

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

**Joint County/City
Workshop on the
Comprehensive Plan**

**Tuesday,
March 23, 2021
1:00 p.m.**

Leon County Courthouse, Commission Chambers, 5th Floor
301 S. Monroe Street Tallahassee, Florida 32301

Citizens can submit comments at [Public Comments for March 23 Joint Commission Workshop | PLACE \(talgov.com\)](#)

The media and the public can access the meeting 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, [Twitter](#) and County [web site](#).

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

Joint County/City Comprehensive Plan Workshop

**March 23, 2021
1:00 p.m.**

Item Number	Workshop Item Title
1	2021 Cycle Comprehensive Plan Amendments
2	Consultant Services for the Land Use and Mobility Elements
3	Proposed Community Engagement Strategy for Update to the Southern Strategy Area

**Leon County
Board of County Commissioners**

**Notes for Workshop
Agenda Item #1**

Joint County / City Workshop on the Comprehensive Plan

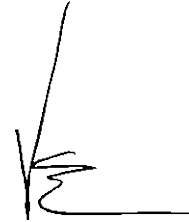
Workshop Item #1

March 23, 2021

To: Honorable Chairman and Members of the Board

From: Vincent S. Long, County Administrator

Title: 2021 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, Planning Department
Lead Staff/ Project Team:	Artie White, Administrator of Comprehensive Planning

Statement of Issue:

This item provides information on the proposed 2021 cycle amendments to the Tallahassee-Leon County Comprehensive Plan. The purpose of the Joint Workshop is to provide County and City Commissioners an opportunity to review the amendments and request any additional information. Information requested at the workshop will be provided in the materials for the Public Hearings currently scheduled for April 13 and June 8.

Fiscal Impact:

This item has no fiscal impact.

Staff Recommendation:

Option #1: Conduct the Joint County / City Commission Workshop on the 2021 Cycle Comprehensive Plan Amendments.

Report and Discussion

Background:

2021 Comprehensive Plan Amendment Cycle Workshop

The purpose of the Joint County-City Commissions Workshop for the 2021 Cycle Comprehensive Plan amendments is to review and consider the proposed amendments. Included in the agenda are staff reports and public comments received for all 2021 cycle amendments through March 3, 2021.

The County and City Commissions will meet for the first public hearing on the 2021 cycle amendments on April 13, 2021. This first public hearing will be for the adoption of small-scale map amendments (proposed amendments that involve a use of 10 acres or fewer) and the transmittal of large-scale amendments (proposed text amendments and proposed map amendments that involve a use of greater than 10 acres). The second and final adoption public hearing for the 2021 amendments is scheduled for June 8, 2021.

Public notification for the comprehensive plan amendment cycle includes mailed direct notices, signage posted at the subject sites, notices printed in the Tallahassee Democrat and Capital Outlook, and the 2021 Cycle website. Staff held a public open house on December 10, 2020 on the proposed amendments. The open house had 59 persons in attendance. Staff provided an overview of the proposed amendments and informed the public on the different meetings related to the cycle and how citizens can provide comments and remain engaged. The Local Planning Agency Public Hearing held on February 2, 2021 had one speaker (the applicant) on LMA 2021 06 and four speakers on LMA 2021 03 who were opposed to the proposed amendment. In addition to the open house and public hearings, citizens can submit comments on proposed amendments through the [website](#), by returning the public comment section of the mailed notices, via email, or via fax. Comments received are included as Attachment #4 (comments on LMA 2021 06) and Attachment #6 (Comments on LMA 2021 03). The remaining amendments proposed for this cycle have received no public comments.

Full 2021 Cycle Amendment Schedule:

Application Cycle	April 2020 – September 25, 2020
Public Open House	December 10, 2020
Local Planning Agency Workshop	January 5, 2021
Local Planning Agency Public Hearing	February 2, 2021
Local Planning Agency Public Hearing (LMA 2021 03)	March 2, 2021
Joint City-County Workshop	March 23, 2021
First Joint City-County Public Hearing	April 13, 2021
Second Joint City-County Public Hearing	June 8, 2021

The 2021 Cycle Amendments schedule will also be used to provide updates to the County and City Commissions on the State of the Southern Strategy report. Based on direction from the Commissions, amendments to the Southern Strategy Goals, Objectives, and Policies may be brought to the Commissions for consideration and adoption during the 2022 Comprehensive Plan

Amendment Cycle. The upcoming joint meetings during the 2021 Cycle Amendment Schedule may also be used to provide information on the Land Use Element Update and Alternative Mobility Funding System Study. A joint workshop on the Alternative Mobility Funding System Study is planned for June 8th following the Comprehensive Plan Amendments public hearing. These additional topics will be provided as separate agenda items from the amendments proposed for the 2021 Cycle.

Analysis:

The proposed 2021 Cycle Comprehensive Plan Amendments include:

- 1 Text Amendment
- 2 Small-Scale Map Amendments
 - 1 in unincorporated Leon County
 - 1 within City of Tallahassee limits
- 1 Large-Scale Map Amendment
 - 1 in unincorporated Leon County

The 2021 Cycle Comprehensive Plan amendments are as follows:

1. Name: TTA 2021 004 – Bicycle and Pedestrian Master Plan

Applicant: Tallahassee-Leon County Planning Department

Jurisdiction: Joint Leon County and City of Tallahassee

Staff: Jacob Fortunas

Text Amendment: This is a text amendment to create a policy in the Mobility Element that supports the implementation of the Capital Region Transportation Planning Agency's (CRTPA's) Tallahassee-Leon County Bicycle and Pedestrian Master Plan (BPMP). The proposed amendment will adopt the BPMP by reference.

The proposed text amendment to the Mobility Element would include a new Policy. The policy would be:

Policy 1.1.14: [M] The City of Tallahassee and Leon County will support the implementation of the Capital Region Transportation Planning Agency's (CRTPA's) Tallahassee-Leon County Bicycle and Pedestrian Master Plan, adopted by the CRTPA in 2020, to the extent that it does not conflict with goals, objects, and policies in this Comprehensive Plan.

Consistency with the Comprehensive Plan

The proposed amendment is consistent with the following Comprehensive Plan policies:

Goal 1 of the Mobility element is to establish and maintain a safe, convenient, energy efficient, and environmentally sound automobile, transit, bicycle and pedestrian transportation system, capable of moving people of all ages and abilities as well as goods.

Policy 1.2.4: [M] states: In coordination with the Capital Region Transportation Planning Agency, maintain a bicycle and pedestrian master plan and pursue implementation funding.

Goal 1 of the Mobility element is to establish and maintain a safe, convenient, energy efficient, and environmentally sound automobile, transit, bicycle and pedestrian transportation system, capable of moving people of all ages and abilities as well as goods.

Policy 1.2.4: [M] states: In coordination with the Capital Region Transportation Planning Agency, maintain a bicycle and pedestrian master plan and pursue implementation funding.

Policy 1.4.7: [M] Energy Efficiency District Network and Connectivity states: Energy efficiency districts shall have a dense, interconnected network of local and collector streets, sidewalks, bike lanes, and shared-use paths in accordance with the following:

1. The street, bicycle, and pedestrian network shall be comprised of a system of interconnected and direct routes with a connectivity index of 50 or more polygons per square mile;
2. For areas with a connectivity index below 50, the missing links in the network shall be identified and eliminated where feasible through the development and capital improvement process;
3. Prioritization of connectivity projects shall recognize the importance of areas with high concentrations of pedestrian activity and of areas where connections are needed to ensure easy access between transportation modes, with particular attention to bicycle and pedestrian access to schools, transit stops and regional greenway or trail systems.
4. Direct bicycle and pedestrian connections shall be provided within and between residential areas and supporting community facilities and services, such as shopping areas, employment centers, transit stops, neighborhood parks, and schools.
5. The local street circulation pattern shall maximize access to individual lots and activity center destinations (e.g. schools, commercial areas, parks).

Summary of TTA 2021 004:

- Staff recommendation on proposed amendment: Approve
- Local Planning Agency recommendation on proposed amendment: Approve
- The staff report for this text amendment is included as Attachment #1.
- No citizen comments have been received on this text amendment.

2. Name: TMA 2021 002 – 1717 West Tennessee Street

Applicant: Campus and Main FSU I LLC.

Jurisdiction: City of Tallahassee

Staff: Julie Christesen

Small-Scale Map Amendment: This Map Amendment is a request to change the Future Land Use Map (FLUM) designation from both Suburban (SUB) and University Transition (UT) to only Suburban (SUB) on a parcel totaling .44 acres. Part of this parcel is already classified as SUB. The parcel is located in between Call Street and West Tennessee Street. The applicant

is seeking the land use change to allow for a potential drive thru, and to expand their options for connecting the front and rear parking areas. Additionally, this land use change will bring the parcel into one category (Suburban) instead of splitting it into two categories (Suburban and University Transition).

The existing UT land use allows 50 dwelling units per acre. The intent of the UT category is to provide housing for students and housing opportunities close to downtown. Retail commercial, limited to a smaller scale classification to provide essential services to immediate residents and ancillary needs of universities, is allowed. The proposed Suburban category allows a mixture of office, commercial uses and residential densities up to 20 units per acre. The intent of the Suburban land use category is to create an environment for economic investment or reinvestment through the mutually advantageous placement of employment and shopping opportunities with convenient access to low- to medium-density residential land uses. Rezoning Application: A zoning change from University Transition (UT) and Commercial Parkway (CP) to only Commercial Parkway (CP) is requested to implement the proposed Future Land Use Map amendment. The CP district is “intended to be located in areas designated Suburban on the future land use map of the comprehensive plan and shall apply to areas exhibiting an existing development pattern of office, general commercial, community facilities, and intensive automotive commercial development abutting urban area arterial roadways with high traffic volumes.”

Consistency with Comprehensive Plan

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

Policy 1.1.1: [L] directs new development to areas within the Urban Services Area. The policy states, “In order to discourage urban sprawl, new development shall be concentrated in the urban service area plus in the Woodville Rural Community future land use category and the rural communities of Capitola, Chaires, Ft. Braden and Miccosukee, as designated on the future land use map.” The subject site is located within the Urban Services Area.

Policy 2.2.5 [L] states the purpose of the Suburban land use is to create an environment for economic investment or reinvestment through the mutually advantageous placement of employment and shopping opportunities with convenient access to low to medium density residential land uses. Employment opportunities should be located near residential areas, if possible, within walking distance.

Policy 2.2.5 [L] states that to complement the residential aspects of this development pattern, recreational opportunities, cultural activities, commercial goods and services should be located nearby. Part of the subject site is already classified as SUB on the FLUM. This amendment would just bring the entire parcel into the same FLU category. The entire site is located directly adjacent to other retail and multi-family dwelling units, and near offices, high, medium and low-density neighborhoods, and FSU.

Summary of TTA 2021 002:

- Staff recommendation on proposed amendment and rezoning: Approve
- Local Planning Agency recommendation on proposed amendment and rezoning: Approve
- The staff report for this text amendment is included as Attachment #2.
- No citizen comments have been received on this map amendment.

3. Name: LMA 2021 06 – WW Kelley Road

Applicant: Teramore Development

Jurisdiction: Leon County

Staff: Julie Christesen

Small-Scale Map Amendment: This Map Amendment is a request to change the Future Land use Map (FLUM) designation from Rural (R) to Suburban (SUB) on two parcels totaling 1.6 acres inside of the Urban Services Area. The parcels are located off Apalachee Parkway on WW Kelley Road. The applicant is seeking the land use change to allow for the development of a neighborhood retail store.

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. Nonresidential 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 Suburban category allows a mixture of office, commercial uses and residential densities up to 20 units per acre. The intent of the Suburban land use category is to create an environment for economic investment or reinvestment through the mutually advantageous placement of employment and shopping opportunities with convenient access to low- to medium-density residential land uses.

Rezoning Application: A zoning change from Rural (R) to General Commercial (C-2) is requested to implement the proposed Future Land Use Map amendment. The C-2 district is intended "to be located in areas designated [...] Suburban [...] on the future land use map of the Comprehensive Plan" and "shall apply to areas with direct access to major collector or arterial roadways located within convenient traveling distance to several neighborhoods, wherein small groups of retail commercial, professional office, community and recreational facilities and other convenience commercial activities are permitted in order to provide goods and services that people frequently use in close proximity to their homes. The C-2 district is not intended to accommodate large-scale commercial or service activities or other types of more intensive commercial activity."

Consistency with Comprehensive Plan

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

Policy 1.1.1 [L] requires that, in order to discourage urban sprawl, new development shall be concentrated in the Urban Service Area (USA) as designated on the future land use map. The subject site is within the USA.

Policy 2.2.5 [L] states the purpose of the Suburban land use is to create an environment for economic investment or reinvestment through the mutually advantageous placement of employment and shopping opportunities with convenient access to low to medium density residential land uses. Employment opportunities should be located near residential areas, if possible, within walking distance.

Policy 2.2.5 [L] states that to complement the residential aspects of this development pattern, recreational opportunities, cultural activities, commercial goods and services should be located nearby. The proposed retail store would be located adjacent to low density residential neighborhoods and would provide shopping opportunities with convenient access to these homes. The subject site parcels are located directly across WW Kelley Road from parcels designated as Suburban on the FLUM.

Policy 2.2.1 [L] states that due to the very low intensity development pattern that is intended for the category, urban services are not planned or programmed for the area. The current designation of Rural/Agriculture on the FLUM is inconsistent with the subject site being located inside the Urban Services Area.

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. Since the subject site is located within the Urban Services Area, amending the land use to a more intense land use category is consistent with this policy.

Summary of LMA 2021 06:

- Staff recommendation on proposed amendment and rezoning: Approve
- Local Planning Agency recommendation on proposed amendment and rezoning: Approve
- The staff report for this map amendment is included as Attachment #3.
- Citizen comments on this map amendment are included as Attachment #4.

4. Name: LMA 2021 03 – Aenon Church Road

Applicant: Mitchell Brothers, Inc.

Jurisdiction: Leon County

Staff: Stephen Hodges

Large-Scale Map Amendment: This Map Amendment is a request to change the Future Land Use Map (FLUM) designation from Urban Residential 2 (UR-2) & Governmental Operational

(GO) to Industry and Mining (IM) on approximately 51.1 acres. The subject area is located along the east side of Aenon Church Road south of Highway 20.

The current UR-2 designation is intended to allow a range of infill residential uses up to a maximum of 20 dwelling units per acre with no minimum. The GO category is intended to allow facilities such as community services, light and heavy infrastructure, and post-secondary uses that provide for the operation of and provision of services on property owned or operated by local, state and federal government. The proposed Industry and Mining FLUM category is intended to allow light industrial, mining, and heavy industrial uses.

Rezoning Application: A zoning change from Single-Family Detached, Attached Two-Family Residential (R-3) to Mining is requested to implement the proposed Future Land Use Map amendment. The Mining district is “intended to be located in areas designated Industry and Mining on the Future Land Use Map. Mining uses shall be permitted subject to applicable landscaping and natural area requirements and the dimensional standards included in land development regulations. A land reclamation plan shall be submitted demonstrating that upon termination of the activity, the land shall be returned to a condition that will allow an effective reuse compatible with surrounding properties.”

Consistency with Comprehensive Plan

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

Policy 2.2.28: [L] creates the Industry and Mining land use category. The property has previously been used as a sand mine, and DSEM and the City of Tallahassee have both proposed mitigation measures for on- and off-site impacts as required by this policy. The access to the subject site is from Aenon Church Road, which has no residential uses south of Highway 20 to the southern portion of the subject site. Residential uses are located directly south and east of the subject site. There are also at least three active sand mines in this area as well as at least two former mines. The active mines are located immediately north and west of the subject site. The subject site itself has been mined at several locations at different times. These activities have affected approximately 21 acres (40 percent) of the subject site. Another 13 acres (26 percent) of the site are affected by potential karst and other environmental features, and another 4.5 acres (nine percent) of the site is encumbered by a perpetual utility easement. This leaves only approximately 12.5 acres (25 percent) of the site that could be developed for housing under the current land use and zoning designations.

The proposed land use amendment modification recommended by staff is also consistent with Policy 2.2.16: [L] which creates the Government Operational land use category, as the utility easement crossing the subject site is owned by local government and is primarily used for electric utility infrastructure. This land use category is designated for this transmission line from the Arvah B. Hopkins generating station east to the Seminole Manor residential neighborhood east of Capital Circle SW.

Summary of LMA 2021 03:

- Staff recommendation on proposed amendment and rezoning: Approve with modification.
- Local Planning Agency recommendation on proposed amendment and rezoning: Denial.
- The staff report for this map amendment is included as Attachment #5.
- Citizen comments on this map amendment are included as Attachment #6.

The Local Planning Agency recommends that this proposed Comprehensive Plan Amendment and the concurrent rezoning be found inconsistent with the Tallahassee-Leon County Comprehensive Plan based on Policy 2.1.1 as well as potential incompatibility due to the added concentration of the proposed use and the ground disruptions, other disruptions, and the potential off-site impacts associated with mining. Policy 2.1.1: [L] is included below for reference:

Policy 2.1.1: [L] (REV. EFF. 6/28/95; REV. EFF. 7/26/06; REV. EFF. 5/31/18)

Protect existing residential areas from encroachment of incompatible uses that are destructive to the character and integrity of the residential environment. Comprehensive Plan provisions and Land Development Regulations to accomplish this shall include, but are not limited to:

- a) Inclusion of a Residential Preservation category on the Future Land Use Map.
- b) Limitations on future commercial intensities adjoining low density residential areas. Such limitations are to result in effective visual and sound buffering (either through vegetative buffering or other design techniques) between the commercial uses and the low-density residential uses; and are to allow only those commercial activities which are compatible with low density residential development in terms of size and appearance.
- c) Limitations on future higher density residential adjoining low-density residential areas. Such limitations are to result in effective visual and sound buffering (either through vegetative buffering or other design techniques) between the higher density residential uses and the low-density residential uses.
- d) Limitations on future light industry adjoining low and medium density residential areas. Such limitations are to result in effective visual and sound buffering (either through vegetative buffering or other design techniques) between the light industrial uses and the low-density residential uses.
- e) Prevention or mitigation of off-site impacts from Industry and Mining uses.
- f) Additional development requirements for allowed community facilities when adjoining low density residential areas, except for cemeteries or religious facilities to be used solely for religious functions. Such development requirements will also apply if ancillary facilities are proposed in conjunction with religious facilities, and are to result in effective visual and sound buffering (either through vegetative buffering or other design techniques) between the community facilities and the low-density residential uses.

If approved with the modification recommended by staff, the land use for the subject site would become Industry and Mining with the utility easement retaining the current Future Land Use Map designation of Government Operational. The zoning would similarly become the Mining zoning

district with the easement being zoned Government Operational. The land development code specifies that access to the subject site would only be allowed from Aenon Church Road. The land development code also outlines the required buffers around the perimeter of the site and around environmental features (including the sinkhole and waterbody), the setbacks required from the property line, and the buffers required adjacent to the residential areas. These are conceptually shown on maps included in the staff report (Attachment #5) but are subject to a Natural Features Inventory being completed for the site. These site requirements would be implemented by Leon County Development Support and Environmental Management at the site plan and permitting stages.

Next Steps

The County and City Commissions will meet for the first public hearing on the 2021 cycle amendments on April 13, 2021. This first public hearing will be for the adoption of small-scale map amendments (TMA 2021 002 and LMA 2021 06) and the transmittal of text and large-scale amendments (TTA 2021 004 and LMA 2021 03). The second and final adoption public hearing for the 2021 text and large-scale map amendments is scheduled for June 8, 2021.

Options:

1. Conduct the Joint County / City Commission Workshop on the 2021 Cycle Comprehensive Plan Amendments.
2. Board direction.

Recommendation:

Option #1

Attachments:

1. Staff report for TTA 2021 004 (Bicycle and Pedestrian Master Plan)
2. Staff report for TMA 2021 002 (1717 West Tennessee Street)
3. Staff report for LMA 2021 06 (WW Kelley Road)
4. Citizen comments on LMA 2021 06 (WW Kelley Road)
5. Staff report for LMA 2021 03 (Aenon Church Road)
6. Citizen comments on LMA 2021 03 (Aenon Church Road)



2021 Comprehensive Plan Amendment Cycle
TTA2021004
Bicycle and Pedestrian Master Plan

SUMMARY		
Applicant:	Proposed Change	Staff Recommendation:
Tallahassee-Leon County Planning Department	This is a text amendment to create a policy that supports the implementation of the Capital Region Transportation Planning Agency’s (CRTPA’s) Tallahassee-Leon County Bicycle and Pedestrian Master Plan (BPMP). The requested amendment will adopt the BPMP by reference.	Approve
TLCPD Staff:	Comprehensive Plan Element	LPA Recommendation:
Jacob Fortunas	Mobility Element	Approve
Contact Information:	Policy Number(s)	
Jacob.fortunas@talgov.com 850-891-6418	1.1.14 [M]	
Date: 12/17/2020	Updated: 02/15/2021	

A. SUMMARY:

The proposed amendment would include a policy in the Mobility Element that adopts the Tallahassee-Leon County Bicycle and Pedestrian Master Plan by reference.

The Tallahassee-Leon County Bicycle and Pedestrian Master Plan (BPMP) was completed by the Capital Region Transportation Planning Agency (CRTPA).

The BPMP was accepted by the CRTPA board on June 15, 2020.

B. STAFF RECOMMENDATION:

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

C. LOCAL PLANNING AGENCY RECOMMENDATION

Find that the proposed text amendment is **consistent** with the Tallahassee-Leon County Comprehensive Plan, based on the findings and other information contained in this staff report, and **ADOPT** the proposed amendment.

D. PROPOSED POLICY CHANGE:

Policy 1.1.14: [M] The City of Tallahassee and Leon County will support the implementation of the Capital Region Transportation Planning Agency's (CRTPA's) Tallahassee-Leon County Bicycle and Pedestrian Master Plan, adopted by the CRTPA in 2020, to the extent that it does not conflict with goals, objects, and policies in this Comprehensive Plan.

E. APPLICANT'S REASON FOR THE AMENDMENT:

The proposed amendment would include a policy in the Mobility Element that adopts the Tallahassee-Leon County Bicycle and Pedestrian Master Plan by reference. This will ensure the master plan is included as a policy in the Tallahassee-Leon County Comprehensive Plan, which allows for consistency in implementation.

The Tallahassee-Leon County Bicycle and Pedestrian Master Plan was completed by the Capital Region Transportation Planning Agency (CRTPA).

The BPMP was accepted by the CRTPA board on June 15, 2020.

F. STAFF ANALYSIS

History and Background

- Goal 1 of the Mobility element is to establish and maintain a safe, convenient, energy efficient, and environmentally sound automobile, transit, bicycle and pedestrian transportation system, capable of moving people of all ages and abilities as well as goods.
- Policy 1.2.4: [M] states: In coordination with the Capital Region Transportation Planning Agency, maintain a bicycle and pedestrian master plan and pursue implementation funding.
- Policy 1.4.7: [M] states: Energy Efficiency District Network and Connectivity. Energy efficiency districts shall have a dense, interconnected network of local and collector streets, sidewalks, bike lanes, and shared-use paths in accordance with the following:
 1. The street, bicycle, and pedestrian network shall be comprised of a system of interconnected and direct routes with a connectivity index of 50 or more polygons per square mile;
 2. For areas with a connectivity index below 50, the missing links in the network shall be identified and eliminated where feasible through the development and capital improvement process;
 3. Prioritization of connectivity projects shall recognize the importance of areas with high concentrations of pedestrian activity and of areas where connections are needed to ensure easy access between transportation modes, with particular

attention to bicycle and pedestrian access to schools, transit stops and regional greenway or trail systems.

4. Direct bicycle and pedestrian connections shall be provided within and between residential areas and supporting community facilities and services, such as shopping areas, employment centers, transit stops, neighborhood parks, and schools.

5. The local street circulation pattern shall maximize access to individual lots and activity center destinations (e.g. schools, commercial areas, parks).

- This proposed amendment would adopt the CRTPA Bicycle and Pedestrian Master Plan by reference into the Comprehensive Plan, which would be consistent with Goal 1 and Policy 1.2.4 of the Mobility Element.
- The proposed amendment would provide a framework to implement policy 1.4.7: [M].
- Prior to this BPMP, the previous plan was created in 2004. Subsequently, bicycle and pedestrian projects were coordinated through the regional mobility plan and through the implementation of the designated bike route network. This plan incorporates the historical named routes and proposes changes based on data analysis. It also incorporates relevant greenways master plan projects.
- Similar to the regional mobility plan, this proposed amendment would adopt the bicycle and pedestrian master plan by reference.

Previous Commission Consideration

- The referenced Bicycle and Pedestrian Master Plan was accepted by the Capital Region Transportation Planning Agency Board on June 15, 2020. The CRTPA board is made up of Commissioners from both the City of Tallahassee and Leon County, as well as Commissioners from Jefferson, Gadsden, and Wakulla County, Havana, and the Leon County School Board. Each section of the Bicycle and Pedestrian Master Plan is available here: <http://crtpa.org/tallahassee-leon-county-bicycle-and-pedestrian-master-plan/>
- This proposed amendment is relevant to the Board of County Commissioners Strategic Initiative of Quality of Life.
- This proposed amendment is relevant to the City Commission priorities of Infrastructure and Quality of Life and the Impact of Poverty.

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 Meetings		Date Completed
X	Public Open House	12/10/2020
X	Local Planning Agency Workshop	1/5/2021
X	Local Planning Agency Public Hearing	2/2/2021
	Joint City-County Commission Workshop	3/23/2021
	Joint City-County Transmittal Public Hearing	4/13/2021
	Joint City-County Adoption Public Hearing	6/8/2020

Public Open House

A Public Open House was held on December 10, 2020 to provide an overview of the applications received and the amendments (and concurrent rezonings) being requested. The Open House was held virtually using the WebEx platform. There were 40 people registered to attend the Public Open House. Following the presentation on the proposed amendments, there was no discussion on this amendment.

Local Planning Agency Workshop

A workshop was held on January 5, 2021 to discuss the proposed 2021 Cycle amendments. Staff provided an overview of the requested amendments and details of the preliminary analyses for the amendments. There were no questions from the LPA that resulted in updates to this staff report.

Local Planning Public Hearing

A public hearing was held on February 2, 2021 in regards to the proposed 2021 Cycle amendments. Staff provided an overview of the requested amendments and details of the preliminary analyses for the amendments. Commissioner Waldick moved to find this proposed text amendment 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. Commissioner Jacobs seconded the motion. The motion passed 6-0. There were no speakers on this item.

H. CONCLUSION:

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

- The proposed amendment is consistent with policies throughout the Mobility Element of the Comprehensive Plan, including Goal 1, Policy 1.2.4, and Policy 1.4.7.
- The proposed amendment would adopt by reference the CRTPA Board approved Bicycle and Pedestrian Master Plan.
- This proposed amendment is relevant to the Board of County Commissioners Strategic Initiative of Quality of Life.
- This proposed amendment is relevant to the City Commission priorities of Infrastructure and Quality of Life and the Impact of Poverty.

I. APPENDICES:

Proposed Policy 1.1.14 [M]

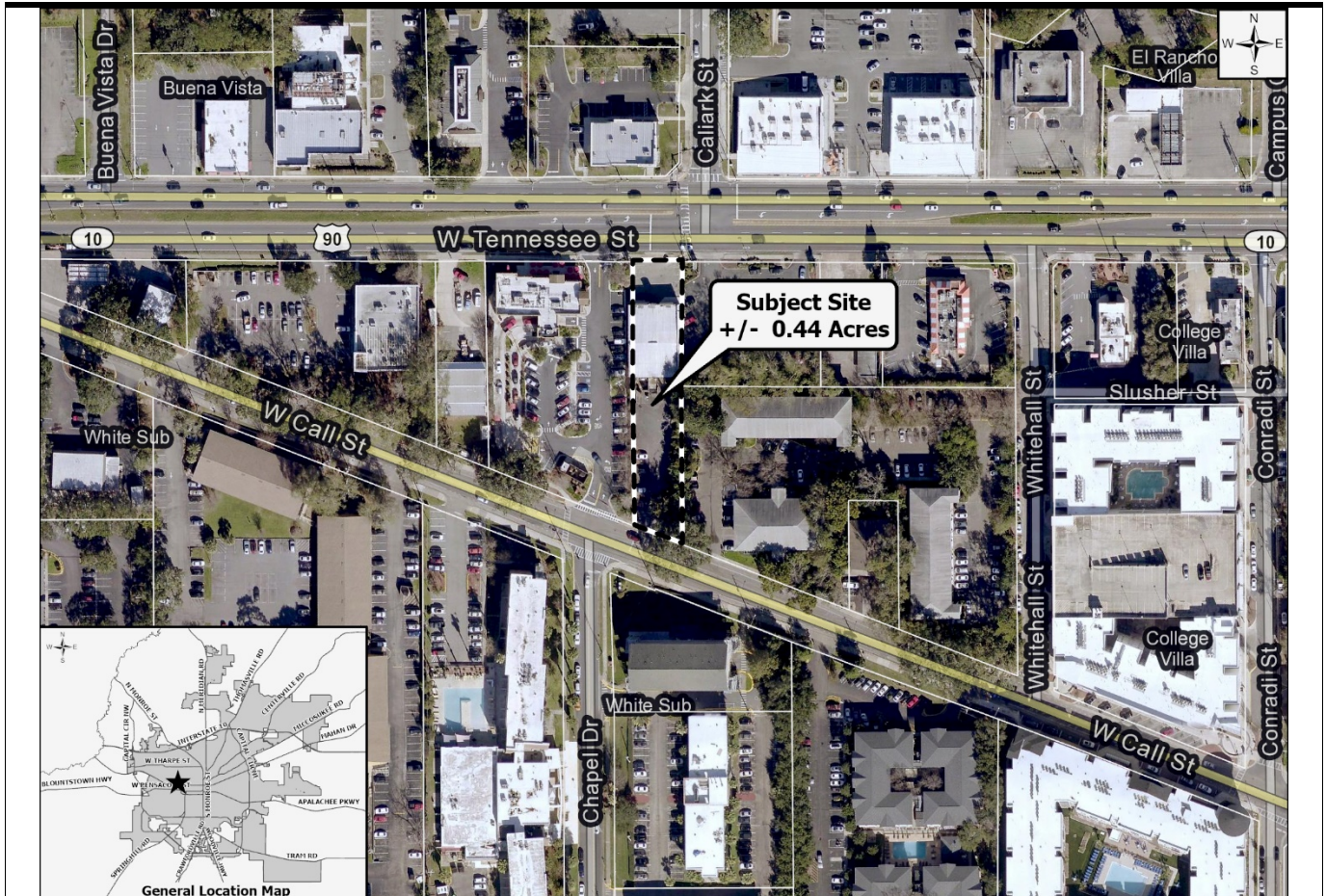
Appendix 1

Proposed Policy 1.1.14 [M]

Policy 1.1.14: [M] The City of Tallahassee and Leon County will support the implementation of the Capital Region Transportation Planning Agency's (CRTPA's) Tallahassee-Leon County Bicycle and Pedestrian Master Plan, adopted by the CRTPA in 2020, to the extent that it does not conflict with goals, objectives, and policies in this Comprehensive Plan.



2021 Comprehensive Plan Amendment Cycle
TMA2021002
1717 West Tennessee Street



SUMMARY

Property Owners:	Property Location:	Amendment Type:
Campus and Main FSU 1 LLC	1717 West Tennessee Street	City Small Scale Map Amendment
Applicant:		
Berkano Kleymeyer		
TLCPD Staff:	Current Future Land Use & Zoning:	LPA Recommendation:
Julie Conn Christesen	<u>Future Land Use:</u> University Transition and Suburban <u>Zoning:</u> University Transition and Commercial Parkway	Approve
Contact Information:	Proposed Future Land Use & Zoning:	Staff Recommendation:
Julie.christesen@talgov.com 850-891-6433	<u>Future Land Use:</u> Suburban <u>Zoning:</u> Commercial Parkway	Approve
Date: 11/17/2020	Updated: 02/11/2021	

A. REASON FOR REQUESTED CHANGE

Include brief summary of proposed future land use change.

The 0.44-acre parcel located at 1717 West Tennessee Street is currently designated with both the Suburban (SUB) and University Transition (UT) land use categories on the Future Land Use Map. This is a request to change the Future Land Use Map (FLUM) designation on the approximately 0.24-acre portion of the parcel currently designated University Transition (UT) to Suburban (SUB). The portion of this parcel currently classified as Suburban (SUB) would retain that land use designation.

