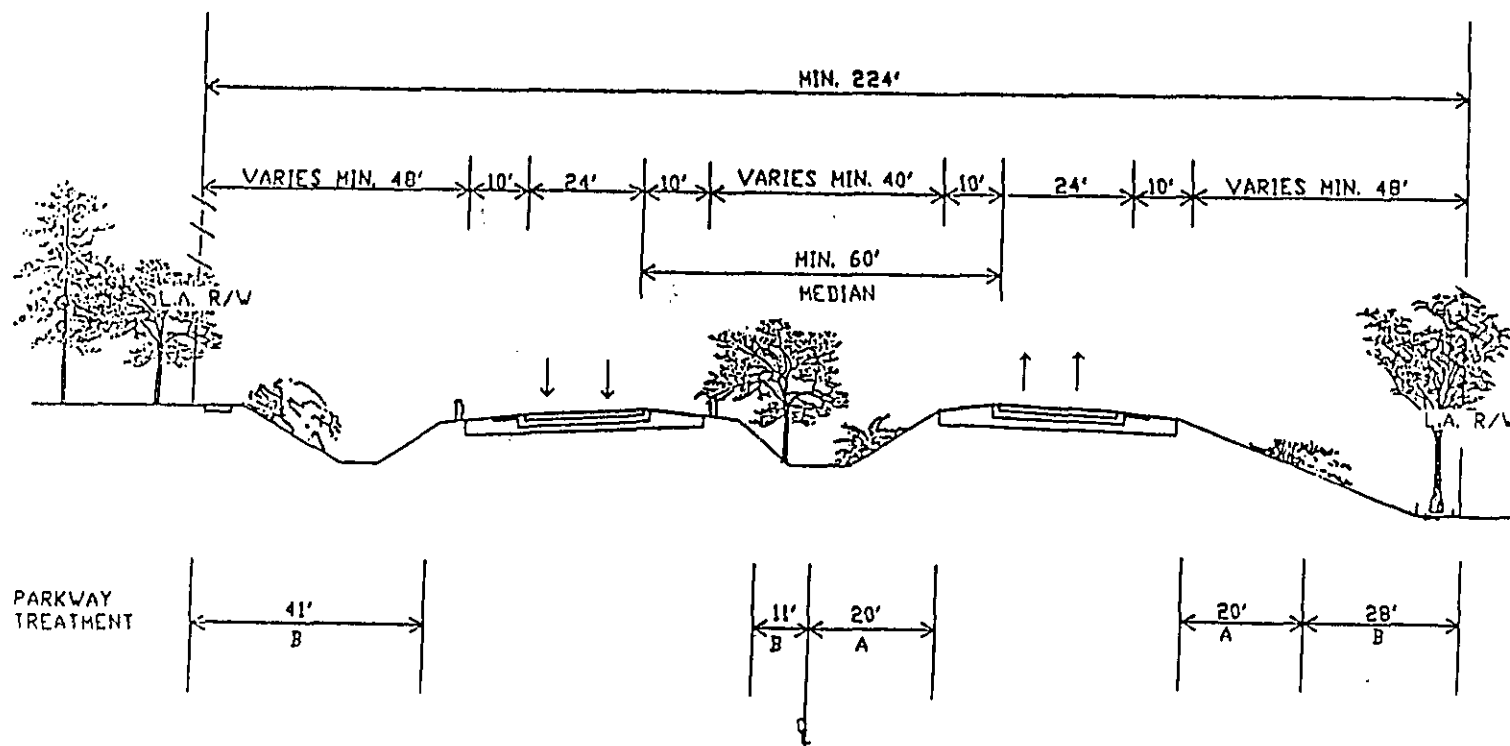


EXHIBIT "C"
PARKWAY CROSS SECTION



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

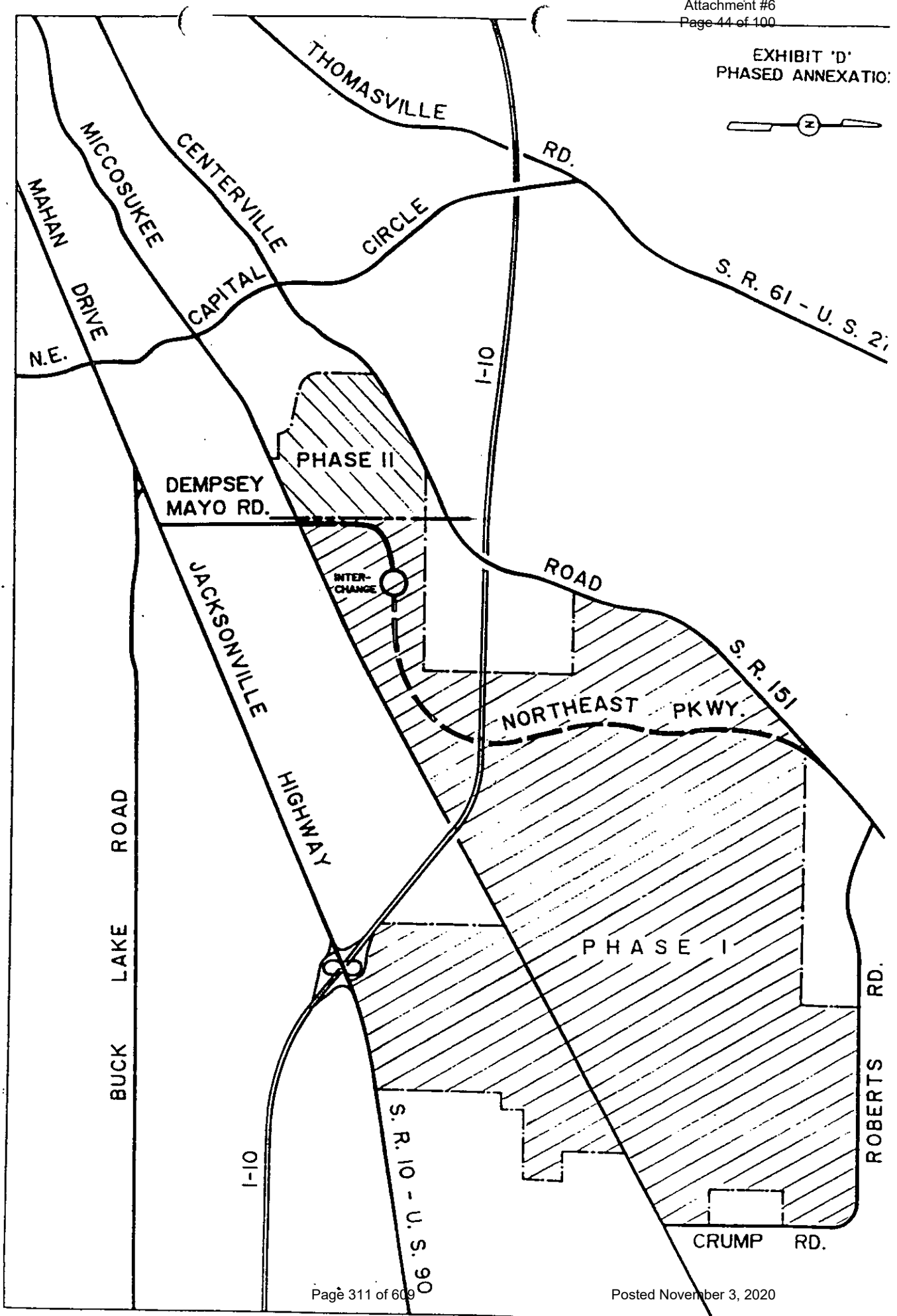
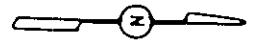
TYPICAL CROSS SECTION #3

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:

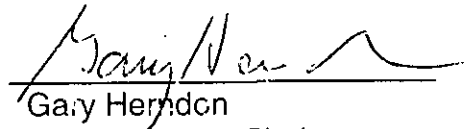

John R. Marks, III
Mayor

Date:

2/1/06

ATTEST:

By:



Gary Herndon
City Treasurer-Clerk

APPROVED AS TO FORM:

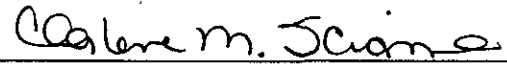
By:


James R. English
City Attorney

POWERHOUSE, INC.:

By: 
Christopher F. Davenport
Its President

Date: FEBRUARY 2, 2006


Witness

Charlene M. Sciame

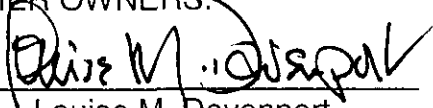
Printed Name of Witness

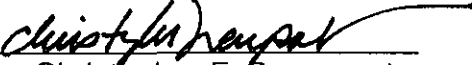

Witness

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 16th day of ~~January~~ ^{February}, 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

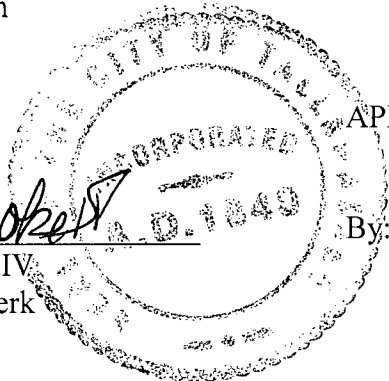
Date: 2/8/2016

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

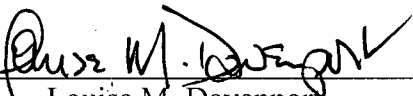
Witness
Joseph Langford

Printed Name of Witness
Joseph Langford

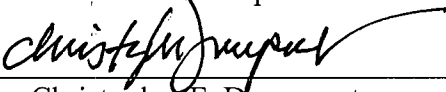
Witness
Debi Collins

Printed Name of Witness
Debi Collins

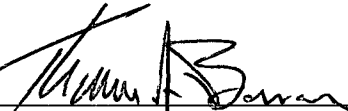
OTHER OWNERS:

By: 
Louise M. Davenport

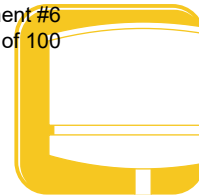
Date: 1/29/16

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

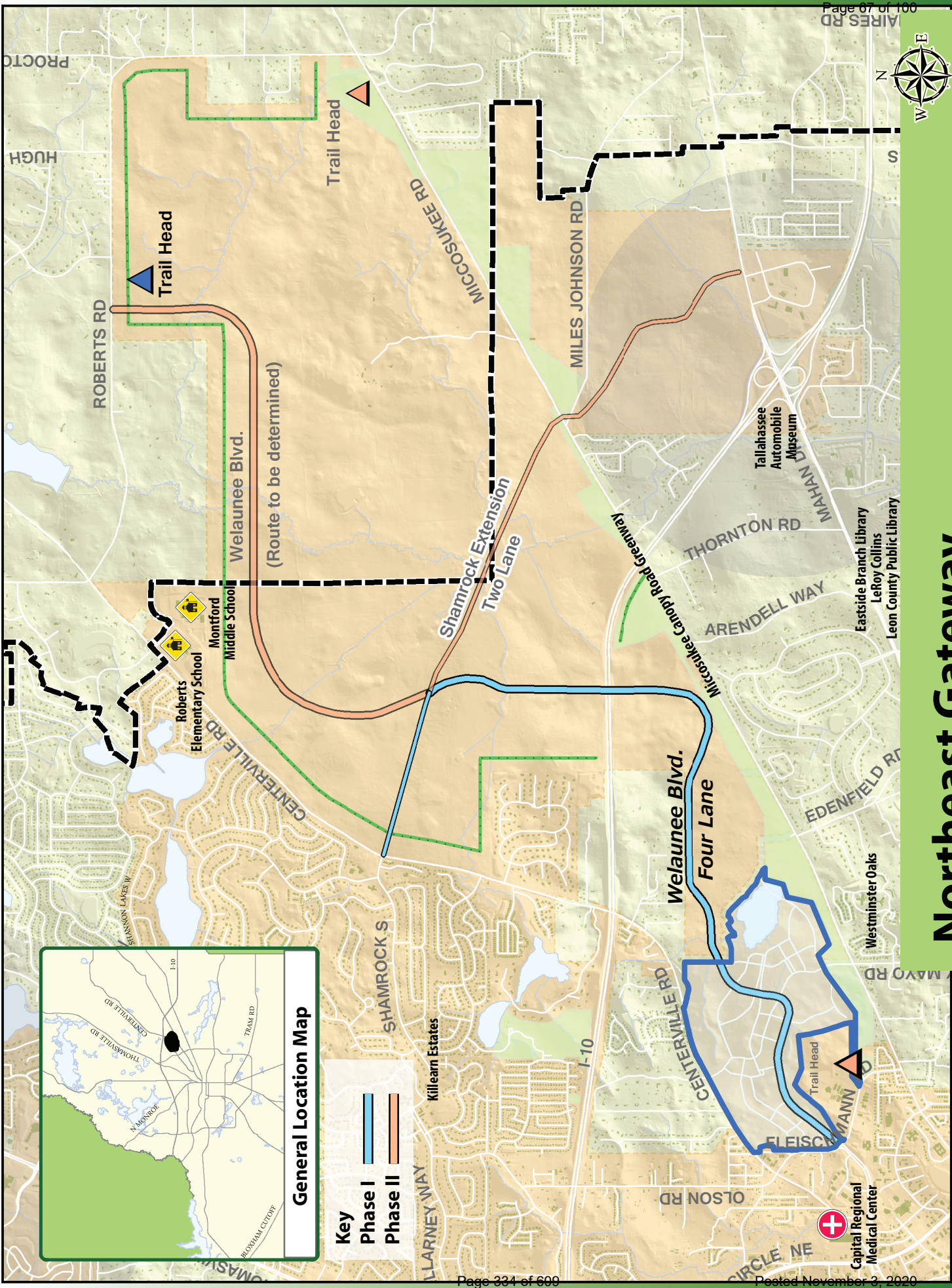


Project Highlights

- 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 November 3, 2020



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

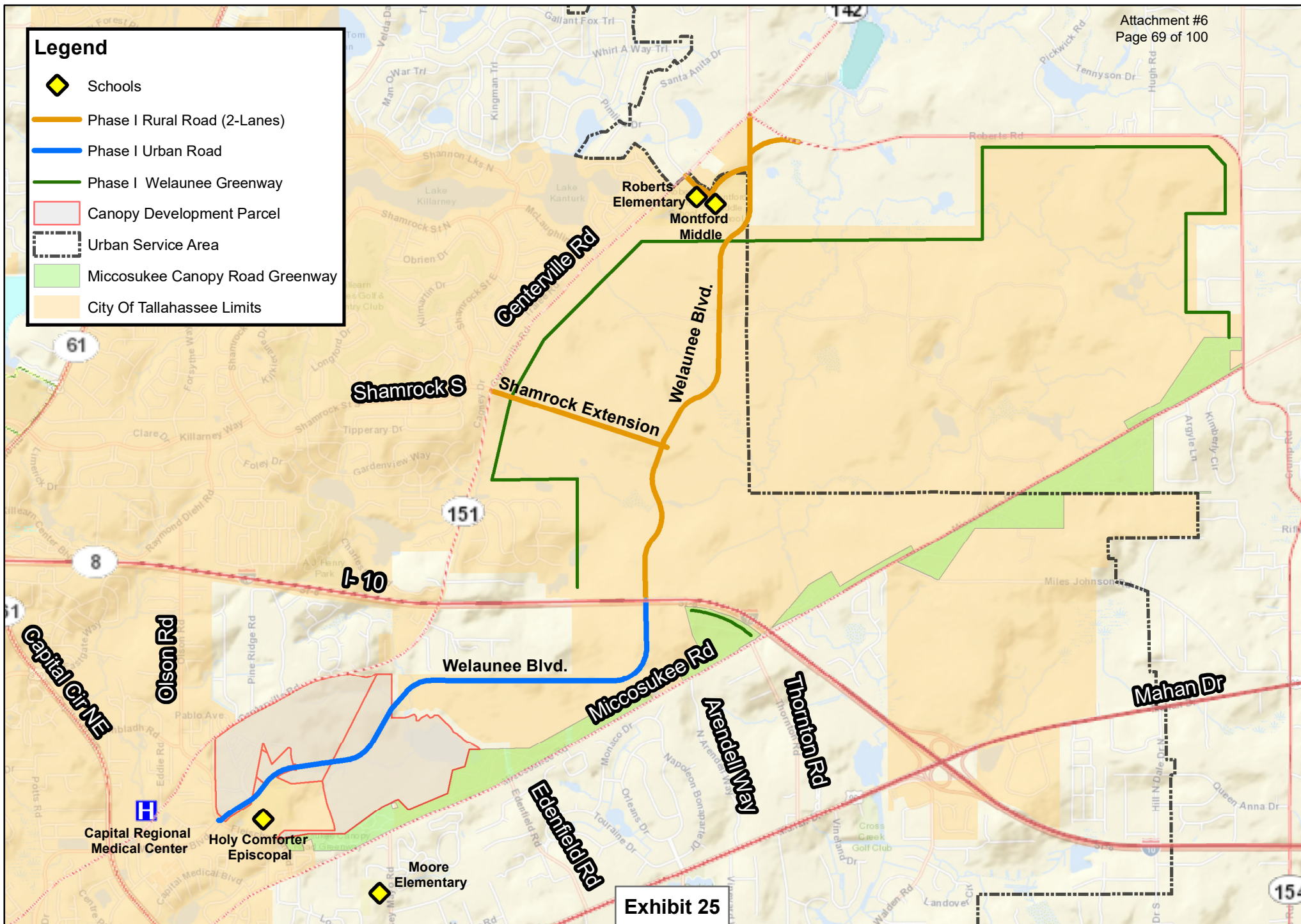


Exhibit 25



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 Concept for the Welaunee Arch.

The intent of the Welaunee Arch Master Plan is to provide an area-wide plan for the portion of the Welaunee Critical Planning Area located north of Interstate-10 and west of Miccosukee Road (i.e. the "Arch"). This master plan sets the standards and guidelines to coordinate one or more implementing development plans such that the development of the Arch results in a new, integrated community with a variety of land uses, diverse neighborhoods and mixed-use centers, a region-serving activity center, active and passive recreational options, and abundant open space. The development of the Arch consistent with this master plan shall be implemented in phases, connected by a multi-modal transportation system, served by regional, master planned stormwater facilities, and designed in ways that protect natural resources.

Policy 13.2.1: Concept. This Welaunee Arch Master Plan satisfies the requirements of the Tallahassee-Leon County Comprehensive Plan 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 diverse housing choices; transportation choices with linkage to commercial services and jobs; and planned recreation and open space.

Policy 13.2.2: Discourage Urban Sprawl. The Welaunee Arch is located wholly within the Urban Services Area. Development within the Arch 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; implementing a multimodal transportation system that supports the internal capture of transportation trips; creating a balance of residential and nonresidential land uses through integrated, mixed-use centers and diverse housing types in close proximity to nonresidential uses; promoting the efficient and cost-effective provision or extension of public facilities and services; protecting and preserving natural resources; 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, Regulating Plans with Form-based Codes, or other implementing plan as allowed by the Comprehensive Plan at the time of development. All such plans are referred to herein as Planned Development Concept Plans or PUD Concept Plans. Such PUD Concept Plans 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. All PUD Concept Plans shall be consistent with the stormwater facility master plans and with transportation plans for the Phase of the Arch in which they are located, as developed and approved prior to or concurrent with the initial PUD Concept Plan for that Phase. The phasing of development in the Arch shall be consistent with necessary infrastructure and supporting services and the phasing requirements of Policy 13.2.5. Development Phases and PUD Concept Plans shall consider previously approved PUD Concept Plans within the Arch and anticipated development based on Figures 13-5 through 13-7 such that open space, stormwater, and transportation systems are planned and implemented consistent with the Policies in this Welaunee Arch Master Plan portion of the Welaunee Critical Area Plan.

A PUD Concept Plan may address only a portion of a Phase or may address more than one Phase. The minimum size for the initial PUD Concept Plan for any Phase of the Arch shall be 350 acres. Subsequent PUD Concept Plans shall be implemented consistent with this Master Plan and the applicable implementing plan standards allowed by the Comprehensive Plan at the time of development.

LAND USE

Policy 13.2.4: Land Use Districts. The Master Plan forms the basis upon which organizing elements are oriented to convey the overall urban form. Lands within the Welaunee Arch shall be planned for the generalized land uses described in this Policy and Table 1. As depicted on Figure 13-5, the Welaunee Arch shall be designed with the following land use districts:

(1) Northeast Gateway District – The intent of the Northeast Gateway District is to provide an area that capitalizes on the location of a potential future interchange with Interstate-10 and Welaunee Boulevard by including well-designed, region-serving commercial and employment uses. The Northeast Gateway District as identified on Figure 13-5 shall be comprised of:

- a. **Activity Center.** An activity center zone shall be a mixed-use zone including between 75 and 280 acres. The activity center zone shall be located east of the residential zone, as generally depicted on Figure 13-5, and no closer than 1,000 feet from the Buckhead subdivision. This zone 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. This zone may also contain higher-density residential and public and civic uses that can contribute to the center's vitality and sustainability. Residential densities in this zone shall have a minimum of 10 dwelling units per acre and a maximum of 20 dwelling units per

acre for residential development not in vertically mixed-use buildings. Non-residential intensities shall range from 4,000 square feet per acre to 30,000 square feet per acre. The mixture of uses shall be 10% to 55% residential and community services uses and 45% to 90% non-residential uses.

- b. **Employment Center.** An employment center zone shall be a mixed-use zone located proximate to major transportation arteries in order to provide jobs for residents as well as regional employment opportunities and shall contain 75 to 280 acres. Employment centers are intended to contain a mix of uses and not be a single-use environment. 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 Center zones except when located above the ground floor in mixed-use buildings. Development intensities of non-residential uses in the employment center zone shall range from 8,000 square feet per acre to 40,000 square feet per acre. This zone shall be designed with shared parking opportunities for nonresidential uses that have peak parking demands other than during normal office hours. The development of a PUD Concept Plan that includes this zone shall include coordination with Star Metro to include preliminary plans for transit connectivity between this zone and other mixed-use zones in the Arch.
- c. **Residential.** A residential zone shall be located between the Buckhead subdivision and the mixed-use zones as generally depicted on Figure 13-5. This residential zone shall include between 30 and 100 acres. Residential development density shall be no less than 2 dwelling units per acre and not exceed 6 dwelling units per acre. Accessory dwelling units shall not count towards the residential density in this zone.
- d. **Open Space/Greenway.** The Open Space and Greenway area within the Northeast Gateway District includes all open space within the district and may incorporate the adjacent primary open space system as depicted on Figure 13-5. This area shall be consistent with the development standards of Policy 13.2.3637. Specifically, an open space zone shall be located along the border with the established Buckhead Neighborhood serving as a buffer between the existing Buckhead Neighborhood and new development in the Arch. This zone shall be no less than 250 feet wide and will include the Welaunee Greenway and existing utility easements. In total, a minimum of 2520% of the gross area in Phase 1 shall be included indesignated as Open Space or the Greenway.

(2) West Arch District – The intent of the West Arch District is to provide an area with a mixed-use center that serves residents of both Welaunee via Welaunee Boulevard and Killearn Neighborhoods via Shamrock South. It is the intent of this District to allow the highest density and intensity development within the mixed-use center, gradually

transitioning to lower densities and intensities as distance from the mixed-use center increases. The West Arch District as identified on Figure 13-5 shall be comprised of:

- a. **Mixed-Use Center.** Development of the West Arch District shall include a single mixed-use center designated as either a Town Center zone or Village Center zone.
- b. **Town Center.** A town center zone shall be a mixed-use development planned as a compact, efficient node between ~~1520~~ and ~~125120~~ acres in size. A town center shall contain uses that serve surrounding neighborhoods as well as those traveling through the area. 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, ~~open space~~, and civic, religious and institutional uses (including day care services for children and adults). ~~Uses~~The Town Center shall include uses mixed horizontally and vertically ~~to the maximum extent feasible~~. It is the design intent to plan for multiple storefronts and multiple retailers in the town center, so all of the available retail space is not aggregated into one or two “big-box” stores.

Development intensities in the town center shall range from 4,000 square feet per acre up to 30,000 square feet per acre. Individual building footprints for non-residential uses shall ~~be limited to 25~~not exceed 50,000 gross square feet. Residential densities shall be no less than 8 ~~dwelling~~ units per acre up to a maximum of 20 dwelling units per acre for residential development not in vertically mixed-use buildings. Residential uses shall be encouraged above ground-floor retail and other nonresidential uses. The mixture of uses shall be 10% to 55% residential and community services and 45% to 90% non-residential uses. Town centers 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. Community open space in the form of public squares and greens ~~or urban forest canopy areas~~ shall be planned as a focal point for a town center. No minimum on-site open space shall be required on each preliminary plat-; ~~however, exceptional specimen trees, patriarch trees, and trees of significant size for its species that are in very good health shall be protected.~~

- c. **Village Center.** A village center zone shall allow small retail, specialty retail, office, restaurants, services, ~~open space~~, residential and other uses (including day care services for children and adults) that support residential uses within the District. This zone is also intended to function as a neighborhood focal point

and is envisioned to have churches, town squares, and other civic, religious, and institutional uses. The village center zone shall range in size from 5 to 50 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 with street trees and landscaping, and other such solutions, shall be utilized to create a pedestrian-friendly, walkable center. Block lengths shall generally be less than 500 feet with block perimeters generally being less than 3,000 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.

The mixture of uses shall be 0% to 50% residential and community services and 50% to 100% non-residential uses. Development intensities in the village center zone shall range from 4,000 square feet per acre to 20,000 square feet per acre. Individual building footprints for non-residential uses shall not exceed 30,000 gross square feet. Residential development in the Village Center shall be no less than 4 dwelling units per acre and not exceed 14 dwelling units per acre for residential development not in vertically mixed-use buildings. 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 or urban forest canopy areas shall be planned as the focal point of a village center. No minimum on-site open space shall be required for each preliminary plat; however, exceptional specimen trees, patriarch trees, and trees of significant size for its species that are in very good health shall be protected.

- d. **Neighborhood.** The neighborhood zone is intended to provide the opportunity for a range of housing choices integrated with neighborhood scale, non-residential uses in proximity to a mixed-use land use districts that include nonresidential uses which can provide commercial shopping opportunities to meet daily needs. This zone shall be located within $\frac{1}{4}$ to $\frac{1}{2}$ mile from the edge of the town mixed-use center zone. In the neighborhood zone, residential development shall be no less than 4 dwelling units per acre and not exceed 14 dwelling units per acre. The maximum gross intensity allowed for new non-residential development is 20,000 square feet per acre. Building footprints for non-residential uses shall be limited to not exceed 10,000 gross square feet.
- e. **Residential.** The Residential zone is intended to provide the opportunity for a range of housing choices in proximity to mixed-use land use zones that include nonresidential uses which can provide commercial shopping opportunities to meet daily needs. This zone is intended to provide a transition from the mixed-use center and neighborhood zones to existing development in the Killearn neighborhoods. Residential development shall be limited to a minimum of 2 dwelling units per acre with a maximum density of 10 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.

- f. **Open Space/ Greenway.** The Open Space and Greenway area within the West Arch District includes all open space within the district and may incorporate the adjacent primary open space system as depicted on Figure 13-5. This area shall be consistent with Policy 13.2.3637. In total, a minimum of 2520% of the gross area in Phase 1 shall be included indesignated as Open Space-or the Greenway.

(3) North Arch District – The intent of the North Arch District is to provide an area with a mixed-use center that serves residents of Welaunee, Killearn, and the residents along Roberts Road and Crump Road. The North Arch District as identified on Figure 13-5 shall be comprised of:

- a. **Mixed-Use Center.** Development of the North Arch District shall include a single mixed-use center designated as either a Town Center zone or Village Center zone as defined in the West Arch District policy.
- b. **Neighborhood.** The neighborhood zone is intended to provide the opportunity for a range of housing choices integrated with neighborhood scale, non-residential uses in proximity to a mixed-use land use districts that include nonresidential uses which can provide commercial shopping opportunities to meet daily needs. This zone shall be located within ¼ to ½ mile from the edge of the mixed-use center zone. In this neighborhood zone, residential development shall be no less than 4 dwelling units per acre and not exceed 14 dwelling units per acre. The maximum gross intensity allowed for new non-residential development is 20,000 square feet per acre. Building footprints for non-residential uses shall be limited to not exceed 10,000 gross square feet.
- c. **Residential.** The Residential zone is intended to provide the opportunity for a range of housing choices 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 a minimum of 2 dwelling units per acre and shall not exceed a density of 10 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. This zone is intended to provide a transition from the mixed-use center and neighborhood zones to existing development in the Killearn neighborhoods.
- d. **Open Space/ Greenway.** The Open Space and Greenway area within the North Arch District includes all open space within the district and may incorporate the adjacent primary open space system as depicted on Figure 13-5. This area shall be consistent with Policy 13.2.3637. In total, a minimum of 2520% of the gross area in Phase 1 shall be included indesignated Open Space-or the Greenway.

Additionally, high quality native forests in the North Arch District shall be protected~~and~~, preserved~~, and included in the open space area~~. Trails shall be planned around the high-quality ~~successional forests~~/native forest areas to serve as both recreational facilities and as fire breaks when these areas are managed with prescribed fires. Potential locations of high-quality ~~successional forests~~/native forests are shown on the Preliminary Environmental Map (Figure 13-6). The location of protected areas will be determined through a Natural Features Inventory approved by the City prior to approval of a PUD Concept Plan that includes this District.

- e. **Regional Park.** A regional park ~~with active recreation~~ may be located in the North Arch District. If a regional park is designated within this District, it shall be designed to include connectivity with the trail system around any high-quality ~~successional forests~~/native forests as described in the open space zone for this District.

(4) Conservation Design District - The intent of the Conservation Design District is to provide an area that is primarily residential in nature with a small village center. The residential development is intended to be arranged as cluster subdivisions in order to maximize the efficiency of infrastructure and to preserve environmental features and open spaces. The village center is intended to include non-residential uses in a location that minimizes the number of miles residents drive to meet their daily needs and promote the internal capture of vehicular trips. The Conservation Design District as identified on Figure 13-5 shall be comprised of:

- a. **Clustered Residential.** The ~~conservation design~~cluster residential zone shall be comprised of clustered development that sets aside a minimum of ~~60 percent~~50% open space as a reserve area, comprised of such things as special development zones, preservation and conservation features, undeveloped uplands, oak-hickory forest, significant trees, passive recreation areas, and stormwater facilities designed as a community amenity. Adjacent open space as designated on Figure 13-5 and consistent with Policy 13.2.3637 may be included in the Conservation Design District reserve area calculations for cluster development. The development area shall be the area not set aside as reserve area and shall comprise no more than ~~40 percent~~50% of the total conservation design district. Within this district, development area shall be located on the least environmentally sensitive areas; be contiguous to the greatest extent practicable; and allow maximum open space to be easily maintained in the reserve area. The development area shall be developed at a minimum of two dwelling units per acre and a maximum of 12 ~~dwelling~~ units per acre. Planned Unit Developments may provide for a density bonus up to 20 ~~dwelling~~ units per acre where more area is set aside than required or where greenways, trails, or other passive recreational opportunities are provided in the reserve area.

The conservation ~~subdivision zone~~design district shall contain a mixture of housing types. Allowable housing types include single family detached homes.

single family attached homes, duplexes, triplexes, fourplexes, courtyard buildings (a 1 to 3.5 story detached structure consisting of multiple side-by-side and/or stacked dwelling units oriented around a courtyard or series of courtyards), and cottage courts (a group 1 to 1.5-story detached structures arranged around a shared court visible from the street). The conservation design district shall not contain greater than 80% of any one housing type. Accessory dwelling units are allowable per City of Tallahassee land development code. Accessory dwelling units do not count towards the overall density and do not count as a different housing type for the purpose of requiring a mixture of housing types. Design standards for this District shall include Dark Sky principles to prevent and reduce light pollution.

The acreage of the reserve area shall be preserved ~~though the creation of conservation or preservation easements~~ as open space consistent with Policy 13.2.37, shall ~~be contiguous with or proximal to~~ incorporate existing or planned public or private ~~open space and~~ greenspace to the greatest extent practicable, and shall be of sufficient size and buffered to ensure the protection of all critical on-site resources that are to be preserved and to accommodate authorized uses which includes natural open space, passive recreation uses (e.g., greenways, picnic areas or open fields), stormwater facilities, or other environmental conservation purposes.

All preservation areas, special development zones, conservation areas, archaeological sites and view-shed areas within designated protection zones for canopy roads shall be incorporated into the reserve area ~~even if total acreage exceeds the minimum requirement of 60 percent of the total parcel; other open space areas shall be incorporated into the reserve area~~ to the greatest extent practicable.

Stormwater management facilities which are otherwise permissible are allowed in the reserve area provided that the facilities are located outside of preservation areas, canopy road ~~protection~~ zones, naturally forested areas, special development zones, and meet either of the applicable following two standards:

- (1) ~~Retention ponds~~ Stormwater management facilities shall have side slopes of flatter than 4:1, and/or
- (2) ~~Retention ponds~~ Stormwater management facilities shall have appropriate tree and plant species that visually integrates the stormwater facility into the overall reserve area.

All such facilities shall be designed as community amenities, with trails, observation decks, or platforms where appropriate.

- b. **Village Center.** The Conservation Design District shall include a Village Center Zone subject to the design standards for a Village Center zone in the West Arch District Policy.
- c. **Neighborhood.** The neighborhood zone is intended to provide the opportunity for a range of housing choices integrated with neighborhood scale, non-residential uses in proximity to a mixed-use land use districts that include nonresidential uses which can provide commercial shopping opportunities to meet daily needs. This zone shall be located within $\frac{1}{4}$ to $\frac{1}{2}$ mile from the edge of the mixed-use center zone. In this neighborhood zone, residential development shall be no less than 4 dwelling units per acre and not exceed 14 dwelling units per acre. The maximum gross intensity allowed for new non-residential development is 20,000 square feet per acre. Building footprints for non-residential uses shall not exceed 10,000 gross square feet.
- d. **Open Space/ Greenway.** The Open Space and Greenway area within the Conservation Design District includes all open space and reserve area within the district and may incorporate the adjacent primary open space system as depicted on Figure 13-5. This area shall be consistent with Policy 13.2.3637 and shall be included in the reserve area calculations for cluster development. At a minimum 50% of Phase 2 and 3 this District shall be designated as Open Space and Greenway.
- Additionally, high quality successional forests and native forests as defined in the Tallahassee-Leon County Comprehensive Plan Glossary in the Conservation Design District shall be protected and preserved, and included in the open space area. Trails shall be planned around the high-quality successional forests/native forest areas to serve as both recreational facilities and as fire breaks when these areas are managed with prescribed fires. Potential locations of high-quality successional forests/native forests are shown on the Preliminary Environmental Map (Figure 13-6). The location of protected areas will be determined through a Natural Features Inventory approved by the City prior to approval of a PUD Concept Plan that includes this District.

Core canopy or core forests, as defined in the City of Tallahassee's Urban Forest Master Plan, that is part of the fragmentation class of Core Canopy (>500 acres) and shown on the Preliminary Environmental Map (Figure 13-6), shall be protected, included in the open space area, and shall be connected to greenways and open space that function as wildlife corridors. These areas may be included in the reserve area calculations for cluster development. Potential locations of core forest areas that are part of the fragmentation class of Core Canopy (>500 acres) are shown on the Preliminary Environmental Map (Figure 13-6). The location of protected areas will be determined through a Natural Features Inventory approved by the City prior to approval of a PUD Concept Plan that includes this District.

(5) Residential Reserve ~~Zone~~District - The Residential Reserve ~~Zone of the Conservation Design~~ District as identified on Figure 13-5 is intended to be residential in nature, arranged as cluster subdivisions in order to maximize the efficiency of infrastructure and to preserve environmental features and open spaces. This ~~zone~~District is also intended to maintain compatibility with established residential development along Roberts Road and Crump Road. The Residential Reserve ~~Zone~~District shall be subject to the Clustered Residential policy ~~above of the Conservation Design District~~ with a maximum density of 6 ~~dwelling~~ units per acre, and a minimum reserve area requirement of 60%. The Residential Reserve ~~zone~~District shall include open space buffers of a minimum width of 250 feet to Roberts Road and Crump Road that may include the Welaunee Greenway system, open space, and reserve area from cluster subdivision development. The Residential Reserve District may alternatively be established as Open Space through an optional Alternative Development Program as established in Policy 13.2.44.

(6) Open Space – ~~The~~ Open Space ~~district~~area shall be incorporated into each District. Districts shown in Figure 13-5 include the adjacent open space. The Primary Open Space System shall be designed as a connected network of open space as generally depicted on Welaunee Arch Map, Figure 13-5, which shall include Conservation and Preservation ~~lands~~areas as generally depicted on the Preliminary Environmental Features Map, Figure 13-6, aesthetic open space, Greenways, and the Perpetual Drainage Easement held by the City and County. ~~PUD Concept Plans shall incorporate and account for that portion of the Open Space area within the boundaries of the PUD and may include that portion of Open Space adjacent to one of the development districts if such district is included in the PUD. By the completion the final PUD Concept Plan for each Phase, all Open Space within such Phase shall be included in a PUD Concept Plan and subject to the implementation requirements of this Master Plan. At a minimum, 25 of 20% of Phase 1, 50% of Phase 2, 60% of Phase 2 and 3, and 40% of the total gross area of the Arch shall be designated Open Space, unless offset through the Alternative Development Program in Policy 13.2.44. Conservation and Preservation Areas as defined in Policy 1.3.1 and 1.3.4 of the Conservation Element account for approximately 19% of the overall gross area of the Welaunee Arch. The primary remainder of the designated open space system, which will include approximately 21% of the overall gross area, shall consist of open space incorporated into the development plan for each District or part of the Primary Open Space System. The Open Space Area shall be subject to the design and development criteria in Policy 13.2.3637. The Conservation and Preservation Areas shall be subject to the design and development criteria of Policy 13.2.38.~~

~~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 areas shall be open to the general public and be designed to include and provide access to the Miccosukee Canopy Road Greenway and the Welaunee~~

~~Greenway at multiple locations. Open Space areas shall include and provide additional buffering for designated Canopy Roads where feasible. Open Space 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.~~

~~(1) The portion of the Arch bordering Miccosukee Road shall be designated as Open Space district and shall include the Canopy Road Protection Zone for Miccosukee Road. An additional area with a minimum width of 75 feet along the length of the Canopy Road Protection Zone shall be designated as open space. The Canopy Road Protection Zone and contiguous Open Space area shall serve as a wildlife corridor that terminates in the core forest area that is part of the fragmentation class of Core Canopy (>500 acres) in the Conservation Design District as shown on the Preliminary Environmental Map (Figure 13-6). This area may serve as a greenway as long as the greenway does not preclude the ability of the area to serve as a wildlife corridor.~~

~~Open Space shall comprise a minimum of 40% of the total area within the Welaunee Arch, or approximately 1,900 acres. Open Space shall include Conservation Areas and Preservation Areas, Canopy Road Protection Zones, Greenways, and aesthetic open space. The additional Open Space shall prioritize additional buffers around Conservation and Preservation Features, areas that provide continuous and contiguous connectivity of Open Space, additional buffers for Canopy Protection Zones, additional areas around the Core canopy or core forests that are part of the fragmentation class of Core Canopy (>500 acres), additional areas that support the network of wildlife corridors, undeveloped uplands, oak-hickory forest, significant trees, passive recreation areas, priority planting areas identified in the Urban Forest Master Plan, and stormwater facilities designed as a community amenity.~~

Policy 13.2.5: Phasing. Development of the Arch shall be implemented in phases consistent with this plan and necessary infrastructure (including water and sewer) and supporting services (including adequate schools, police and fire service). Phase 1 shall include the Gateway District, West Arch District, and the North Arch District. Phase 2 shall include the Conservation Design District ~~less the Residential Reserve zone.~~ Phase 3 shall include the Residential Reserve ~~zone of the Conservation Design~~ District. A PUD Concept Plan may address only a portion of a phase or may address more than one phase. Phase 1 of the Welaunee Arch must include one Town Center Zone and one Village Center Zone, either of which can be located in the West Arch District or North Arch District.

~~Phase 2 shall not be developed until 1,500 dwelling units and 150,000 square feet of non-residential uses have been constructed in Phase 1.~~

~~Phase 3 shall not be developed until at least 500 units have been constructed in 70% of the gross acreage of Phase 2; is included in an adopted PUD Concept Plan. Sub phases or stages of each phase may be developed in separate PUD Concept Plans. This phasing schedule shall~~

expire on January 1, 2035, the plan horizon year of the Tallahassee Leon County Comprehensive Plan.

Upon expiration of the phasing policy, all land use districts may be developed subject to availability of necessary infrastructure and supporting services. It is the intent that infrastructure improvements occur contemporaneous with development. This timing of infrastructure with development prevents stranded or early investment in infrastructure.

Table 1. Land Uses in the Welaunee Arch

<u>District</u>	<u>Zone</u>	<u>Size</u>	<u>Nonresidential Intensity</u>	<u>Residential Density</u>	<u>Mixture</u>
<u>Northeast Gateway District (Phase 1)</u>	<u>Activity Center</u>	<u>75-280 acres</u>	<u>4,000-30,000 SF/acre</u>	<u>10-20 DU/acre</u>	<u>10-55% residential</u> <u>45-90% nonresidential</u>
	<u>Employment Center</u>	<u>75-280 acres</u>	<u>8,000-40,000 SF/acre</u>	<u>n/a*a¹</u>	<u>n/a*a¹</u>
	<u>Residential</u>	<u>30-100 acres</u>	<u>n/a</u>	<u>2-6 DU/acre</u>	<u>n/a</u>
	<u>Open Space</u>	<u>Min. 2520% of gross area in Phase 1</u>			
<u>West Arch District (Phase 1)</u>	<u>Town Center**Center²</u>	<u>15-12520-120 acres</u>	<u>4,000-30,000 SF/acre</u>	<u>8-20 DU/acre</u>	<u>10-55% residential</u> <u>45-90% nonresidential</u>
	<u>Neighborhood</u>	<u>¼-½ mile from Town Center</u>	<u>Max 20,000 SF/acre</u>	<u>4-14 DU/acre</u>	<u>n/a</u>
	<u>Residential</u>		<u>n/a</u>	<u>2-10 DU/acre</u>	<u>n/a</u>
	<u>Open Space</u>	<u>Min. 2520% of gross area in Phase 1</u>			
<u>North Arch District (Phase 1)</u>	<u>Village Center**Center²</u>	<u>5-50 acres</u>	<u>4,000-20,000 SF/acre</u>	<u>4-14 DU/acre</u>	<u>0-50% residential</u> <u>50-100% nonresidential</u>
	<u>Neighborhood</u>	<u>¼-½ mile from Village Center</u>	<u>Max 20,000 SF/acre</u>	<u>4-14 DU/acre</u>	<u>n/a</u>
	<u>Residential</u>		<u>n/a</u>	<u>2-10 DU/acre</u>	

	<u>Open Space</u>	<u>Min. 2520% of gross area in Phase 1</u>			
<u>Conservation Design District (Phase 2)</u>	<u>Village Center</u>	<u>5-50 acres</u>	<u>4,000-20,000 SF/acre</u>	<u>4-14 DU/acre</u>	
	<u>Neighborhood</u>	<u>¼-½ mile from Village Center</u>	<u>Max 20,000 SF/acre</u>	<u>4-14 DU/acre</u>	<u>n/a</u>
	<u>Conservation Design Clustered Residential</u>	<u>Maximum 50% of Conservation Design District</u>	<u>n/a</u>	<u>2-12 DU/acre</u>	
	<u>Open Space</u>	<u>Min. 50% gross area as Reserve Area in Phase 2.</u>			
<u>Residential Reserve (Phase 3)</u>	<u>Residential Reserve (Phase 3) Clustered Residential</u>	<u>40% of Residential Reserve District</u>	<u>n/a</u>	<u>0-6 DU/acre</u>	
	<u>Open Space</u>	<u>60% gross area as Reserve Area in Phase 3.</u>			
<u>Open Space***Space 3.4</u>	<u>Primary Open Space</u>	<u>Minimum of 2520% of Phase 1; 50% of Phase 2; no less than 60% of Phase 2 and 3; and minimum of no less than 40% of total area in Welaunee Arch shall be. Open Space includes Conservation and Preservation Areas, Reserve Area, and Primary Open Space Areas.</u>			
	<u>Conservation/Preservation****Preservation⁵</u>	<u>Approximately 900 acres (19% of the Arch)</u>			
	<u>Other Open Space</u>	<u>Approximately 1000 acres (21% of the Arch)</u>			

*1. Residential uses permitted only above ground floor in mixed-use buildings

**2. Town Center Zone and Village Center Zone are permitted in West Arch District and North Arch District, provided one of each zone is located in Phase 1.

***3. Open Space, including Conservation and Preservation Areas and Greenways shall be incorporated into all development Phases.

****4. Open Space requirements apply unless offset through the Alternative Development Program in Policy 13.2.44.

5. Precise size and location of Conservation and Preservation Lands Areas to be determined through a Natural Features Inventory.

Policy 13.2.6: Development Totals. Densities and intensities for development of the Arch shall be consistent with Policy 13.2.4 and other policies of this master plan. The maximum development for the Arch shall not exceed 12,500 residential units and 3,000,000 square feet of non-residential development.

Policy 13.2.7: Development Standards for Mixed-Use Zones. The Activity Center, Employment Center, Town Center, and Village Centers (collectively “Mixed-Use Zones”)

shall be subject to the following development standards in addition to the requirements of Policy 13.2.4:

- (1) PUD Concept Plans that include mixed-use zones shall include specific design standards, public facility standards, and building standards, such that the district develops as a compact, walkable urban district. At a minimum, the form-based code or design standards shall address relationship between building facades and the public realm, the form and mass of buildings in relation to one another, and the scale and types of streets and blocks. Design standards shall also minimize driveway cuts along sidewalks facilities by requiring alleys, shared access points, and/or structured parking facilities.
- (2) Development in the Mixed-Use Zones may request a waiver from the requirements in the Environmental Management Ordinance for natural area, landscaping and buffers for the purpose of maximizing intensity and density within the mixed-use zone.
- (3) Stormwater detention and treatment facilities for Mixed-Use Zones shall be designed in accordance with applicable standards and should be located outside of a Mixed-Use Zones in order to promote a compact pedestrian-oriented arrangement of land uses. Stormwater facilities may be located within mixed-use zones if alternative sites are not reasonably available outside of mixed-use zones or where stormwater facilities can be integrated with pedestrian friendly environments. PUD Concept Plans shall include design standards for stormwater facilities that are consistent with the intent of the zone.
- (4) Building heights in mixed-use centers shall not exceed 65 feet from grade.

Policy 13.2.8: Inclusionary housing. Development within the Welaunee Arch shall comply with any ordinances in effect at the time of development that address the need for affordable or inclusionary housing. Each PUD Concept Plan shall include a Housing Plan designed to achieve compliance with the City's Inclusionary Housing Ordinance, or other affordable and inclusionary housing ordinances in effect, by buildout of the area governed by that Concept Plan.

Policy 13.2.9: Housing affordability. In addition to complying with ordinances in effect at the time of development that address the need for affordable or inclusionary housing, a range of housing choices shall be provided to accommodate diverse income levels, age groups, people with a range of abilities, and housing needs. Granny flats, garage apartments, and other accessory dwelling units will not be included in unit or density calculations or transportation impact analyses. The range of housing options provided shall be based on the land use districts and zones within each District. No land use district or zone within a district that allows residential development shall limit housing types to only single-family detached homes.

In order to promote a range of housing types and choices, the City of Tallahassee shall incentivize the development of workforce housing within ¼-mile of mixed-use zones or transit hubs. The City shall also incentivize the provision of housing for low-income and very-low income families, seniors, and/or people with disabilities. Incentives shall be

incorporated into PUD Concept Plans and may include increases in building height, waiver or reduction of mobility and impact fees, reduction of parking and setback requirements, reservation of infrastructure capacity without cost, expedited processing of applications for Concept Plans and site development plans, and similar measures such as the incentives allowed in the City's Inclusionary Housing Ordinance.

Policy 13.2.10: Community Facilities. Community Services, Light Infrastructure, Community Parks, and Neighborhood Parks shall be allowed uses in any land use district or zone consistent with the intent of each district and zone.

Policy 13.2.11: 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. PUD Concept Plans shall include the locations of essential services upon request by and through coordination and formal agreement with the City of Tallahassee and/or the Leon County School Board.

Policy 13.2.12: 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 and neighborhood zones shall include shade trees planted as street trees. PUD concept plans may include incentives, such as reduced tree mitigation, for shade trees planted as street trees outside of mixed use and neighborhood zones.

Policy 13.2.13: Crime prevention through design. Integrated mixtures of uses shall be located and designed consistent with comprehensive crime prevention strategies of natural surveillance, territorial reinforcement, and natural access control.

Policy 13.2.14: 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. Unless otherwise specified in this master plan, buffers are not required between or within land use districts in the Welaunee Arch.

Policy 13.2.15: 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 dwelling 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 13.2.16: 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 13.2.17: 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 Transportation Map, Figure 13-7, with the final location and design to be based upon site-specific environmental, engineering, and related considerations. Thoroughfares ~~connection~~connecting through the Arch to areas beyond the Arch shall be arterials designed as boulevards for high vehicular capacity and moderate speeds not to exceed a design speed of 45 miles per hour with sidewalks on both sides of the roadway and bicycle facilities. Thoroughfares connecting mixed use areas within the Arch shall be collectors designed as avenues with high vehicular capacity and low to moderate speeds not to exceed a design speed of 30 miles per hour with sidewalks on both side of the roadway and bicycle facilities. On thoroughfares, a shared use path of adequate width to accommodate bicycle and pedestrian traffic may substitute for the sidewalk on one side of the road and the bike lanes for that facility. Within mixed-use centers and neighborhoods, where feasible based on engineering design criteria and the protection of environmental features, 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. Transportation facility needs resulting from projected development in the Arch as identified through traffic models completed as part of the I-10 Interchange PD&E and/or updates to MPO Long Range Transportation Plans shall be adopted into the applicable Mobility Element policies and/or figures.

Policy 13.2.18: Internal Trip Capture. 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. To achieve this minimum internal capture rate, mixed-use and neighborhood zones shall be developed with a mixture of uses and higher density residential development located adjacent to non-residential uses. Residential zones shall be connected to mixed use zones by a network of sidewalks, shared use paths, and bicycle facilities designed to provide safe, comfortable transportation options. Transit facilities shall be coordinated with Star Metro to ensure infrastructure that supports connectivity to various transit routes.

Policy 13.2.19: Northeast Gateway/Welaunee Boulevard. 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 potential 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 South

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 or Shamrock South Extension.

Policy 13.2.20: I-10 Flyover or Interchange. Welaunee Boulevard shall connect to a flyover across I-10 or a potential interchange, if approved by the Federal Highway Administration, in order to facilitate vehicular movement to Welaunee Boulevard south of I-10. Any flyover or potential interchange shall meet federal requirements to ensure the safe and efficient use of I-10.

Welaunee Boulevard shall connect to a potential interchange with Interstate-10, subject to approval by the Federal Highway Administration and the Florida Department of Transportation. The potential interchange of Welaunee Boulevard and Interstate-10 shall be designed consistent with a federally approved Interchange Justification Report. It is the intent to allow for the design of an interchange that supports a gridded street network and city blocks on the north side of Interstate-10. The gridded street system shall serve to divert traffic onto a network of town center streets and ~~should~~shall support an environment that prioritizes pedestrian mobility. Welaunee Boulevard may pass over Interstate-10 unless and until such time that a potential interchange is approved and constructed.

Policy 13.2.21: 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 Transportation Map, Figure 13-7. The terms of such reservation shall be consistent with the Urban Services-Development Agreement between the City of Tallahassee and Powerhouse, Inc. dated April 15, 1990, as restated and amended. Rights-of-way shall be restricted to transportation facilities and compatible infrastructure.

Policy 13.2.22: Complete Streets. The transportation system shall be designed with complete streets in accordance with Objective 1.2 [M] and associated policies in the Mobility Element. 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 local streets in mixed-use zones. Sidewalks shall be provided on at least one side of local streets in zones that allow only residential development.

Policy 13.2.23: Bicycle Facilities. A PUD Concept Plan shall include a network of bicycle facilities, including on-street and off-street facilities, which should be coordinated with the open space areas of the Arch. The intent is 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 where practical to connect to similar facilities in other PUD Concept Plans. Where feasible, a shared-use path of adequate width to accommodate bicycle and pedestrian traffic may substitute for sidewalks and bike lanes. Protected bicycle lanes may be incorporated where feasible. Where bicycle, pedestrian, and/or shared use path facilities intersect the Welaunee Greenway, opportunities shall be provided to access the Greenway.

Policy 13.2.24: 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 based on engineering design standards and the protection of environmental features, or on the side of buildings and shall be limited in size and scale through such measures as shared parking, parking credits, and maximum parking limits. PUD Concept Plans may include incentives, such as reduced parking or setback requirements, for the use of building-mounted solar systems on parking structures.

Policy 13.2.25: 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. Canopy Protections Road Zones shall be provided along Miccosukee Road and Centerville Road in addition to the Welaunee Greenway. PUD Concept Plans may include incentives, such as reduced tree mitigation, in return for new roadways being designed and planted with shade trees consistent with the requirements for future canopy road designation.

Policy 13.2.26: Transit. Mixed use centers are intended to be designed with transit as a component of the multimodal transportation system in the Welaunee Arch. As PUDs are developed, coordination with Star Metro shall occur to ensure the plan accommodates necessary infrastructure to support anticipated transit service. PUDs shall address connectivity between mixed use zones and the transit hub identified in Policy 13.1.4.

Policy 13.2.27: Electric, Connected and Automated Vehicles. As PUDs are developed, coordination with the Planning Department and the City's Public Infrastructure departments shall occur to ensure the plan accommodates necessary infrastructure to support charging infrastructure for electric vehicles and infrastructure to support Connected and Automated Vehicles (CAV). PUDs may include incentives, such as reduced parking and setback requirements, for development that is electric vehicle capable or electric vehicle ready by providing for the future installation and use of Electric Vehicle Supply Equipment (EVSE) in accordance with the National Electrical Code. Incentives will be greater for electric vehicle-ready than for electric vehicle-capable developments.

Policy 13.2.28: Transportation Concurrency. Prior to approval, PUD Concept Plans shall be required to demonstrate sufficient capacity of concurrency facilities to meet the standards for level of service for the existing population, previously permitted

development and for the proposed development plan in accordance with the City of Tallahassee Concurrency requirements. This demonstration shall include a transportation analysis for limited access, arterial, and collector roads, including the Northeast Gateway/Welaunee Boulevard, in accordance with the City Concurrency Management System Policy and Procedures Manual. If the City's transportation concurrency system is replaced with a Mobility Fee or another alternative mobility funding system, PUD Concept Plans shall comply with the mobility funding system in place at the time.

PUBLIC FACILITIES AND SERVICES

Policy 13.2.2829: Adequate Public Facilities and Services. The supply and delivery of safe and adequate public facilities shall accommodate existing and future development consistent with the Comprehensive Plan. 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. Public 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 13.2.2930: Utilities. Potable water, sanitary sewer, and electricity 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 consistent with the level-of-service and availability standards of the Tallahassee-Leon County Comprehensive Plan. Utility infrastructure improvements shall occur consistent with the general timing of development, instead of the infrastructure being provided well before development occurs. This timing of infrastructure with development is intended to ensure that there is no stranded or early investment in infrastructure waiting for future development to occur.

Policy 13.2.3031: Clean Energy. PUD Concept Plans may incorporate strategies and standards that are consistent with the City of Tallahassee's Clean Energy Resolution or any clean energy plan adopted by the City subsequent to the resolution. PUD Concept Plans shall comply with applicable clean energy and renewable energy ordinances in effect at the time of development. PUDs may include additional incentives to encourage energy efficiency.

Policy 13.2.3132: Energy Efficient Environmental Design. Planned Unit Development Concept Plans may provide for incentives such as increases in building height, waiver or reduction of mobility and impact fees, reduction of parking and setback requirements, reservation of infrastructure capacity without cost, expedited processing of applications for Concept Plans and site development plans, and similar measures in each District where developments incorporate Leadership in Energy and Environmental Design (LEED) standards or similar industry-recognized green certifications and/or provide building-mounted solar systems that generate threshold MW levels of electricity. Alternatively, PUD

Concept Plans may provide for utility fee or other similar exaction offsets commensurate to estimated energy efficiency gains from incorporating Leadership in Energy and Environmental Design (LEED) standards or similar industry-recognized green certifications and/or provide building-mounted solar systems that generate threshold MW levels of electricity. This policy does not apply to the Residential Reserve Zone.

Policy 13.2.3233: Stormwater Management. Prior to approval of the first PUD Concept Plan, a Stormwater Facilities Master Plan (SFMP) shall be prepared for the entirety of the Welaunee Arch. The Stormwater Facilities Master Plan must be reviewed and approved by the City before PUD Concept Plans can be approved. For areas not included in a PUD, the stormwater plan may be conceptual and generalized based upon the projected development allowed by this master plan accounting for non-developable areas.

The SFMP shall accommodate stormwater flows from full build out conditions from any upstream offsite property ~~within the Arch~~. The SFMP shall, at a minimum, identify regional impacts to flood extents and stormwater conveyance; establish infrastructure requirements necessary to manage stormwater in compliance with local, state, and federal regulations; document the phasing, implementation, and easement reservations necessary to serve projected full build out; and facilitate environmental and stormwater permitting. To accomplish these goals, the SFMP shall provide analysis and design of the primary stormwater system based on detailed hydrologic and hydraulic modeling of existing and post-development conditions. The analysis shall incorporate existing land uses, soils and topographic data, and the conceptual land use plan (Figures 13-5 through 13-7). The design shall provide general parameters associated with the primary stormwater management facilities, drainage easements and conservation easements necessary to serve the development under projected full build-out conditions. Flood extents delineated by the SFMP shall identify the 100-year flood exclusion area under the full build-out condition. No habitable structures shall be constructed within the post-development, full build-out 100-year floodplains or 100-year flood exclusion areas. The SFMP shall incorporate low-impact design best management practices to encourage the disconnection of impervious surfaces and increase the removal of nutrients from stormwater discharges. The SFMP shall also evaluate the existing nutrient pollutant loading to Class III surface water resources and ensure net improvement in the post development condition. The SFMP scope of work must be approved by the City prior to development of the SFMP.

The Stormwater Facilities Master Plan shall identify the feasibility and location of regional stormwater facilities and how they should be designed and constructed as amenities within parks or publicly accessible areas. Stormwater facilities shall be located outside wetlands and floodplains. Stormwater facilities may be located in Open Space that is not wetland or floodplain 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.

Wetlands and Floodplains. Development shall minimize encroachment into wetland habitat areas by ensuring that public and private roads avoid crossing wetlands or require that such crossings are cited at the narrowest point of a wetland allowing for an efficient

transportation design while maintaining the continuity of identified wildlife corridors. No net reduction in floodplain storage shall be permitted within the 100-year floodplain. Otherwise floodplains shall be managed consistent with the Comprehensive Plan Conservation Element.

Wetland acreage and function within the Welaunee Arch shall be protected through compliance with local, state, and federal environmental permitting requirements. For purposes of permanent protection of Conservation and Preservation lands designated on Figure 13-6 the delineation of wetlands shall be based upon the jurisdictional determination by the governing agency.

Wetlands depicted on Figure 13-6 utilized for mitigation within the Welaunee Arch shall be made subject to conservation easements consistent with the requirements of the authorizing regulatory agency. These easements will be defined in a manner that serves as permitted mitigation for wetland and other impacts or species relocation. To the extent authorized by federal, state, and local permitting agencies, Conservation and Preservation Lands association with the PUD Concept Plan under consideration may be utilized for achieving any mitigation requirements. The mitigation conservation easement area shall allow passive recreation facilities and shall be subject to a management plan.

Policy 13.2.3334. Florida Springs and Aquifer Protection. Wakulla Spring is an impaired first magnitude Outstanding Florida Springs. Planned development for the Welaunee Arch is within the springshed boundaries of the Upper Wakulla River and Wakulla Spring Basin Management Action Plan. Development activities associated with the project have the potential to impact water quality; therefore, PUD Concept Plans shall mitigate potential nutrient loadings by implementing measures such as proper treatment and disposal of wastewater, stormwater, and the implementation of adequate sediment and erosion control practices to mitigate any surface water impacts.

Policy 13.2.3435: 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, provide a focal point for the neighborhoods, and be safely accessible by pedestrians and bicyclists. The co-location of schools, civic spaces, and active parks is encouraged. The City and County shall adhere to the Public School Concurrency and Facility Planning Interlocal Agreement, as required by Section 1013.33, F.S., which establishes procedures for, among other things, coordination and sharing of information; planning processes; school siting procedures; site design and development plan review; and school concurrency implementation. Prior to site plan approval of the 500th residential dwelling unit in Phase 1, a 10-acre site shall be reserved for future dedication to the Leon County School Board -proximate to residential areas, a Town or Village 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.

Policy 13.2.3536: Fire and Emergency Services. Upon request of the City, PUD Concept Plans shall include identified sites for fire and/or emergency services in coordination and formal agreement with the City.

RECREATION, OPEN SPACE and CONSERVATION

Policy 13.2.3637: Primary Open Space System. The intent of the Open Space and Conservation strategy is to identify, conserve, manage, restore, and protect significant natural resources during and after development of the Welaunee Arch in accordance with the Conservation Element of the Tallahassee-Leon County Comprehensive Plan and consistent with this Master Plan. At a minimum, No less than 40% of the gross area in the Welaunee Arch shall be designated Open Space and which shall include the Primary Open Space System, Conservation and Preservation Areas, Greenways, and other designated open space in each development District.

Open Space shall comprise no less than 40% of the total gross area within the Welaunee Arch, or approximately 1,900 acres. Of the Open Space, approximately 900 acres (19% of the total gross area of the Welaunee Arch) are designated Conservation or Preservation Areas as defined in policies 1.3.1 and 1.3.4 of the Conservation Element. The precise size and location of Conservation and Preservation Areas shall be determined through a Natural Features Inventory approved by the City prior to approval of a PUD Concept Plan that includes such Conservation and Preservation area. The remainder of the Open Space, approximately 1,000 acres (21% of the total gross area of the Welaunee Arch), shall be open space incorporated into the development plan for each District or part of the Primary Open Space System.

Open Space shall include Conservation Areas and Preservation Areas, Canopy Road Zones, Greenways, and aesthetic open space. Outside of these designated areas, the additional Open Space shall prioritize additional buffers around Conservation and Preservation Features, areas that provide continuous and contiguous connectivity of Open Space, additional buffers for Canopy Road Zones, additional areas around the Core canopy or core forests that are part of the fragmentation class of Core Canopy (>500 acres), additional areas that support the network of wildlife corridors, undeveloped uplands, oak-hickory forest, significant trees, passive recreation areas, priority planting areas identified in the Urban Forest Master Plan, and stormwater facilities designed as a community amenity.

The Welaunee Arch shall contain ~~ana~~ primary open space system concept that will contain the majority of the open space requirements within a connected corridor as depicted on Figure 13-5. This connected, continuous network of open space constitutes a fundamental building block of the Arch and is intended to serve multiple purposes including but not limited to protection of conservation and preservation areas. ~~Open Space may include but are not limited to conservation and preservation lands,~~ The Primary Open Space System shall include Conservation and Preservation areas. Primary Open Space may also include

buffers for residential areas and canopy roads, greenways, environmentally sensitive areas, including wildlife corridors, aesthetic open space, active and passive recreation areas, and community gathering spaces. The Primary Open Space may be applied to incorporated into any PUD Concept Plan to satisfy requirements of the Environmental Management Ordinance. Constructed stormwater facilities consistent with Policy 13.2.3233 may be utilized to satisfy open space requirements in a PUD Concept Plan.