The parcel is located in between Call Street and West Tennessee Street. The applicant is seeking the land use change to allow for a potential drive thru, and to expand their options for connecting the front and rear parking areas. Additionally, this land use change will bring the parcel into one land use category instead of splitting it into two categories. This will result in a consistent set of standards for the entire site.

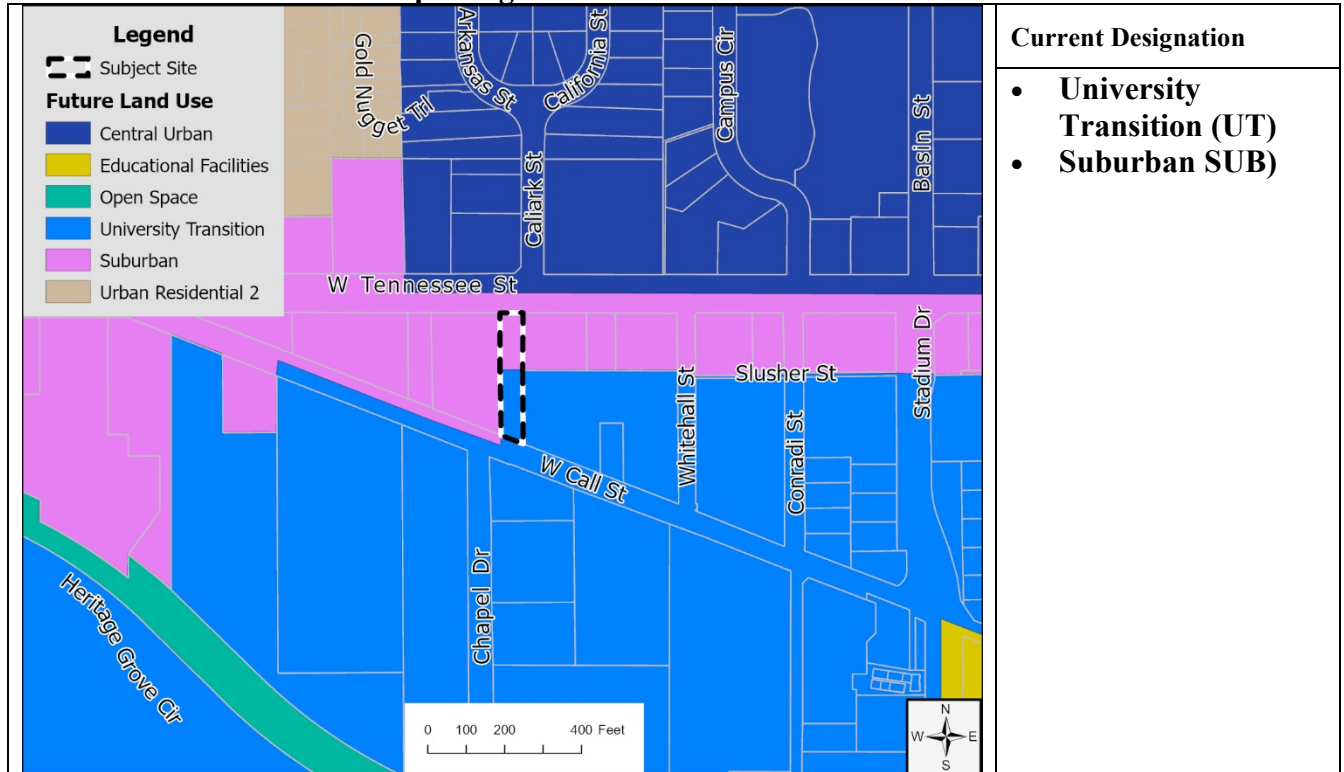
A rezoning application will be processed concurrently with this amendment. A zoning change from University Transition (UT) to Commercial Parkway (CP) is being requested to implement the proposed amendment to the Future Land Use Map on the 0.24-acre subject site.

B. CURRENT AND PROPOSED FUTURE LAND USE DESIGNATION

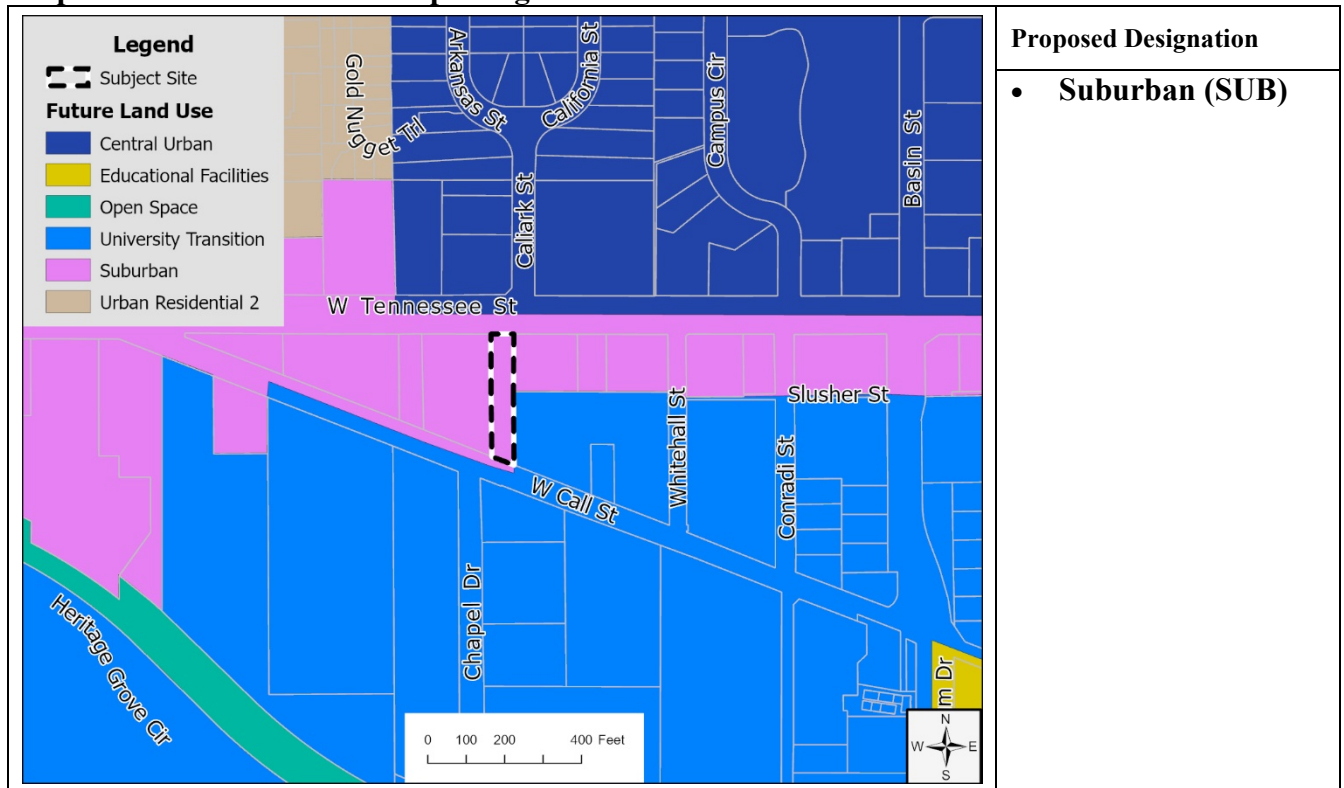
The subject site is currently designated **University Transition** on the FLUM. The proposed amendment would change the FLUM designation of the area to **Suburban**.

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

Current Future Land Use Map Designation



Proposed Future Land Use Map Designation



C. STAFF RECOMMENDATION

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

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

D. LOCAL PLANNING AGENCY (LPA) RECOMMENDATION

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 **ADOPT** the proposed amendment.

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

E. SUMMARY OF FINDINGS

Staff presents the following findings of fact:

1. Policy 2.2.5 [L] states the purpose of the Suburban land use is to create an environment for economic investment or reinvestment through the mutually advantageous placement of employment and shopping opportunities with convenient access to low to medium density residential land uses. Employment opportunities should be located near residential areas, if possible, within walking distance.
2. Policy 2.2.5 [L] states that to complement the residential aspects of this development pattern, recreational opportunities, cultural activities, commercial goods and services should be located nearby.
Part of the subject site is already classified as SUB on the FLUM. This amendment would bring the entire parcel into the same land use category. The entire site is located directly adjacent to other retail and multi-family dwelling units, and near offices, high, medium and low density neighborhoods, and Florida State University (FSU). It is consistent with surrounding future land uses of Suburban to the west, University Transition to the south and east, and Central Urban to the north.
3. Sec. 10-258, Commercial Parkway District, of the Tallahassee Land Development Code, specifically states that this district is intended to be located in areas designated Suburban on the future land use map of the comprehensive plan and shall apply to areas exhibiting an existing development pattern of office, general commercial, community facilities, and intensive automotive commercial development abutting urban area arterial roadways with high traffic volumes.

The subject site is located between West Tennessee Street, which is a Principal Arterial, and West Call Street, which is a Major Collector. These roadways can both be described as urban area arterial roadways with high traffic volumes.

4. Sec. 10-258, Commercial Parkway District, of the Tallahassee Land Development Code also states the CP district is most suitable for those areas outside of the Multimodal Transportation District (MMTD) as described in the comprehensive plan. Additional CP inside the MMTD may only be designated when the existing land use pattern is mostly comprised of single use developments with suburban character as described in the Suburban Future Land Use Category.

The subject site is located within the MMTD; however, it follows an existing land use pattern of single use developments with suburban character as described in the Suburban Future Land Use Category. It is located near recreational opportunities, commercial goods and services, and cultural activities. Redevelopment of the subject site will have to meet the standards in the MMTD Code.

5. The proposed amendment is not anticipated to have adverse impacts to existing or planned infrastructure.

F. STAFF ANALYSIS

History and Background

This area along West Tennessee Street and West Call Street is located in the Multi-modal Transportation District, which is an area where primary priority is placed on assuring a safe, comfortable, and attractive pedestrian environment, with convenient interconnection to transit. This is done through a mix of uses to support walking and cycling, densities to support transit, interconnected streets and paths, and good urban design.

The building currently on the subject site has been continuously marketed for lease since September 2018, with the two most common hurdles for potential tenants being the separation of the two parking areas and lack of potential for a drive thru with the current site layout. This comprehensive plan amendment and rezoning application would increase the area of the parcel that could be used for drive thru use and expand the options for connecting the front and rear parking areas. Additionally, the subject site is currently split zoned and is split on the Future Land Use Map. This amendment will bring the subject site under one land use category on the FLUM and one zoning district, which will result in a consistent set of standards for the entire site.

The subject site is surrounded by many different uses, including a Chic-Fil-A, low, medium, and high density residential, and other commercial uses. It is also closely located to FSU.

Current and Proposed Future Land Use Categories

The complete comprehensive plan policies for **University Transition (2.2.17[L])** and **Suburban (2.2.5 [L])** are included as Exhibit #1.

[University Transition] (Current)

University Transition

Currently, the subject site is categorized as both University Transition and Suburban land uses on the FLUM. While both land uses are appropriate for the subject site, the applicant would like to have the entire site categorized as Suburban. This change will result in a consistent set of standards for the entire site.

The University Transition Land Use Category is intended to be a compact land use category that provides higher density residential opportunities near the campuses, serving both to provide opportunities for student housing near the universities and to protect existing residential neighborhoods located away from the campuses from student housing encroachment.

Higher density residential redevelopment of up to 50 DU/AC is allowed to provide housing for students and close in housing opportunities to the downtown for professionals. Retail commercial limited to a smaller scale classification to provide essential services to immediate residents and ancillary needs of universities such as book stores and photo copying establishments may be permitted. State and private offices properly designed and scaled to surrounding uses may be permitted as well as central parking facilities, artistic studios and workshops. Restaurants, movie theaters, lounges and other entertainment commercial uses shall be permitted as commercial.

[Suburban] (Proposed)

The Suburban category allows a mixture of office, commercial uses and residential densities up to 20 units per acre. The intent of the Suburban land use category is to create an environment for economic investment or reinvestment through the mutually advantageous placement of employment and shopping opportunities with convenient access to low to medium density residential land uses.

To complement the residential aspects of this development pattern, recreational opportunities, cultural activities, commercial goods and services should be located nearby

Part of the subject site is already classified as SUB on the FLUM. This amendment would bring the entire parcel into the same FLU category, which will result in a consistent set of standards for the entire site. The entire site is located directly adjacent to other retail and multi-family dwelling units, and near offices, high, medium and low-density neighborhoods, and Florida State University. It is consistent with surrounding future land uses of Suburban to the west, University Transition to the south and east, and Central Urban to the north.

Consistency with Comprehensive Plan

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

- Policy 1.1.1: [L] directs new development to areas within the Urban Services Area. The policy states, “In order to discourage urban sprawl, new development shall be concentrated in the urban service area plus in the Woodville Rural Community future land use category and the rural communities of Capitola, Chaires, Ft. Braden and Miccosukee, as designated on the future land use map.” The subject site is located within the Urban Services Area.
- Policy 2.2.5 [L] states the purpose of the Suburban land use is to create an environment for economic investment or reinvestment through the mutually advantageous placement of employment and shopping opportunities with convenient access to low to medium density

residential land uses. Employment opportunities should be located near residential areas, if possible, within walking distance.

- Policy 2.2.5 [L] states that to complement the residential aspects of this development pattern, recreational opportunities, cultural activities, commercial goods and services should be located nearby.
- Part of the subject site is already classified as SUB on the FLUM. This amendment would just bring the entire parcel into the same FLU category. The entire site is located directly adjacent to other retail and multi-family dwelling units, and near offices, high, medium and low density neighborhoods, and FSU.

Zoning

The Land Development Code sections for **University Transition (Section 10-242)** and **Commercial Parkway (Section 10-258)** and **Commercial Parkway (Section 10-258)** zoning is included as Exhibit #2.

University Transition (Current) The subject site is currently split zoned both as University Transition (UT) and Commercial Parkway (CP). The applicant would like the subject site to be fully zoned as Commercial Parkway.

University Transition

The UT zoning district is intended to be a compact land use category that provides higher density residential opportunities and student oriented services near the campuses, protect existing residential neighborhoods located away from the campuses from student housing encroachment, and transition industrial and lower density residential uses to vibrant urban areas. Higher density residential development of up to 50 du/ac to provide housing opportunities for students and downtown professionals. Smaller scale retail commercial shall provide essential services to immediate residents and ancillary needs of universities. Pedestrian pathways, trails, and transit facilities shall be designed to connect universities, downtown, civic/arts center, and residential and commercial areas to reduce automobile dependence. Pedestrian oriented design controls shall be employed to provide land use compatibility. The University Transition zoning district is allowed in the UT Future Land Use Map area, located generally within the rectangle created by the Florida State Univ. main campus, Florida A&M Univ., Tallahassee Community College/ Lively Technical Institute campuses, and Innovation Park. The Gaines Street Revitalization Plan study area is excluded from this area.

To encourage pedestrian-oriented redevelopment, innovative parking strategies, mixed use development, and other urban design features within the Central Core (defined in Comprehensive Plan), a 25% density bonus is available subject to the provisions of Sec. 10-289 of this code. Development standards for this zoning district are established within Division 4 applicable to the MMTD.

Commercial Parkway (Proposed)

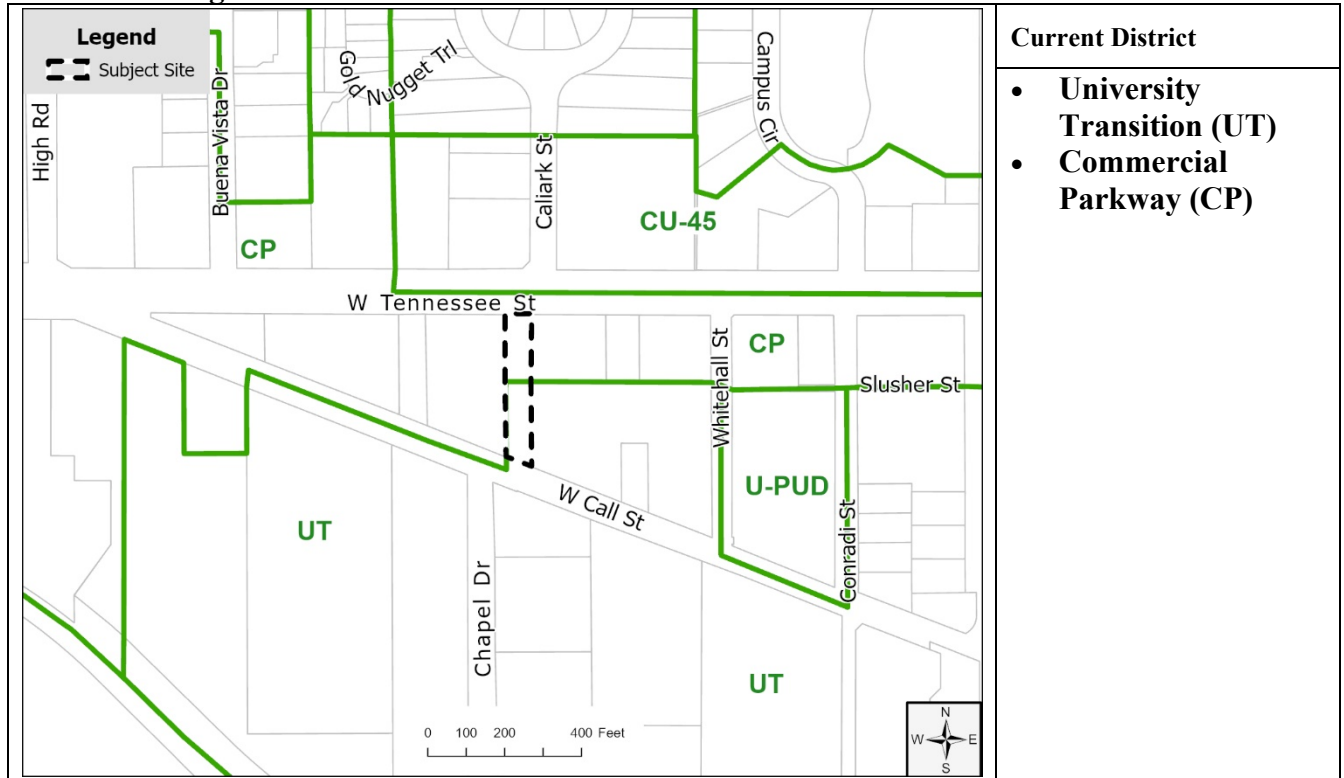
The subject site is already partially zoned as Commercial Parkway. This rezoning application would take the entire site into this category, which will result in a consistent set of standards for the entire site.

The CP district is intended to be located in areas designated Suburban on the future land use map of the comprehensive plan and shall apply to areas exhibiting an existing development pattern of office, general commercial, community facilities, and intensive automotive commercial development abutting urban area arterial roadways with high traffic volumes. The CP district is most suitable for those areas outside of the Multimodal Transportation District (MMTD) as described in the comprehensive plan. Additional CP inside the MMTD may only be designated when the existing land use pattern is mostly comprised of single use developments with suburban character as described in the Suburban Future Land Use Category. The CP district is characterized by a linear pattern of development. Residential development up to a maximum of 16 dwelling units per acre is permitted. There is no minimum gross density for residential when developed in conjunction with non-residential land uses. However, for all other residential developments, a minimum gross density of 6 dwelling units per acre shall be required, unless constraints of concurrency or preservation and/or conservation features preclude the attainment of the minimum densities. The access management standards set forth in for the CP district addressing limitations placed on access are intended to minimize and control ingress and egress to arterial roadways and to promote smooth and safe traffic flow of the general traveling public. Reuse of existing single use sites for multiple use developments, adding new uses to single use sites and/or multiple use developments in the CP district that share parking facilities, have parking structures and/or have high floor area ratios are encouraged in the CP district.

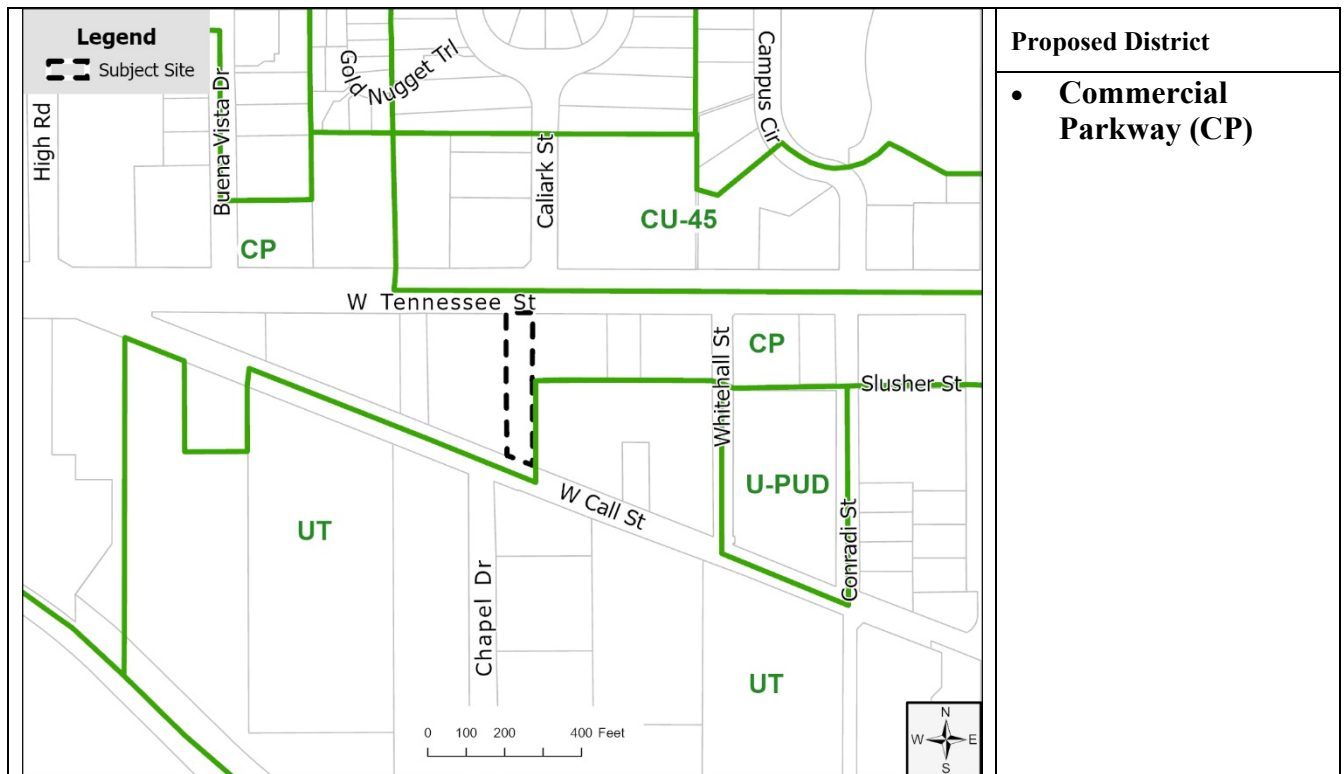
The subject site is located in between West Tennessee Street, which is a Principal Arterial, and West Call Street, which is a Major Collector. These roadways can both be described as urban area arterial roadways with high traffic volumes. This is also within the MMTD but follows an existing land use pattern of single use developments with suburban character as described in the Suburban Future Land Use Category. It is located near recreational opportunities, commercial goods and services, and cultural activities.

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

Current Zoning



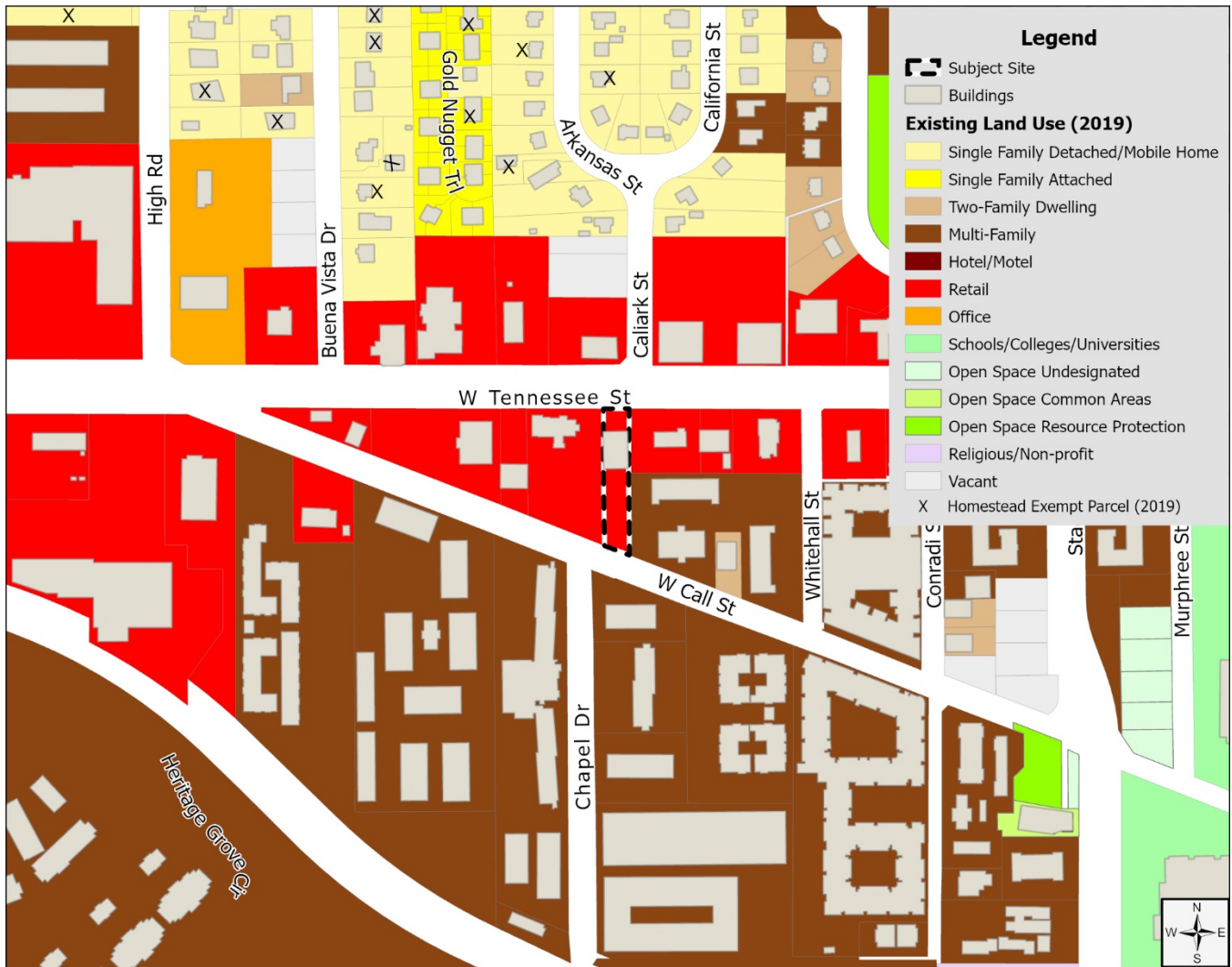
Proposed Zoning



Existing Land Uses

The 0.44-acre site located at 1717 West Tennessee Street is currently developed with a structure separating front and back parking areas. The parcel is immediately surrounded to the north and west by other retail, and to the east and south by two-family and multi-family dwellings. Across Tennessee Street to the north, there is more retail and both single family attached and detached neighborhoods.

Existing Land Use Map



Infrastructure Analysis

Water/Sewer

Water and sewer are available at the site. The City of Tallahassee is the provider for both to serve the subject site and owns and maintains both systems. The existing water meter size is 1”.

Schools

The Subject Site is zoned for Riley Elementary School, Nims Middle School, and Godby High School.

All attendance zones in which the property is located have capacity for this project. Currently, Riley Elementary has a capacity of 62 with a post development capacity of 61. Currently, Nims Middle School has a capacity of 549, with a post development capacity of 548. Currently, Godby High School has a capacity of 532, with a post development capacity of 531.

Roadway Network

The subject property fronts W. Tennessee Street (US Highway 90; State Road 10), a Principal Arterial, on its northern boundary and W. Call Street (a city road), a Major Collector, on its southern boundary. These two roadways converge at an unsignalized intersection approximately 900 feet west of the subject property. Left turning movements onto W. Call Street, a major collector, are restricted via raised median for westbound traffic on W. Tennessee Street, a principal arterial, at this intersection. The signalized intersection of W. Tennessee Street and High Road is situated approximately 100 feet further west from the intersection of W. Tennessee Street and W. Call Street. The north boundary of the subject property is situated immediately southwest of the intersection of W. Tennessee Street and Caliark Street, a three-way signalized intersection (the intersection provides direct access to the Starbucks site, parcel #2135202080000, on the east boundary of the subject property). The south boundary of the subject property is situated immediately northeast of the intersection of W. Call Street and Chapel Drive, a three way unsignalized intersection (the intersection provides direct access to the Chick-Fil-A site, parcel #2134200010000, on the west boundary of the subject property).

Current site design includes two parking lots: one fronting W. Tennessee Street to the north and one fronting W. Call Street to the south. The parking lots are not contiguous and are separated mid-lot by the site’s main structure.

Site Impact Analysis:

Acres	Buildout Type	Maximum Buildout Intensity	Maximum Buildout	Trip Generation Rate	% Enter	% Exit	Trips Enter	Trips Exit	Total Trips
0.44	Residential	16 DU/Acre	7.04 DU	0.98	63	37	4	3	7
	Commercial	25,000 SF/Acre	11 KSF	43.38	50	50	239	239	477

The table above depicts preliminary calculations based on the maximum residential development and maximum commercial development allowed under the requested land use category and associated rezoning. Trip generation rates and entering/exiting trip percentages for residential and commercial

buildouts are based on Single Family Detached (210) and Coffee and Donut w/DT (814), respectively, as determined by the Institute of Transportation Engineers' Trip Generation Manual, 10th Edition to estimate maximum buildout possible for the subject site. 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 477 (commercial) or 7 (residential) new trips. Note that the total trips noted in this analysis are substantially higher than will be allowed due to requirements such as stormwater mitigation and other restrictions. The actual traffic impacts and concurrency will be calculated at the time of site plan. It should be noted that in order to be able to provide traffic credit for existing approved uses in the analysis, the existing development must have been active within the 12 months prior to filing for the concurrency review or it has been actively marketed for the 12 months period. Also, these calculated numbers don't include any pass-by percentages, if any. Those details will be reviewed during the concurrency review, if the application is required.

This subject site is within the MMTD and concurrency may be applicable.

Pedestrian and Bicycle Network

The subject site is accessible by West Call Street, which has sidewalks and bike lanes, and West Tennessee Street, which has sidewalks and sharrows. This site is not far from the St. Marks Trail system.

Transit Network

This site is serviced by the Azalea weekday Starmetro route, the Starmetro Sunday Route 1, and the Starmetro Night Route 1, as well as the Seminole Express FSU Garnet and Gold routes, the Renegade Route, the FSU Heritage Route, and the Night Nole. Buses arrive at least every 60 minutes.

Environmental Analysis

The subject site is located in the Urban Services Area and in the Multimodal Transportation District on currently developed property. There are no significant environmental features on the subject site. The subject site is located in the FSU watershed in the Lake Munson Basin.

F. PUBLIC OUTREACH AND NOTIFICATION

An initial mailing was sent to [enter number of notices] property owners within 1,000 feet of Subject Site.

Public Outreach		Date Completed
X	Notices Mailed to Property Owners within 1000 feet	11/24/2020
X	Signs providing details of proposed land use posted on subject site	1/08/2021
X	Public Open House	12/10/2020
X	Staff Reports Available Online	11/06/2020
X	Email Subscription Notice sent to all users of service	12/07/2020

Public Open House – A Public Open House was held on December 10, 2020 to provide an overview of the applications received and the amendments (and concurrent rezonings) being requested. The Open House was held virtually using the WebEx platform. There were 40 people registered to attend the Public Open House. Of those registered, 8 indicated they had an interest in this amendment. Following the presentation on the proposed amendments, there was no discussion on this 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 Meetings		Date Completed
X	Local Planning Agency Workshop	1/5/2021
X	Local Planning Agency Public Hearing	2/2/2021
	Joint City-County Commission Workshop	3/23/2021
	Transmittal Public Hearing [If Applicable]	
	Adoption Public Hearing	4/13/2021

Local Planning Agency Workshop – January 5, 2021: A workshop was held on January 5, 2021 to discuss the proposed 2021 Cycle amendments. Staff provided an overview of the requested amendments and details of the preliminary analyses for the amendments. There were no questions from the LPA that resulted in updates to this staff report.