Primary open space systems, together with other open space and green spaces set aside to meet the urban forest and landscape requirements shall also meet the requirements of the Tallahassee-Leon County Comprehensive Plan and Chapter 5 - Environmental Management, Tallahassee Land Development Code. The intent of this policy will be achieved through the following:

- (2)(1) Credits for open space requirements, wetland mitigation, slope mitigation, stormwater management and/or urban forest requirements may be requested outside of individual parcels or tracts under review but elsewhere within the Arch.
- (3)(2) Areas with severe and significant slopes that are not located in the open space systems shall be protected in site-specific plans in accordance with the Comprehensive Plan and Chapter 5 – Environmental Management, Tallahassee Land Development Code.
- (4)(3) The Open Space systems shall be open to the general public and be designed to include and provide connections with the Miccosukee Canopy Road Greenway and Welaunee Greenway at multiple locations and to integrate internal recreational multi-use paths with the greenways trails. Connections to future regional greenways shall be considered in the design of open space.
- (4) The open space systems shall be designed to provide additional buffering for existing designated canopy road protection zones.
- (5) Open space may be privately owned or dedicated to the public by conveyance to a general-purpose or special-purpose local government entity; or be designated a part of a statewide system of greenways and trails pursuant to state law. Privately owned open space/greenways shall, at a minimum, guarantee designated public trail access in perpetuity at the time of development. All required conservation easements will be placed over the conservationConservation and preservationPreservation areas in accordance with local government regulations.
- (5)(6) The open space systems shall be governed by one or more management plans approved by the City in order to protect the values for which they were designated. The management plans may be adopted in phases so long as they are consistent with one another. Protection of conservationConservation and preservationPreservation areas shall be provided by conservation easements and other measures consistent with Chapter 5 – Environmental Management, Tallahassee Land Development Code. Conservation and preservationPreservation

areas placed in conservation easements may be used towards satisfying the urban forest and landscaping requirements of Chapter 5 – Environmental Management, Tallahassee Land Development Code. A single management plan may be adopted for all open space and conservation and preservation area lands.

~~(6)~~(7) Any Open Space area located within the geographic boundary of a PUD Concept Plan Shall be included in the lands to be designated as Open Space/Greenway as a result of approval of that PUD Concept Plan. If additional Open Space area are required to meet the minimum Open Space area for that Phase set forth in Policy 13.2.4(~~5~~6) then such additional land will be designated as such from the adjacent Primary Open Space areassystem as shown in Figure 13-5. To the extent that a PUD Concept Plan provides Open Space acreage beyond the required minimum, subsequent PUD Concept Plans are entitled to a credit for the additional acreage provided in proceeding PUD Concept Plans.

~~(7)~~(8) Acreage in the primary open space system shall be counted towards satisfying the open space requirements established in PUD Concept Plans.

~~(8)~~(9) The following guidelines shall apply to uses within the open space system as established in PUD Concept Plans:

(A) Passive recreation improvements that are natural resource-oriented, such as hiking, biking, and riding trails and passive parks, may be constructed in the primary open space systems. Also allowable are community facilities such as bandshells, amphitheaters, gazebos and other improved gathering places if designed for non-vehicular access only, provided these activities are located such that impacts to conservation and preservation areas are minimized and the overall purpose of the conservation easement is maintained.

(B) Active Recreation uses may be constructed in the open space area within each development district and in the primary open space system outside of Conservation and Preservation areas.

~~(B)~~(C) Wildlife management areas may be included in the primary open space systems protective measures addressed in the management plans, including a wildlife habitat management plan, in accordance with Chapter 5 – Environmental Management, Tallahassee Land Development Code.

~~(C)~~(D) Public roads and utilities may cross through the open space systems and buffers if the impacts are minimized. The location of the roads shown on Figure 13-5 are approximate.

~~(D)~~(E) Stormwater Management facilities may be located in the open space systems subject to design criteria in the PUD Concept Plans and consistent with protection of conservation and preservation features pursuant to Chapter 5 – Environmental Management, Tallahassee Land Development Code. Each stormwater management facility must be evaluated in terms of impacts and meet the requirements of the Tallahassee-Leon County Comprehensive Plan and Chapter 5 – Environmental Management, Tallahassee Land Development Code. If stormwater facilities are contained in the open space system, the public and/or private entities responsible for

maintenance shall be allowed to perform necessary maintenance of these facilities consistent with each facilities level of service. The SFMPs shall identify areas where drainage easements will be needed for proper maintenance of stormwater conveyances located within conservation or preservation areas.

(9)(10) To promote creation of the open space systems and their integration into the planned mixed-use communities with appropriate credit, PUD Concept Plans shall establish an open space requirement that includes credit for the open space system, protected preservation and conservation areas, areas of constructed landscape, and the minimum onsite landscaping required for individual sites set forth in Policy 13.2.12. Specific landscape standards and requirements shall be established in PUD Concept Plans. Such standards and requirements shall be designated to meet or exceed, on a cumulative basis, the Landscape and Urban Forest requirements in Chapter 5 – Environmental Management, Tallahassee Land Development Code. These landscape standards shall include, but not be limited to, standards for provision of street trees in mixed use zones, along public roadways, shade trees and landscaped islands within parking lots, and patriarch tree preservation. These standards will be developed to reflect the intent that town and neighborhood centers will be developed in an urban context with minimal setbacks and an emphasis on dense, mixed use development. Various land uses in the Arch shall satisfy the Urban Forest/Landscaping requirements based on thresholds established in the PUD Concept Plans. Such requirements shall be designed to meet or exceed, on a cumulative basis, the landscaping and urban forest requirements in Chapter 5 – Environmental Management, Tallahassee Land Development Code.

(11) The portion of the Arch bordering Miccosukee Road shall be designated as Open Space and shall include the Canopy Road Zone for Miccosukee Road. An additional area with a minimum width of 75 feet along the length of the Canopy Road Zone shall be designated as open space. The Canopy Road Zone and contiguous Open Space area shall serve as a wildlife corridor that terminates in the core forest area that is part of the fragmentation class of Core Canopy (>500 acres) in the Conservation Design District as shown on the Preliminary Environmental Map (Figure 13-6). This area may serve as a greenway as long as the greenway does not preclude the ability of the area to serve as a wildlife corridor.

Policy 13.2.3738: Conservation and Preservation Lands. Lands identified for permanent preservation and conservation are shown generally on the Preliminary Environmental Map (Figure 13-6) as Designated Wetlands, 100-year Floodplains, High Quality Native Forest, and core forest areas that are part of the fragmentation class of Core Canopy (>500 acres), and High-Quality Successional forests/Native Forest. These protected areas create a regionally significant environmental and open space framework that protects the natural flows of water and preserves wildlife habitat while allowing limited, low-impact human access to natural spaces, where appropriate.

These allocations are intended to protect significant environmental resources on the Welaunee Arch and account for approximately 900 acres or approximately 19% ~~percent~~ of the total gross area of the Welaunee Arch. The precise size and location of Conservation and Preservation Lands shall be determined through a Natural Features Inventory to be conducted prior to or concurrent with the initial PUD Concept Plan for each Phase of the Welaunee Arch in which the feature is located. Additional environmental resources will be designated ~~and protected~~ as Open Space as addressed in this Master Plan.

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 address wildlife preservation, maintenance of native species diversity, management of the natural environment, restoration of environmental resources where warranted, and responsibility for long term management. Such management plan shall include measures to protect the values for which such lands were designated, including wildlife habitat and corridors, and may include conservation easements and other measures consistent with the Environmental Management Ordinance. Conservation and Preservation lands may be utilized for public access, including trails, subject to 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. A single management plan may be adopted for all open space and conservation and preservation area lands.

Lands that are not otherwise identified as Conservation and Preservation Lands on Figure 13-6 and are identified as areas suitable for future development may contain areas of natural upland or wetland communities. These resources will be identified through the Natural Features Inventory process and protected as required by the Comprehensive Plan's Conservation Element and will be incorporated into the lands identified as Open Space and Greenways consistent with the overall conservation and development strategy for the Welaunee Arch planning area.

Conservation easements for Conservation and Preservation lands shall be effective before or concurrent with the effective dates of the PUD Concept Plan for which they are granted. ~~Protection of the lands identified in the Preliminary Environmental Features Map shall be phased or staged in coordination with the PUD Concept Plans. The required preservation of both Conservation and Preservation Lands within the Welaunee Arch will occur in conjunction with the PUD Concept Plan approvals and will be in place in advance of actual physical development within the PUD for which the Conservation and Preservation Lands are being protected. All identified Conservation and Preservation Lands within the Preliminary Environmental Features Map shall be subject to permanent preservation no later than the date of actual physical development commencing within the final PUD Concept Plan for the Welaunee Arch.~~

Policy 13.2.3839: 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 will be included that will link these areas where feasible to residential neighborhoods, mixed-use centers, schools, civic spaces, employment, recreation and open space, parks, and the Welaunee Greenway and Miccosukee Canopy Road Greenway.

Policy 13.2.3940: Historic and Cultural Resources. Through the completion of Natural Features Inventories, Planned Unit Developments shall identify historic and cultural resources including archaeological sites, historic structures and districts, and historic cemeteries. PUDs shall include standards sensitive to locating, assessing, and avoiding potential adverse impacts to these resources. ~~Where feasible and appropriate~~At a minimum, these standards shall comply with applicable state and local regulations. Where feasible based on the geographic location of the resource and appropriate given the historic and cultural context of resource, informational and interpretive signage may be considered for these resources.

Policy 13.2.4041: Natural Area Resident Notifications. PUD Concept Plans will include notification requirements for informing residents, once development is completed, with information on how to avoid human-bear conflicts and notices of proximity to areas that are actively managed with prescribed fires.

Policy 13.2.4142: 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, and playgrounds 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 13.2.4243: Welaunee Greenway. The Welaunee Greenway shall consist at a minimum of an 8.4-mile-long shared-use trail corridor along the northeast, north, and west perimeter of the Arch, and shall be developed consistent with adopted local government plans~~-, including the Greenways Master Plan. As defined in the Tallahassee-Leon County Greenways Master Plan, "The Greenway will range from approximately 75' to 150' in width in much of the corridor with greater widths in select areas due to wetlands and stream flow ways. This corridor will be comprised of the existing edge canopy and understory and the Welaunee firebreak road which may provide a readymade trail alignment. The preserved canopy and understory along the other side of the firebreak road will be preserved to provide privacy from adjacent roadways and homes."~~ The final design of the Welaunee Greenway shall be determined through the Blueprint Intergovernmental Agency's Northeast Gateway project and may consider other, non-paved trail surface treatments consistent with the Greenways Master Plan. Trail crossings and trailheads may be located in the Canopy Road Zone and the design of such facilities shall strive to minimize impacts to the tree canopy. The Welaunee Greenway shall connect to the existing Miccosukee Canopy Road Greenway to create a 17-mile linear park loop and a pedestrian bridge across Interstate-10. Connections shall be provided to and from the Greenway from interior multi-use trails along roadways or from other open space areas. The Welaunee Greenway

shall be subject to a management plan approved by the City that is consistent with the policies of this master plan. A single management plan may be adopted for all open space, conservation and preservation area lands, and the Welaunee Greenway. Public roadways and utilities may cross through the Welaunee Greenway at points specified as road crossings on the land use and transportation maps, or at additional points if necessary, provided the crossing includes restoration of the Greenway and open space area. PUD Concept Plans that include or are adjacent to the Welaunee Greenway or Miccosukee Canopy Road Greenway shall provide access to those facilities. Development of the Arch should be incentivized through PUD process to provide pedestrian and bicycle connectivity to the Greenway, particularly where it interfaces with Open Space areas and associated trail systems.

Policy 13.2.44: Alternative Development Program. Notwithstanding any other provision of this Master Plan, at the election of the PUD applicant, PUD Concept Plans in Phase 1 and Phase 2 may offset open space and urban forest mitigation requirements through an optional alternative development program that preserves additional open space area within the Residential Reserve District (Phase 3). The intent of this Alternative Development Program is to incentivize preservation of a large area of open space in the northeast area of the Welaunee Arch that may be designated as a wildlife habitat area. Participation in this alternative development program is optional and must be agreed to by the PUD Concept Plan applicant and the owner of the property that would be used for the offset. Participation in this alternative development program is subject to all of the following provisions:

- (1) Open Space Requirement Offset. PUD Concept Plans in any District of Phase 1 or Phase 2 may offset the open space requirements for that District by preserving lands in the Residential Reserve District (Phase 3) as open space.
 - (A) The offset shall be calculated on a per acre basis with a 15% bonus, resulting in an exchange of a 1.15-acre reduction in the open space requirement of the receiving District for each 1-acre of preserved open space in the Residential Reserve District. This exchange shall reduce the overall open space requirement for the Welaunee Arch by the net bonus amount (0.15 acres for each 1 acre preserved).
 - (B) The reserve area requirements for cluster residential zones in Phase 2 shall be offset concurrently with the open space requirements for any PUD Concept Plan including a cluster subdivision. The reserve area in any cluster residential zone shall be no less than 35% of that zone.
 - (C) Under the Alternative Development Program, preservation or conservation areas in the Residential Reserve District may count towards the open space requirements in the Conservation Design District. Conservation and Preservation areas in the Residential Reserve District shall be integrated with the Welaunee Habitat Park.
 - (D) If this Alternative Development Program is exercised, total Open Space in Phase 1 shall not be less than 15%, the total Open Space in Phase 2 shall

not be less than 25%, and the overall total Open Space in the Arch at buildout shall not be less than 37%.

(E) The open space offset shall not apply within the area 1,000 feet from the Buckhead Neighborhood as identified in Policy 13.2.15.

(2) Urban Forest Mitigation Offset. PUD Concept Plans in Phase 1 and Phase 2 may offset required urban forest mitigation requirements in any District by preserving lands in the Residential Reserve District (Phase 3) as open space.

(A) The urban forest mitigation requirement offset through this program is exchanged based on the urban forest mitigation value of the land being established as Open Space in the Residential Reserve District. The mitigation value of the preserved open space shall be calculated with an additional 10% mitigation credits which may offset urban forest impacts in Phase 1 and Phase 2.

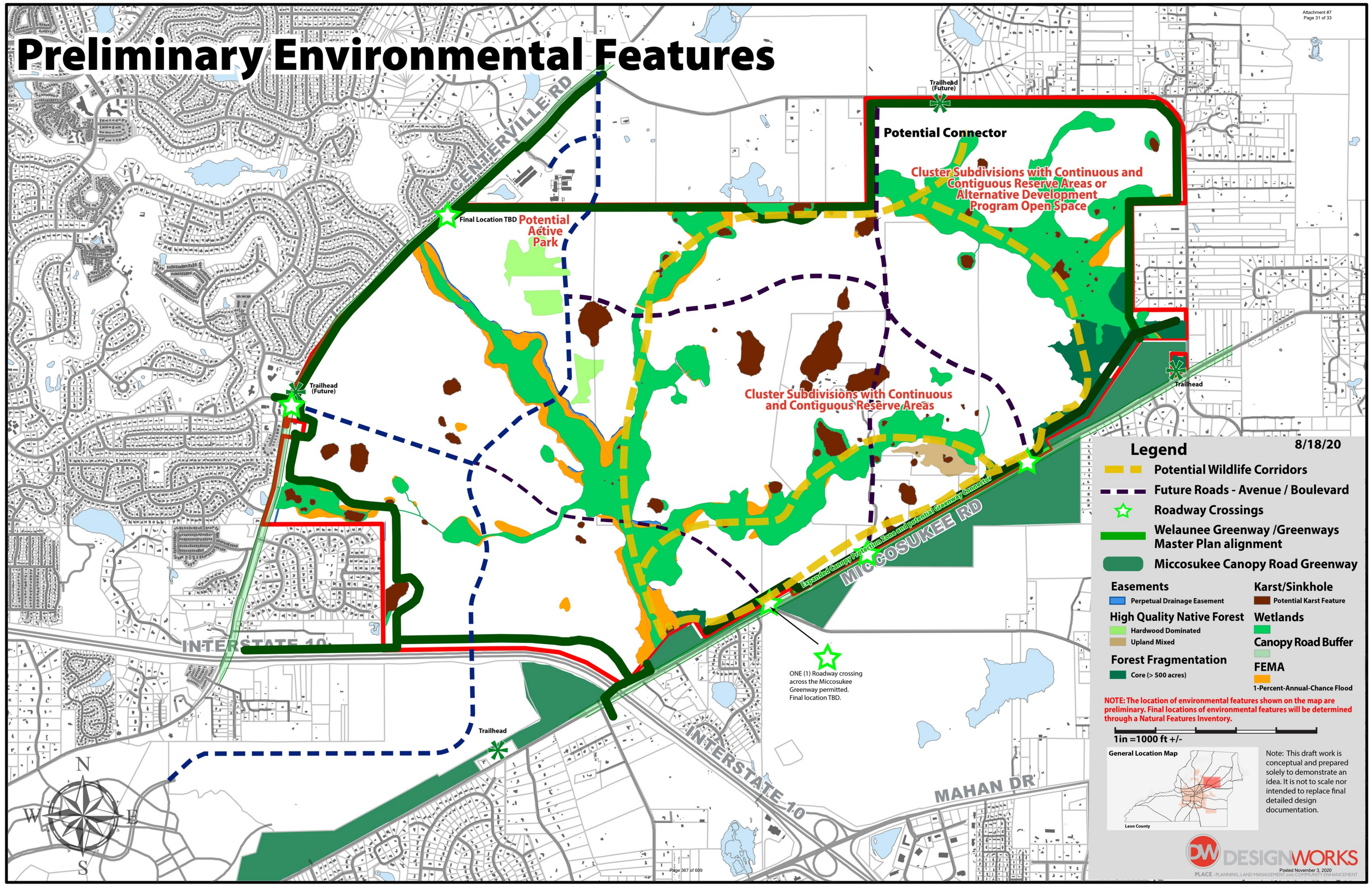
(3) All lands located in the Residential Reserve District, designated as Phase 3 on the Land Use Districts Map (Figure 13-5), are eligible for preservation under this alternative development program. Priority for preservation under this program shall be in the following order: 1) lands in the Residential Reserve District (Phase 3) that do not meet the definition of a preservation area or conservation area 2) any designated conservation and preservation areas in Residential Reserve District (Phase 3) as generally depicted on the Preliminary Environmental Features Map or as determined through a subsequent natural feature inventory. Priority shall be given to property along the eastern boundary of the Residential Reserve District with subsequent lands preserved under this alternative development program being contiguous with this area.

(4) Protection of the open space area in the Residential Reserve District (Phase 3), including any preservation or conservation areas, shall be provided by conservation easements, covenants, or other measures consistent with City Growth Management Department's adopted regulations. The lands preserved as open space under this alternative development plan shall be subject to the criteria of Policy 13.2.38 regarding Conservation and Preservation Areas. Any conservation easements established under this alternative development program shall be issued to the City of Tallahassee as the sole grantee and beneficiary. While open space area in the Residential Reserve District remains in private ownership, any conservation easements, covenants, or other measures shall allow for continued use of the preserved open space for silviculture operations of planted pine stands which adhere to Florida Division of Forestry Best Management Practices. Lands preserved under this development program for urban forest mitigation offsets may not be utilized for silviculture operations.

(5) Welaunee Habitat Park. Notwithstanding the phasing requirements in policy 13.2.5, at such time when all lands in in the Residential Reserve District have been preserved as open space under this alternative development program, or at

- such time when the final PUD Concept Plan for the Welaunee Arch is approved, the preserved Open Space in the Residential Reserve District, including the Conservation and Preservation lands, shall be designated as a Habitat Park. The Habitat Park shall be subject to the requirements of Policies 13.2.37 and 13.2.38. Prior to establishment of the Habitat Park, the existing uses of the property shall be permitted. Any previously established conservation easements shall remain in effect on lands in the Habitat Park. Passive recreation improvements that are natural resource-oriented, such as hiking, biking and riding trails and passive parks, may be constructed in the Welaunee Habitat Park. Active Recreation uses are not permitted in the Welaunee Habitat Park.
- (6) By adoption of a separate ordinance, the City may create and administer a Welaunee Habitat Park credit bank. The Welaunee Habitat Park credit bank would facilitate the purchase of lands in the Residential Reserve District (Phase 3) and the sale of open space and tree mitigation credits in accordance with this development program. The Welaunee Habitat Park credit bank may be established independent of and prior to the creation of the Welaunee Habitat Park. If the City creates a Welaunee Habitat Park credit bank, consideration may be given to utilizing the credit bank to offset open space requirements and urban forest mitigation requirements associated with the development of properties located in other growth priority areas inside the Urban Services Area.
- (7) If stormwater facilities are contained within the Residential Reserve District, then the public or private agency responsible for maintenance shall be allowed to perform necessary maintenance of these facilities consistent with each facility's level of service. The Stormwater Facilities Master Plan shall identify areas where drainage easements will be needed for proper maintenance of stormwater conveyances located within preserved open space and conservation or preservation areas.
- (8) Any lands in the Residential Reserve District not preserved as open space in accordance with this alternative development plan may be included in a PUD Concept Plan and development under the Residential Reserve District development guidelines in Policy 13.2.4(4). Development of the Residential Reserve District on remaining lands shall be clustered in the portion of the site that will result in the least environmental impact. Lands preserved as open space offset under this Alternative Development Program shall not count towards the 60% reserve area requirements for development of any remaining developable land in the Residential Reserve District.

Preliminary Environmental Features



8/18/20

- Legend**
- Potential Wildlife Corridors
 - Future Roads - Avenue / Boulevard
 - Roadway Crossings
 - Welaunee Greenway / Greenways Master Plan alignment
 - Micosukee Canopy Road Greenway
- | | |
|-----------------------------------|-------------------------------|
| Easements | Karst/Sinkhole |
| Perpetual Drainage Easement | Potential Karst Feature |
| High Quality Native Forest | Wetlands |
| Hardwood Dominated | Canopy Road Buffer |
| Upland Mixed | FEMA |
| Forest Fragmentation | 1-Percent-Annual-Chance Flood |
| Core (> 500 acres) | |

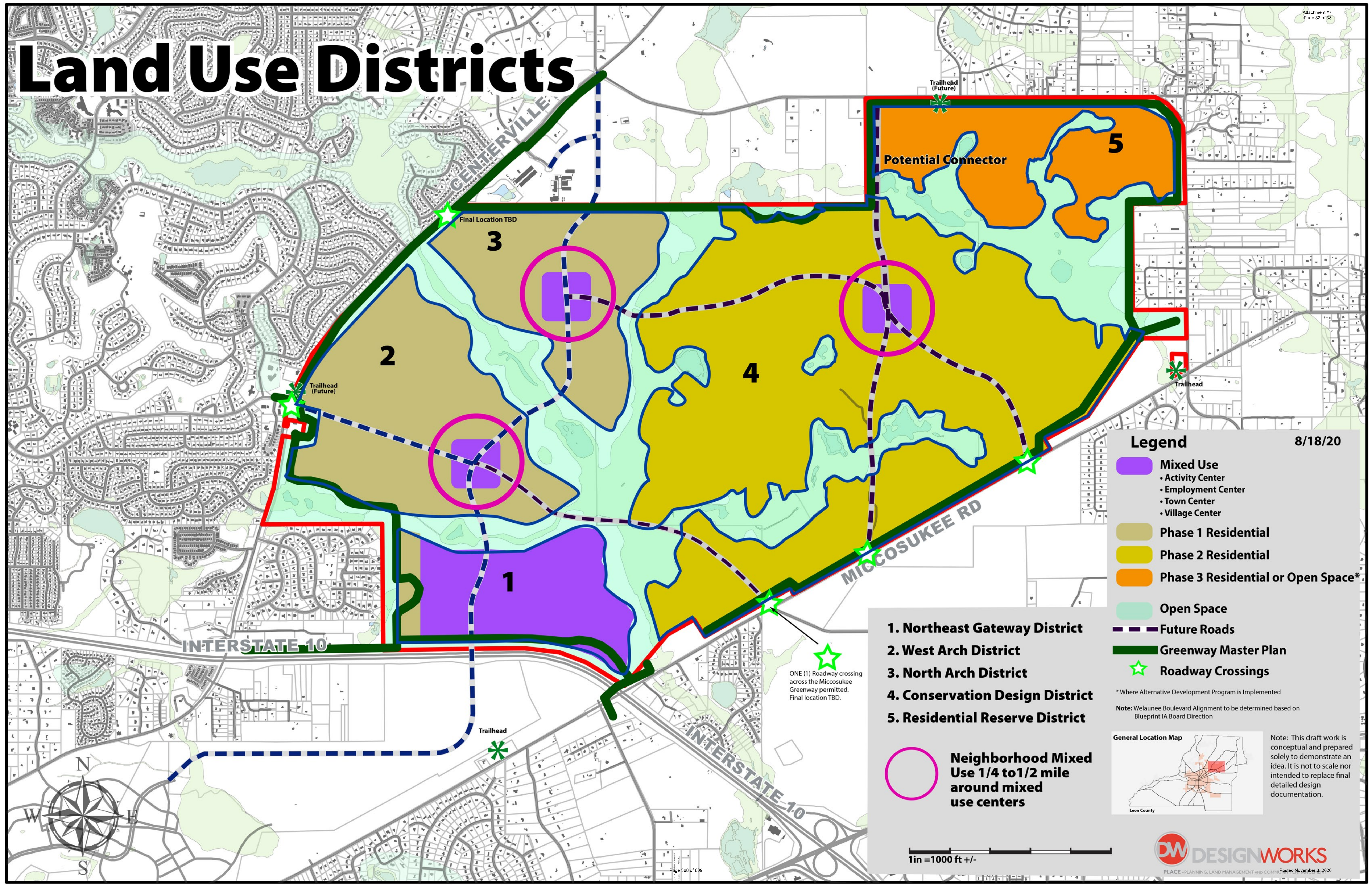
NOTE: The location of environmental features shown on the map are preliminary. Final locations of environmental features will be determined through a Natural Features Inventory.

1in = 1000 ft +/-

General Location Map

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.

Land Use Districts



8/18/20

- Legend**
- Mixed Use
 - Activity Center
 - Employment Center
 - Town Center
 - Village Center
 - Phase 1 Residential
 - Phase 2 Residential
 - Phase 3 Residential or Open Space*
 - Open Space
 - Future Roads
 - Greenway Master Plan
 - Roadway Crossings

* Where Alternative Development Program is Implemented

Note: Welaunee Boulevard Alignment to be determined based on Blueprint IA Board Direction

- 1. Northeast Gateway District
- 2. West Arch District
- 3. North Arch District
- 4. Conservation Design District
- 5. Residential Reserve District

Neighborhood Mixed Use 1/4 to 1/2 mile around mixed use centers

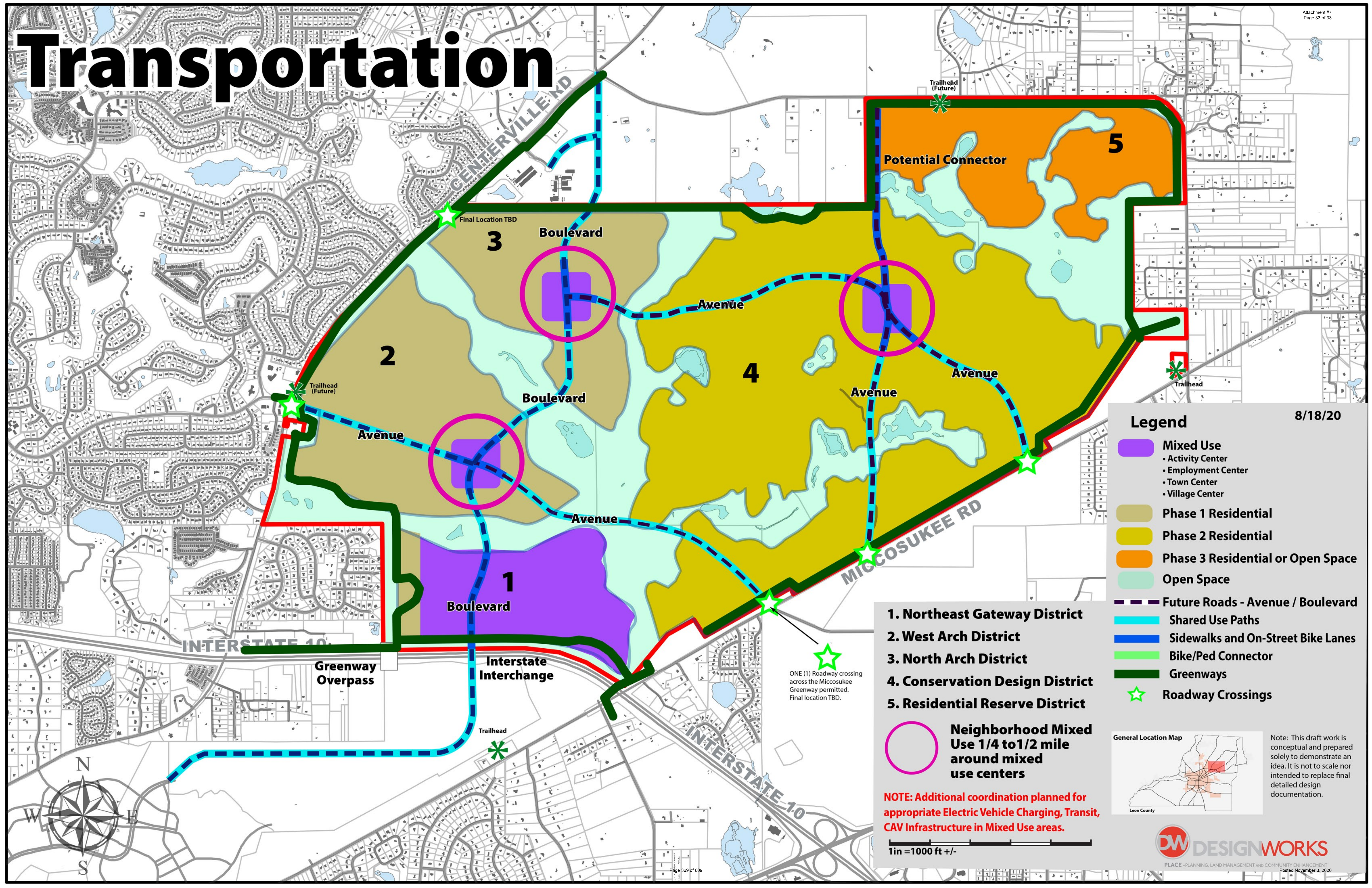


Note: This draft work is conceptual and prepared solely to demonstrate an idea. It is not to scale nor intended to replace final detailed design documentation.



1in = 1000 ft +/-

Transportation



Legend

Mixed Use

- Activity Center
- Employment Center
- Town Center
- Village Center

Phase 1 Residential

Phase 2 Residential

Phase 3 Residential or Open Space

Open Space

Future Roads - Avenue / Boulevard

Shared Use Paths

Sidewalks and On-Street Bike Lanes

Bike/Ped Connector

Greenways

Roadway Crossings

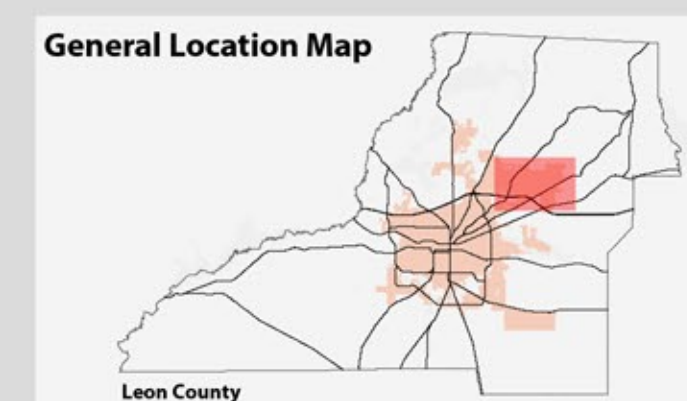
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- 1. Northeast Gateway District**
- 2. West Arch District**
- 3. North Arch District**
- 4. Conservation Design District**
- 5. Residential Reserve District**

Neighborhood Mixed Use 1/4 to 1/2 mile around mixed use centers

NOTE: Additional coordination planned for appropriate Electric Vehicle Charging, Transit, CAV Infrastructure in Mixed Use areas.

1in = 1000 ft +/-



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.



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

Review and Approval:	Vincent S. Long, County Administrator
Department/ Division Review:	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
Lead Staff/ Project Team:	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.

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

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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*)

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

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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 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.

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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

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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

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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.

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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.

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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.

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- 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

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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

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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.

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- 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

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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

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- 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 2nd 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.

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- 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).

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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.

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- 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*)

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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.

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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)

Leon County Board of County Commissioners

Agenda Item #23

October 13, 2020

To: Honorable Chairman and Members of the Board

From: Vincent S. Long, County Administrator

Title: Joint County/City Workshop on the Proposed Welaunee Arch Objective and Policies for the Welaunee Critical Area Plan

Review and Approval:	Vincent S. Long, County Administrator
Department/ Division Review:	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
Lead Staff/ Project Team:	Artie White, Administrator – Comprehensive Planning

Statement of Issue:

The purpose of this item is to hold a Joint Workshop and take public input on the Objective and Policies related to the Welaunee Arch that are proposed for adoption into the Welaunee Critical Area Plan Goal of the Land Use Element in the Tallahassee-Leon County 2030 Comprehensive Plan.

Fiscal Impact:

This item has no fiscal impact.

Staff Recommendation:

- Option #1: Accept the report on the proposed Welaunee Arch objective and policies for the Welaunee Critical Area Plan and direct staff to include the proposed revisions in the Comprehensive Plan Amendment as detailed in this agenda item.
- Option #2: Direct staff to introduce the City Ordinances for the proposed amendments and rezoning at the October 28, 2020 City Commission Meeting and set the City's Adoption Hearing date for November 10, 2020 jointly with the County.

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Report and Discussion

Background:

The Welaunee amendments were initially proposed in early 2019 as part of the Land Use Element Update. On December 17, 2019, the Planning Department held a public open house to formally initiate the 2020 Comprehensive Plan Amendment Cycle. In addition to the requirements for the regular amendment cycle, the City Commission and Board of County Commissioners directed staff to hold charrettes to gain additional community input on the proposed Welaunee Arch Master Plan. On September 9, 2020 the City Commission directed staff to schedule the Adoption Hearing on proposed 2020 Cycle Comprehensive Plan Amendments for October 13, 2020 except for the proposed amendments related to the Welaunee Arch. The City Commission directed staff to schedule a workshop on the proposed Welaunee Arch amendments prior to an Adoption Hearing on those amendments.

On September 15, 2020 the County Commission directed staff to delay the adoption public hearing on the Welaunee Arch Master Plan Comprehensive Plan amendments scheduled for October 13, 2020 and instead hold a joint County/City workshop at that time.

This item provides for the workshop on the proposed Welaunee Arch amendments as requested by both the City and County Commissions.

Analysis:

The 2020 Comprehensive Plan Amendment Cycle includes the following proposed amendments related to the Welaunee Arch:

- TTA 2020 013: An amendment to the Welaunee Critical Area Plan to replace Objective 13.2 Development of Remainder of Welaunee Critical Planning Area with a development plan for the Welaunee Arch. This amendment also includes the expansion of the Urban Services Area to align with the City limits.
- TMA 2020 012: A map amendment that would change the Future Land Use Map designation of portions of the Welaunee Arch from Suburban and Rural to Planned Development.

These amendments were initially proposed during the Land Use Element Update and initial drafts were provided for public input during the series of workshops held across the City and County on Land Use and Mobility Objectives. The outreach on the proposed Objectives was the third major round of public engagement for the project and included nine community open houses hosted at various locations around the county, five “deep dive” workshops (with Welaunee being part of the deep dive workshop on Goal 1), and a digital workshop. This outreach occurred between January and May 2019. To comply with the terms of the Urban Services Development Agreement between the City of Tallahassee and Powerhouse, Inc., the City of Tallahassee initiated the Welaunee Arch amendments as part of the 2020 Comprehensive Plan Amendment Cycle after the Land Use Element project was delayed.

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Prior to hosting the additional charrettes as directed by the City Commission and Board of County Commissioners, the proposed amendments were presented in the following public meetings as part of the 2020 Comprehensive Plan Amendment Cycle:

- 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

REVIEW OF DIRECTION FROM THE COMMISSIONS AT THE MAY 26, 2020 JOINT TRANSMITTAL HEARING

The Transmittal Hearing for the 2020 Cycle was held on May 26, 2020. At the transmittal hearing, the City Commission and Board of County Commissioners voted to submit the proposed amendment to the State for review and directed staff to hold charrettes to gain additional community input on the proposed Welaunee Arch Master Plan.

SUMMARY OF TECHNICAL ASSISTANCE FROM THE STATE LAND PLANNING AGENCY AND REVIEW AGENCIES

Following the Transmittal Hearing, staff prepared the Proposed Amendment Package and submitted it pursuant to the Expedited State Review Process.

Staff received no objections from the review; however, several review agencies provided technical assistance comments. Technical assistance comments were received from the Department of Economic Opportunity, Department of State, Department of Environmental Protection, Department of Transportation, and the Florida Fish and Wildlife Conservation Commission.

According to the Department of Economic Opportunity, “The technical assistance comments will not form the basis of a challenge. They are offered either as suggestions which can strengthen the City's comprehensive plan in order to foster a vibrant, healthy community or are technical in nature and designed to ensure consistency with the Community Planning Act in Chapter 163, Part II, F.S.” These technical assistance comments are included as Attachment #1.

The technical assistance comments generally included suggestions on addressing infrastructure capacity, ensuring future plans are sensitive to locating, assessing, and avoiding potential adverse impacts to cultural and historic resources, protecting Wakulla Springs, analyzing the transportation network, and protecting wildlife and habitats.

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COMMUNITY ENGAGEMENT

In addition to transmitting the proposed amendments for review, the Board and City Commission directed staff to conduct charrettes to gain additional public input on the proposed amendments.

Welaunee Arch Charrettes

Following the Transmittal Hearing, staff held eleven public video conferences (using Webex) and a self-paced virtual workshop (using Survey Monkey). A summary of the input received through this community outreach is included as Attachment #2.

Additional Public Engagement

Staff also met virtually with various citizens and community organizations, including Keep It Rural (numerous times), Buckhead representatives, Tallahassee Builders Association, representatives of the property owner, various members of the Alliance of Tallahassee Neighborhoods, several individual citizens, and Tally100.

Comments Submitted by Community Organizations

Keep It Rural, Tallahassee Neighborhoods in coordination with Keep It Rural, and Tally100 submitted comments in addition to their participation in the charrettes and the virtual meetings with staff. These are included as Attachment #3.

Additional Virtual Meetings

In mid-September 2020, staff held two video meetings to provide an overview of proposed edits to the Welaunee Arch Master Plan and to answer questions from the public on the proposed edits.

PROPOSED EDITS TO THE MASTER PLAN

Based on the technical assistance comments from the State Land Planning Agency and review agencies; community input from the eleven video conferences held between June 30 and July 29, a virtual workshop held from June 29 and August 10, and virtual community meetings on September 15 and September 17; representatives of the land owner; and other stakeholders, staff developed proposed edits to the Welaunee Arch Master Plan Objective and Policies for the Welaunee Critical Area Plan. Attachment #4 is a strikethrough/underline version of the master plan showing the proposed edits. Attachment #5 is a “clean” version of the Master Plan including the proposed edits.

Attachment #6 is a summary that shows if, where, and how citizen input is addressed in the proposed edits to the Master Plan.

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The proposed edits address the following areas:

Land Uses

Original Proposal

The Master Plan originally included four land uses for the Arch:

- Mixed Use
 - Retail
 - Office
 - Institutional
 - Residential
- Residential
 - Single family (attached & detached)
 - Multi-family (triplexes & quadraplexes)
- Residential Reserve
 - Conservation Subdivisions
 - Ranchettes
- Open Space

This structure of land uses was intended to place the non-residential uses and the low to medium density residential uses in close proximity to the proposed Interstate-10 Interchange and Welaunee Boulevard. The pattern of residential development in the western portion of the Arch was proposed to be similar to the general residential development patterns adjacent to the western side of the Arch. The original plan proposed developing with less density and intensity on the eastern portion of the Arch to maintain compatibility with the existing development surrounding the Arch. The development adjacent to and in close proximity to the northern, eastern, and southern portions of the Arch are single family detached homes on 1 to 3-acre lots.

Proposed Edits

During the charrettes, the general consensus among attendees was that the densities allowed by the land use categories are too low and should reflect more urban than suburban development patterns, the land uses need to include more of a mixture of uses, and ranchettes are not a desirable development pattern despite being the pattern currently seen surrounding the Arch.

Staff concurred with this input and is proposing a series of changes to the Land Use for the Arch. These changes include:

Districts: Proposed changes reorganize the development of the Arch into more distinct districts. These Districts include:

1. Northeast Gateway District
2. West Arch District
3. North Arch District
4. Conservation Design District
5. Residential Reserve District

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Mixed-Use Zones: Within several districts are mixed use centers that vary in density, intensity, and scale. The density ranges for Mixed Use Zones would be 10-20 units per acre in the Activity Center. In the Employment Center, residential would only be allowed above ground floor non-residential development. The range of density in the Town Center would be 8 to 20 units per acre. The maximum density in the Neighborhood Centers would be 14 units per acre.

Neighborhood Zones: Mixed use neighborhoods are proposed within ¼ to ½ mile radii around the mixed-use zones. These distances correspond with a comfortable 5-minute walk and 5-minute bike ride. These areas would be a transition in density between the mixed-use centers and residential zones. The allowed density range allowed in these zones is 4 to 14 units per acre. These areas would represent more traditional development with neighborhood scale retail and commercial integrated with the residential development.

Residential Development: Residential development patterns would be based on different districts. None of the districts include ranchettes as a development pattern.

Northeast Gateway District: This district includes the Activity Center and Employment Center located in proximity to the proposed Interstate-10 Interchange and a low-density residential area (maximum of 6 units per acre) that serves as a buffer for the Buckhead Neighborhood. The policies and residential land use zone in this district were coordinated directly with representatives of the Buckhead Neighborhood.

West Arch District: This district would include a Town Center or Village Center with a mixed-use neighborhood surrounding the Mixed-Use Center. Outside of the neighborhood zone would be residential development with a maximum density of 10 units per acre.

North Arch District: This district would include a Town Center or Village Center with a mixed-use neighborhood surrounding the Mixed-Use Center. Outside of the neighborhood zone would be residential development with a maximum density of 10 units per acre. This district also identifies a proposed regional park located in close proximity to the existing schools.

Conservation Design District: This district would include a Village Center surrounded by a mixed-use neighborhood zone. Outside of this mixed-use area, the residential development would be cluster subdivisions that would cluster development on no more than 40% of the land with at least 60% being set aside as a reserve area that would be designated open space. This District would also be required to follow Dark Skies principles.

Residential Reserve District: This district would be cluster subdivisions that would cluster development on no more than 40% of the land with at least 60% being set aside as a reserve area that would be designated open space. This district would be located across Roberts Road from large lot residential development outside of the Welaunee Arch that consists of single-family homes located on lots that are generally 0.5 to 5 acres in size with the majority being 1 to 3 acres in size. Based on citizen input, this District would also be required to follow Dark Skies principles.

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Suggestions Not Fully Incorporated

The following comments were received for the Welaunee Arch, but were not fully incorporated into the proposed edits because they were either addressed in a different manner, were of a level of detail more specific than would be included in a Comprehensive Plan, or for another reason specified below:

Northeast Gateway District: Florida Fish and Wildlife suggested that if a homeowners' association or community covenants are planned, by-laws that would require residents to take measures to prevent attracting bears into the neighborhood are recommended. This is not addressed in the proposed edits because Comprehensive Plans generally do not address the level of detail of HOAs or community covenants.

Activity District: Keep It Rural suggested that the area between the Activity Center/Employment Center and Buckhead be set aside completely as a park. This was not included in the proposed edits to the Master Plan. Staff worked directly with Buckhead representatives to address compatibility with the Buckhead Neighborhood. Additionally, a park in this location would be more isolated from residents and users than locating the open space elsewhere in the Arch. Buckhead representatives specifically indicated that they do not want any (automotive or non-automotive) connectivity between the Buckhead Neighborhood and the Welaunee Arch, further diminishing the connectivity between the park and potential users.

Residential Reserve District: Keep It Rural suggested that the entire Residential Reserve district be set aside as an additional park. The purpose of this would be to preserve the rural character of the area on the other side of Roberts and Crump Road. This was not included in the proposed edits. The original plan was for the Residential Reserve District to consist of ranchettes (single family homes on large lots) to match the development pattern on the other side of Roberts and Crump Road. The general consensus was that this development pattern is urban sprawl and should not be allowed. Based on this, staff changed the Residential Reserve District to cluster development. With the Greenway located along the perimeter of the Arch and 60% of the cluster development being set aside as open space, this District would have a more open space and be visually screened more than the 0.5 to 5 acre lots located across Roberts and Crump Roads.

Phasing of Development

Original Proposal

The Master Plan originally included two development phases for the Arch. These phases were based on meeting specific thresholds of both residential and non-residential development in Phase 1 before moving to Phase 2.

Proposed Edits

During the charrettes, the general consensus among attendees was that development needs to be coordinated with infrastructure and services. The phasing was effective until the plan horizon year of the Comprehensive Plan.

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Staff concurs with this input and is proposing a refinement of the phasing to include three phases instead of two. The phases would be timed with thresholds for residential and non-residential development in addition to infrastructure capacity (water and sewer) and public services (schools, fire, police). The phasing would be effective until the plan horizon year of the Comprehensive Plan. Even after the plan horizon year of the Comprehensive Plan, development would have to be coordinated with infrastructure capacity and public services.

Phase 1: This proposed phase includes the three districts located along Welaunee Boulevard. This phase is located where infrastructure would be available first.

Phase 2: Phase 2 represents a logical and incremental expansion of infrastructure and public services. This phasing presents “leapfrog development.”

Phase 3: Phase 3 is the area located furthest away from infrastructure and services. It represents the next logical and incremental expansion of infrastructure and services.

Suggestions Not Fully Incorporated

The following comments were received for the Welaunee Arch, but were not fully incorporated into the proposed edits because they were either addressed in a different manner, were of a level of detail more specific than would be included in a Comprehensive Plan, or for another reason specified below:

Additional Phase: There was a suggestion that Phase 1 be split into three districts located along Welaunee Boulevard, refereed to 1A, 1B, and 1C. Staff does not recommend breaking this area into more phases because the entire area will be served by water and sewer once the new roadway is connected and the development order along this roadway could vary depending on the timing of the proposed interchange with Interstate-10. That is, the longer the planning, design, and construction of the interchange takes, the most likely development will occur in District 1B or District 1C before District 1A. Additionally, the suggested District 1A only includes a low-density residential area along with nonresidential. Residential development in Districts 1B and/or 1C would be needed so that residential development occurs in a manner that supports the non-residential development.

Environmental Features

Original Proposal

The Master Plan originally relied on the regulations adopted into the City of Tallahassee Land Development Code that protect environmental features. These include the regulations that implement the Conservation and Preservation Features defined in the Conservation Element of the Tallahassee-Leon County Comprehensive Plan. These also require that a Natural Features Inventory (NFI) be completed as part of the PUD process. These Natural Features Inventories are technical reviews with a certified biologist doing the inventory and assessment and review by a biologist in the City’s Growth Management Department reviewing it.

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Proposed Edits

During the charrettes, the general consensus among attendees was that maps should be prepared with the level of data currently available without an NFI for the entire property. Attendees also requested additional protections for some features that would otherwise not be defined as a Conservation or Preservation Feature.

Staff concurs that having a high-level understanding of potential natural features on the site would be helpful for planning the Arch and is proposing a Preliminary Environmental Features map be included in the Master Plan. An NFI would still be required as part of the PUD process. Conservation and Preservation features would still be protected per the existing environmental regulations in the Land Development Code. Additionally, proposed edits address the following Environmental Features:

Canopy Roads: Proposed edits include a requirement that an additional area along Miccosukee Road with a minimum width of 75 feet along the length of the Canopy Road Protection Zone shall be designated as open space. Along Centerville Road, the Welaunee Greenway would provide 75 to 150 feet of buffer from development.

Tree Canopy: The City's Urban Forest Master Plan specifies that the fragmentation class of Core Canopy (>500 acres) should be protected. An area that meets this definition is located on the western side of the Arch. This is included on the Preliminary Environmental Features Map and protected through several policies.

Wildlife: Based on technical assistance comments from the Florida Fish and Wildlife Conservation Commission and citizen input, staff proposes edits to the Master Plan that would create wildlife corridors by connecting natural features and open space. Policies also prioritize expanding these areas with the reserve areas set aside in cluster development.

Other Features: In areas with cluster development (Districts 4 and 5), where development is clustered on 40% of the areas and 60% is reserved for open space, the additional Open Space shall prioritize additional buffers around Conservation and Preservation Features, areas that provide continuous and contiguous connectivity of Open Space, additional buffers for Canopy Protection Zones, additional areas around the Core canopy or core forests that are part of the fragmentation class of Core Canopy (>500 acres), additional areas that support the network of wildlife corridors, undeveloped uplands, oak-hickory forest, significant trees, passive recreation areas, priority planting areas identified in the Urban Forest Master Plan, and stormwater facilities designed as a community amenity.

Management Plans: Proposed edits also require open spaces to have management plans including wildlife habitat management plans.

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Suggestions Not Fully Incorporated

The following comments were received for the Welaunee Arch, but were not fully incorporated into the proposed edits because they were either addressed in a different manner, were of a level of detail more specific than would be included in a Comprehensive Plan, or for another reason specified below:

Natural Features Inventory: Some attendees suggested that a Natural Features Inventory (NFI) be completed for the entire Arch before the Master Plan is developed. This was not addressed because NFIs are part of the PUD process and an NFI would be more detailed than would be found at the Comprehensive Plan level. Additionally, since development of much of this parcel is not expected for 10-20 years, the findings of an NFI could change before a PUD is developed.

Open Space System

Original Proposal

The Master Plan originally included an open space land use, a development program that required the amount of open space in the Arch to be 30% to 40% of the entire Arch, and policies for recreation, connectivity of open space, and what features would constitute open space.

Proposed Edits

During the charrettes and other input from the community, the general consensus was that the policies for open space should be more detailed so open space would be coordinated across one or more implementing PUDs.

Staff agrees that additional detail would help coordination across implementing PUDs and proposes edits that show environmental features on a map, identifies a general location for a potential regional park near existing schools, and connects the potential regional park to trails around natural features. The proposed edits require PUDs to be coordinated such that there is a connected, continuous, and contiguous open space network. Open space would still account for 30% to 40% of the Arch and policies help prioritize what areas would be reserved for open space. Open Space shall include Conservation Areas and Preservation Areas. The additional Open Space shall prioritize additional buffers around Conservation and Preservation Features, areas that provide continuous and contiguous connectivity of Open Space, additional buffers for Canopy Protection Zones, additional areas around the Core canopy or core forests that are part of the fragmentation class of Core Canopy (>500 acres), additional areas that support the network of wildlife corridors, undeveloped uplands, oak-hickory forest, significant trees, passive recreation areas, priority planting areas identified in the Urban Forest Master Plan, and stormwater facilities designed as a community amenity.

Suggestions Not Fully Incorporated

The following comments were received for the Welaunee Arch, but were not fully incorporated into the proposed edits because they were either addressed in a different manner, were of a level of detail more specific than would be included in a Comprehensive Plan, or for another reason specified below:

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Welaunee Park System Proposal: Keep It Rural submitted a Welaunee Park System Proposal. While elements of this proposal were incorporated into the Master Plan, Keep It Rural requests that all open space be identified now and shown on a map in the Master Plan. This was not included in the proposed edits. While preliminary environmental features are shown on a map in the proposed edits to the Master plan, the features that must be set aside would be finalized through a Natural Features Inventory and locations of stormwater facilities would be identified through the Stormwater Facilities Master Plan. Additionally, the exact location of where development will be and where open space will be is not a level of detail feasible at the Comprehensive Plan level. Instead, staff proposed policies that shape how the open space system will be developed and how it will be an interconnected system. These policies identify the general locations for the Welaunee Greenway and the potential regional park. The policies address connectivity of bicycle facilities to the Greenway, access from residential areas to the Greenway, and connectivity between the potential regional park and natural areas. Additionally, proposed edits ensure that 30% to 40% of the Arch is open space, a priority is given to what is included in the open space, and that the open space is continuous and contiguous. Specifically, the proposed edits state, “Open Space shall comprise between 30% and 40% of the total area within the Welaunee Arch. Open Space shall include Conservation Areas and Preservation Areas. The additional Open Space shall prioritize additional buffers around Conservation and Preservation Features, areas that provide continuous and contiguous connectivity of Open Space, additional buffers for Canopy Protection Zones, additional areas around the Core canopy or core forests that are part of the fragmentation class of Core Canopy (>500 acres), additional areas that support the network of wildlife corridors, undeveloped uplands, oak-hickory forest, significant trees, passive recreation areas, priority planting areas identified in the Urban Forest Master Plan, and stormwater facilities designed as a community amenity.”

Transportation

Original Proposal

The Master Plan originally showed the main thoroughfares on the Concept Map and included policies that addressed complete streets, bicycle facilities, right-of-way reservation, the Northeast Gateway, the proposed I-10 Flyover or Interchange, parking, and canopy roads. The final design of transportation infrastructure would be based on Federal, State, and local design criteria in coordination with the City and FDOT where applicable.

Proposed Edits

During the charrettes, the general consensus among attendees was that transit should be addressed more directly and that more detail is needed to ensure transportation is coordinated across one or more implementing PUDs.

Staff agrees that additional details will help coordinate transportation networks across implementing PUDS and is proposing a refinement to the transportation policies to provide additional detail and clarification by mode.

Transit: Proposed edits would require coordination with Star Metro at the time of each PUD “to ensure the plan accommodates necessary infrastructure to support anticipated transit service.” Additionally, each PUD would also have to address how transit connectivity would be achieved

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between the mixed-use areas and the transit hub currently in the Master Plan for the Welaunee Toe and Heel.

Pedestrian Facilities: Proposed edits do not change the requirement that mixed use areas include sidewalks on both sides of local streets and that residential areas include sidewalk on at least one side of the local streets. The proposed edits clarify that arterials and collectors must include pedestrian facilities on both sides in any land use district.

Bicycle Facilities: Proposed edits do not change the requirement that PUD concept Plans include a network of bicycle facilities, including on-street and off-street facilities. Proposed edits would require the bicycle facilities to provide access to the Greenway where they intersect the Greenway.

Automotive Facilities: Proposed edits include more information about the design of thoroughfares with details including maximum design speeds, pedestrian facility requirements, bicycle facility requirements, and landscaping. In mixed use areas, the local street network will be a grid of interconnected streets.

Electric Vehicles (EV) and Connected and Autonomous Vehicles (CAV): Proposed edits would require PUDs to be coordinated with the Planning Department and the City's Electric and Underground Utilities and Public Infrastructure Departments to ensure the PUDs provide for infrastructure to support electric vehicle charging and infrastructure for CAVs. Additionally, the proposed edits would allow PUDs to incentivize electric vehicle capable and electric vehicle ready development.

This proposed edit is consistent with the City of Tallahassee's Strategic Plan's Objective 1a: Enhance and Modernize Infrastructure to Enable Capacity for Growth. This objective specifically sets a target for the number of electric vehicle (EV) charging stations installed in utility customers' homes.

Parking: Proposed edits include the allowance of incentives for building-mounted solar systems on parking structures.

Suggestions Not Fully Incorporated

The following comments were received for the Welaunee Arch, but were not fully incorporated into the proposed edits because they were either addresses in a different manner, were of a level of detail more specific than would be included in a Comprehensive Plan, or for another reason specified below:

Bicycle Facilities: Comments were received that indicated the Master Plan should specifically require protected bike lanes or shared use paths. Policy 1.2.2 of the Mobility Element states, "all road projects, including resurfacing projects, shall be evaluated for the addition of bicycle lanes or paved shoulders, and transit shelters where they did not previously exist." While protected bike lanes and shared use paths are desirable and encourages, the specific bicycle facility treatment should be designed in coordination with the planned development in order to be sensitive to the given context. For example, if on-street parking is proposed, the parking can serve as a physical

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barrier protecting the bike lanes. Corridors designed to FDOT specifications would include buffered bike lanes. Consideration needs to be given to driveway cuts and intersections to determine what type of facility would reduce potential right hook crashes, etc.

Electric Vehicles: Comments were received that suggested the Master Plan require homes to be EV ready, with conduit and wiring designed for the later addition of EV charging stations. Staff proposed incentives for this type of development but did not include it as a mandate because the Comprehensive Plan does not generally get to the level of detail of individual homes and because of potential implications for the cost of the homes.

Street Orientation: Comments were received that the Master Plan should design roads and orient building lots to facilitate south facing roofs for solar collection. The proposed edits incentivize building-mounted solar but does not address the orientation of roads and lots.

Parking: Comments were received that the Master Plan should require solar PV over parking lots. Proposed edits include incentives for this but do not include it as a requirement.

Housing

Original Proposal

The Master Plan originally relied on the Inclusionary Housing Ordinance to provide more affordable housing options within the Arch. The Inclusionary Housing ordinance is the mechanism adopted into the City's land development code to:

- Promote the health, safety and general welfare of the citizens of the city through the implementation of the goals, objectives and policies of the Tallahassee-Leon County Comprehensive Plan Housing Element;
- Increase affordable home ownership opportunities within the city,
- Stimulate the private sector production of housing available to families within the range of 70 percent to 100 percent of the area median income, or lower;
- Facilitate and encourage development that includes a range of housing opportunities through a variety of residential types, forms of ownership, and home sales prices; and
- Encourage the even and widespread distribution of affordable housing opportunities throughout all portions of the community, including within new developments in fastest growing areas of the community.

The proposed Master Plan would apply the City's Inclusionary Housing Ordinance to the Arch.

Based on the original proposal, development within the Arch would be subject to the requirements of the ordinance in effect at the time of development.

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Proposed Edits

During the charrettes, the consensus among attendees was generally that the Master Plan needed to go beyond the Inclusionary Housing Ordinance to provide for more affordability in general and for housing for low and very-low income families.

Staff agrees that, within the limits State regulations, housing affordability should be addressed more broadly than relying solely on the City's Inclusionary Housing Ordinance. Therefore, staff is proposing several changes to the housing policies:

General Affordability: Staff is proposing land uses that allow for a broader range of housing types (often referred to as "Missing Middle Housing" and establishing requirements for a diversity of housing types in specific land use districts. Staff also proposed policy language for the Arch that states, "No land use district or zone within a district that allows residential development shall limit housing types to only single-family detached homes."

Affordable Housing: Staff proposed including policy language stating that "Additional density bonuses, parking requirement reductions, and other incentives may be incorporated into the PUD Concept Plans to incentivize the provision of housing for low-income and very-low income families, seniors, and/or people with disabilities." This approach gives the City's Housing & Community Resilience Department the ability to coordinate and negotiate affordable housing with each PUD.

Suggestions Not Fully Incorporated

The following comments were received for the Welaunee Arch, but were not fully incorporated into the proposed edits because they were either addressed in a different manner, were of a level of detail more specific than would be included in a Comprehensive Plan, or for another reason specified below:

Solar: Comments were received that for low income housing, the city should offer a rebate for the additional cost to achieve energy efficiency and solar, or loans to be financed from the energy cost savings of the residents. This was not included because it is more detail than is appropriate for a general land use plan at the Comprehensive Plan level. However, this comment could be considered during the development of the City of Tallahassee's Clean Energy Plan. This would be consistent with the City of Tallahassee's Strategic Plan, specifically Objective 4B: Be a Leader in Environmental Stewardship. This objective includes the target to Develop and adopt the City's Clean Energy Plan for 2050 by 2024.

Affordable Housing: Comments were received that 25% of the dwelling units should be available to those families in the low-, very low- and median-income level. Proposed edits do not include this requirement because it would create additional concentrations of affordable housing instead of spreading affordable housing equitably across the entire community. This would also not be feasible to accomplish given the restrictions in Section 166.04151, Florida Statutes.

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Stormwater

Original Proposal

The Master Plan originally required a Stormwater Facilities Master Plan for the entire Arch to be approved by the City prior to the approval of a PUD.

Proposed Edits

During the charrettes, the consensus among attendees was generally that more details need to be included pertaining to the Stormwater Facilities Master Plan. Attendees also explained that the details included in the Master Plan for the Toe and Heel provided a good example of what details should be included for the Arch.

Planning Staff worked with the City's Growth Management Department and Underground Utilities and Public Infrastructure Department to revise the Stormwater Facilities Master Plan policies to include similar details as are in the Master Plan for the Welaunee Toe and Heel. The Master Plan would still require a Stormwater Facilities Master Plan for the entire Arch to be approved by the City prior to the approval of a PUD.

Alternative Approaches

Numerous participants during the charrettes mentioned that developers would not want to do a master plan for the entire Arch when they intend to only develop a portion of it. These participants indicated that requiring a developer to do a stormwater facilities master plan for the entire Arch was not realistic or feasible. To address this input from the community, the development of the Stormwater Facilities Master Plan could be phased over the Arch consistent with the proposed land development phasing. This alternative approach could make it more feasible for developers to do stormwater facility master plans for the phase or phases where development would be occurring and would allow more up-to-date information about development and thus better data for the basis of the stormwater facilities master plans.

Suggestions Not Fully Incorporated

The following comments were received for the Welaunee Arch, but were not fully incorporated into the proposed edits because they were either addresses in a different manner, were of a level of detail more specific than would be included in a Comprehensive Plan, or for another reason specified below:

City Developed Stormwater Plan: Comments were received that suggested the City should develop a Stormwater Facilities Master Plan for the entire Arch now. Some of these comments also indicated that the City should include a mechanism for recuperating costs for the Stormwater Facilities Master Plan from future developments. This language was not included because it is still unknown when the parcel will actually develop. The Stormwater Master Plan would still need to be done prior to any development and nothing in the language prohibits the City from funding it.

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Energy Efficiency

Original Proposal

The Master Plan originally focused energy efficiency primarily on land uses that promote internal capture of vehicular trips.

Proposed Edits

During the charrettes and other public engagement, the consensus among attendees was generally that the Master Plan should address energy efficiency more directly. Of note is that the City adopted a clean energy resolution in 2019. Clean energy plans that would detail how to achieve the goals of the resolution and subsequent ordinances and programs could address energy citywide instead of addressing it only in the Arch.

Regardless, based on community input, staff proposed several edits that address energy in a variety of ways as follows:

Electric Vehicles: Proposed edits would require PUDs to coordinate with the City to ensure infrastructure that supports electric vehicle (EV) charging. Incentives would also be allowed in the PUDs for EV-capable and EV-ready development.

Solar Energy: Proposed edits would allow PUDs to include incentives for building-mounted solar.

Clean Energy Resolution: Proposed edits would specify that PUD Concept Plans may incorporate strategies and standards that are consistent with the City of Tallahassee's Clean Energy Resolution or any clean energy plan adopted by the City subsequent to the resolution. PUD Concept Plans shall comply with applicable clean energy and renewable energy ordinances in effect at the time of development. PUDs may include additional incentives to encourage energy efficiency.

LEED Standards: Proposed edits would allow PUDs to include incentives for developing with LEED standards (or similar industry-recognized standards).

Natural Gas: Participants in the charrettes and the members of Tally100 requested that natural gas not be extended to the Welaunee Arch as to rely more on renewable energy. Staff removed natural gas from the list of utilities that would be provided. While this removes the guarantee that natural gas would be available to the Arch, it does not explicitly prohibit it. This approach is proposed to allow flexibility for future alternatives such as renewable natural gas. Renewable natural gas is natural gas derived from organic waste material found in daily life such as food waste, garden and lawn clippings, and animal and plant-based material. It can also be derived from degradable carbon sources like paper, cardboard and wood. Additionally, the expansion of natural gas could be regulated by City ordinances that are adopted to implement clean energy plans.

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Suggestions Not Fully Incorporated

The following comments were received for the Welaunee Arch, but were not fully incorporated into the proposed edits because they were either addressed in a different manner, were of a level of detail more specific than would be included in a Comprehensive Plan, or for another reason specified below:

Energy Efficiency: Tally100 submitted comments that the Master Plan should require:

- All development complies with requirements resulting from the City's clean energy plan. Each building has a certified HERS rating and meet the FGBC or LEED standards that reflect the homes efficiency is in the top 25% of Tallahassee homes completed the previous year.
- Ground based heat pump HVAC or other HVAC with equivalent efficiency for each building.
- Water heaters and all other appliances meet or exceed energy star certification standards. Solar water heaters should be incentivized by the City.
- Homes are solar PV ready, with roofs and electrical conduit and wiring designed for the later addition of solar PV and battery storage.

These comments are generally more detailed than what would be included in a Comprehensive Plan and are not addressed in the proposed edits except that PUDs may include incentives for development that meets LEED standards or similar industry-recognized green rating system standards.

Public Services and Facilities

Original Proposal

The Master Plan originally focused the existing Urban Services Development Agreement for infrastructure and school impact analyses for schools.

Proposed Edits

During the charrettes, the consensus among attendees was generally that more detail was desired for public services, including police and fire.

Based on this input, staff is proposing a number of changes:

Phasing: The proposed phasing of development in the Arch would be tied to public services and facilities. Development of the Arch shall be implemented in phases consistent with this plan and necessary infrastructure (including water and sewer) and supporting services (including adequate schools, police and fire service).

PUD Concept Plans: Per the proposed edits, 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. PUD Concept Plans shall include the locations of essential services upon request by and through coordination with the City of Tallahassee and/or the Leon County School Board.

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Schools: In addition to being coordinated with the phasing of development in the Arch, proposed edits more directly identify the process evaluating and mitigating school impacts. 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, provide a focal point for the neighborhoods, and be safely accessible by pedestrians and bicyclists. The co-location of schools, civic spaces, and active parks is encouraged. The City and County shall adhere to the Public School Concurrency and Facility Planning Interlocal Agreement, as required by Section 1013.33, F.S., which establishes procedures for, among other things, coordination and sharing of information; planning processes; school siting procedures; site design and development plan review; and school concurrency implementation. Proposed edits would require a school site to be set aside in coordination with the Leon County School Board. This dedication of land would be credited towards school concurrency mitigation requirements.

CONCLUSION

Based on the Technical Assistance Comments from the State Land Planning Agency and Review Agencies and the input received from citizens and community organizations, the Welaunee Arch Master Plan was updated and improved. This agenda item does not address every single edit but focuses on the most notable changes. Attachment #5 includes the full strikethrough/underline of proposed edits since the Transmittal Hearing on May 26, 2020.

For the amendments to be adopted another public hearing (the Adoption Public Hearing) would be necessary pursuant to Section 163.3184, Florida Statutes. The Intergovernmental Coordination Element of the Tallahassee-Leon County 2030 Comprehensive Plan sets forth the procedures for voting on proposed amendments. The adoption of the proposed Comprehensive Plan amendment that would incorporate the Welaunee Arch Master Plan into the Welaunee Critical Area Plan in the Land Use Element and expand the Urban Services Area to the City Limits requires approval by both the City and County Commission. The proposed amendment to change the designation of the Welaunee Arch on the Future Land Use Map in the Land Use Element of the Comprehensive Plan require approval only by the City Commission. Rezoning to implement the Land Use Change would also require approval only by the City Commission.

At the September 9, 2020 City Commission meeting, the Commission directed staff to seek an extension for the adoption of the proposed Welaunee Amendments from the State Land Planning Agency. Pursuant to Section 163.3184, Florida Statutes, the adoption hearing deadline can be extended by agreement with notice to the state land planning agency. For the proposed Welaunee amendments, an extension would require agreement between the City and County. At the September 15th Board meeting, the Commission did not move to extend the deadline, understanding that the County has the option to request the extension at a later date if needed.

At the September 15, 2020 Board meeting, the Board voted to hold the adoption hearing on the Welaunee Arch Master Plan Comprehensive Plan amendments on November 10, 2020. Option 2 in this agenda item would set the City's Adoption Hearing date to be consistent with the County's Adoption Hearing date to allow for a Joint Adoption Hearing.

Title: Joint County/City Workshop on the Proposed Welaunee Arch Objective and Policies for the Welaunee Critical Area Plan

October 13, 2020

Page 19

To implement the proposed amendment to the Future Land Use Map, a rezoning of the Welaunee Arch is proposed. The rezoning would require two Public Hearings. If the City's adoption hearing on the proposed map amendment is set for November 10, 2020 (Option 2), the First of Two Public Hearings on the rezoning would be scheduled for that date as well. The Second and Final Public Hearing for the rezoning would be scheduled for December 9, 2020.

Options:

1. Accept the report on the Proposed Welaunee Arch Objective and Policies for the Welaunee Critical Area Plan and direct staff to include the proposed revisions in the Comprehensive Plan Amendment as detailed in this agenda item.
2. Direct staff to introduce the City Ordinances for the proposed amendments and rezoning at the October 28, 2020 City Commission Meeting and set the City's Adoption Hearing date for November 10, 2020 jointly with the County.
3. Do not direct staff to introduce the City Ordinances for the proposed amendments and rezoning at the October 28, 2020 City Commission Meeting and do not set the City's Adoption Hearing date for November 10, 2020.
4. Board and Commission direction.

Recommendations:

Options #1 and #2

Attachments:

1. Technical assistance comments from State Land Planning Agency and review agencies
2. Summary of input received during the Welaunee Arch Charrettes
3. Comments from community groups
4. Summary of how citizen input is addressed in the proposed edits to the Master Plan
5. The Welaunee Arch Master Plan version transmitted to the State Land Planning Agency and review agencies
6. Proposed edits to the Welaunee Arch Master Plan based on technical assistance comments and citizen input (strikethrough/underline version)
7. Proposed edits to the Welaunee Arch Master Plan based on technical assistance comments and citizen input (clean version)

Ron DeSantis
GOVERNOR



Ken Lawson
EXECUTIVE DIRECTOR

July 1, 2020

The Honorable John Dailey
Mayor, City of Tallahassee
300 South Adams Street
Tallahassee, Florida 32301

Dear Mayor Dailey:

The Department of Economic Opportunity ("Department") has reviewed the Tallahassee-Leon County proposed comprehensive plan amendment (Amendment No. 20-01ESR), received on June 4, 2020, pursuant to the expedited state review process in Section 163.3184(2)(3), Florida Statutes (F.S.). We have identified no comment related to adverse impacts to important state resources and facilities within the Department's authorized scope of review.

We are, however, providing two technical assistance comments consistent with Section 163.3168(3), F.S. The technical assistance comments will not form the basis of a challenge. They are offered either as suggestions which can strengthen the City's comprehensive plan in order to foster a vibrant, healthy community or are technical in nature and designed to ensure consistency with the Community Planning Act in Chapter 163, Part II, F.S. The technical assistance comments are:

1. **Technical Assistance Comment 1: Data and Analysis, Welaunee Arch Area and Pine Cone Woods.** The proposed text and future land use map amendments for the Welaunee Arch Master Plan area and Pine Cone Woods substantially increase the development potential on the amendment parcels. However, the amendment is not supported by data and analysis identifying the impacts of increased development on public facilities and the capacity of these facilities to serve the affected areas. Prior to adoption, Tallahassee-Leon County should ensure that the amendment is supported by data and analysis indicating that public facilities (potable water, wastewater, transportation, and schools) exist or are planned to serve the amendment sites. If not, the City should modify the amendment to change the development potential to the level where public facility capacity is available or planned. If capital improvements are needed to serve the amendment sites and maintain the adopted level of service standards in the next five years, those improvements should be included in 5-year schedule of capital improvements.
2. **Technical Assistance Comment 2: Educational Facilities Future Land Use Category.** The Educational Facilities future land use category in the comprehensive plan does not establish an intensity standard for nonresidential development. To ensure compliance with Section

Florida Department of Economic Opportunity | Caldwell Building | 107 E. Madison Street | Tallahassee, FL 32399
850.245.7105 | www.FloridaJobs.org
www.twitter.com/FLDEO | www.facebook.com/FLDEO

An equal opportunity employer/program. Auxiliary aids and service are available upon request to individuals with disabilities. All voice telephone numbers on this document may be reached by persons using TTY/TTD equipment via the Florida Relay Service at 711.

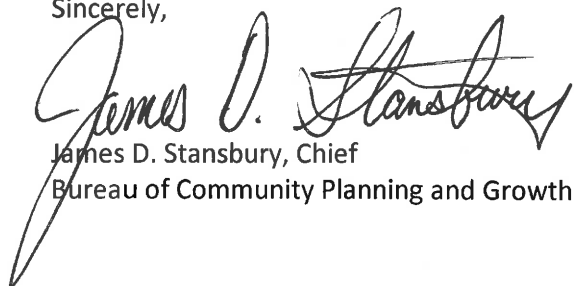
163.3177(6)(a), Florida Statutes, the City/County should consider modifying the proposed amendment to include an intensity standard.

The City should act by choosing to adopt, adopt with changes, or not adopt the proposed amendment. For your assistance, we have enclosed the procedures for adoption and transmittal of the comprehensive plan amendment. In addition, the City is reminded that:

- Section 163.3184(3)(b), F.S., authorizes other reviewing agencies to provide comments directly to the City. **If the City receives reviewing agency comments and they are not resolved, these comments could form the basis for a challenge to the amendment after adoption.**
- **The second public hearing**, which shall be a hearing on whether to adopt one or more comprehensive plan amendments, **must be held within 180 days** of your receipt of agency comments or the amendment shall be **deemed withdrawn** unless extended by agreement with notice to the Department and any affected party that provided comment on the amendment pursuant to Section 163.3184(3)(c)1., F.S.
- **The adopted amendment must be rendered to the Department.** Under Section 163.3184(3)(c)2. and 4., F.S., the **amendment effective date** is 31 days after the Department notifies the City that the amendment package is complete or, if challenged, until it is found to be in compliance by the Department or the Administration Commission.

If you have any questions concerning this review, please contact Valerie James, Planning Analyst, by telephone at (850) 717-8493 or by email at valerie.james@deo.myflorida.com.

Sincerely,



James D. Stansbury, Chief
Bureau of Community Planning and Growth

JDS/ vj

Enclosure(s): Procedures for Adoption

cc: Cherie Bryant, AICP, Planning Manager, Tallahassee-Leon County Planning Department
Artie White, AICP, CNU-A, Administrator, Tallahassee-Leon County Planning Department
Chris Rietow, Executive Director, Apalachee Regional Planning Council

SUBMITTAL OF ADOPTED COMPREHENSIVE PLAN AMENDMENTS

FOR EXPEDITED STATE REVIEW

Section 163.3184(3), Florida Statutes

NUMBER OF COPIES TO BE SUBMITTED: Please submit three complete copies of all comprehensive plan materials, of which one complete paper copy and two complete electronic copies on CD ROM in Portable Document Format (PDF) to the State Land Planning Agency and one copy to each entity below that provided timely comments to the local government: the appropriate Regional Planning Council; Water Management District; Department of Transportation; Department of Environmental Protection; Department of State; the appropriate county (municipal amendments only); the Florida Fish and Wildlife Conservation Commission and the Department of Agriculture and Consumer Services (county plan amendments only); and the Department of Education (amendments relating to public schools); and for certain local governments, the appropriate military installation and any other local government or governmental agency that has filed a written request.

SUBMITTAL LETTER: Please include the following information in the cover letter transmitting the adopted amendment:

_____ State Land Planning Agency identification number for adopted amendment package;

_____ Summary description of the adoption package, including any amendments proposed but not adopted;

_____ Identify if concurrency has been rescinded and indicate for which public facilities.
(Transportation, schools, recreation and open space).

_____ Ordinance number and adoption date;

_____ Certification that the adopted amendment(s) has been submitted to all parties that provided timely comments to the local government;

_____ Name, title, address, telephone, FAX number and e-mail address of local government contact;

_____ Letter signed by the chief elected official or the person designated by the local government.

ADOPTION AMENDMENT PACKAGE: Please include the following information in the amendment package:

_____ In the case of text amendments, changes should be shown in strike-through/underline format.

_____ In the case of future land use map amendments, an adopted future land use map, **in color format**, clearly depicting the parcel, its future land use designation, and its adopted designation.

_____ A copy of any data and analyses the local government deems appropriate.

Note: If the local government is relying on previously submitted data and analysis, no additional data and analysis is required;

_____ Copy of the executed ordinance adopting the comprehensive plan amendment(s);

Suggested effective date language for the adoption ordinance for expedited review:

"The effective date of this plan amendment, if the amendment is not timely challenged, shall be 31 days after the state land planning agency notifies the local government that the plan amendment package is complete. If the amendment is timely challenged, this amendment shall become effective on the date the state land planning agency or the Administration Commission enters a final order determining this adopted amendment to be in compliance."

_____ List of additional changes made in the adopted amendment that the State Land Planning Agency did not previously review;

_____ List of findings of the local governing body, if any, that were not included in the ordinance and which provided the basis of the adoption or determination not to adopt the proposed amendment;

_____ Statement indicating the relationship of the additional changes not previously reviewed by the State Land Planning Agency in response to the comment letter from the State Land Planning Agency.



FLORIDA DEPARTMENT of STATE

RON DESANTIS
Governor

LAUREL M. LEE
Secretary of State

Artie White, AICP, CNU-A
Tallahassee-Leon County Planning Dept.
Comprehensive Planning Division
City Hall • 300 South Adams Street
Tallahassee, Florida 32301

June 29, 2020

Re: DHR Project File No. 2020-3582 / Tallahassee-Leon County Planning Department
Proposed Amendments for the 2020 Cycle for the City of Tallahassee and Leon County
Amend the Joint Tallahassee-Leon County 2030 Comprehensive Plan: TTA 2020-003, TTA 2020-011,
TMA 2020-010, TTA 2020-006, LMA 2020-06, TTA 2020-013, TMA 2020-012
DEO No. 20-01ESR

Dear Mr. White:

According to this agency's responsibilities under Section 163.3184(3)(b) Florida Statutes, we reviewed the above document to determine if proposed plan elements may adversely impact significant historic resources.

It is our understanding that the above amendments cover many different parts of the city and county and are in different phases of planning. We would like to note that there are many cultural resources recorded on the Florida Master Site File (FMSF) in the above referenced amendment locations including archaeological sites, historic structures, and districts. Some are listed on the National Register of Historic Places (NRHP), and many others have not been evaluated to determine if they are eligible for the NRHP.

In addition, there are many parts of the city and county in the amendment areas that have not had cultural resource assessment surveys conducted to determine if unrecorded historic resources are present. There are also many rural historic cemeteries that have likely not been recorded. Historic cemeteries are protected under Section 872.05, Florida Statutes. We recommend that any future plans should be sensitive to locating, assessing, and avoiding potential adverse impacts to these resources.

For any questions or assistance concerning our comments, please contact Robin Jackson, Historic Preservationist, Compliance and Review at 850.245.6496, or by electronic mail at robin.jackson@dos.myflorida.com.

Sincerely,

A handwritten signature in blue ink, reading "Jason Aldridge" with "For" written below it.

Timothy A. Parsons, Ph.D.
Director, Division of Historical Resources and
State Historic Preservation Officer

Division of Historical Resources
R.A. Gray Building • 500 South Bronough Street • Tallahassee, Florida 32399
850.245.6300 • 850.245.6436 (Fax) • FLHeritage.com

Page 412 of 609

Posted November 3, 2020





FLORIDA DEPARTMENT OF Environmental Protection

Marjory Stoneman Douglas Building
3900 Commonwealth Boulevard
Tallahassee, FL 32399

Ron DeSantis
Governor

Jeanette Nuñez
Lt. Governor

Noah Valenstein
Secretary

June 29, 2020

Mr. Artie White
Administrator of Comprehensive Planning
Tallahassee-Leon County Planning Department
300 South Adams Street
Tallahassee, Florida 32301

Re: Tallahassee-Leon County 20-01ESR Proposed Comprehensive Plan Amendment Expedited Review

Dear Mr. White,

The Office of Intergovernmental Programs of the Florida Department of Environmental Protection (Department) has reviewed the above-referenced amendment package in accordance with the provisions of Chapter 163, Florida Statutes (F.S.). The Department's review focused on important state resources and facilities that would be adversely impacted if the amendment is adopted, specifically: air and water pollution; wetlands and other surface waters of the state; federal and state-owned lands and interest in lands, including state parks, greenways and trails and conservation easements; solid waste; and water and wastewater treatment.

PROPOSED AMENDMENT

The proposed amendment package includes a Future Land Use designation change on 2,810.55 acres of undeveloped land identified as the "Welaunee Arch", and an amendment to the Comprehensive Plan text to include a new objective and related policies for the "Welaunee Arch Master Plan" under Future Land Use Element Goal 13: "Welaunee Critical Area Plan", which addresses future development on a total of 4,778 acres within the Welaunee planning area. The applicant proposes to amend the Future Land Use designation on the property from Rural and Suburban to Planned Development and adopt a development program for a mixed-use development with residential densities ranging from six (6) to twenty (20) dwelling units per acre and non-residential intensity at 20,000 square feet per acre. If adopted, this amendment would result in a significant increase in residential density and non-residential intensity on the subject site.

IMPORTANT STATE RESOURCES

The Florida Springs and Aquifer Protection Act (Sections 373.801-.813, F.S.) identifies and outlines actions the Department must take to address and restore impaired Outstanding Florida Springs (OFS). The Act provides OFS special protection by prohibiting certain activities in their vicinity, especially in the area of the Priority Focus Area (PFA) if identified in the BMAP.

Wakulla Spring is an impaired first magnitude OFS. The location of the proposed project is within the springshed boundaries of the Upper Wakulla River and Wakulla Spring BMAP.

DEPARTMENT COMMENTS

Activities associated with the project have the potential to impact water quality; therefore, appropriate measures should be taken to minimize any potential additional nutrient loadings to the spring. These measures include the proper treatment and disposal of wastewater, stormwater, and the implementation of adequate sediment and erosion control practices to mitigate any surface water impacts. Any additional loading to the basin will be evaluated during future updates to the BMAP and may require additional restoration actions by the City if deemed necessary.

CONCLUSION

The Department is providing technical assistance comments consistent with Section 163.3168(3), F.S. They are offered as suggestions which can strengthen the County's comprehensive plan and provide assurance that the future potential increase in density and intensity will not adversely impact important state resources.

If you should require assistance or additional information, please contact me at (850) 717-9037 or Lindsay.Weaver@FloridaDEP.gov.

Sincerely,



Lindsay Weaver, Environmental Specialist II
Office of Intergovernmental Programs



Florida Department of Transportation

RON DESANTIS
GOVERNOR

1074 Highway 90
Chipley, FL 32428

KEVIN J. THIBAUT, P.E.
SECRETARY

June 29, 2020

Mr. Artie White, AICP, CNU-A
Administrator of Comprehensive Planning
300 South Adams Street
Tallahassee, Florida, 32301

Subject: Tallahassee-Leon Proposed Comprehensive Plan Amendment 20-01ESR

Mr. White:

Pursuant to Section 163.3184(3), Florida Statutes (F.S.), in its role as a reviewing agency as identified in Section 163.3184(1)(c), F.S., the Florida Department of Transportation (FDOT) reviewed proposed amendment Tallahassee-Leon Proposed Comprehensive Plan Amendment 20-01ESR.

The transmittal package includes seven (7) proposed amendments. These amendments are summarized below:

TTA 2020 003: Southeast Sector Plan

This amendment includes revision to objectives, policies, and figures in the Land Use Element and Mobility Element. These proposed amendments:

- 1) Clarify that unless a Planned Development (PD) is consistent with the Suburban land use category, they will be require a Comprehensive Plan Amendment to adopt the PD Master Plan into the Comprehensive Plan.
- 2) Amend and reorganize policies regarding mass transit in PDs.
- 3) Change development program for the Southside Development of Regional Impact (DRI) to modify land use percentages, remove the DRI from the Southeast Sector Plan, remove affordable housing study requirement, and remove requirement for a 40-acre middle school.
- 4) Remove average density for land use categories.
- 5) Change classification on Esplanade Way.

TTA 2020 011: Neighborhood Boundary Land Use

This amendment increases the maximum allowable density within the Neighborhood Boundary FLU designation from eight (8) to eighteen (18) dwelling units per acre, as well as increasing the maximum square footage of a non-residential building from 10,000 square feet to 20,000 square feet. The transmittal notes this amendment is intended to coordinate placemaking and established mixed use corridors and nodes.

Mr. White
June 29, 2020
Page 2

This amendment is applicable to all of the Neighborhood Boundary throughout the County and increases the maximum allowable development for these FLU areas.

TMA 2020 010: Bond and Griffin Heights Map Amendment

This proposed amendment changes the future land use (FLU) designation of approximately 19.8 acres, generally located south of Gamble Street and west of Perry Street from Residential Preservation to Neighborhood Boundary.

The proposed amendment has the potential to increase the trip generation of the subject properties. No traffic analysis was included in the transmittal package.

TTA 2020 006: Pine Cones Woods Urban Services Area

The proposed amendment 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 the subject of a concurrent application to change their designation on the Future Land Use Map (LMA 2020 006).

LMA 2020 006: Pine Cones Woods Map Amendment

This proposed amendment changes the future land use (FLU) designation of approximately 175 acres, generally located north and west of S.R. 61/U.S. 319, adjacent to Chiles High School, from Rural to Bradfordville Mixed Use and Educational Facilities.

The proposed amendment has the potential to increase the trip generation of the subject properties. No traffic analysis was included in the transmittal package.

TTA 2020 013: Welaunee Critical Area Plan and Urban Services Area

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 (TMA 2020 012). The proposed amendment also extends the Urban Services Area to include the Welaunee Arch.

TMA 2020 012: Welaunee Arch

This proposed amendment changes the future land use (FLU) designation of approximately 2,810.55 acres from Rural and Suburban to Planned Development.

The proposed amendment has the potential to increase the trip generation of the subject properties. No traffic analysis was included in the transmittal package; however, the staff report did reference the Northeast Gateway, a major infrastructure project, including a new I-10 interchange at Welaunee Boulevard.

FDOT determined it is not possible to accurately determine the potential impacts of the proposed amendment TTA 2020 011.

FDOT determined the other proposed amendments are not anticipated to have significant adverse impacts to transportation resources or facilities of state importance.

Mr. White
June 29, 2020
Page 3

Please transmit a copy of the amendment, along with the supporting data and analysis, to the District upon its adoption.

Thank you for coordinating on the review of this proposed amendment with FDOT. If you have any questions, please do not hesitate to contact me by email at Ray.Kirkland@dot.state.fl.us or (850) 330-1590.

Sincerely,

DocuSigned by:

F9C93E401A6B416...

Ray Kirkland, FDOT D3
Planning Department

cc: Jennifer Carver, FDOT Central Office, Office of Policy Planning
Ray Eubanks, DEO



Florida Fish and Wildlife Conservation Commission

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Tallahassee, Florida
32399-1600
Voice: 850-488-4676

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800-955-8771 (T)
800 955-8770 (V)

MyFWC.com

July 2, 2020

Artie White, Administrator of Comprehensive Planning
Tallahassee-Leon County Planning Department
City Hall
300 South Adams Street
Tallahassee, Florida 32301
Artie.white@talgov.com

RE: Leon - Tallahassee 20-01 Expedited State Review (ESR), City of Tallahassee and
Leon County Comprehensive Plan Amendment

Dear Mr. White:

Florida Fish and Wildlife Conservation Commission (FWC) staff reviewed the above-referenced comprehensive plan amendment package and provides the following comments and recommendations for your consideration in accordance with Chapter 163.3184, Florida Statutes. While there are no objections to the amendment, the following technical assistance information is provided to assist the Department of Economic Opportunity, the County, and any applicants during the amendment review and future project planning.

Proposed Amendments

There are seven items included in the proposed amendments for the 2020 Cycle for the joint Tallahassee-Leon County 2030 Comprehensive Plan. At this time, FWC staff are restricting comments to four amendments related to the areas known as Pine Cone Woods and Welaunee Arch. Proposed amendments would expand the Urban Services Area in both locations and two amendments would make the corresponding changes in the future land use map.

The proposed Pine Cone Woods amendment seeks to change the FLUM designation of 175 acres from "Rural" to "Bradfordville Mixed Use and Educational Facilities" located adjacent to Chiles High School, west of Thomasville Road, and north of the intersection with Bannerman Road. Dominant landcovers onsite include rural (72.8 acres), mixed hardwood-coniferous (29.5 acres), mixed hardwood coniferous swamps (27.8 acres), basin swamp (21.2 acres), mesic flatwoods (15.4 acres), artificial impoundment/reservoir (3.9 acres), mixed wetland hardwoods (1.8 acres), and coniferous plantations (1.3 acres).

The proposed Welaunee Arch amendment seeks to change the FLUM designation from Rural and Suburban to Planned Development for 2,810.55 acres located east of Killearn Estates, and is bound by the Miccosukee Canopy Road Greenway to the south, Centerville Road to the west, Roberts Road to the north, and Proctor/Crump Road to the east. Specifically, the Planned Development for Welaunee Arch designates a wide range of land uses to be phased for development over time, including mixed use along Interstate 10, surrounded to the north and east by residential (10 units per acre), and residential reserve (6 units per acre) further to the east. Open spaces protecting wetlands and providing recreational opportunities will be located throughout, as well as an extension of

the existing Miccosukee Canopy Road Greenway around the periphery of the area; to be referred to as the Welaunee Greenway. The current plan is designed to protect natural resources, with a minimum of 50 percent of the residential reserve land permanently protected by a future conservation easements. Dominant landcovers onsite include mixed hardwood-coniferous (1,731.9 acres), upland pine and scrub (1,068.1 acres), coniferous plantations (491.9 acres), field crops (428.8 acres), mixed hardwood-coniferous swamps (372.1 acres), rural open land (206 acres), wet prairie (62.59 acres), improved pasture (53.1 acres), marshes (48 acres), upland hardwood forest (32.5 acres), artificial impoundment/reservoir (28.9 acres), mesic flatwoods (23.2 acres), mixed scrub-shrub wetland (22.9 acres), mixed wetland hardwoods (22.1 acres), natural lakes and ponds (14.7 acres), wet coniferous plantation (13.4 acres), hydric pine flatwoods (11.7 acres), freshwater non-forested wetlands (9.8 acres), oak scrub (2.9 acres), and others.

Potentially Affected Resources

At this early stage in the planning process, no wildlife surveys of these areas have been provided. FWC staff conducted a geographic information system (GIS) analysis, which found that these sites are located near, within, or adjacent to:

- Public conservation lands
 - Miccosukee Canopy Road Greenway (managed by Leon County Parks and Recreation) adjacent to Welaunee Arch
 - Horseshoe Plantation Conservation Easement (Tall Timbers Research, Inc.) adjacent to Pine Cone Woods
- U.S. Fish and Wildlife Service (USFWS) Consultation Area for the red-cockaded woodpecker (*Picoides borealis*, Federally Endangered [FE])
- Three wood stork (*Mycteria americana*, Federally Threatened [FT]) nesting colony core foraging areas (CFA). The CFA consists of a 13-mile radius around each nesting colony.
- Potential habitat for the following state-listed and managed species:
 - Gopher tortoise (*Gopherus polyphemus*, State Threatened [ST])
 - Little blue heron (*Egretta caerulea*, ST)
 - Florida black bear (*Ursus americanus floridanus* – East Panhandle Bear Management Unit [BMU])

Comments and Recommendations

Wildlife Surveys and Habitat Management

To better identify potential project impacts to listed species of fish and wildlife, FWC staff recommend that species-specific surveys be conducted prior to any clearing or construction. Species-specific surveys are time sensitive and are best conducted by wildlife biologists with recent documented experience for that species. Species-specific survey protocols approved by the U.S. Fish and Wildlife Service (USFWS) and the FWC

are provided in the Florida Wildlife Conservation Guide at <https://myfwc.com/conservation/value/fwcg/> or in the FWC Species Conservation Measures and Permitting Guidelines available at <https://myfwc.com/wildlifehabitats/wildlife/species-guidelines/>.

The Welaunee Arch area may also benefit from a Wildlife and Habitat Management Plan (WHMP). Developments of this size with large conservation areas or ecological corridors can provide a framework for habitat management activities that will ensure these areas continue to provide habitat for fish and wildlife resources. A WHMP can include a list of state- and federally listed species which may occur on the site and suggests actions to minimize, avoid, and mitigate impacts to those species. Similar plans also include information on proposed maintenance activities such as prescribed fire, invasive plant management, or methods to address nuisance and exotic animal species. FWC staff is available to assist in the development of a management plan that includes these details so that conservation areas and open space may continue to provide habitat for fish and wildlife resources.

Florida Black Bear

The FWC has received 54 reports of human-bear conflicts within a 5-mile radius of the Welaunee Arch site since 2001. Florida black bears are frequent/common in this area which is within the East Panhandle Bear Management Unit identified in the 2019 Bear Management Plan. While black bears tend to shy away from people, they are adaptable and will take advantage of human-provided food sources. This includes sources that are currently available near this site, sources that may be available during construction, and sources available after construction including unsecured garbage, pet food, and bird seed. Once bears become accustomed to finding food around people, their natural wariness is reduced to the point that there can be an increased risk to public safety or private property.

Proactive planning may help prevent or reduce future conflicts with bears. Site designs for larger developments should locate conservation areas along the borders of developed areas, to avoid encouraging bears to forage within developed areas (<http://myfwc.com/wildlifehabitats/managed/bear/crossings/>). Providing road crossings for wildlife and fencing along the roadways to prevent wildlife-vehicle collisions may also prevent property damage, wildlife mortality, and protect human safety. If a homeowners' association or community covenants are planned, by-laws that would require residents to take measures to prevent attracting bears into the neighborhood are recommended. Sample by-law language used by other Florida communities is available at (<http://myfwc.com/wildlifehabitats/managed/bear/living/community-group/bylaw/>).

During construction, construction sites should be kept clean, with refuse that might attract bears kept separate from construction debris and stored securely in bear-resistant containers or removed daily from the construction site before dark. Refuse that might attract bears includes all food and drink-related materials, as well as any items with strong scents like cleaning agents.

Once the development is completed, residents should be provided with bear-resistant garbage cans as part of their regular waste service and any larger waste storage containers should also be bear-resistant. Providing residents with information on how to avoid human-bear conflicts is also recommended. This information can include:

- Options for keeping garbage secure which can include using bear-resistant garbage containers, modifying regular containers to be bear-resistant, or keeping containers secure in a garage or sturdy shed and then placing garbage on the curb the morning of pick-up rather than the night before (<http://myfwc.com/wildlifehabitats/managed/bear/living/attractants/>);
- Removing bird and wildlife feeders, or modifying them to exclude bears (<http://myfwc.com/wildlifehabitats/managed/bear/wildlife-feeders/>);
- Using electric fencing to secure outdoor attractants like fruiting trees/shrubs, gardens, compost, and small livestock (<https://myfwc.com/media/1886/electricfence.pdf>);
- Proper composting in bear range (<https://myfwc.com/media/1888/howtocompostinbearcountry.pdf>);
- Keeping pets safe (<https://myfwc.com/wildlifehabitats/wildlife/bear/living/protect-pets/>); and
- Cleaning and securing barbeque grills.

Information should also include guidelines for how residents should respond to bears in the area, such as

- What to do if they encounter a bear, whether from a distance or at close range,
- How to keep pets and livestock safe in bear range, and
- When and how to contact the FWC regarding a bear issue.

FWC staff is available to assist with residential planning to incorporate the above features. Additional information about Florida black bears can be found on our website at <http://www.myfwc.com/wildlifehabitats/managed/bear>.

Gopher Tortoise

Both proposed amendment areas have potential habitat for the gopher tortoise. The applicant should refer to the FWC's Gopher Tortoise Permitting Guidelines (Revised January 2017) (<http://www.myfwc.com/license/wildlife/gopher-tortoise-permits/>) for survey methodology and permitting guidance prior to any development activity. Specifically, the permitting guidelines include methods for avoiding impacts as well as options and state requirements for minimizing, mitigating, and permitting potential impacts of the proposed activities. If you have any questions regarding gopher tortoise permitting, please contact Eric Seckinger by phone at (850) 921-1029 or at Eric.Seckinger@MyFWC.com.

Wading Birds

Little blue herons and wood storks have been observed within the Welaunee Arch wetland areas and the potential exists for other state-listed wading birds to nest in the swamps, marshes, and other wetlands on the project site. FWC staff recommends that

specific surveys be conducted for wading birds around any wetland or water-holding areas prior to the commencement of any clearing, grading, or filling activities. Surveys should be conducted during their breeding season, which extends from March through August. Additional information and guidance for conducting surveys can be found in the Species Conservation Measures and Permitting Guidelines for state-threatened wading birds (<https://myfwc.com/media/18634/threatenedwadingbirds-guidelines.pdf>). If there is evidence of nesting during this period, we recommend that any wading bird nest sites be buffered by 100 meters (330 feet) to avoid disturbance by human activities. If nesting is discovered after site activities have begun, if the removal or trimming of trees with active nests is unavoidable, or if maintaining the recommended buffer is not possible, we recommend that the applicant contact the FWC staff identified below to discuss potential permitting alternatives.

Federal Species

This site also contains habitat suitable for the federally listed species identified above. FWC staff recommends coordination with USFWS Panama City Ecological Services Office (ESO) as necessary for information regarding potential impacts to these species. The USFWS Panama City ESO can be contacted at (850) 769-0552.

FWC staff appreciate the opportunity to provide input on this project and look forward to working with the applicant throughout the permitting process. If you have specific technical questions regarding the content of this letter, please contact Jennifer Paredes at (850) 617-9408 or by email at Jennifer.Paredes@MyFWC.com. All other inquiries may be sent to ConservationPlanningServices@MyFWC.com.

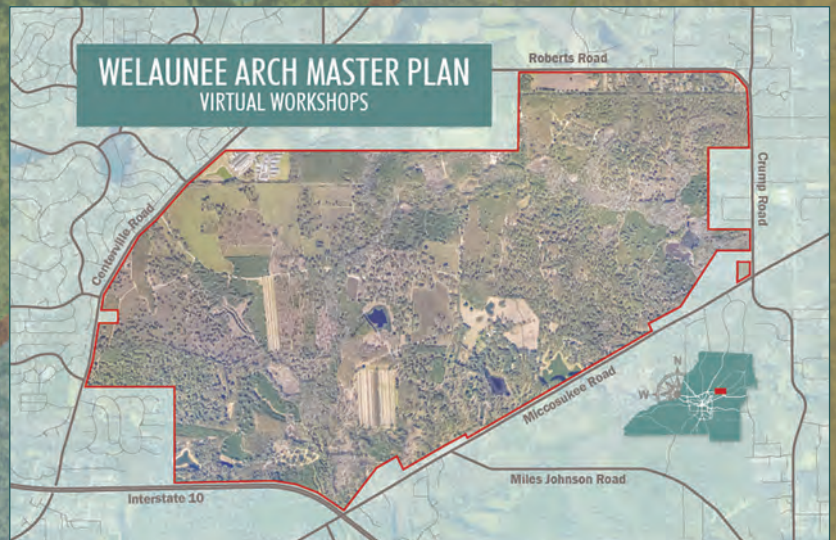
Sincerely,



Jason Hight
Land Use Planning Program Administrator
Office of Conservation Planning Services

jh/jp
Leon Tallahassee 20-01ESR_41899_07022020

CC: Ray Eubanks, Florida Department of Economic Opportunity,
DCPexternalagencycomments@deo.myflorida.com
Commissioner Jeremy Matlow, City of Tallahassee, Jeremy.Matlow@talgov.com



Summary of Community Input from Virtual Charrettes

September 2020

ONE (1) Roadway crossing across
the Miccosukee Greenway
permitted. Final location TBD.

Thank You!

The staff of the Tallahassee-Leon County Planning Department is grateful to all who took time to participate and provide thoughtful input during these charrettes.

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Background

The Welaunee Arch is the area of land generally located between Miccosukee Road and Roberts Road and between Centerville Road and Crump Road. This is privately owned property and is the subject of a proposed comprehensive plan amendment. The proposed Master Plan for the Welaunee Arch generally outlines how the property will be developed over time, how urban services will be provided to the property, and what services and amenities will be provided to the public. The Master Plan is the first step in the development process. The Master Plan provides the broad parameters for how the property may be developed. Before development occurs, the Master Plan will need to be followed with a more detailed planned unit development (PUD). The PUD would then be followed by even more detailed site plans.

Commission Direction

At the May 26, 2020 Transmittal Hearing for the proposed Comprehensive Plan amendment, the City Commission and Board of County Commissioners voted to submit the proposed amendment to the State for review and directed staff to hold virtual charrettes and in-person charrettes.

Virtual Engagement Processes & Tools

In lieu of in person facilitation due to COVID-19, the Tallahassee – Leon County Planning Department organized a two-part virtual engagement process. Part one of the process involved hosting a series of virtual charrettes, while part two consisted of an online workshop giving participants the opportunity to give specific input on policy language proposed for adoption into the Comprehensive Plan at their own leisure.

Virtual Charrettes

Video Conferences - Eleven video conferences were available for members of the public to attend to express concerns and ask staff questions. Each meeting was staffed by an array of City of Tallahassee and Leon County staff members including those from Comprehensive Planning, Growth Management, DesignWorks, and more. The focal point of each meeting was the Welaunee Arch Concept Map.

What is a Charrette?

Charrettes are typically multi-day events involving all key stakeholders and are designed to gather information, analyze a situation, present solutions to conflicts, and formulate strategies within a planning process.

Schedule (2020)

- Tuesday, June 30, 10:30am
- Tuesday, June 30, 3:00pm
- Thursday, July 2, 10:30am
- Tuesday, July 7, 10:30am
- Tuesday, July 7, 3:00pm
- Wednesday, July 8, 10:30am
- Thursday, July 9, 10:30am
- Tuesday, July 14, 3:00pm
- Wednesday, July 15, 6:30pm
- Tuesday, July 21, 3:00pm
- Wednesday, July 29, 6:00pm

Video recordings of the Virtual Charrettes are available for viewing on the [City of Tallahassee YouTube channel](#).

Virtual Workshops

The Virtual Workshop portion of this public outreach effort consisted of a comprehensive online questionnaire. The questionnaire was designed to both convey and receive information to participants. Topics included land use, transportation, public facilities and services, and recreation and open space. Informative video prompts accompanied each portion of the online survey giving background to the aforementioned topics. Participants had the opportunity to give input on specific policy statements within the questionnaire.

The video prompts that accompanied the Virtual Workshop are available on the [City of Tallahassee YouTube channel](#).

Summary of Virtual Charrettes

Several key topics were discussed during the Virtual Charrette process.

I-10 overpass/Interchange - A common topic of discussion between all charrettes included clarification of planning around the I-10 overpass and associated interchange. The crossing of I-10 is currently proposed to overpass the interstate, with development of an interchange possible further down the line pending coordination with state and federal agencies. The overpass is part of Blueprint IA's Northeast Gateway project. The project PD&E is currently underway with a final alignment undetermined at this time.

Limiting Urban Sprawl - The attendees generally agreed that urban sprawl should be prevented within the Welaunee Arch. Prevention of sprawl was discussed in a multitude of aspects including planning, transportation, and development, among others.

Inclusionary/Affordable Housing - Attendees expressed their support for the development of inclusionary and affordable housing within the Arch.

Transportation - A common topic of discussion between all charrettes included clarification of planning pertaining to the I-10 overpass and associated interchange. The crossing of I-10 is currently proposed to overpass the interstate, with development of an interchange possible further down the line pending coordination with state and federal agencies. The overpass is part of Blueprint IA's Northeast Gateway project. The project PD&E is currently underway with a final alignment undetermined at this time.

During the charrette process, it was identified that roadway alignments shown on the Concept Map are purely conceptual, with alignments to be determined by developers closer to the time of development.

Pre-development agreements have limited future development to three (3) roadway access points along Miccosukee Road for the Arch between the I-10 overpass and Crump Road, in addition to a connection at Miles Johnson Road. Community input suggests that careful planning should be performed to reduce the impact that development may have on Miccosukee Road as to prevent widening and alteration to the current roadway cross-section.

Within the Arch, charrette attendees urged future development to consider narrower roadway cross-sections as to reduce impervious area and reduce vehicular speeds.

A common interest of charrette attendees was development provisions to ensure a highly connected roadway network, including a transportation master plan. Many would like to see provisions for a transportation master plan to be in place pre-development, similar to the requirements for a stormwater master plan.

Charrette attendees expressed the value that transit systems could add to future development in the Arch. Local circulators could reduce the need for local vehicular trips, while longer range transit options could reduce future impacts on Tallahassee's transportation system by reducing total vehicle trips.

Charrette attendees raised awareness of an existing conservation easement adjacent to Montford Middle School. This easement should be taken into consideration when planning for transportation needs.

Many charrette attendees urged for the consideration of electric vehicle charging stations to be provided in future developments in the Arch.

Recreation - Existing land just south of Roberts Elementary and Montford Middle School may be suitable for recreation facilities such as ball fields with lower environmental impacts, given the land is currently clear of tree cover.

Charrette attendees advocated for the widest possible swath of land for the perimeter greenway trail system and expressed that stormwater facilities should be incentivized to be built as attractive passive recreation facilities (e.g. Lake Ella), rather than "holes in the ground."

Schools and Other Public Facilities - Charrette attendees encouraged a continuation of coordination with Leon County School Board to ensure impacts of future development on school system are planned for.

The attendees also recommended developing a process to prevent “tipping-point” facility needs that could become a part of the PUD process.

Fire stations were urged to be considered as a fore-thought prior to development of the Arch.

Housing - The attendees generally agreed that urban sprawl should be prevented within the Welaunee Arch. Prevention of sprawl was discussed in a multitude of aspects including planning, transportation, and development, among others.

Attendees expressed their support for phasing of development within the Welaunee Arch.

Attendees expressed their support for the development of inclusionary and affordable housing within the Arch. Provisions for inclusionary and affordable housing were widely supported by attendees of the virtual charrettes.

There is community support for requiring a diverse range of housing types.

Cluster subdivisions are supported as a tool to provide housing development while also preserving natural features.

Green building envelope requirements were requested to be considered for future development in the Arch.

Stormwater - Charrette attendees expressed support for the requirement for an Arch-wide stormwater master plan, as is required in the current amendment language.

Charrette attendees expressed that stormwater facilities should be incentivized to be built as attractive passive recreation facilities (e.g. Lake Ella), rather than “holes in the ground.”

Springs protection was identified by some attendees as an important factor to consider in pre-development stormwater planning.

Environmental Protection - Canopy protection was identified as a priority in each of the eleven charrettes hosted. Citizens voiced their preference for preservation of existing trees to the planting of new trees to meet the goal of canopy preservation.

It was noted that the plan should recognize the ecological value of preserving some lands in the highlands within the Welaunee Arch so that portions of these areas are included in conservation areas to support native wildlife and habitats.

Charrette attendees frequently expressed that wildlife corridors should be extensively planned with widest swath of preserved land feasible.

Consideration of narrower roadway cross-sections to reduce impervious area was expressed as an interest by some charrette attendees.

During the charrettes, staff heard concerns regarding nighttime light pollution and the preservation of “dark-skies” in the region.

Limitation to the development of septic fields was regarded as a priority for environmental protection.

Utilities - Attendees of the virtual charrettes and workshop expressed concern for the potential for development of septic fields within the Arch.

Charrette attendees expressed support to achieve the renewable energy goals of the City of Tallahassee 2050 pledge. A recommendation to limit natural gas transmission infrastructure to the Arch was provided to encourage cleaner forms of renewable energy in this area when it does develop.

Many attendees voiced support for underground transmission lines where feasible.

Map Modifications - Requests for modifications to the Welaunee Arch Concept Map were expressed as follows:

- Add scale for context.
- Include neighborhood center at intersection of roads in east portion of the Arch.
- Indicate conservation easement adjacent to schools.
- Include natural features and environmentally sensitive layers.

Cultural and Historical - Charrette attendees noted that defining characteristics of the Tallahassee area include tree canopy cover and topography, and that these should be protected.

Charrette attendees requested that an assessment of cultural and historical sites within the Arch should be required – including protection and provisions for burial sites.

Attendees would like to see development built in harmony with topography, rather than large cuts made to slopes.

Septic Fields - Attendees of the virtual charrettes and workshop expressed concern for the potential for development of septic fields within the Arch.

Phasing - Attendees expressed their support for phasing of development within the Welaunee Arch.

Dark Skies - During the charrettes, staff heard concerns regarding nighttime light pollution and the preservation of "dark-skies" in the region.

More information

Summaries of the Virtual Charrettes by date are available for review within this document in Appendix One, with each charrette's suggested edits to the Welaunee Arch Concept Map available in Appendix Two.

Full results of the Online Public Workshop are available for review within this document in Appendix Three.

Results of this public engagement campaign, including this document, may be found online through [Talgov.com](#), [the City of Tallahassee's website](#).

Next steps

The proposed Welaunee Arch Master Plan will be updated based on technical assistance comments from the State Land Planning agency and review agencies and input received during the charrettes. The revised Master Plan will be provided for public comment. Final refinements based on comments received will be provided to the Board of County Commissioners and City Commission for the Adoption Hearing scheduled for October 13, 2020.

Appendix One - Charrette Summaries

Charrette 1

10:30 am, June 30, 2020

Staff

Devan Leavins Artie White
Jeremy Floyd Jacob Fortunas,
Laurel Harbin as Technical
assistance,

Mary Jean Yarbrough, Edward Young
Jr., John Reddick, Mindy Mohrman

Attendees - Charles Morris, Laura
Newton, Pamela Hall, Mike Rychlik,
Robin Colson, Robert Volpe (Owner's
Representative), Leon County
Commissioner Rick Minor

Topics of Discussion

Environmental Concerns - While the floodplain and wetlands are included on the map, a call for additional environmental features to be featured on the map was made. Coordination between staff and FWC to gather more information is ongoing.

Defining Characteristics of Tallahassee - Trees and topography were identified as defining characteristics that make Tallahassee unique. A call for protection of these features was made.

Buckhead Neighborhood - Discussion of the plan as it relates to Buckhead revealed that considerations were made to ensure a buffer was provided between the neighborhood boundary and future development in the Arch.

Density - Community identified the need for a "neighborhood center" in the east portion of the Arch, similar to the depiction along the proposed Welaunee Blvd. The east portion of the Arch would have less density than the west.

Transportation Network - Current layout roads on the map follow existing dirt roads – future roads may utilize these corridors to minimize impacts. Access points to Miccosukee Rd. were pre-negotiated in prior agreements. Locations of access points are not set in stone.

Charrette 2

3:00 pm, June 30, 2020

Staff - Devan Leavins, Artie White,
Jeremy Floyd, Jacob Fortunas
(Technical assistance), Laurel Harbin
(Technical assistance), Mary Jean
Yarbrough, Edward Young Jr., John
Reddick, Mindy Mohrman

Attendees - Jeff Blair, Pamela Hall,
Robin Colson, Mike Rychlik, Wendy
Gray, Robert Volpe (Owner's
Representative), Leon County
Commissioner Rick Minor

Topics of Discussion

Planned Unit Developments - It was identified that there is a high likelihood that the site may be developed as one or more PUDs. Coordination between PUDs will be required to ensure cohesive and holistic development of the Arch. Topics included transportation, stormwater, environmental protection, wildlife corridors, and recreation.

Stormwater - The plan identifies a stormwater masterplan for the Arch to be adopted prior to development of the Arch.

Environmental Protection - A natural features inventory was identified as a step in the PUD process. Cluster developments identified as a tool for providing density while protecting natural features.

Charrette 3

10:30 am, July 2, 2020

Staff - Devan Leavins, Artie White, Jeremy Floyd, Jacob Fortunas (Technical assistance), Laurel Harbin (Technical assistance), Mary Jean Yarbrough, Edward Young Jr., John Reddick, Mindy Mohrman

Attendees - Pamela Hall, Mike Rychlik, Robert Volpe (Owner's Representative), Sam Staley, Debbie Lightsey, Rob Lombardo, Leon County Commissioner Rick Minor

Topics of Discussion

Road Access - When land was donated for Miccosukee Greenway, it was agreed that access to Miccosukee Rd. would be granted at Miles Johnson, as well as up to three (3) other undetermined locations and two (2) undetermined locations on Centerville. Currently shown on the map are site access points being used today. These would be logical places for future access given they may reduce impacts.

Transportation - Proposed roads on the map include a conceptual alignment of Welaunee Blvd. as well as alignments along existing dirt roads on the site.

Planned Unit Developments - Comparison made between Developments of Regional Impact (DRI) planning and PUD planning. Clarified that DRI planning is no longer accepted. PUDs will be their own zoning district. Stormwater master plan will be required before the 1st PUD.

Utilities - This planning process helps prevent the building of septic fields within the Arch. Locations of current sewer trunk lines identified. Visualization on map requested. Expansion within Arch should be incremental and logical as to reduce excessive costs.

Public Facilities - Facilities such as fire stations and schools discussed. Clarification as to how they will be required and built requested.

Charrette 4

10:30 am, July 7, 2020

Staff - Devan Leavins, Artie White, Jeremy Floyd, Jacob Fortunas (Technical assistance), Laurel Harbin (Technical assistance), Mary Jean Yarbrough, Edward Young Jr., John Reddick, Mindy Mohrman

Attendees - Pamela Hall, Moira Homann, Scott Hannahs, Jeff Blair, Robert Volpe (Owner's Representative), Leon County Commissioner Rick Minor

Topics of Discussion

Planned Unit Developments - Clarification of PUD process. Typically, a three (3) month process for approval. PUD is the final zoning.

Schools - School board is aware of planning in the Arch, though LCSB typically fiscally plans 5 years out. Development of the Arch is at least 10 years out. Concurrency for schools is accounted for on the PUD level. Call for more consideration to how schools will be planned for.

Charrette 5

3:00 pm, July 7, 2020

Staff - Devan Leavins, Artie White, Jeremy Floyd, Jacob Fortunas (Technical assistance), Laurel Harbin (Technical assistance), Mary Jean Yarbrough, Edward Young Jr., John Reddick, Mindy Mohrman

Attendees - Moira Homann, Scott Hannahs, Jeff Blair, Pamela Hall, Mike Rychlik, Robert Volpe (Owner's Representative), Leon County Commissioner Rick Minor

Topics of Discussion

Forestry and Canopy Preservation - Preservation of high-quality canopy is accounted for in the forestry plan. Replanting will be necessary to mitigate development impacts. Cluster subdivisions would assist in preservation of wooded areas. Potential for promotion of sprawl with excessive development restrictions.

Topography Preservation - Vital character of Tallahassee. Promotes preservation of natural sheet flow and stormwater runoff. Option to build with the landscape.

Springs Protection - Location is within Wakulla Springs FEMA boundary, though not within direct focus area. Considerations to septic mitigation, fertilizer use, etc.

Charrette 6

10:30 am, July 8, 2020

Staff - Devan Leavins, Artie White, Jeremy Floyd, Jacob Fortunas (Technical assistance), Laurel Harbin (Technical assistance), Mary Jean Yarbrough, Edward Young Jr., John Reddick, Mindy Mohrman

Attendees - Jerry Lindsey, Kate Brown, Gary Hunter (Owner's Representative), Laura Newton, Scott Hannahs, Pamela Hall, Mike Rychlik, Robert Volpe (Owner's Representative), Leon County Commissioner Rick Minor

Topics of Discussion

Greenways - Crossing at Miles Johnson pre-negotiated. Widest possible greenway around perimeter of Arch requested. Canopy road protection zone identified as area where no development is allowed.

Wildlife Corridors - Comprehensive planning and consideration should be made for movement of wildlife. NFI and land survey have not been conducted presently.

Types and Densities of Development - Discussion included that of diversity in housing types, inclusionary housing, density allowances, and cluster housing.

Connection to Heel and Toe - The Heel and Toe each have a master plan in place currently. The Heel does not currently have any plans for development, just like the Arch. Call for reintegration of Heel and Toe with Arch Master Plan.

Charrette 7

10:30 pm, July 9, 2020

Staff - Devan Leavins, Artie White, Jeremy Floyd, Jacob Fortunas (Technical assistance), Laurel Harbin (Technical assistance), Mary Jean Yarbrough, John Reddick, Mindy Mohrman

Attendees - Echo Gate (Halff Associates), Kelly Otte, Alan Keese, Gary Hunter (Owner's Attorney), Pamela Hall, Robert Volpe (Owner's Representative), Leon County Commissioner Rick Minor

Topics of Discussion

I-10 Overpass/Interchange and Welaunee Blvd. - The project would initially take the form of an overpass, with the possibility of interchange pending future analysis and studies. This specific project is currently in PD&E. Partial construction may be possible within the next 5 years.

Perimeter Greenway Trails - Plan currently make provision for a perimeter greenway trail that ties into the existing Miccosukee Greenway.

Environmental Concerns - Staff is coordinating with FWC to obtain data and other information regarding known environmental features within the Welaunee Arch. A Natural Features Inventory (NFI) assessment will be required during predevelopment processes.

Affordable and Inclusionary Housing - Discussion included identifying differences between affordable, inclusionary, and workforce housing as well as how provisions for said housing are woven into state statutes. PUDs are unlikely to be able to opt out of providing inclusionary housing.

Charrette 8

3:00 pm, July 14, 2020

Staff - Devan Leavins, Artie White, Jeremy Floyd, Jacob Fortunas (Technical assistance), Laurel Harbin (Technical assistance), Mary Jean Yarbrough, John Reddick, Mindy Mohrman

Attendees - Mary Dooley, Jeff Blair (Keep It Rural), Terry Ryan (Residents of Centerville Road group), Ned Kruis, Daniel Scheer, Will Messer, Wendy Grey, Gary Hunter (Owner's Attorney), Mike Rychlik, Robert Volpe (Owner's Representative)

Topics of Discussion

I-10 Interchange - The flyover is currently in PD&E. Initially the connection is only an overpass, with additional coordination needed to accommodate an interchange.

Public Involvement - Call for enhanced public notices for public involvement.

Stormwater - Concerns made given hiccups in the Toe. Potential karst features identified (conjecture).

Schools - School capacity analysis at conceptual maximum buildout has been performed. Additional analysis is done at the PUD level.

Transmission Lines - Overhead vs. underground.

Tree Preservation

Affordable/Inclusionary Housing

Charrette 9

6:30 pm, July 15, 2020

Staff - Devan Leavins, Artie White, Jeremy Floyd, Jacob Fortunas (Technical assistance), Laurel Harbin (Technical assistance), Mary Jean Yarbrough, John Reddick, Mindy Mohrman, Michele Humowiecki (Grown Management)

Attendees - Chris Klena (Aide to Commissioner Desloge), Elizabeth Hollister, Josh Gold, Julie Hauserman, Stephen Martin, Daniel Scheer, Will Messer, Robert Volpe (Owner's Representative), Greg Kaufmann, Leon County Commissioner Rick Minor

Topics of Discussion

Traffic Impacts - Traffic analysis for Welaunee Blvd underway in hand with PD&E. Limits of traffic modeling are Capital Circle NE, Thomasville Rd. and US 90. Call for more expansive study made.

Transmission Lines - Underground preferred by community siting aesthetics, ecology, and power outages, especially along canopy roads.

Application Process - History and coordination between property owner. Public input is a big part of the picture.

Perimeter Greenway and Trail - Width of swath should be 75'-100' minimum per Greenways Master Plan. Greater width is likely necessary to function and wildlife corridor.

Smoke Easements - Provisions for prescribed burning may need to be included given proximity to burn areas.

Wildlife Corridor over I-10 - Blueprint is contemplating, but not committed to, a wide vegetated equestrian bridge over the interstate – may be able to function as a wildlife corridor.

Dark Skies - Valuable asset in the region is the lack of light pollution. Consideration should be made for lighting regulations in the Arch.

Charrette 10

3:00 pm, July 21, 2020

Staff - Devan Leavins, Artie White, Jeremy Floyd, Jacob Fortunas (Technical assistance), Laurel Harbin (Technical assistance), Mary Jean Yarbrough, John Reddick, Mindy Mohrman, Edward Young Jr.

Attendees - John Bailey, Commissioner Mary Ann Lindley, Leon County Commissioner Rick Minor, William Adams, Stephen Martin, Britt Stephens, Todd Engstrom, Wendy Grey, Leon County Commissioner Bryan Desloge, Mike Brezin, Gary Hunter (Owner's representative), Robin Colson, Danielle Irwin, Daniel Scheer, Pamela Hall, Mike Rychlik, Cara Fleischer, Randie Denker, Robert Volpe, P. Culbertson, Debbie Lightsey, Scott Hannahs

Topics of Discussion

Existing Conservation Easement - Citizens raised awareness of an existing conservation easement adjacent to Montford Middle School. Said easement to be taken into consideration when planning for transportation needs.

Renewable Energy - Community raised awareness that the City of Tallahassee has pledged to go 100 percent renewable by the year 2050 – consideration for vehicle charging stations, green building envelope requirements, circulator transit, etc. requested to be considered.

Natural Gas - Expansion of natural gas services to the Arch identified as a practice that is out of line with the City of Tallahassee 2050 renewable energy pledge.

Housing - Community identified neighborhood scale retail and commercial as a benefit for future development, in addition to a mix of housing types. Concern was expressed the potential about large lot sizes leading to exclusive housing costs, especially in the east portion of the Arch.

Charrette 11

6:00 pm, July 29, 2020

Staff - Devan Leavins, Artie White, Jeremy Floyd, Jacob Fortunas (Technical assistance), Laurel Harbin (Technical assistance), Mary Jean Yarbrough, John Reddick, Mindy Mohrman, Edward Young Jr., Wayne Tedder, Keith Burnsed

Attendees - Mike Rychlik, John Bailey, Ramona Abernathy-Paine, Leon County Commissioner Mary Ann Lindley, City of Tallahassee Commissioner Dianne Williams-Cox, Max Epstein, Marney Richards, Elizabeth Hollister, Debbie Lightsey, Amy Datz, Bobbi Nute, Wills Flowers, Will Crowley, Stephen Martin, Gary Hunter (Owner's representative), Robert Volpe (Owner's representative), Bill Adams, Leon County Commissioner Rick Minor, Danielle Irwin, Julianne Hare, Mike Brezin, Brian Welch, Kathy McGuire, Randie Denker, Pamela Hall

Topics of Discussion

Stormwater - Calls for modern stormwater mitigation methods were made, including pre-treatment methods and constructed wetlands, to preserve and enhance environmentally and aesthetically.

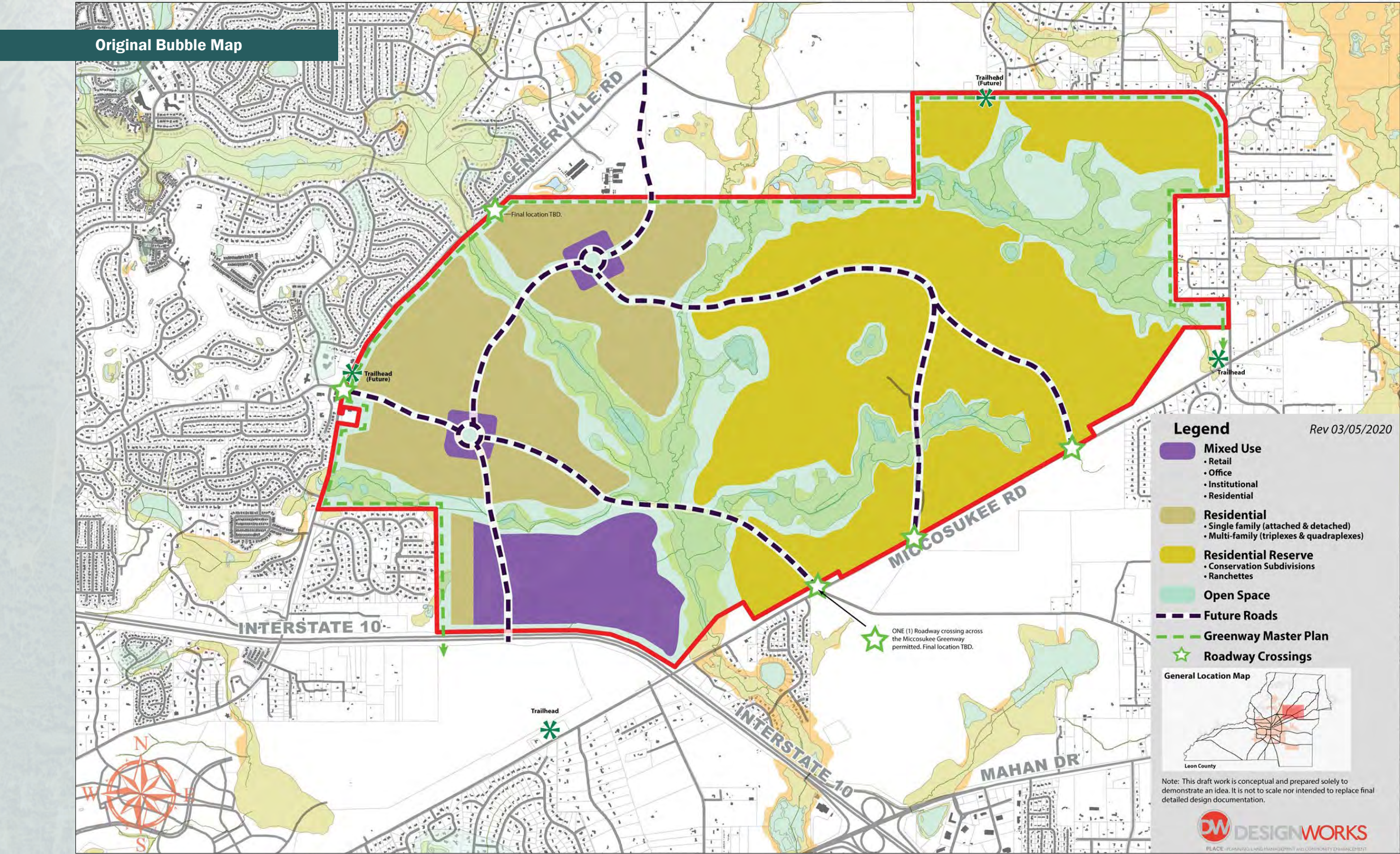
Historical and Cultural - Cultural and historical resources should be identified and protected wherever possible. Community identified the possible presence of burial grounds given the historical land use.

Fiscal Impact - Community supports the implementation of a Fiscal Impact Analysis. Concerns were made for excessive costs to tax-payers for expansion of services. Community supports research into mechanisms for a safety-net to prevent cost to tax-payers.

Environmental Protection - Preservation of canopy, surface water quality and treatment, and provisions for wildlife corridors were underscored as priorities for participants.

Housing and Neighborhoods - Community supports diversity in housing types and interconnectivity between neighborhoods and PUDs. Neighborhood level retail desired be standard as to facilitate internal capture.