Local Planning Agency Public Hearing – February 2, 2021: The Public Hearing was held on February 2, 2021 to vote on the proposed 2021 Cycle amendments. The LPA found 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. They also found that that the proposed rezoning is consistent with the Tallahassee-Leon County Comprehensive Plan, based on the findings and other information contained in this staff report, and recommend APPROVAL of the proposed rezoning. There were no public speakers on this item.

H. APPENDICES

Appendix #1:	Suburban (Policy 2.2.5 [L]) and University Transition (2.2.17[L])
Appendix #2:	University Transition (Section 10-242) and Commercial Parkway (Section 10-258) Zoning Code
Appendix #3:	Photo of signs providing details of proposed land use and zoning changes posted on subject site
Appendix #4:	Public Comment Received as of February 11, 2021

Appendix 1: Suburban (Policy 2.2.5 [L]) and University Transition (2.2.17[L])

Policy 2.2.5: [L]

SUBURBAN (EFF. 3/14/07)

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

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

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

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

Table 4: Suburban Intensity Guidelines

Development Patterns	Allowed Land Uses	Gross Residential Density	Non-Res Intensity	Percentage Mix of Uses
Low Density Residential	Residential, Recreation, Light Infrastructure & Community Service	0 to 8 UNITS/ACRE ⁽⁴⁾	10,000 SQ.FT/ACRE	65-80%
Low Density Residential Office	Residential, Office, Recreation, Light Infrastructure & Community Service	0 to 8 UNITS/ACRE ⁽⁴⁾	10,000 SQ.FT/ACRE ⁽⁵⁾	
Medium Density Residential	Residential, Recreation, Light Infrastructure & Community Service	8 to 16 UNITS/ACRE	20,000 SQ.FT/ACRE	
Medium Density Residential Office	Residential, Office, Ancillary 1 st Floor Commercial, Recreation, Light Infrastructure, Community Service & Post-Secondary Schools	8 to 20 UNITS/ACRE	20,000 SQ.FT/ACRE ⁽⁵⁾	65-80%

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

Notes: (1) 8 units/acre minimum for exclusively residential; (2) Hospitals up 176,000 sq ft/acre; (3) 20 units/acre and 40,000 sq ft/acre for multiple use development; Combined residential and non-residential development may have up to 40,000 SF and up to a six story building. Residential use, office use and commercial use is allowed. (4) Low Density Residential and Residential Office development patterns can have a minimum of 1 unit per acre if water and sewer are not available. (5) The maximum square footage is increased to 12,500 SF if the project is a mixed use development. (6) The maximum square footage increases to 40,000 SF per acre and maximum height increases to six stories if 50% of parking is structured. This provision only applies to areas previously designated as Mixed Use C (7) 250,000 SF of total development permitted on 20 to 30 acre centers. (8) Storage areas may be 50,000 SF per acre. Office and Retail is allowed. (9) Storage areas may be 50,000 SF per acre.

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

Policy 2.2.17: [L] UNIVERSITY TRANSITION (REV. EFF. 12/14/04; REV. EFF. 7/26/06; RENUMBERED 3/14/07; REV. EFF. 1/7/10) The University Transition land use category may only be applied through amendment to the Future Land Use Map to lands located generally within the rectangle created by the Florida State University main campus and Florida A & M University, Tallahassee Community College/Lively Technical Institute campuses and Innovation Park. Specifically, lands lying west of South Adams Street, South of West Tennessee Street, north of Orange Avenue and adjoining Innovation Park and Tallahassee Community College to the east. It is intended to be a compact land use category that provides higher density residential opportunities near the campuses, serving both to provide opportunities for student housing near the universities and to protect existing residential neighborhoods located away from the campuses from student housing encroachment. However, it is not intended that this category be applied in a manner that would encourage or facilitate the premature conversion of existing viable single-family residential neighborhoods. The category is intended to transition from present industrial and lower density residential uses to those more compatible with vibrant urban areas and shall remain within a compact area located in close proximity land owned by the universities and existing areas designated as University Transition.

Higher density residential redevelopment of up to 50 DU/AC is allowed to provide housing for students and close in housing opportunities to the downtown for professionals. Retail commercial limited to a smaller scale classification to provide essential services to immediate residents and ancillary needs of universities such as book stores and photo copying establishments may be permitted. State and private offices properly designed and scaled to surrounding uses may be permitted as well as central parking facilities, artistic studios and workshops. Restaurants, movie theaters, lounges and other entertainment commercial uses shall be permitted as commercial. Development regulations which allow flexibility in their design and operation to permit such uses as outdoor cafe and gardens shall be incorporated into zoning code. Pedestrian pathways and access systems shall be designed to connect universities, downtown, civic/arts center, and residential and commercial areas to cut down on dependence of automobile travel. Design controls shall be employed to provide land use compatibility by offsetting potential negative impacts. The areas within the Gaines Street Revitalization Plan Study Area will have up to 100 DU/AC.

Appendix 2: University Transition (Section 10-242) and Commercial Parkway (Section 10-258) Zoning Code

Section 10-242 UT University Transition District.

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

Sec. 10-258. CP Commercial Parkway District

The following applies to CP Commercial Parkway District:

PERMITTED USES		
1. District Intent	2. Principal Uses	3. Accessory Uses
<p>The CP district is intended to be located in areas designated Suburban on the future land use map of the comprehensive plan and shall apply to areas exhibiting an existing development pattern of office, general commercial, community facilities, and intensive automotive commercial development abutting urban area arterial roadways with high traffic volumes. The CP district is most suitable for those areas outside of the Multimodal Transportation District (MTD) as described in the comprehensive plan. Additional CP inside the MTD may only be designated when the existing land use pattern is mostly comprised of single use developments with suburban character as described in the Suburban Future Land Use Category. The CP district is characterized by a linear pattern of development. Residential development up to a maximum of 16 dwelling units per acre is permitted. There is no minimum gross density for residential when developed in conjunction with non-residential land uses. However, for all other residential developments, a minimum gross density of 6 dwelling units per acre shall be required, unless constraints of concurrency or preservation and/or conservation features preclude the attainment of the minimum densities. The access management standards set forth in for the CP district addressing limitations placed on access are intended to minimize and control ingress and egress to arterial roadways and to promote smooth and safe traffic</p>	<p>(1) Antique shops. (2) Armored truck services. (3) Automotive sales and rental (includes any type of motor vehicle including boats and motorcycles). (4) Automotive service and repair, including car wash. (5) Automotive--retail, parts, accessories, fires, etc. (6) Bait and tackle shops. (7) Banks and other financial institutions. (8) Broadcasting studios. (9) Building contractors and related services, without outdoor storage. (10) Camera and photographic stores. (11) Cemeteries. (12) Cocktail lounges and bars. (13) Commercial kennels. (14) Community facilities, including libraries, religious facilities, vocational schools, police/fire stations, and charitable donation stations. Elementary, middle, and high schools are prohibited. Other community facilities may be allowed in accordance with section 10-413. (15) Day care centers. (16) Gift, novelty, and souvenir stores. (17) Golf courses.</p>	<p>(18) Hotels and motels, including bed and breakfast inns. (19) Indoor amusements (bowling, billiards, skating, etc.). (20) Indoor theaters (including amphitheaters). (21) Laundromats, laundry and dry-cleaning pickup stations. (22) Lawn or tree removal services. (23) Mailing services. (24) Medical and dental offices, services, laboratories, and clinics. (25) Manufactured home sales lots. (26) Mortuaries. (27) Motor vehicle fuel sales. (28) Motor vehicle racing tracks, go-carts, etc. (29) Nonmedical offices and services, including business and government offices and services. (30) Nonstore retailers. (31) Nursing homes and residential care facilities. (32) Off-street parking facilities. (33) Outdoor amusements (golf courses, batting cages, driving ranges, etc.) (34) Passive and active recreational facilities. (35) Pawnshops. (36) Personal services (barber shops, fitness clubs, etc.).</p> <p>(1) A use or structure on the same lot with, and of a nature customarily incidental and subordinate to, the principal use or structure and which comprises no more than 33 percent of the floor area or cubic volume of the principal use or structure, as determined by the land use administrator.</p> <p>(2) Light infrastructure and/or utility services and facilities necessary to serve permitted uses, as determined by the land use administrator.</p>

PERMITTED USES			
1. District Intent	2. Principal Uses		
<p>flow of the general traveling public. Reuse of existing single use sites for multiple use developments, adding new uses to single use sites and/or multiple use developments in the CP district that share parking facilities, have parking structures and/or have high floor area ratios are encouraged in the CP district.</p> <p>New CP districts in the Suburban FLUM category shall have access to arterial or major collector streets.</p> <p>Development standards for properties located within the MMTD are established within Division 4 of this Code.</p>	<p>(37) Pest control services. (38) Pet day care centers. (39) Photocopying and duplicating services. (40) Printing and publishing. (41) Recreational vehicle park. (42) Rental and sales of dvds, video tapes and games. (43) Rental of tools, small equipment, or party supplies. (44) Repair services, nonautomotive. (45) Residential, multi-family. (46) Residential, any type, provided it is located on or above the 2nd floor of a structure containing non-residential development on the first floor. (47) Restaurants, with or without drive-in facilities. (48) Retail bakeries. (49) Retail caskets and tombstones. (50) Retail computer, video, record, and other electronics. (51) Retail department, apparel, and accessory stores. (52) Retail drug store. (53) Retail florist. (54) Retail food and grocery. (55) Retail furniture, home appliances and accessories. (56) Retail home/garden supply, hardware and nurseries. (57) Retail jewelry stores. (58) Retail needlework and instruction. (59) Retail newsstand, books, greeting cards.</p>	<p>(60) Retail office supplies. (61) Retail optical and medical supplies. (62) Retail package liquors. (63) Retail pet stores. (64) Retail picture framing. (65) Retail sporting goods, toy stores. (66) Retail trophy stores. (67) Self-moving operation. (68) Retail shoes, luggage, and leather products. (69) Sign shops. (70) Social, fraternal and recreational clubs and lodges, including assembly halls. (71) Studios for photography, music, art, drama, voice. (72) Tailoring. (73) Towing, wrecking, and recovery services. (74) Trailer sales and service. (75) Veterinary services, including veterinary hospitals. (76) Warehouses, mini-warehouses, or self-storage facilities. (77) Other uses which, in the opinion of the land use administrator, are of a similar and compatible nature to those uses described in this district and provided the use is not specifically permitted in another zoning district.</p>	

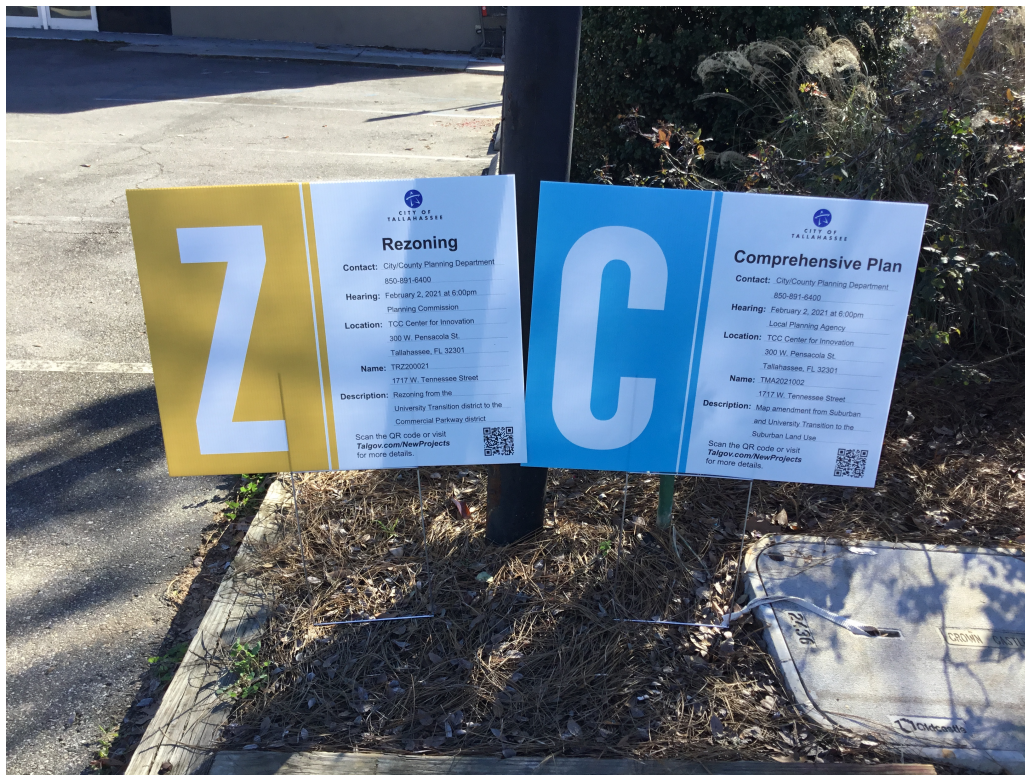
DEVELOPMENT STANDARDS									
	4. Minimum Lot or Site Size			5. Minimum Building Setbacks				6. Maximum Building Restrictions	
Use Category	a. Lot or Site Area	b. Lot Width	c. Lot Depth	a. Front	b. Side-Interior Lot	c. Side-Corner Lot	d. Rear	a. Building Size (excluding gross building floor area used for parking)	b. Building Height (excluding stories used for parking)
Multiple-Family Dwellings	10,000 square feet	80 feet	100 feet	15 feet	15 feet on each side	15 feet	25 feet	not applicable	4 stories
Residential located on or above the 2nd floor of a multi-use structure	none	none	none	25 feet	none	25 feet	10 feet	not applicable	4 stories
Any Permitted Principal Use	none	none	none	25 feet	none	25 feet	10 feet	25,000 s.f. of building floor area per acre and commercial and office uses not to exceed 200,000 s.f. of gross building floor area per parcel, 50,000 s.f. of building area per acre for permitted land uses number (73) warehouses, mini-warehouses, or self-storage facilities as listed in the permitted uses table above. In multi-use structures, residential uses do not count towards this floor area total.	4 stories
<p>7. <i>Access Management Criteria</i> (In case of a conflict with the provisions of other ordinances or regulations, the most strict provisions shall apply):</p> <p>a.) All roadways:</p> <ol style="list-style-type: none"> On all city roadways, the city's spacing standards for driveway access, medians, and signals per roadway class type shall prevail. On all county roadways, the county's spacing standards for driveway access, medians, and signals per roadway class type shall prevail. On all state arterial roadways, the FDOT's spacing standards for driveway access, medians, and signals, as outlined in the FDOT Access Management Classification System shall prevail. Exceptions to the FDOT Access Management Standards include the following: <ol style="list-style-type: none"> Existing driveway access for Capital Circle as of December 31, 1995; and Properties on Capital Circle which were granted single driveway permits by FDOT on or before December 31, 1995, which have sole access to Capital Circle and do not have other street access. <p>b.) All new commercial development shall construct a vehicular interconnection to adjacent properties that have an existing commercial use. Interconnections shall be required to adjacent vacant properties which are zoned for commercial use. The vehicular interconnections shall be constructed with material consistent with constructed or proposed vehicular use areas. Location of such interconnections shall be approved by the traffic engineer and constructed prior to issuance of a certificate of occupancy. Required interconnections between properties and/or to a private or public roadway shall be placed in a cross access easement acceptable by</p>									

DEVELOPMENT STANDARDS	
the city attorney. Exemptions to and deviations from the interconnection requirements of this section shall be approved by the parking standards committee.	
8. <i>Street Vehicular Access Restrictions:</i>	Properties in the CP zoning district may have vehicular access to any type of street. However, in order to protect residential areas and neighborhoods from nonresidential traffic, vehicular access to a local street is prohibited if one of the following zoning districts is located on the other side of the local street directly across from where the vehicular access point is proposed: RA, R-1, R-2, R-3, R-4, R-5, MH, MR-1, RP-1, RP-2, RP-MH, RP-UF, and RP-R.
9. <i>Noise Source Restrictions:</i>	In the event that a property zoned CP abuts a residential property, the noise source of the CP zoned property shall not exceed at L10 noise level of 60 dBA in the daytime (7:00 a.m. to 10:00 p.m.) and an L10 noise level of 50 dBA in the night time (10:00 p.m. to 7:00 a.m.) as measured on the property line abutting the source.
10. <i>Lighting Standards:</i>	In the event that a property zoned CP abuts a residential property, the night time lighting of the CP zoned property shall meet the following standards: night time lighting shall not exceed 0.5 vertical surface foot candle measured at the property line six feet above grade. Lighting standards shall not exceed 20 feet in height and shall have recessed bulbs and filters which conceal the source of illumination. No wall or roof mounted flood-lights or spot-lights used as general grounds lighting are permitted. Security lighting is permitted.
11. <i>Additional Criteria for Pet Day Care Centers:</i>	Outside boarding and unsupervised outside activity are prohibited. Hours of operation for pet day care centers shall be 6:00 a.m. to 9:00 p.m.
12. <i>Additional Criteria for Charitable Donation Stations:</i>	Such station shall have indoor storage for all donations, and shall have an attendant available during normal business hours responsible for the collection and/or storage of said donations. A "charitable donation station" is considered a community service/facility regulated by section 10-413 of this Code.

General Notes:

1. If central sanitary sewer is not available, residential development is limited to a minimum of 0.50 acre lots and nonresidential 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 chapter 5, pertaining to environmental management, for information pertaining to the regulation of environmental features (preservation/conservation features), stormwater management requirements, etc.
3. Refer to chapter 4, pertaining to concurrency management, for information pertaining to the availability of capacity for certain public facilities (roads, parks, etc.).
4. For cluster development standards, refer to section 10-426.

Appendix 3: Photos of public notice signage



Appendix 4: Public Comment as of February 11, 2021

There has been no public comment received on this amendment as of February 11, 2021.



2021 Comprehensive Plan Amendment Cycle
LMA202106
WW Kelley



SUMMARY

Property Owners:	Property Location:	Amendment Type:
Santosh Pradham	Intersection of WW Kelley Road and Apalachee Parkway	County Small Scale Map Amendment
Applicant:		
Teramore Development		
TLCPD Staff:	Current Future Land Use & Zoning:	LPA Recommendation:
Julie Conn Christesen	Future Land Use: Rural (R) Zoning: Rural (R)	Approve
Contact Information:	Proposed Future Land Use & Zoning:	Staff Recommendation:
Julie.christesen@talgov.com 850-891-6433	Future Land Use: Suburban (SUB) Zoning: General Commercial (C-2)	Approve
Date: 11/17/2020	Updated: 02/11/21	

A. REASON FOR REQUESTED CHANGE

The subject site includes two parcels on the southeast corner of the intersection of WW Kelley Road and Apalachee Parkway. The applicant, Teramore Development, is seeking this land use change to allow for the development of a neighborhood scale retail store. The current FLUM designation on the subject site is Rural, which prohibits higher density residential, and non-residential activities that are not functionally related to and supportive of agriculture, silviculture and other natural resource-based activities. Therefore, a change to a different FLUM designation is necessary to accommodate the proposed development program.

The proposed Suburban category allows a mixture of office, commercial uses, and residential densities up to 20 units per acre. The intent of the Suburban land use category is to create an environment for economic investment or reinvestment through the mutually advantageous placement of employment and shopping opportunities with convenient access to low to medium density residential land uses.

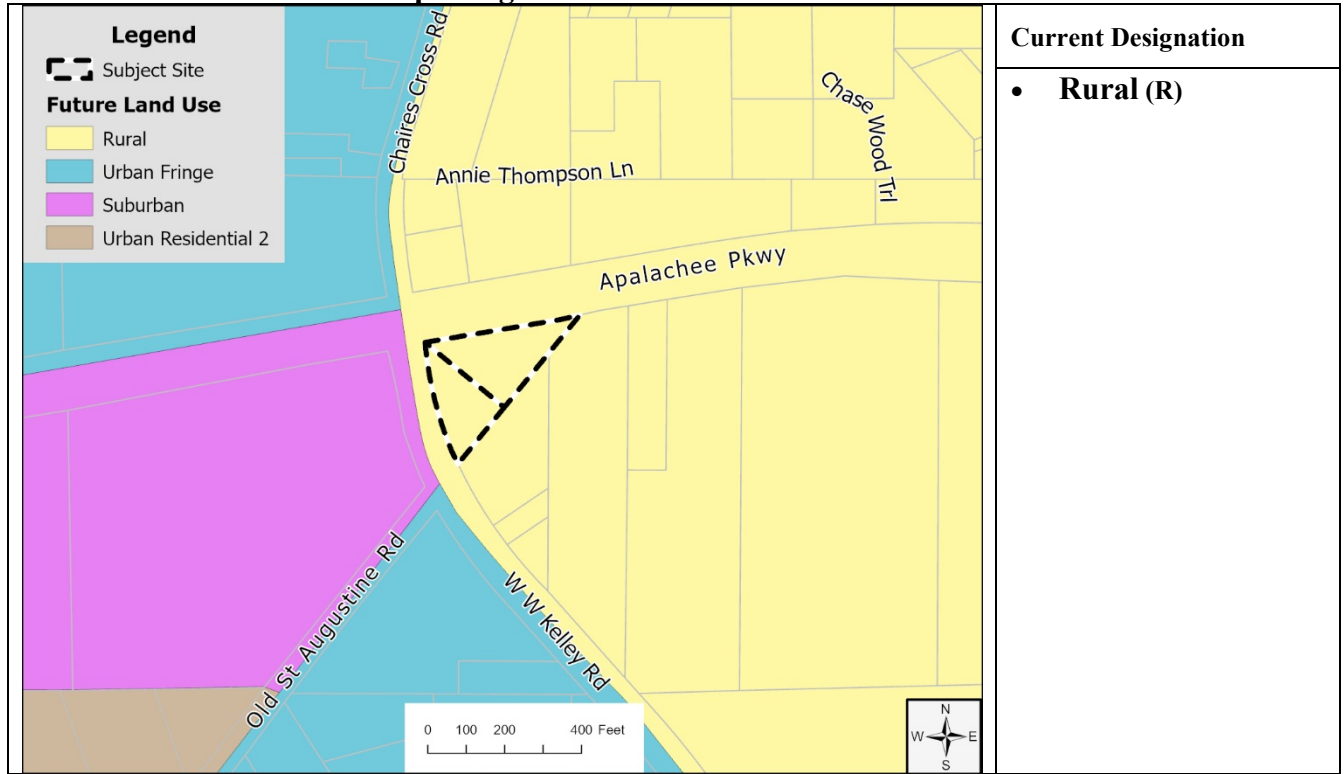
A rezoning application to allow development of a retail store will be processed concurrently with this amendment. A zoning change from Rural (R) to General Commercial (C-2) is requested to implement the proposed amendment to the Future Land Use Map.

B. CURRENT AND PROPOSED FUTURE LAND USE DESIGNATION

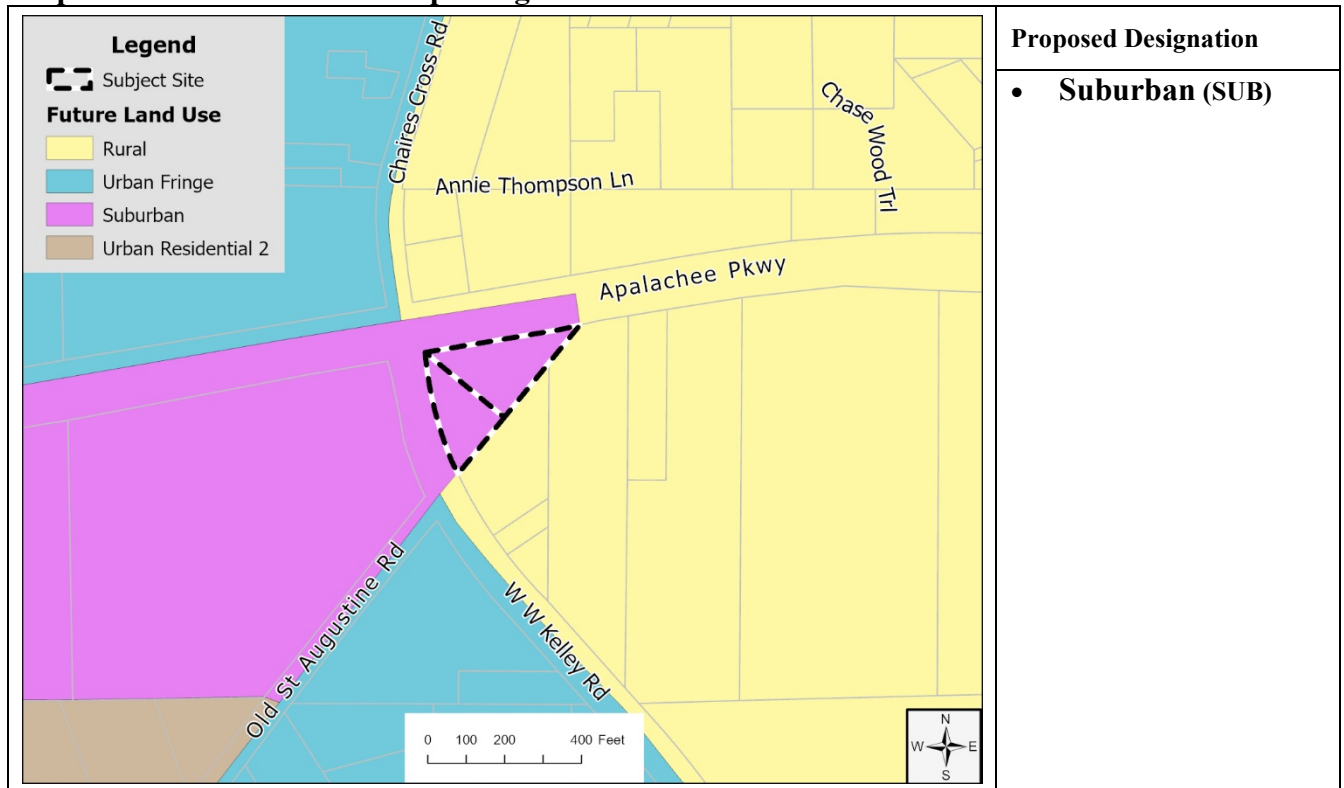
The Subject Site is currently designated **Rural** on the FLUM. The proposed amendment would change the FLUM designation of the area to **Suburban**.

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

Current Future Land Use Map Designation



Proposed Future Land Use Map Designation



C. STAFF RECOMMENDATION

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

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

D. LOCAL PLANNING AGENCY (LPA) RECOMMENDATION

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 **ADOPT** the proposed amendment.

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

E. SUMMARY OF FINDINGS

Staff presents the following findings of fact:

1. Policy 2.2.5 [L] states the purpose of the Suburban land use is to create an environment for economic investment or reinvestment through the mutually advantageous placement of employment and shopping opportunities with convenient access to low to medium density residential land uses. Employment opportunities should be located near residential areas, if possible, within walking distance.
2. Policy 2.2.5 [L] states that to complement the residential aspects of this development pattern, recreational opportunities, cultural activities, commercial goods and services should be located nearby.
The proposed retail store would be located directly adjacent to low density residential neighborhoods and would provide shopping opportunities with convenient access to these homes. The subject parcels are located across WW Kelley Road from parcels designated as Suburban on the FLUM.
3. Section 10-6.647, C-2 General Commercial district, specifically states that it shall apply to areas with direct access to major collector or arterial roadways located within convenient traveling distance to several neighborhoods, wherein small groups of retail commercial, professional, office, community and recreational facilities and other convenience commercial activities are permitted in order to provide goods and services that people frequently use in close proximity to their homes. The proposed retail store would have direct access to Apalachee Parkway, a Principal Arterial, as well as WW Kelley, a Major Collector, which are located within convenient traveling distance to several neighborhoods, community facilities, recreational facilities, and other convince commercial activities.
4. The subject site is located within the Urban Services Area.

The current land use designation of Rural states that “Due to the very low intensity development pattern that is intended for the category, urban services are not planned or programmed for the area.” The land use Rural land use category also states, “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.” For these reasons, maintaining the current land use designation of Rural on the subject site located within the Urban Services Area would be inconsistent with the intent of the Rural land use category.

F. STAFF ANALYSIS

History and Background

This area along WW Kelley Road and Apalachee Parkway is characterized by low intensity non-residential and low density residential development. While the FLUM does identify much of the area surrounding the subject sites as Rural, it should be noted that the actual surrounding uses are more consistent with the proposed change.

The subject site is approximately 1.6 acres in size and is currently vacant. Low density residential is located immediately south and to the southwest of the subject sites, with a gas station, a parcel with utility infrastructure, and a motel located to the north of the site. Directly to the west of the site is a large, mostly vacant parcel with Suburban FLU and General Commercial zoning, which is the same land use and zoning requested for the subject site.

The applicant is planning to hold a neighborhood meeting on December 8th to discuss the proposed amendment. Notes from this meeting can be found in Appendix #4.

Current and Proposed Future Land Use Categories

The complete comprehensive plan policies for **Rural (2.2.1 [L])** and **Suburban (2.2.5 [L])** are included as Appendix #1.

Rural/Agriculture (Current)

The intent of the Rural/Agriculture land use category is to maintain and promote agriculture, silviculture, and natural resource-based activities, to preserve natural systems and ecosystem functions, and to protect the scenic vistas and pastoral development patterns that typify Leon County's rural areas. Typical land uses within this category shall include agriculture, silviculture, and natural resource-based activities. Due to the very low intensity development pattern that is intended for the category, urban services are not planned or programmed for the area.

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.

As such, neighborhood retail is not appropriate in the Rural land use category.

Suburban (Proposed)

The proposed Suburban land use category allows a mixture of office, commercial uses and residential densities up to 20 units per acre. The intent of the Suburban land use category is to create an environment for economic investment or reinvestment through the mutually advantageous placement of employment and shopping opportunities with convenient access to low to medium density residential land uses.

To complement the residential aspects of this development pattern, recreational opportunities, cultural activities, commercial goods and services should be located nearby.

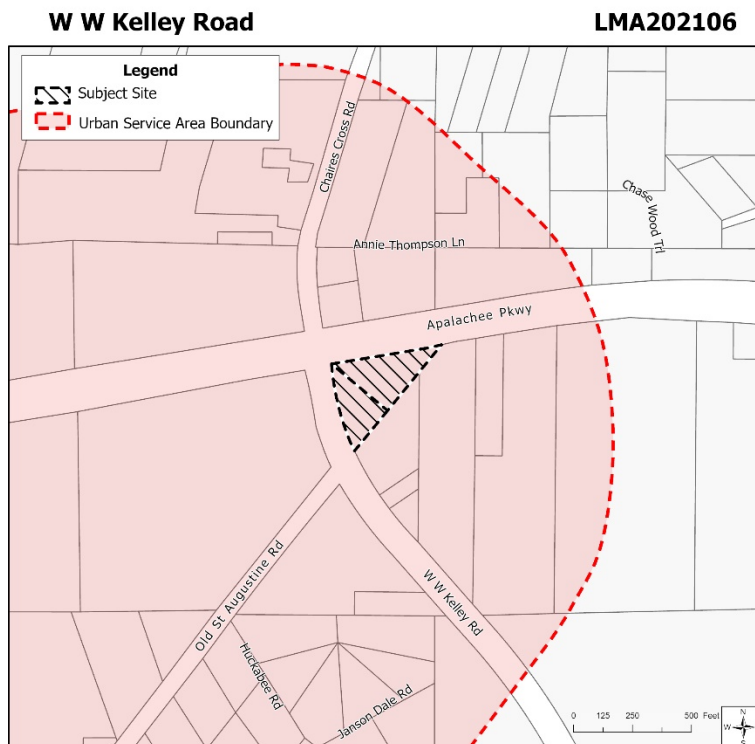
The Suburban land use category does allow for a commercial development and is appropriate for the proposed retail store.

The subject site is located directly adjacent to low density residential neighborhoods, and near a gas station, several places of worship, and recreational opportunities.