Appendix Two – Virtual Charrette Bubble Maps



Tuesday, June 30, 10:30am



Tuesday, June 30, 3:00pm



Thursday, July 2, 10:30am



Tuesday, July 7, 3:00pm



Wednesday, July 8, 10:30am

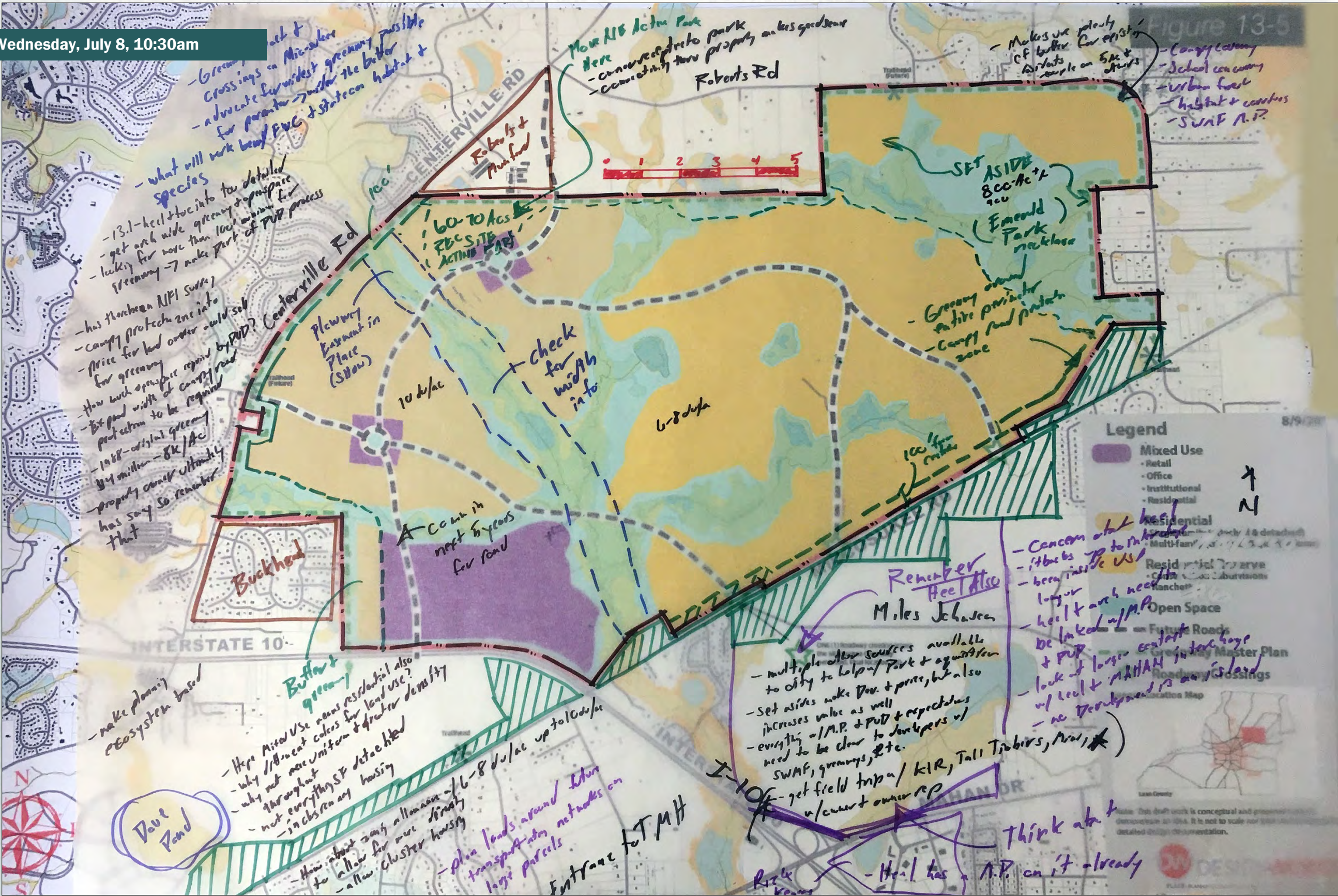
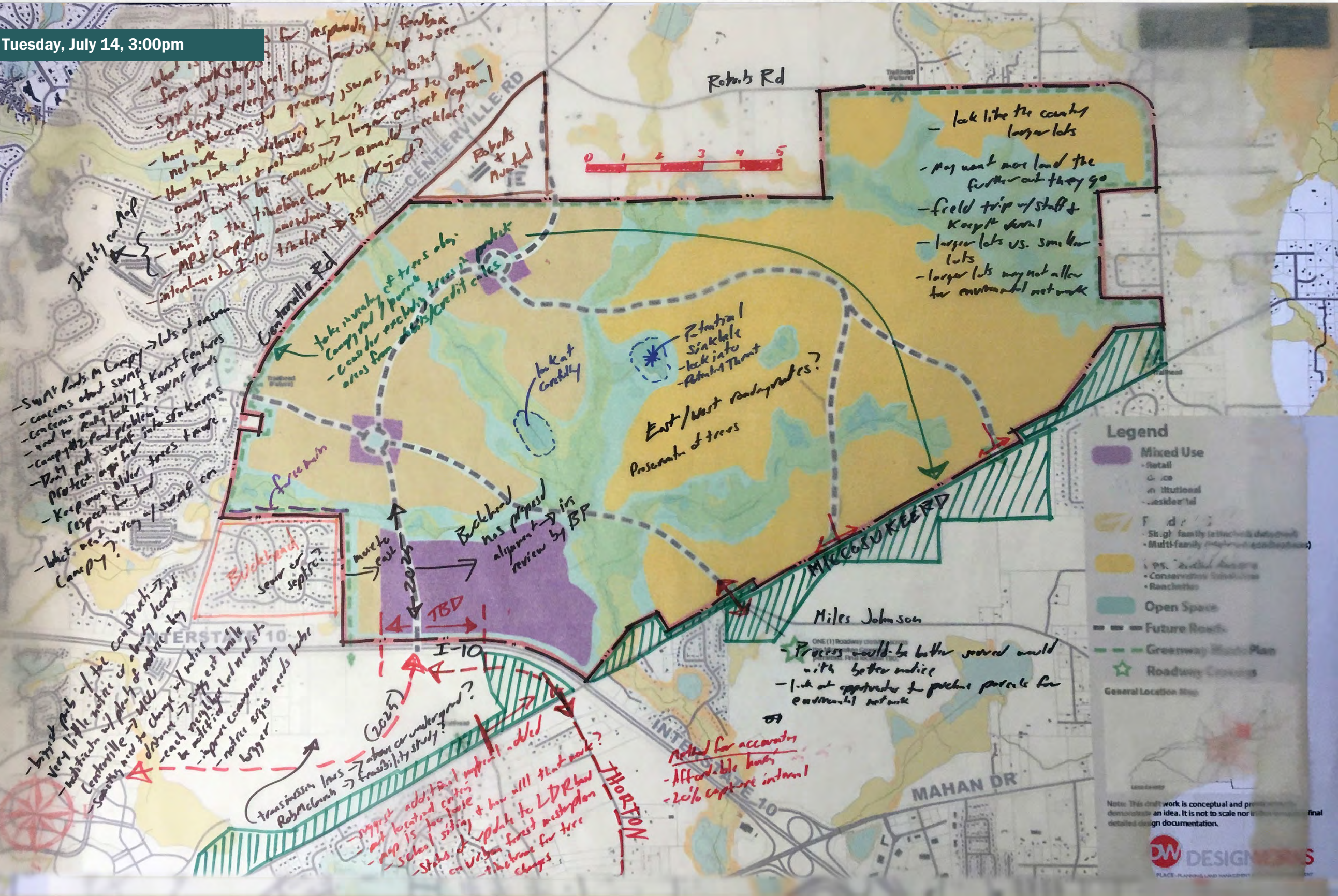


Figure 13-5



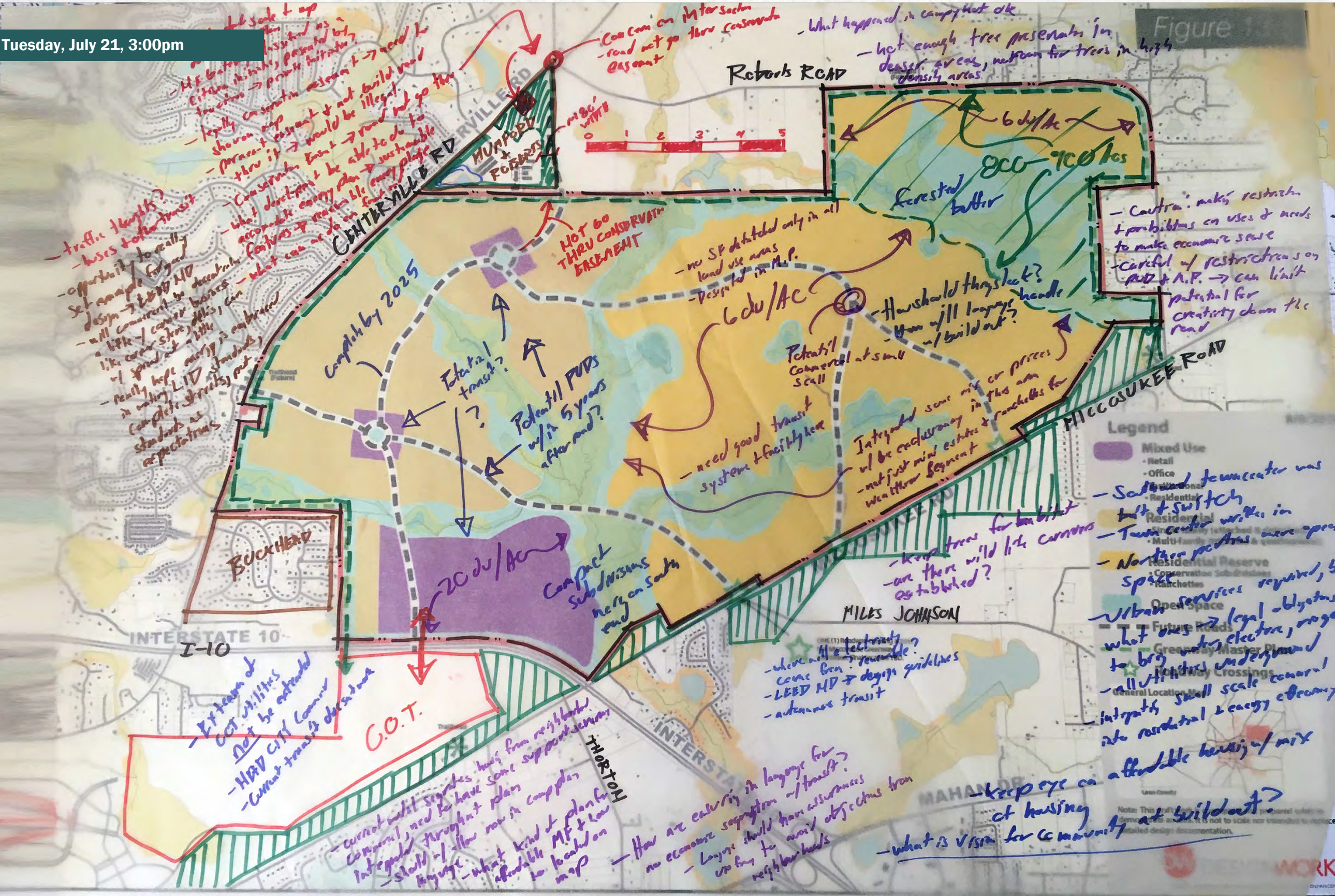
Tuesday, July 14, 3:00pm



Wednesday, July 15, 6:30pm



Tuesday, July 21, 3:00pm



Wednesday, July 29, 6:00pm

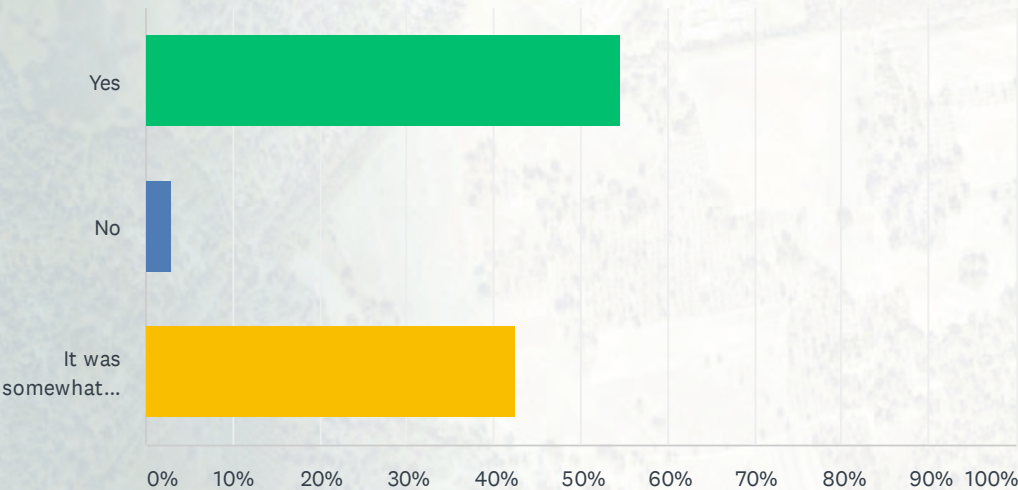
Map Notes:

- Top Left:**
 - What is the map that shows Phases of work?
 - Phase 1 & 2: Preserve land, SWAP not a
 - Phase 3: SWAP Phase 1, just extend - 1 track & fence
 - Look at New Hampshire SWAP - 7 into the farm Road
 - Look at Nashville
 - Don't get caught in SWAP for open space for
 - Land use
 - Consider looking at what counts &
 - don't get for SWAP fences.
- Left Side:**
 - connect natural features & parks
 - converted to SWAP by looking at
 - to future road
 - need to do
 - How do you
 - use
 - SWAP & create
 - fast best use
 - & problems
 - going to
 - connect
 - future
 - Keep from
 - on Road
 - will there be any
 - in purple areas
 - induce internal trips
 - Can we get
 - a SWAP & transit plan
 - another plan due to
 - prior to first plan
 - completed & approved?
 - 1 - Motion of 2000s to
 - Place on the Rd
 - 2 - Mix of
 - housing & prices
 - on all of 1 type
 - 1 - 10
 - large, keep
 - mix of housing &
 - small commercial scale
 - 3 - Hope for prohibition for clear
 - cutting trees & grading like in
 - camping, requirement that a few
 - more trees on each block
 - 4 - Able transit hub - plan & density
 - corner for hub & school
 - 1 - 87 million in BP up front
 - 2 - going to be very low density maybe
- Center:**
 - PHASE I**
 - Century square
 - in Phase I - 2 of 4
 - then to produce cultural space?
 - include concepts at the phase -
 - Hydro in heart 5 years?
 - needs to be
 - 3-4 times more dense
 - and intense
 - SP8-20k/ha
 - connects
 - here for
 - allages
- Right Side:**
 - PHASE II**
 - Not rebuild Killam or
 - transformation very low
 - intensity .13 1500 sq/ha
 - lots of asphalt vs. structure
 - parking
 - what is proposed is not
 - dense.
 - need more density to justify to
 - pay for it all for spread impact
 - 3,500
 - 1 mile
 - MILES JOHNSON energy efficiency
 - Use language of public dollars for
 - good standards for LBD & renewable &
 - How do neighborhoods get set up on a parcel?
 - avoid long streets & cul-de-sacs.
 - How are we looking to create good neighborhoods?
 - goal to create new good network
 - Think about neighborhood size of areas?
 - Geography & adapting neighborhood size & shape
 - 1 - Chew cutting - every time and other has other
 - value - retain character
 - 2 - low intensity development - LBD standards
 - 3 - look at housing & low cost
- Bottom Right:**
 - Legend**
 - Mixed Use
 - Retail
 - Office
 - Institutional
 - Residential
 - Single
 - Multi-family
 - Residential Resource
 - Greenway
 - Open Space
 - Future Roads
 - Greenway
 - Roadway Crossings
 - General Location
 - withheld permits &
 - standards are not
 - Residential development
 - for each 1 acre - 10
 - pay for the 10
 - OS for active parks &
 - Conservation

Appendix Three - Survey Results

Q1 Was the video above helpful?

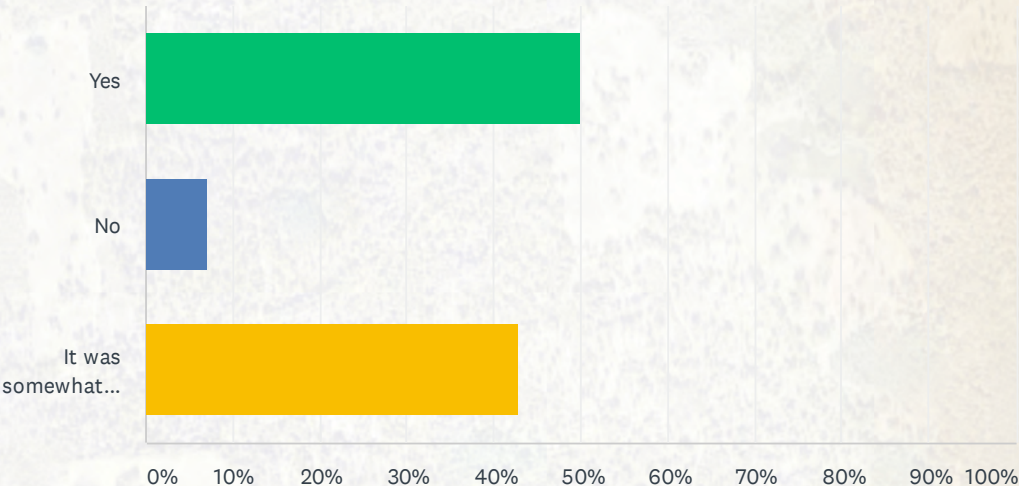
Answered: 33 Skipped: 0



ANSWER CHOICES	RESPONSES	
Yes	54.55%	18
No	3.03%	1
It was somewhat helpful	42.42%	14
TOTAL		33

Q2 Was the video above helpful?

Answered: 28 Skipped: 5



ANSWER CHOICES		RESPONSES	
Yes		50.00%	14
No		7.14%	2
It was somewhat helpful		42.86%	12
TOTAL			28

Q3 Do you have any suggested improvements to proposed Objective 13.2? Please be as specific as possible.

Answered: 11 Skipped: 22

#	RESPONSES	DATE
1	The map and Legend should be zoomable or enlarged. Not useful as is. I'm not sure what distinction is intended between the very similar first and second paragraphs.	8/6/2020 10:09 AM
2	Preservation of natural resources should not be a concept but a detailed commitment up front to developers, so the egregious mistakes made with the Phase One Canopy are not repeated.	8/4/2020 1:19 PM
3	Intent is not well stated. The range of land uses and housing types is are methods for achieving some greater goal - i.e, sustainable mixed income community? Whatever the goal, it is undercut by the use of "may" in the second paragraph	7/20/2020 10:54 AM
4	Objective 13.2 repeats itself using virtually identical language. Cut it down to a single paragraph that does not cram so many ideas into one sentence. I would probably go with the 2nd paragraph and make it easier to understand.	7/12/2020 11:09 AM
5	Our community has adopted a goal of reaching carbon neutrality by 2050. If we have any hope of reaching our stated goal, we have got to stop hooking up new homes to natural gas (90% of which is fracked and releases large amounts of methane and other greenhouse gases.) As it is, it is going to cost tremendous amounts of money to retrofit thousands of homes from natural gas to green electric energy. Therefore, I feel strongly that we should not be hooking up new communities to natural gas. I believe that a Welaunee Master Plan is an opportunity to create a green community, one where homes meet LEEDS standards, where all energy used is green, where urban forests are interconnected and left intact, where huge numbers of new trees are planted to compensate for trees taken down, where electric people movers are provided (like Google does for its commuting employees), where truly innovative design aspects could be mandated, such as solar homes, urban greenhouses to provide food, gray water recycling and so on. This is a blank slate and the Master Plan could be a template for future growth, a showcase for how to build in the future. Instead, what I am seeing is more or less same-old/same-old development with a few new fringes around the edges.	7/9/2020 10:23 AM
6	What is a Master Plan? What does "general" and "broad" mean? What policies direct the contents and degree of specificity of the MP? Why "may develop"? the developer has permission to develop it in the manner described? Or it "might" happen this way? All statements should be "shall" or they have no power. The two paragraphs contain almost identical sentences. No more information is given by the second. What's the Critical Planning Area compared to the Master Plan? How does this relate to the Toe & Heel? Sounds to be complete separate areas with no relationship to each other.	7/8/2020 12:11 PM
7	Don't do it. Scrap the entire plan and if you must develop this area, work with the community to ensure it will be affordable for all and done in an environmentally responsible way. Don't ruin the greenway with homes, retail, and more roads. Only the rich will be able to live here, and Tallahassee does not want retirees from out of state living here and fouling up the community as they do in other places in Florida.	7/6/2020 12:45 PM
8	The major fly in the ointment here, I believe, is that the planned housing, supported by the major input of services proposed, the other amenities offered and the relative strength of the existing school districts involved will make both for high-end housing and further appreciation of existing housing in the NE area. It will therefore NOT address (and will likely only worsen) Leon County's MAJOR problem with AFFORDABLE HOUSING and neighborhood inequity.	7/6/2020 10:39 AM
9	State that "different types of residential neighborhoods" will include low rent housing	7/4/2020 4:05 PM
10	no	7/2/2020 1:10 PM
11	I think it would be smart to extend Thornton Road through Miccosukee Road through to Centerville Road; thereby, creating a East West corridor and access road to the I-10 Interchange.	6/30/2020 10:45 AM

Q4 Do you have any suggested improvements to proposed Policy 13.2.1? Please be as specific as possible.

Answered: 9 Skipped: 24

#	RESPONSES	DATE
1	It's too soon to say that "This" plan satisfies the requirement for a master plan. This huge, one time only, opportunity to sufficiently protect the development is, I believe, a work in progress. Because of the size of the project and the exquisite quality of the tract of land, the Master Plan has to draw a detailed rendition of the expectations, requirements and implementation processes that will yield for our community the vast benefits that are possible. We do not know when or who will develop the land and so the vision and the outcome must be enabled by the Master Plan, which will instruct the PUDs, when the time comes. I'd like to be asked for feedback on Policy 13.2.1 when the citizen input regarding the Welaunee Arch has been heard and considered and has been incorporated, where appropriate, into the Master Plan.	8/6/2020 10:09 AM
2	Once again the reliance of "concept" as a principle invites land developers to basically have their own plan when they purchase a PUD.	8/4/2020 1:19 PM
3	Amendment does not comply with Policy 6.1.2. Examples where the policy requirements are not addressed, or not adequately addressed, include 6.1.2 i), J0 K0 n) and o).	7/20/2020 10:54 AM
4	Take out references to other policies in how you show this to others, because they are irrelevant to this discussion. Other than that, the ideas are encouraging.	7/12/2020 11:09 AM
5	I know the intent is to create a Welaunee Arch Master Plan (WAMP), but what is a "master plan"? There is no guidance for what the WAMP should contain, what data and analysis is needed to determine what "general" and "broad" actually entail. There are no standards for master planning in the CP and no standards specifically for Welaunee Arch. I think this really needs to be dealt with BEFORE writing a WAMP. WHAT the MP is supposed to do, how it will specify sufficiency of PUDs, how it will coordinate PUDs to create the stated intent, etc. needs to be determined FIRST before writing a WAMP. Intent, Welaunee is exempted from Goal 6 via policy 6.1.8. So stating it is satisfies polices of the goal is irrelevant since it is exempted from them. The existing objective 13.2 refers to policy 6.2.2 as the policies that provide the requirements for the WAMP. But 6.2.2 has been deleted from the CP in 2005? So there is no CP language to provide for the Arch MP. OR The parts of Welaunee that HAVE BEEN approved through the Critical Area Plan provisions - which now no longer exist in the CP - are the Toe & Heel. So these are exempted by policy 6.1.8. But nothing has been "approved" about the Arch. Therefore, since no uses, densities or intensities have been set forth for the Arch, then this CP represents a major modification. So does this make the Arch subject to Goal 6 ? What are the guiding policies for what makes a sufficient Master Plan for the Arch? This is what these Intent paragraphs should contain. Just stating that this MP "satisfies the requirements" of anything doesn't make it so. And 6.1.8 exempts the Arch. This is a tangled mess of policy language - with no clear provisions for deciding what is sufficient. I think a	7/8/2020 12:11 PM
6	List and describe, in detail, the "jobs" and transportation choices discussed. Since the County and City have failed to do the work to attract jobs other than chain restaurant service industry jobs, I think we are entitled to know what jobs will be provided that support this misuse of land.	7/6/2020 12:45 PM
7	Same comment: The major fly in the ointment here, I believe, is that the planned housing, supported by the major input of services proposed, the other amenities offered and the relative strength of the existing school districts involved will make both for high-end housing and further appreciaton of existing housing in the NE area. It will therefore NOT address (and will likely only worsen) Leon County's MAJOR problem with AFFORDABLE HOUSING and neighborhood inequity.	7/6/2020 10:39 AM
8	State a goal of planning such development around existing trees.	7/4/2020 4:05 PM
9	no	7/2/2020 1:10 PM

Q5 Do you have any suggested improvements to proposed Policy 13.2.2? Please be as specific as possible.

Answered: 8 Skipped: 25

#	RESPONSES	DATE
1	Does this mean that the land will be developed from the Western side, pending population demands , and that the Eastern arch will not be developed until population growth justifies it? I might add that there is concern in the community about the South, West and Center of Tallahassee becoming neglected if the development of the Arch is not paced judiciously. Urban Sprawl does contribute to Urban decay.	8/6/2020 10:09 AM
2	With the City and County commissioners annexation of the 2800 acres of the Arch, the City and County must keep their commitment not to allow urban sprawl on to the adjacent Rural properties bordering Crump and Roberts Road.	8/4/2020 1:19 PM
3	This paragraph is confusing AF. First off, what is the Urban Services Area? Secondly, everything talked about in this paragraph sounds like it details ways that you actually INCREASE sprawl. Decreasing spawl involves having tightly-focused and densely-packed areas. That does not sounds like that is what this development is going to be. Also, this is not an urban area, it is a suburban area.	7/12/2020 11:09 AM
4	To limit sprawl, I would recommend that either the northernmost portion of Welaunee be contracted to be excluded from the USA or that the northernmost portion be preserved as a passive park for the development. In this way, urban sprawl may be curtailed.	7/9/2020 10:23 AM
5	This area was only recently added to the USA. There are other places within the existing USA that suffer from a lack of access to transportation, retail, jobs, etc. Consider listing the housing price estimates in detail, so that people really know what they are paying for. How will you protect open space and environmentally sensitive land by paving over a greenway and paving more areas? Detail how you plan to do this.	7/6/2020 12:45 PM
6	Ditto: The major fly in the ointment here, I believe, is that the planned housing, supported by the major input of services proposed, the other amenities offered and the relative strength of the existing school districts involved will make both for high-end housing and further appreciaton of existing housing in the NE area. It will therefore NOT address (and will likely only worsen) Leon County's MAJOR problem with AFFORDABLE HOUSING and neighborhood inequity.	7/6/2020 10:39 AM
7	Define urban service Area.	7/4/2020 4:05 PM
8	no	7/2/2020 1:10 PM

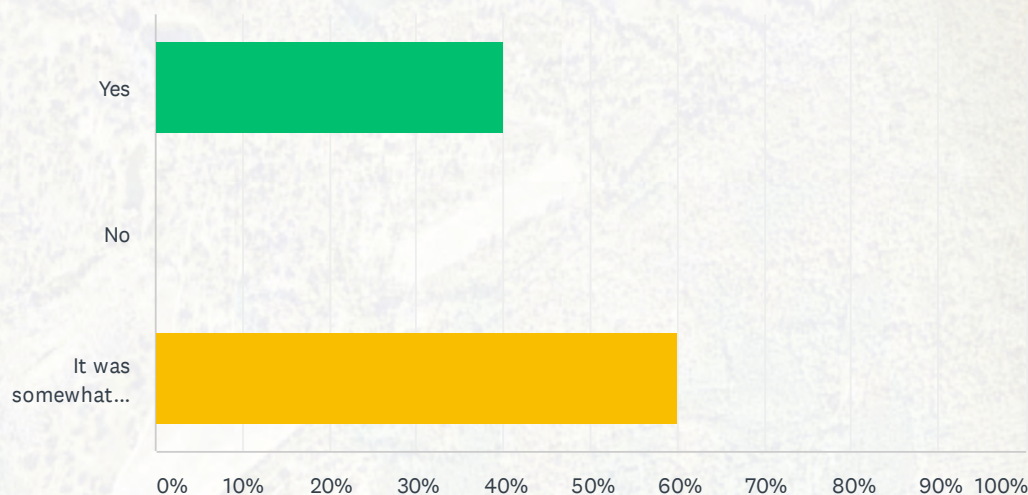
Q6 Do you have any suggested improvements to proposed Policy 13.2.3? Please be as specific as possible.

Answered: 4 Skipped: 29

#	RESPONSES	DATE
1	The Plans need to be clear and enforceable. Paying fines by developers is not a deterrent to a workable plan.	8/4/2020 1:19 PM
2	If the amendment does not comply with the master plan requirements of 6.1.2, then the PUDs will be inadequate as well.	7/20/2020 10:54 AM
3	The major fly in the ointment here, I believe, is that the planned housing, supported by the major input of services proposed, the other amenities offered and the relative strength of the existing school districts involved will make both for high-end housing and further appreciation of existing housing in the NE area. It will therefore NOT address (and will likely only worsen) Leon County's MAJOR problem with AFFORDABLE HOUSING and neighborhood inequity.	7/6/2020 10:39 AM
4	no	7/2/2020 1:10 PM

Q7 Was the video above helpful?

Answered: 20 Skipped: 13



ANSWER CHOICES	RESPONSES	
Yes	40.00%	8
No	0.00%	0
It was somewhat helpful	60.00%	12
TOTAL		20

Q8 Do you have any suggested improvements to the proposed Residential Land Use District? Please be as specific as possible.

Answered: 8 Skipped: 25

#	RESPONSES	DATE
1	10 dwellings per acre is too dense, especially in the Arch. The Plan needs to provide tree shade for walking. An example is the Canopy development in the Toe which is so dense no trees remain and little space is provided for shade trees along the walkways. If you truly want to maintain a sense of place, Tallahassee is known primarily for its trees.	8/4/2020 4:45 PM
2	Sounds good so far.	7/12/2020 11:35 AM
3	See my earlier comments about creating a truly green community that helps us achieve carbon neutrality. I would like to see really innovative 21st century planning done here, and see those design criteria put into law through a new Comp Plan amendment for Welaunee Arch.	7/9/2020 10:46 AM
4	Consider having specific requirements about what is permissible on these properties, i.e. owning animals such as horses.	7/6/2020 1:03 PM
5	The major fly in the ointment here, I believe, is that the planned housing, supported by the major input of services proposed, the other amenities offered and the relative strength of the existing school districts involved will make both for high-end housing and further appreciation of existing housing in the NE area. It will therefore NOT address (and will likely only worsen) Leon County's MAJOR problem with AFFORDABLE HOUSING and neighborhood inequity.	7/6/2020 10:42 AM
6	Include high density housing.	7/4/2020 4:28 PM
7	That's pretty dense in my opinion...but fits the plan.	7/2/2020 1:18 PM
8	Would like for the area immediately east of Buckhead to be designated as Residential Reserve and not Residential with housing to be compatible to Buckhead.	7/1/2020 9:58 AM

Q9 Do you have any suggested improvements to the proposed Mixed Use Land Use District? Please be as specific as possible.

Answered: 6 Skipped: 27

#	RESPONSES	DATE
1	A lot of "should be" statements which iterate the wish list nature of the master plan's reliance on "concepts." I'm assuming when the plan suggests 20 units per acre, you're talking apartments and condos and not tiny houses and duplexes. I'm also curious about who will be paying for the "focal points" and "landmarks"...It sounds like another expense for Leon County and Tallahassee citizen taxpayers.	8/4/2020 4:45 PM
2	I don't think that the height restriction should be necessary... I think some highrises in that area could be really interesting and, if seen from the freeway, could bring new business into the area.	7/12/2020 11:35 AM
3	The commercial hub should not have parking lots. It should be walkable or reachable by public transportation.	7/9/2020 10:46 AM
4	Be realistic about this. We tried to do this at Cascades, Gaines Street, Southwood, etc. and it has not worked. Do any of those places actually have mixed residential and a bustling town-center style area of business? No. We have other areas of town such as Monroe Street that remain blighted and not subject to architectural standards such as the ones described. Why not make this city-wide instead of increasing the inequity between certain parts of the City? We have areas that have existed for 50 years that need help more than we need new developments.	7/6/2020 1:03 PM
5	Focal points to include trees	7/4/2020 4:28 PM
6	n0	7/2/2020 1:18 PM

Q10 Do you have any suggested improvements to the proposed Employment Center Land Use Sub-District? Please be as specific as possible.

Answered: 3 Skipped: 30

#	RESPONSES	DATE
1	This sounds like "regional employment opportunities" is implying that many people who labor in these service jobs won't be able to afford to live in this community.	8/4/2020 4:45 PM
2	This is great, and I really like the concept of residential uses above the ground floor on mixed-use buildings... we need more of those options available.	7/12/2020 11:35 AM
3	no	7/2/2020 1:18 PM

Q11 Do you have any suggested improvements to the proposed Town Center Land Use Sub-District? Please be as specific as possible.

Answered: 6 Skipped: 27

#	RESPONSES	DATE
1	Sounds dreamy but the business spaces beneath the huge apartment complexes on Gaines Street near the FSU campus are overwhelmingly empty. I'm also concerned about the existing businesses in Tallahassee that this will impact.	8/4/2020 4:45 PM
2	How is on-street parking a "traffic-calming" measure? Liberal access to rentable electric vehicles would do more to calm traffic than clog the streets with stopped vehicles. Other than that, one of my biggest problems with retail centers in Tallahassee is that they are dumb AF when it comes to ease of entry/exit. Examples are the Publix shopping center on Mahan and Capital Circle, the mixed-use strip of restaurants and offices on Thomasville north of Kerry Forest Pkwy, the WalMarts on Thomasville and Mahan, and more. Please make these SUPER easy to get in and out of, make the entrances clear and convenient in multiple locations, and design the flow so traffic doesn't back up while making turns, and don't try to get cute with the throughways within the parking lots. Also, try to encourage better uses of space for parking, so that the area does not become one giant parking lot.	7/12/2020 11:35 AM
3	See above. No parking lots. Reachable by foot, bike, or public transportation. Many European cities ban cars from town centers and it creates a really nice environment, and helps curtail carbon usage and improves air quality.	7/9/2020 10:46 AM
4	A minimum open space should be required.	7/6/2020 1:03 PM
5	The major fly in the ointment here, I believe, is that the planned housing, supported by the major input of services proposed, the other amenities offered and the relative strength of the existing school districts involved will make both for high-end housing and further appreciation of existing housing in the NE area. It will therefore NOT address (and will likely only worsen) Leon County's MAJOR problem with AFFORDABLE HOUSING and neighborhood inequity.	7/6/2020 10:42 AM
6	no	7/2/2020 1:18 PM

Q12 Do you have any suggested improvements to the proposed Neighborhood Center Land Use Sub-District? Please be as specific as possible.

Answered: 4 Skipped: 29

#	RESPONSES	DATE
1	So we're bringing the city to the country on land that borders two canopy roads. No traffic problems with that.	8/4/2020 4:45 PM
2	Please do not do the "buildings close to the road with parking in the back" thing. Everywhere it's used here in town is executed terribly (for example, the Publix shopping Center on Mahan and Capital Circle.	7/12/2020 11:35 AM
3	see previous comments.	7/9/2020 10:46 AM
4	no	7/2/2020 1:18 PM

Q13 Do you have any suggested improvements to the proposed Northeast Gateway Activity Center Land Use Sub-District? Please be as specific as possible.

Answered: 6 Skipped: 27

#	RESPONSES	DATE
1	Where are the schools going to be? Sounds like a lot of plans for every amenity except local schools and a firehouse, which will be needed for the kind of growth you're planning.	8/4/2020 4:45 PM
2	No suggested improvements... really excited about this part.	7/12/2020 11:35 AM
3	Sounds horrible and ugly. But perhaps it could be less awful if parking is underground, lots of landscaping, and some kind of green architectural code.	7/9/2020 10:46 AM
4	The major fly in the ointment here, I believe, is that the planned housing, supported by the major input of services proposed, the other amenities offered and the relative strength of the existing school districts involved will make both for high-end housing and further appreciation of existing housing in the NE area. It will therefore NOT address (and will likely only worsen) Leon County's MAJOR problem with AFFORDABLE HOUSING and neighborhood inequity.	7/6/2020 10:42 AM
5	Looks like hogher density residential is provided for Outside the Gateway Arch	7/4/2020 4:28 PM
6	no	7/2/2020 1:18 PM

Q14 Do you have any suggested improvements to the proposed Residential Reserve Land Use District? Please be as specific as possible.

Answered: 7 Skipped: 26

#	RESPONSES	DATE
1	The low residential use sounds like what should be the master plan. It would avoid the mass congestion of people in this county that already exists.	8/4/2020 4:45 PM
2	Nope, I like this concept. Helps focus the other areas first. Not sure about the density restrictions though... there are other places out near Baum road and so-forth that are for less-dense living. The space should allow for Tallahassee to have room to grow without forcing urban sprawl in other areas.	7/12/2020 11:35 AM
3	This should be altered to say that the Residential Reserve portion will not be developed until real demand is shown. We are going to end up with 20% occupancy like the Blueprint projects in College Town. Construction doesn't equal purchasing and living there. There has to be accountability, not building just for building's sake.	7/6/2020 1:03 PM
4	The major fly in the ointment here, I believe, is that the planned housing, supported by the major input of services proposed, the other amenities offered and the relative strength of the existing school districts involved will make both for high-end housing and further appreciation of existing housing in the NE area. It will therefore NOT address (and will likely only worsen) Leon County's MAJOR problem with AFFORDABLE HOUSING and neighborhood inequity.	7/6/2020 10:42 AM
5	Delete "lower density " in the first sentence. Delete the density limitations	7/4/2020 4:28 PM
6	I like this option.	7/2/2020 1:18 PM
7	Would like for the area immediately east of Buckhead to be redesignated as Residential Reserve and not Residential with housing to be compatible to Buckhead.	7/1/2020 9:58 AM

Q15 Do you have any suggested improvements to the proposed Open Space Land Use District? Please be as specific as possible.

Answered: 5 Skipped: 28

#	RESPONSES	DATE
1	The Arch would be a great place for open space land reserve and nature preservation area. Why not just buy that 2800 acres and do something real special for Leon County?	8/4/2020 4:45 PM
2	Connections to Miccosukee must be prioritized... part of the problem in this space in general is that there are so few connectors between Mahan and Killearn. I've seen wonderful things done in Phoenix, San Francisco, and other places, where these green spaces are above roads... something to consider would be to dig the connections *under* the greenway to allow for the greenway to be relatively untouched (after construction, or course) while allowing traffic to flow unhindered.	7/12/2020 11:35 AM
3	Do not allow private landownership within the Open Space Land Use District.	7/6/2020 1:03 PM
4	I'm hoping for some nice bike and single track access to the afore mentioned greenway trails.	7/2/2020 1:18 PM
5	Parking for those using these spaces should not be planned nor permitted in existing or future neighborhoods.	7/1/2020 9:58 AM

Q16 Do you have any suggested improvements to proposed Policy 13.2.5? Please be as specific as possible.

Answered: 6 Skipped: 27

#	RESPONSES	DATE
1	All of your housing plans are too densely populated. 6 units per acre is not acceptable for residential reserve. And 10 units anywhere is a squeeze box of a residence. You are obviously not planning a family friendly neighborhood. No schools, tiny lots....sounds suspiciously like North Florida's version of The Villages.	8/4/2020 4:45 PM
2	No.	7/12/2020 11:35 AM
3	Provide detailed estimates or figures that show a demand for a potential of 24,000 homes in this small area over the next few decades.	7/6/2020 1:03 PM
4	The major fly in the ointment here, I believe, is that the planned housing, supported by the major input of services proposed, the other amenities offered and the relative strength of the existing school districts involved will make both for high-end housing and further appreciation of existing housing in the NE area. It will therefore NOT address (and will likely only worsen) Leon County's MAJOR problem with AFFORDABLE HOUSING and neighborhood inequity.	7/6/2020 10:42 AM
5	Phase 2. Raise the residential density limits to allow housing for all segments of the local population	7/4/2020 4:28 PM
6	no	7/2/2020 1:18 PM

Q17 Do you have any suggested improvements to proposed Policy 13.2.6? Please be as specific as possible.

Answered: 4 Skipped: 29

#	RESPONSES	DATE
1	How many developers are excited about this plan since they are the ones who will build it, foot the bill then try to sell it?	8/4/2020 4:45 PM
2	Inclusivity needs to have specific allowances for larger houses with more bedrooms... it is incredibly difficult to find newer 4 bedroom+ houses in this city, and I have a large family that needs space.	7/12/2020 11:35 AM
3	The major fly in the ointment here, I believe, is that the planned housing, supported by the major input of services proposed, the other amenities offered and the relative strength of the existing school districts involved will make both for high-end housing and further appreciation of existing housing in the NE area. It will therefore NOT address (and will likely only worsen) Leon County's MAJOR problem with AFFORDABLE HOUSING and neighborhood inequity.	7/6/2020 10:42 AM
4	no	7/2/2020 1:18 PM

Q18 Do you have any suggested improvements to proposed Policy 13.2.7? Please be as specific as possible.

Answered: 3 Skipped: 30

#	RESPONSES	DATE
1	No	7/12/2020 11:35 AM
2	The major fly in the ointment here, I believe, is that the planned housing, supported by the major input of services proposed, the other amenities offered and the relative strength of the existing school districts involved will make both for high-end housing and further appreciation of existing housing in the NE area. It will therefore NOT address (and will likely only worsen) Leon County's MAJOR problem with AFFORDABLE HOUSING and neighborhood inequity.	7/6/2020 10:42 AM
3	no	7/2/2020 1:18 PM

Q19 Do you have any suggested improvements to proposed Policy 13.2.8? Please be as specific as possible.

Answered: 5 Skipped: 28

#	RESPONSES	DATE
1	You should probably facilitate this by building a fire house and a police station in the development that you envision 50,000 people moving into.	8/4/2020 4:45 PM
2	Police and Fire buildings should be designed to minimize footprints and maximize the use of space. I would highly recommend stations where parking is in garages and the stations themselves are above ground-level.	7/12/2020 11:35 AM
3	The major fly in the ointment here, I believe, is that the planned housing, supported by the major input of services proposed, the other amenities offered and the relative strength of the existing school districts involved will make both for high-end housing and further appreciation of existing housing in the NE area. It will therefore NOT address (and will likely only worsen) Leon County's MAJOR problem with AFFORDABLE HOUSING and neighborhood inequity.	7/6/2020 10:42 AM
4	Delete the last sentence	7/4/2020 4:28 PM
5	no	7/2/2020 1:18 PM

Q20 Do you have any suggested improvements to proposed Policy 13.2.9? Please be as specific as possible.

Answered: 3 Skipped: 30

#	RESPONSES	DATE
1	Please don't plant pine trees (christmas trees) as median plants like they did on Thomasville between Killearny Way and Kerry Forest. They look dumb AF.	7/12/2020 11:35 AM
2	Considering this area is within the Wakulla BMAP, which details the amount of fertilizer that should be used on athletic fields and golf courses, considering adding specifications for those specific land uses. Technically, we should not be adding more highly fertilized urban turf to this springshed.	7/6/2020 1:03 PM
3	no	7/2/2020 1:18 PM

Q21 Do you have any suggested improvements to proposed Policy 13.2.10? Please be as specific as possible.

Answered: 4 Skipped: 29

#	RESPONSES	DATE
1	Make sure this is done before each PUD development begins construction on properties bordering the property. The Emerald Necklace or expanded Greenway should be planned and developed and protected ASAP.	8/4/2020 4:45 PM
2	Increase buffers along canopy roads. The current ones are not working to buffer the development impacts and viewshed.	7/9/2020 10:46 AM
3	no	7/2/2020 1:18 PM
4	This is critical for the land immediately to the east of Buckhead. As suggested earlier, recommend that this land be redesignated as Residential Reserve.	7/1/2020 9:58 AM

Q22 Do you have any suggested improvements to proposed Policy 13.2.11? Please be as specific as possible.

Answered: 4 Skipped: 29

#	RESPONSES	DATE
1	3 units per acre would be more appropriate for the property close to compliment bordering neighborhoods.	8/4/2020 4:45 PM
2	The major fly in the ointment here, I believe, is that the planned housing, supported by the major input of services proposed, the other amenities offered and the relative strength of the existing school districts involved will make both for high-end housing and further appreciation of existing housing in the NE area. It will therefore NOT address (and will likely only worsen) Leon County's MAJOR problem with AFFORDABLE HOUSING and neighborhood inequity.	7/6/2020 10:42 AM
3	no	7/2/2020 1:18 PM
4	Ideally these distances would be greater.	7/1/2020 9:58 AM

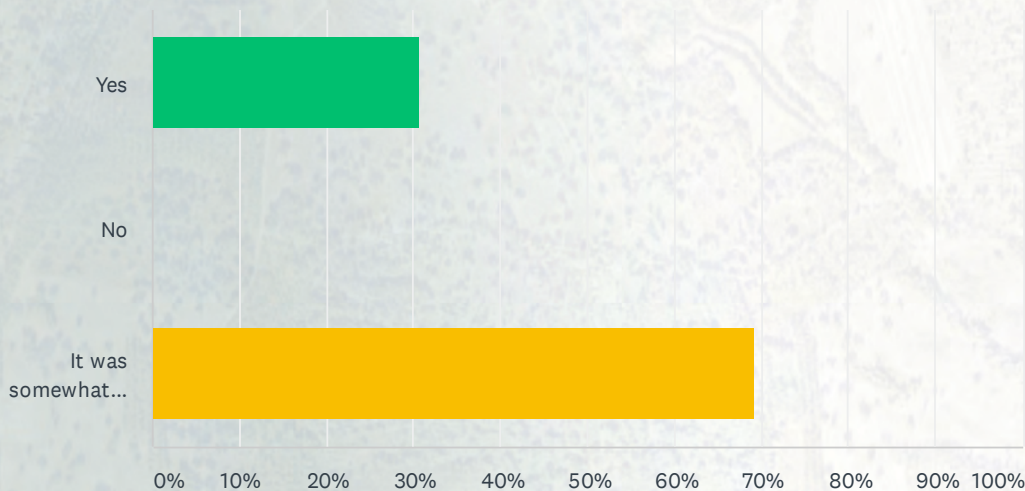
Q23 Do you have any suggested improvements to proposed Policy 13.2.12? Please be as specific as possible.

Answered: 3 Skipped: 30

#	RESPONSES	DATE
1	Whatever uses they make of their property, I hope that the City will appropriately change the taxation rate now that the property is slated for development and included in the USA. This will help somewhat to offset the costs of extending infrastructure all that way.	7/9/2020 10:46 AM
2	The major fly in the ointment here, I believe, is that the planned housing, supported by the major input of services proposed, the other amenities offered and the relative strength of the existing school districts involved will make both for high-end housing and further appreciation of existing housing in the NE area. It will therefore NOT address (and will likely only worsen) Leon County's MAJOR problem with AFFORDABLE HOUSING and neighborhood inequity.	7/6/2020 10:42 AM
3	no	7/2/2020 1:18 PM

Q24 Was the video above helpful?

Answered: 13 Skipped: 20



ANSWER CHOICES	RESPONSES	
Yes	30.77%	4
No	0.00%	0
It was somewhat helpful	69.23%	9
TOTAL		13

Q25 Do you have any suggested improvements to proposed Policy 13.2.13? Please be as specific as possible.

Answered: 5 Skipped: 28

#	RESPONSES	DATE
1	The more that traffic can be directed away from Centerville and Miccosukee the better	8/4/2020 4:52 PM
2	No	7/12/2020 11:55 AM
3	I do not believe that the Northeast Gateway should be routed through an existing conservation easement! This conservation easement was deeded to Apalachee Land Conservancy as holder of the easement and CeRCA, Inc as easement custodian as part of a lawsuit settlement. It would be a tremendous act of bad faith to now put a road through the conservation easement, if such action is even legal. Moreover, the current configuration would be incredibly dangerous because it would create a 5 way intersection which is extremely busy when school buses and children are commuting to school. The area is currently located within the Bradfordville Study Area and additional stormwater criteria would have to be met, which would further deforest the area and destroy the canopy at Centerville Road. All around, this is a terrible idea and another example of us still building communities based on cars. When does this stop?	7/9/2020 10:55 AM
4	The major fly in the ointment here, I believe, is that the planned housing, supported by the major input of services proposed, the other amenities offered and the relative strength of the existing school districts involved will make both for high-end housing and further appreciation of existing housing in the NE area. It will therefore NOT address (and will likely only worsen) Leon County's MAJOR problem with AFFORDABLE HOUSING and neighborhood inequity.	7/6/2020 10:44 AM
5	no	7/2/2020 1:21 PM

Q26 Do you have any suggested improvements to proposed Policy 13.2.14? Please be as specific as possible.

Answered: 5 Skipped: 28

#	RESPONSES	DATE
1	I would hope no residential properties would connect to these major roads.	8/4/2020 4:52 PM
2	see above.	7/9/2020 10:55 AM
3	The major fly in the ointment here, I believe, is that the planned housing, supported by the major input of services proposed, the other amenities offered and the relative strength of the existing school districts involved will make both for high-end housing and further appreciation of existing housing in the NE area. It will therefore NOT address (and will likely only worsen) Leon County's MAJOR problem with AFFORDABLE HOUSING and neighborhood inequity.	7/6/2020 10:44 AM
4	no	7/2/2020 1:21 PM
5	It would be great to have Thorton Road extended to Centerville as an access road to I-10 and an East West Connector south of I-10.	6/30/2020 10:57 AM

Q27 Do you have any suggested improvements to proposed Policy 13.2.15? Please be as specific as possible.

Answered: 4 Skipped: 29

#	RESPONSES	DATE
1	PLEASE BUILD THIS INTERCHANGE AS SOON AS POSSIBLE.	7/12/2020 11:55 AM
2	no	7/2/2020 1:21 PM
3	Ideally this flyover, and potential future interchange, and the mixed use activity associated with it, will be as far east as possible to minimize the impacts on the existing Buckhead neighborhood.	7/1/2020 10:22 AM
4	I think the Commission should look at allowing billboards on the south side of 1-10. My understanding is that the current status of billboards would need to be addressed to allow for new board placement.	6/30/2020 10:57 AM

Q28 Do you have any suggested improvements to proposed Policy 13.2.16? Please be as specific as possible.

Answered: 1 Skipped: 32

#	RESPONSES	DATE
1	no	7/2/2020 1:21 PM

Q29 Do you have any suggested improvements to proposed Policy 13.2.17? Please be as specific as possible.

Answered: 3 Skipped: 30

#	RESPONSES	DATE
1	Make sure there is easement space for plenty of shade trees along the sidewalks, so folks will want to utilize them.	8/4/2020 4:52 PM
2	I didn't get to talk about this before in the residential portion, but the build-out should consider more neighborhoods like the ones being built on Mahan in Buck Lake, and fewer ones like Killearn. Having driveways touch main thoroughfares is a really stupid design. Neighborhoods should be enclosed and have easily accessible feeder streets. The rear of houses should face the main thoroughfares with a common, shared rear fence. Additionally, main thoroughfares should be in a grid wherever possible, with main intersections every mile, and intermediate intersections every half-mile. Streets within the grid can meander, but nobody wants to wind their way through nonsense to get to work... they want to spend as little time in their cars as possible.	7/12/2020 11:55 AM
3	no	7/2/2020 1:21 PM

Q30 Do you have any suggested improvements to proposed Policy 13.2.18? Please be as specific as possible.

Answered: 4 Skipped: 29

#	RESPONSES	DATE
1	I would reword this to focus on bicycles and electric mobility solutions (such as scooters and mopeds). We should encourage their use in the space as much as possible.	7/12/2020 11:55 AM
2	The major fly in the ointment here, I believe, is that the planned housing, supported by the major input of services proposed, the other amenities offered and the relative strength of the existing school districts involved will make both for high-end housing and further appreciation of existing housing in the NE area. It will therefore NOT address (and will likely only worsen) Leon County's MAJOR problem with AFFORDABLE HOUSING and neighborhood inequity.	7/6/2020 10:44 AM
3	Wonderful!	7/2/2020 1:21 PM
4	There should be access onto Welaunee Blvd South of I-10 from Centerville Road through to Miccosukee Rd.	6/30/2020 10:57 AM

Q31 Do you have any suggested improvements to proposed Policy 13.2.19? Please be as specific as possible.

Answered: 4 Skipped: 29

#	RESPONSES	DATE
1	These centers will need a lot of parking.	8/4/2020 4:52 PM
2	Rear of building parking is terribly inconvenient and should be avoided, unless they are going to be parking structures. Parking structures should be encouraged wherever possible in high-use areas to maximize open spaces, remembering that giant parking lots increase ambient temperatures.	7/12/2020 11:55 AM
3	Welaunee is an opportunity to have a walkable town center. Ban cars altogether from the town center, like they do in Europe. If you do that, people will actually congregate there and use it more.	7/9/2020 10:55 AM
4	no	7/2/2020 1:21 PM

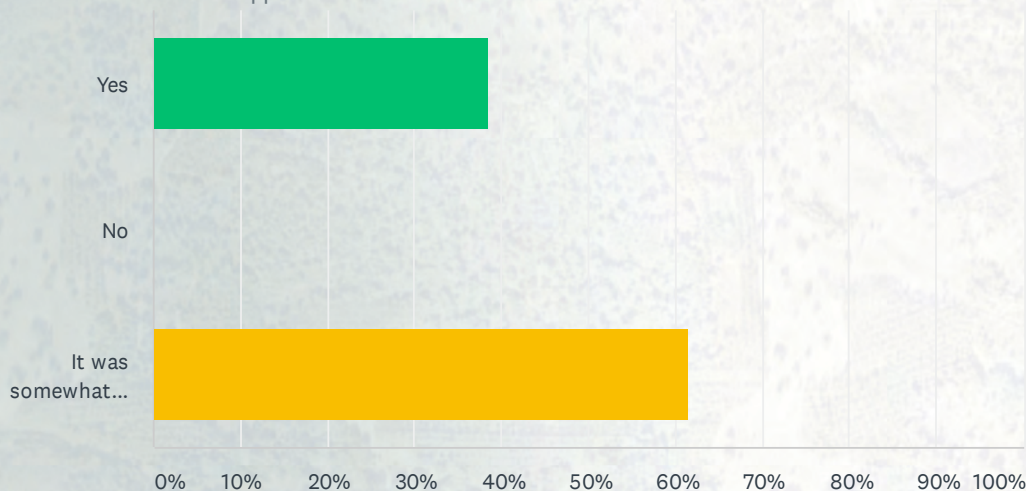
Q32 Do you have any suggested improvements to proposed Policy 13.2.20? Please be as specific as possible.

Answered: 6 Skipped: 27

#	RESPONSES	DATE
1	I think two roads on to Miccosukee is plenty. The ones on the map are too close to each other. Two of them are a half mile apart.	8/4/2020 4:52 PM
2	I don't think the number of connections should be limited... that is part of the problem with getting around. There should be as many options as traffic flow requires to keep arteries from becoming overly-impacted. Part of the reason traffic in the area sucks is because Killearn is to poorly designed.	7/12/2020 11:55 AM
3	widen the buffers on the canopy. It is being destroyed under current guidelines.	7/9/2020 10:55 AM
4	The major fly in the ointment here, I believe, is that the planned housing, supported by the major input of services proposed, the other amenities offered and the relative strength of the existing school districts involved will make both for high-end housing and further appreciation of existing housing in the NE area. It will therefore NOT address (and will likely only worsen) Leon County's MAJOR problem with AFFORDABLE HOUSING and neighborhood inequity.	7/6/2020 10:44 AM
5	I'm all for preserving canopy roads and greenways.	7/2/2020 1:21 PM
6	Access to the arch should not be extended through existing neighborhoods.	7/1/2020 10:22 AM

Q33 Was the video above helpful?

Answered: 13 Skipped: 20



ANSWER CHOICES

Yes
No
It was somewhat helpful

RESPONSES

38.46%
0.00%
61.54%

5
0
8
13

TOTAL

Q34 Do you have any suggested improvements to proposed Policy 13.2.21? Please be as specific as possible.

Answered: 6 Skipped: 27

#	RESPONSES	DATE
1	Hopefully, this means schools, but these should not be prone to phases. The land owners should provide specific spaces for an elementary, a middle and a high school. They should be on the map ahead of time and placed in the best spots topographically and logistically for bus and car travel....and bicycling from residential areas within the development. All the surrounding schools near this area are already among the most heavily populated in our county. That isn't apt to change.	8/4/2020 5:11 PM
2	No	7/12/2020 12:18 PM
3	Don't allow extension of natural gas services. To reach carbon neutrality goals, natural gas hookups will need to be retrofitted in the future. Allowing gas hookups in Welaunee will create the very costly situation of having to unhook them in the future. Who will pay for this? Isn't it more proactive not to allow gas hookups NOW? If the Master Plan for Welaunee is proactive in mandating green architecture, green energy, and green transportation, it will not only help the City achieve its 2050 goals but will serve as a template for future development. Make Welaunee the poster child and an inspiration and model for future growth.	7/9/2020 11:04 AM
4	The major fly in the ointment here, I believe, is that the planned housing, supported by the major input of services proposed, the other amenities offered and the relative strength of the existing school districts involved will make both for high-end housing and further appreciation of existing housing in the NE area. It will therefore NOT address (and will likely only worsen) Leon County's MAJOR problem with AFFORDABLE HOUSING and neighborhood inequity.	7/6/2020 10:44 AM
5	No septic tanks allowed and only underground utility lines	7/4/2020 4:35 PM
6	no	7/2/2020 1:23 PM

Q35 Do you have any suggested improvements to proposed Policy 13.2.22? Please be as specific as possible.

Answered: 6 Skipped: 27

#	RESPONSES	DATE
1	eliminate gas lines. think of the future not the past	8/4/2020 5:11 PM
2	Telecommunications services should highly encourage networks that deliver fiber straight to the residence or business.	7/12/2020 12:18 PM
3	See comments above. The City should not be extending natural gas lines to Welaunee. Period. It makes no financial or environmental sense to pay for this extension when we know it will become obsolete in the coming decades and when we are committed to phasing it out. Build for the future, not the past.	7/9/2020 11:04 AM
4	The major fly in the ointment here, I believe, is that the planned housing, supported by the major input of services proposed, the other amenities offered and the relative strength of the existing school districts involved will make both for high-end housing and further appreciation of existing housing in the NE area. It will therefore NOT address (and will likely only worsen) Leon County's MAJOR problem with AFFORDABLE HOUSING and neighborhood inequity.	7/6/2020 10:44 AM
5	no	7/2/2020 1:23 PM
6	We have several Gateways into our City. This will be no different for people travelling into TLH from the east or west particularly since Welaunee will be a straight shot to our two hospitals, and the Capitol. With that in mind, it would be really great to bury the North South power lines south of I-10 so that visitors are not driving into Tallahassee looking at gigantic eye sores of power lines. This makes particularly good sense since the power lines are buried in the center of Canopy.	6/30/2020 11:04 AM

Q36 Do you have any suggested improvements to proposed Policy 13.2.23? Please be as specific as possible.

Answered: 6 Skipped: 27

#	RESPONSES	DATE
1	Remember that once a developer begins to alter the landscape the master plan stormwater plan must change. The best way to mitigate this is to not allow any development to radically change the environment. In other words, don't allow clear cutting all the trees and leveling the property to allow the developer an easier way to rapidly build a la Canopy where flooding ended up violating DEP laws. Record fines are a signal of poor planning and careless development.	8/4/2020 5:11 PM
2	One thing to consider would be creating large green spaces that do in fact allow for stormwater drainage, but can be open play areas when not full. In Mesa AZ, where I grew up, we had large "retention basins" that were grassed and had covered feeder drains, where we played baseball, soccer, and frisbee during the times of the year when the drainage was not in use.	7/12/2020 12:18 PM
3	Stop building stormwater ponds of the past. Build sw facilities for the 21st century. Many of the ponds that we have built all over Tallahassee are polluted eyesores, public nuisances, full of toxic algae and other dangerous pathogens. They are "attractive nuisances" for birds and other wading animals, and often lure them to their deaths. The City does not have enough inspectors and water quality testing to make sure that they are maintained properly. They often accumulate lots of plastic and other garbage. In heavy storms, they overtop because retention requirements are so low. There are newer and better ways to treat stormwater. These should be utilized.	7/9/2020 11:04 AM
4	Stormwater and wastewater treatment should be to the highest acceptable level per the standards outlined in the Wakulla BMAP which this area falls within.	7/6/2020 1:07 PM
5	no	7/2/2020 1:23 PM
6	Please consider the development inside the City PUD as well as the planned density on the Bexar parcel next to the city PUD. There should be stormwater capacity for both at Dove Pond thereby creating a regional stormwater facility.	6/30/2020 11:04 AM

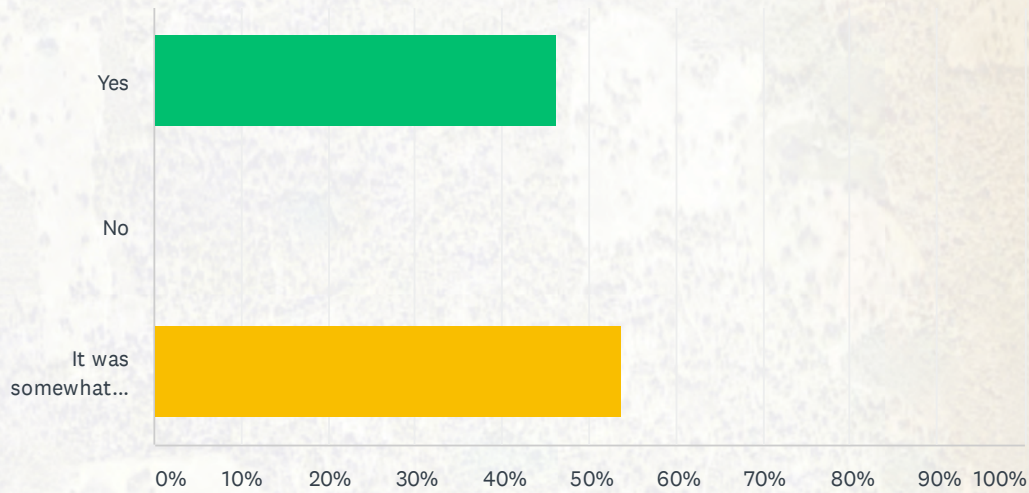
Q37 Do you have any suggested improvements to proposed Policy 13.2.24? Please be as specific as possible.

Answered: 4 Skipped: 29

#	RESPONSES	DATE
1	Plan these schools ahead of time and get the landowners to provide prime places for them in locations that will serve the community safely and efficiently. This shouldn't be up for grabs every time a PUD is developed. If this is a Master Plan, plot it out and save the property until the schools have the money and the population need to build.	8/4/2020 5:11 PM
2	Schools should be designed to *minimize* traffic overflow onto main streets during pickup, to reduce or eliminate issues like the daily clusterf**k that happens at Buck Lake Elementary. Schools should be designed to have a multi-lane "queue" on-property that feeds into a single dropoff/pickup line, dedicated entry and exit "merge" lanes off the main road (including one way exits with a long "merge" lane to allow for a continuous flow of traffic, and traffic lights should cycle more frequently during pickup and dropoff times. PLEASE put more thought into this shit that your predecessors. I bill by the hour, and the poor design of the schools here in town have cost me tens of thousands in billable hours having to wait in line because people didn't think about the logistics of dropping off 700 kids every morning.	7/12/2020 12:18 PM
3	The major fly in the ointment here, I believe, is that the planned housing, supported by the major input of services proposed, the other amenities offered and the relative strength of the existing school districts involved will make both for high-end housing and further appreciation of existing housing in the NE area. It will therefore NOT address (and will likely only worsen) Leon County's MAJOR problem with AFFORDABLE HOUSING and neighborhood inequity.	7/6/2020 10:44 AM
4	no	7/2/2020 1:23 PM

Q38 Was the video above helpful?

Answered: 13 Skipped: 20



ANSWER CHOICES

Yes
No
It was somewhat helpful
TOTAL

RESPONSES

46.15%	6
0.00%	0
53.85%	7
	13

Q39 Do you have any suggested improvements to proposed Policy 13.2.25? Please be as specific as possible.