Consistency with Comprehensive Plan

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

- Policy 1.1.1 [L] requires that, in order to discourage urban sprawl, new development shall be concentrated in the Urban Service Area (USA) as designated on the future land use map. The subject site is within the USA. This can be seen on the map of the subject site, below:



- Policy 2.2.5 [L] states the purpose of the Suburban land use is to create an environment for economic investment or reinvestment through the mutually advantageous placement of employment and shopping opportunities with convenient access to low to medium density residential land uses. Employment opportunities should be located near residential areas, if possible, within walking distance.
- Policy 2.2.5 [L] states that to complement the residential aspects of this development pattern, recreational opportunities, cultural activities, commercial goods and services should be located nearby.
- The proposed retail store would be located adjacent to low density residential neighborhoods and would provide shopping opportunities with convenient access to these homes. The subject site parcels are located directly across WW Kelley Road from parcels designated as Suburban on the FLUM.
- Policy 2.2.1 [L] states that due to the very low intensity development pattern that is intended for the category, urban services are not planned or programmed for the area. The current

designation of Rural/Agriculture on the FLUM is inconsistent with the subject site being located inside the Urban Services Area.

- 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. Since the subject site is located within the Urban Services Area, amending the land use to a more intense land use category is consistent with this policy.

Zoning

The Land Development Code sections for **Rural (Sec. 10-6.612)]** and **General Commercial (Section 10-6.647)** zoning is included as Exhibit #2.

Rural (Current)

The current zoning for the subject site, Rural, is intended to maintain and promote agriculture, silviculture, and natural resource-based activities, preserve natural systems and ecosystem functions, and protect the scenic vistas and pastoral development patterns that typify Leon County's rural areas. Allowable land uses within this district include agriculture, silviculture, ecotourism-based activities, very low density residential, and community and passive recreational facilities. Non-residential uses, with the exception of community and passive recreational facilities, that are not functionally related to and supportive of agriculture, silviculture and other natural resource-based activities shall be prohibited within the Rural zoning district. This district is not intended to accommodate commercial activities designed to service basic household needs of area residents. Rural commercial uses, as well as restricted uses, may be allowed in this district but shall be limited to the locational and design standards as noted herein. Due to the need to protect and preserve existing Rural lands from fragmentation and to promote infill and redevelopment within the Urban Services Area and Rural Communities, urban services are not planned or programmed for this area.

Although some of the parcels adjacent to the subject site are also categorized as rural, it should be noted that the actual uses are more consistent with the proposed zoning of C-2. The parcels across WW Kelley share the proposed C-2, General Commercial zoning.

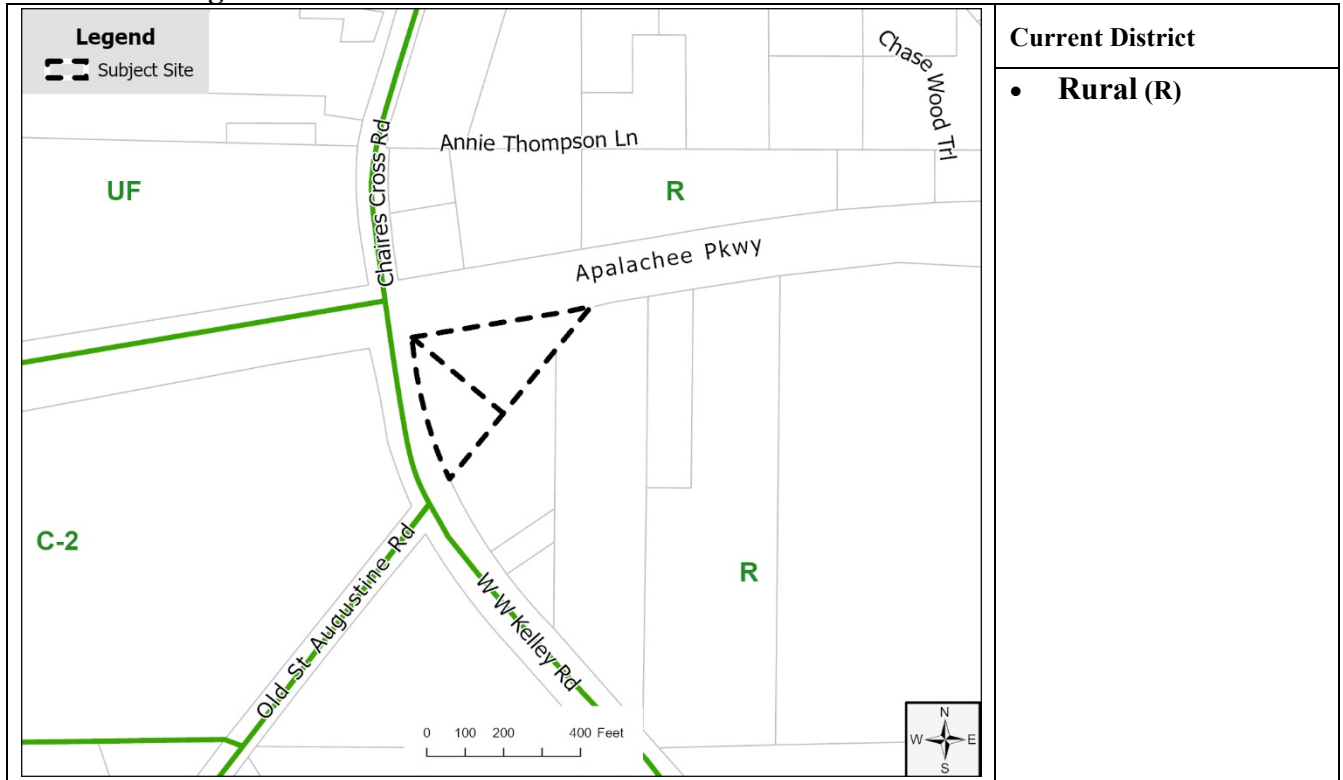
General Commercial (C-2) (Proposed)

The proposed zoning for the subject parcels, General Commercial, is intended to be located in areas designated Bradfordville Mixed Use, Suburban or Woodville Rural Community on the Future Land Use Map. This zoning shall apply to areas with direct access to major collector or arterial roadways located within convenient traveling distance to several neighborhoods, wherein small groups of retail commercial, professional, office, community and recreational facilities and other convenience commercial activities are permitted in order to provide goods and services that people frequently use in close proximity to their homes. The C-2 district is not intended to accommodate large scale commercial or service activities or other types of more intensive commercial activity. In order to maintain compact and nonlinear characteristics, C-2 districts shall not be located closer than ¼ mile to other C-2 or C-1 districts or to parcels of land containing commercial developments including more than 20,000 gross square feet of floor area and shall not exceed 30 acres in size.

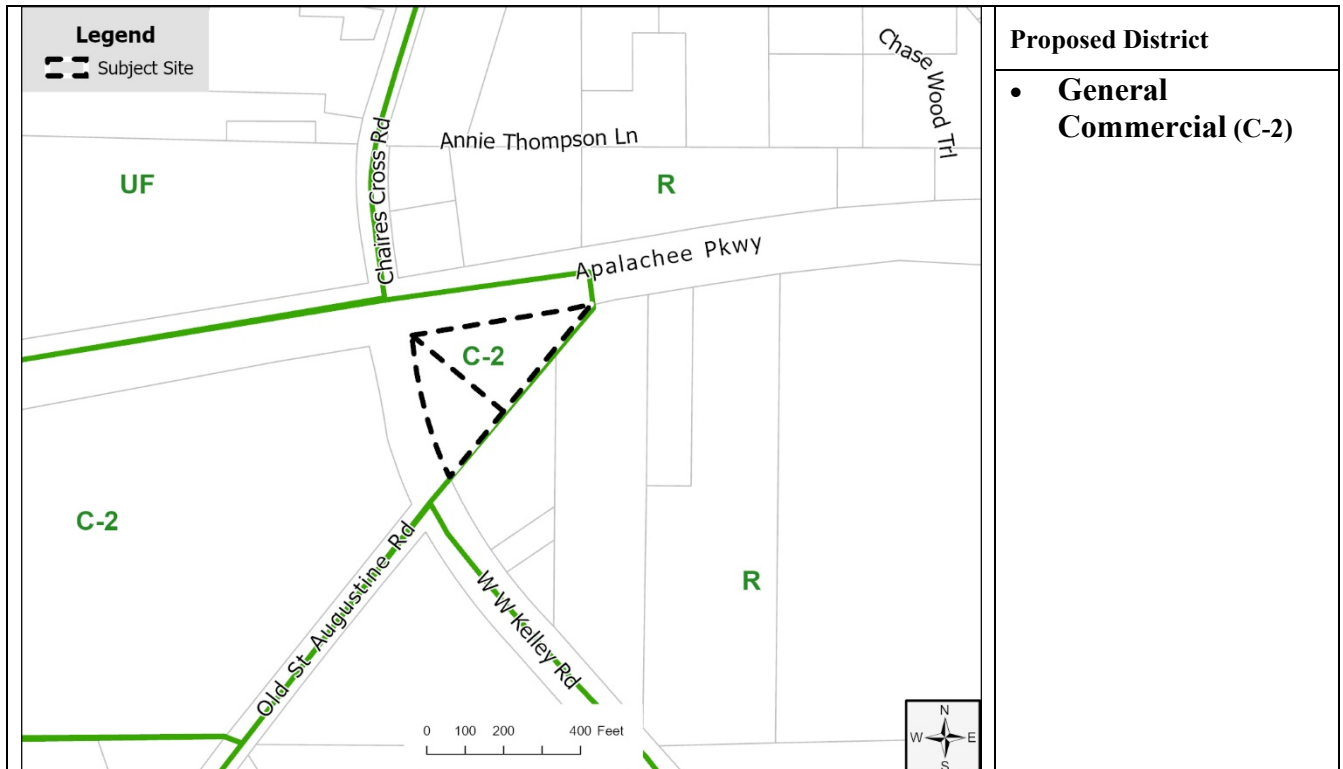
This proposed zoning district allows for commercial development, such as is proposed on these subject sites. And although the subject sites are adjacent to C-2 zoning, they are not within ¼ mile of a commercial development that has more than 20,000 gross square feet of floor area and do not exceed 30 acres in size. The proposed zoning for the subject sites is consistent with adjacent zoning.

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

Current Zoning



Proposed Zoning

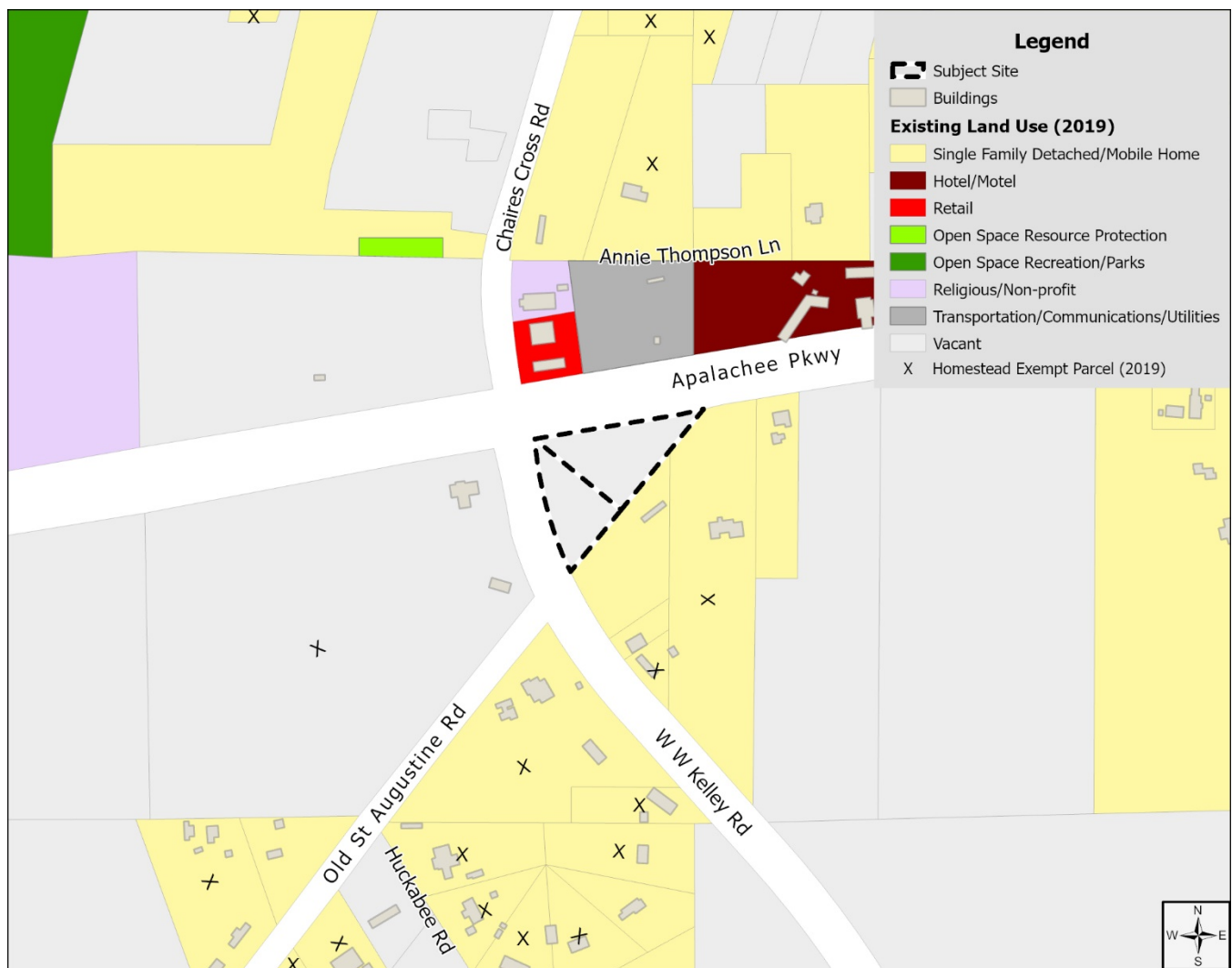


Existing Land Uses

Discussion of existing uses surrounding the subject site

The subject site is comprised of two parcels and is approximately 1.6 acres in size and is currently vacant. Low density residential is located immediately south and to the southwest of the subject site, with a gas station, a parcel with utilities, and a motel located directly to the north of the site. Directly to the west of the site is a large, mostly vacant parcel with Suburban land use and General Commercial zoning, which is the same land use and zoning that these parcels are applying to become. Near the site but not directly adjacent there are several places of worship, additional low residential housing, and a school.

Existing Land Use Map



Infrastructure Analysis

Water/Sewer

Talquin has the capacity to serve parcels 3203206100000 & 3203206090000 with Electric and Water utilities. They have a 6" main on Apalachee Parkway side of the road and an 8" main on the WW Kelly side. Based on the information provided, it is assumed the development will not require a meter larger than 1". As to electric, they have an existing electrical facility that currently parallels & traverses the subject parcel. They should be able to adequately serve any commercial retail store having 9,000 sf at this location.

Schools

The Subject Site is zoned for Chaires Elementary School, Fairview Middle School, and Rickards High School.

All attendance zones in which the property is located have capacity for this project. Currently, Chaires Elementary has a capacity of 329, with a post development capacity of 324. Currently, Fairview Middle School has a capacity of 571, with a post development capacity of 569. Currently, Rickards High School has a capacity of 298, with a post development capacity of 296.

Roadway Network

The subject site is not within the MMTD. The subject site fronts Apalachee Parkway (US Highway 27; State Road 20), a Principal Arterial, to the north and WW Kelley Road (County Road 2195), a Major Collector, to the west. WW Kelley Road becomes Chaires Cross Road (CR 1543) as it crosses Apalachee Parkway to the north. The intersection of Apalachee Parkway and WW Kelley Road is signalized. Old St. Augustine Road (CR 2196) terminates at its intersection with WW Kelley Road approximately 350 feet south of the aforementioned signalized intersection on the west side of WW Kelley Road. The on the east side of WW Kelley Road, the southwest corner boundary of the subject site faces this intersection with Old St. Augustine Road.

It appears that, in the past, Old St. Augustine Road transected the southwest corner of the intersection of Apalachee Parkway and WW Kelley Road. While this portion of roadway is no longer maintained, the bygone roadway segment formed the basis of the southeast boundary (hypotenuse) of the triangular shaped site in question.

Site impacts Site Impact Analysis:

Acres	Buildout Type	Maximum Buildout Intensity	Maximum Buildout	Trip Generation Rate	% Enter	% Exit	Trips Enter	Trips Exit	Total Trips
1.452	Residential	16 DU/Acre	23.2 DU	0.98	63	37	14	8	23
	Commercial	12,500 SF/Acre	18.15 KSF	6.84	52	48	65	60	124

The table above depicts preliminary calculations based on the maximum residential development and maximum commercial development allowed under the requested future land use category and associated rezoning. 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 124 (commercial) or 23 (residential) new trips. No concurrency issues are expected given these preliminary calculations. The total trips noted in this analysis are substantially higher than will be allowed due to requirements such as stormwater mitigation and other restrictions. The actual traffic impacts and concurrency will be calculated at the time of site plan. Transportation concurrency will be determined at time of site plan.

Pedestrian and Bicycle Network

This site is not accessible via sidewalks, trails, or bike lanes. There are paved shoulders on Apalachee Parkway.

Transit Network

This site is not serviced by transit.

Environmental Analysis

The subject site is located in the Urban Services Area. There are no significant environmental features on the subject site. The subject site is located in the Chaires Crossroads watershed in the St. Marks Basin.

F. PUBLIC OUTREACH AND NOTIFICATION

An initial mailing was sent to [enter number of notices] property owners within 1,000 feet of Subject Site.

Public Outreach		Date Completed
X	Notices Mailed to Property Owners within 1000 feet	11/24/2020
X	Signs providing details of proposed land use posted on subject site	1/08/2021
X	Public Open House	12/10/2020
X	Staff Reports Available Online	11/06/2020
X	Email Subscription Notice sent to all users of service	12/07/2020

Public Open House –A Public Open House was held on December 10, 2020 to provide an overview of the applications received and the amendments (and concurrent rezonings) being requested. The Open House was held virtually using the WebEx platform. There were 40 people registered to attend the Public Open House. Of those registered, 10 indicated they had an interest in this amendment. Following the presentation on the proposed amendments, there was no discussion on this 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 Meetings		Date Completed
X	Local Planning Agency Workshop	1/5/2021
X	Local Planning Agency Public Hearing	2/2/2021
	Joint City-County Commission Workshop	3/23/2021
	Transmittal Public Hearing [If Applicable]	
	Adoption Public Hearing	4/13/2021

Local Planning Agency Workshop – January 5, 2021: A workshop was held on January 5, 2021 to discuss the proposed 2021 Cycle amendments. Staff provided an overview of the requested amendments and details of the preliminary analyses for the amendments. There were no questions from the LPA that resulted in updates to this staff report. The LPA did ask about the existing use of properties directly adjacent to the subject site. The two adjacent parcels are used as single-family residential property.

Local Planning Agency Public Hearing – February 2, 2021: The Public Hearing was held on February 2, 2021 to vote on the proposed 2021 Cycle amendments. The LPA found 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. They also found that that the proposed rezoning is consistent with the Tallahassee-Leon County Comprehensive Plan, based on the findings and other information contained in this staff report, and recommend APPROVAL of the proposed rezoning. The LPA asked questions of the applicant, but there were no other speakers on this item.

H. APPENDICES

Appendix #1:	Suburban (Policy 2.2.5 [L]) and Rural (Policy 2.2.1: [L]) Future Land Use Categories
Appendix #2:	Rural (Sec. 10-6.612) and General Commercial (Section 10-6.647) Zoning Code
Appendix #3:	Photo of signs providing details of proposed land use changes posted on subject site
Appendix #4:	Neighborhood Meeting information – hosted and provided by the Applicant
Appendix #5:	Example architectural style for the site included in the amendment application package
Appendix #6:	Public Comment as of February 11, 2021

Appendix 1: Suburban (Policy 2.2.5 [L]) and Rural (Policy 2.2.1: [L]) Future Land Use Categories

Policy 2.2.5: [L]

SUBURBAN (EFF. 3/14/07)

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

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

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

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

Table 4: Suburban Intensity Guidelines

Development Patterns	Allowed Land Uses	Gross Residential Density	Non-Res Intensity	Percentage Mix of Uses
Low Density Residential	Residential, Recreation, Light Infrastructure & Community Service	0 to 8 UNITS/ ACRE ⁽⁴⁾	10,000 SQ.FT/ACRE	65-80%
Low Density Residential Office	Residential, Office, Recreation, Light Infrastructure & Community Service	0 to 8 UNITS/ ACRE ⁽⁴⁾	10,000 SQ.FT/ACRE ⁽⁵⁾	
Medium Density Residential	Residential, Recreation, Light Infrastructure & Community Service	8 to 16 UNITS/ ACRE	20,000 SQ.FT/ACRE	65-80%
Medium Density Residential Office	Residential, Office, Ancillary 1 st Floor Commercial, Recreation, Light Infrastructure, Community Service & Post-Secondary Schools	8 to 20 UNITS/ ACRE	20,000 SQ.FT/ACRE ⁽⁵⁾	

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

Notes: (1) 8 units/acre minimum for exclusively residential; (2) Hospitals up 176,000 sq ft/acre; (3) 20 units/acre and 40,000 sq ft/acre for multiple use development; Combined residential and non-residential development may have up to 40,000 SF and up to a six story building. Residential use, office use and commercial use is allowed. (4) Low Density Residential and Residential Office development patterns can have a minimum of 1 unit per acre if water and sewer are not available. (5) The maximum square footage is increased to 12,500 SF if the project is a mixed use development. (6) The maximum square footage increases to 40,000 SF per acre and maximum height increases to six stories if 50% of parking is structured. This provision only applies to areas previously designated as Mixed Use C (7) 250,000 SF of total development permitted on 20 to 30 acre centers. (8) Storage areas may be 50,000 SF per acre. Office and Retail is allowed. (9) Storage areas may be 50,000 SF per acre.

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

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; REV. EFF. 1/19/20) 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 and recreational uses may be permitted provided they are compatible with the natural and rural surroundings. Facilities associated with these uses may be I. Land Use Tallahassee-Leon County 2030 Comprehensive Plan (as of 2019-02ESR Amendment Cycle, eff. 1/19/20) 30 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 and light infrastructure 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.

Appendix 2: Rural (Sec. 10-6.612) and General Commercial (Section 10-6.647) Zoning Code

Sec. 10-6.612 Rural

1. District Intent							2. Allowable District Location			
The intent of the Rural zoning district is to maintain and promote agriculture, silviculture, and natural resource-based activities, preserve natural systems and ecosystem functions, and protect the scenic vistas and pastoral development patterns that typify Leon County's rural areas. Allowable land uses within this district include agriculture, silviculture, ecotourism based activities, very low density residential, and community and passive recreational facilities. Non-residential uses, with the exception of community and passive recreational facilities, that are not functionally related to and supportive of agriculture, silviculture and other natural resource-based activities shall be prohibited within the Rural zoning district. This district is not intended to accommodate commercial activities designed to service basic household needs of area residents. Rural commercial uses, as well as restricted uses, may be allowed in this district but shall be limited to the locational and design standards as noted herein. Due to the need to protect and preserve existing Rural lands from fragmentation and to promote infill and redevelopment within the Urban Services Area and Rural Communities, urban services are not planned or programmed for this area. Design standards and development standards for non-residential development and restricted uses, as noted herein, shall be required to prevent encroachment and fragmentation of agricultural uses as well as to ensure compatibility with adjacent uses.							The district may only be located within areas designated Rural on the Future Land Use Map.			
PERMITTED, PROHIBITED, AND RESTRICTED USES										
3. Principal Uses		4. Prohibited Uses				5. Restricted Uses			6. Rural Accessory Uses Functionally Related to Bona-Fide Agriculture, Silviculture or Natural Resource-Based Activities	
(1) Agricultural (2) Silviculture (3) Wholesale Trade: Farm-product raw materials (4) Wholesale Nursery Products (5) Rural commercial (6) Community services (7) Low-density residential (single, two-family, or manufactured home) (8) Passive recreation (9) Light infrastructure (10) Cemeteries		(1) Manufacturing (2) Extraction and bottling of mineral or springwater – wholesale (3) High Pressure well stimulation/Acid Fracturing and/or Hydraulic Fracturing (4) Gas stations, fuel oil and liquefied petroleum products (5) Convenience stores (6) Grocery stores (7) General merchandise sales (8) Drug stores (9) Automotive repair (10) Motor vehicle racing tracks/amusement parks (11) Heavy Infrastructure (with the exception of those listed under restricted uses) (12) Active recreation (with the exception of those listed under restricted uses) (13) Other uses which are not functionally supportive of and accessory to established agricultural, silvicultural or natural resource-based activities within the Rural zoning district.				(1) Mining (2) Landscape counseling and planning (3) Airports, flying fields and services (4) Camps and recreational vehicle parks (5) Botanical and zoological gardens (6) Archaeological historical sites (7) Commercial kennels (8) Veterinary clinics (9) Riding academies/livery or boarding stables			Pursuant to Section 823.14, F.S., a bona-fide farm operation shall be exempt from local regulation, ordinance, rule or policy that prohibits, restricts, regulates or otherwise limits activities of a bona-fide farm operation on land classified as agricultural land pursuant to s. 193.461 FS. Pursuant to Section 823.14(3)(b), F.S., “farm operation” shall mean all conditions or activities which occur on a farm in connection with that farm’s products.	
7. Development Standards										
Use Category	a. Lot area (acres)	b. Minimum lot frontage	c. Front yard setback	d. Corner yard setback	e. Side yard setback	f. Rear Yard Setback	g. Maximum percent impervious surface area	h. Maximum height at building envelope perimeter	i. Maximum height per additional setback	j. Total maximum height
Low Density Residential	10 acres minimum	15 feet	30 feet	30 feet	20 feet	50 feet	30	35 feet	1’/1’	Not applicable
Rural Commercial	3.0 acres minimum; 5.0 acres maximum*	40 feet	50 feet building, 50 feet parking	50 feet building, 50 feet parking	50 feet building, 50 feet parking	50 feet building, 50 feet parking	30	35 feet	1’/1’	45 feet

7. Development Standards										
Use Category	a. Lot area (acres)	b. Minimum lot frontage	c. Front yard setback	d. Corner yard setback	e. Side yard setback	f. Rear Yard Setback	g. Maximum percent impervious surface area	h. Maximum height at building envelope perimeter	i. Maximum height per additional setback	j. Total maximum height
Community Services	3.0 acres minimum; 5.0 acres maximum	40 feet	50 feet building, 50 feet parking	50 feet building, 50 feet parking	50 feet building, 50 feet parking	50 feet building, 50 feet parking	30	35 feet	1’/1’	45 feet
Restricted Uses; Passive Recreation Facilities	3.0 acres minimum	Not applicable	50 feet building, 50 feet parking; unless otherwise specified in subsection 10	50 feet building, 50 feet parking; unless otherwise specified in subsection 10	50 feet building, 50 feet parking; unless otherwise specified in subsection 10	50 feet building, 50 feet parking; unless otherwise specified in subsection 10	30	35 feet	1’/1’	45 feet
Comp. Plan Policy 2.1.9 Subdivision	0.5 acres minimum	15 feet	25 feet	25 feet	15 feet	50 feet	30	35 feet	1’/1’	Not applicable

<p>8. Development Standards for Community Service uses:</p> <p>Community Service uses shall also be subject to the buffer zone standards (section 10-7.522), the parking and loading requirements (Subdivision 3 of Division 5 of Article VII) and applicable design standards outlined in subsection 11 of this section.</p> <p>(1) Single structure: 5,000 gross square feet maximum.</p> <p>(2) Site area: 3 acres minimum; Maximum of 5 acres.</p>
<p>9. Rural Commercial Intersection Location Standards:</p> <p>The intersection location standard is intended to group rural commercial activities toward intersections to provide access and to prevent fragmentation of agricultural uses.</p> <p>(1) <i>Major Function:</i> Provide sales and services functionally related to and supportive of agriculture, silviculture and natural resource-based activities.</p> <p>(2) <i>Location:</i> On or near the intersection (access within 330 feet of the centerline of the intersection) of an arterial/arterial or arterial/major collector roadway.</p> <p>(3) <i>Site area:</i> 3.0 acres minimum with a maximum of 5.0 acres per quadrant.</p> <p>(4) <i>Allowable building square footage:</i> Maximum of 10,000 gross square feet per intersection (only 2 quadrants per intersection may be developed for rural commercial). Single structure limited to a maximum of 5,000 gross square feet.</p>
<p>10. Development standards for restricted uses.</p> <p>All proposed restricted uses shall meet the applicable provisions of Section 10-6.611 (Special Exception uses and Restricted uses); the applicable design standards noted in subsection 11 of this section; the buffer zone standards (section 10-7.522); and, the parking and loading requirements (Subdivision 3 of Division 5 of Article VII). All restricted uses shall be limited to a maximum building area of 2,000 gross square feet per acre with no more than 5,000 gross square feet of retail commercial or office space. The following restricted uses require satisfaction of additional criteria:</p> <p>(1) Mining activities.</p> <p>a. All mining activities as defined on the schedule of permitted uses must meet the specific development standards, as follows upon review and approval by the Board of County Commissioners following a duly noticed public hearing. This includes NAICS items 212321 and 212324.</p> <p>b. A plan must be submitted demonstrating protection of adjacent properties and public interest which shall include, but not be limited to the following:</p> <p>1. The mining activity, all accessory uses and structures, internal roadways, and driveways onto the adjacent streets shall be set back a minimum of 100 feet from the perimeter property boundaries or 200 feet from the nearest off-site residence, residential zoning district, or subdivision intended primarily for residential land use, whichever distance is greater. This setback standard may be reduced if less of a setback is approved in writing by the adjacent property</p>

10. Development standards for restricted uses (Continued).

owner or owners prior to site plan approval or if the adjacent property is also used as a mining activity.

2. A plan of vehicular access to and from the site demonstrating that heavy trucks and equipment will not travel on that portion of a local or minor collector street with frontage containing residential land use, zoned for residential land use, or containing subdivision lots intended primarily for residential land use. For purposes of this requirement, local and minor collector streets shall be those identified in the local government Comprehensive Plan and the Tallahassee-Leon County Long Range Transportation Plan.
 3. A land reclamation plan shall be submitted demonstrating that upon termination of the activity the land shall be returned to a condition that will allow an effective reuse comparable to surrounding properties.
 4. Fencing requirement: All areas proposed for use in open-pit mining operations and/or construction and demolition debris disposal must be secured by a fence, unless the area is determined by the county administrator or designee to be a reclaimed open-pit mine. The fence must be at least four feet in height with openings that will reject the passage of a seven-inch diameter sphere. The fence must be equipped with a gate which shall remain locked when workers or employees of the land owner or mining company are not present at the site. At every gate or access point, at least one sign must be posted which states, in at least four-inch tall letters, "Danger," "Keep Out," "No Trespassing," or similar language indicate that there may be hazardous conditions on the premises.
- (2) Camps and recreational vehicle parks (NAICS 721211 and 721214).
- a. All camps and recreational vehicle parks must meet the specific development standards, as follows upon review and approval by the Board of County Commissioners following a duly noticed public hearing. A plan must be submitted demonstrating protection of adjacent properties and public interest which shall include, but not be limited to the following:
 1. Sanitary facilities shall be provided.
 2. Not more than five campsites per gross acre shall be provided.
 3. Individual campsites, roadways, and accessory structures shall be located to meet the minimum building setback standards from the exterior property lines of the campground.
- (3) Airports, flying fields and services
- a. All airports, flying fields and services must meet the specific development standards as noted in this section and as required by state or federal law, and shall require review and approval by the Board of County Commissioners following a duly noticed public hearing.

11. Site Design Criteria.

Rural commercial uses, as well as restricted uses, may be allowed in this district but shall be limited to the locational and design standards as noted herein.