Answered: 8 Skipped: 25

#	RESPONSES	DATE
1	Don't use lakes that are already there as holding ponds.	8/4/2020 5:18 PM
2	No	7/12/2020 12:21 PM
3	Stormwater treatment facilities should NOT ever be allowed to fulfill environmental open space requirements. This is a travesty as sw treatment ponds are not environmental amenities. They are often highly polluted, dangerous, full of pathogens, full of plastic and other garbage, and detrimental to wildlife, particularly wading birds. One study from UF showed 98% mortality among fledglings who foraged in stormwater ponds in south Florida. Recent tests have shown toxic cyanobacter in our own urban sw ponds. To build these ponds, all of the trees are leveled. This is not something that should be given "credit" for environmental protection.	7/9/2020 11:20 AM
4	Conserve and utilize open space wherever possible as much as possible. A stormwater facility is not open space. That portion should be removed. If a stormwater facility does not fit within the PUD then the development should be reconsidered.	7/6/2020 1:10 PM
5	The major fly in the ointment here, I believe, is that the planned housing, supported by the major input of services proposed, the other amenities offered and the relative strength of the existing school districts involved will make both for high-end housing and further appreciation of existing housing in the NE area. It will therefore NOT address (and will likely only worsen) Leon County's MAJOR problem with AFFORDABLE HOUSING and neighborhood inequity. The major fly in the ointment here, I believe, is that the planned housing, supported by the major input of services proposed, the other amenities offered and the relative strength of the existing school districts involved will make both for high-end housing and further appreciation of existing housing in the NE area. It will therefore NOT address (and will likely only worsen) Leon County's MAJOR problem with AFFORDABLE HOUSING and neighborhood inequity.	7/6/2020 10:45 AM
6	Delete last line	7/4/2020 4:41 PM
7	great	7/2/2020 1:25 PM
8	I think the city has a tremendous opportunity to use the City property as an economic driver for TLH. For example, we should have amenities such as a sports complex with pools, baseball and softball fields. The location to I-10 presents significant opportunity to build a facility that could attract state wide sport tournaments right into the heart of Tallahassee. In addition, I think it would be a great idea to plan for vehicle access south of I-10 from Centerville to Miccosukee to Thorton Road which would include a bike lane and side walk. This could be accomplished by extending Thorton Road through to Centerville Road.	6/30/2020 11:16 AM

Q40 Do you have any suggested improvements to proposed Policy 13.2.26? Please be as specific as possible.

Answered: 4 Skipped: 29

#	RESPONSES	DATE
1	Please don't leave this in the hands of the developer. This should be a part of the Master Plan that can't be changed by a developer.	8/4/2020 5:18 PM
2	No	7/12/2020 12:21 PM
3	The major fly in the ointment here, I believe, is that the planned housing, supported by the major input of services proposed, the other amenities offered and the relative strength of the existing school districts involved will make both for high-end housing and further appreciation of existing housing in the NE area. It will therefore NOT address (and will likely only worsen) Leon County's MAJOR problem with AFFORDABLE HOUSING and neighborhood inequity.	7/6/2020 10:45 AM
4	no	7/2/2020 1:25 PM

Q41 Do you have any suggested improvements to proposed Policy 13.2.27? Please be as specific as possible.

Answered: 6 Skipped: 27

#	RESPONSES	DATE
1	Eliminate wishy washy language in this text such as "should link" "reasonable public access"	8/4/2020 5:18 PM
2	No	7/12/2020 12:21 PM
3	The major fly in the ointment here, I believe, is that the planned housing, supported by the major input of services proposed, the other amenities offered and the relative strength of the existing school districts involved will make both for high-end housing and further appreciation of existing housing in the NE area. It will therefore NOT address (and will likely only worsen) Leon County's MAJOR problem with AFFORDABLE HOUSING and neighborhood inequity.	7/6/2020 10:45 AM
4	no	7/2/2020 1:25 PM
5	Existing neighborhoods should not be used as parking lots for visitors to these areas.	7/1/2020 10:28 AM
6	Yes by extending Thorton Road you can create a East West Passage south of I-10 into the TLH town center. Additionally have a sports facility could lower development impact while creating a regional sports and economic driver for Leon County.	6/30/2020 11:16 AM

Q42 Do you have any suggested improvements to proposed Policy 13.2.28? Please be as specific as possible.

Answered: 4 Skipped: 29

#	RESPONSES	DATE
1	sounds like a done deal	8/4/2020 5:18 PM
2	As I mentioned earlier, more of these in residential areas should be encouraged.	7/12/2020 12:21 PM
3	No	7/2/2020 1:25 PM
4	I think it would be smart to utilize Dove Pond as a regional stormwater facility for surrounding and proposed future development. Negotiating now with surrounding landowners could be helpful with future planning.	6/30/2020 11:16 AM

Q43 Do you have any suggested improvements to proposed Policy 13.2.29? Please be as specific as possible.

Answered: 5 Skipped: 28

#	RESPONSES	DATE
1	This should be the first phase of this Development and Master Plan. The county should begin work on this immediately, and they should make sure no developer or development infringes on this property	8/4/2020 5:18 PM
2	It's not a greenway if it has roads running through it.	7/6/2020 1:10 PM
3	The major fly in the ointment here, I believe, is that the planned housing, supported by the major input of services proposed, the other amenities offered and the relative strength of the existing school districts involved will make both for high-end housing and further appreciation of existing housing in the NE area. It will therefore NOT address (and will likely only worsen) Leon County's MAJOR problem with AFFORDABLE HOUSING and neighborhood inequity.	7/6/2020 10:45 AM
4	Nice length for trail and connector trails.	7/2/2020 1:25 PM
5	Very important to plan for access across greenway.	6/30/2020 11:16 AM

Q44 Please provide any additional comments here:

Answered: 8 Skipped: 25

#	RESPONSES	DATE
1	As you can undoubtedly tell, I am very concerned about the massiveness of this project and the recklessness that has been exhibited in phase one of the Toe development. That poor performance doesn't bode well for public trust. This is precious land and it borders even more precious land. Placing a humongous, densely populated city development between two natural wonders a la canopy roads is a dicey deal. It should be handled with grace and dignity. That may be asking a lot, but Tallahassee's legacy of natural wonders deserves respect. And the best way to accomplish that is to preserve and protect as much of the land that the Powerhouse Inc. family members were able to love and enjoy for over 100 years, even if they are willing to sell it to the highest bidder.	8/4/2020 5:39 PM
2	You folks are doing great work, don't let the NIMBYs get you down. I was at the meeting in Killbuck and was horrified by the number of people who were responsible for the problems in Killbuck complaining about new construction. Killbuck's property values suck because people 40 and younger don't want to live there. If you learn from their mistakes and build a new, vibrant area that makes it super easy to get food, get back and forth to school, that doesn't waste everyone's time and is super-thoughtful, then my kids won't have to be at the same type of meeting 15 years from now complaining about how dumb Phase 1 was and asking it to be fixed in Phase 2. I know you won't let that happen. Good luck, and I can't wait to see what is built there!	7/12/2020 12:24 PM
3	Is the goal here to make the Welaunee Master Plan something visionary or just good or what? I really can't tell. My hope is that it would be something that would be truly visionary, creating a template for future development in Tallahassee. What I am seeing here is just same-old/same-old with a few frills around the edges to make the garment look new. I think we have a huge opportunity here to see development taken to the 21st century, with green architectural requirements (LEEDS standards), 21st century stormwater infrastructure, 100% green energy, interconnected wildlife corridors, electric people movers (like Google does), car ban in commercial areas, incentives to encourage pedestrian and biking traffic, low priority to roads, and aggressive replanting of trees. Maybe even requirements for urban farms and greenhouses. There is so much that can be done. Let's do it! Let's make Welaunee a showcase for what is possible with good upfront planning!	7/9/2020 11:25 AM
4	This for-profit development is going to come to the expense of everyone and everything else in Leon county. It seeks to further divide us and enrich those living in the NE while the rest of us live in dilapidated areas suffering from a lack of services. The gateway to our Capitol, and our City Hall, North Monroe Street, looks like a wasteland full of deteriorating and empty buildings. Yet some of our oldest neighborhoods are there, and some of which even have high property values! We already need another wastewater treatment facility and have thousands of homes that need to be connected to sewer to protect our environment. How will this development be practical when it puts further stress on our environmental and public systems? Why is expanding sewer not the sole use of Blueprint funds for the time being? Why is a new or upgraded wastewater facility not included in this plan? The City and County need to provide lists or examples of the "jobs" and "retail" this development will create, since they have failed spectacularly to attract any kind of true investment in jobs since the last recession. This development is a ploy to get rich retirees from northern states to live in Tallahassee - many of whom will do what they always do and vote against social and environmental services those of us who have always lived here need, appreciate and rely on. So either this area will be filled with ignorant northern retirees or it will be empty like other planned developments (Southwood, anyone?) - either way resulting in a massive loss of trust from those who have invested in Tallahassee/Leon County and a loss of funds that could have been spent in better ways that people actually want. I have not met one single person who wants this development to happen, other than the NAI Talcors of the world I see on facebook lying about how great development is for the City and Florida as a whole. Florida is dying a little more every year. Our major springs, Wacissa, Wakulla, Jackson Blue, those in the Suwannee River, all are suffering from nutrient pollution exacerbated by more pavement and development. Why does Blueprint and the County/City seem to think this development will be good for the citizens who already live here and the environment that's already suffering?	7/6/2020 1:18 PM

#	RESPONSES	DATE
5	The major fly in the ointment here, I believe, is that the planned housing, supported by the major input of services proposed, the other amenities offered and the relative strength of the existing school districts involved will make both for high-end housing and further appreciation of existing housing in the NE area. It will therefore NOT address (and will likely only worsen) Leon County's MAJOR problem with AFFORDABLE HOUSING and neighborhood inequity.	7/6/2020 10:45 AM
6	no	7/2/2020 1:25 PM
7	I think that this is a horrible idea and it shouldn't be approved. Southwood is a perfect example of why this model doesn't work	7/1/2020 2:36 PM
8	Thank you for your consideration.	6/30/2020 11:16 AM

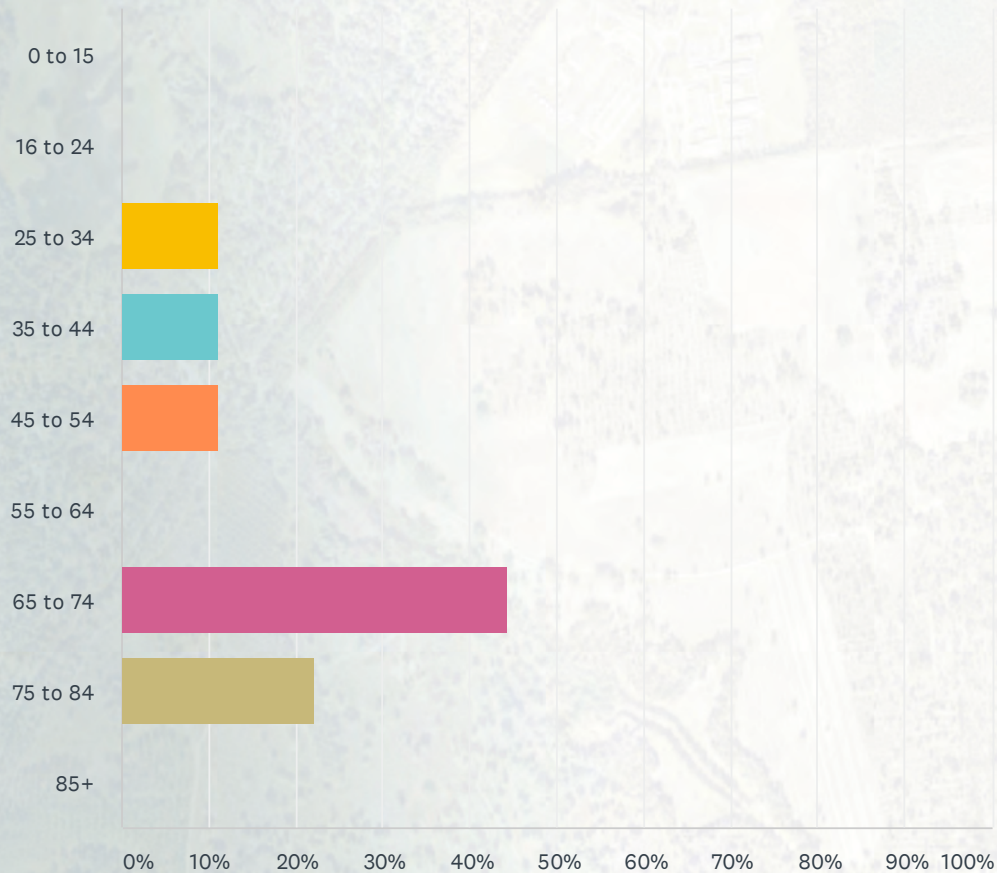
Q45 In what zip code is your home located? Example: 32301 (Optional)

Answered: 11 Skipped: 22

#	RESPONSES	DATE
1	32309	8/4/2020 5:45 PM
2	32309	7/12/2020 12:25 PM
3	32303	7/9/2020 11:26 AM
4	32303	7/8/2020 6:04 PM
5	32312	7/6/2020 1:20 PM
6	32312	7/6/2020 10:46 AM
7	32312	7/4/2020 4:42 PM
8	32317	7/2/2020 1:26 PM
9	32312	7/1/2020 2:36 PM
10	32309	7/1/2020 10:30 AM
11	32309	6/30/2020 11:17 AM

Q46 What is your age? (Optional)

Answered: 9 Skipped: 24



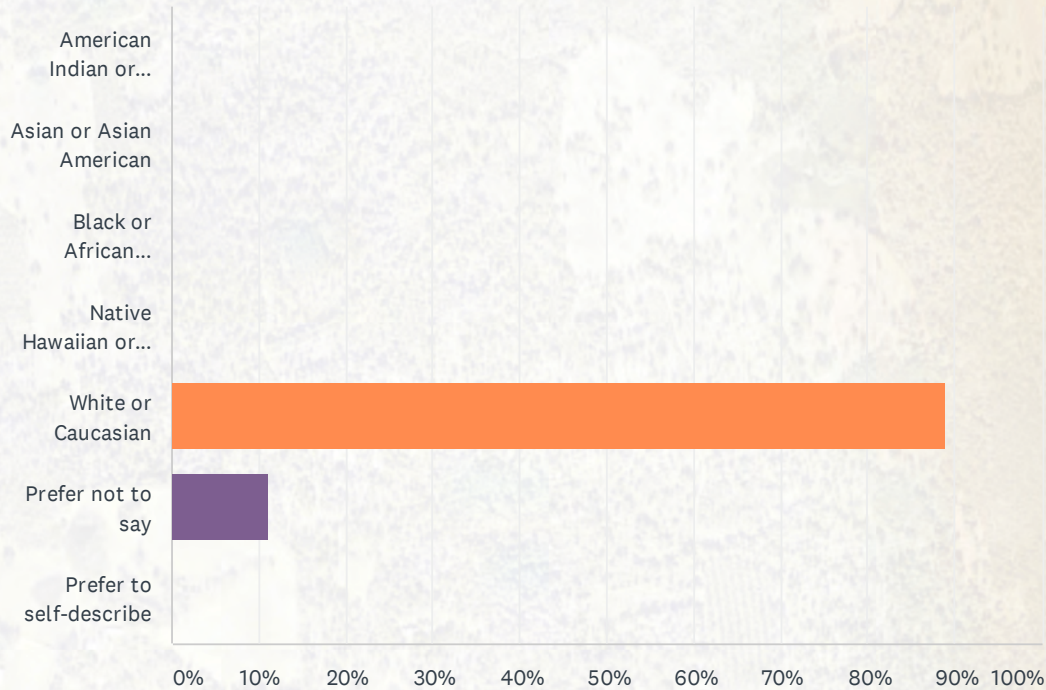
ANSWER CHOICES

RESPONSES

0 to 15	0.00%	0
16 to 24	0.00%	0
25 to 34	11.11%	1
35 to 44	11.11%	1
45 to 54	11.11%	1
55 to 64	0.00%	0
65 to 74	44.44%	4
75 to 84	22.22%	2
85+	0.00%	0
TOTAL		9

Q47 What is your race? (Optional)

Answered: 9 Skipped: 24



ANSWER CHOICES

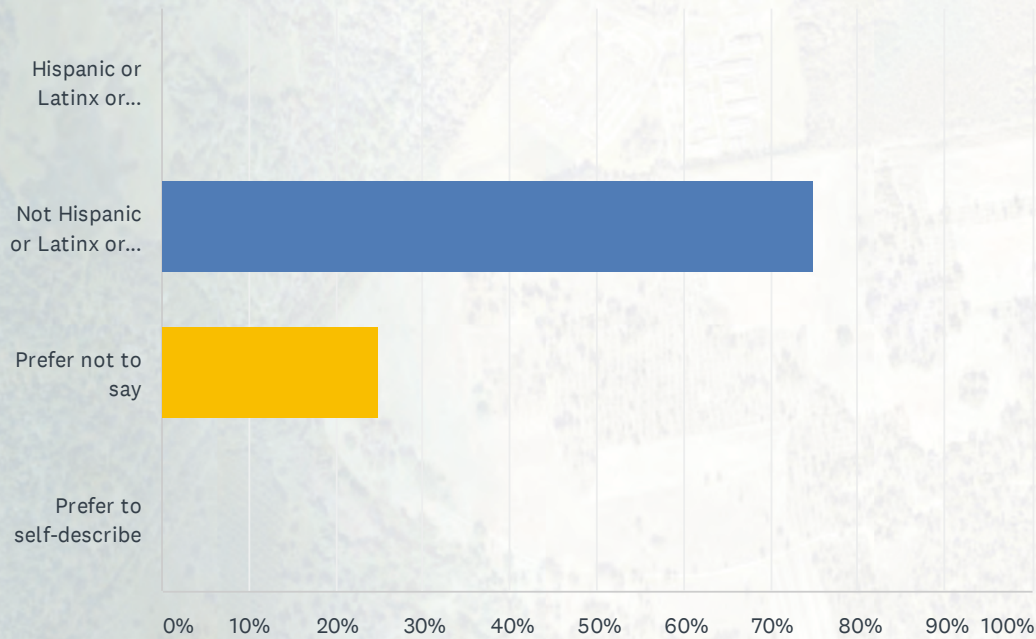
RESPONSES

American Indian or Alaska Native	0.00%	0
Asian or Asian American	0.00%	0
Black or African American	0.00%	0
Native Hawaiian or other Pacific Islander	0.00%	0
White or Caucasian	88.89%	8
Prefer not to say	11.11%	1
Prefer to self-describe	0.00%	0
Total Respondents: 9		

#	PREFER TO SELF-DESCRIBE	DATE
	There are no responses.	

Q48 What is your ethnicity? (Optional)

Answered: 8 Skipped: 25



ANSWER CHOICES

Hispanic or Latinx or Spanish Origin
Not Hispanic or Latinx or Spanish Origin
Prefer not to say
Prefer to self-describe
Total Respondents: 8

RESPONSES

Hispanic or Latinx or Spanish Origin	0.00%	0
Not Hispanic or Latinx or Spanish Origin	75.00%	6
Prefer not to say	25.00%	2
Prefer to self-describe	0.00%	0

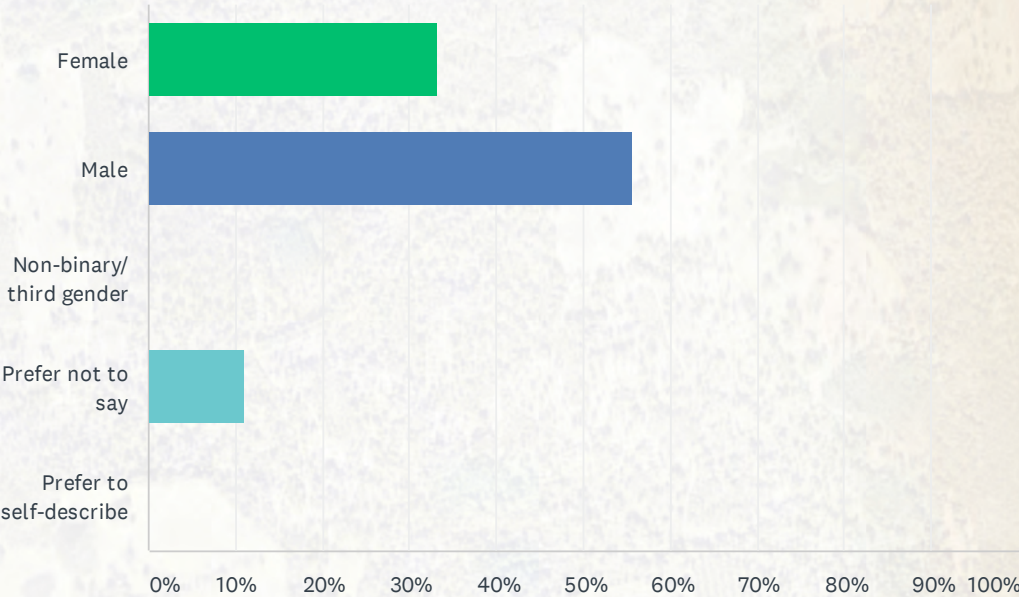
PREFER TO SELF-DESCRIBE

There are no responses.

DATE

Q49 What is your gender? (Optional)

Answered: 9 Skipped: 24

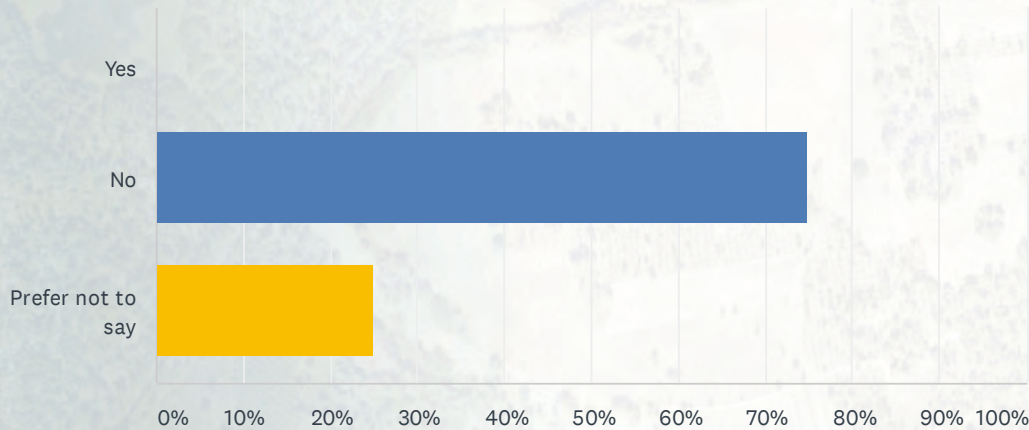


ANSWER CHOICES		RESPONSES	
Female		33.33%	3
Male		55.56%	5
Non-binary/ third gender		0.00%	0
Prefer not to say		11.11%	1
Prefer to self-describe		0.00%	0
TOTAL			9

#	PREFER TO SELF-DESCRIBE	DATE
	There are no responses.	

Q50 Transgender is an umbrella term that refers to people whose genderidentity, expression or behavior is different from those typically associated with their assigned sex at birth. Do you identify as transgender? (Optional)

Answered: 8 Skipped: 25



ANSWER CHOICES

Yes
No
Prefer not to say
TOTAL

RESPONSES

0.00%	0
75.00%	6
25.00%	2
	8

Q51 Are there any other aspects of your identity you wish to share? (Optional)

Answered: 3 Skipped: 30

#	RESPONSES	DATE
1	I have been a Tallahassee resident since 1971. I moved here to go to FSU and I stayed here because of the environment and the culture. It wasn't like the rest of Florida, which allowed itself to be overbuilt and consumed with what some may believe is progress. I must say that much of what is being done and has been done to my adopted town has made me think that it may be time to seek other more peaceful options.	8/4/2020 5:45 PM
2	I am a 31 year old FSU graduate (BA, MS) who fell in love with Tallahassee and was able to start my life here. I am the kind of person you should want to attract to live in your City. Not retirees or people from other states, but the highly educated people coming out of the multiple universities we are lucky to have.	7/6/2020 1:20 PM
3	Avid recreational bicyclist who lives within cycling distance of the proposed development.	7/2/2020 1:26 PM





Final location TBD.

Trailhead
(Future)



435 North Macomb Street, Tallahassee, Florida 32301
850 891 6400 • Planning@talgov.com • Talgov.com/Planning

KEEP IT RURAL!

Preserving Rural Lands in Leon County

www.KeepItRural.org

July 6, 2020

Dear Artie,

Members of the Keep It Rural Board of Directors have been actively participating, listening, and contributing our ideas during the Welaunee Arch Video Conference charrettes. We look forward to continuing to do so.

We want to express our appreciation to Artie, Floyd and Devan for their facilitation of the Video Conferences, for their expertise and for their recognition of our skills and our commitment to the best plan possible and for their openness to our ideas. They have done an excellent job.

We are submitting as an attachment to this letter the text and map of our **Welaunee Arch Comprehensive Parks and Greenways Plan**, which is based on the data available to us at this point in the discussion. You will also find a brief review of our concerns about the existing Welaunee Arch Master Plan (WAMP), Objective 13.2 and its policies regarding open space, storm water, parks and recreational land uses.

The elements we propose in our **Welaunee Arch Comprehensive Parks and Greenways Plan** will create highly desirable and marketable amenities for future residents, foster economic investment in recreational activities and will enhance the value of the eventual developments. Revisions to the text of the WAMP will create an organized plan for development so that an integrated system of parks, greenways, trails and recreation facilities will be created.

We ask you to work with us now to make this vision a reality.

Sincerely,



Jeff A. Blair, President
On Behalf of the Board of Directors of Keep It Rural Inc.



Welaunee Arch Comprehensive Parks and Greenways Plan A Keep It Rural Proposal

Our community's system of greenways, parks and trails adds immeasurable value to, and is an important element of, the quality of life in Leon County and the City of Tallahassee. Together they preserve greenspace for future generations and add value to our homes and businesses. We envision Welaunee to continue this model of development by providing an integrated system of internal parks, greenways and trails which is designed to sustain wildlife populations, protect water quality, prevent flooding, and gives residents easy access to all of these natural areas. This will create a healthy, vital, and sustainable community making it an extremely desirable place to live, work and play.

In order to accomplish this we must create three types of open spaces: parks, greenways, and multi-use facilities. Parks provide broad protection for our most beautiful and unique ecosystems in Leon County. Greenways, trails and multi-use paths offer access to the parks for nature lovers, cyclists, runners, horseback riders, hikers, bird watchers, those in wheelchairs, and dog walkers. Inside the urban area people can connect to one another and to businesses without the need for a car or bus. Active recreation facilities, such as ballparks add another vital component to the Welaunee Arch Comprehensive Parks and Greenways Plan.

A comprehensive parks and greenway systems for the entire 4800 acres of the Welaunee Arch cannot be accomplished through process of approving individual PUDs. The framework of the plan: location of habitats to be protected, greenway connections, recreational facilities and how to integrate into the Tallahassee-Leon County Greenways Program needs to be determined now and become a part of the Master Plan. We have the opportunity to adopt a great parks and greenway plan with the applicant, (City of Tallahassee) and the family that cares so deeply about the land. The plan elements we propose will create highly desirable and marketable amenities for future residents, foster economic investment in recreational activities and will enhance the value of the eventual developments. If we act together now, we can make this vision a reality.

Keep It Rural's proposal for the Welaunee Arch Comprehensive Parks and Greenways Plan.

This is our proposal for the **Welaunee Arch Comprehensive Parks and Greenways Plan**. We have listed what we believe are important components for a master plan and the approximate locations for these components. This is a conceptual plan based on our best thinking about what is appropriate for such a huge planned development, with the limited data available to us as provided by the applicant at this time.

The **Welaunee Arch Comprehensive Parks and Greenways Plan** shall consist of three types of landuse: passive, active and multi-use paths along roadways.

Greenways and parks for passive use, aka the Emerald Necklace, shall include a large conservation area to separate suburban development of the Arch from Rural lands, an area of buffers for existing development of lower density at the boundaries of the Arch (Buckhead), additional protection for the Canopy Roads, both Centerville and Miccosukee to preserve the natural canopy of these roads, and a system of linear parks to connect all of the above with the existing Miccosukee Greenway and other nearby parks outside of the Arch. These shall all be passive parks with public access to trails, bike, horse and pedestrian facilities.

Other areas of conservation and preservation land such as wetlands, floodplains and imperiled species habitat shall also be protected. Public use shall be limited in order to protect habitat and imperiled species populations within them.

We propose that approximately **595** acres of additional land (12.5% of the Arch) be used for these purposes.

An active park of sufficient size to accommodate ball fields and other outdoor recreational facilities shall be located within the Arch immediately south of Roberts and Montford schools with easy access to the linear park system, roads and parking.

Multi-use paths shall be built for the main roads including but not limited to Welaunee Boulevard and Shamrock Extension throughout the Arch. Other roadways including minor collectors shall have at a minimum sidewalks and bike lanes or separated bike paths. Sidewalks shall be separated from the road for safety and to encourage use.

We propose an "Emerald Necklace" around and within the Welaunee Arch, composed of a large Park in the northeast, expanded greenways around the periphery of the Arch expanding the canopy road protection and buffer for existing development on the borders of Welaune and will include water bodies and portions of their wetlands and floodplains in the designated Open Space. An active park with ball fields and other appropriate facilities located near the schools is also proposed. These preservation, conservation and recreational areas will be connected by an "Emerald Necklace" systems of trails including the existing Welaunee Greenway Trail, an 8.4 mile trail along the periphery of the Arch, with the capacity to connect to existing and (hopefully) new greenways in the Toe, Heel and surrounding lands.

Table of proposed WAMP Open Space areas and size

Type of Land	Location - approximate	Acreage – approximate	Proposed Uses
Habitat Park: The Emerald Fortress	Northeast part fronts on Roberts and Crump	300 acres	Habitat protection, buffer for rural lands, passive recreation facilities, rural park, protection of wetlands and floodplains
Habitat Park: Open Space part of Emerald Fortress	Open Space as designated on figure 13.5	490 acres: Existing Open Spaces to be included in the Emerald Necklace	Protection of wetlands and floodplains, Habitat protection.
Northeast Park	South of Roberts & Montford, located near new roads	60 acres	Active Recreation, ball fields, play grounds, located near Schools
Linear Park	North boundary in area designation “Residential”, crosses Welaunee Blvd	8 acres: 3500 ft by 100 ft	Connections among parks, open space, recreational facilities
Canopy Road	Expansion of Centerville Canopy Road	121 acres: 13,200 ft by 400 ft	Protection of Canopy Road of sufficient size to provide for sustainable tree growth and reproduction
Canopy Road	Expansion of Miccosukee Canopy Road	66 acres: 7200 ft by 400 ft (Not in existing Greenway)	Protection of Canopy Road of sufficient size to provide for sustainable tree growth and reproduction
Buckhead Buffer	Around Buckhead north and east boundary	Total 90 acres: 40 acres plus 50 acres existing Open Space	Buffer for existing development from intense commercial and mixed use development and protection of wetlands and floodplains.
Open Space - Remaining	Open Space as designated on Figure 13.5	860 – 1375 Acres	Protection of wetlands and floodplains

Concerns about the text of the Welaunee Arch Master Plan (WAMP)

This is a brief review of our concerns about the existing Welaunee Arch Master Plan (WAMP), Objective 13.2 and its policies regarding open space, storm water, parks and recreational land uses. Included are some proposed revisions of the language in the objective. However, we will submit further revisions to include policies which will direct development so that an integrated systems of parks, greenways, trails and recreation facilities will be created.

1. Objective 13.2: Development of the Welaunee Arch.

The Welaunee Arch shall develop as new mixed-use community that:

Protects natural resources, conserves wildlife populations including imperiled species and provides recreational areas. This will be accomplished primarily, although not solely, through the creation of a system of interconnected parks, greenways, recreational areas, natural land buffers and protected open spaces throughout the Arch and connected to the other natural areas in surrounding lands.

Data and plans that need to be a part of the Welaunee Arch Master Plan:

- a. Inventory of natural features which is sufficient for identification of parks and greenways, role of existing open space designation. Much of the data needed to do this is available from WFC or NFAI.
- b. Identification of a framework for a master storm water plan which is sufficient to identify locations for regional facilities, the role of designated open space in treatment and flood control and possible impacts on imperiled populations. Much of the data needed to do this is available in LIDAR topography and the referenced inventory above.
- c. Creation of a map designating the components of the Welaunee Arch Comprehensive Parks and Greenways Plan reflecting the results of the above analysis and other land use and transportations considerations.
- d. Proposals for how to effectively create these lands set aside such as easements, donations, open space requirements of PUDs, and purchases.
- e. Scope and requirements for a Management Plan for these facilities.

2. Objective 13.2:

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.

The existing Objective makes references to “planning studies” for the Toe and Heel which were based on a “systems approach and considered linkages and functions of natural and man-made systems” which are claimed to be included in the Arch. However, none of these studies or their results is part of the amendment or appears to inform the language or map of the WAMP.

3. Policy 13.2.3 Implementation

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.*

The implementation of the WAMP will be done through Planned Unit Developments (PUDs). These are considered independently of each other and can be of any size and number. The PUDs are required to be consistent with the WAMP, but the WAMP lacks clear statement of intent or measurable objectives and goals by which to judge the “consistency” of a given PUD.

It is highly unlikely that there will be a single PUD for the entire 4800 acres. The “Toe” which is only 1000 acres, has already been divided into two PUDs, each about 500 acres.

There needs to be a Welaunee Arch Comprehensive Parks and Greenways Plan that is part of the WAMP. The lands to implement this plan needs to be identified and the manner of its protections before consideration of PUDs. The components of the Master Stormwater Plan where it impacts or utilizes natural landscapes also needs to be identified before PUDs are approved. Regional stormwater facilities and their location within designated open space could either detrimentally impact imperiled species or preserve their habitat depending on whether it is done piecemeal via PUD or comprehensively using the WAMP.

Implementation of the WAMP will need to include the process and requirements of a management plan for the parks and greenways.

4. 13.2.4 Land Use Districts, section (4) Open Space (Phase 1 and 2)

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: ...

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, band shells, 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 Welaunee Arch Map (Figure 13-5) is a “conceptual map”, is not drawn to scale and the location of Open Space features is highly approximate. There has not been a natural features inventory to determine the location and types of natural features or populations of animals to be protected. The Perpetual Drainage Easement is not delineated.

There needs to be an Arch-wide natural features inventory which can be used to

- a. Identify conservation and preservation features, to create corridors for wildlife and to designate areas appropriate for development to allow for those corridors to actual function as interconnected wildlife habitat which will support sustainable populations,
- b. Identify the location of passive recreational facilities that will provide human access to these lands while supporting natural populations,
- c. Identify the appropriate size and location for buffers to sustain the tree populations along the Canopy Roads and the habitats they provide,
- d. To create a Master Management Plan for these landscape features.
- e. The current map cannot provide any standards by which to judge individual PUDs for providing protection of conservation of natural landscapes and their populations.

5. Policy 13.2.25: Open Space

The appropriate location of Open Space and how these can be integrated into a stormwater management plan and not result in degraded habitat cannot be done without an Arch-wide natural features inventory.

6. Policy 13.2.26: Conservation and Preservation Lands

Management plans that are part of individual PUDs will not be able to provide

integrated management of conservation and preservation lands and their animal populations. There should be a single, comprehensive, Arch-wide management plans for these lands. Private management of these types of lands often leads to their degradation.

7. Policy 13.2.27: Recreation Areas

A multi-use trail system cannot be created by individual PUDs without a Master Plan that is based upon a natural features inventory that identifies the appropriate location for the greenways in which the trail will be made and how to provide access to support human health but without degradation of the ecological health of the conservation and preservation features and the populations they support.

8. Policy 13.2.28 Perpetual Drainage Easement

This is a critical component of designation of open space and stormwater management areas and must be accurately and precisely designated on the Map.

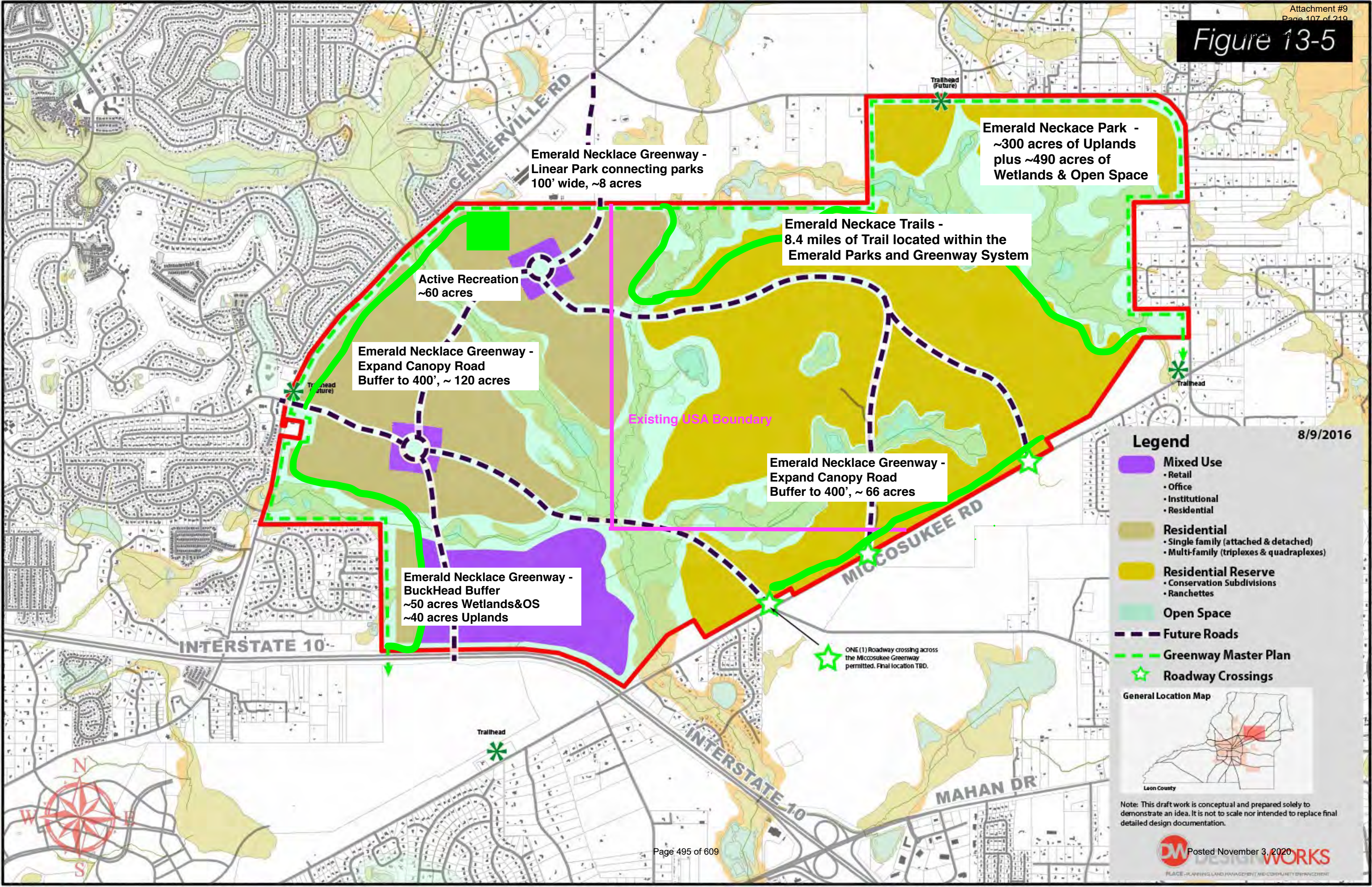
9. Policy 13.2.29 Welaunee Greenway

A shared-use trail corridor is not a Greenway. The BluePrint project is not envisioned to provide any habitat protection or be sufficient as an animal corridor. It is, essentially, an urban park bike and pedestrian route. There is not sufficient protection for a functional Greenway from public roadways and utilities if they can bisect the Greenway "as needed".

10. Policy 13.2.4 Land Use Districts, section (3) Residential Reserve (Phase 2)

The proposed phasing of the development of the Welaunee Arch is based solely on the rate of commercial and residential housing and the landowners interest in not having development near their residence in the near future. Phasing should be based on the collection of data, analysis and planning to provide the information for Arch-wide systems that all development will depend upon: the Natural Features Inventory, Comprehensive Parks and Greenways Plan, regional stormwater management plans and rates of development of the other components of Welaunee, the Toe and Heel.

Figure 13-5





Alliance of Tallahassee Neighborhoods
atntally.com



ALLIANCE OF TALLAHASSEE NEIGHBORHOODS (ATN) AND KEEP IT RURAL (KIR) **COMMENTS ON PROPOSED WELAUNEE ARCH TEXT AMENDMENT**

Introduction:

The 4,800-acre Welaunee Arch is an opportunity to address community interests in a forward-thinking way. The scale of the property is substantial. If the Arch property was laid over intown Tallahassee, it would reach from Florida State University to Tallahassee Memorial Hospital, and from Frenchtown to Betton Hills ([see attached map](#)). Second, there's an opportunity to create a model community, literally from the ground up. Third, learning lessons from the past, the Welaunee Arch should be fiscally sound, minimizing the use of public dollars to subsidize development. ATN and KIR support a Comprehensive Plan amendment that incorporates those opportunities. Our review of the proposed amendment was based on two criteria.

1. The amendment's consistency with the vision for the Welaunee Arch.

The proposed amendment must contain clear and measurable objectives. According to the Comprehensive Plan, the Welaunee Arch should protect natural resources; develop as a mixed use community supportive of transit, walking, and cycling; provide housing for a range of income levels; be predominately self-supporting; and provide needed community services, including schools, libraries, police and fire stations, parks, and open space. Objectives that address these community interests serve as the basis for implementing policy standards and strategies.

2. The amendment's usefulness to provide direction for City Commission decisions on development proposals.

These proposals will come before the City Commission as a form of rezoning called Planned Unit Developments (PUDs). Rezoning is a quasi-judicial proceeding,¹ meaning that PUD reviews are based solely on the application of existing rules and requirements. Each PUD must demonstrate consistency with the Welaunee Arch Plan as adopted into the Comprehensive Plan (as well compliance with relevant City codes and policies). If the Comprehensive Plan implementing policies are vague or inadequate, the City Commission will have difficulty justifying conditions of approval. If policies do not address community interests of importance to the City, the Commission will not have the legal basis for adding approval conditions to address them.

¹ Future Land Use Map amendments are "quasi-legislative," i.e., are policy making decisions. Rezoning is "quasi-judicial," i.e., the application of policies, regulations, and ordinances to a specific project.

For the proposed amendment to meaningfully guide development of the Welaunee Arch, it is imperative that it:

1. Address all significant community interests to establish the basis for standards in the proposed amendment and provide guidance for review of development proposals.
2. Establish standards sufficient to achieve the stated objectives.

These requirements are evaluated below.

I. Address all significant community interests to establish the basis for standards in the proposed amendment and provide guidance for review of development proposals.

If the proposed amendment does not specifically address community interests, the applicant will only be required to meet code standards in effect at the time. This is problematic. First, codes may be inadequate, or nonexistent, for certain community interests. Second, existing codes apply citywide and, as such, are more generic in nature. The proposed amendment should take advantage of the opportunity to address the unique characteristics and opportunities of the Welaunee Arch. Third, codes can change over time. Development patterns would be uneven, as different parts of the Welaunee community are subject to different standards. Consistent standards should be applied, given the scale and longevity of the proposed development.

The proposed amendment currently addresses some community interests, but ATN and KIR believe the scope is incomplete. ATN and KIR propose that, at a minimum, the following community interests be addressed in the proposed amendment:

1. Protect natural resources, conserve wildlife populations, including but not limited to imperiled species, and provide recreational areas.
2. Provide mobility choices for residents and employees of all ages and abilities. Upon build out, the Welaunee Arch shall achieve at least a 20% internal capture rate for automobile trips.
3. Provide housing for diverse socio-economic groups within the Welaunee Arch.
4. Respect the character of Tallahassee by retaining mature, healthy forest and topography.
5. Development is to be predominantly self-supporting, rather than predominantly dependent on public funding for additional infrastructure and will minimize public costs for the provision and maintenance of community facilities.

2. The standards in the amendment must be sufficient to achieve stated objectives.

The objectives must be supported by policies containing complementary standards and strategies. Some strategies may be required of the developer and some may be implemented in conjunction with local government. Below are standards and strategies recommended to achieve the objectives of the proposed amendment. (This language is not intended to be all inclusive, but to serve as a guideline for modifications to the proposed amendment.)

Objective 1: Protect natural resources, conserve wildlife populations, including but not limited to imperiled species, and provide recreational areas.

- 1.a Standards and strategies: Create a system of interconnected parks, greenways, recreational areas, natural land buffers and protected open spaces throughout the Arch and provide connections to natural areas in surrounding lands. The Comprehensive Plan shall establish standards for a natural resources management plan that achieves this objective.

Objective 2: Provide mobility choices for residents and employees of all ages and abilities. Upon build out, the Welaunee Arch shall achieve at least a 20% internal capture rate for automobile trips.

2.a Standards and strategies: Provide safe, convenient, and attractive public transportation facilities, including, but not limited to, sidewalks, bikeways, multiuse trails, and transit stops. Establish transit supportive development standards, including minimum densities and intensities, for land use districts that are intended to accommodate higher densities and intensities.

Objective 3: Provide housing for diverse socio-economic groups within the Welaunee Arch.

3.a Standards and strategies: Provide housing for very low, low, and moderate-income households. A minimum of 25 percent of residential units shall be one of these categories. These housing units shall be integrated throughout all residential areas. Each residential development application shall include housing at a range of price levels.

Objective 4: Respect the character of Tallahassee by retaining mature, healthy forest and topography.

4.a Standards and strategies: Adopt a Welaunee Arch urban forest plan consistent with the City's urban forestry plan. Establish Comprehensive Plan policies and land development standards that direct how site plans and subdivisions will incorporate existing topographic features into their designs.

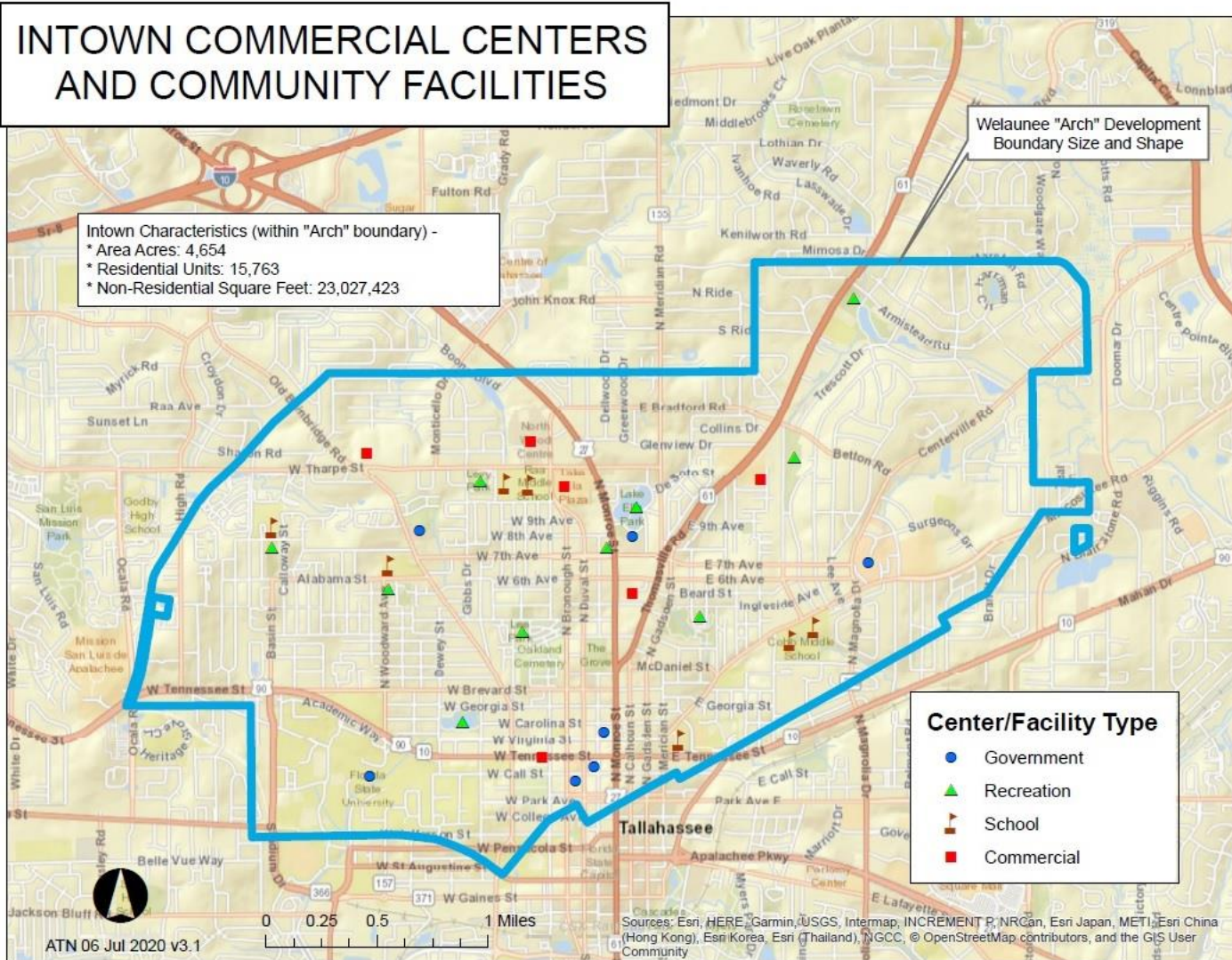
Objective 5: Is predominantly self-supporting, rather than predominantly dependent on public funding for additional infrastructure.

5.a Standards and strategies: Establish Comprehensive Plan standards for a City-approved community facilities/infrastructure plan for the Arch that addresses, at a minimum: the mix, intensity, and density of land uses to ensure efficient use of infrastructure; standards for the construction of low-maintenance infrastructure; projected long term maintenance costs; and the provision of community facilities to support the new population. The community facilities/infrastructure plan will include, but not be limited to, stormwater, electric, gas, water, roads, schools, parks, libraries, and public safety facilities. The community facilities/infrastructure plan shall be completed prior to development.

Lastly, ATN and KIR note the following items which need to be addressed to facilitate implementation of the proposed amendment:

- Define vague language, such as “sense of place” and “positive identity” and standards such as “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.”
- Provide maps that are drawn to scale.

ATN and KIR appreciate the opportunity to comment and we look forward to working with the staff and the Commissions on this amendment.





September 2, 2020

Dear Mr. White:

When Tally100 met with you August 12, you told us you are working on a “master plan” that will be incorporated into the comp plan amendments for Welaunee Arch. You said the master plan will include requirements that will have to be complied with when this area gets developed, and you said you’re open to including requirements that will further the city’s clean energy goals.

Here are our suggestions:

All development complies with requirements resulting from the city’s clean energy plan. Each building has a certified HERS rating, and meet the FGBC or LEED standards that reflect the homes efficiency is in the top 25% of Tallahassee homes completed the previous year.

For low income housing, the city should offer a rebate for the additional cost to achieve energy efficiency and solar, or loans to be financed from the energy cost savings of the residents.

Ground based heat pump HVAC or other HVAC with equivalent efficiency for each building.

Water heaters and all other appliances meet or exceed energy star certification standards. Solar water heaters are incentivized.

Homes are solar PV ready, with roofs and electrical conduit and wiring designed for the later addition of solar PV and battery storage.

Homes are EV ready, with conduit and wiring designed for the later addition of EV charging stations.

Design roads and orient building lots to facilitate south facing roofs for solar collection.

Put solar PV over parking lots.

Maintain 55% tree canopy coverage as called for in the Urban Forest Master Plan.

All streets and equivalent roadways within the developed area will include bike paths and pedestrian sidewalks that are separated from the motor vehicle roadway.

Greenway around the perimeter of Welaunee Arch.

No extension of city gas lines.

These requirements will not only facilitate the city's goal of reducing and then eliminating greenhouse gas emissions, they should make the Welaunee development a pleasant and desirable place, with energy costs relatively low.

Thanks for giving us a chance to give you our thoughts. We recognize that, per our conversation, you may go broader than what we have listed here. We would love to see what that looks like as soon as you have something drafted.

Sincerely,

A handwritten signature in cursive script that reads "Kim Ross".

Kim Ross

Chair, Tally 100% Together Coalition



Alliance of Tallahassee Neighborhoods
www.atntally.com

September 22, 2020

ALLIANCE OF TALLAHASSEE NEIGHBORHOODS (ATN)

POSITION PAPER ON THE WELAUNEE MASTER PLAN DRAFT (September, 2020)

The development of the 4,800 acre Welaunee property will affect the entire community – including intown neighborhoods– fiscally, socio-economically, and environmentally. If the Arch property was laid over intown Tallahassee, it would reach from Florida State University to Tallahassee Memorial Hospital, and from Frenchtown to Betton Hills (see map).

For this reason, the Alliance of Tallahassee Neighborhoods (ATN) expressed concerns about the original proposed Welaunee master plan. Unfortunately, the most recent draft has failed to address most of ATN's concerns.

Below are ATN's recommended changes to the current draft master plan.

Issue: Welaunee should be predominantly self-supporting, rather than predominantly dependent on public funding for additional infrastructure.

Why this matters: BluePrint sales tax will build the roads making this private development possible. BluePrint will spend \$47 million on Welaunee roads by 2025 and about \$40 million of public money on an interstate interchange. Once public infrastructure (roads, sewer, stormwater ponds, etc.) is put in place, it becomes the City's obligation to maintain it. The price of poorly designed projects and projects that don't consider long-term maintenance costs significantly increases the tax burden for everyone.

What needs to change in the proposed master plan?

1. Include a requirement for a City-approved community facilities/infrastructure plan for the Arch that addresses, at a minimum:
 - a. projected long term maintenance costs;
 - b. standards for the construction of low-maintenance infrastructure; and
 - c. provision of land for community facilities to support the new population, including but not limited to stormwater, roads, schools, parks, libraries, and public safety facilities.
2. Require the community facilities/infrastructure plan to be approved prior to any development.

Issue: Welaunee should provide housing for diverse socio-economic groups.

Why this matters: Economic segregation has existed for decades in the community. Socio-economic conditions in the Southern Strategy area have not improved relative to the rest of the County. An economically integrated community in Welaunee will provide lower income residents with high quality schools, parks, and other facilities.

What needs to change in the proposed master plan?

1. Require that Welaunee provide housing for very low, low, and moderate-income households. A minimum of 25 percent of residential units should be one of these categories.
2. Require these units to be integrated throughout all residential areas.

Issue: Respect the character of Tallahassee by retaining mature, healthy forest and topography.

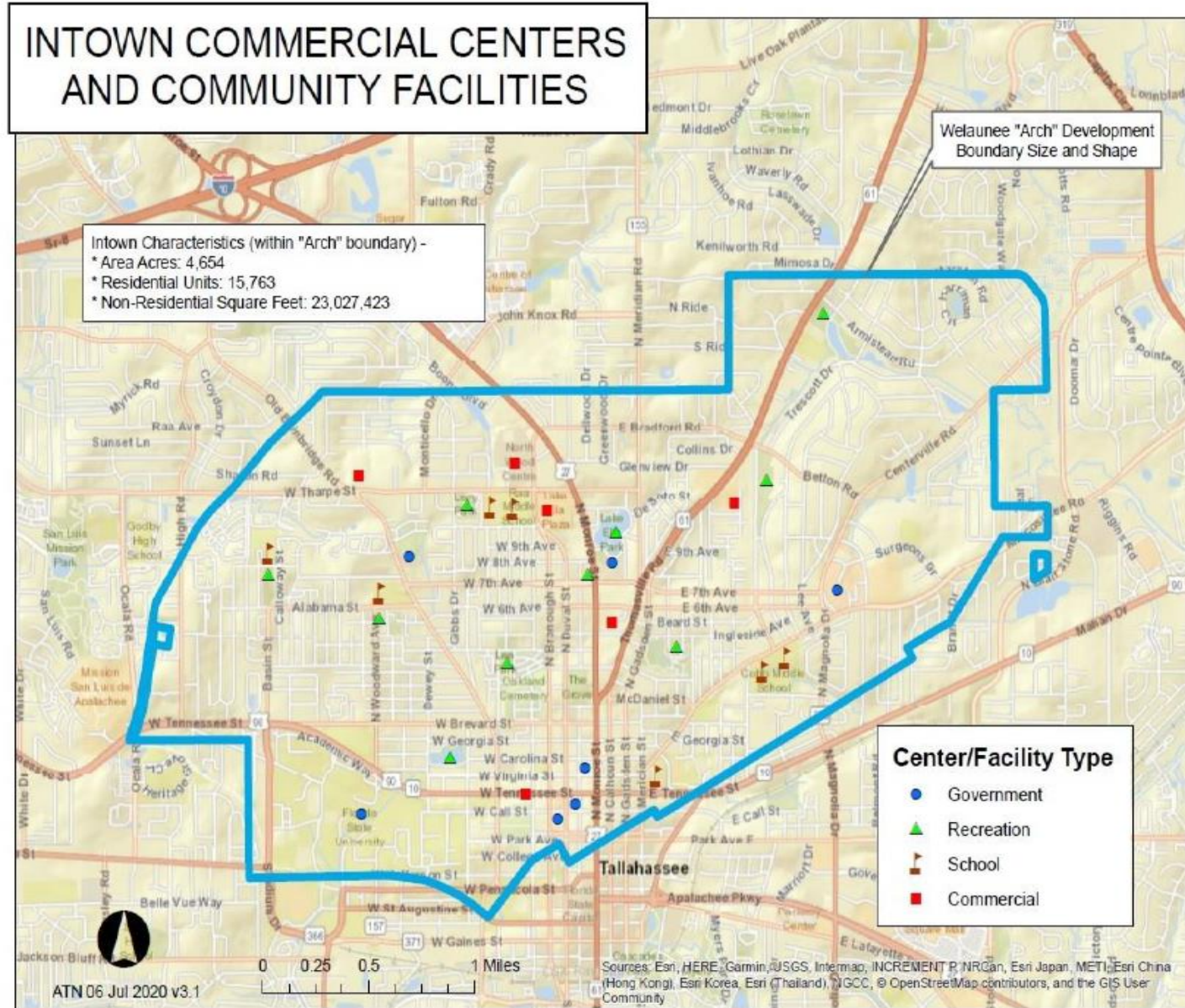
Why this matters: Clear cutting is permitted by City ordinance. The tree ordinance does not protect any tree from removal, it merely requires mitigation. The flattening of significant slopes is destroying the character of Tallahassee as a city of rolling hills. Development needs to maintain the character of Tallahassee.

What needs to change in the proposed master plan?

1. Include an urban forest plan for the Welaunee Arch consistent with the City's urban forestry plan.
2. Include policies and land development standards that direct how site plans and subdivisions will incorporate existing topographic features into their designs.

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Overview of Proposed Edits to the Welaunee Arch Master Plan Based on Citizen Input and Technical Assistance Comments

9/8/2020

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Introduction

The 2020 Comprehensive Plan Amendment Cycle included an amendment to the Welaunee Critical Area Plan to replace *Objective 13.2 Development of Remainder of Welaunee Critical Planning Area* with a development plan for the Welaunee Arch.

The Transmittal Hearing for the 2020 Cycle was held on May 26, 2020. At the transmittal hearing, the City Commission and Board of County Commissioners voted to submit the proposed amendment to the State for review and directed staff to hold charrettes to gain additional community input on the proposed Welaunee Arch Master Plan.

Following the Transmittal Hearing, staff held eleven video conferences (using Webex) and a self-paced virtual workshop (using Survey Monkey). Staff also met virtually with various citizens and community organizations.

This document provides an overview of the feedback received from the State Land Planning Agency (Florida Department of Economic Opportunity) and review agencies as well as the feedback received from the Community following the Transmittal Hearing. This document also explains what changes were made to the Master Plan and how the input was included in the proposed policies.

The remainder of this documentation highlights all changes that have been made to the proposed Welaunee Arch Master Plan portion of the Welaunee Critical Area Plan from all the above noted public, state and stakeholder input conducted and received since the Joint Transmittal Hearing. Staff intends to publicly notify the community of these changes on September 9, 2020 and hold two additional public forums in advance of the October 13th Joint Commission Meeting with links to participate posted on www.Talgov.com/WelauneeArch.

State Agency Technical Assistance Review Comments

The following technical assistance comments were received by the State Land Planning Agency and review agencies following the Transmittal Public Hearing conducted on May 26, 2020.

Florida Department of Economic Opportunity

1. Prior to adoption, Tallahassee-Leon County should ensure that the amendment is supported by data and analysis indicating that public facilities (potable water, wastewater, transportation, and schools) exist or are planned to serve the amendment sites.

Addressed with Data Analysis.

The existing Urban Services Development Agreement is the mechanism that ensures that public facility capacity is available or planned. This Urban Services Development Agreement is included in the Data and Analysis for the proposed amendment.

Florida Department of State

1. There are many parts of the city and county in the amendment areas that have not had cultural resource assessment surveys conducted to determine if unrecorded historic resources are present. There are also many rural historic cemeteries that have likely not been recorded. Historic cemeteries are protected under Section 872.05, Florida Statutes. We recommend that any future plans should be sensitive to locating, assessing, and avoiding potential adverse impacts to these resources.

Addressed in Policy 13.2.9.

The implementation of the Master Plan is through one or more Planned Unit Developments (PUDs). These require a Natural Features Inventory (NFI) that includes an assessment of historic and cultural resources. Based on the results of the NFI, the PUD and subsequent site plans will be sensitive to locating, assessing, and avoiding potential adverse impacts to these resources. This is reinforced in Policy 13.2.9 Historic and Cultural Resources.

Florida Department of Environmental Protection

1. Activities associated with the project have the potential to impact water quality; therefore, appropriate measures should be taken to minimize any potential additional nutrient loadings to the spring. These measures include the proper treatment and disposal of wastewater, stormwater, and the implementation of adequate sediment and erosion control practices to mitigate any surface water impacts. Any additional loading to the basin will be evaluated during future updates to the BMAP and may require additional restoration actions by the City if deemed necessary.

Addressed in Policy 13.2.33.

This technical assistance comment is addressed in the revised Master Plan through proposed Policy 13.2.33. Florida Springs and Aquifer Protection:

Policy 13.2.33. Florida Springs and Aquifer Protection. Wakulla Spring is an impaired first magnitude Outstanding Florida Springs. Planned development for the Welaunee Arch is within the springshed boundaries of the Upper Wakulla River and Wakulla Spring Basin Management Action

Plan. Development activities associated with the project have the potential to impact water quality; therefore, appropriate measures shall be taken to minimize any potential additional nutrient loadings to the spring. These measures shall be included in the PUDs that implement the Welaunee Arch Master Plan and may include measures such as the proper treatment and disposal of wastewater, stormwater, and the implementation of adequate sediment and erosion control practices to mitigate any surface water impacts.

Florida Department of Transportation

1. This proposed amendment changes the future land use (FLU) designation of approximately 2,810.55 acres from Rural and Suburban to Planned Development. The proposed amendment has the potential to increase the trip generation of the subject properties. No traffic analysis was included in the transmittal package; however, the staff report did reference the Northeast Gateway, a major infrastructure project, including a new I-10 interchange at Welaunee Boulevard. FDOT determined it is not possible to accurately determine the potential impacts of the proposed amendment TTA 2020 011.

Addressed with Data Analysis.

A more detailed traffic analysis is included in the Data Analysis for the proposed amendment. Because this is at the Comprehensive Plan stage, the analysis is based on maximum density allowed for the land use category (Planned Development). Preliminary calculations are generally based on the maximum residential development and maximum commercial development allowed under the requested future land use category. However, this amendment is requesting a land use and zoning change to Planned Development. As such, calculations are based on a residential buildout intensity of 20 dwelling units/acre and a commercial buildout intensity of 20,000 square feet/acre. Trip generation rates and entering/exiting trip percentages for residential and commercial buildouts are based on Single Family Detached (210) and Variety Retail (814), respectively, as determined by the Institute of Transportation Engineers' Trip Generation Manual, 10th Edition.

Additionally, The Northeast Gateway's Welaunee Boulevard involves an overpass of Interstate Highway 10, with PD&E for the proposed alignment ongoing presently. Following construction of said overpass, coordination with state and federal agencies may be performed to study the feasibility of an interchange of Interstate Highway 10 in conjunction with the proposed overpass. Following the Comprehensive Plan amendment, the site will be subject to a Planned Unit Development (PUD). The PUD will serve as the zoning and will establish entitlements that are likely lower than the maximum density and intensity allowed by the land use category. More refined traffic analyses are completed at the PUD level. Ultimately, traffic concurrency and mitigation are determined and calculated at the site plan stage of development.

Florida Fish and Wildlife Conservation Commission

1. To better identify potential project impacts to listed species of fish and wildlife, FWC staff recommend that species-specific surveys be conducted prior to any clearing or construction. Species-specific surveys are time sensitive and are best conducted by wildlife biologists with recent documented experience for that species. Species-specific survey protocols approved by the U.S. Fish and Wildlife Service (USFWS) and the FWC are provided in the Florida Wildlife Conservation Guide at <https://myfwc.com/conservation/value/fwcg/> or in the FWC Species Conservation Measures and Permitting Guidelines available at <https://myfwc.com/wildlifehabitats/wildlife/species-guidelines/>.

**Addressed by City's Land Development Process
(Sec. 5-54, City of Tallahassee Land Development Code).**

The implementation of the Master Plan is through one or more Planned Unit Developments (PUDs). These require a Natural Features Inventory (NFI) that includes an assessment of listed species of fish and wildlife conducted by certified biologist. Species-specific survey protocols can be included in this process.

2. The Welaunee Arch area may also benefit from a Wildlife and Habitat Management Plan (WHMP). Developments of this size with large conservation areas or ecological corridors can provide a framework for habitat management activities that will ensure these areas continue to provide habitat for fish and wildlife resources. A WHMP can include a list of state- and federally listed species which may occur on the site and suggests actions to minimize, avoid, and mitigate impacts to those species. Similar plans also include information on proposed maintenance activities such as prescribed fire, invasive plant management, or methods to address nuisance and exotic animal species. FWC staff is available to assist in the development of a management plan that includes these details so that conservation areas and open space may continue to provide habitat for fish and wildlife resources.

**Addressed in Policy 13.2.36 and 13.2.27 and by City's Land Development Process
(Sec. 5-55, City of Tallahassee Land Development Code).**

Based on the findings of the Natural Features Inventory conducted at the PUD phase, Wildlife and Habitat Management Plans may be appropriate and can be completed with assistance from FWC staff. This can be included in the management plans referenced throughout the Welaunee Arch Master Plan. Wildlife and Habitat Management Plans are also addressed in Policies 13.2.36(8)(B) and 13.2.37.

3. Proactive planning may help prevent or reduce future conflicts with bears. Site designs for larger developments should locate conservation areas along the borders of developed areas, to avoid encouraging bears to forage within developed areas (<http://myfwc.com/wildlifehabitats/managed/bear/crossings/>). Providing road crossings for wildlife and fencing along the roadways to prevent wildlife-vehicle collisions may also prevent property damage, wildlife mortality, and protect human safety. If a homeowners' association or community covenants are planned, by-laws that would require residents to take measures to prevent attracting bears into the neighborhood are recommended. Sample by-law language

used by other Florida communities is available at
(<http://myfwc.com/wildlifehabitats/managed/bear/living/community-group/bylaw/>).

Addressed in Policy 13.2.4, 13.2.36 and 13.2.37

The proposed edits to the Master Plan include setting aside wildlife corridors connecting protecting environmental features. Additionally, the majority of the Arch is intended for clustered development that would set aside significant areas that are continuous and contiguous along the borders of developed areas. See proposed Policies 13.2.4, 13.2.36, and 13.2.37.

To be addressed by PUD(s)

Based on the findings of the Natural Features Inventory conducted at the PUD phase, additional planning at the PUD stage may be appropriate. These include design standards for road crossings. This is a level of detail greater than what would generally be included in the Comprehensive Plan.

Not Addressed

The local government does not generally get involved in homeowners' association or community covenants. If future development includes these, they could be encouraged to utilize the resources from FWC. This is a level of detail greater than what would generally be included in the Comprehensive Plan.

4. During construction, construction sites should be kept clean, with refuse that might attract bears kept separate from construction debris and stored securely in bear-resistant containers or removed daily from the construction site before dark. Refuse that might attract bears includes all food and drink-related materials, as well as any items with strong scents like cleaning agents.

To be addressed by PUD(s)

Based on the findings of the Natural Features Inventory conducted at the PUD phase, additional planning at the PUD stage may be appropriate. This is a level of detail greater than what would generally be included in the Comprehensive Plan.

5. Once the development is completed, residents should be provided with bear-resistant garbage cans as part of their regular waste service and any larger waste storage containers should also be bear-resistant. Providing residents with information on how to avoid human-bear conflicts is also recommended.

Addressed in Policy 13.2.40

This is a level of detail greater than what would generally be included in the Comprehensive Plan. However, proposed Policy 13.2.40 directs PUDs to include notification requirements with information about how to avoid human-bear conflicts and notices of proximity to areas that are actively managed with prescribed fires.

6. Proposed amendment areas have potential habitat for the gopher tortoise. The applicant should refer to the FWC's Gopher Tortoise Permitting Guidelines (Revised January 2017) (<http://www.myfwc.com/license/wildlife/gopher-tortoise-permits/>) for survey methodology and permitting guidance prior to any development activity. Specifically, the permitting guidelines include methods for avoiding impacts as well as options and state requirements for minimizing, mitigating, and permitting potential impacts of the proposed activities.

To be addressed at Permitting

This is a level of detail greater than what would generally be included in the Comprehensive Plan. This would be appropriate at the permitting phase. Since permitting not anticipated for some time, the most current guidelines, methodology, and state requirements should be followed at the time of permitting.

7. Little blue herons and wood storks have been observed within the Welaunee Arch wetland areas and the potential exists for other state-listed wading birds to nest in the swamps, marshes, and other wetlands on the project site. FWC staff recommends that specific surveys be conducted for wading birds around any wetland or water-holding areas prior to the commencement of any clearing, grading, or filling activities. Surveys should be conducted during their breeding season, which extends from March through August. Additional information and guidance for conducting surveys can be found in the Species Conservation Measures and Permitting Guidelines for state-threatened wading birds (<https://myfwc.com/media/18634/threatenedwadingbirds-guidelines.pdf>). If there is evidence of nesting during this period, we recommend that any wading bird nest sites be buffered by 100 meters (330 feet) to avoid disturbance by human activities. If nesting is discovered after site activities have begun, if the removal or trimming of trees with active nests is unavoidable, or if maintaining the recommended buffer is not possible, we recommend that the applicant contact the FWC staff identified below to discuss potential permitting alternatives.

To be addressed by PUD(s)

The implementation of the Master Plan is through one or more Planned Unit Developments (PUDs). These require a Natural Features Inventory (NFI) that includes an assessment of listed species of fish and wildlife conducted by certified biologist. Species-specific survey protocols can be included in this process. Based on the findings of the Natural Features Inventory conducted at the PUD phase, additional planning at the PUD stage may be appropriate and other measures may be necessary at the permitting stage.

8. This site also contains habitat suitable for the federally listed species identified above. FWC staff recommends coordination with USFWS Panama City Ecological Services Office (ESO) as necessary for information regarding potential impacts to these species.

To be addressed by PUD(s)

The implementation of the Master Plan is through one or more Planned Unit Developments (PUDs). These require a Natural Features Inventory (NFI) that includes an assessment of listed species of fish and wildlife conducted by certified biologist. Based on the findings of the

Natural Features Inventory conducted at the PUD phase, additional planning and coordination may be appropriate.

Community Input from the Welaunee Master Plan Charrettes

The following input was received through the Welaunee Master Plan Charrettes held between June 30, 2020 and August 10, 2020. These included eleven video conference workshops and a self-paced virtual workshop conducted through SurveyMonkey.

I-10 overpass/interchange:

1. A common topic of discussion between all charrettes included clarification of planning around the I-10 overpass and associated interchange. The crossing of I-10 is currently proposed to overpass the interstate, with development of an interchange possible further down the line pending coordination with state and federal agencies. The overpass is part of Blueprint Intergovernmental Agency's Northeast Gateway project. The project PD&E is currently underway with a final alignment undetermined at this time.

Addressed in Policy 13.2.19 and 13.2.20

The Master Plan was updated to arrange uses by Districts versus general land uses to provide greater certainty on how the various areas would be developed in the future. The development of the area around the interchange is included in the Northeast Gateway District (Policy 13.2.4 (1)). Additionally, Policy 13.2.19 addresses Welaunee Boulevard and Policy 13.2.20 addresses the I-10 Flyover or Interchange.

Limiting Urban Sprawl:

1. The attendees generally agreed that urban sprawl should be prevented in developing the Welaunee Arch. Prevention of sprawl was discussed in a multitude of aspects including planning, transportation, and development, among others.

Addressed in Policies 13.2.4, 13.2.8, 13.2.9, 13.2.17 and 13.2.26

The intent of the Master Plan was always to discourage urban sprawl through a mixture of land uses and a multimodal transportation system, and by providing mixed use centers in an area generally surrounded by single-use, low-density residential development.

Land Use

The Master Plan was updated to further this by addressing land use and transportation more directly.

Land Uses: Policy 13.2.4 arranges the land uses as different districts based on geography. Each of the Districts include a mixed-use center (activity center, employment center, town center or village center), a neighborhood zone with small-scale non-residential development integrated into medium-density residential, and residential areas. Per Policy 13.2.9, no land use district or zone within a district that allows residential development shall limit housing types to only single-family detached homes. This policy supports the densities and mixtures of uses for each District and the zones within each District.

Transportation

Policy 13.2.17 was updated to include a greater emphasis on energy efficiency through transportation. Policy 13.2.8 was added to provide more specific information about how the goal of 20% internal capture could be attained. This policy along with Policy 13.2.26 requires coordination with Star Metro to support transit service that connects the Arch internally and to other areas of the community.

Inclusionary/Affordable Housing:

1. Attendees expressed their support for the development of inclusionary and affordable housing within the Welaunee Arch.

Addressed in Policies 13.2.8 and 13.2.9

The Master Plan has always included a policy regarding the City's Inclusionary Housing Policy. This is currently Policy 13.2.8. Additionally, a policy on housing affordability (Policy 13.2.9) was added to the Master Plan to address the general affordability of housing through a variety of housing types allowed in the Arch. This policy also provides for opportunities (above and beyond the requirements of the inclusionary housing policy) for PUDs to include incentives for housing for low-income and very-low income families, seniors, and/or people with disabilities.

Transportation:

1. A common topic of discussion between all charrettes included clarification of planning around the I-10 overpass and associated interchange. The crossing of I-10 is currently proposed to overpass the interstate, with development of an interchange possible further down the line pending coordination with state and federal agencies. The overpass is part of Blueprint Intergovernmental Agency's Northeast Gateway project. The project PD&E is currently underway with a final alignment undetermined at this time.

Addressed in Policies 13.2.19 and 13.2.20

This is consistent with Policy 13.2.19 regarding the Northeast Gateway and Welaunee Boulevard and Policy 13.2.20 regarding the I-10 Flyover or Interchange.

2. During the charrette process, it was identified that roadway alignments shown on the Concept Map are purely conceptual, with alignments to be determined by developers closer to the time of development in accordance with City requirements and accepted standards.

Addressed in Policy 13.2.17

This is consistent with Policy 13.2.17 which states, "Major thoroughfares shall be generally located as depicted on Welaunee Arch Transportation Map, Figure 13-7, with the final location and design to be based upon site-specific environmental, engineering, and related considerations."

3. Pre-development agreements have limited future development to three (3) roadway access points along Miccosukee Road for the Arch between the I-10 overpass and Crump Road, including a connection at Miles Johnson Road. Community input suggests that careful planning should be performed to reduce the impact that development may have on Miccosukee Road as to prevent widening and alteration to the current roadway cross-section.

Addressed in Policies 13.2.4 and 13.2.25

This is consistent with Policy 13.2.25 regarding Canopy Roads. The Master Plan was also updated to include additional buffers for Canopy Road Protection Zones though open space requirements in Policy 13.2.4(5). Roadway cross-sections are constrained by engineering standards and requirements beyond the purview of the Comprehensive Plan. The amount of impervious area is also a tradeoff with other design features, such as bike lanes.

4. Within the Arch, charrette attendees urged future development to consider narrower roadway cross-sections as to reduce impervious area and reduce vehicular speeds.

Addressed in Policy 13.2.17

Roadway cross-sections are constrained by the Capital Improvements Element, the Utilities Element, engineering standards and other requirements beyond the purview of the Comprehensive Plan. The amount of impervious area is also a tradeoff with other design features, such as bike lanes. The Master Plan was updated to include Policy 13.2.17 which specifies that thoroughfares connection through the Arch to areas beyond the arch shall be arterials designed as boulevards for high vehicular capacity and moderate speeds. Thoroughfares connecting mixed use areas within the Arch shall be collectors designed as avenues with high vehicular capacity and low to moderate speeds.

5. A common interest of charrette attendees was development provisions to ensure a highly connected roadway network, including a transportation master plan. Many would like to see provisions for transportation master plan to be in place pre-development, similar to the requirements for a stormwater master plan.

Addressed in Policies 13.2.17, 13.2.18, 13.2.19, 13.2.20, 13.2.21, 13.2.22, 13.2.24, 13.2.25, 13.2.26, and 13.2.27

The Master Plan was updated to include a Transportation Map. The Master Plan was also updated to include more detail about the transportation system, including Policies 13.2.17 through 13.2.27. These policies address roadways, bicycle facilities, pedestrian facilities, canopy roads, transit, internal capture of transportation trips, Welaunee Boulevards, the planned interchange with I-10, right of way reservation, parking, and electric, connected and automated vehicles.

6. Charrette attendees expressed the value that transit systems could benefit future development in the Arch. Local circulators could reduce the need for local vehicular trips, while longer range

transit options could reduce future impacts on Tallahassee's transportation system by reducing total vehicle trips.

Addressed in Policies 13.2.4, 13.2.18 and 13.2.26

The Master Plan was updated to more explicitly require coordination with Star Metro for future transit service. This requirement is included in Policies 13.2.4(1), 13.2.18, and 13.2.26.

7. Charrette attendees raised awareness of an existing conservation easement adjacent to Montford Middle School. Attendees expressed that the easement should be taken into consideration when planning for transportation needs.

Not Addressed in the Master Plan. Would be Addressed by Blueprint.

The easement would be considered during the planning and design of transportation facilities in accordance with the type and specifics of the easement. Alignments shown on the transportation map are conceptual and subject to planning and engineering and roadway standards.

8. Many charrette attendees urged for the consideration of electric vehicle charging stations to be provided in future developments in the Arch.

Addressed in Policy 13.2.27

The Master Plan was updated to include Policy 13.2.27 to require coordination with City staff during PUDs to address charging infrastructure for electric vehicles and connected and automated vehicles during the PUD stage. This policy also provides for incentives for development that is electric vehicle capable or electric vehicle ready.

Recreation:

1. Charrette attendees identified that existing land just south of Roberts Elementary and Montford Middle School may be suitable for recreation facilities such as ball fields with lower environmental impacts given the land is currently clear of tree cover.

Addressed in Policy 13.2.4

The Master Plan has been updated to identify a potential regional park in this location (Policy 13.2.4 (3)(e). Because the implementation of a park would require additional actions by the Commissions and the landowner or a future developer, the Policy identifies this as "potential."

2. Charrette attendees advocated for the widest possible swath of land for the perimeter greenway trail system, and expressed that stormwater facilities should be incentivized to be built as attractive passive recreation facilities (e.g. Lake Ella), rather than "holes in the ground."

Addressed in Policies 13.2.4 and 13.2.7

The width of the perimeter greenway system is defined in the Northeast Gateway project managed by Blueprint.

The Master Plan was updated to require stormwater master plans that emphasize regional stormwater facilities. The design of the facilities will ultimately be determined through these plans. The design of the facilities will also be based on the need to protect conservation and preservation areas. Stormwater facilities are required to be located outside of the mixed-use centers. If this not feasible, facilities must be designed to integrate with pedestrian friendly environments per Policy 13.2.7 (3). Stormwater facilities in clustered residential development are intended to be designed as community amenities per Policy 13.2.4 (4)(a).

Schools and Other Public Facilities:

1. Charrette attendees encouraged a continuation of coordination with Leon County School Board to ensure impacts of future development on school system are planned for.

Addressed in Policies 13.2.5, 13.2.11, and 13.2.34

Coordination with the Leon County School Board is addressed in the Public School Facilities Element of the Comprehensive Plan and is integrated into the development process. Florida Statute outlines the parameters for School Concurrency system. Additionally, the Master Plan was updated to address coordination with schools in several places. Policy 13.2.5 includes schools in the phasing of the Arch. Policy 13.2.11 addresses school locations and coordination with the School Board during the PUD process. Policy 13.2.34 addresses school siting and concurrency.

2. The attendees also recommended developing a process to prevent “tipping-point” facility needs that could become a part of the PUD process.

Addressed in Policies 13.2.5 and 13.2.11

Determining facility needs is most appropriately coordinated at the PUD stage since that is the stage in which entitlements are determined. The Master Plan has been updated to address public facilities in several ways. Policy 13.2.5 includes consideration of public facilities in the phasing of the Arch. Policy 13.2.11 requires PUDs to include locations of essential services upon request by and through coordination with the City of Tallahassee and/or Leon County School Board.

3. Fire stations were urged to be considered as a fore-thought prior to development of the Arch.

Addressed in Policies 13.2.5, 13.2.11, and 13.2.25

The master plan was updated to provide more detail on fire service. Policy 13.2.5 includes consideration of public facilities, including fire service, in the phasing of the Arch. Policy 13.2.11 and Policy 13.2.25 requires PUD concept plans to include sites dedicated for fire and/or emergency services when requested by the City.

Housing:

1. The attendees generally agreed that urban sprawl should be prevented in developing the Welaunee Arch. Prevention of sprawl was discussed in a multitude of aspects including planning, transportation, and development, among others.

Addressed in Policy 13.2.2

The Master Plan was updated to include edits to *Policy 13.2.2: Discourage Urban Sprawl* to include more detail about how the intent would be accomplished, including having integrated, mixed use centers, diverse housing types, and the internal capture of transportation trips.

1. Attendees expressed their support for phasing of development within the Welaunee Arch.

Addressed in Policy 13.2.5

The Master Plan was updated to refine the phasing to address both development thresholds as well as the availability of infrastructure and public services per Policy 13.2.5. The phasing plan includes an additional phase as well.

2. Attendees expressed their support for the development of inclusionary and affordable housing within the Arch. Provisions for inclusionary and affordable housing were widely supported by attendees of the virtual charrettes.

Addressed in Policies 13.2.8 and 13.2.9

The Master Plan has always included a policy regarding the City's Inclusionary Housing Policy. This is currently Policy 13.2.8. Additionally, a policy on housing affordability (Policy 13.2.9) was added to the Master Plan to address the general affordability of housing through a variety of housing types allowed in the Arch. This policy also provides for opportunities (above and beyond the requirements of the inclusionary housing policy) for PUDs to include incentives for housing for low-income and very-low income families, seniors, and/or people with disabilities.

3. There is community support for requiring a diverse range of housing types.

Addressed in Policies 13.2.4 and 13.2.9

The Master Plan was updated with Policy 13.2.9 which provides for a range of housing types and prohibits any zone in the Arch from only allowing single-family detached homes. The

range and diversity of housing types is also addressed in the various zones. The conservation design district shall not contain greater than 80% of any one housing type per Policy 13.2.4(4)(a).

4. Cluster subdivisions were supported by attendees as a tool to provide housing development while also preserving natural features.

Addressed in Policy 13.2.4

The Master Plan was updated to replace the Residential Reserve areas with the Conservation Design District. This update removes ranchettes as a development pattern and replaces it with a village center, a mixed-use neighborhood zone, and cluster development intended to preserve natural features and set aside continuous and contiguous open space.

5. Green building envelope requirements were requested to be considered for future development in the Arch.

Addressed in Policies 13.2.30 and 13.2.31

Building code and green building standards are continually evolving. There are also tradeoffs between developing at green standards and the affordability of housing. To account for this, green building requirements are not included in the Master Plan. However, the Master Plan sets parameters for more detailed PUDS that would occur closer to the time of development and sets standards and incentives for green development. The Master Plan was updated to include Policy 13.2.31 which allows PUD concept plans to provide incentives for LEED standards and building-mounted solar. Policy 13.2.30 states that PUD concept plans will comply with applicable clean energy and renewable energy ordinances. These ordinances may address green building.

Stormwater:

1. Charrette attendees expressed support for the requirement for an Arch-wide stormwater master plan, as is required in the current amendment language.

Addressed in Policy 13.2.32

The Master Plan was updated to include more details and parameters for the Stormwater Facilities Master Plan. Attendees of the charrette mentioned that the Stormwater Facilities Master Plan worked well for the Welaunee Toe. The existing Comprehensive Plan language for the Stormwater Facilities Master Plan for the toe was used as the basis for the Arch. This is included in Policy 13.2.32. Attendees also wanted more detailed phasing for the Arch, so the Stormwater Facilities Master Plan requirements were also updated to reflect these changes as well.

2. Charrette attendees expressed that stormwater facilities should be incentivized to be built as attractive passive recreation facilities (e.g. Lake Ella), rather than “holes in the ground.”

Addressed in Policy 13.2.4 and 13.2.7

The Master Plan was updated to require stormwater master plans that emphasize regional stormwater facilities. The design of the facilities will ultimately be determined through these plans. The design of the facilities will also be based on the need to protect conservation and preservation areas. Stormwater facilities are required to be located outside of the mixed-use centers. If this not feasible, facilities must be designed to integrate with pedestrian friendly environments per Policy 13.2.7(3). Stormwater facilities in clustered residential development are intended to be designed as community amenities per Policy 13.2.4 (4)(a).

3. Springs protection was identified by some attendees as an important factor to consider in pre-development stormwater planning.

Addressed in Policy 13.2.33

The Master Plan was updated to address Florida Springs and Aquifer Protection. This is included in Policy 13.2.33.

Environmental Protection:

1. Canopy protection was identified as a priority in each of the eleven charrettes hosted. Citizens voiced their preference for preservation of existing trees to the planting of new trees to meet the goal of canopy preservation.

Addressed in Policy 13.2.4

The Master Plan was updated to include a Preliminary Environmental Features Map that identified potential locations of High Quality Successional Forests and Native Forests that would be verified through a Natural Features Inventory at the time a PUD concept plan is developed. The Master Plan was also updated to include Policy 13.2.4(4)(c) to protect Core Canopy and Core Forest that is part of the fragmentation Class of Core Canopy >500 acres consistent with the recommendations of the Urban Canopy Master Plan. This policy also provides for an area with a minimum width of 75 feet along the length of the Canopy Protection Zone for Miccosukee Road to be designated open space and used as a wildlife corridor. The reserve area for cluster development in the Conservation Design District also prioritizes preservation and conservation features, undeveloped uplands, oak-hickory forest, and significant trees.

2. It was noted that the plan should recognize the ecological value of preserving some lands in the highlands within the Welaunee Arch so that portions of these areas are included in conservation areas to support native wildlife and habitats.

Addressed in Policy 13.2.36

The Master Plan was updated to include a primary open space system with connected, continuous open space. This is outlined in Policy 13.2.36. Additionally, the cluster residential zone includes requirements that the reserve areas be contiguous.

3. Charrette attendees frequently expressed that wildlife corridors should be extensively planned with widest swath of preserved land feasible.

Addressed in Policies 13.2.4 and 13.2.36

The Master Plan was updated to include wildlife corridors. These corridors are shown in the Preliminary Environmental Features map and referenced in Policy 13.2.4(4)(c) and Policy 13.2.36.

4. Consideration of narrower roadway cross-sections to reduce impervious area was expressed as an interest by some charrette attendees.

Not Addressed in the Master Plan.

Roadway cross-sections are constrained by engineering standards and requirements beyond the purview of the Comprehensive Plan. The amount of impervious area is also a tradeoff with other design features, such as bike lanes.

5. During the charrettes, staff heard concerns regarding nighttime light pollution and the preservation of "dark-skies" in the region.

Addressed in Policy 13.2.4

The Master Plan was updated to include Dark Sky Principles for the cluster residential zone and residential reserve zone in the Conservation Design district per Policies 13.2.4(4)(a) and 13.2.4(4)(d).

6. Limitation to the development of septic fields was regarded as a priority for environmental protection.

Addressed in Policies 13.2.5 and 13.2.29

Development in the Arch will require sewer service, which is provided through the Urban Services Development Agreement. This is reinforced by policy 13.2.29 the Phasing in Policy 13.2.5.

Utilities:

1. Attendees of the virtual charrettes and workshop expressed concern for the potential for development of septic fields within the Arch.

Addressed in Policies 13.2.5 and 13.2.29

Development in the Arch will require sewer service, which is provided through the Urban Services Development Agreement. This is reinforced by policy 13.2.29 the Phasing in Policy 13.2.5.

2. Charrette attendees expressed support to achieve the renewable energy goals of the City of Tallahassee 2050 pledge. A recommendation to limit natural gas transmission infrastructure to the Arch was provided to encourage cleaner forms of renewable energy in this area when it does develop.

Addressed in Policies 13.2.29 and 13.2.30

The Master Plan was updated to support the renewable energy pledge. Policy 13.2.30 encourages PUDs concept plans to incorporate strategies consistent with the City of Tallahassee's Clean Energy Resolution and requires them to comply with clean energy and renewable energy ordinances. Policy 13.2.29 was updated to remove references to natural gas.

3. Many attendees voiced support for underground transmission lines where feasible.

Not Addressed in the Master Plan.

The design and placement of transmission lines is based on engineering standards and utility systems design that is beyond the purview of the Comprehensive Plan.

Map Modifications:

1. Requests for modifications to the Welaunee Arch Concept Map were expressed as follows:
 - Add scale for context.
 - Include neighborhood center at intersection of roads in east portion of the Arch.
 - Indicate conservation easement adjacent to schools.
 - Include natural features and environmentally sensitive layers.

Addressed in the Master Plan Maps.

The Master Plan was updated to include a Land Use Map, a transportation map, and a Preliminary Environmental Features Map instead of the one map originally included.

Cultural and Historical:

1. Charrette attendees noted that defining characteristics of the Tallahassee area include tree canopy cover and topography, and that these should be protected.

Addressed in Policies 13.2.4, 13.2.12, 13.2.25, and 13.2.36

The City's tree ordinance will apply to development in the Arch. Additionally, the Master Plan was updated to include a Preliminary Environmental Features Map that identified potential locations of High Quality Successional Forests and Native Forests that would be verified through a Natural Features Inventory at the time a PUD concept plan is developed. The Master Plan was also updated to include Policy 13.2.4(4)(c) to protect Core Canopy and Core Forest that is part of the fragmentation Class of Core Canopy >500 acres consistent with the recommendations of the Urban Canopy Master Plan. This policy also provides for an area with a minimum width of 75 feet along the length of the Canopy Protection Zone for Miccosukee Road to be designated open space and used as a wildlife corridor. The reserve area for cluster development in the Conservation Design District also prioritizes preservation and conservation features, undeveloped uplands, oak-hickory forest, and significant trees.

In addition to policies related to existing tree canopy, the Master Plan was updated to require shade trees as street trees in mixed use and neighborhood zones and incentives for providing shade trees as street trees outside of these zones, per Policy 13.2.12. Incentives are also allowed in PUDs for designing and planting new roadways with shade trees that would allow for future canopy road designations (Policy 13.2.25).

The Master Plan was updated to include Policy 13.2.36 which specifies that "Areas with severe and significant slopes that are not located in the open space systems shall be protected in site-specific plans in accordance with the Comprehensive Plan and Chapter 5 – Environmental Management, Tallahassee Land Development Code."

2. Charrette attendees requested that an assessment of cultural and historical sites within the Arch should be required – including protections and provisions for burial sites.

Addressed in Policy 13.2.39

Cultural and Historic sites are included in the Natural Features Inventory (NFI) completed as part of PUD concept plans. This is reaffirmed in Policy 13.2.39. Historic cemeteries are protected under Section 872.05, Florida Statutes.

3. Attendees would like to see development built in harmony with topography, rather than large cuts made to slopes.

C

The Master Plan was updated to include Policy 13.2.36 which specifies that “Areas with severe and significant slopes that are not located in the open space systems shall be protected in site-specific plans in accordance with the Comprehensive Plan and Chapter 5 – Environmental Management, Tallahassee Land Development Code.”

Septic Fields:

1. Attendees of the virtual charrettes and workshop expressed concern for the potential for development of septic fields within the Arch.

Addressed in Policies 13.2.5 and 13.2.29

Development in the Arch will require sewer service, which is provided through the Urban Services Development Agreement. This is reinforced by policy 13.2.29 the Phasing in Policy 13.2.5.

Phasing:

1. Attendees expressed their support for phasing of development within the Welaunee Arch.

Addressed in Policy 13.2.36

The Master Plan was updated to refine the phasing to address both development thresholds as well as the availability of infrastructure and public services per Policy 13.2.5. The phasing plan includes an additional phase as well.

Dark Skies:

1. During the charrettes, staff heard concerns regarding nighttime light pollution and the preservation of "dark-skies" in the region.

Addressed in Policy 13.2.4

The Master Plan was updated to include Dark Sky Principles for the cluster residential zone and residential reserve zone in the Conservation Design district per Policies 13.2.4(4)(a) and 13.2.4(4)(d).

Keep It Rural: Welaunee Arch Comprehensive Parks and Greenways Plan

The following input was received from Keep It Rural on July 6, 2020 with the *Welaunee Arch Comprehensive Parks and Greenways Plan: A Keep It Rural Proposal*

1. KIR: Greenways and parks for passive use, aka the Emerald Necklace, shall include a large conservation area to separate suburban development of the Arch from Rural lands, an area of buffers for existing development of lower density at the boundaries of the Arch (Buckhead), additional protection for the Canopy Roads, both Centerville and Miccosukee to preserve the natural canopy of these roads, and a system of linear parks to connect all of the above with the existing Miccosukee Greenway and other nearby parks outside of the Arch. These shall all be passive parks with public access to trails, bike, horse and pedestrian facilities.

Addressed in Policies 13.2.4, 13.2.15, 13.2.23, 13.2.25, 13.2.32, 13.2.36, 13.2.37, and 13.2.42

Welaunee Greenway

The Master Plan has been updated to address land uses and various types of open space. Policy 13.2.42 specifies that “The Welaunee Greenway shall consist at a minimum of an 8.4-mile-long shared-use trail corridor along the northeast, north, and west perimeter of the Arch, and shall be developed consistent with adopted local government plans.” The Greenway design will be consistent with the Northeast Gateway Project managed by Blueprint which is based on the Leon County Greenways Master Plan.

Buffer Existing Development

Policy 13.2.4 (1) provides additional language about a buffer and transition of densities and intensities in the Arch in relation to Buckhead. This policy states, “It is the intent of this district to provide higher intensity uses east of and adjacent to the interchange while transitioning to less intense uses west of the interchange.”

Policy 13.2.4 (1) (a) includes language developed in coordination with Buckhead representatives. This policy states, “The activity center zone shall be located no closer than 1,000 feet from the Buckhead subdivision.”

Policy 13.2.4 (1) (d) includes language developed in coordination with Buckhead representatives. This policy states, “an open space zone shall be located along the border with the established Buckhead Neighborhood serving as a buffer between the existing Buckhead Neighborhood and new development in the Arch. This zone shall be no less than 250 feet wide and will include the Welaunee Greenway and existing utility easements.”

Policy 13.2.15 includes language developed in coordination with Buckhead representatives. This states, “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 13.2.4(4)(d) states, “This zone is also intended to maintain compatibility with established residential development along Roberts Road and Crump Road.”

Additional Protection of Canopy Roads

Policy 13.2.25 states, “Canopy Protections Zones shall be provided along Miccosukee Road and Centerville Road in addition to the Welaunee Greenway.”

Policy 13.2.4(5) states, “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.” This policy also states, “The portion of the Arch along Miccosukee Road shall be designated as Open Space district and shall include the Canopy Road Protection Zone for Miccosukee Road. An additional area with a minimum width of 75 feet along the length of the Canopy Road Protection Zone shall be designated as open space.”

Policy 13.2.36 states, “Open Space may include but are not limited to conservation and preservation lands, buffers for residential areas and canopy roads, environmentally sensitive areas, including wildlife corridors, aesthetic open space, active and passive recreation areas, and community gathering spaces.” This policy also states, “The open space systems shall be designed to provide additional buffering for existing designated canopy road protection zones, where feasible.”

Connectivity to the Greenway

Policy 13.2.42 states, “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. Connections shall be provided to and from the Greenway from interior multi-use trails along roadways or from other open space areas.” The policy also states, “PUD Concept Plans that include or are adjacent to the Welaunee Greenway or Miccosukee Canopy Road Greenway shall provide access to those facilities. Development of the Arch should be incentivized through PUD process to provide pedestrian and bicycle connectivity to the Greenway, particularly where it interfaces with Open Space areas and associated trail systems.”

Policy 13.2.23 states, “Where bicycle, pedestrian, and/or shared use path facilities intersect the Welaunee Greenway, opportunities shall be provided to access the Greenway.”

Policy 13.2.36 states, “The Open Space systems shall be open to the general public and be designed to provide connections with the Miccosukee Canopy Road Greenway and Welaunee Greenway at multiple locations and to integrate internal recreational multi-use paths with the

greenways trails. Connections to future regional greenways shall be considered in the design of open space.

Public Access

Policy 13.2.4(5) states, “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.”

Policy 13.2.32 states, “The Stormwater Facilities Master Plan shall evaluate the feasibility and location of regional stormwater facilities and how they could be designed and constructed for safe public access if publicly owned.”

Policy 13.2.36 states, “The Open Space systems shall be open to the general public and be designed to provide connections with the Miccosukee Canopy Road Greenway and Welaunee Greenway at multiple locations and to integrate internal recreational multi-use paths with the greenways trails. Connections to future regional greenways shall be considered in the design of open space. “ This policy also states, “Open space may be privately owned or dedicated to the public by conveyance to a general-purpose or special-purpose local government entity; or be designated a part of a statewide system of greenways and trails pursuant to state law. Privately owned open space/greenways shall, at a minimum, guarantee designated public trail access in perpetuity at the time of development. All required conservation easements will be placed over the conservation and preservation areas in accordance with local government regulations.”

Policy 13.2.37 states, “Conservation and Preservation lands may be utilized for public access, including trails, subject to the Environmental Management Ordinance.”

Policy 13.2.38 states, “A PUD Concept Plan shall provide for reasonable public access to parks, recreation areas, natural areas, and open space. A multi-use trail system will be included that will link these areas where feasible to residential neighborhoods, mixed-use centers, schools, civic spaces, employment, recreation and open space, parks, and the Welaunee Greenway and Miccosukee Canopy Road Greenway.”

2. KIR: Other areas of conservation and preservation land such as wetlands, floodplains and imperiled species habitat shall also be protected. Public use shall be limited in order to protect habitat and imperiled species populations within them.

Addressed in Policies 13.2.27 and 13.2.36

The Master Plan was updated to reflect the necessity of management plans and, where applicable, wildlife habitat management plans. Policy 13.2.36 specifies that the open space systems shall each have a management plan approved by the City in order to protect the

values for which they were designated. The management plans may be adopted in phases so long as they are consistent with one another. The policy also specifies Wildlife management areas may be included in the primary open space systems protective measures addressed in the management plans, including a wildlife habitat management plan, in accordance with Chapter 5 – Environmental Management, Tallahassee Land Development Code. Policy 13.2.27 states, “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, including wildlife habitat and corridors, and may include conservation easements and other measures consistent with the Environmental Management Ordinance. Conservation and Preservation lands may be utilized for public access, including trails, subject to the Environmental Management Ordinance.”

3. KIR: An active park of sufficient size to accommodate ball fields and other outdoor recreational facilities shall be located within the Arch immediately south of Roberts and Montford schools with easy access to the linear park system, roads and parking.

Addressed in Policy 13.2.4

The Master Plan has been updated to identify a potential regional park in this location (Policy 13.2.4 (3)(e). Because the implementation of a park would require additional actions by the Commissions and the landowner or a future developer, the Policy identifies this as “potential.” This policy also specifies that “, it shall be designed to include connectivity with the trail system around any high-quality native forests as described in the open space zone for this District.”

4. KIR: Multi-use paths shall be built for the main roads including but not limited to Welaunee Boulevard and Shamrock Extension throughout the Arch. Other roadways including minor collectors shall have at a minimum sidewalks and bike lanes or separated bike paths. Sidewalks shall be separated from the road for safety and to encourage use.

Addressed in Policies 13.2.18, 13.2.22 and 13.2.23

The Master Plan was updated to include more detail regarding bicycle, pedestrian, and shared-use facilities. Policy 13.2.22 states, “Sidewalks shall be provided on both sides of streets in mixed-use zones. Sidewalks shall be provided on at least one side of streets in zones that allow only residential development.”

Policy 13.2.23 states, “A PUD Concept Plan shall include a network of bicycle facilities, including on-street and off-street facilities, which are strongly encouraged to be coordinated with the open space areas of the Arch. The intent is 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 where practical to connect to similar facilities in other PUD Concept Plans. Where feasible, a shared-use path of adequate width to

accommodate bicycle and pedestrian traffic may substitute for sidewalks and bike lanes. Protected bicycle lanes may be incorporated where feasible. Where bicycle, pedestrian, and/or shared use path facilities intersect the Welaunee Greenway, opportunities shall be provided to access the Greenway.”

Policy 13.2.18 states, “Residential zones shall be connected to mixed use zones by a network of sidewalks, shared use paths, and bicycle facilities designed to provide safe, comfortable transportation options.”

5. KIR: We propose an “Emerald Necklace” around and within the Welaunee Arch, composed of a large Park in the northeast, expanded greenways around the periphery of the Arch expanding the canopy road protection and buffer for existing development on the borders of Welaunee and will include water bodies and portions of their wetlands and floodplains in the designated Open Space. An active park with ball fields and other appropriate facilities located near the schools is also proposed. These preservation, conservation and recreational areas will be connected by an “Emerald Necklace” systems of trails including the existing Welaunee Greenway Trail, an 8.4 mile trail along the periphery of the Arch, with the capacity to connect to existing and (hopefully) new greenways in the Toe, Heel and surrounding lands.

Addressed in Policies 13.2.4 and 13.2.36

The Master Plan was updated to include a system of open spaces. This is outlined in Policy 13.2.36.

Additionally, conservation and preservation lands are subject to management plans. As defined in the Conservation Element of the Comprehensive Plan, Preservation Areas include: a) Wetlands and waterbodies and water courses; b) Severe grades over 20% (only required outside of the Urban Service Area); c) Native forests; d) Undisturbed/undeveloped 100 year floodplain; e) Areas of environmental significance; and f) Habitats of endangered, threatened and species of special concern.

Conservation Areas include: a) Altered floodplains and floodways, b) Altered watercourses and improved elements of the primary drainage system; c) Altered wetlands; d) Closed basins; e) Significant grade areas 10%–20% (only required outside the Urban Service Area); f) High quality successional forests; g) Areas exhibiting active karst features; h) Designated canopy road corridors.

Keep It Rural requested a large park in the northeast. The Master Plan was updated to include the protection of a large area on the eastern portion of the Arch instead. This location was selected instead because it is a core canopy area that is part of a fragmentation class of Core Canopy (>500 acres) per the Urban Forest Master Plan. This site also connected to open space systems that allow for Wildlife Corridors as shown on the Preliminary Environmental Features Map and in Policies 13.2.4(4)(c), 13.2.4(5), and 13.2.36. The location proposed by Keep It Rural is instead proposed as the Residential Reserve District. This district “is intended to be

residential in nature, arranged as cluster subdivisions in order to maximize the efficiency of infrastructure and to preserve environmental features and open spaces.” Additionally, “The Residential Reserve zone shall include open space buffers to Roberts Road and Crump Road that include the Welaunee Greenway system.”

Keep It Rural requested an active park with ball fields and other appropriate facilities located near the schools is also proposed. The Master Plan has been updated to identify a potential regional park in this location (Policy 13.2.4 (3)(e)). Because the implementation of a park would require additional actions by the Commissions and the landowner or a future developer, the Policy identifies this as “potential.” This policy also specifies that “, it shall be designed to include connectivity with the trail system around any high-quality native forests as described in the open space zone for this District.”

Alliance of Tallahassee Neighborhoods/Keep It Rural

The following input was received from the Alliance of Tallahassee Neighborhoods (ATN) and Keep It Rural on July 8, 2020.

1. Protect natural resources, conserve wildlife populations, including but not limited to imperiled species, and provide recreational areas.

Addressed in Policies 13.2.4 and 13.2.36

In addition to the Goals, Objectives, and Policies of the Conservation Element of the Comprehensive Plan, the Master Plan was updated to include additional information about protecting natural resources, conserving wildlife populations, and providing recreational areas. Many of these updates are included in Policy 13.2.36, which establishes the Primary Open Space System. This system addresses conservation and preservation lands, buffers for residential areas and canopy roads, environmentally sensitive areas, including wildlife corridors, aesthetic open space, active and passive recreation areas, and community gathering spaces.

Additionally, conservation and preservation lands are subject to management plans. As defined in the Conservation Element of the Comprehensive Plan, Preservation Areas include: a) Wetlands and waterbodies and water courses; b) Severe grades over 20% (only required outside of the Urban Service Area); c) Native forests; d) Undisturbed/undeveloped 100 year floodplain; e) Areas of environmental significance; and f) Habitats of endangered, threatened and species of special concern.

Conservation Areas include: a) Altered floodplains and floodways, b) Altered watercourses and improved elements of the primary drainage system; c) Altered wetlands; d) Closed basins; e) Significant grade areas 10%–20% (only required outside the Urban Service Area); f) High quality successional forests; g) Areas exhibiting active karst features; and h) Designated canopy road corridors

The Master Plan was updated to include wildlife corridors. These corridors are shown in the Preliminary Environmental Features map and referenced in Policy 13.2.4(4)(c) and Policy 13.2.36.

2. Provide mobility choices for residents and employees of all ages and abilities. Upon build out, the Welaunee Arch shall achieve at least a 20% internal capture rate for automobile trips.

Addressed in Policies 13.2.12, 13.2.17, 13.2.18, 13.2.22, 13.2.23, 13.2.26, and 13.2.36

Policy 13.2.17 was updated to include a greater emphasis on energy efficiency through transportation. Policy 13.2.8 was added to provide more specific information about how the goal of 20% internal capture could be attained. This policy along with Policy 13.2.26 requires

coordination with Star Metro to support transit service that connects the Arch internally and to other areas of the community.

The Master Plan was updated to include more detail regarding bicycle, pedestrian, and shared-use facilities. Policy 13.2.22 states, “Sidewalks shall be provided on both sides of streets in mixed-use zones. Sidewalks shall be provided on at least one side of streets in zones that allow only residential development.”

Policy 13.2.23 states, “A PUD Concept Plan shall include a network of bicycle facilities, including on-street and off-street facilities, which are strongly encouraged to be coordinated with the open space areas of the Arch. The intent is 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 where practical to connect to similar facilities in other PUD Concept Plans. Where feasible, a shared-use path of adequate width to accommodate bicycle and pedestrian traffic may substitute for sidewalks and bike lanes. Protected bicycle lanes may be incorporated where feasible. Where bicycle, pedestrian, and/or shared use path facilities intersect the Welaunee Greenway, opportunities shall be provided to access the Greenway.”

Policy 13.2.18 states, “Residential zones shall be connected to mixed use zones by a network of sidewalks, shared use paths, and bicycle facilities designed to provide safe, comfortable transportation options.”

Policy 13.2.12 states, “Landscaping in mixed-use and neighborhood zones shall include shade trees planted as street trees.” This policy also allows for incentives to landscape with street trees outside of mixed-use and neighborhood zones.

3. Provide housing for diverse socio-economic groups within the Welaunee Arch.

Addressed in Policies 13.2.4 and 13.2.9

The Master Plan was updated with Policy 13.2.9 which provides for a range of housing types and prohibits any zone in the Arch from allowing single-family detached homes exclusively. The range and diversity of housing types is also addressed in the various zones. The conservation design district shall not contain greater than 80% of any one housing type, per Policy 13.2.4(4)(a).

4. Respect the character of Tallahassee by retaining mature, healthy forest and topography.

Addressed in Policies 13.2.4, 13.2.12, 13.2.25 and 13.2.25

The City’s tree ordinance will apply to development in the Arch. Additionally, the Master Plan was updated to include a Preliminary Environmental Features Map that identified potential locations of High Quality Successional Forests and Native Forests that would be verified

through a Natural Features Inventory at the time a PUD concept plan is developed. The Master Plan was also updated to include Policy 13.2.4(4)(c) to protect Core Canopy and Core Forest that is part of the fragmentation Class of Core Canopy >500 acres consistent with the recommendations of the Urban Canopy Master Plan. This policy also provides for an area with a minimum width of 75 feet along the length of the Canopy Protection Zone for Miccosukee Road to be designated open space and used as a wildlife corridor. The reserve area for cluster development in the Conservation Design District also prioritizes preservation and conservation features, undeveloped uplands, oak-hickory forest, and significant trees.

In addition to policies related to existing tree canopy, the Master Plan was updated to require shade trees as street trees in mixed use and neighborhood zones and incentives for providing shade trees as street trees outside of these zones, per Policy 13.2.12. Incentives are also allowed in PUDs for designing and planting new roadways with shade trees that would allow for future canopy road designations (Policy 13.2.25).

The Master Plan was updated to include Policy 13.2.36 which specifies that “Areas with severe and significant slopes that are not located in the open space systems shall be protected in site-specific plans in accordance with the Comprehensive Plan and Chapter 5 – Environmental Management, Tallahassee Land Development Code.”

5. Development is to be predominantly self-supporting, rather than predominantly dependent on public funding for additional infrastructure and will minimize public costs for the provision and maintenance of community facilities.

Addressed in Policies 13.2.5, 13.2.28 and 13.2.29

As noted in Policy 13.2.28 and Policy 13.2.29, public facilities and services shall be provided in accordance with the Welaunee Urban Services-Development Agreement. Policy 13.2.5 addresses phasing, which accounts for necessary infrastructure and supporting services. This policy states, “This timing of infrastructure with development assures that there is no stranded or early investment in infrastructure.”

Tally 100

The following input was received by Tally 100 on September 2, 2020.

1. All development complies with requirements resulting from the city's clean energy plan. Each building has a certified HERS rating and meet the FGBC or LEED standards that reflect the homes efficiency is in the top 25% of Tallahassee homes completed the previous year.

Addressed in Policies 13.2.30 and 13.2.31

The Master Plan was updated to address the clean energy. Because development is not anticipated for several years while infrastructure is planned and constructed and because a formal clean energy plan has not yet been adopted, the proposed Clean Energy policy is flexible to encourage strategies based on the Clean Energy Resolution and require PUDs to comply with future Clean Energy Plans and/or Ordinances that may be adopted by the City that are in effect at the time of development. This is included in Policy 13.2.30.

Policy 13.2.31 includes the provision for PUDs to incorporate incentives for developments that incorporate Leadership in Energy and Environmental Design (LEED) standards and/or provide building-mounted solar systems.

2. For low income housing, the city should offer a rebate for the additional cost to achieve energy efficiency and solar, or loans to be financed from the energy cost savings of the residents.

Not Addressed in Master Plan

Rebates are outside of the purview of Comprehensive Plans, but this can be a consideration by the City as part of the overall energy efficiency rebate program.

3. Ground based heat pump HVAC or other HVAC with equivalent efficiency for each building.

Addressed in Policies 13.2.30

This level of detail is outside of the purview of Comprehensive Plans; however, if these standards are incorporated into future clean energy plans or ordinances adopted by the City, development in the Arch would be subject to this as a requirement as established in Policy 13.2.30. Additionally, this could be considered by the City for energy efficient incentives and rebated.

4. Water heaters and all other appliances meet or exceed energy star certification standards. Solar water heaters are incentivized.

Addressed in Policies 13.2.30

This level of detail is outside of the purview of Comprehensive Plans; however if these standards are incorporated into future clean energy plans or ordinances adopted by the City, development in the Arch would be subject to this as a requirement as established in Policy 13.2.30. Additionally, this could be considered by the City for energy efficient incentives and rebated.

5. Homes are solar PV ready, with roofs and electrical conduit and wiring designed for the later addition of solar PV and battery storage.

Addressed in Policies 13.2.24 and 13.2.31

The level of detail for individual homes is outside of the purview of Comprehensive Plans; however, the Master Plan was updated to include various incentives for building-mounted solar. These are found in Policy 13.2.24 for parking structures and Policy 13.2.31 for other buildings.

6. Homes are EV ready, with conduit and wiring designed for the later addition of EV charging stations.

Addressed in Policies 13.2.27

The level of detail for individual homes is outside of the purview of Comprehensive Plans; however the Master Plan was updated to require PUD development to coordinate with the Planning Department and City Public Infrastructure departments to ensure the plan accommodates necessary infrastructure to support charging infrastructure for electric vehicles and infrastructure to support Connected and Automated Vehicles (CAV). Additionally, the Master Plan allows PUDs to include incentives for development that is electric vehicle capable or electric vehicle ready by providing for the future installation and use of Electric Vehicle Supply Equipment (EVSE) in accordance with the National Electrical Code. Incentives will be greater for electric vehicle-ready than for electric vehicle-capable developments. These points are included in Policy 13.2.27.

7. Design roads and orient building lots to facilitate south facing roofs for solar collection.

Addressed in Policies 13.2.24 and 13.2.31

The design of roads is constrained by engineering standards and requirements beyond the purview of the Comprehensive Plan; however, the Master Plan was updated to include various incentives for building-mounted solar. These are found in Policy 13.2.24 for parking structures and Policy 13.2.31 for other buildings.

8. Put solar PV over parking lots.

Addressed in Policies 13.2.30

The Master Plan was updated to include edits to the parking policy to allow for incentives for building-mounted solar systems on parking structures. The proposed policy leverages incentives over requirements because the need for parking, the design details for parking structures, connected and automated vehicle technology, and the clean energy technologies available at the time of development could change between the adoption of the Master Plan and actual development in the Arch. However, if these standards are incorporated into future clean energy plans or ordinances adopted by the City, development in the Arch would be subject to this as a requirement as established in Policy 13.2.30.

9. Maintain 55% tree canopy coverage as called for in the Urban Forest Master Plan.

Addressed in Policies 13.2.4, 13.2.12, and 13.2.25

The City's tree ordinance will apply to development in the Arch. Additionally, the Master Plan was updated to include a Preliminary Environmental Features Map that identified potential locations of High Quality Successional Forests and Native Forests that would be verified through a Natural Features Inventory (NFI) at the time a PUD concept plan is developed. The Master Plan was also updated to include Policy 13.2.4(4)(c) to protect Core Canopy and Core Forest that is part of the fragmentation Class of Core Canopy >500 acres consistent with the recommendations of the Urban Canopy Master Plan. This policy also provides for an area with a minimum width of 75 feet along the length of the Canopy Protection Zone for Miccosukee Road to be designated open space and used as a wildlife corridor. The reserve area for cluster development in the Conservation Design District also prioritizes preservation and conservation features, undeveloped uplands, oak-hickory forest, significant trees.

In addition to policies related to existing tree canopy, the Master Plan was updated to require shade trees as street trees in mixed use and neighborhood zones and incentives for providing shade trees as street trees outside of these zones, per Policy 13.2.12. Incentives are also allowed in PUDs for designing and planting new roadways with shade trees that would allow for future canopy road designations (Policy 13.2.25).

10. All streets and equivalent roadways within the developed area will include bike paths and pedestrian sidewalks that are separated from the motor vehicle roadway.

Addressed in Policies 13.2.12, 13.2.18, 13.2.22 and 13.2.23

The Master Plan was updated to include more detail regarding bicycle, pedestrian, and shared-use facilities. Policy 13.2.22 states, "Sidewalks shall be provided on both sides of streets in mixed-use zones. Sidewalks shall be provided on at least one side of streets in zones that allow only residential development."

Policy 13.2.23 states, “A PUD Concept Plan shall include a network of bicycle facilities, including on-street and off-street facilities, which are strongly encouraged to be coordinated with the open space areas of the Arch. The intent is 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 where practical to connect to similar facilities in other PUD Concept Plans. Where feasible, a shared-use path of adequate width to accommodate bicycle and pedestrian traffic may substitute for sidewalks and bike lanes. Protected bicycle lanes may be incorporated where feasible. Where bicycle, pedestrian, and/or shared use path facilities intersect the Welaunee Greenway, opportunities shall be provided to access the Greenway.”

Policy 13.2.18 states, “Residential zones shall be connected to mixed use zones by a network of sidewalks, shared use paths, and bicycle facilities designed to provide safe, comfortable transportation options.”

Policy 13.2.12 states, “Landscaping in mixed-use and neighborhood zones shall include shade trees planted as street trees.” This policy also allows for incentives to landscape with street trees outside of mixed-use and neighborhood zones.

11. Greenway around the perimeter of Welaunee Arch.

Addressed in Policies 13.2.4 and 13.2.42

Policy 13.2.42 calls for a greenway along the northeast, north, and west perimeter of the Arch. Policy 13.2.4(5) states, “The portion of the Arch along Miccosukee Road shall be designated as Open Space district and shall include the Canopy Road Protection Zone for Miccosukee Road. An additional area with a minimum width of 75 feet along the length of the Canopy Road Protection Zone shall be designated as open space. The Canopy Road Protection Zone with the additional area shall serve as a wildlife corridor that terminates in the core forest area that is part of the fragmentation class of Core Canopy (>500 acres) in the Conservation Design District as shown on the Preliminary Environmental Map. This area may serve as a greenway as long as the greenway does not preclude the ability of the area to serve as a wildlife corridor.”

12. No extension of city gas lines.

Addressed in Policies 13.2.29 and 13.2.30

The Master Plan was updated to support the renewable energy pledge. Policy 13.2.30 encourages PUDs concept plans to incorporate strategies consistent with the City of Tallahassee’s Clean Energy Resolution and requires them to comply with clean energy and renewable energy ordinances. Policy 13.2.29 was updated to remove references to natural gas.

Coordination with the Property Owner's Representatives

Representatives for the property owner attended the video conferences for the Charrettes and provided input through the process as well. Additionally, staff coordinated with the property owner's representatives regarding proposed Objective and Policy language that would impact the privately owned property. The representatives for the property owner have so far agreed with the proposed edits to the Master Plan.

Conclusion

Based on the Technical Assistance Comments from the State Land Planning Agency and Review Agencies and the input received from citizens and community organizations, the Welaunee Arch Master Plan was updated and improved.

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.

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 Concept for the Welaunee Arch.

The intent of the Welaunee Arch Master Plan is to ~~create~~ provide an area-wide plan for the portion of the Welaunee Critical Planning Area located north of Interstate-10 and west of Miccosukee Road (i.e. the "Arch"). This master plan sets the standards and guidelines to coordinate one or more implementing development plans such that the development of the Arch results in a new, integrated community with a wide range variety of land uses and different types of residential, diverse neighborhoods and mixed-use centers that is phased over time, a region-serving activity center, active and passive recreational options, and abundant open space. The development of the Arch consistent with this master plan shall be implemented in phases, connected by a multi-modal transportation system, served by regional, master planned stormwater facilities, and designed in ways that 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~~ the Tallahassee-Leon County Comprehensive Plan 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 diverse 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~~ The Welaunee Arch shall be located wholly within the Urban Services Area. ~~Development within the Arch 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 implementing a multimodal

transportation system that supports the internal capture of transportation trips; creating a balance of residential and nonresidential land uses through integrated, mixed-use centers and diverse housing types in close proximity to nonresidential uses; promoting the efficient and cost-effective provision or extension of public facilities and services; protecting and preserving open space and natural lands resources; 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~~, Regulating Plans with Form-based Codes, or other implementing plan as allowed by the Comprehensive Plan at the time of development. All such plans are referred to herein as Planned Development Concept Plans or PUD Concept Plans. Such PUD Concept Plans 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. All PUD Concept Plans shall be consistent with stormwater facility master plans and transportation plans for the Phase of the Arch in which they are located, as developed and approved prior to or concurrent with the initial PUD Concept Plan for that Phase. The phasing of development in the Arch shall be consistent with necessary infrastructure and supporting services and the phasing requirements of Policy 13.2.5. Development Phases and PUD Concept Plans shall consider previously approved PUD Concept Plans within the Arch and anticipated development based on Figures 13-5 through 13-7 such that open space, stormwater, and transportation systems are planned and implemented consistent with the Policies in this Welaunee Arch Master Plan portion of the Welaunee Critical Area Plan.

A PUD Concept Plan may address only a portion of a Phase or may address more than one Phase. The minimum size for the initial PUD Concept Plan for any Phase of the Arch shall be 350 acres. Subsequent PUD Concept Plans shall be implemented consistent with this Master Plan and the applicable implementing plan standards allowed by the Comprehensive Plan at the time of development.

LAND USE

Policy 13.2.4: Land Use Districts. The Master Plan forms the basis upon which organizing elements are oriented to convey the overall urban form. Lands within the Welaunee Arch shall be planned for the generalized land uses described in this Policy and Table 1. As depicted on Figure 13-5, the Welaunee Arch shall be designed with ~~these~~ the following land use districts:

(1) Northeast Gateway District – The intent of the Northeast Gateway District is to provide an area that capitalizes on the location of a potential future interchange with Interstate-10 and Welaunee Boulevard by including well-designed, region-serving commercial and employment uses. The Northeast Gateway District as identified on Figure 13-5 shall be comprised of:

~~(1) **Activity Center, 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.~~

~~a. An activity center zone shall be a mixed-use zone including between 75 and 280 acres. The activity center zone shall be located east of the residential zone, as generally depicted on Figure 13-5, and no closer than 1,000 feet from the Buckhead subdivision. This zone 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. This zone may also contain higher-density residential and public and civic uses that can contribute to the center's vitality and sustainability. Residential densities in this zone shall have a minimum of 10 units per acre and a maximum of 20 units per acre for residential development not in vertically mixed-use buildings. Non-residential intensities shall range from 4,000 square feet per acre to 30,000 square feet per acre. The mixture of uses shall be 10% to 55% residential and community services uses and 45% to 90% non-residential uses.~~

~~(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. An employment center zone shall be a mixed-use zone located proximate to major transportation arteries in order to provide jobs for residents as well as regional employment opportunities; and shall contain 75 to 280 acres. Employment centers are intended to contain a mix of uses and not be a single-use environment. 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. They Residential uses shall not be allowed in Employment Center zones except when located above the ground floor in mixed-use buildings. Development intensities of non-residential uses in the employment center zone shall range from 8,000 square feet per acre to 40,000 square feet per acre. This zone 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. The development of a PUD Concept Plan that includes this zone shall include coordination with Star Metro to include preliminary plans for transit connectivity between this zone and other mixed-use zones in the Arch.~~

~~c. **Residential.** A residential zone shall be located between the Buckhead subdivision and the mixed-use zones as generally depicted on Figure 13-5. This residential zone shall include between 30 and 100 acres. Residential development density shall be no less than 2 dwelling units per acre and not exceed 6 dwelling units per acre. Accessory dwelling units shall not count towards the residential density in this zone.~~

~~d. **Open Space/Greenway.** The Open Space and Greenway area within the Northeast Gateway District shall be consistent with Policy 13.2.36. Specifically, an open space zone shall be located along the border with the established Buckhead Neighborhood serving as a buffer between the existing Buckhead Neighborhood and new development in the Arch. This zone shall be no less than 250 feet wide and will include the Welaunee Greenway and existing utility~~

easements. In total, a minimum of 25% of the gross area in Phase 1 shall be included in Open Space or the Greenway.

(2) West Arch District – The intent of the West Arch District is to provide an area with a mixed-use center that serves residents of both Welaunee via Welaunee Boulevard and Killearn Neighborhoods via Shamrock South. It is the intent of this District to allow the highest density and intensity development within the mixed-use center, gradually transitioning to lower densities and intensities as distance from the mixed-use center increases. The West Arch District as identified on Figure 13-5 shall be comprised of:

a. Mixed-Use Center. Development of the West Arch District shall include a single mixed-use center designated as either a Town Center zone or Village Center zone.

(B)b. Town Center. A town center zone shall be a mixed-use development planned as a compact, efficient node between 15 and 125 acres in size. A town center shall contain uses that serve surrounding neighborhoods as well as those traveling through the area. ~~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). ~~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 the town center, so all of the available retail space is not aggregated into one or two “big-box” stores.~~

Development intensities in the town ~~centers~~center shall range from 84,000 square feet per acre up to 2030,000 square feet per acre. Individual building footprints for non-residential uses shall be limited to 25,000 gross square feet. Residential densities shall be ~~allowed~~ no less than 8 units per acre up to a maximum of 20 dwelling units per acre ~~with no minimum density required for residential development not in vertically mixed-use buildings.~~ Residential uses shall be encouraged above ground-floor retail and other nonresidential uses. The mixture of uses shall be 10% to 55% residential and community services and 45% to 90% non-residential uses. Town centers shall be planned on a block system with a gridded road network ~~and to facilitate connectivity.~~ 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

~~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, walkable center.~~ 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)c. Neighborhood Village Center – Neighborhood centers. A village center zone 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 the District. This zone is also intended to function as a neighborhood focal point and are is envisioned to have churches, town squares, and other civic, religious, and institutional uses. The neighborhood centers village center zone shall range in size from 5 to 1050 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 with street trees and landscaping, and other such solutions, shall be utilized to create a pedestrian-friendly, walkable center.~~

~~The mixture of uses shall be 0% to 50% residential and community services and 50% to 100% non-residential uses. Development intensities in the neighborhood village center zone shall range from 4,000 square feet per acre to 12,500 20,000 square feet per acre. The maximum residential density Residential development in the neighborhood center Village Center shall be 20 no less than 4 dwelling units per acre. No minimum density shall be required and not exceed 14 dwelling units per acre for residential development not in vertically mixed-use buildings. 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 village center. No minimum on-site open space shall be required for each preliminary plat.~~

~~d. **Neighborhood.** The neighborhood zone is intended to provide the opportunity for a range of housing choices integrated with neighborhood scale, non-residential uses in proximity to a mixed-use land use districts that include nonresidential uses which can provide commercial shopping opportunities to meet daily needs. This zone shall be located within ¼ to ½ mile from the edge of the town center zone. In the neighborhood zone, residential development shall be no less than 4 dwelling units per acre and not exceed 14 dwelling units per acre. The maximum gross intensity allowed for new non-residential development is 20,000 square feet per acre. Building footprints for non-residential uses shall be limited to 10,000 gross square feet.~~

~~e. **Residential.** The Residential zone is intended to provide the opportunity for a range of housing choices in proximity to mixed-use land use zones that include~~

nonresidential uses which can provide commercial shopping opportunities to meet daily needs. This zone is intended to provide a transition from the mixed-use center and neighborhood zones to existing development in the Killearn neighborhoods. Residential development shall be limited to a minimum of 2 dwelling units per acre with a maximum density of 10 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.

- f. **Open Space/ Greenway.** The Open Space and Greenway area within the West Arch District shall be consistent with Policy 13.2.36. In total, a minimum of 25% of the gross area in Phase 1 shall be included in Open Space or the Greenway.

(3) North Arch District – The intent of the North Arch District is to provide an area with a mixed-use center that serves residents of Welaunee, Killearn, and the residents along Roberts Road and Crump Road. The North Arch District as identified on Figure 13-5 shall be comprised of:

- a. **Mixed-Use Center.** Development of the North Arch District shall include a single mixed-use center designated as either a Town Center zone or Village Center zone as defined in the West Arch District policy.
- b. **Neighborhood.** The neighborhood zone is intended to provide the opportunity for a range of housing choices integrated with neighborhood scale, non-residential uses in proximity to a mixed-use land use districts that include nonresidential uses which can provide commercial shopping opportunities to meet daily needs. This zone shall be located within ¼ to ½ mile from the edge of the mixed-use center zone. In this neighborhood zone, residential development shall be no less than 4 dwelling units per acre and not exceed 14 dwelling units per acre. The maximum gross intensity allowed for new non-residential development is 20,000 square feet per acre. Building footprints for non-residential uses shall be limited to 10,000 gross square feet.
- c. **Residential.** The Residential zone is intended to provide the opportunity for a range of housing choices 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 a minimum of 2 dwelling units per acre and shall not exceed a density of 10 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. This zone is intended to provide a transition from the mixed-use center and neighborhood zones to existing development in the Killearn neighborhoods.