- (1) A plan and supporting narrative must be submitted pursuant to the applicable site and development plan process outlined in Article VII that demonstrates compliance, as applicable, with the following:
- a. Freestanding onsite signs shall be limited to monument-style signs and the sign base shall be consistent with the materials and design context of the primary onsite building. Signs shall be illuminated with externally mounted lighting focused on the sign in a manner that limits off-site illumination. Internally illuminated signs and pole signs are prohibited. For sites not located at intersections, onsite ground signs shall be limited to no more than 32 square feet in area and limited to no more than 10 feet in height.
 - b. Building design standards including any proposed accessory buildings and structures shall reflect or compliment the local vernacular architectural style. Building facade treatments and materials shall provide architectural interest through, but not limited to: the utilization of fenestration that allows for natural surveillance and gabled or parapet roof treatments.
 - c. On-site lighting including 24-hour security lighting shall be wall mounted with illumination focused on the building in a manner that limits off-site illumination, consistent with the “Dark Sky Friendly” guidelines.
 - d. All exterior lighting shall have recessed bulbs and filters which conceal the source of illumination. No wall or roof mounted flood or spot lights used as general grounds lighting are permitted. Security lighting is permitted.
 - e. Lighting at the property line (six feet above ground) adjacent to residential uses shall not exceed 0.1 foot candles.
 - f. Lighting for parking areas shall not exceed 15 feet in height as measured from average grade to the light fixture.
 - g. Perimeter buffering and/or fencing requirements shall be based on the density of the adjacent residential uses. If the adjacent residential density is 0.5 dwelling units per acre or greater, a Type C buffer shall be required. A wooden buffer fence may be utilized on sites where the required vegetative buffer cannot be established based on site limitations or constraints.
 - h. The trash collection dumpster shall be accessible to waste collection vehicles, and shall be located in the side or rear setback area of the onsite principle building. The dumpster shall be screened with a material and design treatment consistent with the building façade of the principle building.
 - i. All appurtenant mechanical and electrical equipment, outside collection/drop-off/storage areas, and other accessory or ancillary structures shall be screened from public view. The screening material shall be consistent with the materials and design context of the primary onsite building.
 - j. The site design shall integrate internal and where appropriate external pedestrian circulation and interconnection including the accommodation of bike circulation were applicable.
 - k. The hours of operation shall be limited to 6:00 am to 10:00 pm.
 - l. To ensure compatibility, other site design treatments and considerations may be applicable to the proposed use and shall be identified during the proposed project's application review meeting.

GENERAL NOTES:

1. If central sanitary sewer is not available, residential development shall provide no less than 0.50 acre of buildable area. Nonresidential development and community service facilities are limited to a maximum of 900 gallons of wastewater flow per day. 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, schools, parks, etc.).

Footnotes:

* If subdivision is proposed to create the rural commercial parcel, then the remaining portion of the property shall meet the minimum lot size standards noted herein.

Section 10-6.647. C-2 General Commercial district.

1. District Intent	PERMITTED USES		
	2. Principal Uses		3. Accessory Uses
The C-2 district is intended to be located in areas designated Bradfordville Mixed Use, Suburban or Woodville Rural Community on the Future Land Use Map of the Comprehensive Plan shall apply to areas with direct access to major collector or arterial roadways located within convenient traveling distance to several neighborhoods, wherein small groups of retail commercial, professional, office, community and recreational facilities and other convenience commercial activities are permitted in order to provide goods and services that people frequently use in close proximity to their homes. The C-2 district is not intended to accommodate large scale commercial or service activities or other types of more intensive commercial activity. The maximum gross density allowed for new residential development in the C-2 district is 16 dwelling units per acre, with a minimum gross density of 8 dwelling units per acre, unless constraints of concurrency or preservation and/or conservation features preclude the attainment of the minimum density. The residential uses are required to be located on the second floor or above a building containing commercial or office uses on the first floor. Mixed use projects in the C-2 district are encouraged, but are not required. In order to maintain compact and non-linear characteristics, C-2 districts shall not be located closer than ¼ mile to other C-2 or C-1 districts or to parcels of land containing commercial developments including more than 20,000 gross square feet of floor area and shall not exceed 30 acres in size.	(1) Antique shops. (2) Automotive service and repair, including car wash. (3) Bait and tackle shops. (4) Banks and other financial institutions. (5) Camera and photographic stores. (6) Cocktail lounges and bars. (7) Community facilities related to the permitted principal uses, including libraries, religious facilities, police/fire stations, and high schools. Elementary schools are prohibited. Other community facilities may be allowed in accordance with Section 10-6.806 of these regulations. (8) Day care centers. (9) Gift, novelty, and souvenir shops. (10) Indoor amusements (bowling, billiards, skating, etc.). (11) Indoor theaters (including amphitheaters). (12) Laundromats, laundry and dry cleaning pick-up stations. (13) Mailing services. (14) Medical and dental offices, services, laboratories, and clinics. (15) Motor vehicle fuel sales. (16) Non-medical offices and services, including business and government offices and services. (17) Non-store retailers. (18) Passive and active recreational facilities. (19) Personal services (barber shops, fitness clubs etc.). (20) Photocopying and duplicating services. (21) Rental and sales of dvds, video tapes and games. (22) Rental of tools, small equipment, or party supplies. (23) Repair services, non-automotive.	(24) Residential (any type), provided that it is located on the second floor or above a building containing commercial or office uses on the first floor. (25) Restaurants, with or without drive-in facilities. (26) Retail bakeries. (27) Retail computer, video, record, and other electronics. (28) Retail department, apparel, and accessory stores. (29) Retail drug store. (30) Retail florist. (31) Retail food and grocery. (32) Retail furniture, home appliances, accessories. (33) Retail home/garden supply, hardware and nurseries. (34) Retail jewelry store. (35) Retail needlework shops and instruction. (36) Retail newsstand, books, greeting cards. (37) Retail office supplies. (38) Retail optical and medical supplies. (39) Retail package liquors. (40) Retail pet stores. (41) Retail picture framing. (42) Retail sporting goods, toys. (43) Retail trophy store. (44) Shoes, luggage, and leather goods. (45) Social, fraternal and recreational clubs and lodges, including assembly halls. (46) Studios for photography, music, art, dance, and voice. (47) Tailoring. (48) Veterinary services, including veterinary hospitals. (49) Other uses, which in the opinion of the County Administrator or designee, are of a similar and compatible nature to those uses described in this district.	(1) A use or structure on the same lot with, and of a nature customarily incidental and subordinate to, the principal use or structure and which comprises no more than 33 percent of the floor area or cubic volume of the principal use or structure, as determined by the County Administrator or designee. (2) Light infrastructure and/or utility services and facilities necessary to serve permitted uses, as determined by the County Administrator or designee.
FOR DEVELOPMENT STANDARDS REFER TO PAGE 2 OF 2			

DEVELOPMENT STANDARDS									
Use Category	4. Minimum Lot or Site Size			5. Minimum Building Setbacks				6. Maximum Building Restrictions	
	a. Lot or Site Area	b. Lot Width	c. Lot Depth	a. Front	b. Side-Interior Lot	c. Side-Corner Lot	d. Rear	a. Building Size (excluding gross building floor area used for parking)	b. Building Height (excluding stories used for parking)
Any Permitted Principal Use	none	none	none	25 feet	15 feet on each side	25 feet	10 feet	Except for properties within the Woodville Rural Community, 12,500 square feet of non-residential gross building floor area per acre and commercial and/or office uses not to exceed 200,000 square feet of gross building floor area for each district containing 20 acres or less. 12,500 square feet of non-residential gross building floor area per acre and commercial and/or office uses not to exceed a maximum of 250,000 square feet of non-residential gross building area per district for districts containing more than 20 acres to 30 acres. Individual buildings may not exceed 50,000 gross square feet. Within the Woodville Rural Community, 12,500 square feet of non-residential gross building area per acre and commercial uses not to exceed 50,000 square feet of gross building floor area per parcel.	3 stories
7. Street Vehicular Access Restrictions: Properties in the C-2 zoning district shall be located on a major collector or arterial street, but may have additional vehicular access to any type of street. However, in order to protect residential areas and neighborhoods from non-residential traffic, vehicular access to a local street is prohibited if one of the following zoning districts is located on the other side of the local street: RA, R-1, R-2, R-3, R-4, R-5, MH, , and RP.									

- GENERAL NOTES:**
- 1. If central sanitary sewer is not available, residential development is limited to a minimum of 0.50 acre lots and inside the Urban Services Area non-residential development is limited to a maximum of 2,500 square feet of building area. Inside the Urban Services 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.).

Appendix 3: Photos of public notice signage



Appendix 4: Neighborhood Meeting information – meeting hosted and information provided by the Applicant



the planning collaborative

Letter of Transmittal

Date: December 11, 2020

To: Artie White, AICP, CNU-A
Tallahassee-Leon County Planning
Dept.
Comprehensive Planning Division
Via email

From: Allara Mills Gutcher, AICP
Managing Principal
the planning collaborative
2311 Lee Street
Lynn Haven, FL 32444

Project Name: WW Kelley Road; LMA 2021 06

Purpose: Comprehensive Plan Map Amendment and Rezoning

Materials Submitted: 1) Letter of Transmittal (this document)
 2) Letter sent to area property owners (with location map)
 3) Sign-in sheet
 4) Meeting Notes

Please accept this packet of information for your files. This information is submitted in regard to a neighborhood meeting Teramore Development held on December 8, 2020 regarding the WW Kelley Road application request to Tallahassee-Leon County Planning for a Future Land Use Map amendment and Rezoning.

As a note, this meeting was held virtually and in person. The attendees who participated via Zoom were not recorded on the sign-in sheet.

All materials are submitted via electronic transfer to
artie.white@talgov.com

**165 Big Star Road, Thomasville, Georgia 31757
Office: 229.516.4289 Fax: 229.516.4229**

November 24th, 2020

**Re: Proposed Rezoning and Future Land Use Amendment for property at the corner of
Apalachee Parkway and WW Kelley Road, Tallahassee.**

Dear Neighbor,

We are writing to you because you own property within a 1,000 foot radius of a site located at the southeast corner of the intersection of Apalachee Parkway and WW Kelley Road in Tallahassee (see enclosed map). We are seeking a Comprehensive Plan Future Land Use Map amendment from Rural to Suburban, and a rezoning from Rural to C-2. Teramore Development is exploring a potential commercial development at this location and would like to invite you to be a part of a Neighborhood Meeting so we can share with you information regarding our plans for the property and answer questions you may have about our project. You may attend the meeting in person at the below location or via Zoom in accordance with the information below.

The information for the meeting is below:

DATE:	December 8th, 2020
TIME:	6:00 PM-7:00 PM
LOCATION:	Central Heights Baptist Church 7150 Apalachee Parkway Tallahassee, FL 32311

MEETING LINK: <https://zoom.us/j/91027765503?pwd=dFo4YmJMVy9WajJNbjFWWU02c1p2UT09>

MEETING ID: 910 2779 5503

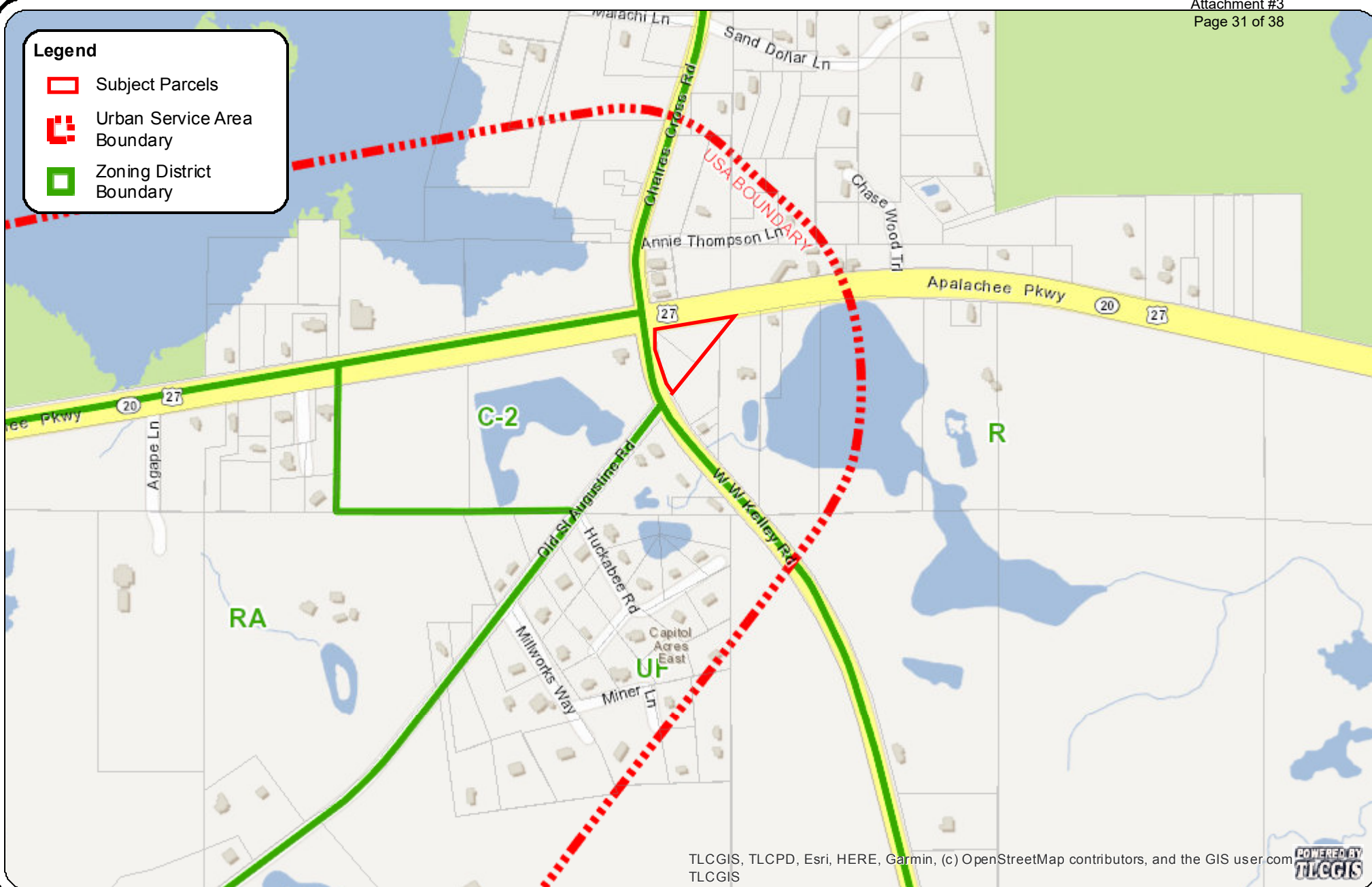
PASSCODE: 815211

Should you have any questions prior to or after this meeting, please feel free to contact me at (229) 516-4289. We look forward to seeing you at the meeting.

Sincerely,
Tyler Graybill

Legend

- ▬ Subject Parcels
- ⋯ Urban Service Area Boundary
- ▬ Zoning District Boundary



TLCGIS, TLCPD, Esri, HERE, Garmin, (c) OpenStreetMap contributors, and the GIS user community
TLCGIS



Zoning Map DISCLAIMER

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

**Scale:**

Not To Scale:

Date Drawn:

September 9, 2020

Tallahassee/Leon County GIS
Management Information Services
Leon County Courthouse
301 S. Monroe St, P3 Level
Tallahassee, FL 32301
Posted March 16, 2021
<http://www.tlccgis.org>

Date:

Dollar General:

Topic TALLAHASSEE, FL: WW KELLEY RD. COMMUNITY MEETING

Date 12-08-2020

Sign in Sheet

Name (Printed)

Address:

Phone #:

Dorothy Spence

3782 Fairview Dr

850-578-838

Joseph Alday

Marianna, FL 32317

850-526-2040

Sandra Crosby

9549 Old St Augustine

850-509-3824

Alexander Silva

L. Bowman

Allen Thompson

(954) 240-5601



December 8, 2020

Neighborhood Meeting Notes

Proposed Future Land Use Map Amendment and Rezoning for property located at the southeast intersection of Apalachee Parkway and WW Kelley Rd, Tallahassee, Florida

Attendee Comments and Questions Included the Following:

- Discussion of proposed development, approximate square footage, parking capacity.
- One attendee remarked that she had spoken to other property owners in the area who expressed excitement about a Dollar General store in the area, due to its convenience—attendee mentioned the closest general retail store is several miles further away currently.
- An attendee expressed she is generally in support of the development, noting that a benefit will be the store's walkability for residents in the immediate vicinity.
- Another attendee expressed concerns about additional traffic to the area, as well as the potential for the proposed site attracting crime. Attendee owns a parcel adjacent to the proposed site.
- Discussion of strategies for mitigating traffic and crime concerns, including lighting, landscape buffering, and specific ingress/egress plans for site.
- Adjacent property owner expressed concerns about vacant alley abutting the proposed site.
- Discussion about convening with surveyor in the future to discuss how alley will be divided.
- Questions and discussion about timeline of development.

Appendix 5: Example Architectural Style



Appendix 6: Public Comment as of February 11, 2021

There have been two public comments received on this amendment as of February 11, 2021.

From: bscotch@embarqmail.com
To: [CMP_PLN_AMND](#)
Cc: [Perrine, Beth](#)
Subject: 2021 Comp Plan Public Comment Submission
Date: Monday, January 4, 2021 12:42:30 PM

- **Amendment:** LMA202106
- **Name:** Mann
- **Address:** 1120 E. Windwood Way
- **City:** Tallahassee
- **State:** FL
- **Zip:** 32311
- **Email Address:** bscotch@embarqmail.com
- **Comments:** Note: Accidentally submitted earlier comment. Please append this to my earlier remarks. Let me say that I prefer retention of the Rural zoning in support of the flavor of life out this way. If rezoning is approved I wish for you to consider the following. It appears the Georgia based applicant for the WW Kelley rezoning builds Dollar General Stores. There is some sentiment that a high density of Dollar stores tend to crowd out other development such as full service groceries and drugstores. Some jurisdictions have passed ordinances limiting density of these stores. While this does not appear to be an issue in rural Leon at this point there are two other considerations. First off is traffic safety. The current Dollar store on the Parkway produces quite a bit of traffic. It is located just over a crest in a 55 mph. zone and potentially dangerous. The exit will now be shared with a new steel storage facility creating more traffic. The lighting of the Dollar store lot were improperly focused and blinded oncoming drivers until some limbs obscured them. Finally, I wish to point out that the appearance of the proposed store will set a norm for other commercial establishments built nearby. I note that a number of jurisdictions have required that building be constructed in an approved style compatible with a rural setting. (These stores are highly lucrative and they can afford to do this.) I am requesting that Leon County do likewise. I know this was long. If you got to here I thank you.

From: [Lonnie Mann](#)
To: [Christesen, Julie](#)
Subject: Re: 2021 Comp Plan Public Comment Submission
Date: Tuesday, January 19, 2021 9:34:16 AM
Attachments: [image001.png](#)

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

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

Thanks, Ms. Christesen. I had submitted a long piece on the history of the Parkway, the entrance to the front door of Florida's Capitol. Mostly just lamenting how there is no longer any park left in the parkway. Anyhow, the essence of what I wished to say is contained in the message you did receive.

Lonnie Mann

From: "Christesen, Julie" <Julie.Christesen@talgov.com>
To: "bscotch" <bscotch@embarqmail.com>
Cc: "White, Artie" <Artie.White@talgov.com>
Sent: Tuesday, January 19, 2021 9:04:35 AM
Subject: 2021 Comp Plan Public Comment Submission

Good morning,

I see in your comment below that you mention you accidentally submitted an earlier comment, but we did not receive any other comments from you.

If you would like to send us other comments, please feel free to email them to cmpplnammd@talgov.com, or you can send them to me and I will make sure they are a part of the record.

Thank you,
Julie

From: bscotch@embarqmail.com <bscotch@embarqmail.com>
Sent: Monday, January 4, 2021 12:42 PM
To: CMP_PLN_AMND <cmpplnammd@talgov.com>
Cc: Perrine, Beth <Mary.Perrine@talgov.com>
Subject: 2021 Comp Plan Public Comment Submission

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- **Name:** Mann
- **Address:** 1120 E. Windwood Way
- **City:** Tallahassee
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Julie Conn Christesen, AICP

Principal Planner

Tallahassee-Leon County Planning Dept.

Comprehensive Planning & Urban Design

Julie.Christesen@talgov.com



Please note that under Florida's Public Records laws, most written communications to or from city and county staff or officials regarding public business are public records available to the public and media upon request. Your e-mail communications may therefore be subject to public disclosure.

Public Comment on LMA 2021 06

There have been two public comments received on this amendment as of March 3, 2021.

From: bscotch@embarqmail.com
To: [CMP_PLN_AMND](#)
Cc: [Perrine, Beth](#)
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Date: Monday, January 4, 2021 12:42:30 PM

- **Amendment:** LMA202106
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Principal Planner

Tallahassee-Leon County Planning Dept.

Comprehensive Planning & Urban Design

Julie.Christesen@talgov.com



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SUMMARY

Property Owners:	Property Location:	Amendment Type:
Mitchell Brothers, Inc.	Aenon Church Road	County Large Scale Map Amendment
Applicant:		
Mitchell Brothers, Inc.		
TLCPD Staff:	Current Future Land Use & Zoning:	LPA Recommendation:
Stephen M. Hodges	<u>Future Land Use:</u> Urban Residential 2 & Governmental Operational <u>Zoning:</u> R-3 Single Family Detached, Attached Two-Family Residential	Deny
Contact Information:	Proposed Future Land Use & Zoning:	Staff Recommendation:
Stephen.Hodges@talgov.com (850)891-6408	<u>Future Land Use:</u> Industry and Mining <u>Zoning:</u> Mining	Adopt as modified
Date: 11/20/2020	Updated: 3/10/2021	

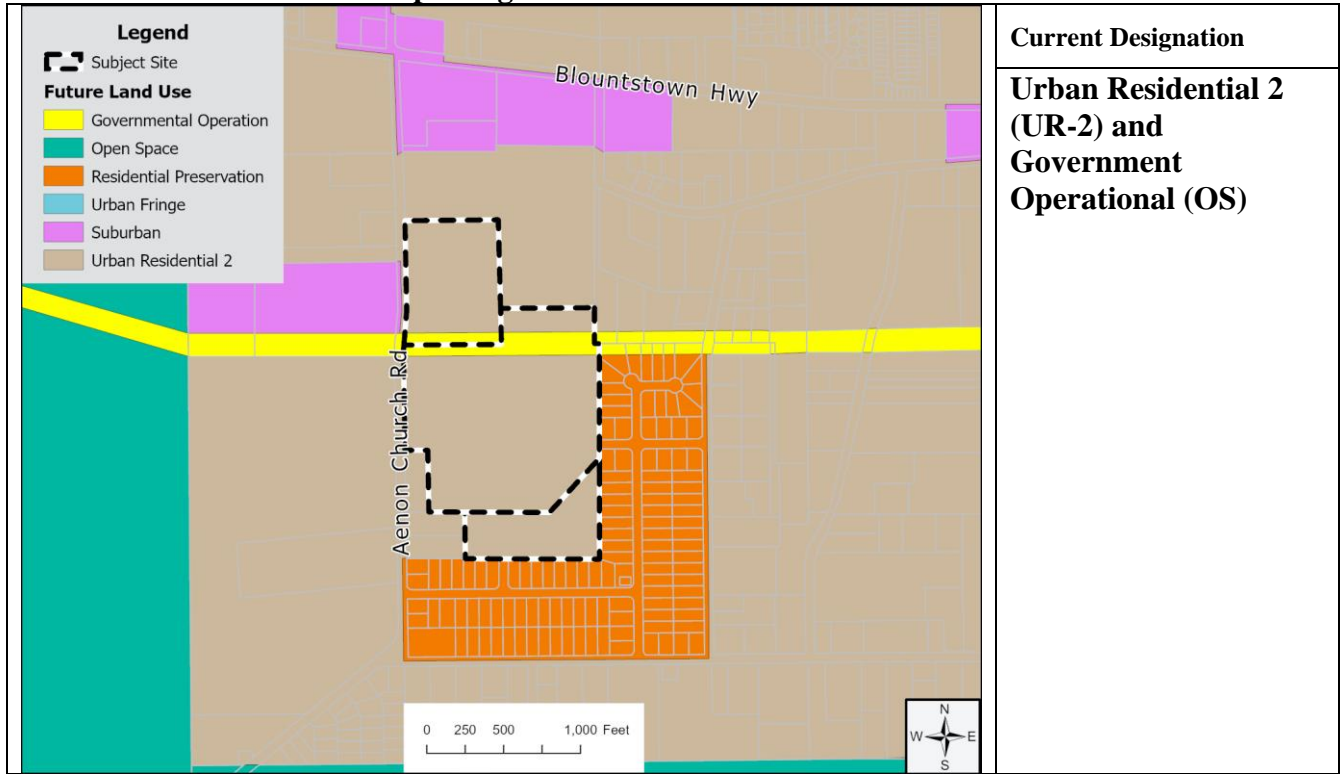
A. REASON FOR REQUESTED CHANGE

The applicant has requested a Future Land Use Map (FLUM) and zoning change on three contiguous vacant properties totaling 51.1 acres in size in the unincorporated area of Leon County. The intent of this request is to change to a zoning category that allows the mining of sand to occur on the subject site. Sand is a necessary commodity for the development of land. At this time, the subject site's current FLUM and zoning designation does not allow mining. Staff is recommending that the majority of the subject site's land use designation be changed to Industry and Mining to allow mining subject to the County's land development regulations and to State of Florida environmental regulations.

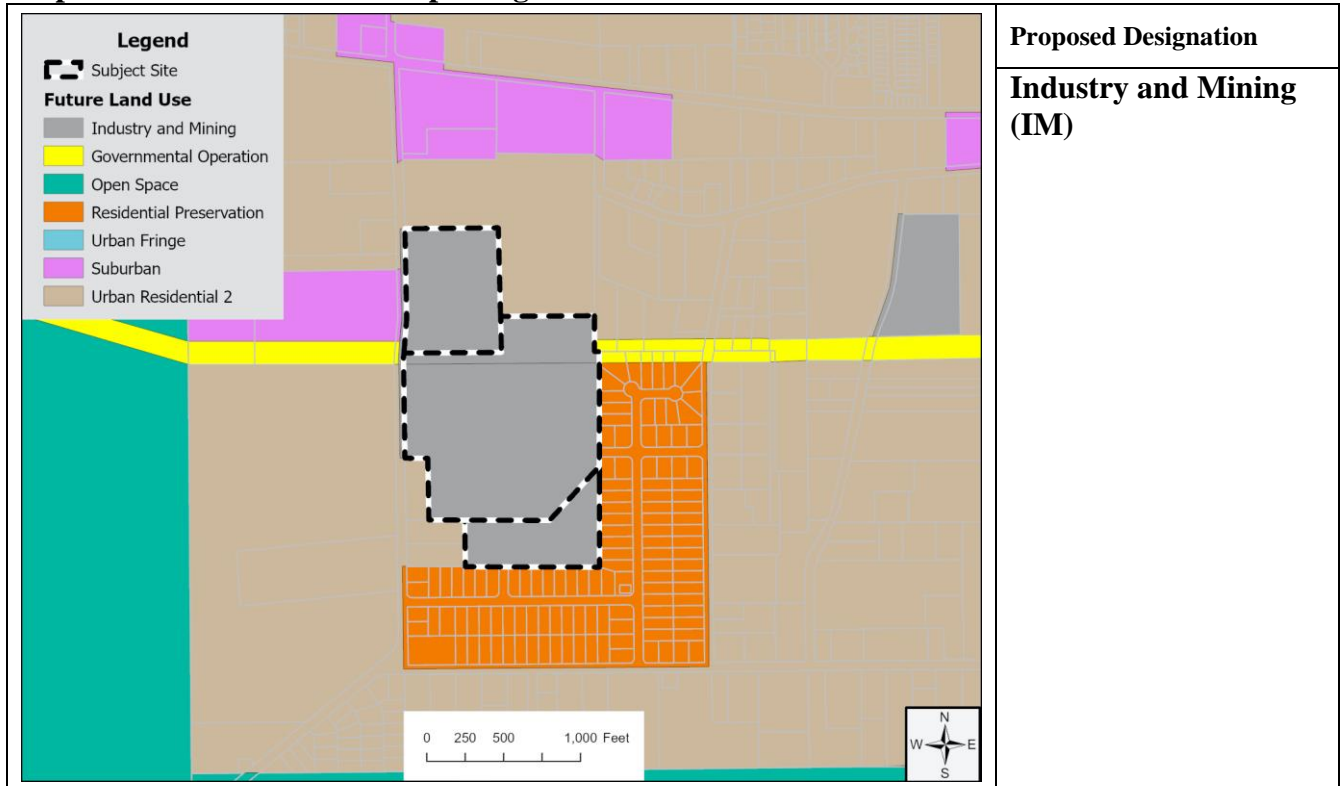
A. CURRENT AND PROPOSED FUTURE LAND USE DESIGNATION

The Subject site is currently designated Urban Residential 2 (UR-2) and Governmental Operational (GO) on the Future Land Use Map (FLUM). The GO designation is applied to a high-power electric transmission line crossing the subject site from east to west. The proposed amendment would change the FLUM designation of the area to Industry and Mining (IM). The following maps illustrate the current and proposed FLUM designations for the subject site.

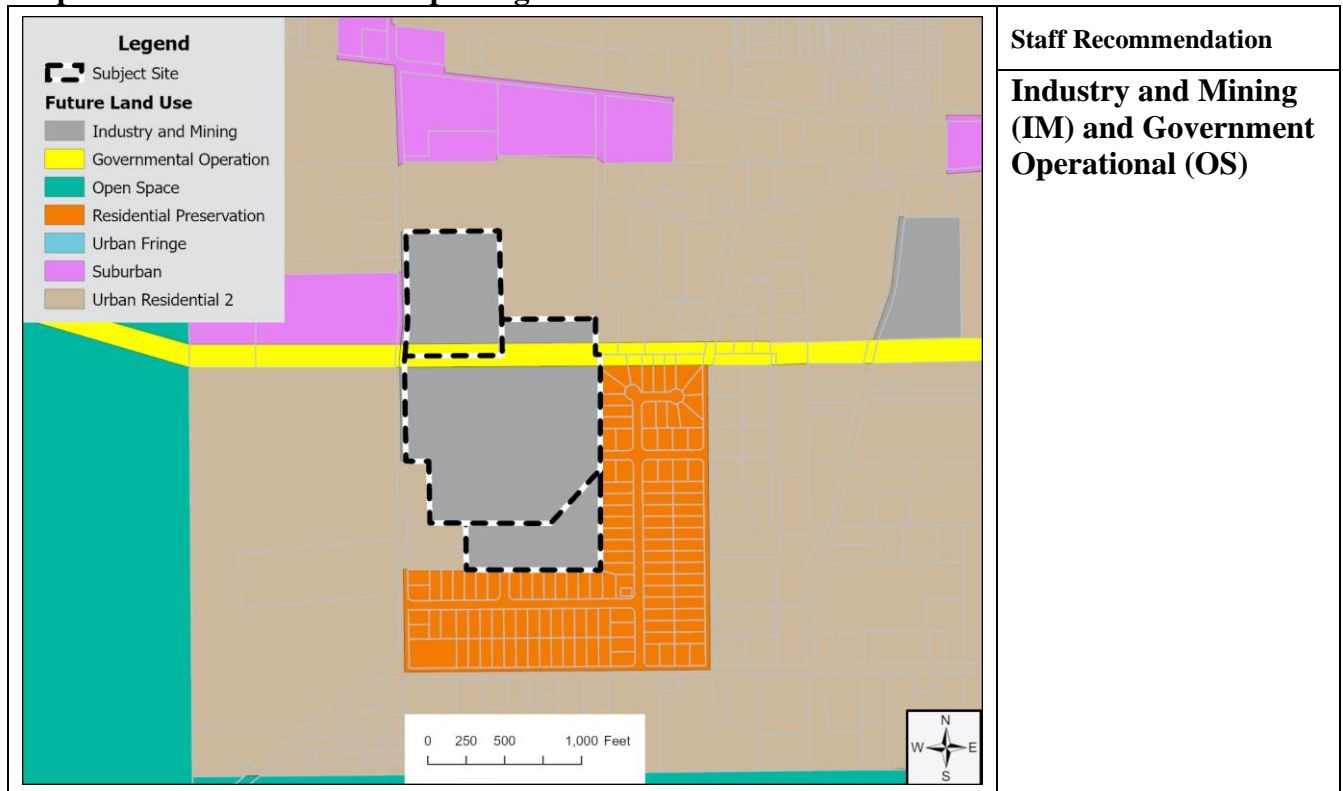
Current Future Land Use Map Designation



Proposed Future Land Use Map Designation



Proposed Future Land Use Map Designation as Amended



B. STAFF RECOMMENDATION

Find that the proposed future land use map amendment is consistent with the Tallahassee-Leon County Comprehensive Plan, based on the findings and other information contained in this staff report, and recommend **ADOPTION** of the proposed amendment with an additional modification that the portion of the subject site currently indicated as Government Operational (GO) should remain in GO.