- d. **Open Space/ Greenway.** The Open Space and Greenway area within the North Arch District shall be consistent with Policy 13.2.36. In total, a minimum of 25% of the gross area in Phase 1 shall be included in Open Space or the Greenway.

Additionally, high quality native forests in the North Arch District shall be protected and preserved. Trails shall be planned around the high-quality native forest areas to serve as both recreational facilities and as fire breaks when these areas are managed with prescribed fires. Potential locations of high-quality native forests are shown on the Preliminary Environmental Map (Figure 13-6). The location of protected areas will be determined through a Natural Features Inventory approved by the City prior to approval of a PUD Concept Plan that includes this District.

- e. **Regional Park.** A regional park may be located in the North Arch District. If a regional park is designated within this District, it shall be designed to include connectivity with the trail system around any high-quality native forests as described in the open space zone for this District.

(4) Conservation Design District - The intent of the Conservation Design District is to provide an area that is primarily residential in nature with a small village center. The residential development is intended to be arranged as cluster subdivisions in order to maximize the efficiency of infrastructure and to preserve environmental features and open spaces. The village center is intended to include non-residential uses in a location that minimizes the number of miles residents drive to meet their daily needs and promote the internal capture of vehicular trips. The Conservation Design District as identified on Figure 13-5 shall be comprised of:

- a. **Clustered Residential.** The conservation design zone shall be comprised of clustered development that sets aside a minimum of 60 percent open space as a reserve area, comprised of such things as special development zones, preservation and conservation features, undeveloped uplands, oak-hickory forest, significant trees, passive recreation areas, and stormwater facilities designed as a community amenity. Adjacent open space as designated on Figure 13-5 and consistent with Policy 13.2.36 may be included in the Conservation Design District reserve area calculations for cluster development. The development area shall be the area not set aside as reserve area and shall comprise no more than 40 percent of the total conservation design district. Within this district, development area shall be located on the least environmentally sensitive areas; be contiguous to the greatest extent practicable; and allow maximum open space to be easily maintained in the reserve area. The development area shall be developed at a minimum of two dwelling units per acre and a maximum of 12 units per acre. Planned Unit Developments may provide for a density bonus up to 20 units per acre where more area is set aside than required or where greenways, trails, or other passive recreational opportunities are provided in the reserve area.

The conservation subdivision zone shall contain a mixture of housing types. Allowable housing types include single family detached homes, single family attached homes, duplexes, triplexes, fourplexes, courtyard buildings (a 1 to 3.5 story detached structure consisting of multiple side-by-side and/or stacked dwelling units oriented around a courtyard or series of courtyards), and cottage courts (a group 1 to 1.5-story detached structures arranged around a shared court visible from the street). The conservation design district shall not contain greater than 80% of any one housing type. Accessory dwelling units are allowable per City of Tallahassee land development code. Accessory dwelling units do not count towards the overall density and do not count as a different housing type for the purpose of requiring a mixture of housing types. Design standards for this District shall include Dark Sky principles to prevent and reduce light pollution.

The acreage of the reserve area shall be preserved through the creation of conservation or preservation easements, shall be contiguous with or proximal to existing or planned public or private greenspace to the greatest extent practicable, and shall be of sufficient size and buffered to ensure the protection of all critical on-site resources that are to be preserved and to accommodate authorized uses which includes natural open space, passive recreation uses (e.g., greenways, picnic areas or open fields), stormwater facilities, or other environmental conservation purposes.

All preservation areas, special development zones, conservation areas, archaeological sites and view-shed areas within designated protection zones for canopy roads shall be incorporated into the reserve area even if total acreage exceeds the minimum requirement of 60 percent of the total parcel; other open space areas shall be incorporated into the reserve area to the greatest extent practicable.

Stormwater management facilities which are otherwise permissible are allowed in the reserve area provided that the facilities are located outside of preservation areas, canopy road protection zones, naturally forested areas, special development zones, and meet either of the applicable following two standards:

Retention ponds shall have side slopes of flatter than 4:1 or with appropriate tree and plant species that visually integrates the stormwater facility into the overall reserve area. All such facilities shall be designed as community amenities, with trails, observation decks, or platforms where appropriate.

- b. Village Center.** The Conservation Design District shall include a Village Center Zone subject to the design standards for a Village Center zone in the West Arch District Policy.

c. **Open Space/ Greenway.** The Open Space and Greenway area within the Conservation Design District shall be consistent with Policy 13.2.36 and shall be included in the reserve area calculations for cluster development. At a minimum 60% of Phase 2 and 3 shall be designated Open Space and Greenway.

Additionally, high quality successional forests and native forests as defined in the Tallahassee-Leon County Comprehensive Plan Glossary in the Conservation Design District shall be protected and preserved. Trails shall be planned around the high-quality native forest areas to serve as both recreational facilities and as fire breaks when these areas are managed with prescribed fires. Potential locations of high-quality native forests are shown on the Preliminary Environmental Map (Figure 13-6). The location of protected areas will be determined through a Natural Features Inventory approved by the City prior to approval of a PUD Concept Plan that includes this District.

Core canopy or core forests, as defined in the City of Tallahassee's Urban Forest Master Plan, that is part of the fragmentation class of Core Canopy (>500 acres) and shown on the Preliminary Environmental Map (Figure 13-6), shall be protected and shall be connected to greenways and open space that function as wildlife corridors. These areas may be included in the reserve area calculations for cluster development. Potential locations of core forest areas that are part of the fragmentation class of Core Canopy (>500 acres) are shown on the Preliminary Environmental Map (Figure 13-6). The location of protected areas will be determined through a Natural Features Inventory approved by the City prior to approval of a PUD Concept Plan that includes this District.

d. **Residential Reserve** ~~Northeast Gateway Zone~~ - The Residential Reserve Zone of the Conservation Design District as identified on Figure 13-5 is intended to be residential in nature, arranged as cluster subdivisions in order to maximize the efficiency of infrastructure and to preserve environmental features and open spaces. This zone is also intended to maintain compatibility with established residential development along Roberts Road and Crump Road. The Residential Reserve Zone shall be subject to the Clustered Residential policy above with a maximum density of 6 units per acre. The Residential Reserve zone shall include open space buffers to Roberts Road and Crump Road that include the Welaunee Greenway system.

~~(D) Open Space~~ - The Open Space ~~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.~~

~~(5) **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 which shall include Conservation and Preservation lands as generally depicted on the Preliminary Environmental Features Map, Figure 13-6, aesthetic open space, Greenways, and the Perpetual Drainage Easement held by the City and County. PUD Concept Plans shall incorporate and account for that portion of the Open Space area within the boundaries of the PUD and may include that portion of Open Space adjacent to one of the development districts if such district is included in the PUD. By the completion the final PUD Concept Plan for each Phase, all Open Space within such Phase shall be included in a PUD Concept Plan and subject to the implementation requirements of this Master Plan. At a minimum, 25% of Phase 1, 60% of Phase 2 and 3, and 40% of the total gross area of the Arch shall be designated Open Space. The primary open space system shall be subject to the design and development criteria in Policy 13.2.36.~~

~~(4) 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 areas shall be open to the general public and be designed withto include and provide access to the Miccosukee Canopy Road Greenway and the Welaunee Greenway at multiple locations. Such landsOpen Space areas shallareas shall include and provide additional buffering for designated Canopy Roads~~

where feasible. Open Space 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:

The portion of the Arch bordering Miccosukee Road shall be designated as Open Space district and shall include the Canopy Road Protection Zone for Miccosukee Road. An additional area with a minimum width of 75 feet along the length of the Canopy Road Protection Zone shall be designated as open space. The Canopy Road Protection Zone and contiguous Open Space area shall serve as a wildlife corridor that terminates in the core forest area that is part of the fragmentation class of Core Canopy (>500 acres) in the Conservation Design District as shown on the Preliminary Environmental Map (Figure 13-6). This area may serve as a greenway as long as the greenway does not preclude the ability of the area to serve as a wildlife corridor.

Open Space shall comprise a minimum of 40% of the total area within the Welaunee Arch, or approximately 1,900 acres. Open Space shall include Conservation Areas and Preservation Areas, Canopy Road Protection Zones, Greenways, and aesthetic open space. Adjacent to Conservation and Preservation areas, the additional Open Space shall prioritize additional buffers around Conservation and Preservation Features, areas that provide continuous and contiguous connectivity of Open Space, additional buffers for Canopy Protection Zones, additional areas around the Core canopy or core forests that are part of the fragmentation class of Core Canopy (>500 acres), additional areas that support the network of wildlife corridors, undeveloped uplands, oak-hickory forest, significant trees, passive recreation areas, priority planting areas identified in the Urban Forest Master Plan, and stormwater facilities designed as a community amenity.

Policy 13.2.5: Phasing. Development of the Arch shall be implemented in phases consistent with this plan and necessary infrastructure (including water and sewer) and supporting services (including adequate schools, police and fire service). Phase 1 shall include the Gateway District, West Arch District, and the North Arch District. Phase 2 shall include the Conservation Design District less the Residential Reserve zone. Phase 3 shall include the Residential Reserve zone of the Conservation Design District. A PUD Concept Plan may address only a portion of a phase or may address more than one phase. Phase 1 of the Welaunee Arch must include one Town Center Zone and one Village Center Zone, either of which can be located in the West Arch District or North Arch District.

Phase 2 shall not be developed until 1,500 dwelling units and 150,000 square feet of non-residential uses have been constructed in Phase 1.

Phase 3 shall not be developed until at least 500 units have been constructed in Phase 2. Sub phases or stages of each phase may be developed in separate PUD Concept Plans. This phasing schedule shall expire on January 1, 2035, the plan horizon year of the Tallahassee-Leon County Comprehensive Plan.

Upon expiration of the phasing policy, all land use districts may be developed subject to availability of necessary infrastructure and supporting services. It is the intent that infrastructure improvements occur contemporaneous with development. This timing of infrastructure with development prevents stranded or early investment in infrastructure.

Table 1. Land Uses in the Welaunee Arch

<u>Land Use District</u>	<u>Zone</u>	<u>Size</u>	<u>Maximum Density/Nonresidential Intensity</u>	<u>Allocations of Land Use Residential Density</u>		<u>Estimated Acreages Mixture</u>
<u>Northeast Gateway District (Phase 1)</u>	<u>Activity Center</u>	<u>75-280 acres</u>	<u>4,000-30,000 SF/acre</u>	<u>10-20 DU/acre</u>		<u>10-55% residential</u> <u>45-90% nonresidential</u>
	<u>Employment Center</u>	<u>75-280 acres</u>	<u>8,000-40,000 SF/acre</u>	<u>n/a*</u>		<u>n/a*</u>
	<u>Residential</u>	<u>10 Units per Acre 30-100 acres</u>	<u>15-25% n/a</u>	<u>715 to 1,200 Acres 2-6 DU/acre</u>		<u>n/a</u>
	<u>Open Space</u>	<u>Min. 25% of gross area in Phase 1</u>				
<u>West Arch District (Phase 1)</u>	<u>Mixed Use (including Employment Center, Town Center, and Neighborhood Center)</u>	<u>15-125 acres</u>	<u>4,000-30,000 SF/acre</u>	<u>20 Units per Acre (residential) 8-20 DU/acre</u>	<u>5-10%</u>	<u>95 to 195 Acres (10-55% residential) 45-90% nonresidential</u>
	<u>**</u>					
	<u>Neighborhood</u>	<u>1/4-1/2 mile from Town Center</u>	<u>Max 20,000 SF/acre</u>	<u>4-14 DU/acre</u>		<u>n/a</u>
	<u>Residential</u>		<u>n/a</u>	<u>2-10 DU/acre</u>		<u>n/a</u>
	<u>Open Space</u>	<u>Min. 25% of gross area in Phase 1</u>				

<u>North Arch District (Phase 1)</u>	<u>Village Center**</u>	<u>5-50 acres</u>	<u>4,000—20,000 GSF per Acre (non-residential)SF/acre</u>	<u>4-14 DU/acre</u>	<u>140 to 290 Acres (non-0-50% residential) 50-100% nonresidential</u>
	<u>Neighborhood</u>	<u>¼-½ mile from Village Center</u>	<u>Max 20,000 SF/acre</u>	<u>4-14 DU/acre</u>	<u>n/a</u>
	<u>Residential</u>		<u>n/a</u>	<u>2-10 DU/acre</u>	
	<u>Open Space</u>	<u>Min. 25% of gross area in Phase 1</u>			
<u>Conservation Design District (Phase 2)</u>	<u>Village Center</u>	<u>5-50 acres</u>	<u>4,000-20,000 SF/acre</u>	<u>4-14 DU/acre</u>	
	<u>Conservation Design Clustered Residential</u>		<u>n/a</u>	<u>2-12 DU/acre</u>	
	<u>Residential Reserve (Phase 3)</u>		<u>n/a</u>	<u>0-6 Unit per AcreDU/acre</u>	<u>30-40 % 1,400 to 1,915 Acres</u>
	<u>Open Space (Phases 1 and 2)</u>	<u>60% gross area as Reserve Area</u>			
<u>Open Space***</u>	<u>N/A Primary Open Space</u>	<u>30-40% Minimum of 25% of Phase 1; 60% of Phase 2 and 3; and minimum of 40% of total area in Welaunee Arch shall be Open Space</u>			<u>1,430 to 1,915 Acres</u>
TOTALS	<u>Conservation/ Preservation****</u>	<u>Approximately 900 acres (19% of the Arch)</u>	4,778 Acres		

*Residential uses permitted only above ground floor in mixed-use buildings

**Town Center Zone and Village Center Zone are permitted in West Arch District and North Arch District, provided one of each zone is located in Phase 1.

***Open Space, including Greenways shall be incorporated into all development Phases

****Precise size and location of Conservation and Preservation Lands to be determined through a Natural Features Inventory.

Policy 13.2.6: Development Totals. Densities and intensities for development of the Arch shall be consistent with Policy 13.2.4 and other policies of this master plan. The maximum development for the Arch shall not exceed 12,500 residential units and 3,000,000 square feet of non-residential development.

Policy 13.2.7: Development Standards for Mixed-Use Zones. The Activity Center, Employment Center, Town Center, and Village Centers (collectively “Mixed-Use Zones”) shall be subject to the following development standards in addition to the requirements of Policy 13.2.4:

- (1) PUD Concept Plans that include mixed-use zones shall include specific design standards, public facility standards, and building standards, such that the district develops as a compact, walkable urban district. At a minimum, the form-based code or design standards shall address relationship between building facades and the public realm, the form and mass of buildings in relation to one another, and the scale and types of streets and blocks. Design standards shall also minimize driveway cuts along sidewalks facilities by requiring alleys, shared access points, and/or structured parking facilities.
- (2) Development in the Mixed-Use Zones may request a waiver from the requirements in the Environmental Management Ordinance for natural area, landscaping and buffers for the purpose of maximizing intensity and density within the mixed-use zone.
- (3) Stormwater detention and treatment facilities for Mixed-Use Zones shall be designed in accordance with applicable standards and should be located outside of a Mixed-Use Zones in order to promote a compact pedestrian-oriented arrangement of land uses. Stormwater facilities may be located within mixed-use zones if alternative sites are not reasonably available outside of mixed-use zones or where stormwater facilities can be integrated with pedestrian friendly environments. PUD Concept Plans shall include design standards for stormwater facilities that are consistent with the intent of the zone.
- (4) Building heights in mixed-use centers shall not exceed 65 feet from grade.

Policy 13.2.8: Inclusionary housing. ~~A range of housing choices shall be provided to accommodate diverse income levels, age groups, and housing needs. Development within the Welaunee Arch shall comply with any ordinances in effect at the time of development that address the need for affordable or inclusionary housing. Each PUD Concept Plan shall include an Inclusionary Housing Plan designed to achieve compliance with the City’s Inclusionary Housing Ordinance, or other affordable and inclusionary housing ordinances in effect, by buildout of the area governed by that concept plan.~~ Concept Plan.

Policy 13.2.9: Housing affordability. ~~In addition to the incentives authorized by the Inclusionary Housing Ordinance, grannycomplying with ordinances in effect at the time of development that address the need for affordable or inclusionary housing, a range of housing choices shall be provided to accommodate diverse income levels, age groups, people with a range of abilities, and housing needs. Granny flats, garage apartments, and other accessory dwelling units will not be included in unit or density calculations or transportation analyses.~~ impact analyses. The range of housing options provided shall be based on the land use districts and zones within each District. No land use district or zone within a district that allows residential development shall limit housing types to only single-family detached homes.

In order to promote a range of housing types and choices, the City of Tallahassee shall incentivize the development of workforce housing within ¼-mile of mixed-use zones or transit hubs. The City shall also incentivize the provision of housing for low-income and very-low income families, seniors, and/or people with disabilities. Incentives shall be incorporated into PUD Concept Plans and may include increases in building height, waiver or reduction of mobility and impact fees, reduction of parking and setback requirements, reservation of infrastructure capacity without cost, expedited processing of applications for Concept Plans and site development plans, and similar measures such as the incentives allowed in the City's Inclusionary Housing Ordinance.

Policy 13.2.710: 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. any land use district or zone consistent with the intent of each district and zone.

Policy 13.2.811: 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. PUD Concept Plans shall include the locations of essential services upon request by and through coordination with the City of Tallahassee and/or the Leon County School Board.

Policy 13.2.912: 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 and neighborhood zones shall include shade trees planted as street trees. PUD concept plans may include incentives, such as reduced tree mitigation, for shade trees planted as street trees outside of mixed use and neighborhood zones.

Policy 13.2.10Policy 13.2.13: Crime prevention through design. Integrated mixtures of uses shall be located and designed consistent with comprehensive crime prevention strategies of natural surveillance, territorial reinforcement, and natural access control.

Policy 13.2.14: 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. Unless otherwise specified in this master plan, buffers are not required between or within land use districts in the Welaunee Arch.

Policy 13.2.1115: 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 13.2.1216: 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 13.2.1317: 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 **Transportation** Map, Figure 13-57, with the final location and design to be based upon site-specific environmental, engineering, and related considerations. **Within Thoroughfares connection through the Arch to areas beyond the Arch shall be arterials designed as boulevards for high vehicular capacity and moderate speeds not to a design speed of 45 miles per hour with sidewalks on both sides of the roadway and bicycle facilities. Thoroughfares connecting mixed use areas within the Arch shall be collectors designed as avenues with high vehicular capacity and low to moderate speeds not to exceed a design speed of 30 miles per hour with sidewalks on both side of the roadway and bicycle facilities. On thoroughfares, a shared use path of adequate width to accommodate bicycle and pedestrian traffic may substitute for the sidewalk on one side of the road and the bike lanes for that facility. Within mixed-use 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.**

Policy 13.2.18: Internal Trip Capture. 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. **To achieve this minimum internal capture rate, mixed-use and neighborhood zones shall be developed with a mixture of uses and higher density residential development located adjacent to non-residential uses. Residential zones shall be connected to mixed use zones by a network of sidewalks, shared use paths, and bicycle facilities designed to provide safe, comfortable transportation options. Transit facilities shall be coordinated with Star Metro to ensure infrastructure that supports connectivity to various transit routes.**

Policy 13.2.1419: Northeast Gateway/Welaunee Boulevard. 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 **newpotential** 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 South 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 or Shamrock South Extension.

Policy 13.2.1520: I-10 Flyover or Interchange. Welaunee Boulevard shall connect to a flyover across I-10 or ~~ana potential~~ interchange, if approved by the Federal Highway Administration, in order to facilitate vehicular movement to Welaunee Boulevard south of I-10. Any flyover or ~~potential~~ interchange shall meet federal requirements to ensure the safe and efficient use of I-10.

~~Welaunee Boulevard shall connect to a potential interchange with Interstate-10, subject to approval by the Federal Highway Administration and the Florida Department of Transportation. The potential interchange of Welaunee Boulevard and Interstate-10 shall be designed consistent with a federally approved Interchange Justification Report. It is the intent to allow for the design of an interchange that supports a gridded street network and city blocks on the north side of Interstate-10. The gridded street system shall serve to divert traffic onto a network of town center streets and should support an environment that prioritizes pedestrian mobility. Welaunee Boulevard may pass over Interstate-10 unless and until such time that a potential interchange is approved and constructed.~~

Policy 13.2.1621: 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 ~~Transportation Map, Figure 13-5. Reservation means that 7. The terms of such land will not be committed to an irreversible land use that would preclude construction of planned transportation facilities and reservation shall be by means of a written agreement, entered into previously or concurrent~~ consistent with the ~~effective date of this master plan, with~~ Urban Services-Development Agreement between the City of Tallahassee and Powerhouse, Inc. dated April 15, 1990, as restated and ~~or other transportation providers that specifies right-of-way width and other terms. amended.~~ Rights-of-way shall be restricted to transportation facilities and compatible ~~linear~~ infrastructure.

Policy 13.2.1722: Complete Streets. ~~The transportation system shall be designed with complete streets in accordance with Objective 1.2 [M] and associated policies in the Mobility Element.~~ 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 local 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 at least one side of all other local streets in zones that allow only residential development.

Policy 13.2.1823: Bicycle Facilities. A PUD Concept Plan shall include a network of bicycle facilities, including on-street and off-street facilities, which should be coordinated with the open space areas of the Arch. The intent is 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. Where practical to connect to similar facilities in other PUD Concept Plans. Where feasible, a shared-use path of adequate width to accommodate bicycle and pedestrian traffic may substitute for sidewalks and bike lanes. Protected bicycle lanes may be incorporated where feasible. Where bicycle, pedestrian, and/or shared use path facilities intersect the Welaunee Greenway, opportunities shall be provided to access the Greenway.

Policy 13.2.1924: 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 or on the side of buildings and shall be limited in size and scale through such measures as shared parking, parking credits, and maximum parking limits. PUD Concept Plans may include incentives, such as reduced parking or setback requirements, for the use of building-mounted solar systems on parking structures.

Policy 13.2.2025: 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. Canopy Protections Zones shall be provided along Miccosukee Road and Centerville Road in addition to the Welaunee Greenway. PUD Concept Plans may include incentives, such as reduced tree mitigation, in return for new roadways being designed and planted with shade trees consistent with the requirements for future canopy road designation.

Policy 13.2.26: Transit. Mixed use centers are intended to be designed with transit as a component of the multimodal transportation system in the Welaunee Arch. As PUDs are developed, coordination with Star Metro shall occur to ensure the plan accommodates necessary infrastructure to support anticipated transit service. PUDs shall address connectivity between mixed use zones and the transit hub identified in Policy 13.1.4.

Policy 13.2.27: Electric, Connected and Automated Vehicles. As PUDs are developed, coordination with the Planning Department and the City's Public Infrastructure departments shall occur to ensure the plan accommodates necessary infrastructure to support charging infrastructure for electric vehicles and infrastructure to support Connected and Automated Vehicles (CAV). PUDs may include incentives, such as reduced parking and setback requirements, for development that is electric vehicle capable or

electric vehicle ready by providing for the future installation and use of Electric Vehicle Supply Equipment (EVSE) in accordance with the National Electrical Code. Incentives will be greater for electric vehicle-ready than for electric vehicle-capable developments.

PUBLIC FACILITIES AND SERVICES

Policy 13.2.2128: Adequate Public Facilities and Services. The supply and delivery of safe and adequate public facilities shall accommodate existing and future development consistent with the Comprehensive Plan. 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 Public 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 13.2.2229: Utilities. Potable water, sanitary sewer, and 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 consistent with the level-of-service and availability standards of the Tallahassee-Leon County Comprehensive Plan. Utility infrastructure improvements shall occur consistent with the general timing of development, instead of the infrastructure being provided well before development occurs. This timing of infrastructure with development is intended to ensure that there is no stranded or early investment in infrastructure waiting for future development to occur.

Policy 13.2.2330: Clean Energy. PUD Concept Plans may incorporate strategies and standards that are consistent with the City of Tallahassee's Clean Energy Resolution or any clean energy plan adopted by the City subsequent to the resolution. PUD Concept Plans shall comply with applicable clean energy and renewable energy ordinances in effect at the time of development. PUDs may include additional incentives to encourage energy efficiency.

Policy 13.2.31: Energy Efficient Environmental Design. Planned Unit Development Concept Plans may provide for incentives such as increases in building height, waiver or reduction of mobility and impact fees, reduction of parking and setback requirements, reservation of infrastructure capacity without cost, expedited processing of applications for Concept Plans and site development plans, and similar measures in each District where developments incorporate Leadership in Energy and Environmental Design (LEED) standards or similar industry-recognized green certifications and/or provide building-mounted solar systems that generate threshold MW levels of electricity. Alternatively, PUD Concept Plans may provide for utility fee or other similar exaction offsets commensurate to estimated energy efficiency gains from incorporating Leadership in Energy and Environmental Design (LEED) standards or similar industry-recognized green

certifications and/or provide building-mounted solar systems that generate threshold MW levels of electricity. This policy does not apply to the Residential Reserve Zone.

Policy 13.2.32: Stormwater Management. ~~A comprehensive stormwater management system shall be provided consistent with the requirements of the Comprehensive Plan to protect persons and property from flooding, prevent negative impacts to the natural groundwater aquifer and safeguard surface waters against degradation of water quality to promote the public health, safety, and welfare. Prior to approval of the first PUD Concept Plan in each phase, a Stormwater Facilities Master Plan for the entire Arch (SFMP) shall be prepared for by the applicant and the entirety of the Welaunee Arch for that phase. The If a PUD Concept Plan addresses a portion of a phase, the entire area of that Phase must be master planned for stormwater. If a PUD covers a portion of the area in more than one Phase, the Stormwater Facilities Master Plan shall address all areas within each of those Phases. Stormwater Facilities Master Plans must be reviewed and approved by the City. If the Arch is intended to develop in phases before PUD Concept Plans can be approved. The City may opt to fund the SFMP by agreement. For areas within each Phase not included in a PUD, the stormwater plan may be conceptual and generalized based upon the maximum projected development allowed by this master plan, accounting for non-developable areas. Stormwater facilities shall be designed to meet treatment and attenuation requirements of the Environmental Management Ordinance., except where isolated closed basins or lack of feasible pond outfall may exist in which case treatment and retention requirements will apply. Surface water management systems shall incorporate the functions of the natural on-site system and shall be based upon the best management practices adopted by the water management district.~~

The SFMPs shall plan to accommodate stormwater flows from full build out conditions from any upstream offsite property within the phase of the Arch being addressed by the SFMP based on projected development allowed by this master plan accounting for non-developable areas. The SFMPs shall, at a minimum, identify regional impacts to flood extents and stormwater conveyance; establish infrastructure requirements necessary to manage stormwater in compliance with local, state, and federal regulations; document the phasing, implementation, and easement reservations necessary to serve projected full build out; and facilitate environmental and stormwater permitting. To accomplish these goals, the SFMPs shall provide analysis and design of the primary stormwater system based on detailed hydrologic and hydraulic modeling of existing and post-development conditions. The analysis shall incorporate existing land uses, soils and topographic data, and the conceptual land use plan (Figures 13-5 through 13-7). The design shall provide general parameters associated with the primary stormwater management facilities, drainage easements and conservation easements necessary to serve the development under projected full build-out conditions. Flood extents delineated by the SFMPs shall allow identification of the 100-year flood exclusion area under the full build-out condition. No habitable structures shall be constructed within the post-development, full build-out 100-year floodplains or 100-year flood exclusion areas. The SFMP shall incorporate low-impact design best management practices to encourage the disconnection of impervious surfaces and increase the removal of nutrients from stormwater discharges. The SFMP shall also evaluate the existing nutrient pollutant loading to Class III surface water

resources and ensure net improvement in the post development condition. The SFMPs scope of work must be approved by the local government prior to development of the SFMP.

The Stormwater Facilities Master Plan shall identify the feasibility and location of regional stormwater facilities and how they should be designed and constructed as amenities within parks or publicly accessible areas. ~~for safe public access.~~ Stormwater facilities shall be located outside wetlands and floodplains. Stormwater ~~Such~~ facilities may be located in Open Space ~~that is not wetland or floodplain~~ 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. ~~The City may provide incentives and/or design and construction funding for regional stormwater management facilities that serve to treat offsite stormwater runoff and/or that provide offsite stormwater treatment benefit. Public agencies shall pay a pro rata share of capital costs based on the offsite stormwater runoff to be treated by regional stormwater facilities.~~

Policy 13.2.24 ~~If SFMPs demonstrate that the impact to wetlands and associated conservation and preservation areas have been minimized and that the impact to conservation and preservation areas is determined to be greater than 5 percent as allowed in the Policy 1.3.11[C], the Public Linear Infrastructure Variance process may be utilized to authorize a public regional stormwater management facility subject to the following: City of Tallahassee development and approval of a regional stormwater plan based on a detailed assessment indicating minimal negative impacts to wetlands, water quality, quantity and rate of discharge both onsite and offsite due to inter-basin transfers to the receiving watershed.~~

~~Approval of public funding in an adopted local government budget for offsite stormwater management facilities required by the regional plan.~~

~~Impacts shall be permitted only when demonstrated to be the minimal impacts reasonably necessary to implement the regional plan.~~

Wetlands and Floodplains. Development shall minimize encroachment into wetland habitat areas by ensuring that public and private roads avoid crossing ~~wetlands,~~ ~~or~~ wetlands or require that such crossings are cited at the narrowest point of a wetland allowing for an efficient transportation design while maintaining the continuity of identified wildlife corridors. No net reduction in floodplain storage shall be permitted within the 100-year floodplain. Otherwise floodplains shall be managed consistent with the Comprehensive Plan Conservation Element.

Wetland acreage and function within the Welaunee Arch shall be protected through compliance with local, state, and federal environmental permitting requirements. For purposes of permanent protection of Conservation and Preservation lands designated on Figure 13-6 the delineation of wetlands shall be based upon the jurisdictional determination by the governing agency.

Wetlands depicted on Figure 13-6 utilized for mitigation within the Welaunee Arch shall be made subject to conservation easements consistent with the requirements of the

authorizing regulatory agency. These easements will be defined in a manner that serves as permitted mitigation for wetland and other impacts or species relocation. To the extent authorized by federal, state, and local permitting agencies, Conservation and Preservation Lands association with the PUD Concept Plan under consideration may be utilized for achieving any mitigation requirements. The mitigation conservation easement area shall allow passive recreation facilities and shall be subject to a management plan.

Policy 13.2.33. Florida Springs and Aquifer Protection. Wakulla Spring is an impaired first magnitude Outstanding Florida Springs. Planned development for the Welaunee Arch is within the springshed boundaries of the Upper Wakulla River and Wakulla Spring Basin Management Action Plan. Development activities associated with the project have the potential to impact water quality; therefore, PUD Concept Plans shall mitigate potential nutrient loadings by implementing measures such as proper treatment and disposal of wastewater, stormwater, and the implementation of adequate sediment and erosion control practices to mitigate any surface water impacts.

Policy 13.2.34: 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, ~~and be safely accessible by pedestrians and bicyclists.~~ The ~~co-location~~ ~~co-location~~ of schools, civic spaces, and active parks is encouraged. The City and County shall adhere to the Public School Concurrency and Facility Planning Interlocal Agreement, as required by Section 1013.33, F.S., which establishes procedures for, among other things, coordination and sharing of information; planning processes; school siting procedures; site design and development plan review; and school concurrency implementation. Prior to site plan approval of the 500th residential dwelling unit in Phase 1, a 10-acre site shall be reserved for future dedication to the Leon County School Board proximate to residential areas, a Town or Village center and the primary 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.

Policy 13.2.35: Fire and Emergency Services. Upon request of the City, PUD Concept Plans shall include identified sites for fire and/or emergency services in coordination with the City.

RECREATION ~~AND~~, OPEN SPACE and CONSERVATION

Policy 13.2.25:36: Primary Open Space- System. The intent of the Open Space and Conservation strategy is to identify, conserve, manage, restore, and protect significant natural resources during and after development of the Welaunee Arch in accordance with the Conservation Element of the Tallahassee-Leon County Comprehensive Plan and

consistent with this Master Plan. At a minimum, 40% of the gross area in the Welaunee Arch shall be designated Open Space and Greenways.

The Welaunee Arch shall contain an open space concept that will contain the majority of the open space requirements within a connected corridor as depicted on Figure 13-5. This connected, continuous network of open space constitutes a fundamental building block of the Arch and is intended to serve multiple purposes including but not limited to protection of conservation and preservation areas. Open Space may include but are not limited to conservation and preservation lands, buffers for residential areas and canopy roads, greenways, environmentally sensitive areas, including wildlife corridors, aesthetic open space, active and passive recreation areas, and community gathering spaces. Open Space may be applied to any PUD Concept Plan to satisfy requirements of the Environmental Management Ordinance. Constructed stormwater facilities consistent with Policy 13.2.32 may be utilized to satisfy open space requirements in a PUD Concept Plan.

Policy 13.2.26: Conservation and Preservation Lands. Primary open space systems, together with other green spaces set aside to meet the urban forest and landscape requirements shall also meet the requirements of the Tallahassee-Leon County Comprehensive Plan and Chapter 5 - Environmental Management, Tallahassee Land Development Code. The intent of this policy will be achieved through the following:

- (1) Credits for open space, wetland mitigation, slope mitigation, stormwater management and/or urban forest requirements may be requested outside of individual parcels or tracts under review but elsewhere within the Arch.
- (2) Areas with severe and significant slopes that are not located in the open space systems shall be protected in site-specific plans in accordance with the Comprehensive Plan and Chapter 5 – Environmental Management, Tallahassee Land Development Code.
- (3) The Open Space systems shall be open to the general public and be designed to include and provide connections with the Miccosukee Canopy Road Greenway and Welaunee Greenway at multiple locations and to integrate internal recreational multi-use paths with the greenways trails. Connections to future regional greenways shall be considered in the design of open space.
- (4) The open space systems shall be designed to provide additional buffering for existing designated canopy road protection zones.
- (5) Open space may be privately owned or dedicated to the public by conveyance to a general-purpose or special-purpose local government entity; or be designated a part of a statewide system of greenways and trails pursuant to state law. Privately owned open space/greenways shall, at a minimum, guarantee designated public trail access in perpetuity at the time of development. All required conservation easements will be placed over the conservation and preservation areas in accordance with local government regulations.
- (6) The open space systems shall be governed by one or more management plans approved by the City in order to protect the values for which they were designated. The management plans may be adopted in phases so long as they are consistent with one another. Protection of conservation and preservation areas shall be provided by conservation easements and other measures consistent with Chapter 5

– Environmental Management, Tallahassee Land Development Code. Conservation and preservation areas placed in conservation easements may be used towards satisfying the urban forest and landscaping requirements of Chapter 5 – Environmental Management, Tallahassee Land Development Code. A single management plan may be adopted for all open space and conservation and preservation area lands.

- (7) Any Open Space area located within the geographic boundary of a PUD Concept Plan Shall be included in the lands to be designated as Open Space/Greenway as a result of approval of that PUD Concept Plan. If additional Open Space area are required to meet the minimum Open Space area for that Phase set forth in Policy 13.2.4(5) then such additional land will be designated as such from the adjacent Open Space areas as shown in Figure 13-5. To the extent that a PUD Concept Plan provides Open Space acreage beyond the required minimum, subsequent PUD Concept Plans are entitled to a credit for the additional acreage provided in proceeding PUD Concept Plans.
- (8) Acreage in the primary open space system shall be counted towards satisfying the open space requirements established in PUD Concept Plans.
- (9) The following guidelines shall apply to uses within the open space system as established in PUD Concept Plans:
 - (A) Passive recreation improvements that are natural resource-oriented, such as hiking, biking, and riding trails and passive parks, may be constructed in the primary open space systems. Also allowable are community facilities such as bandshells, amphitheaters, gazebos and other improved gathering places if designed for non-vehicular access only, provided these activities are located such that impacts to conservation and preservation areas are minimized and the overall purpose of the conservation easement is maintained.
 - (B) Wildlife management areas may be included in the primary open space systems protective measures addressed in the management plans, including a wildlife habitat management plan, in accordance with Chapter 5 – Environmental Management, Tallahassee Land Development Code.
 - (C) Public roads and utilities may cross through the open space systems if the impacts are minimized. The location of the roads shown on Figure 13-5 are approximate.
 - (D) Stormwater Management facilities may be located in the open space systems subject to design criteria in the PUD Concept Plans and consistent with protection of conservation and preservation features pursuant to Chapter 5 – Environmental Management, Tallahassee Land Development Code. Each stormwater management facility must be evaluated in terms of impacts and meet the requirements of the Tallahassee-Leon County Comprehensive Plan and Chapter 5 – Environmental Management, Tallahassee Land Development Code. If stormwater facilities are contained in the open space system, the public and/or private entities responsible for maintenance shall be allowed to perform necessary maintenance of these facilities consistent with each facilities level of service. The SFMPs shall identify areas where drainage easements will be needed for proper maintenance of stormwater conveyances located within conservation or preservation areas.

(10) To promote creation of the open space systems and their integration into the planned mixed-use communities with appropriate credit, PUD Concept Plans shall establish an open space requirement that includes credit for the open space system, protected preservation and conservation areas, areas of constructed landscape, and the minimum onsite landscaping required for individual sites set forth in Policy 13.2.12. Specific landscape standards and requirements shall be established in PUD Concept Plans. Such standards and requirements shall be designated to meet or exceed, on a cumulative basis, the Landscape and Urban Forest requirements in Chapter 5 – Environmental Management, Tallahassee Land Development Code. These landscape standards shall include, but not be limited to, standards for provision of street trees in mixed use zones, along public roadways, shade trees and landscaped islands within parking lots, and patriarch tree preservation. These standards will be developed to reflect the intent that town and neighborhood centers will be developed in an urban context with minimal setbacks and an emphasis on dense, mixed use development. Various land uses in the Arch shall satisfy the Urban Forest/Landscaping requirements based on thresholds established in the PUD Concept Plans. Such requirements shall be designed to meet or exceed, on a cumulative basis, the landscaping and urban forest requirements in Chapter 5 – Environmental Management, Tallahassee Land Development Code.

Policy 13.2.37: Conservation and Preservation Lands. Lands identified for permanent preservation and conservation are shown generally on the Preliminary Environmental Map (Figure 13-6) as Designated Wetlands, 100-year Floodplains, High Quality Native Forest, and core forest areas that are part of the fragmentation class of Core Canopy (>500 acres). These allocations are intended to protect significant environmental resources on the Welaunee Arch and account for approximately 900 acres or approximately 19% percent of the total gross area of the Welaunee Arch. The precise size and location of Conservation and Preservation Lands shall be determined through a Natural Features Inventory to be conducted prior to or concurrent with the initial PUD Concept Plan for each Phase of the Welaunee Arch in which the feature is located. Additional environmental resources will be designated and protected as Open Space as addressed in this Master Plan.

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 address wildlife preservation, maintenance of native species diversity, management of the natural environment, restoration of environmental resources where warranted, and responsibility for long term management. Such management plan shall include measures to protect the values for which such lands were designated, including wildlife habitat and corridors, and may include conservation easements and other measures consistent with the Environmental Management Ordinance. Conservation and Preservation lands may be utilized for public access, including trails, subject to 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. A single

management plan may be adopted for all open space and conservation and preservation area lands.

Lands that are not otherwise identified as Conservation and Preservation Lands on Figure 13-6 and are identified as areas suitable for future development may contain areas of natural upland or wetland communities. These resources will be identified through the Natural Features Inventory process and protected as required by the Comprehensive Plan's Conservation Element and will be incorporated into the lands identified as Open Space and Greenways consistent with the overall conservation and development strategy for the Welaunee Arch planning area.

Conservation easements for Conservation and Preservation lands shall be effective before or concurrent with the effective dates of the PUD Concept Plan for which they are granted.

Policy 13.2.2738: 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~~will be included that will link these areas where feasible to residential neighborhoods with, mixed-use centers, schools, civic spaces, employment, recreation and open space, parks, and the Welaunee Greenway and Miccosukee Canopy Road Greenway.

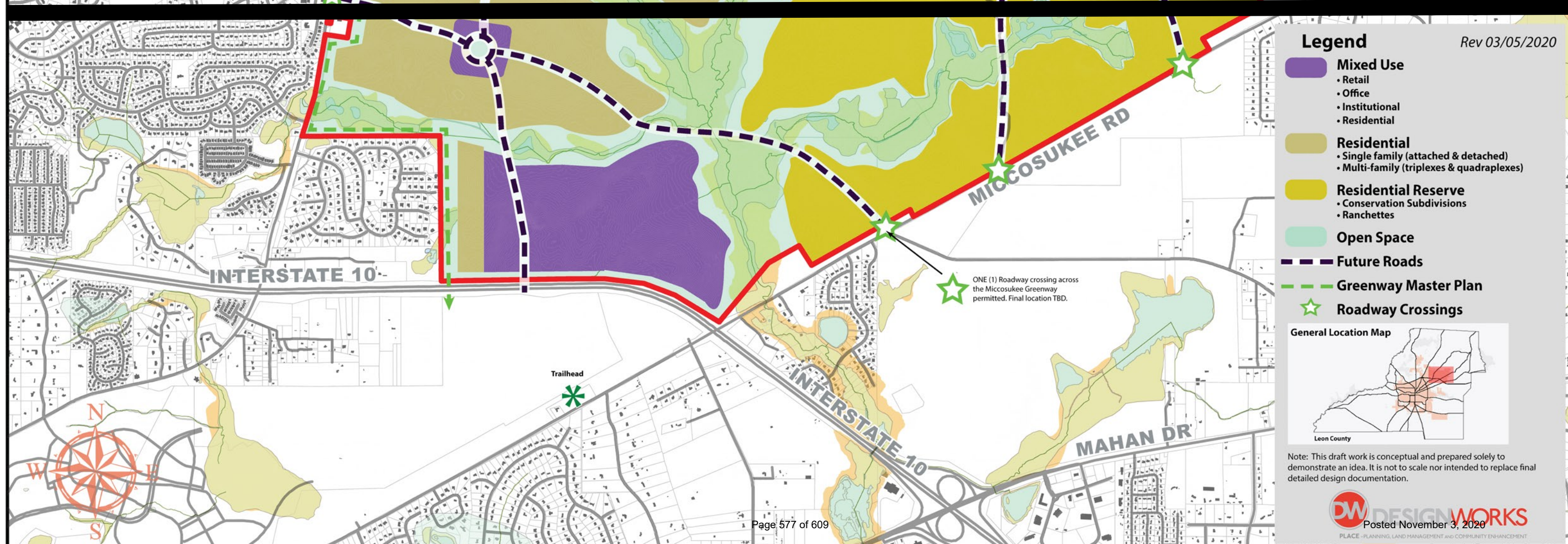
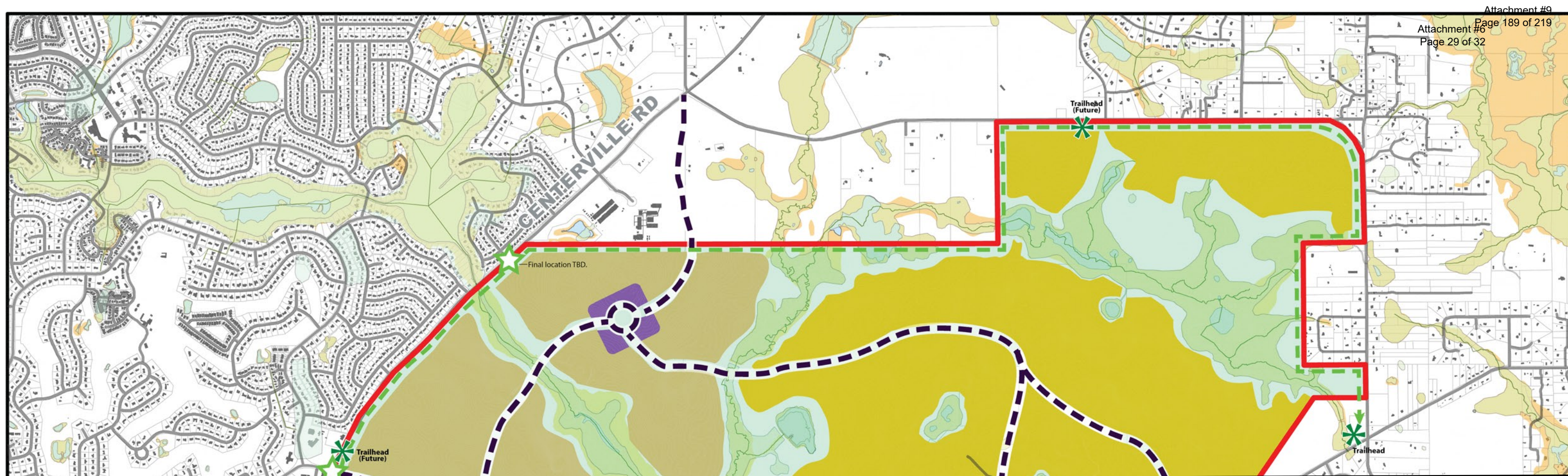
~~Policy 13.2.28~~**Policy 13.2.39. Historic and Cultural Resources.** Through the completion of Natural Features Inventories, Planned Unit Developments shall identify historic and cultural resources including archaeological sites, historic structures and districts, and historic cemeteries. PUDs shall include standards sensitive to locating, assessing, and avoiding potential adverse impacts to these resources. Where feasible and appropriate, informational and interpretive signage may be considered for these resources.

Policy 13.2.40: Natural Area Resident Notifications. PUD Concept Plans will include notification requirements for informing residents, once development is completed, with information on how to avoid human-bear conflicts and notices of proximity to areas that are actively managed with prescribed fires.

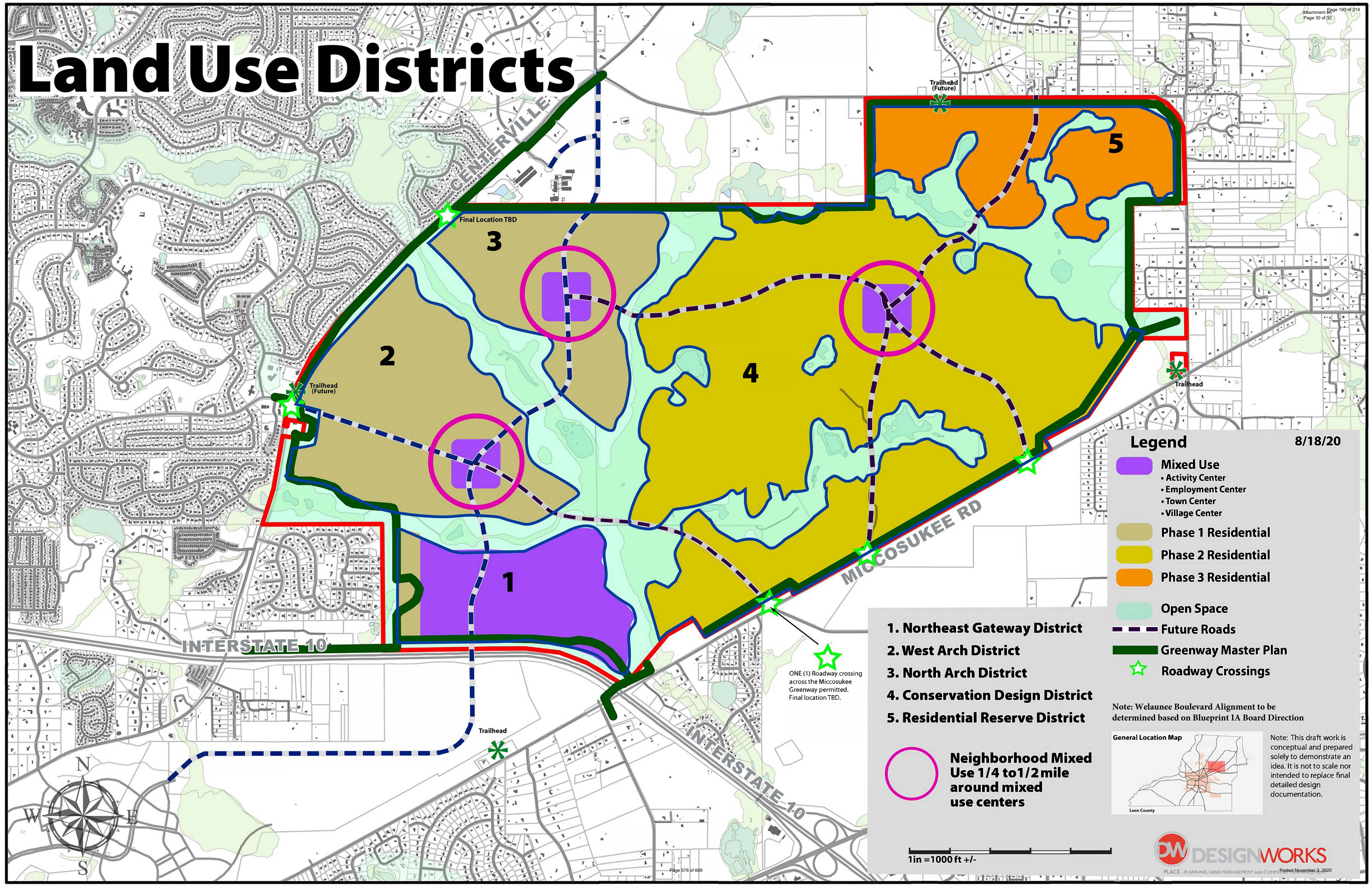
Policy 13.2.41: Perpetual Drainage Easement. The Perpetual Drainage Easement across the Welaunee Arch shall be subject to the Order Clarifying Definition of Perpetual Drainage Easement, entered by Leon County Circuit Court on March 13, 1997. Lands within the Perpetual Drainage Easement shall be considered Open Space and may be utilized for active and passive recreation facilities and activities, including but not limited to, walking and bicycle trails, ~~and 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 13.2.2942: Welaunee Greenway. The Welaunee Greenway shall consist at a minimum 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.~~consistent with adopted local government plans. The Welaunee Greenway shall

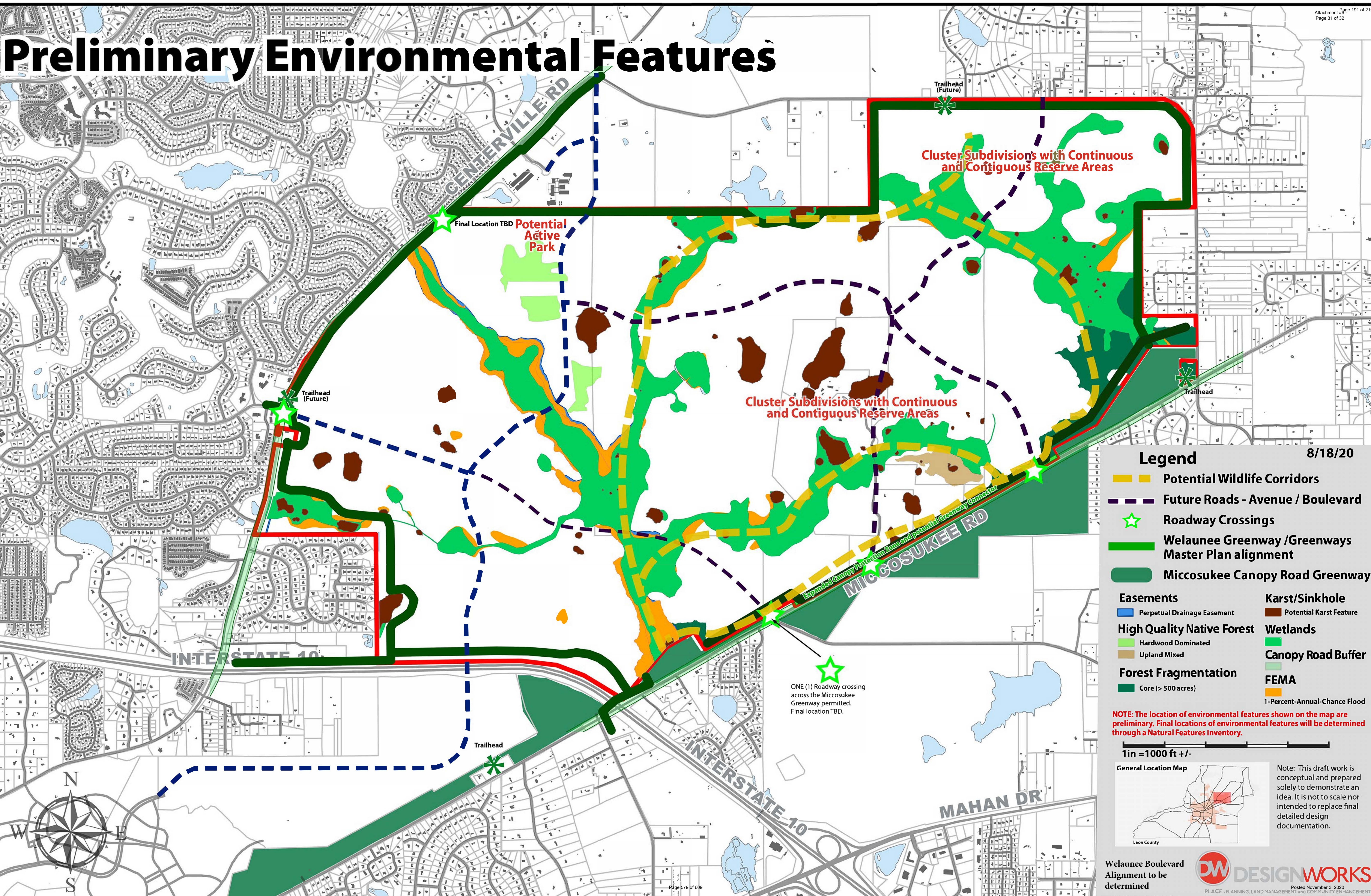
connect to the existing Miccosukee Canopy Road Greenway to create a 17-mile linear park loop ~~with~~ and a pedestrian bridge across Interstate-10. Connections shall be provided to and from the Greenway from interior multi-use trails along roadways or from other open space areas. The Welaunee Greenway shall ~~have~~ be subject to a management plan approved by the City that is consistent with the policies of this master plan. A single management plan may be adopted for all open space, conservation and preservation area lands, and the Welaunee Greenway. Public roadways and utilities may cross through the Welaunee Greenway ~~as needed~~ at points specified as road crossings on the land use and transportation maps, or at additional points if necessary, provided the crossing includes restoration of the Greenway and open space area. PUD Concept Plans that include or are adjacent to the Welaunee Greenway or Miccosukee Canopy Road Greenway shall provide access to those facilities. Development of the Arch should be incentivized through PUD process to provide pedestrian and bicycle connectivity to the Greenway, particularly where it interfaces with Open Space areas and associated trail systems.



Land Use Districts



Preliminary Environmental Features



8/18/20

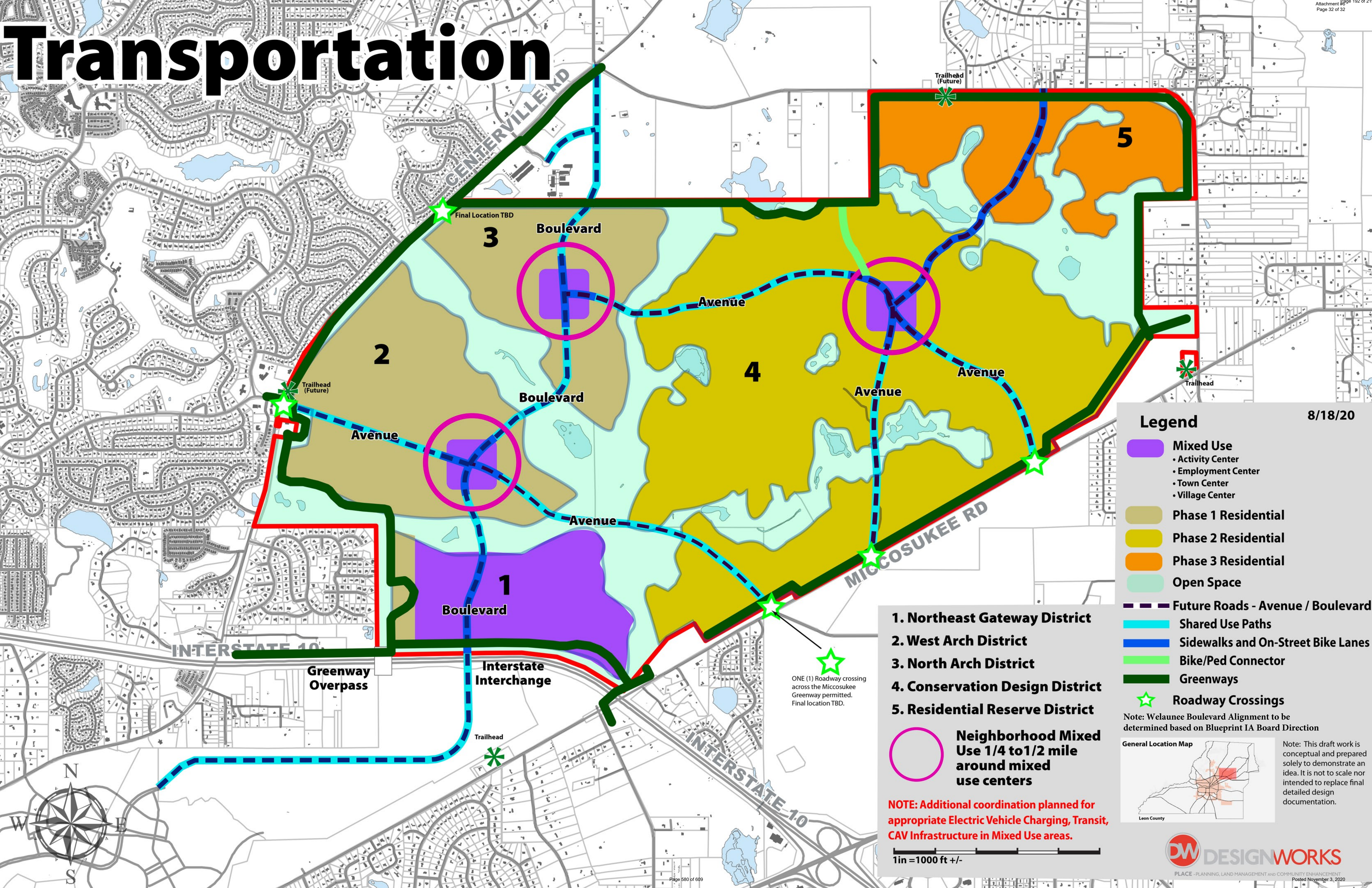
- Legend**
- Potential Wildlife Corridors
 - Future Roads - Avenue / Boulevard
 - Roadway Crossings
 - Welaunee Greenway / Greenways Master Plan alignment
 - Miccosukee Canopy Road Greenway
- Easements**
- Perpetual Drainage Easement
- High Quality Native Forest**
- Hardwood Dominated
 - Upland Mixed
- Forest Fragmentation**
- Core (> 500 acres)
- Karst/Sinkhole**
- Potential Karst Feature
- Wetlands**
- Canopy Road Buffer
- FEMA**
- 1-Percent-Annual-Chance Flood

NOTE: The location of environmental features shown on the map are preliminary. Final locations of environmental features will be determined through a Natural Features Inventory.

1in = 1000 ft +/-



Transportation



Legend

Mixed Use

- Activity Center
- Employment Center
- Town Center
- Village Center

Phase 1 Residential

Phase 2 Residential

Phase 3 Residential

Open Space

Future Roads - Avenue / Boulevard

Shared Use Paths

Sidewalks and On-Street Bike Lanes

Bike/Ped Connector

Greenways

Roadway Crossings

Note: Welaunee Boulevard Alignment to be determined based on Blueprint IA Board Direction

1. Northeast Gateway District

2. West Arch District

3. North Arch District

4. Conservation Design District

5. Residential Reserve District
- Neighborhood Mixed Use 1/4 to 1/2 mile around mixed use centers**
- NOTE: Additional coordination planned for appropriate Electric Vehicle Charging, Transit, CAV Infrastructure in Mixed Use areas.**

General Location Map

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.

1in = 1000 ft +/-

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 Concept for the Welaunee Arch.

The intent of the Welaunee Arch Master Plan is to provide an area-wide plan for the portion of the Welaunee Critical Planning Area located north of Interstate-10 and west of Miccosukee Road (i.e. the "Arch"). This master plan sets the standards and guidelines to coordinate one or more implementing development plans such that the development of the Arch results in a new, integrated community with a variety of land uses, diverse neighborhoods and mixed-use centers, a region-serving activity center, active and passive recreational options, and abundant open space. The development of the Arch consistent with this master plan shall be implemented in phases, connected by a multi-modal transportation system, served by regional, master planned stormwater facilities, and designed in ways that protect natural resources.

Policy 13.2.1: Concept. This Welaunee Arch Master Plan satisfies the requirements of the Tallahassee-Leon County Comprehensive Plan 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 diverse housing choices; transportation choices with linkage to commercial services and jobs; and planned recreation and open space.

Policy 13.2.2: Discourage Urban Sprawl. The Welaunee Arch is located wholly within the Urban Services Area. Development within the Arch 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; implementing a multimodal transportation system that supports the internal capture of transportation trips; creating a balance of residential and nonresidential land uses through integrated, mixed-use centers and diverse housing types in close proximity to nonresidential uses; promoting the efficient and cost-effective provision or extension of public facilities and services; protecting and preserving natural resources; 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, Regulating Plans with Form-based Codes, or other implementing plan as allowed by the Comprehensive Plan at the time of development. All such plans are referred to herein as Planned Development Concept Plans or PUD Concept Plans. Such PUD Concept Plans 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. All PUD Concept Plans shall be consistent with stormwater facility master plans and transportation plans for the Phase of the Arch in which they are located, as developed and approved prior to or concurrent with the initial PUD Concept Plan for that Phase. The phasing of development in the Arch shall be consistent with necessary infrastructure and supporting services and the phasing requirements of Policy 13.2.5. Development Phases and PUD Concept Plans shall consider previously approved PUD Concept Plans within the Arch and anticipated development based on Figures 13-5 through 13-7 such that open space, stormwater, and transportation systems are planned and implemented consistent with the Policies in this Welaunee Arch Master Plan portion of the Welaunee Critical Area Plan.

A PUD Concept Plan may address only a portion of a Phase or may address more than one Phase. The minimum size for the initial PUD Concept Plan for any Phase of the Arch shall be 350 acres. Subsequent PUD Concept Plans shall be implemented consistent with this Master Plan and the applicable implementing plan standards allowed by the Comprehensive Plan at the time of development.

LAND USE

Policy 13.2.4: Land Use Districts. The Master Plan forms the basis upon which organizing elements are oriented to convey the overall urban form. Lands within the Welaunee Arch shall be planned for the generalized land uses described in this Policy and Table 1. As depicted on Figure 13-5, the Welaunee Arch shall be designed with the following land use districts:

(1) Northeast Gateway District – The intent of the Northeast Gateway District is to provide an area that capitalizes on the location of a potential future interchange with Interstate-10 and Welaunee Boulevard by including well-designed, region-serving commercial and employment uses. The Northeast Gateway District as identified on Figure 13-5 shall be comprised of:

- a. **Activity Center.** An activity center zone shall be a mixed-use zone including between 75 and 280 acres. The activity center zone shall be located east of the residential zone, as generally depicted on Figure 13-5, and no closer than 1,000 feet from the Buckhead subdivision. This zone 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. This zone may also contain higher-density residential and public and civic uses that can contribute to the center's vitality and sustainability. Residential densities in this zone shall have a minimum of 10 units per acre and a maximum of 20 units per acre for residential

- development not in vertically mixed-use buildings. Non-residential intensities shall range from 4,000 square feet per acre to 30,000 square feet per acre. The mixture of uses shall be 10% to 55% residential and community services uses and 45% to 90% non-residential uses.
- b. **Employment Center.** An employment center zone shall be a mixed-use zone located proximate to major transportation arteries in order to provide jobs for residents as well as regional employment opportunities and shall contain 75 to 280 acres. Employment centers are intended to contain a mix of uses and not be a single-use environment. 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 Center zones except when located above the ground floor in mixed-use buildings. Development intensities of non-residential uses in the employment center zone shall range from 8,000 square feet per acre to 40,000 square feet per acre. This zone shall be designed with shared parking opportunities for nonresidential uses that have peak parking demands other than during normal office hours. The development of a PUD Concept Plan that includes this zone shall include coordination with Star Metro to include preliminary plans for transit connectivity between this zone and other mixed-use zones in the Arch.
- c. **Residential.** A residential zone shall be located between the Buckhead subdivision and the mixed-use zones as generally depicted on Figure 13-5. This residential zone shall include between 30 and 100 acres. Residential development density shall be no less than 2 dwelling units per acre and not exceed 6 dwelling units per acre. Accessory dwelling units shall not count towards the residential density in this zone.
- d. **Open Space/Greenway.** The Open Space and Greenway area within the Northeast Gateway District shall be consistent with Policy 13.2.36. Specifically, an open space zone shall be located along the border with the established Buckhead Neighborhood serving as a buffer between the existing Buckhead Neighborhood and new development in the Arch. This zone shall be no less than 250 feet wide and will include the Welaunee Greenway and existing utility easements. In total, a minimum of 25% of the gross area in Phase 1 shall be included in Open Space or the Greenway.
- (2) West Arch District** – The intent of the West Arch District is to provide an area with a mixed-use center that serves residents of both Welaunee via Welaunee Boulevard and Killearn Neighborhoods via Shamrock South. It is the intent of this District to allow the highest density and intensity development within the mixed-use center, gradually transitioning to lower densities and intensities as distance from the mixed-use center increases. The West Arch District as identified on Figure 13-5 shall be comprised of:

- a. **Mixed-Use Center.** Development of the West Arch District shall include a single mixed-use center designated as either a Town Center zone or Village Center zone.
- b. **Town Center.** A town center zone shall be a mixed-use development planned as a compact, efficient node between 15 and 125 acres in size. A town center shall contain uses that serve surrounding neighborhoods as well as those traveling through the area. 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). 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 the town center, so all of the available retail space is not aggregated into one or two “big-box” stores.

Development intensities in the town center shall range from 4,000 square feet per acre up to 30,000 square feet per acre. Individual building footprints for non-residential uses shall be limited to 25,000 gross square feet. Residential densities shall be no less than 8 units per acre up to a maximum of 20 dwelling units per acre for residential development not in vertically mixed-use buildings. Residential uses shall be encouraged above ground-floor retail and other nonresidential uses. The mixture of uses shall be 10% to 55% residential and community services and 45% to 90% non-residential uses. Town centers shall be planned on a block system with a gridded road network to facilitate connectivity. 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. 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. **Village Center.** A village center zone 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 the District. This zone is also intended to function as a neighborhood focal point and is envisioned to have churches, town squares, and other civic, religious, and institutional uses. The village center zone shall range in size from 5 to 50 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 with street trees and landscaping, and other such solutions, shall be utilized to create a pedestrian-friendly, walkable center.

The mixture of uses shall be 0% to 50% residential and community services and 50% to 100% non-residential uses. Development intensities in the village center zone shall range from 4,000 square feet per acre to 20,000 square feet per acre.

- Residential development in the Village Center shall be no less than 4 dwelling units per acre and not exceed 14 dwelling units per acre for residential development not in vertically mixed-use buildings. 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 village center. No minimum on-site open space shall be required for each preliminary plat.
- d. **Neighborhood.** The neighborhood zone is intended to provide the opportunity for a range of housing choices integrated with neighborhood scale, non-residential uses in proximity to a mixed-use land use districts that include nonresidential uses which can provide commercial shopping opportunities to meet daily needs. This zone shall be located within ¼ to ½ mile from the edge of the town center zone. In the neighborhood zone, residential development shall be no less than 4 dwelling units per acre and not exceed 14 dwelling units per acre. The maximum gross intensity allowed for new non-residential development is 20,000 square feet per acre. Building footprints for non-residential uses shall be limited to 10,000 gross square feet.
- e. **Residential.** The Residential zone is intended to provide the opportunity for a range of housing choices in proximity to mixed-use land use zones that include nonresidential uses which can provide commercial shopping opportunities to meet daily needs. This zone is intended to provide a transition from the mixed-use center and neighborhood zones to existing development in the Killearn neighborhoods. Residential development shall be limited to a minimum of 2 dwelling units per acre with a maximum density of 10 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.
- f. **Open Space/ Greenway.** The Open Space and Greenway area within the West Arch District shall be consistent with Policy 13.2.36. In total, a minimum of 25% of the gross area in Phase 1 shall be included in Open Space or the Greenway.
- (3) North Arch District** – The intent of the North Arch District is to provide an area with a mixed-use center that serves residents of Welaunee, Killearn, and the residents along Roberts Road and Crump Road. The North Arch District as identified on Figure 13-5 shall be comprised of:
- a. **Mixed-Use Center.** Development of the North Arch District shall include a single mixed-use center designated as either a Town Center zone or Village Center zone as defined in the West Arch District policy.
- b. **Neighborhood.** The neighborhood zone is intended to provide the opportunity for a range of housing choices integrated with neighborhood scale, non-residential uses in proximity to a mixed-use land use districts that include

- nonresidential uses which can provide commercial shopping opportunities to meet daily needs. This zone shall be located within ¼ to ½ mile from the edge of the mixed-use center zone. In this neighborhood zone, residential development shall be no less than 4 dwelling units per acre and not exceed 14 dwelling units per acre. The maximum gross intensity allowed for new non-residential development is 20,000 square feet per acre. Building footprints for non-residential uses shall be limited to 10,000 gross square feet.
- c. **Residential.** The Residential zone is intended to provide the opportunity for a range of housing choices 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 a minimum of 2 dwelling units per acre and shall not exceed a density of 10 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. This zone is intended to provide a transition from the mixed-use center and neighborhood zones to existing development in the Killearn neighborhoods.
- d. **Open Space/ Greenway.** The Open Space and Greenway area within the North Arch District shall be consistent with Policy 13.2.36. In total, a minimum of 25% of the gross area in Phase 1 shall be included in Open Space or the Greenway.

Additionally, high quality native forests in the North Arch District shall be protected and preserved. Trails shall be planned around the high-quality native forest areas to serve as both recreational facilities and as fire breaks when these areas are managed with prescribed fires. Potential locations of high-quality native forests are shown on the Preliminary Environmental Map (Figure 13-6). The location of protected areas will be determined through a Natural Features Inventory approved by the City prior to approval of a PUD Concept Plan that includes this District.

- e. **Regional Park.** A regional park may be located in the North Arch District. If a regional park is designated within this District, it shall be designed to include connectivity with the trail system around any high-quality native forests as described in the open space zone for this District.
- (4) Conservation Design District** - The intent of the Conservation Design District is to provide an area that is primarily residential in nature with a small village center. The residential development is intended to be arranged as cluster subdivisions in order to maximize the efficiency of infrastructure and to preserve environmental features and open spaces. The village center is intended to include non-residential uses in a location that minimizes the number of miles residents drive to meet their daily needs and promote the internal capture of vehicular trips. The Conservation Design District as identified on Figure 13-5 shall be comprised of:

- a. **Clustered Residential.** The conservation design zone shall be comprised of clustered development that sets aside a minimum of 60 percent open space as a reserve area, comprised of such things as special development zones, preservation and conservation features, undeveloped uplands, oak-hickory forest, significant trees, passive recreation areas, and stormwater facilities designed as a community amenity. Adjacent open space as designated on Figure 13-5 and consistent with Policy 13.2.36 may be included in the Conservation Design District reserve area calculations for cluster development. The development area shall be the area not set aside as reserve area and shall comprise no more than 40 percent of the total conservation design district. Within this district, development area shall be located on the least environmentally sensitive areas; be contiguous to the greatest extent practicable; and allow maximum open space to be easily maintained in the reserve area. The development area shall be developed at a minimum of two dwelling units per acre and a maximum of 12 units per acre. Planned Unit Developments may provide for a density bonus up to 20 units per acre where more area is set aside than required or where greenways, trails, or other passive recreational opportunities are provided in the reserve area.

The conservation subdivision zone shall contain a mixture of housing types. Allowable housing types include single family detached homes, single family attached homes, duplexes, triplexes, fourplexes, courtyard buildings (a 1 to 3.5 story detached structure consisting of multiple side-by-side and/or stacked dwelling units oriented around a courtyard or series of courtyards), and cottage courts (a group 1 to 1.5-story detached structures arranged around a shared court visible from the street). The conservation design district shall not contain greater than 80% of any one housing type. Accessory dwelling units are allowable per City of Tallahassee land development code. Accessory dwelling units do not count towards the overall density and do not count as a different housing type for the purpose of requiring a mixture of housing types. Design standards for this District shall include Dark Sky principles to prevent and reduce light pollution.

The acreage of the reserve area shall be preserved through the creation of conservation or preservation easements, shall be contiguous with or proximal to existing or planned public or private greenspace to the greatest extent practicable, and shall be of sufficient size and buffered to ensure the protection of all critical on-site resources that are to be preserved and to accommodate authorized uses which includes natural open space, passive recreation uses (e.g., greenways, picnic areas or open fields), stormwater facilities, or other environmental conservation purposes.

All preservation areas, special development zones, conservation areas, archaeological sites and view-shed areas within designated protection zones for canopy roads shall be incorporated into the reserve area even if total acreage exceeds the minimum requirement of 60 percent of the total parcel; other open

space areas shall be incorporated into the reserve area to the greatest extent practicable.

Stormwater management facilities which are otherwise permissible are allowed in the reserve area provided that the facilities are located outside of preservation areas, canopy road protection zones, naturally forested areas, special development zones, and meet either of the applicable following two standards:

Retention ponds shall have side slopes of flatter than 4:1 or with appropriate tree and plant species that visually integrates the stormwater facility into the overall reserve area. All such facilities shall be designed as community amenities, with trails, observation decks, or platforms where appropriate.

- b. **Village Center.** The Conservation Design District shall include a Village Center Zone subject to the design standards for a Village Center zone in the West Arch District Policy.
- c. **Open Space/ Greenway.** The Open Space and Greenway area within the Conservation Design District shall be consistent with Policy 13.2.36 and shall be included in the reserve area calculations for cluster development. At a minimum 60% of Phase 2 and 3 shall be designated Open Space and Greenway.

Additionally, high quality successional forests and native forests as defined in the Tallahassee-Leon County Comprehensive Plan Glossary in the Conservation Design District shall be protected and preserved. Trails shall be planned around the high-quality native forest areas to serve as both recreational facilities and as fire breaks when these areas are managed with prescribed fires. Potential locations of high-quality native forests are shown on the Preliminary Environmental Map (Figure 13-6). The location of protected areas will be determined through a Natural Features Inventory approved by the City prior to approval of a PUD Concept Plan that includes this District.

Core canopy or core forests, as defined in the City of Tallahassee's Urban Forest Master Plan, that is part of the fragmentation class of Core Canopy (>500 acres) and shown on the Preliminary Environmental Map (Figure 13-6), shall be protected and shall be connected to greenways and open space that function as wildlife corridors. These areas may be included in the reserve area calculations for cluster development. Potential locations of core forest areas that are part of the fragmentation class of Core Canopy (>500 acres) are shown on the Preliminary Environmental Map (Figure 13-6). The location of protected areas will be determined through a Natural Features Inventory approved by the City prior to approval of a PUD Concept Plan that includes this District.

- d. **Residential Reserve Zone** - The Residential Reserve Zone of the Conservation Design District as identified on Figure 13-5 is intended to be residential in nature, arranged as cluster subdivisions in order to maximize the efficiency of infrastructure and to preserve environmental features and open spaces. This zone is also intended to maintain compatibility with established residential development along Roberts Road and Crump Road. The Residential Reserve Zone shall be subject to the Clustered Residential policy above with a maximum density of 6 units per acre. The Residential Reserve zone shall include open space buffers to Roberts Road and Crump Road that include the Welaunee Greenway system.

(5) Open Space - The Open Space district shall be designed as a connected network of open space as generally depicted on Welaunee Arch Map, Figure 13-5, which shall include Conservation and Preservation lands as generally depicted on the Preliminary Environmental Features Map, Figure 13-6, aesthetic open space, Greenways, and the Perpetual Drainage Easement held by the City and County. PUD Concept Plans shall incorporate and account for that portion of the Open Space area within the boundaries of the PUD and may include that portion of Open Space adjacent to one of the development districts if such district is included in the PUD. By the completion the final PUD Concept Plan for each Phase, all Open Space within such Phase shall be included in a PUD Concept Plan and subject to the implementation requirements of this Master Plan. At a minimum, 25% of Phase 1, 60% of Phase 2 and 3, and 40% of the total gross area of the Arch shall be designated Open Space. The primary open space system shall be subject to the design and development criteria in Policy 13.2.36.

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 areas shall be open to the general public and be designed to include and provide access to the Miccosukee Canopy Road Greenway and the Welaunee Greenway at multiple locations. Open Space areas shall include and provide additional buffering for designated Canopy Roads where feasible. Open Space 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.

The portion of the Arch bordering Miccosukee Road shall be designated as Open Space district and shall include the Canopy Road Protection Zone for Miccosukee Road. An additional area with a minimum width of 75 feet along the length of the Canopy Road Protection Zone shall be designated as open space. The Canopy Road Protection Zone and contiguous Open Space area shall serve as a wildlife corridor that terminates in the core forest area that is part of the fragmentation class of Core Canopy (>500 acres) in the Conservation Design District as shown on the Preliminary Environmental Map

(Figure 13-6). This area may serve as a greenway as long as the greenway does not preclude the ability of the area to serve as a wildlife corridor.

Open Space shall comprise a minimum of 40% of the total area within the Welaunee Arch, or approximately 1,900 acres. Open Space shall include Conservation Areas and Preservation Areas, Canopy Road Protection Zones, Greenways, and aesthetic open space. Adjacent to Conservation and Preservation areas, the additional Open Space shall prioritize additional buffers around Conservation and Preservation Features, areas that provide continuous and contiguous connectivity of Open Space, additional buffers for Canopy Protection Zones, additional areas around the Core canopy or core forests that are part of the fragmentation class of Core Canopy (>500 acres), additional areas that support the network of wildlife corridors, undeveloped uplands, oak-hickory forest, significant trees, passive recreation areas, priority planting areas identified in the Urban Forest Master Plan, and stormwater facilities designed as a community amenity.

Policy 13.2.5: Phasing. Development of the Arch shall be implemented in phases consistent with this plan and necessary infrastructure (including water and sewer) and supporting services (including adequate schools, police and fire service). Phase 1 shall include the Gateway District, West Arch District, and the North Arch District. Phase 2 shall include the Conservation Design District less the Residential Reserve zone. Phase 3 shall include the Residential Reserve zone of the Conservation Design District. A PUD Concept Plan may address only a portion of a phase or may address more than one phase. Phase 1 of the Welaunee Arch must include one Town Center Zone and one Village Center Zone, either of which can be located in the West Arch District or North Arch District.

Phase 2 shall not be developed until 1,500 dwelling units and 150,000 square feet of non-residential uses have been constructed in Phase 1.

Phase 3 shall not be developed until at least 500 units have been constructed in Phase 2. Sub phases or stages of each phase may be developed in separate PUD Concept Plans. This phasing schedule shall expire on January 1, 2035, the plan horizon year of the Tallahassee-Leon County Comprehensive Plan.

Upon expiration of the phasing policy, all land use districts may be developed subject to availability of necessary infrastructure and supporting services. It is the intent that infrastructure improvements occur contemporaneous with development. This timing of infrastructure with development prevents stranded or early investment in infrastructure.

Table 1. Land Uses in the Welaunee Arch

<u>District</u>	<u>Zone</u>	<u>Size</u>	<u>Nonresidential Intensity</u>	<u>Residential Density</u>	<u>Mixture</u>
<u>Northeast Gateway District (Phase 1)</u>	<u>Activity Center</u>	<u>75-280 acres</u>	<u>4,000-30,000 SF/acre</u>	<u>10-20 DU/acre</u>	<u>10-55% residential 45-90% nonresidential</u>
	<u>Employment Center</u>	<u>75-280 acres</u>	<u>8,000-40,000 SF/acre</u>	<u>n/a*</u>	<u>n/a*</u>
	<u>Residential</u>	<u>30-100 acres</u>	<u>n/a</u>	<u>2-6 DU/acre</u>	<u>n/a</u>
	<u>Open Space</u>	<u>Min. 25% of gross area in Phase 1</u>			
<u>West Arch District (Phase 1)</u>	<u>Town Center**</u>	<u>15-125 acres</u>	<u>4,000-30,000 SF/acre</u>	<u>8-20 DU/acre</u>	<u>10-55% residential 45-90% nonresidential</u>
	<u>Neighborhood</u>	<u>¼-½ mile from Town Center</u>	<u>Max 20,000 SF/acre</u>	<u>4-14 DU/acre</u>	<u>n/a</u>
	<u>Residential</u>		<u>n/a</u>	<u>2-10 DU/acre</u>	<u>n/a</u>
	<u>Open Space</u>	<u>Min. 25% of gross area in Phase 1</u>			
<u>North Arch District (Phase 1)</u>	<u>Village Center**</u>	<u>5-50 acres</u>	<u>4,000-20,000 SF/acre</u>		<u>0-50% residential 50-100% nonresidential</u>
	<u>Neighborhood</u>	<u>¼-½ mile from Village Center</u>	<u>Max 20,000 SF/acre</u>	<u>4-14 DU/acre</u>	<u>n/a</u>
	<u>Residential</u>		<u>n/a</u>	<u>2-10 DU/acre</u>	
	<u>Open Space</u>	<u>Min. 25% of gross area in Phase 1</u>			
<u>Conservation Design District (Phase 2)</u>	<u>Village Center</u>	<u>5-50 acres</u>	<u>4,000-20,000 SF/acre</u>	<u>4-14 DU/acre</u>	
	<u>Conservation Design Clustered Residential</u>		<u>n/a</u>	<u>2-12 DU/acre</u>	
	<u>Residential Reserve (Phase 3)</u>		<u>n/a</u>	<u>0-6 DU/acre</u>	
	<u>Open Space</u>	<u>60% gross area as Reserve Area</u>			
<u>Open Space***</u>	<u>Primary Open Space</u>	<u>Minimum of 25% of Phase 1; 60% of Phase 2 and 3; and minimum of 40% of total area in Welaunee Arch shall be Open Space</u>			

	<u>Conservation/ Preservation****</u>	<u>Approximately 900 acres (19% of the Arch)</u>			
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*Residential uses permitted only above ground floor in mixed-use buildings

**Town Center Zone and Village Center Zone are permitted in West Arch District and North Arch District, provided one of each zone is located in Phase 1.

***Open Space, including Greenways shall be incorporated into all development Phases

****Precise size and location of Conservation and Preservation Lands to be determined through a Natural Features Inventory.

Policy 13.2.6: Development Totals. Densities and intensities for development of the Arch shall be consistent with Policy 13.2.4 and other policies of this master plan. The maximum development for the Arch shall not exceed 12,500 residential units and 3,000,000 square feet of non-residential development.

Policy 13.2.7: Development Standards for Mixed-Use Zones. The Activity Center, Employment Center, Town Center, and Village Centers (collectively “Mixed-Use Zones”) shall be subject to the following development standards in addition to the requirements of Policy 13.2.4:

- (1) PUD Concept Plans that include mixed-use zones shall include specific design standards, public facility standards, and building standards, such that the district develops as a compact, walkable urban district. At a minimum, the form-based code or design standards shall address relationship between building facades and the public realm, the form and mass of buildings in relation to one another, and the scale and types of streets and blocks. Design standards shall also minimize driveway cuts along sidewalks facilities by requiring alleys, shared access points, and/or structured parking facilities.
- (2) Development in the Mixed-Use Zones may request a waiver from the requirements in the Environmental Management Ordinance for natural area, landscaping and buffers for the purpose of maximizing intensity and density within the mixed-use zone.
- (3) Stormwater detention and treatment facilities for Mixed-Use Zones shall be designed in accordance with applicable standards and should be located outside of a Mixed-Use Zones in order to promote a compact pedestrian-oriented arrangement of land uses. Stormwater facilities may be located within mixed-use zones if alternative sites are not reasonably available outside of mixed-use zones or where stormwater facilities can be integrated with pedestrian friendly environments. PUD Concept Plans shall include design standards for stormwater facilities that are consistent with the intent of the zone.
- (4) Building heights in mixed-use centers shall not exceed 65 feet from grade.

Policy 13.2.8: Inclusionary housing. Development within the Welaunee Arch shall comply with any ordinances in effect at the time of development that address the need for affordable or inclusionary housing. Each PUD Concept Plan shall include a Housing Plan

designed to achieve compliance with the City’s Inclusionary Housing Ordinance, or other affordable and inclusionary housing ordinances in effect, by buildout of the area governed by that Concept Plan.

Policy 13.2.9: Housing affordability. In addition to complying with ordinances in effect at the time of development that address the need for affordable or inclusionary housing, a range of housing choices shall be provided to accommodate diverse income levels, age groups, people with a range of abilities, and housing needs. Granny flats, garage apartments, and other accessory dwelling units will not be included in unit or density calculations or transportation impact analyses. The range of housing options provided shall be based on the land use districts and zones within each District. No land use district or zone within a district that allows residential development shall limit housing types to only single-family detached homes.

In order to promote a range of housing types and choices, the City of Tallahassee shall incentivize the development of workforce housing within ¼-mile of mixed-use zones or transit hubs. The City shall also incentivize the provision of housing for low-income and very-low income families, seniors, and/or people with disabilities. Incentives shall be incorporated into PUD Concept Plans and may include increases in building height, waiver or reduction of mobility and impact fees, reduction of parking and setback requirements, reservation of infrastructure capacity without cost, expedited processing of applications for Concept Plans and site development plans, and similar measures such as the incentives allowed in the City’s Inclusionary Housing Ordinance.

Policy 13.2.10: Community Facilities. Community Services, Light Infrastructure, Community Parks, and Neighborhood Parks shall be allowed uses in any land use district or zone consistent with the intent of each district and zone.

Policy 13.2.11: 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. PUD Concept Plans shall include the locations of essential services upon request by and through coordination with the City of Tallahassee and/or the Leon County School Board.

Policy 13.2.12: 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 and neighborhood zones shall include shade trees planted as street trees. PUD concept plans may include incentives, such as reduced tree mitigation, for shade trees planted as street trees outside of mixed use and neighborhood zones.

Policy 13.2.13: Crime prevention through design. Integrated mixtures of uses shall be located and designed consistent with comprehensive crime prevention strategies of natural surveillance, territorial reinforcement, and natural access control.

Policy 13.2.14: 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. Unless otherwise specified in this master plan, buffers are not required between or within land use districts in the Welaunee Arch.

Policy 13.2.15: 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 13.2.16: 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 13.2.17: 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 Transportation Map, Figure 13-7, with the final location and design to be based upon site-specific environmental, engineering, and related considerations. Thoroughfares connection through the Arch to areas beyond the Arch shall be arterials designed as boulevards for high vehicular capacity and moderate speeds not to a design speed of 45 miles per hour with sidewalks on both sides of the roadway and bicycle facilities. Thoroughfares connecting mixed use areas within the Arch shall be collectors designed as avenues with high vehicular capacity and low to moderate speeds not to exceed a design speed of 30 miles per hour with sidewalks on both side of the roadway and bicycle facilities. On thoroughfares, a shared use path of adequate width to accommodate bicycle and pedestrian traffic may substitute for the sidewalk on one side of the road and the bike lanes for that facility. Within mixed-use 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.

Policy 13.2.18: Internal Trip Capture. 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. To achieve this minimum internal capture rate, mixed-use and neighborhood zones shall be developed with a mixture of uses and

higher density residential development located adjacent to non-residential uses. Residential zones shall be connected to mixed use zones by a network of sidewalks, shared use paths, and bicycle facilities designed to provide safe, comfortable transportation options. Transit facilities shall be coordinated with Star Metro to ensure infrastructure that supports connectivity to various transit routes.

Policy 13.2.19: Northeast Gateway/Welaunee Boulevard. 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 potential 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 South 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 or Shamrock South Extension.

Policy 13.2.20: I-10 Flyover or Interchange. Welaunee Boulevard shall connect to a flyover across I-10 or a potential interchange, if approved by the Federal Highway Administration, in order to facilitate vehicular movement to Welaunee Boulevard south of I-10. Any flyover or potential interchange shall meet federal requirements to ensure the safe and efficient use of I-10.

Welaunee Boulevard shall connect to a potential interchange with Interstate-10, subject to approval by the Federal Highway Administration and the Florida Department of Transportation. The potential interchange of Welaunee Boulevard and Interstate-10 shall be designed consistent with a federally approved Interchange Justification Report. It is the intent to allow for the design of an interchange that supports a gridded street network and city blocks on the north side of Interstate-10. The gridded street system shall serve to divert traffic onto a network of town center streets and should support an environment that prioritizes pedestrian mobility. Welaunee Boulevard may pass over Interstate-10 unless and until such time that a potential interchange is approved and constructed.

Policy 13.2.21: 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 Transportation Map, Figure 13-7. The terms of such reservation shall be consistent with the Urban Services-Development Agreement between the City of Tallahassee and Powerhouse, Inc. dated April 15, 1990, as restated and amended. Rights-of-way shall be restricted to transportation facilities and compatible infrastructure.

Policy 13.2.22: Complete Streets. The transportation system shall be designed with complete streets in accordance with Objective 1.2 [M] and associated policies in the Mobility Element. 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 local streets in mixed-use zones. Sidewalks shall be provided on at least one side of local streets in zones that allow only residential development.

Policy 13.2.23: Bicycle Facilities. A PUD Concept Plan shall include a network of bicycle facilities, including on-street and off-street facilities, which should be coordinated with the open space areas of the Arch. The intent is 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 where practical to connect to similar facilities in other PUD Concept Plans. Where feasible, a shared-use path of adequate width to accommodate bicycle and pedestrian traffic may substitute for sidewalks and bike lanes. Protected bicycle lanes may be incorporated where feasible. Where bicycle, pedestrian, and/or shared use path facilities intersect the Welaunee Greenway, opportunities shall be provided to access the Greenway.

Policy 13.2.24: 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 or on the side of buildings and shall be limited in size and scale through such measures as shared parking, parking credits, and maximum parking limits. PUD Concept Plans may include incentives, such as reduced parking or setback requirements, for the use of building-mounted solar systems on parking structures.

Policy 13.2.25: 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. Canopy Protections Zones shall be provided along Miccosukee Road and Centerville Road in addition to the Welaunee Greenway. PUD Concept Plans may include incentives, such as reduced tree mitigation, in return for new roadways being designed and planted with shade trees consistent with the requirements for future canopy road designation.

Policy 13.2.26: Transit. Mixed use centers are intended to be designed with transit as a component of the multimodal transportation system in the Welaunee Arch. As PUDs are developed, coordination with Star Metro shall occur to ensure the plan accommodates necessary infrastructure to support anticipated transit service. PUDs shall address connectivity between mixed use zones and the transit hub identified in Policy 13.1.4.

Policy 13.2.27: Electric, Connected and Automated Vehicles. As PUDs are developed, coordination with the Planning Department and the City's Public Infrastructure

departments shall occur to ensure the plan accommodates necessary infrastructure to support charging infrastructure for electric vehicles and infrastructure to support Connected and Automated Vehicles (CAV). PUDs may include incentives, such as reduced parking and setback requirements, for development that is electric vehicle capable or electric vehicle ready by providing for the future installation and use of Electric Vehicle Supply Equipment (EVSE) in accordance with the National Electrical Code. Incentives will be greater for electric vehicle-ready than for electric vehicle-capable developments.

PUBLIC FACILITIES AND SERVICES

Policy 13.2.28: Adequate Public Facilities and Services. The supply and delivery of safe and adequate public facilities shall accommodate existing and future development consistent with the Comprehensive Plan. 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. Public 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 13.2.29: Utilities. Potable water, sanitary sewer, and electricity 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 consistent with the level-of-service and availability standards of the Tallahassee-Leon County Comprehensive Plan. Utility infrastructure improvements shall occur consistent with the general timing of development, instead of the infrastructure being provided well before development occurs. This timing of infrastructure with development is intended to ensure that there is no stranded or early investment in infrastructure waiting for future development to occur.

Policy 13.2.30: Clean Energy. PUD Concept Plans may incorporate strategies and standards that are consistent with the City of Tallahassee's Clean Energy Resolution or any clean energy plan adopted by the City subsequent to the resolution. PUD Concept Plans shall comply with applicable clean energy and renewable energy ordinances in effect at the time of development. PUDs may include additional incentives to encourage energy efficiency.

Policy 13.2.31: Energy Efficient Environmental Design. Planned Unit Development Concept Plans may provide for incentives such as increases in building height, waiver or reduction of mobility and impact fees, reduction of parking and setback requirements, reservation of infrastructure capacity without cost, expedited processing of applications for Concept Plans and site development plans, and similar measures in each District where developments incorporate Leadership in Energy and Environmental Design (LEED) standards or similar industry-recognized green certifications and/or provide building-mounted solar systems that generate threshold MW levels of electricity. Alternatively, PUD

Concept Plans may provide for utility fee or other similar exaction offsets commensurate to estimated energy efficiency gains from incorporating Leadership in Energy and Environmental Design (LEED) standards or similar industry-recognized green certifications and/or provide building-mounted solar systems that generate threshold MW levels of electricity. This policy does not apply to the Residential Reserve Zone.

Policy 13.2.32: Stormwater Management. Prior to approval of the first PUD Concept Plan, a Stormwater Facilities Master Plan (SFMP) shall be prepared for the entirety of the Welaunee Arch. The Stormwater Facilities Master Plan must be reviewed and approved by the City before PUD Concept Plans can be approved. For areas not included in a PUD, the stormwater plan may be conceptual and generalized based upon the projected development allowed by this master plan accounting for non-developable areas.

The SFMP shall accommodate stormwater flows from full build out conditions from any upstream offsite property within the Arch. The SFMP shall, at a minimum, identify regional impacts to flood extents and stormwater conveyance; establish infrastructure requirements necessary to manage stormwater in compliance with local, state, and federal regulations; document the phasing, implementation, and easement reservations necessary to serve projected full build out; and facilitate environmental and stormwater permitting. To accomplish these goals, the SFMP shall provide analysis and design of the primary stormwater system based on detailed hydrologic and hydraulic modeling of existing and post-development conditions. The analysis shall incorporate existing land uses, soils and topographic data, and the conceptual land use plan (Figures 13-5 through 13-7). The design shall provide general parameters associated with the primary stormwater management facilities, drainage easements and conservation easements necessary to serve the development under projected full build-out conditions. Flood extents delineated by the SFMP shall identify the 100-year flood exclusion area under the full build-out condition. No habitable structures shall be constructed within the post-development, full build-out 100-year floodplains or 100-year flood exclusion areas. The SFMP shall incorporate low-impact design best management practices to encourage the disconnection of impervious surfaces and increase the removal of nutrients from stormwater discharges. The SFMP shall also evaluate the existing nutrient pollutant loading to Class III surface water resources and ensure net improvement in the post development condition. The SFMP scope of work must be approved by the local government prior to development of the SFMP.

The Stormwater Facilities Master Plan shall identify the feasibility and location of regional stormwater facilities and how they should be designed and constructed as amenities within parks or publicly accessible areas. Stormwater facilities shall be located outside wetlands and floodplains. Stormwater facilities may be located in Open Space that is not wetland or floodplain 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.

Wetlands and Floodplains. Development shall minimize encroachment into wetland habitat areas by ensuring that public and private roads avoid crossing wetlands or require that such crossings are cited at the narrowest point of a wetland allowing for an efficient

transportation design while maintaining the continuity of identified wildlife corridors. No net reduction in floodplain storage shall be permitted within the 100-year floodplain. Otherwise floodplains shall be managed consistent with the Comprehensive Plan Conservation Element.

Wetland acreage and function within the Welaunee Arch shall be protected through compliance with local, state, and federal environmental permitting requirements. For purposes of permanent protection of Conservation and Preservation lands designated on Figure 13-6 the delineation of wetlands shall be based upon the jurisdictional determination by the governing agency.

Wetlands depicted on Figure 13-6 utilized for mitigation within the Welaunee Arch shall be made subject to conservation easements consistent with the requirements of the authorizing regulatory agency. These easements will be defined in a manner that serves as permitted mitigation for wetland and other impacts or species relocation. To the extent authorized by federal, state, and local permitting agencies, Conservation and Preservation Lands association with the PUD Concept Plan under consideration may be utilized for achieving any mitigation requirements. The mitigation conservation easement area shall allow passive recreation facilities and shall be subject to a management plan.

Policy 13.2.33. Florida Springs and Aquifer Protection. Wakulla Spring is an impaired first magnitude Outstanding Florida Springs. Planned development for the Welaunee Arch is within the springshed boundaries of the Upper Wakulla River and Wakulla Spring Basin Management Action Plan. Development activities associated with the project have the potential to impact water quality; therefore, PUD Concept Plans shall mitigate potential nutrient loadings by implementing measures such as proper treatment and disposal of wastewater, stormwater, and the implementation of adequate sediment and erosion control practices to mitigate any surface water impacts.

Policy 13.2.34: 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, provide a focal point for the neighborhoods, and be safely accessible by pedestrians and bicyclists. The co-location of schools, civic spaces, and active parks is encouraged. The City and County shall adhere to the Public School Concurrency and Facility Planning Interlocal Agreement, as required by Section 1013.33, F.S., which establishes procedures for, among other things, coordination and sharing of information; planning processes; school siting procedures; site design and development plan review; and school concurrency implementation. Prior to site plan approval of the 500th residential dwelling unit in Phase 1, a 10-acre site shall be reserved for future dedication to the Leon County School Board proximate to residential areas, a Town or Village 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.

Policy 13.2.35: Fire and Emergency Services. Upon request of the City, PUD Concept Plans shall include identified sites for fire and/or emergency services in coordination with the City.

RECREATION, OPEN SPACE and CONSERVATION

Policy 13.2.36: Primary Open Space System. The intent of the Open Space and Conservation strategy is to identify, conserve, manage, restore, and protect significant natural resources during and after development of the Welaunee Arch in accordance with the Conservation Element of the Tallahassee-Leon County Comprehensive Plan and consistent with this Master Plan. At a minimum, 40% of the gross area in the Welaunee Arch shall be designated Open Space and Greenways.

The Welaunee Arch shall contain an open space concept that will contain the majority of the open space requirements within a connected corridor as depicted on Figure 13-5. This connected, continuous network of open space constitutes a fundamental building block of the Arch and is intended to serve multiple purposes including but not limited to protection of conservation and preservation areas. Open Space may include but are not limited to conservation and preservation lands, buffers for residential areas and canopy roads, greenways, environmentally sensitive areas, including wildlife corridors, aesthetic open space, active and passive recreation areas, and community gathering spaces. Open Space may be applied to any PUD Concept Plan to satisfy requirements of the Environmental Management Ordinance. Constructed stormwater facilities consistent with Policy 13.2.32 may be utilized to satisfy open space requirements in a PUD Concept Plan.

Primary open space systems, together with other green spaces set aside to meet the urban forest and landscape requirements shall also meet the requirements of the Tallahassee-Leon County Comprehensive Plan and Chapter 5 - Environmental Management, Tallahassee Land Development Code. The intent of this policy will be achieved through the following:

- (1) Credits for open space, wetland mitigation, slope mitigation, stormwater management and/or urban forest requirements may be requested outside of individual parcels or tracts under review but elsewhere within the Arch.
- (2) Areas with severe and significant slopes that are not located in the open space systems shall be protected in site-specific plans in accordance with the Comprehensive Plan and Chapter 5 – Environmental Management, Tallahassee Land Development Code.
- (3) The Open Space systems shall be open to the general public and be designed to include and provide connections with the Miccosukee Canopy Road Greenway and Welaunee Greenway at multiple locations and to integrate internal recreational multi-use paths with the greenways trails. Connections to future regional greenways shall be considered in the design of open space.
- (4) The open space systems shall be designed to provide additional buffering for existing designated canopy road protection zones.

- (5) Open space may be privately owned or dedicated to the public by conveyance to a general-purpose or special-purpose local government entity; or be designated a part of a statewide system of greenways and trails pursuant to state law. Privately owned open space/greenways shall, at a minimum, guarantee designated public trail access in perpetuity at the time of development. All required conservation easements will be placed over the conservation and preservation areas in accordance with local government regulations.
- (6) The open space systems shall be governed by one or more management plans approved by the City in order to protect the values for which they were designated. The management plans may be adopted in phases so long as they are consistent with one another. Protection of conservation and preservation areas shall be provided by conservation easements and other measures consistent with Chapter 5 – Environmental Management, Tallahassee Land Development Code. Conservation and preservation areas placed in conservation easements may be used towards satisfying the urban forest and landscaping requirements of Chapter 5 – Environmental Management, Tallahassee Land Development Code. A single management plan may be adopted for all open space and conservation and preservation area lands.
- (7) Any Open Space area located within the geographic boundary of a PUD Concept Plan Shall be included in the lands to be designated as Open Space/Greenway as a result of approval of that PUD Concept Plan. If additional Open Space area are required to meet the minimum Open Space area for that Phase set forth in Policy 13.2.4(5) then such additional land will be designated as such from the adjacent Open Space areas as shown in Figure 13-5. To the extent that a PUD Concept Plan provides Open Space acreage beyond the required minimum, subsequent PUD Concept Plans are entitled to a credit for the additional acreage provided in proceeding PUD Concept Plans.
- (8) Acreage in the primary open space system shall be counted towards satisfying the open space requirements established in PUD Concept Plans.
- (9) The following guidelines shall apply to uses within the open space system as established in PUD Concept Plans:
 - (A) Passive recreation improvements that are natural resource-oriented, such as hiking, biking, and riding trails and passive parks, may be constructed in the primary open space systems. Also allowable are community facilities such as bandshells, amphitheaters, gazebos and other improved gathering places if designed for non-vehicular access only, provided these activities are located such that impacts to conservation and preservation areas are minimized and the overall purpose of the conservation easement is maintained.
 - (B) Wildlife management areas may be included in the primary open space systems protective measures addressed in the management plans, including a wildlife habitat management plan, in accordance with Chapter 5 – Environmental Management, Tallahassee Land Development Code.
 - (C) Public roads and utilities may cross through the open space systems if the impacts are minimized. The location of the roads shown on Figure 13-5 are approximate.
 - (D) Stormwater Management facilities may be located in the open space systems subject to design criteria in the PUD Concept Plans and consistent with

protection of conservation and preservation features pursuant to Chapter 5 – Environmental Management, Tallahassee Land Development Code. Each stormwater management facility must be evaluated in terms of impacts and meet the requirements of the Tallahassee-Leon County Comprehensive Plan and Chapter 5 – Environmental Management, Tallahassee Land Development Code. If stormwater facilities are contained in the open space system, the public and/or private entities responsible for maintenance shall be allowed to perform necessary maintenance of these facilities consistent with each facilities level of service. The SFMPs shall identify areas where drainage easements will be needed for proper maintenance of stormwater conveyances located within conservation or preservation areas.

- (10)To promote creation of the open space systems and their integration into the planned mixed-use communities with appropriate credit, PUD Concept Plans shall establish an open space requirement that includes credit for the open space system, protected preservation and conservation areas, areas of constructed landscape, and the minimum onsite landscaping required for individual sites set forth in Policy 13.2.12. Specific landscape standards and requirements shall be established in PUD Concept Plans. Such standards and requirements shall be designated to meet or exceed, on a cumulative basis, the Landscape and Urban Forest requirements in Chapter 5 – Environmental Management, Tallahassee Land Development Code. These landscape standards shall include, but not be limited to, standards for provision of street trees in mixed use zones, along public roadways, shade trees and landscaped islands within parking lots, and patriarch tree preservation. These standards will be developed to reflect the intent that town and neighborhood centers will be developed in an urban context with minimal setbacks and an emphasis on dense, mixed use development. Various land uses in the Arch shall satisfy the Urban Forest/Landscaping requirements based on thresholds established in the PUD Concept Plans. Such requirements shall be designed to meet or exceed, on a cumulative basis, the landscaping and urban forest requirements in Chapter 5 – Environmental Management, Tallahassee Land Development Code.

Policy 13.2.37: Conservation and Preservation Lands. Lands identified for permanent preservation and conservation are shown generally on the Preliminary Environmental Map (Figure 13-6) as Designated Wetlands, 100-year Floodplains, High Quality Native Forest, and core forest areas that are part of the fragmentation class of Core Canopy (>500 acres). These allocations are intended to protect significant environmental resources on the Welaunee Arch and account for approximately 900 acres or approximately 19% percent of the total gross area of the Welaunee Arch. The precise size and location of Conservation and Preservation Lands shall be determined through a Natural Features Inventory to be conducted prior to or concurrent with the initial PUD Concept Plan for each Phase of the Welaunee Arch in which the feature is located. Additional environmental resources will be designated and protected as Open Space as addressed in this Master Plan.

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 address wildlife preservation, maintenance of native species diversity, management of the natural environment, restoration of environmental resources where warranted, and responsibility for long term management. Such management plan shall include measures to protect the values for which such lands were designated, including wildlife habitat and corridors, and may include conservation easements and other measures consistent with the Environmental Management Ordinance. Conservation and Preservation lands may be utilized for public access, including trails, subject to 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. A single management plan may be adopted for all open space and conservation and preservation area lands.

Lands that are not otherwise identified as Conservation and Preservation Lands on Figure 13-6 and are identified as areas suitable for future development may contain areas of natural upland or wetland communities. These resources will be identified through the Natural Features Inventory process and protected as required by the Comprehensive Plan's Conservation Element and will be incorporated into the lands identified as Open Space and Greenways consistent with the overall conservation and development strategy for the Welaunee Arch planning area.

Conservation easements for Conservation and Preservation lands shall be effective before or concurrent with the effective dates of the PUD Concept Plan for which they are granted.
Policy 13.2.38: 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 will be included that will link these areas where feasible to residential neighborhoods, mixed-use centers, schools, civic spaces, employment, recreation and open space, parks, and the Welaunee Greenway and Miccosukee Canopy Road Greenway.

Policy 13.2.39. Historic and Cultural Resources. Through the completion of Natural Features Inventories, Planned Unit Developments shall identify historic and cultural resources including archaeological sites, historic structures and districts, and historic cemeteries. PUDs shall include standards sensitive to locating, assessing, and avoiding potential adverse impacts to these resources. Where feasible and appropriate, informational and interpretive signage may be considered for these resources.

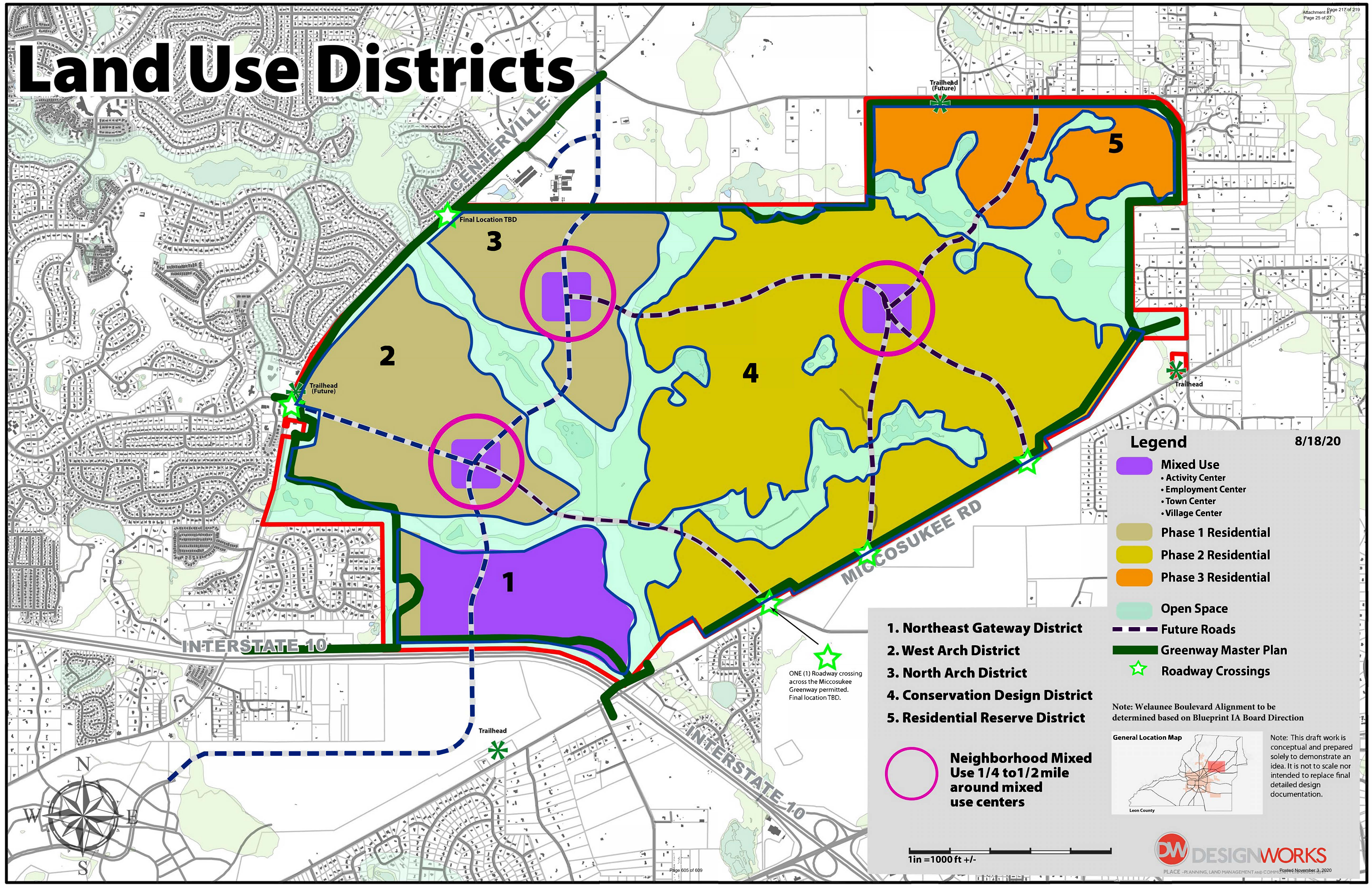
Policy 13.2.40: Natural Area Resident Notifications. PUD Concept Plans will include notification requirements for informing residents, once development is completed, with information on how to avoid human-bear conflicts and notices of proximity to areas that are actively managed with prescribed fires.

Policy 13.2.41: 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, and playgrounds 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 13.2.42: Welaunee Greenway. The Welaunee Greenway shall consist at a minimum of an 8.4-mile-long shared-use trail corridor along the northeast, north, and west perimeter of the Arch, and shall be developed consistent with adopted local government plans. The Welaunee Greenway shall connect to the existing Miccosukee Canopy Road Greenway to create a 17-mile linear park loop and a pedestrian bridge across Interstate-10. Connections shall be provided to and from the Greenway from interior multi-use trails along roadways or from other open space areas. The Welaunee Greenway shall be subject to a management plan approved by the City that is consistent with the policies of this master plan. A single management plan may be adopted for all open space, conservation and preservation area lands, and the Welaunee Greenway. Public roadways and utilities may cross through the Welaunee Greenway at points specified as road crossings on the land use and transportation maps, or at additional points if necessary, provided the crossing includes restoration of the Greenway and open space area. PUD Concept Plans that include or are adjacent to the Welaunee Greenway or Miccosukee Canopy Road Greenway shall provide access to those facilities. Development of the Arch should be incentivized through PUD process to provide pedestrian and bicycle connectivity to the Greenway, particularly where it interfaces with Open Space areas and associated trail systems.

Land Use Districts



Map Title: Welaunee Boulevard Alignment to be determined

Legend:

- Potential Wildlife Corridors:** Yellow dashed line
- Future Roads - Avenue / Boulevard:** Purple dashed line
- Roadway Crossings:** Green star
- Welaunee Greenway /Greenways Master Plan alignment:** Green line
- Miccosukee Canopy Road Greenway:** Green shaded area
- Easements:**
 - Perpetual Drainage Easement: Blue shaded area
- High Quality Native Forest:**
 - Hardwood Dominated: Light green shaded area
 - Upland Mixed: Tan shaded area
- Forest Fragmentation:**
 - Core (> 500 acres): Dark green shaded area
- Karst/Sinkhole:**
 - Potential Karst Feature: Brown shaded area
- Wetlands:**
 - Canopy Road Buffer: Green shaded area
- FEMA:**
 - 1-Percent-Annual-Chance Flood: Orange shaded area

NOTE: The location of environmental features shown on the map are preliminary. Final locations of environmental features will be determined through a Natural Features Inventory.

Scale: 1 in = 1000 ft +/-

General Location Map: Map of Leon County showing the location of the study area.

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.

Map Labels:

- INTERSTATE 10
- MAHAN DR
- Welaunee Blvd
- Trailhead (Future)
- Trailhead
- Potential Active Park
- Cluster Subdivisions with Continuous and Contiguous Reserve Areas
- Expanded Canopy Protection Zone and potential Greenway connector
- ONE (1) Roadway crossing across the Miccosukee Greenway permitted. Final location TBD.

Page: 606 of 609

Logo: DW DESIGNWORKS

Text: Welaunee Boulevard Alignment to be determined

Text: PLACE - PLANNING, LAND MANAGEMENT AND COMMUNITY ENHANCEMENT

Text: Posted November 3, 2020

Legend 8/18/20

-   **Potential Wildlife Corridors**
-   **Future Roads - Avenue / Boulevard**
-  **Roadway Crossings**
-  **Welaunee Greenway /Greenways**
-  **Master Plan alignment**
-  **Miccosukee Canopy Road Greenway**

Easements

-  **Perpetual Drainage Easement**

High Quality Native Forest

-  **Hardwood Dominated**
-  **Upland Mixed**

Forest Fragmentation

-  **Core (> 500 acres)**

Karst/Sinkhole

-  **Potential Karst Feature**

Wetlands

-  **Canopy Road Buffer**

FEMA

-  **1-Percent-Annual-Chance Flood**

1 in = 1000 ft +/-

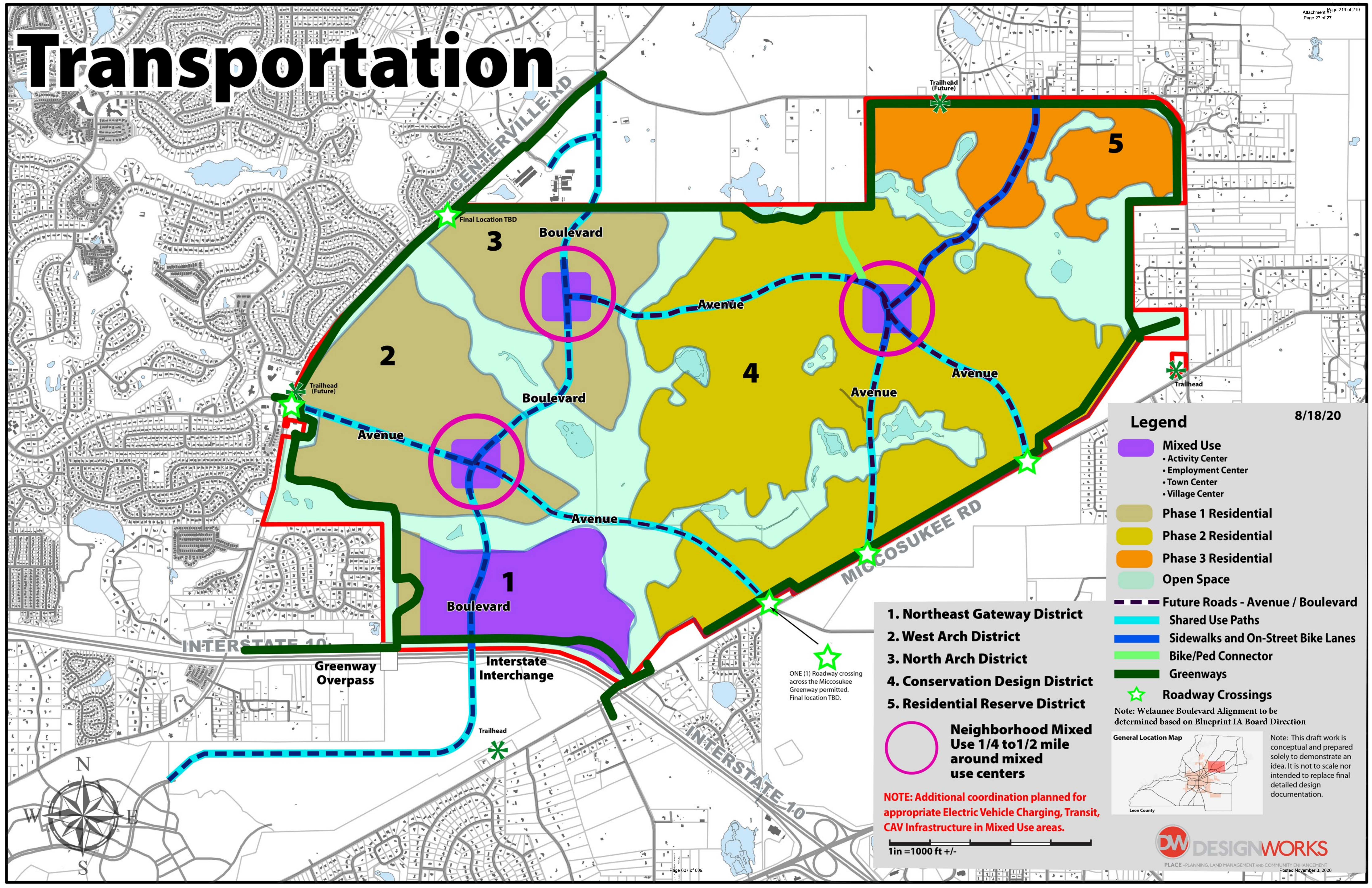
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DESIGNWORKS
 PLACE - PLANNING, LAND MANAGEMENT AND COMMUNITY ENHANCEMENT

Posted November 3, 2020

Transportation



Legend
8/18/20

Mixed Use

- Activity Center
- Employment Center
- Town Center
- Village Center

Phase 1 Residential

Phase 2 Residential

Phase 3 Residential

Open Space

Future Roads - Avenue / Boulevard

Shared Use Paths

Sidewalks and On-Street Bike Lanes

Bike/Ped Connector

Greenways

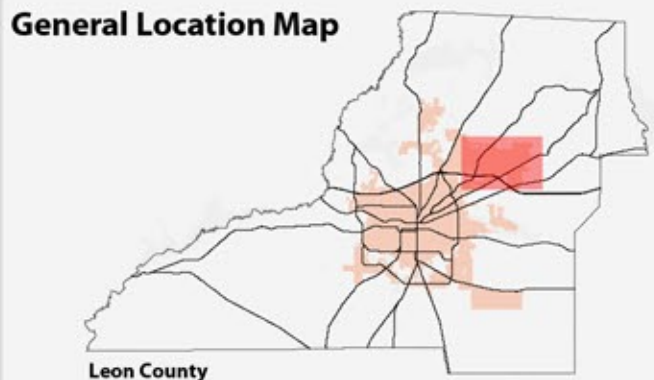
Roadway Crossings

Note: Welaunee Boulevard Alignment to be determined based on Blueprint IA Board Direction

- 1. Northeast Gateway District**
 - 2. West Arch District**
 - 3. North Arch District**
 - 4. Conservation Design District**
 - 5. Residential Reserve District**
- Neighborhood Mixed Use 1/4 to 1/2 mile around mixed use centers**

NOTE: Additional coordination planned for appropriate Electric Vehicle Charging, Transit, CAV Infrastructure in Mixed Use areas.

1in = 1000 ft +/-



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.



Notice of Change of Land Use Comprehensive Plan Amendment Public Hearing

Attachment #10
Page 1 of 2

**A County Commission Adoption Public Hearing and Implementing Ordinance
Tuesday, November 10, 2020 At 6 pm,
City Commission Chambers – City Hall, 300 S. Adams Street, Tallahassee, FL, 32301**

TEXT AMENDMENT ADOPTION

At the above public hearing the Board of County Commissioners will take public comments on and consider adoption of the following Ordinance, which adopts the text amendment in this advertisement. The Ordinance titled is included below.

ORDINANCE NO. 20- _____

AN ORDINANCE OF THE BOARD OF COUNTY COMMISSIONERS OF LEON COUNTY, FLORIDA, AMENDING THE 2030 TALLAHASSEE-LEON COUNTY COMPREHENSIVE PLAN; ADOPTING AMENDMENTS TO THE FUTURE LAND USE ELEMENT; PROVIDING FOR APPLICABILITY AND EFFECT; PROVIDING FOR CONFLICTS; PROVIDING FOR SEVERABILITY; PROVIDING FOR A COPY TO BE ON FILE WITH THE TALLAHASSEE-LEON COUNTY PLANNING DEPARTMENT; AND PROVIDING FOR AN EFFECTIVE DATE.

Requested Text Amendment: Welaunee Arch Critical Area Plan and Urban Services Area

Reference Number: TTA2020013

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.

Interested parties may appear at the meeting and be heard with respect to the proposed ordinances and resolutions. The application, ordinances and resolutions are on file at the Tallahassee-Leon County Planning Department, 3rd floor, Frenchtown Renaissance Center, 435 N. Macomb Street, Tallahassee, Florida and may be reviewed between 8:00 A.M. and 5:00 P.M. For further information please call 891-6400.

Due to ongoing public health concerns, there will be three options for sharing public comment.

- In-person at the meetings; or
- Written via online submission at [Talgov.com/CitizenInput](https://talgov.com/CitizenInput). Public comment can be submitted online until 9 p.m. on Monday, November 9. Comments submitted after this time (up to the time of the public hearings) will be accepted and included in the official record of the meetings; or
- Virtually via an online platform during the meetings. Citizens wishing to provide public comments virtually during the meetings must register before 9 p.m. on Monday, November 9 at [Talgov.com/CitizenInput](https://talgov.com/CitizenInput).

The meetings will stream live on the City's government-access television channel, WCOT (Comcast and CenturyLink channel 13), as well as online at [Talgov.com](https://talgov.com), [Facebook.com/CityofTLH](https://facebook.com/CityofTLH) and [Twitter.com/CityofTLH](https://twitter.com/CityofTLH).

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 application, ordinances and resolutions may be inspected by the public at the Tallahassee-Leon County Planning Department, located on the third floor of the Frenchtown Renaissance Center, 435 North Macomb Street, Tallahassee, Florida, during normal business hours, Monday through Friday, 8:00 a.m. to 5:00 p.m. For more information, contact the Planning Department at (850) 891-6400. If you have a disability requiring accommodations, please call the Tallahassee-Leon County Planning Department at least three (3) working days prior to the hearing. The phone number for the Florida Relay TDD Service is 1-800-955-8771.

NOTICE: PLEASE BE ADVISED that if a person decides to appeal any decision made by the County 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. The County Commission does not provide or prepare such a record. See Section 286.0105, Florida Statutes.

County Adoption Hearing 11/10/20CC102820

Notice of Change of Land Use Comprehensive Plan Amendment Public Hearing

City Commission Adoption Public Hearing and Implementing Ordinance and Rezoning Public Hearing

Tuesday, November 10, 2020 at 6 pm,

City Commission Chambers, City Hall, 300 S. Adams Street, Tallahassee, FL, 32301

LARGE SCALE MAP AND TEXT AMENDMENT ADOPTION

At the above public hearing the City Commission will take public comments on and consider adoption of the following Ordinances, which adopt the map and text amendments in this advertisement:

ORDINANCE NO. 20-O-37

AN ORDINANCE OF THE CITY OF TALLAHASSEE ADOPTING A LARGE SCALE MAP AMENDMENT TO THE 2030 TALLAHASSEE/LEON COUNTY COMPREHENSIVE PLAN, PROVIDING FOR SEVERABILITY AND CONFLICTS, AND PROVIDING AN EFFECTIVE DATE.

Requested Map Amendment: Welaunee Arch

Reference Number: TMA2020012

Address: The area generally located north of Miccosukee Road, south of Roberts Road, west of Crump Road, and east of Centerville 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).

ORDINANCE NO. 20-O-35

AN ORDINANCE OF THE CITY OF TALLAHASSEE ADOPTING A TEXT AMENDMENT TO THE 2030 TALLAHASSEE/LEON COUNTY COMPREHENSIVE PLAN, PROVIDING FOR SEVERABILITY AND CONFLICTS, AND PROVIDING AN EFFECTIVE DATE.

Requested Text Amendment: Welaunee Arch Critical Area Plan and Urban Services Area

Reference Number: TTA2020013

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.

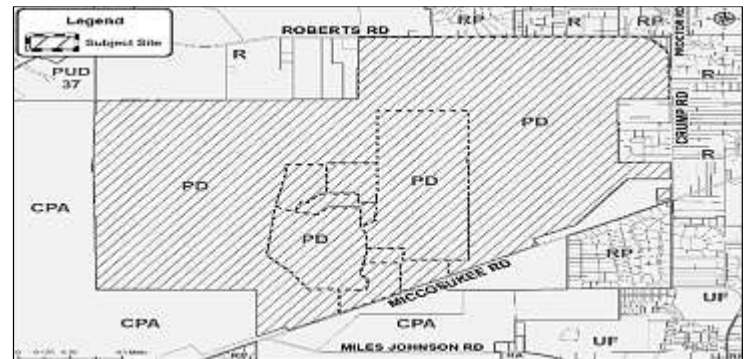
REZONING

Notice is hereby given that the Tallahassee City Commission will conduct a public hearing on Tuesday, November 10, 2020, at 6 pm, at the City Commission Chambers, City Hall, 300 South Adams Street, Tallahassee, Florida, to consider adoption of the ordinances entitled to wit:

ORDINANCE NO. 20-Z-38

AN ORDINANCE OF THE CITY OF TALLAHASSEE, FLORIDA DESIGNATING LAND AS PLANNED DEVELOPMENT ON THE OFFICIAL ZONING MAP FROM RURAL (R), CRITICAL PLANNING AREA (CPA) AND SINGLE FAMILY DETACHED RESIDENTIAL (R-1); PROVIDING FOR CONFLICT AND SEVERABILITY; AND PROVIDING AN EFFECTIVE DATE.

The proposed Ordinance will rezone the subject site from Rural (R), Critical Planning Area (CPA), and Single Family Detached (R-1) to Planned Development (PD) Zoning District. The site is also the subject of Future Land Use Map (FLUM) amendment TMA2020012.



Due to ongoing public health concerns, there will be three options for sharing public comment.

- In-person at the meetings; or
- Written via online submission at [Talgov.com/CitizenInput](https://talgov.com/CitizenInput). Public comment can be submitted online until 9 p.m. on Monday, November 9. Comments submitted after this time (up to the time of the public hearings) will be accepted and included in the official record of the meetings; or
- Virtually via an online platform during the meetings. Citizens wishing to provide public comments virtually during the meetings must register before 9 p.m. on Monday, November 9 at [Talgov.com/CitizenInput](https://talgov.com/CitizenInput).

The meetings will stream live on the City's government-access television channel, WCOT (Comcast and CenturyLink channel 13), as well as online at [Talgov.com](https://talgov.com), [Facebook.com/CityofTLH](https://facebook.com/CityofTLH) and [Twitter.com/CityofTLH](https://twitter.com/CityofTLH).

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 application, ordinances and resolutions may be inspected by the public at the Tallahassee-Leon County Planning Department, located on the third floor of the Frenchtown Renaissance Center, 435 North Macomb Street, Tallahassee, Florida, during normal business hours, Monday through Friday, 8:00 a.m. to 5:00 p.m. For more information, contact the Planning Department at (850) 891-6400.

If you have a disability requiring accommodations, please call the Tallahassee-Leon County Planning Department at least three (3) working days prior to the hearing. The phone number for the Florida Relay TDD Service is 1-800-955-8771.

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 the basis upon which the appeal is made. The City Commission does not provide or prepare such a record. See Section 286.0105, Florida Statutes..