Find that the proposed rezoning is consistent with the Tallahassee-Leon County Comprehensive Plan, based on the findings and other information contained in this staff report, and recommend **APPROVAL** of the proposed rezoning with an additional stipulation that the portion of the subject site currently indicated as Government Operational (GO) should be rezoned to GO.

C. LOCAL PLANNING AGENCY (LPA) RECOMMENDATION

The LPA voted unanimously at a public hearing on March 2, 2021 to support a motion finding that the proposed future land use map amendment is inconsistent with the Tallahassee-Leon County Comprehensive Plan, based on the findings and other information contained in this staff report, and recommend denial of the proposed amendment.

The LPA also voted unanimously at that same public hearing to support a motion finding that the proposed rezoning is inconsistent with the Tallahassee-Leon County Comprehensive Plan, based on the findings and other information contained in this staff report, and recommend denial of the proposed rezoning.

D. SUMMARY OF FINDINGS

Staff presents the following findings of fact:

1. At present, the subject site is classified as vacant. However, according to data maintained by the Tallahassee – Leon County Geographic Information Systems (TLCGIS) department, including aerial photographs and LIDAR contour data, mining of sand has previously occurred on limited portions of the subject site, and these areas are also mapped as disturbed lands by TLCGIS.
2. Mining has also previously occurred within a City-owned easement upon which a high-power electric transmission line is located. However, there are no active Leon County mining permits for the subject site at present. The Florida Department of Environmental Protection previously issued a permit for a limited portion of the subject site outside of this easement, but there are no known state mining permits for activities outside of this permitted area.
3. There are additional sand mines outside of the subject site, indicating the presence of commercial quantities of sand in this general area. The western and northern boundaries of the subject site are adjacent to several existing, active sand mines. These mines are owned by Jimmy Crowder and Allen's Excavation, Inc.
4. The eastern and southern boundaries of the subject site are adjacent to an existing single-family subdivision (Pineridge Estates) and three individual single-family homes.
5. TLCGIS data indicate several significant environmental features on the subject site, including a lake on one of the three parcels and a wetland area in the middle of a potential karst feature identified as a collapse sinkhole. The latter is also indicated by topographic contours indicating a significant depression surrounding the sinkhole, and the presence of water at different times as indicated by aerial photographs taken at different years. Policy 1.1.1: [C] defines active karst features as Conservation Areas. Section 10-4.325 of the Leon County development standards prohibits stormwater runoff into an active karst feature from resource development activities, such as the mining of sand.
6. City of Tallahassee water and sewer services are not available to the subject site.
7. The proposed amendment is expected to have no anticipated adverse impacts to existing or planned infrastructure. However, the subject site is adjacent to residential areas and the potential offsite impacts from mining and the storage and processing of related materials (noise, dust, vibrations, visual impacts, heavy truck traffic, and hours of operation on weekends and at night) not compatible with residential development would require significant mitigation.
8. The proposed land use amendment, as modified, would be consistent with Policy 2.2.28: [L] which creates the Industry and Mining land use category. The property has previously been used as a sand mine, and DSEM and the City of Tallahassee have both proposed mitigation measures for on- and offsite impacts as required by this policy. The access to the subject site is from Aenon Church Road, which has no residential uses south of Highway 20 to the southern portion of the subject site. There are at least three active mines adjacent to the subject site.
9. The proposed land use amendment modification recommended by staff is also consistent with Policy 2.2.16: [L] which creates the Government Operational land use category, as the utility easement crossing the subject site is owned by local government and is primarily used for electric utility infrastructure.

E. STAFF ANALYSIS

History and Background

The subject site is comprised of three contiguous parcels:

Parcel No.	Size in Acres
#4106202080000	11.4
#4106202130000	32.3
#4106202010000	7.4
Total	51.1

Based on aerial photographs from 1937 to 2020 provided by the Tallahassee – Leon County Geographic Information Systems (TLCGIS) department, this area of Leon County was rural and used mostly for pasture in the early part of the 20th century. Staff conducted a historical analysis utilizing aerial photographs of the subject site and its surrounding areas from 1937 through 2020. This analysis indicates the following:

- 1937, 1941, 1949, and 1954 - The subject site is being used as pastureland with some surrounding shrub areas. A small probable sinkhole appears in the center of an area identified as a wetland in the center of a larger probable collapse sinkhole. (This sinkhole is located in the middle of a wetland area and collapse sinkhole identified by TLCGIS.)
- 1954 - An area immediately west of Aenon Church Road (which did not exist in 1949) on the west side of the northernmost parcel within the subject site is being mined for sand. In later years, this area will be expanded significantly.
- 1966 - Parcel #4106202080000 within the subject site has begun to be mined for sand. This mining appears to have created the onsite environmental feature identified by TLCGIS data as a lake. The area west of Aenon Church Road that was being mined in 1954 has been expanded.
- 1970 - Additional mining has occurred on Parcel #4106202080000. The small sinkhole evident in previous years has enlarged and has standing water in it, indicating it may have collapsed. Areas previously identified as shrub have developed trees, as well as small areas of the pastureland. The area west of Aenon Church Road that was being mined in 1954 and 1966 has been expanded.
- 1983 - A high-power electric transmission line has been built from east to west across the northern edge of the largest of the three parcels in the subject site (Parcel #4106202130000) and the southern edge of Parcel #4106202080000. Some probable mining activity has also occurred on Parcel #4106202130000. The sinkhole is now surrounded by mature trees. Approximately two-thirds of Parcel #4106202080000 has been cleared and is being mined for sand. The area west of Aenon Church Road being mined in 1966 and 1970 has been expanded significantly. Additionally, the Pineridge Estates subdivision east and south of the subject site has been constructed and appears built out by this time.
- 1990 - The majority of Parcel #4106202080000 is being actively mined for sand. The remaining two parcels within the subject site continue to be covered in forest.
- 1996 - Parcel #4106202080000 has mostly been disturbed, presumably from sand mining. The remaining two parcels within the subject site are mostly forested. A small area several acres in size immediately south of the electric transmission line corridor on Parcel #4106202130000 has been cleared. Large areas of the mines west of Aenon Church Road are being actively mined, and construction debris or tailings is evident on these sites.

- 2001 - The two southernmost parcels in the subject site are now completely covered in forest with the exception of the cleared area identified in 1996. The northernmost parcel appears mostly dormant, but an area in the northwest corner appears as being actively mined. The mined areas west of Aenon Church Road are being used for the storage and processing of construction materials, construction debris, and minerals.
- 2007 and 2009 – No significant changes appear in the subject site, except that water appears in the lake on Parcel #4106202080000 in 2009. The sand mines north of the subject site and west of Aenon Church Road are being used intensely for the storage and processing of construction materials, construction debris, and minerals.
- 2012 – Two new areas are being actively mined on the largest of the three parcels in the subject site (Parcel #4106202130000), one north and one south of the electric transmission line. A low area adjacent to the lake identified on Parcel #4106202080000 is actively being filled with waste sediment materials.
- 2014 and 2015 - The area being mined in the northernmost area of Parcel #4106202130000 has been expanded, including into the area beneath the electric transmission line.
- 2016 and 2018 - The area being mined in the northernmost area of Parcel #4106202130000 has continued to be expanded, including into the area beneath the electric transmission line and around the base of a tower supporting this line. The majority of the two southernmost parcels in the subject site has been deforested.
- 2019 – The mining activity in the northernmost area of Parcel #4106202130000 has ceased. The sinkhole south of this area has water in it. There has been some disposal of waste materials on Parcel #4106202080000.
- 2020 – The sinkhole Parcel #4106202130000 appears to be dry, as well as the lake on Parcel #4106202080000.

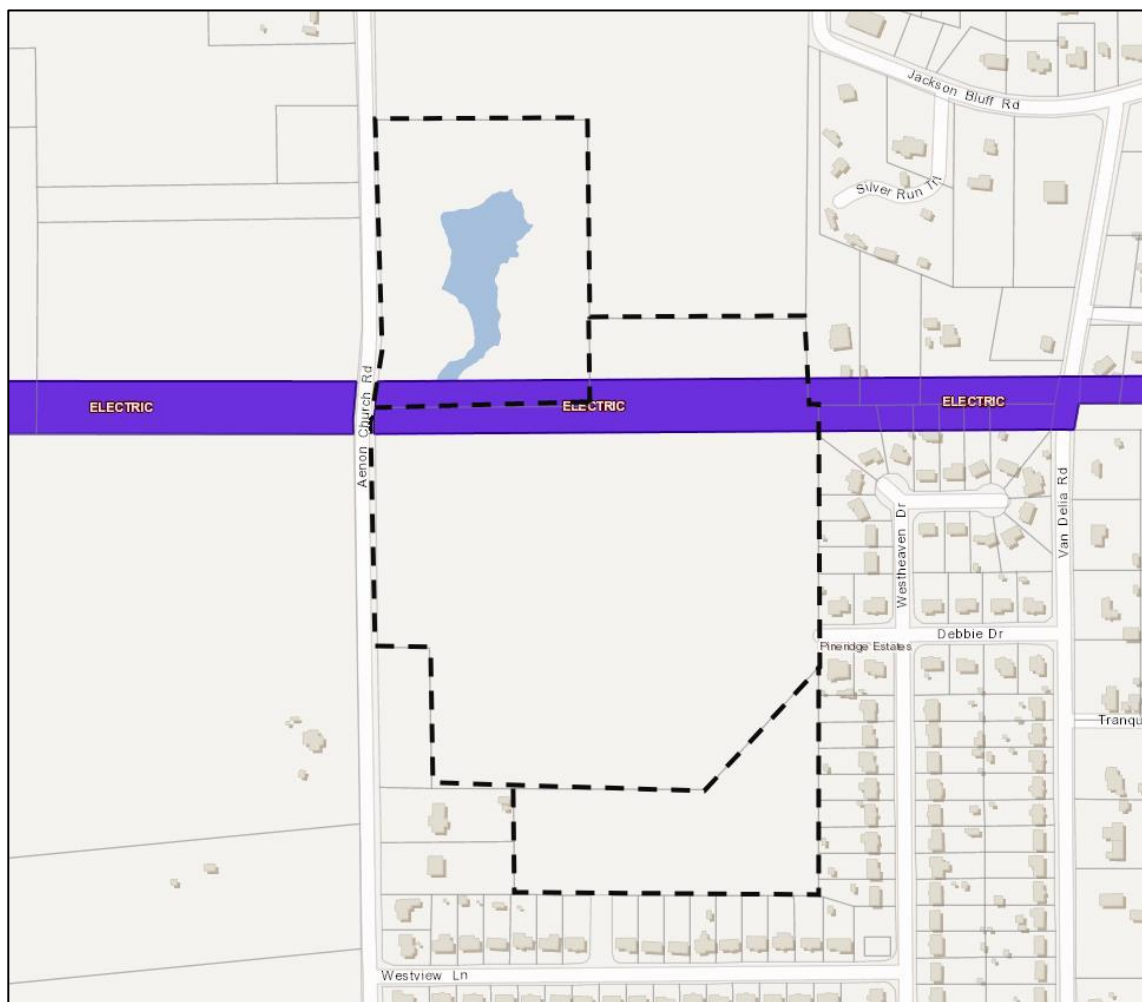
Zoning and Land Use History

The subject site has been designated Urban Residential 2 (UR-2) on the Comprehensive Plan's Future Land Use Map since 1990. The site was zoned Single and Two-Family Residential (R-3) in 1981. Neither the R-3 district (Sec. 10-6.637 of the LDC) nor the UR-2 Land Use Category (Policy 2.2.24 LU, Comprehensive Plan) allow mining activities.

Easements

A perpetual electric easement owned by the City of Tallahassee crosses the subject site from east to west. This easement was granted to the City by a private property owner in 1969 as a right of way for the construction, operation, and maintenance of an electric transmission line. The easement grants the City full access to this easement for inspection, installation, repair, and removal of electric transmission lines and related equipment. The grantor of the easement retains full ingress and egress, as well as the rights to cultivate this area, including growing crops and grazing livestock, as long as these activities and any structures, vegetation, or other obstructions do not exceed 10' in height or interfere with the rights granted to the City. The following map indicates the location of the electric easement in relation to the subject site.

Location of City of Tallahassee Electric Easement on Subject site



Mining

According to the Florida Department of Environmental Protection (DEP), resources mined in Florida include phosphate, limestone, dolomite, shell, heavy minerals, fuller's earth, peat, clay, gravel and sand. According to the U.S. Geological Survey, Fuller's earth, common clay, and sand and gravel have been mined in Leon County and in nearby counties, and limestone and peat have been produced in the past. Clays and sand are probably the two most common minerals mined in Leon County, and are essential to the land development process. Sand in commercial quantities is mostly located in the southern portions of the county, reflecting the unique and varied physiographic regions and their associated soils. These commodities are surface mined only.

Many local sand mines originally started out small and modest and have expanded over time based on development needs. Sand is relatively cheap to produce, but expensive to ship long distances due mainly to weight. At this time, even given the ongoing pandemic and its associated economic turndown, the construction industry is still quite active, and the need for sand has kept pace with this economic activity.

State Permitting Process

The Florida Department of Environmental Protection's (DEP) Mining and Mitigation Program is responsible for the administration of reclamation and wetland resource permitting programs, as set forth in Title 62, Florida Administrative Code. These rules address the reclamation and wetland resource permitting on lands disturbed by the extraction of mineral resources, such as phosphate, limestone, dolomite, shell, heavy minerals, fuller's earth, peat, clay, gravel, and sand, and the direct participation of other agencies in the regulatory process.

Mining and Mitigation Program staff review Environmental Resource Permit (ERP) applications and reclamation plans for mines. Staff are responsible for permitting, compliance, inspection and enforcement at mine sites. The Mining and Mitigation Program processes ERPs for most mines, with the exception of some borrow pits, which include sand, shell and clay mines that have no on-site material grading or sorting facilities. ERPs for borrow pits that have no onsite sorting, washing, or grading are issued by the Water Management Districts. ERPs for borrow pits with onsite sorting, washing, or grading are processed by the Mining and Mitigation program. The Mining and Mitigation program administers the mandatory reclamation program under Chapter 378, Florida Statutes, for all mines, including borrow pits.

The Florida Legislature required reclamation of those lands disturbed by the mining of other resources after October 1, 1986. "Existing mines" are mines where operations began on before October 1, 1986. Reclamation requirements for existing mines apply only to new surface areas that were initially disturbed by operations after January 1, 1989. For mines that began operations after October 1, 1986, all areas disturbed by mining operations must be reclaimed to the reclamation standards.

Section 378.804, Florida Statutes, provides that any operator who extracts resources from any one site, not to exceed 20 acres over the life of the mine, is exempt from the requirements to provide a conceptual reclamation plan or notice to the Department. Reclamation at the mine must still meet all other requirements of the statutes and rules.

Within the Northwest Florida Water Management District only, a mine may not need an Environmental Resource Permit (ERP). The ERP became effective in Northwest Florida on October 1, 2007. However, a mine or borrow pit operator may continue to extract material from a pit that was existing prior to that date, provided they do not encroach beyond the limits of land that has been prepared for excavation prior to October 1, 2007. (Land prepared for excavation includes those lands intended for immediate excavation and may involve preparation such as land clearing, root raking, removal of topsoil, etc.) A pit existing prior to October 1, 2007 that has no additional land prepared for excavation, may also continue to extract material in the vertical direction within the footprint of the existing disturbed area. Any new mines or borrow pits, or expansion of existing mines or borrow pits that necessitates additional preparation of land for excavation that occurs after October 1, 2007, must obtain an ERP permit prior to initiating construction or land clearing activities.

For existing mines, the rules provide an exemption for the operation and routine custodial maintenance of activities legally in existence, provided the work is conducted in a manner that does not cause violations of water quality standards. However, this exemption does not apply to any mine that expands beyond the limits of land that has been prepared for mining prior to October 1, 2007, nor does the exemption apply to any activity that is altered, modified, expanded, abandoned, or removed.

In addition, Section 14-2.2., Florida Statutes, requires that by January 27, 2009, all areas proposed for use, currently used, or previously used for open-pit mining operations and/or construction and

demolition debris disposal must be secured by a fence. The fence must be at least four feet in height with openings that will reject the passage of a seven-inch diameter sphere. The fence must be equipped with a gate which shall remain locked when workers or employees of the landowner or mining company are not present at the site. At every gate or access point, at least one sign must be posted which states, in at least four-inch tall letters, "Danger," "Keep Out," "No Trespassing," or similar language to indicate that there may be hazardous conditions on the premises. There are additional State rules that require that provisions for safety to persons, wildlife, and adjoining property must be provided. These address site cleanup, slopes, BMPs, and water quality.

State Permit History

According to DEP records on the "Aenon Church Road Pit," mining began in July 1982. DEP has on file a Notice of Intent to Mine for the Aenon Church Road Pit that covers an 8-acre area on Parcel # 4106202080000. Their records indicate the following:

- 1991-1994: Penalty for fill in 0.08 acres of wetlands. Had to restore wetlands.
- 1996 Inspections:
 - one (1) acre mandatory reclamation (NW corner adjacent to Aenon Church Road)
 - seven (7) acres nonmandatory reclamation
- 1992 Notice of Intent to Mine: life of mine – two (2) years (1994)
- 1996 – request to extend life of mine for 10 more years
- 2008: Change in Notice of Intent to Mine regarding the business address on file
- Appears that areas expanded upon in the eight (8) acre parcel were on previously mined areas
- Inspection in 2012
- Appears to be mostly revegetated in original parcel
- 12/6/2017 Inspection:
 - Intermittently active.
 - Area to the east and south of the original 8-acre parcel appears to show mining activity

DEP conducted a field inspection on December 6, 2017 and observed mining activities outside of these boundaries, to the east and south. Agency staff requested that the applicant file an updated Notice of Intent to Mine for the entire Aenon Church Road Pit property (the subject site). In response to this request, a change of mining notice for the Aenon Church Road Pit was received by DEP on January 26, 2018, with additional information provided on February 1, 2018. This notice increases the size of the mine to 48 acres and extends the estimated life of the mine an additional 25 years to 2031. According to DEP, the mining notice that the owner of the mine submitted is in compliance with Chapter 62C-39, Florida Administrative Code (F.A.C.). However, mining notices are not permits. DEP advised that authorizations may be required by other federal, state, and local entities, and that all areas disturbed by mining operations must be reclaimed to the standards provided in Rule 62C-39.008, F.A.C.

Leon County Permitting Process

Any proposed development within the unincorporated area of Leon County is required to be reviewed and permitted by the County's department of Development Support and Environmental Management (DSEM). The process starts with a Permitted Use Verification (PUV) that must be determined by DSEM to be "eligible" or "conditional." The applicant may also be required to complete a Natural Features Inventory (NFI) that must be "approved" or "approved with conditions." The issued PUV for the project will provide a list of required permitting steps which may include options based on the review track sought (e.g., Concept Plan Approval or Final Design Plan Approval). These steps include

the submission of an Environmental Management Permit with a Site and Development Plan Application depending on the review track. A complete application submittal shall include a site plan application, an environmental permit application, and a concurrency application.

Leon County Permit History

There are no active Leon County permits for mining on the subject site. Due to illegal mining and clearing activities commenced in 2014, an initial Notice of Violation was issued on April 8, 2016. An Environmental Management Permit (EMP), intended to address the work needed to mitigate the aforementioned violation, was submitted on February 15, 2017; however, it contained no substantive information. Subsequently, a Notice of Application Deficiency was issued by the Leon County department of Development Support and Environmental Management (DSEM) on February 23, 2017.

On August 7, 2017, DSEM sent a letter to the property owner stating that a comprehensive plan map amendment and rezoning would be necessary to conduct any additional mining activities on the subject site (see Attachment #2). DSEM also requested the following stipulations within this letter:

- Along the east side of the property, adjacent to the existing residential areas, a 200 ft. wide buffer zone shall be established. The slopes shall be re-graded to a 4:1 (H:V) slope and shall be stabilized with sod or other approved methods specified in the State of Florida Erosion and Sediment Control Design and Review Manual. In addition, areas within the buffer zone, but outside the electric easement, shall be replanted at a rate of 40 trees per acre.
- Stabilize the remainder of the recently mined area in a manner that mitigates current erosion and prevents future deterioration.

Mining Activities in City Utility Easement

Several areas within the City's utility easement were mined by the property owner at the same time. These activities prompted a response from both DSEM and the City of Tallahassee's Electric utility department. The DSEM letter included the following requests from the City of Tallahassee:

1. The property owner must develop and implement a remediation plan to ensure no further soil erosion or removal around either the transmission structures or the guy structures. The remediation plan shall be provided to the City for review and approval prior to implementation.
2. The property owner must remain responsible for ensuring the approved remediation plan is not modified in the future without review and approval by the City prior to implementation.
3. The property owner must indemnify and hold harmless the City for any and all claims arising in any way from failure of the transmission or guy structures as a result, either in part or whole, of the removal of soil from around the structures.
4. The property owner will be responsible for any and all costs associated with repairs or modifications required to the transmission or guy structures as a result, either in whole or in part, of the removal of soil from around the structures.
5. Items 2, 3 & 4 shall apply to any current and future owners of the property.

City Policy on Construction and Excavation Activities in Transmission Easement or Rights-of-Way

The City of Tallahassee's Electric and Gas Utility's Electric Transmission Easement/Right of Way (ROW) Policy states that "[a]ny construction, excavation, or any temporary or permanent activities in the Transmission Easement or Transmission Right-of-Way near City poles, structures, guys, guy anchors, or electrical facilities above or below surface which will prevent unencumbered equipment access or creating ground-to-conductor clearance violations" is a non-permitted use within utility easements or utility ROW. Mining sand or other materials within a utility easement can put transmission poles at risk of failure due to undercutting the ground around the pole that provides the support for the directly embedded poles. In addition to the physical risks associated with the failure of a transmission pole (both from the physical impacts of being hit by the pole and wire and the electric exposure of contacting transmission level voltage - 115,000 volts), the failure of any transmission line will result in reliability impacts to City utility customers.

As a result of these unpermitted mining activities within the City's utility easement, the City's General Manager for electric and gas utilities has recommended that at a minimum, the area within the transmission line easement (not just directly under the line, but the full easement width), be zoned Governmental Operations with a prohibition of mining in that area in order to have unrestricted access to the City's electric utility poles and transmission lines.

Aquifer/Wellhead Protection Program

In addition to State and County permitting requirements, the City of Tallahassee, through an interlocal agreement with Leon County, provides county-wide enforcement of the Aquifer/Wellhead Protection provisions of the Leon County Code of Laws (Chapter 10, Article X). The City's Aquifer/Wellhead Protection Program protects and maintains the quality of groundwater in the county through regulations on the use, handling, production, storage, and disposal of hazardous materials. The regulations provide performance standards for the use, handling, production, storage, and disposal of regulated substances that are applicable to facilities to prevent the introduction of these substances

into groundwater. These regulations are intended to protect the quality of water obtained from public supply wells, including city wells, potable water supply wells, and other public water systems.

Development Pattern

The general development pattern of this area Leon County is a mix of low-density residential, industrial, and the Apalachicola National Forest. The residential area is composed of single-family houses in relatively small subdivisions. These are modest homes that provide mostly working-class affordable housing. The area to the immediate north and west of the subject site comprises several sand mines that are also utilized for the storage and processing of construction materials, construction debris, and minerals.

Current and Proposed Future Land Use Categories

The complete comprehensive plan policies for Urban Residential - 2 (Policy 2.2.24: [L]), Government Operational (Policy 2.2.16: [L]), and Industry and Mining (Policy 2.2.28: [L]) are included as Attachment #1.

Urban Residential-2 (Current)

The primary intent of the Urban Residential - 2 land use category, which is to be applied only within the Urban Services Area, is to encourage residential uses within a range of density (4-20 dwelling units per acre), thereby promoting infill development, reducing urban sprawl, and maximizing the efficiency of infrastructure. The Urban Residential category allows townhouses, single-family detached, two-family, and multiple-family dwelling units as well as open space/recreation and community facilities related to residential uses.

Government Operational (Current)

The Government Operational (GO) FLUM category specifically allows facilities that provide for the operation of and provision of services on property owned or operated by government. The current use of this category for the electric transmission line crossing a portion of the subject site is consistent with this description, which is one of the allowable uses listed in Policy 2.2.16.

Industry and Mining (Proposed)

The Industry and Mining FLUM category was created in the 2018 Comprehensive Plan Cycle to encourage and locate advanced manufacturing, industrial uses, and mining land uses in areas where Industrial and Suburban FLUM categories would not be appropriate or compatible. These land uses and land use category is intended to be encouraged in areas with access to the Tallahassee International Airport or the Florida Department of Transportation's (FDOT) Strategic Intermodal System (SIS) facilities. Because of the need for infrastructure and public services, the Industry and Mining FLUM category is to be applied only inside the Urban Services Area.

A Mining zoning district ordinance was passed by the Leon County Board of County Commissioners at their regular meeting on March 10, 2020. This zoning district implements the mining portion of the Industry and Mining land use category.

Consistency with Comprehensive Plan

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

- As previously indicated, the proposed land use amendment is consistent with Policy 2.2.28: [L] which creates the Industry and Mining land use category. The property has previously been used as a sand mine, and DSEM and the City of Tallahassee have both proposed mitigation measures for on- and offsite impacts as required by this policy. The access to the subject site is from Aenon Church Road, which has no residential uses south of Highway 20 to the southern portion of the subject site. There are also at least three active sand mines in this area as well as at least two former mines. The active mines are located immediately north and west of the subject site.

The subject site itself has been mined at several locations at different times. These activities have affected approximately 21 acres (40 percent) of the subject site. Another 13 acres (26 percent) of the site are affected by potential karst and other environmental features, and another 4.5 acres (nine percent) of the site is encumbered by a perpetual utility easement. This leaves only approximately 12.5 acres (25 percent) of the site that could be developed for housing under the current land use and zoning designations.

- The proposed land use amendment modification recommended by staff is also consistent with Policy 2.2.16: [L] which creates the Government Operational land use category, as the utility easement crossing the subject site is owned by local government and is primarily used for electric utility infrastructure. This land use category is designated for this transmission line from the Arvah B. Hopkins generating station east to the Seminole Manor residential neighborhood east of Capital Circle SW.

Zoning

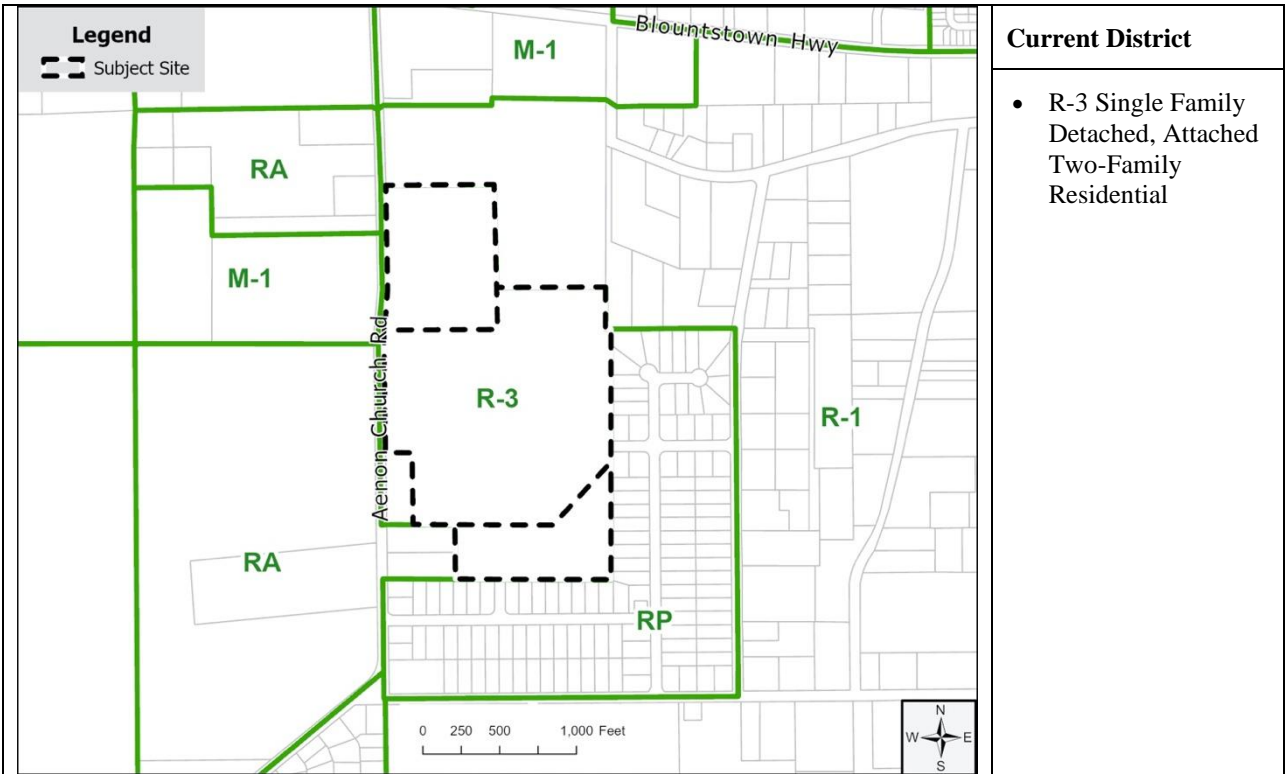
The subject site is currently zoned Single Family Detached, Attached Two-Family Residential (R-3). This district allows a wide range of single-family and two-family housing types. The maximum gross density allowed for new residential development in the R-3 district is 8 dwelling units per acre; a minimum density of 4 dwelling units per acre is required when applied to the Urban Residential future land use category.

Consistent with the proposed FLUM amendment, a concurrent rezoning is being processed to change the zoning of the subject site to Mining. The intent of this district is to be located in areas designated Industry and Mining on the Future Land Use Map. Mining uses shall be permitted subject to applicable landscaping and natural area requirements and the dimensional standards included in land development regulations. A land reclamation plan shall be submitted demonstrating that upon termination of the activity, the land shall be returned to a condition that will allow an effective reuse compatible with surrounding properties.

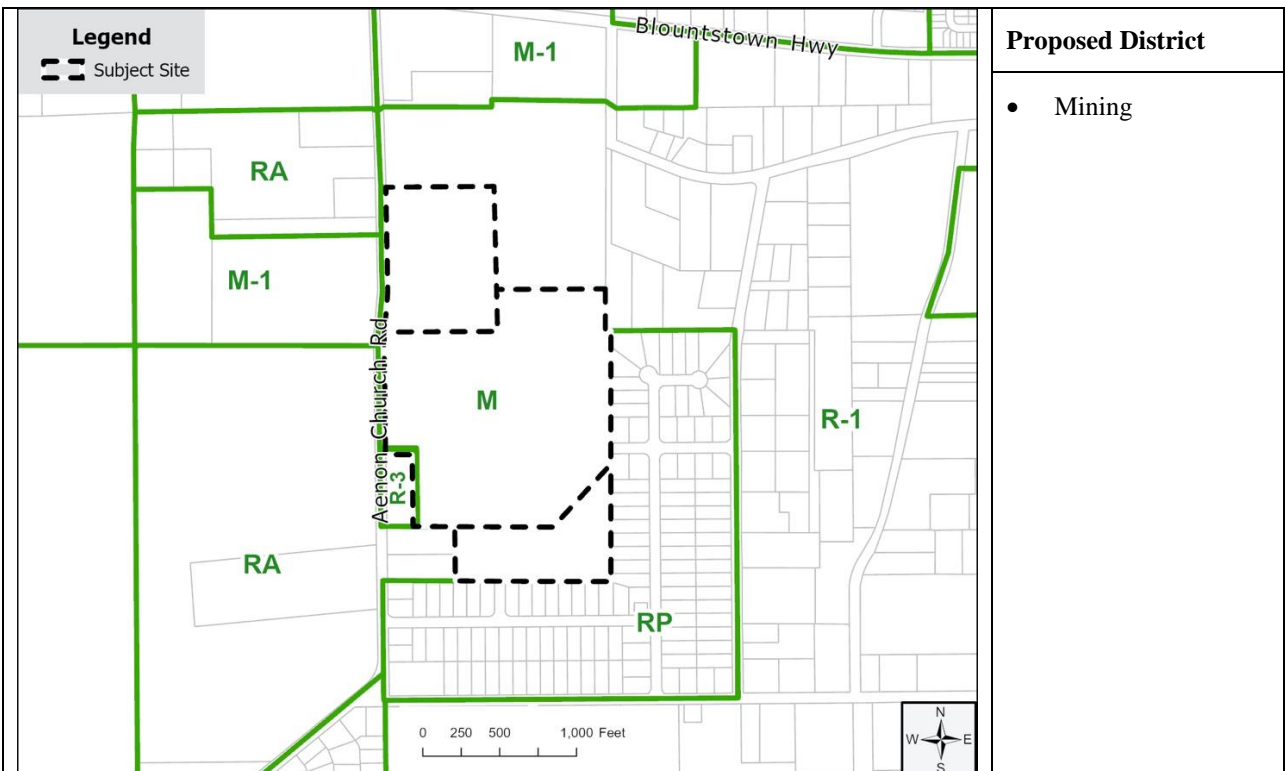
The Leon County department of Development Support and Environmental Management is currently writing an ordinance to create a Government Operational zoning district within the unincorporated area. A future rezoning will be proposed for the site once the County GO zoning district is adopted into the County's land development code.

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

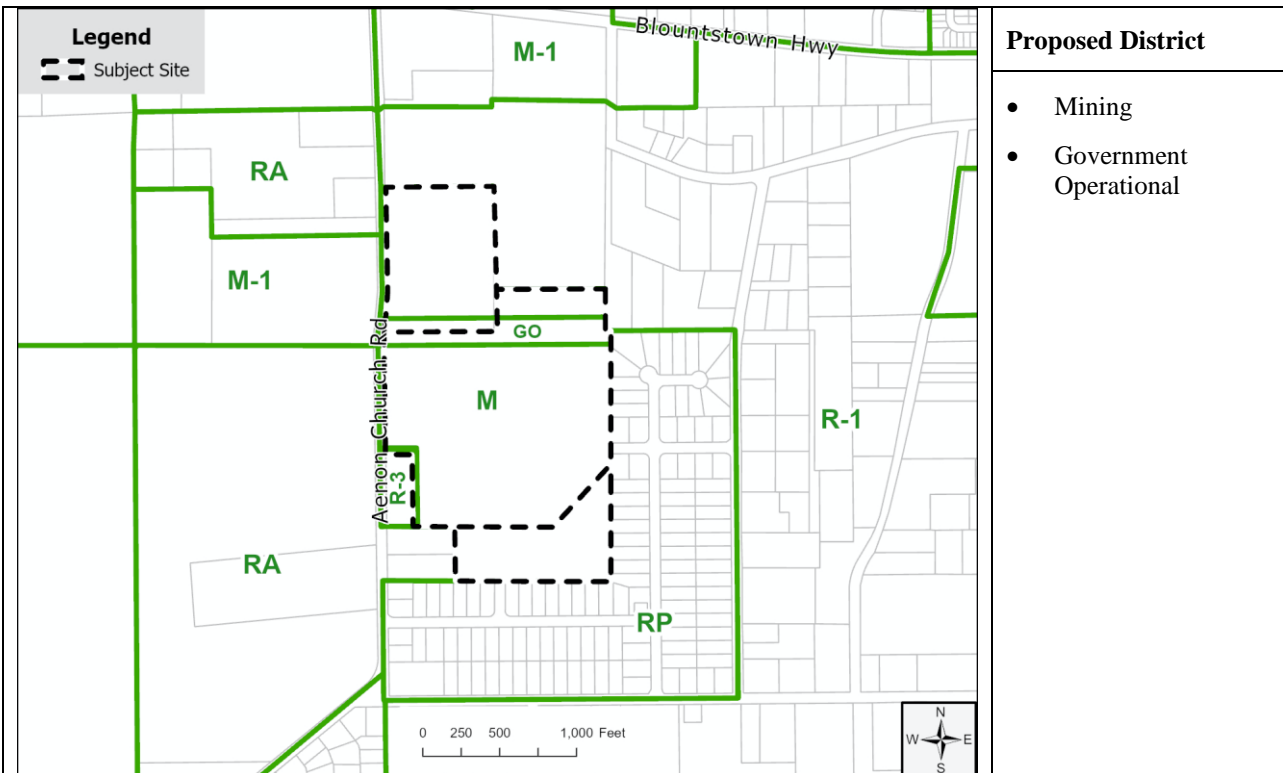
Current Zoning



Proposed Zoning



Proposed Zoning as Amended



Existing Land Uses

The existing use of the subject site is mostly vacant with some areas that have been mined for sand in the past. There are no structures on the site except the previously described electric transmission lines.

The areas to the west and north of the subject site are described below as vacant. However, there are several active sand mines in these areas, and a small area on the east side of Aenon Church Road that is truly vacant. There are low-density residential areas to the south and east of the subject site.

Existing Land Use Map



Infrastructure Analysis

Water/Sewer

At this time, there are no City water, sewer, or other services available to the subject site. This area is within the Talquin Electric Cooperative franchise area.

Schools

The Subject site is zoned for Sabal Palm Elementary School, Nims Middle School, and Godby High School. Because the Industry and Mining and Government Operational FLUM category does not allow residential uses, there are no school concurrency issues or other related impacts from this proposed land use change.

Roadway Network

The subject site fronts Aenon Church Road (CR 1581), a minor collector, on the site's west boundary. Aenon Church Road intersects with Blountstown Highway (SR 20), a principal arterial, approximately 1100 feet north of the north boundary of the subject site at a signalized intersection. Aenon Church Road terminates as a 3-way intersection with Silver Lake Road (CR 260)/JB Clark Road approximately 3.5 miles southwest in the Apalachicola National Forest. Further connectivity to/from the site is possible through a system of neighborhood roads immediately east of the subject site.

Site access via Aenon Church Road is available to parcels #410620208000 and #416202130000. The site also appears to be accessible via Debbie Drive at the east boundary of parcel #41620213000 (the central parcel). Site access may be accessible to parcel #4106202010000 (the southern parcel) from Westview Lane on the parcel's southern boundary via Tartan Street, though analysis of historic aerial photography indicates that the site has not been regularly accessed at this location.

Site Impact Analysis

Acres	Buildout Type	Maximum Buildout Intensity	Maximum Buildout	Trip Generation Rate	% Enter	% Exit	Trips Enter	Trips Exit	Total Trips
51.1	Industry & Mining	10 KSF per site	10 KSF	0.19 trips/KSF	N/A	N/A	N/A	N/A	2
	Industry & Mining	Total Acreage	51.1 Acres	2.16 trips/acre	N/A	N/A	N/A	N/A	110

The table above depicts preliminary calculations based on the maximum development allowed under the requested future land use category and associated rezoning. No residential development is allowed under the requesting rezoning. Trip generation rates and entering/exiting trip percentages for industry and mining buildouts are based on General Heavy Industrial (120) as determined by the Institute of Transportation Engineers' Trip Generation Manual, 9th Editions. Final transportation concurrency calculations will be conducted in the future when a site plan for proposed development is submitted.

Based on maximum development allowed under the requested land use category, this amendment could result in between 2 and 110 new trips. No concurrency issues are expected given these preliminary calculations. Note that the total trips noted in this analysis are substantially higher than will be allowed due to requirements such as environmental mitigation and other restrictions. 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.

Higher levels of truck traffic would be expected on the surrounding roadways (specifically Aenon Church Road and Blountstown Highway), given the intended future land use as a sand mining operation, per the subject amendment application. Higher levels of truck traffic would not be expected on local residential streets because Section 10-6.657 of the Leon County Land Development Code requires “A plan of vehicular access to and from the site demonstrating that heavy trucks and equipment will not travel on that portion of a local street with frontage containing residential land use, zoned for residential land use, or containing subdivision lots intended primarily for residential land use.”

Pedestrian and Bicycle Network

An on-street bike lane is present on both lanes of Blountstown Highway/Highway 20 north of the subject site, but there are no bicycle facilities along Aenon Church Road. There are also no sidewalks along Blountstown Highway/Highway 20 west of Nena Hills Drive, and none along Aenon Church Road.

Transit Network

At present, there is no public transportation access to the subject parcel.

Environmental Analysis

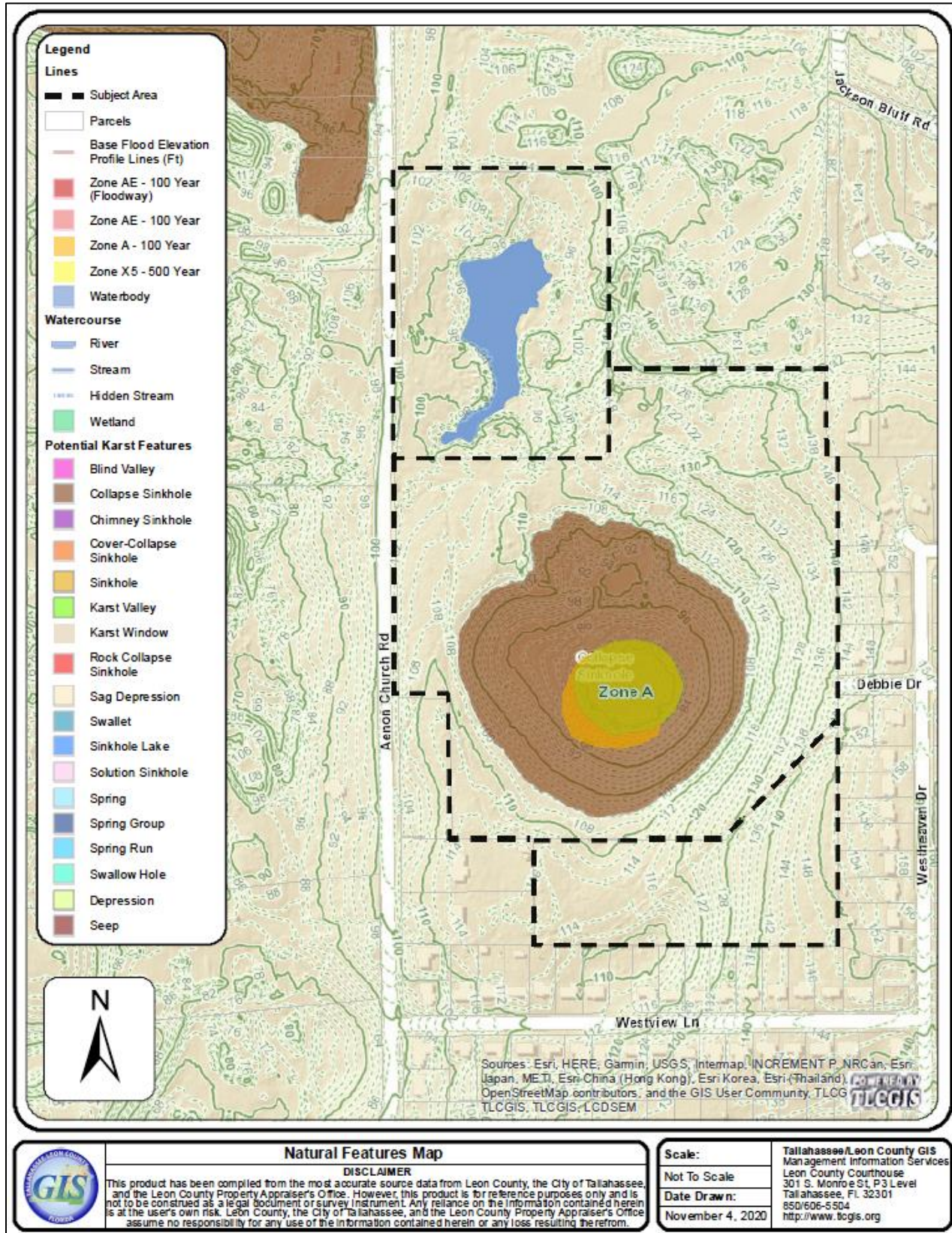
Natural features data maintained by TlCGIS indicate the presence of a collapse sinkhole in the middle of the largest of the three parcels that comprise the subject site (Parcel #4106202130000). Although the boundary of this mapped feature is larger than the same feature identified on aerial photographs, topographic contour data also confirm the presence of this feature. This area is also identified as a wetland area.

Natural features data indicate the presence of surface water in an area of Parcel #4106202080000 which was previously mined at various times.

A portion of the subject site has been identified by TlCGIS as “disturbed lands.” These areas are mostly consistent with the areas previously identified in aerial photographs where sand mining activities have taken place at various times. The following map indicates all known regulated environmental features on the subject site.

There are no known public environmental easements on the subject site.

Regulated Environmental Features



F. PUBLIC OUTREACH AND NOTIFICATION

An initial mailing was sent to 172 property owners within 1,000 feet of the subject site.

Public Outreach		Date	Details
X	Mail Notification of Proposed Changes	November 25, 2020	Notices Mailed to Property Owners within 1000 feet
X	Notice of Proposed Land Use Change and Rezoning	January 27, 2021	Two signs providing details of proposed land use and zoning changes posted on subject site
X	Public Open House	December 10, 2021	5:00 PM, Virtual Meeting via WebEx
X	Staff Reports Available Online	November 6, 2020	Email Subscription Notice sent to all users of service

Public Open House –A Public Open House was held on December 10, 2020 to provide an overview of the applications received and the amendments (and their concurrent rezonings) being requested. The Open House was held virtually using the WebEx platform. There were 40 people registered to attend the Public Open House. Of those registered, two indicated they had an interest in this amendment. Following the presentation on the proposed amendments, the discussion on this amendment generally focused on the potential offsite impacts caused by the requested use, including the potential impacts to onsite environmental features, nearby roads, the health effects of mines, and the compatibility of mining activities with surrounding neighborhoods.

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 2021 Meetings		Dates	Time and Locations
X	Local Planning Agency Workshop	January 5, 2021	6:00 PM TCC Center for Innovation 300 West Pensacola Street Tallahassee, FL 32301
X	Local Planning Agency Public Hearing	February 2, 2021	6:00 PM Smith Williams Service Center 2295 Pasco Street Tallahassee, FL 32310
X	Local Planning Agency Public Hearing	March 2, 2021	6:00 PM Smith Williams Service Center 2295 Pasco Street Tallahassee, FL 32310
	Joint City-County Commission Workshop	March 23, 2021	1:00 PM County Commission Chambers 5th Floor, Leon County Courthouse
	Joint City-County Transmittal Public Hearing	April 13, 2021	6:00 PM County Commission Chambers 5th Floor, Leon County Courthouse
	Joint City-County Adoption Public Hearing	June 8, 2021	6:00 PM County Commission Chambers 5th Floor, Leon County Courthouse

Local Planning Agency Workshop – January 5, 2021: A workshop was held on January 5, 2021 to discuss the proposed 2021 Cycle amendments. Staff provided an overview of the requested amendments and details of the preliminary analyses for the amendments. There were no questions from the LPA that resulted in updates to this staff report.

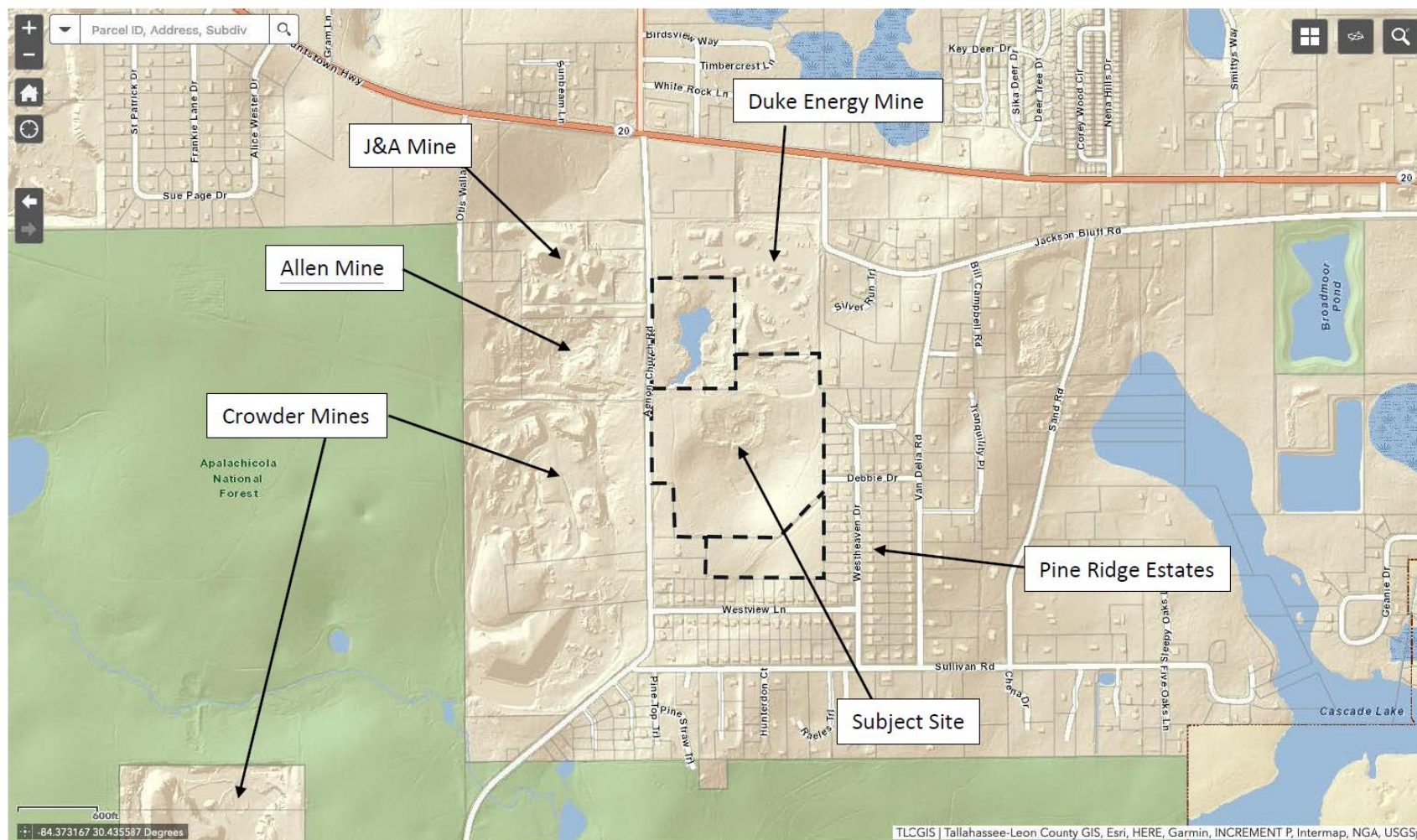
Leon County Water Resources Committee Meeting – February 1, 2021: The Water Resources Committee reviewed the proposed amendment. The Committee asked staff to continue the item to their regular March meeting for an additional review of the environmental features and any mitigation measures that would be required if the amendment and rezoning are adopted, and if any development plans are submitted to the County's department of Development Support and Environmental Management for review and permitting.

Local Planning Agency Public Hearing – February 2, 2021: The Local Planning Agency voted to continue the Public Hearing to March 2, 2021, and requested additional information from staff. The first request was to reassess the Goals, Objectives, and Policies in the Comprehensive Plan in of the concerns from the public speakers at the Public Hearing. The second request was to evaluate the buffers, setbacks, easements, and environmental features that would be required and the remaining area that could be permitted for mining. Additional questions were raised concerning access to the subject site and the nature of the surrounding area. There were three citizen speakers on this amendment and its companion rezoning. One of the speakers submitted a signed petition opposing the proposed amendment and rezoning.

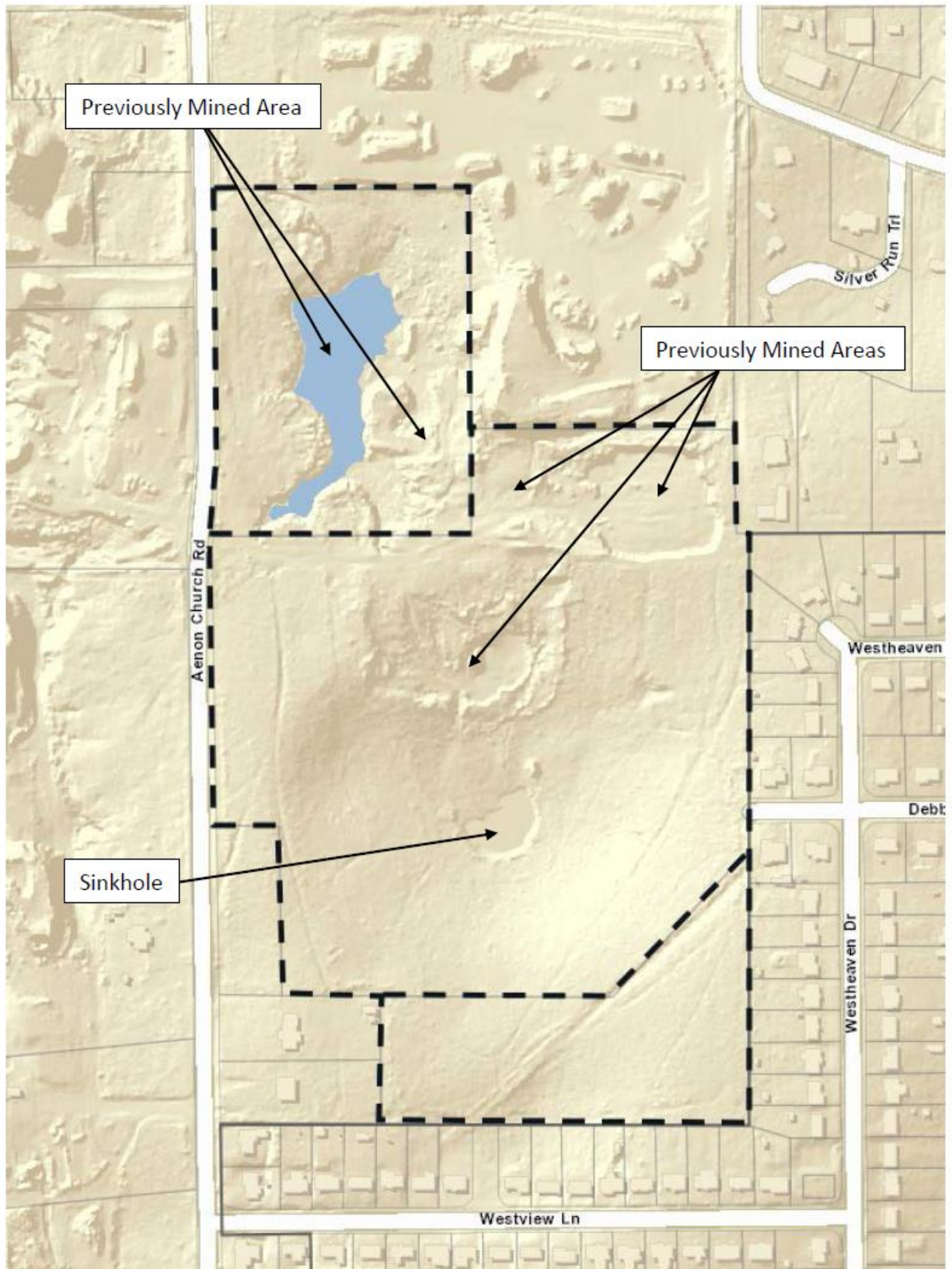
Local Planning Agency Public Hearing – March 2, 2021: The LPA voted unanimously at a public hearing on March 2, 2021 to support a motion finding that the proposed future land use map amendment is inconsistent with the Tallahassee-Leon County Comprehensive Plan, based on the findings and other information contained in this staff report, and recommend denial of the proposed amendment. The LPA also voted unanimously at that same public hearing to support a motion finding that the proposed rezoning is inconsistent with the Tallahassee-Leon County Comprehensive Plan, based on the findings and other information contained in this staff report, and recommend denial of the proposed rezoning. There were two citizen speakers at this meeting. One citizen spoke out in opposition to the proposed land use and zoning change, while the other, who represents the applicant, spoke in favor of it.

The following three maps will be presented to the Local Planning Agency at the Public Hearing on March 2, 2021. They include a location map that indicates other existing sand mines near the subject site, previously mined areas within the subject site, and setback areas anticipated to be required by the Leon County Development Support and Environmental Management department as part of a development permit for the subject site.

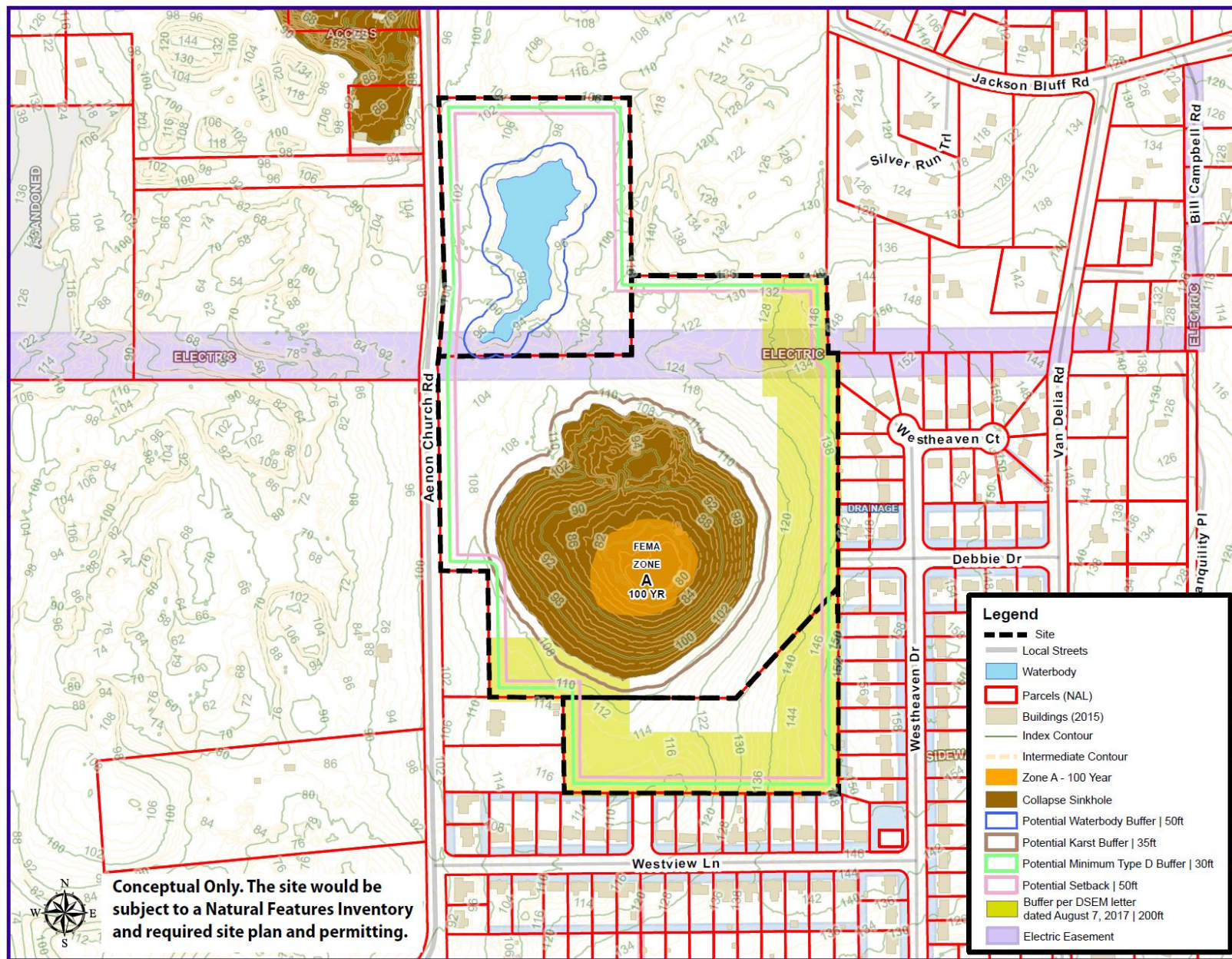
Location Map w/ Nearby Mines for LMA2021-03 Subject Site



Previously Mined Areas Within the LMA2021-03 Subject Site



Setbacks Required by Leon County Development Support and Environmental Management Within Subject Site



H. ATTACHMENTS

- Attachment #1: Comprehensive Plan Policies for Government Operational (Policy 2.2.16: [L]), Urban Residential 2 (Policy 2.2.24 [L]), and Industry and Mining (Policy 2.2.28: [L])
- Attachment #2: Letter from DSEM to Eddie Mitchell dated August 7, 2017

Complete Text of Comprehensive Plan Policies
Referenced in LMA2021 03 Report

Policy 2.2.16: [L]

GOVERNMENT OPERATIONAL (EFF. 8/17/92; REV. EFF. 7/26/06; RENUMBERED 3/14/07; REV. EFF. 12/24/10)

Contains facilities, which include those defined on the Land Use Development Matrix as Community Services, Light Infrastructure, Heavy Infrastructure, and Post-Secondary, that provide for the operation of and provision of services on property owned or operated by local, state and federal government. The government facilities may include services and uses provided by private entities operating on property owned by the local, state, or federal government. These facilities shall include, but are not limited to:

Airports*	Offices
Correctional Facilities	Outdoor Storage Facilities
Courts	Police/Fire Stations
Electric Generating Facilities	Sanitary Sewer Percolation Ponds
Electric Sub-Stations	Sanitary Sewer Pump Stations
Health Clinics	Sanitary Sewer Sprayfields
Libraries	Vehicle Maintenance Facilities
Incinerators	Waste to Energy
Materials Recovery Facilities	Water Tanks
Museums	Water Treatment Plants
Postal Facilities	Water Wells

*Includes services and uses provided by private entities that are commonly located at commercial service airports.

Policy 2.2.24: [L]

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

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

Policy 2.2.28: [L] INDUSTRY AND MINING LAND USE (EFF. 5/31/18)

INTENT

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

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

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

ALLOWABLE LAND USES, DENSITIES, AND INTENSITIES

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

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

SPECIAL CONDITIONS

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

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



Leon County

Board of County Commissioners

301 South Monroe Street, Tallahassee, Florida 32301
(850) 606-5302 www.leoncountyfl.gov

Development Support & Environmental Management Department
435 North Macomb Street, 2nd Floor
Tallahassee, Florida 32301
850-606-1300

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District 3
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District 4

KRISTIN DOZIER
District 5

MARY ANN LINDLEY
At-Large

VINCENT S. LONG
County Administrator

HERBERT W.A. THIELE
County Attorney

August 7, 2017

Mr. Eddie Mitchell
Mitchell Brothers, Inc.
1330 Capital Circle, Northeast
Tallahassee, Florida 32308

Dear Mr. Mitchell:

Eddie

Thank you for meeting with us to discuss the status of your property on Aenon Church Road. The purpose of our meetings was to assist you in carrying out your objectives for the property while also considering the applicable land use regulations for that site.

As you know, the subject site was zoned Single and Two-Family Residential (R-3) in 1981, and has been designated Urban Residential 2 (UR-2) on the Comprehensive Plan's Future Land Use Map since 1990. Neither the R-3 district (Sec. 10-6.637 of the LDC) nor the UR-2 Land Use Category (Policy 2.2.24 LU, Comprehensive Plan) allow mining activities. In addition, the County has never issued a permit to allow mining activity on the subject site.

Should you wish to conduct mining activities on the subject site, a Comprehensive Plan amendment and rezoning will be necessary. Several of the Comprehensive Plan's Future Land Use categories allow for mining activities. Should the amendment and rezoning be approved, you may then apply for the necessary permits to formally establish the sand mine operation at the subject site.

Should you wish to pursue an amendment, a consultation meeting with Planning staff would provide insight as to the potential categories and their merits. A single cycle of Comprehensive Plan amendments is processed each year. The deadline for application submission for the next cycle is August 29, 2017. However, prior to submitting a Comprehensive Plan Amendment application, you will need to schedule and attend a mandatory pre-application conference with staff of the Comprehensive Planning Division (850) 891-6400. The deadline for completing this meeting is Wednesday, September 13, 2017. DSEM staff would be happy to accompany you to this meeting to ensure accurate communication of the issues.

While the aforementioned amendment and rezoning would allow for the future, legal mining of the site, we still need to resolve issues associated with the recent illegal mining and clearing activities. An initial Notice of Violation was issued on April 8, 2016. An Environmental Management Permit (EMP), intended to address the work needed to mitigate the aforementioned violation, was submitted on February 15, 2017; however, it contained no substantive information. Subsequently, a Notice of Application Deficiency was issued by DSEM on February 23, 2017.

On April 28, 2017, DSEM received a timeline of completion of mitigation from Moore Bass Consulting. This timeline stated that an updated EMP would be submitted by June 30, 2017. Upon request from Moore Bass Consulting, this deadline was extended to July 31, 2017.

As discussed in our meeting on 7/25 and site visit on 7/26, the following items need to be addressed in the Environmental Management Permit (EMP) application package:

- Along the east side of the property, adjacent to the existing residential areas, a 200 ft. wide buffer zone shall be established. The slopes shall be re-graded to a 4:1 (H:V) slope and shall be stabilized with sod or other approved methods specified in the State of Florida Erosion and Sediment Control Design and Review Manual. In addition, areas within the buffer zone, but outside the electric easement, shall be replanted at a rate of 40 trees per acre.
- Stabilize the remainder of the recently mined area in a manner that mitigates current erosion and prevents future deterioration.

In addition, the City of Tallahassee has requested the following:

1. The property owner must develop and implement a remediation plan to ensure no further soil erosion or removal around either the transmission structures or the guy structures. The remediation plan shall be provided to the City for review and approval prior to implementation.
2. The property owner must remain responsible for ensuring the approved remediation plan is not modified in the future without review and approval by the City prior to implementation.
3. The property owner must indemnify and hold harmless the City for any and all claims arising in any way from failure of the transmission or guy structures as a result, either in part or whole, of the removal of soil from around the structures.
4. The property owner will be responsible for any and all costs associated with repairs or modifications required to the transmission or guy structures as a result, either in whole or in part, of the removal of soil from around the structures.
5. Items 2, 3 & 4 shall apply to any current and future owners of the property.

Given our on-going correspondence and the recent site visit, we will extend the deadline for receipt of an updated EMP to Monday, August 28, 2017. We look forward to receiving your completed EMP application and resolving this issue. Please let us know if you have any questions.

Best Regards,



Barry Wilcox
Chief Development Resources Officer

cc: David McDevitt, DSEM Director
Ken Morris, Deputy County Administrator
John Kraynak, Environmental Services Director
Bob Bass, Environmental Inspection Supervisor
Anna Padilla, Sr. Environmental Engineer

Citizen Comments on LMA202103 received as of March 10, 2021

From: deedav7@yahoo.com
To: [CMP_PLN_AMND](#)
Cc: [Perrine, Beth](#)
Subject: 2021 Comp Plan Public Comment Submission
Date: Thursday, December 10, 2020 4:25:15 PM

- **Amendment:** LMA202103
- **Name:** Davis
- **Address:** Westview Lane
- **City:** Tallahassee
- **State:** Florida
- **Zip:** 32310
- **Email Address:** deedav7@yahoo.com
- **Comments:** I am concerned with the impact of this amendment and application on the future of our neighborhood and families. It seems that it would limit the potential and growth to be a supportive and thriving community for our families. As it is, we need more neighborhood resources, recreation and play/leisure areas for our children. We have one holding pond with a walking trail around, which already gets crowded. We still need a recreation and or youth center, more sidewalks, lights and improved traffic flow and access. Our children have to stand in roads and narrow grass areas to catch the school bus. We are also concerned about the environmental impact. How would it affect our water, land and air? What exactly will be mined and used? What type traffic will it add or how will it restrict the flow of traffic to our residents? What about the potential noise or hazards to area children? Will we eventually lose value to our properties or be asked to surrender or vacate due to expansion or environmental hazards? Beyond personal concerns. How will Tallahassee be able to support our families who need affordable housing. As it is there is a great disparity in the availability of affordable land and housing. Where will we buy and build more houses (affordably) if we continue to decrease our residential areas? This is a time when the increase in property costs is much greater than the increase in wages. Finding a place to rent or buy is not easy or as affordable for many families (maybe college for students). Reducing the residential areas will create a shortage and increase cost on available property, creating greater disparities.

From: grschrader@comcast.net
To: [CMP_PLN_AMND](#)
Cc: [Perrine, Beth](#)
Subject: 2021 Comp Plan Public Comment Submission
Date: Tuesday, January 5, 2021 4:10:19 PM

- **Amendment:** LMA202103
- **Name:** Gail R Schrader
- **Address:** 1429 WestHeaven Dr.
- **City:** TALLAHASSEE
- **State:** FL
- **Zip:** 32310-8628
- **Email Address:** grschrader@comcast.net
- **Comments:** I firmly object to this land being re-zoned industrial. We have lived in this neighborhood since 1985. Mr Mitchel has already mined a good bit of sand from the area. We have fought to stop the mining several years ago and were successful because of the zoning laws. We have quite a few older people in the neighborhood who will be impacted by the dust and noise and exhaust from heavy machinery. I remember how hard it was to sleep with the noise when Mr Mitchell worked the sand at night. In the original plan for my neighborhood, there is an easment in the middle of West view for a new access to that street. WE really don't want the trucks driving down this older street!! (which Mr Mitchell could access with very little effort.) I feel our side of town has had its share of industrial lands around us. We have Crowder on the West, an old Eubanks sand mine on the East. The dust and dirt on Aneon Church Rd. is so bad that walking on the curb can require a face mask. We need sidewalks, playgrounds, clean air and quiet!! Please, Please do not change the zoning for my neighborhood. Our home values are low enough already.!!

From: [Perrine, Beth](#)
To: [Calhoun, Sherri](#); [White, Artie](#)
Subject: FW: LMA 2021 03
Date: Monday, February 1, 2021 2:03:54 PM
Attachments: [image001.png](#)

Beth Perrine

Administrative Specialist II

Tallahassee-Leon County Planning Dept.

Land Use Planning

850.891.6400 • beth.perrine@talgov.com



Please note that under Florida's Public Records laws, most written communications to or from city and county staff or officials regarding public business are public records available to the public and media upon request. Your e-mail communications may therefore be subject to public disclosure.

From: Devurnya Glenn <robertsdhg@yahoo.com>
Sent: Monday, February 01, 2021 2:03 PM
To: Perrine, Beth <Mary.Perrine@talgov.com>
Subject: LMA 2021 03

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

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

To whom it may concern,

I am writing to make public comment about the rezoning of this property (LMA 2021 03). I object to the rezoning of this property to mining designation. Aenon Church Road is inundated with mining activity from Crowder and others. The noise pollution is constant and unbearable with no definite hours of operation adhered to for a family with children seeking to sleep in their own home. To add on another mining location on another side of our home also is just too much. Our quality of air has been lowered due to constant dust and debris floating throughout the day affecting our breathing and immune system function. Aenon Church Road has enough heavy road traffic with loud, large dump trucks coming up and down the road continually tearing up the road and leaving dirt everywhere. I hope that consideration will be taken of what the environmental impacts that yet another mining operation in the area would do to further degrade our quality of life, drinking water and air. There is a huge subdivision/neighborhood that will be affected by this mining if allowed to move forward with the rezoning. The land in consideration for mining on is directly backed up to this large subdivision and the families will be deeply impacted by yet another sand mine in this location. I ask that if you choose to move forward with this rezoning that mitigation strategies be set in place of at least a minimum 200 foot buffer between the property in question and residential areas with homes be imposed and enforced. I also ask that no ingress/egress be allowed from this property to Aenon Church Road as there is already a massive amount of trucks in and out of this road as it is causing dangerous traffic flow and lowered air quality for the residential inhabitants currently here. Please ensure that a definite set of working hours is posted and enforced so that nighttime noise can be eliminated as a

concern for working families with children and older ones trying to rest in their homes. And I ask that any ways to ensure the mining process does not let toxic chemicals leech into the ecosystem and drinking water for the families in the surrounding neighborhoods be explored and documented on a bi-annual basis. There is also a electric power station in use near this property. I am concerned that any mining taking place in the immediate area of this power source and the power lines that run through the property could have far reaching effects on the large neighborhood and adjacent homes surrounding this property. There is also an identified sinkhole on this property in question near the south side where residential homes are and so I fear that with more mining taking place that this area could increase and cause massive damage to residential homes near it. Thank you for your time and consideration of the comments contained herein.

AMENDMENT # LMA202103

MY NAME IS Ingril White

I LIVE AT 1420 Westheaven Dr Tallahassee, FL 32310

I OBJECT TO THIS ZONE CHANGE FOR THE FOLLOWING REASONS:

I am concerned about noise, increased heavy equipment
traffic, visually unpleasant work sites, and decreased property
values. Please do not allow this zone change in our area!

SIGNATURE

Ingril White

AMENDMENT # LMA202103

MY NAME IS Shayla Lunsford
Billy Lunsford

I LIVE AT 1433 Westhaven Dr.
Tallahassee 32310

I OBJECT TO THIS ZONE CHANGE FOR THE FOLLOWING REASONS:

- potential adverse effects on
my neighborhood, including noise,
traffic, and environment.
- Potential for the rezoning to cause
property value to decrease.

SIGNATURE

Shayla Lunsford
Billy Lunsford

AMENDMENT # LMA202103

MY NAME IS Clemente Torres

I LIVE AT 1417 Westheaven Dr.

I OBJECT TO THIS ZONE CHANGE FOR THE FOLLOWING REASONS:

It will depreciate the value of the houses
in the neighborhood. The odor that comes from
that landfill already smells bad.

SIGNATURE

Clemente Torres

AMENDMENT # LMA202103

MY NAME IS NORMAN & Shannon Blankinship

I LIVE AT 1421 West Heaven Drive, Tallahassee FL
32310

I OBJECT TO THIS ZONE CHANGE FOR THE FOLLOWING REASONS:

Property value decrease, excessive dust
debris, noise pollution, don't understand
the intent behind "mining", increase
our property taxes.

SIGNATURE

Norman & Shannon Blankinship

AMENDMENT # LMA202103

MY NAME IS

Chester Lee Foster

I LIVE AT

1409 Westhaven Dr

I OBJECT TO THIS ZONE CHANGE FOR THE FOLLOWING REASONS:

Elements that Comp with Type of
Zone, noise, Dust, Traffic, Heavy
Equipment, Dump Truck etc.

SIGNATURE

Chester L Foster

AMENDMENT # LMA202103

MY NAME IS Deanna Davis

I LIVE AT 1424 Westheaven dr.

I OBJECT TO THIS ZONE CHANGE FOR THE FOLLOWING REASONS:

Did not recieve notice
to close to my backyard

SIGNATURE

Deanna Davis

AMENDMENT # LMA202103

MY NAME IS Bobby Hand, Sr.

I LIVE AT 1413 Westheaven Dr.

I OBJECT TO THIS ZONE CHANGE FOR THE FOLLOWING REASONS:

Do not want the neighborhood
violated.

SIGNATURE

Bobby Hand Sr.

AMENDMENT # LMA202103

MY NAME IS Essie Rollins Ronald G. Rollins

I LIVE AT 5505 Debbie Dr 32310

I OBJECT TO THIS ZONE CHANGE FOR THE FOLLOWING REASONS:

We object to the proposed Zone Change due to
environmental and health reasons (air, ground water,
+ noise pollution. Property value is also impacted by
zoning change.

SIGNATURE

Essie Rollins Ronald G. Rollins

AMENDMENT # LMA202103

MY NAME IS Mary R. Hicks

I LIVE AT 5501 Debbie Dr.

I OBJECT TO THIS ZONE CHANGE FOR THE FOLLOWING REASONS:

Not safe for school bus and children if
this amendment or land change happen. Too noisy
trucks, this is a quiet neighborhood of seniors.

SIGNATURE

Mary R. Hicks

From: gloriawashington384@gmail.com
To: [CMP_PLN_AMND](#)
Cc: [Perrine, Beth](#)
Subject: 2021 Comp Plan Public Comment Submission
Date: Monday, February 22, 2021 10:29:10 AM

- **Amendment:** LMA202103
- **Name:** Gloria A Washington
- **Address:** 5512 Westview Lane
- **City:** Tallahassee
- **State:** FL
- **Zip:** 32310
- **Email Address:** gloriawashington384@gmail.com
- **Comments:** LMA202103 plan, I objection to this project. In the area that they are planning off of Aenon Church Road. The mining and sandpit will cause problems the old members health, and children health. This will also, bring down our property value keep our area from growth. As you know, we currently have sandpit and mining going on in the area, the dust and noise is already here. With another sandpit and mining we would be surrounded almost with dust noise and health problems. The committee should consider the area already have these mining and sandpit. We do not need another one in our area. We need constructive things for our children and old adults.(sidewalks, recreation center, road repair, lights, bus routes, etc.). Therefore, LMA202103 should not be approved in this area.

5533 Westview Lane
Tallahassee, FL 32310
February 28, 2021

Tallahassee-Leon County Planning Department
City Hall- 300 South Adams Street
Tallahassee, FL 32301

To Whom It May Concern:

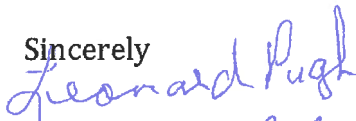

I have been a resident of Westview Lane for 42 years and have enjoyed thoroughly living in the neighborhood. I would like for our neighborhood to maintain its value and reputation so that others would be interested in living here as well.

I am writing regarding my concern for the proposed mining field on Aenon Church Road on the right side. I'm sure you are aware that there is already a mining field on the left side on Aenon Church Road, which has not been good for our neighborhood. When we walk in our neighborhood, do our gardening or working within our yard, the dust has been a constant problem interfering with breathing and getting all over our outdoor furniture. There is also the constant noise and traffic from the many trucks, coming and going all day. The mining field on the left has not been good for those of us who have respiratory problems and that's why I am asking that you all will not place another mining field in our neighborhood. There are other people in our neighborhood with respiratory illnesses as well that are being affected by the current mining field, so please don't add fuel to the fire by adding another mining site. I propose a question for food for thought, if this were your neighborhood, what would your response be? Please consider this situation as though this would be in your neighborhood.

I appreciate you NOT supporting placing another mining field on Aenon Church Road. I AM SPEAKING STRONGLY AGAINST THIS AND HOPE YOU WILL HEAR MY CRY AND VOTE NO ON THIS ITEM.

Thank you for your leadership and I hope you will lead with a heart for mankind.

Sincerely

Helen Pugh (Leonard)
Retired State Employee

**Leon County
Board of County Commissioners**

**Notes for Workshop
Agenda Item #2**

Joint County-City Workshop on the Comprehensive Plan

Workshop Item #2

March 23, 2021

To: Honorable Chairman and Members of the Board

From: Vincent S. Long, County Administrator

Title: Consultant Services for the Land Use and Mobility Elements

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, Planning Department
Lead Staff/ Project Team:	Artie White, Administrator of Comprehensive Planning

Statement of Issue:

This item seeks approval to release a Request for Proposals to update the Land Use and Mobility Elements of the Tallahassee-Leon Comprehensive Plan. As previously requested, this item also provides information on a full rewrite of the Tallahassee-Leon County Comprehensive Plan should the Board and City Commission choose to hire a consultant to rewrite all 11 Elements.

Fiscal Impact:

This item has a fiscal impact. Adequate funds are available in the County and City's respective budgets to hire a consultant for the Land Use and Mobility Element. The option to issue a revised Request for Proposals for the Land Use and Mobility Elements and the review of the entire Comprehensive Plan for consistency (Option #1) would rely on the previously budgeted funding (\$300,000 divided evenly between the County and the City). Based on the future revisions of these elements, additional funding may be needed in FY 2023 to update the County and City the land development regulations. No funds have been budgeted to date for the update to the land development regulations that will result from the planning work.

Staff Recommendation:

- Option #1: Direct staff to issue a revised Request for Proposals for the Land Use and Mobility Elements to include: a) review for consistency of proposed changes with the entire Comprehensive Plan with an option for expansion to other Elements if needed, and b) any other targeted clean-up amendments necessary to comply with the upcoming Evaluation and Appraisal Review (EAR) process.
- Option #2: Accept the Summary of Public Input on Draft Land Use and Mobility Objectives.

Report and Discussion

Background:

This item seeks approval to release a Request for Proposals to update the Land Use and Mobility Elements of the Tallahassee-Leon Comprehensive Plan. As previously requested, this item also provides information on a full rewrite of the Tallahassee-Leon County Comprehensive Plan should the Board and City Commission choose to hire a consultant to rewrite all 11 Elements. In order to gain more information about the potential costs of rewriting the entire Comprehensive Plan, the Board gave direction at the July 14, 2020 Budget Workshop to release a Request for Information (RFI) seeking more specific feedback on costs from the private sector to complete the Comprehensive Plan Update and related Land Development Code updates. Information received from the RFI is included in this agenda item.

This item provides a project history and recent actions on the update of the Land Use Element, an effort that began at the Board of County Commissioners Strategic Planning Retreat on December 8, 2014 where the Board directed staff to “align the land use and development plan with established community priorities, beginning with a comprehensive assessment and revision of the Land Use Element.”

The Comprehensive Plan is the legal document that provides the principles, guidelines, standards, and strategies for the orderly and balanced future economic, social, physical, environmental, and fiscal development of the community and establishes meaningful and predictable standards for the use and development of land. The Comprehensive Plan provides meaningful guidelines for the content of more detailed land development and use regulations. The current Tallahassee-Leon County Comprehensive Plan was adopted in 1990 and is recommended to be updated, as detailed in this item. As requested by the Board and City Commission on October 15, 2019, this item includes an analysis of the scope and costs associated with hiring a consultant to perform the rewrite of the comprehensive plan with the public engagement and data analysis requested by citizens.

This workshop and status report advance the following FY2017-FY2021 Strategic Initiatives:

- *Complete a comprehensive review and revision to the Land Use Element of the Comprehensive Plan, including a review of inclusionary housing. (2016-25)*
- *Evaluate incorporating social infrastructure into the comprehensive plan land use element update. (2018-17)*

These particular Strategic Initiatives align with the Board’s Quality of Life and Governance Strategic Priorities:

- *(Q5) Support strong neighborhoods.*
- *(G3) Sustain a culture that respects, engages, and empowers citizens in important decisions facing the community.*
- *(G5) Exercise responsible stewardship of County resources, sound financial management, and ensure that the provision of services and community enhancements are done in a fair and equitable manner.*

On February 26, 2019, staff provided a status update to the Board and City Commission at a Joint County-City Workshop on updating the Land Use and Mobility Elements of the Tallahassee-Leon County Comprehensive Plan. At the Workshop, the Board and City Commission both directed staff to bring back options for areas where a consultant would be of benefit in completing the Land Use and Mobility Element Update.

After identifying areas where a consultant would be beneficial to the update of the Land Use and Mobility Elements of the Comprehensive Plan, staff proceeded through the County's and City's respective budget processes to budget \$300,000 to be split evenly by the County and the City to pay for the consulting services in support of the update to the Land Use and Mobility Elements of the Tallahassee-Leon County 2030 Comprehensive Plan. Upon budget approvals, staff prepared a Request for Proposals for consultant services to support the update to the Land Use and Mobility Elements. The Request for Proposals was released on August 26, 2019 and responses were accepted through October 9, 2019.

At the October 15, 2019 Joint Workshop, staff provided an overview of the Tallahassee-Leon County Comprehensive Plan to the Board and City Commission. At this workshop, the Board and City Commission directed staff to cancel the Request for Proposals to hire a consultant for the Land Use and Mobility Element updates, expand the scope of the project to include all 11 Elements of the Tallahassee-Leon County Comprehensive Plan, and bring the costs associated with the expanded scope back to the Board and City Commission. This action was ratified at the November 12, 2019 Board meeting. Staff reviewed the requirements for local government comprehensive plans outlined in Florida Statutes, evaluated the specific requests from community members and organizations, contacted other local governments that had completed similar projects, and released a Request for Information (RFI) to gain additional information from potential consultants on the proposed effort.

This item presents the overall history of the Land Use Element Update project, the information requested at the October 15, 2019 Workshop, and an analysis of the scope expansion and associated budget considerations. This item was originally scheduled for Spring 2020; however, additional time was needed to understand the budgetary impacts of COVID-19 and additional information on the cost of rewriting the entire Comprehensive Plan. To gain more information about the potential costs rewriting the entire Comprehensive Plan, the Board gave direction at the July 14, 2020 Budget Workshop to release a Request for Information (RFI) seeking more specific feedback on costs from the private sector to complete the Comprehensive Plan Update and related Land Development Code updates. Information received from the RFI is included in this agenda item.

A full, detailed history of the project, the various deliverables associated with the project, and the extensive community engagement conducted to date is included as Attachment #1.

Analysis:

On October 15, 2019, the Board and City Commission directed staff to cancel the Request for Proposals to hire a consultant for the Land Use and Mobility Element updates, expand the scope of the project to include those two Elements and the additional nine Elements of the Tallahassee-Leon County Comprehensive Plan, and bring the associated costs back to the Board and City Commission.

This item provides the information requested by the Board and City Commission for a full rewrite of the Comprehensive Plan. Based on the analysis and consistent with prior recommendations, this item recommends approval to release a Request for Proposals to update only the Land Use and Mobility Elements of the Comprehensive Plan. Staff does not recommend the full rewrite of the Comprehensive Plan at this time as the remaining nine elements do not require the same level of substantive updates to warrant a full and multi-year rewrite. Rather than the full rewrite, this item describes how minor updates to the entire Comprehensive Plan can be achieved through the upcoming and statutorily required Evaluation and Appraisal Review process and the consultant's scope of work for the Land Use and Mobility Elements.

Information on a Full Rewrite of the Tallahassee-Leon County Comprehensive Plan

Section 163.3177, Florida Statutes, outlines the required and optional elements of comprehensive plans. Attachment #2 includes a summary of comprehensive plan requirements, general consultant scope of work and budget, and a review of similar efforts in other communities. Because local government comprehensive plans must comply with Florida Statutes, the consultant scope of work would include the development of a Tallahassee-Leon Comprehensive Plan that, at a minimum, meets the requirements of Florida Statutes.

In addition to statutory requirements, members of the public requested additional considerations to ensure the public engagement process is inclusive, that the plan supports urban infill while protecting in-town neighborhoods, and that the plan includes metrics. The Community letters related to the update of the Comprehensive Plan scope of work are included as Attachment #3. The scope of work items that would result from the Community requests are included in Attachment #2 and would be reflected in the Request for Proposals and the Scope of Work for the selected consultant.

Budget

As noted in the fiscal analysis, adequate funds are available in the County and City's respective budgets to hire a consultant for the Land Use and Mobility Element (Option #1). Updates to the Land Use and Mobility Element may result in necessary changes to land development regulations that require consultant services be budgeted for FY2023.

The proposed budget for the rewrite of the Tallahassee-Leon County Comprehensive Plan is based on a review of similar efforts in other communities and the responses to the Request for Information released to gain the information requested by the Commissions.

Comparable projects include:

- The Comprehensive Plan and Land Development Code Updates for Austin, Texas
- The development of new comprehensive plans for Tampa, Temple Terrace, and Plant City (Hillsborough County)
- Revisions to the City of Titusville's existing comprehensive plan
- The development of a new Comprehensive Plan for the City of Thomasville.

Austin, Texas budgeted \$1.3 million for the update of its Comprehensive Plan and an additional \$2 million to update their codes. The Hillsborough County Planning Commission (Plan Hillsborough) budgeted \$125,000 for the community engagement efforts related to the development of new comprehensive plans for Tampa, Temple Terrace, and Plant City. The Plan Hillsborough budget was solely for community engagement and did not include the development of Comprehensive Plan Goals, Objectives, and Policies nor did it include any work related to the land development codes of those communities. The City of Titusville budgeted \$246,111 for a review of its plan, a visioning workshop, and some specifically targeted edits developed in coordination with staff. Thomasville, Georgia budgeted \$295,610 for the development of a new Comprehensive Plan (however, the requirements in Georgia are significantly less stringent than the requirements in Florida).

The effort undertaken by Austin, Texas is the closest to the effort proposed for the Tallahassee-Leon County Comprehensive Plan; however, Austin is less than half the size of Leon County with a population that is more than three times larger. Additionally, the requirements for comprehensive plans in Texas also differ from the Florida requirements. Because of this, staff released a Request for Information to gain additional information on comparable projects.

Six consultant teams submitted responses to the Request for Information. Updates to existing comprehensive plans generally ranged in cost from \$50,000 to \$500,000 depending on magnitude of proposed revisions, the size of the community, where in the country the community is located, and the amount of public engagement included in the scope. This is generally consistent with the amount of funding the County and City previously budgeted for the Land Use and Mobility Elements. Larger reform and rewrite efforts (and other planning efforts of a similar size) generally ranged in cost from \$500,000 to \$1.5 million.

Based on this evaluation of project budgets, the rewrite of the Tallahassee-Leon County Comprehensive Plan would cost a minimum of \$750,000.

Consideration of Land Development Regulations

Per Section 163.3202(1), Florida Statutes, within one year after submission of its comprehensive plan or revised comprehensive plan for review, pursuant to s. 163.3191, each county and each municipality shall adopt, or amend and enforce, land development regulations that are consistent with and implement their adopted comprehensive plan. Because of this requirement, Attachment #2 also includes a preliminary scope of work for the update of both the Leon County and the City of Tallahassee Land Development Codes. Once a draft Comprehensive Plan is prepared by the selected consultant, a full scope of work and cost estimate can be prepared based on the

amendments that will be necessary for the Land Development Codes to be consistent with the new Comprehensive Plan. Based on the input received from the Request for Information, staff anticipates the cost of updating the County and the City's Land Development Codes to be approximately \$500,000 per code.

Evaluation and Appraisal Review

Per Section 163.3191, Florida Statutes, local governments must conduct Evaluation and Appraisal reviews of its comprehensive plans at least once every seven years. This evaluation and appraisal must determine if plan amendments are necessary to reflect changes in state requirements, since the last update of the comprehensive plan, and notify the state land planning agency as to its determination. If the local government determines amendments to its comprehensive plan are necessary to reflect changes in state requirements, the local government shall prepare and transmit within one year such plan amendment or amendments for review pursuant to s. 163.3184. The evaluation and appraisal review of the Tallahassee-Leon County Comprehensive Plan is due on January 1, 2023. A consultant rewrite of the Comprehensive Plan would accomplish this requirement. Otherwise, staff will need to begin the process of evaluating and appraising the Comprehensive Plan later this year to meet the January 1, 2023 deadline and any needed amendments resulting from this evaluation and appraisal will need to be submitted for adoption during the 2023 Comprehensive Plan Amendment Cycle.

If only the Land Use and Mobility Element are updated (Option #1), the Evaluation and Appraisal Review can be used to help prioritize subsequent Elements to be updated. Additionally, the EAR process can be used to make targeted updates to the other Elements until they can be rewritten. The targeted updates that can be made through the EAR process include:

Outdated References: The Comprehensive Plan currently includes 60 references to Florida Statutes, Florida Administrative Code, or Federal laws. Of these 60 references, 32 are out of date. For example, several policies in the Utilities Element reference Rule 17-3, F.A.C and several policies in the Capital Improvements Element reference Rule 9J-5. Neither of these Rules currently exist in Florida Administrative Code.

Outdated Deadlines: Additionally, the Comprehensive Plan includes 154 references to specific dates that have passed, not including dates related to level of service standards. For example, Policy 2.1.6 of the Conservation Element states, "By 1991, local government shall review existing code requirements for parking and set minimum and maximum standards that are more oriented toward reducing impervious surface."

Level of Service Standards: The Capital Improvements Element and Utilities include level of service standards for various infrastructure and utilities that could be evaluated and updated. For example, the level of service standards for solid waste identify the pounds per capita per day for each year from 2011 through 2030. This could be updated to remove the years that have past and update future levels of service to help with longer range planning for solid waste.

General Cleanup: Expanding the scope would also provide an opportunity for other updates to the Comprehensive Plan. These updates would include the removal of goals, objectives, and policies

that are currently only listed as “reserved” with no other policy text, agency names that are no longer correct (such as updating Leon County Growth and Environmental Management Department to Leon County Development Support and Environmental Management Department).

Next Steps

The Land Use Element is the most frequently used and most frequently amended Element and currently is the Element with the most structural deficiencies. As described in Attachment #1, the State of the Land Use Element report identified various issues with the Land Use Element, including:

- Inconsistencies with the format and content of Goals, Objectives, and Policies.
- A breakdown of the hierarchy of goals, Objectives, and Policies. This includes orphaned objectives (e.g. objectives and policies not associated with any goal).
- The inclusion of overly detailed development regulations more appropriately contained within the land development regulations.
- Objectives and policies referencing completed initiatives and policies that call for the creation of plans and guiding documents that have since been created.
- The inclusion of dates that have passed (some with deadlines dating back to 1991).
- Changes focused on statutory requirements and specific items of interest that lack a relationship to other elements of the plan (such as policy language directly copied and pasted from Florida Statutes without local context).

Updating the Mobility Element concurrently with the Land Use Element is important because land use decisions and transportation are interrelated. The type of land uses planned for an area drive what transportation infrastructure is needed and the available transportation infrastructure determined what type of access is available and what kind uses can be supported. Connecting land use and mobility is also consistent with the new approach the Florida Department of Transportation uses for transportation planning. The use of context classifications provides for transportation facilities that reflect the context of an area (e.g. urban core, urban, suburban, rural town, rural, natural, etc.)

Option for a Scope of Work for Only the Land Use and Mobility Elements (Option #1)

The County and City currently have a total of \$300,000 budgeted for updating the Land Use and Mobility Elements. As detailed in the *History of the Land Use Element Update project* (Attachment #1), over four years of work has already been performed by the Planning Department. Staff could re-release the previously developed Request for Proposals for the Land Use and Mobility Elements using this previously approved budget. This release could occur as early as mid-spring with work to begin in fall and completion by the end of 2023. Additional budget may be needed to hire a consultant to update the land development codes for the City and County within one year of the adoption of the Land Use and Mobility Elements, but the scope of land development code changes is anticipated to be smaller as compared to the land development code changes needed if all eleven Elements of the Comprehensive Plan are rewritten.

Benefits of the Scope of Work for Only the Land Use and Mobility Elements

The Land Use and Mobility Elements are two of the 11 Elements in the Tallahassee-Leon County Comprehensive Plan. The Land Use Element is notable in that it contains the Future Land Use Map and the land use categories among other policies. For example, the Rural/Agriculture Land Use category is a designation on the Future Land use map that allows one dwelling unit per ten acres, which will be evaluated through this effort. These land use categories set the parameters for more detailed zoning districts (which are found in the land development regulations). The Mobility Element is notable for policies related to various modes of transportation as well as the Complete Streets Policy, which is intended to create a transportation system designed and operated to provide safe, convenient and context-sensitive access for pedestrians, bicyclists, motorists, and public transportation users of all ages and abilities. These two elements were originally being updated based on direction from the Board and City Commission. Option #1 to move forward with updating these two elements is recommended over the option to rewrite the entire Comprehensive Plan (Option #3) because of the high cost associated with rewriting the entire Comprehensive Plan as well as the resulting need to update more of the land development regulations.

Amend the Scope to Address Internal Inconsistency: Given the budgetary constraints, this item recommends the Request for Proposals specifically require a review of the entire Comprehensive Plan to ensure no internal inconsistencies are created by the Land Use and Mobility updates (or highlight changes needed to other elements to correct inconsistencies). This approach could also include the ability to extend the contract to include other Elements of the Comprehensive Plan if funding is approved in future budgets.

Build on Completed Efforts and Community Input: Staff has achieved approximately 75% completion on the current project of updating the Land Use and Mobility Elements. Accordingly, the City and County are best positioned in terms of budget and staffing to continue the update of the Land Use and Mobility Elements with a consultant hired for the project.

Additional Elements in the Future: The contract for the selected consultant could include an option to expand the scope to additional elements if budgeted in future years. The order of future element updates may be selected based on the findings and outcome of the current Land Use and Mobility Element update process.

Coordinate with the Evaluation and Appraisal Review: As noted previously, the Evaluation and Appraisal Report (EAR) for the Tallahassee-Leon County Comprehensive Plan is due by January 1, 2023. As the selected consultant works on the Land Use and Mobility Elements, staff can review the entire Comprehensive Plan for needed updates consistent with the EAR process. This Evaluation and Appraisal Review can be used to help prioritize subsequent Elements to be updated. Additionally, the EAR process can be used to make minor updates to the other Elements until they can be rewritten.

Option for the Scope of Work for Rewriting the Entire Comprehensive Plan (Option #3)

Should the Board and City Commission wish to move forward with a scope of service for a consultant to rewrite all 11 Comprehensive Plan Elements, the development of a new Tallahassee-

Leon County Comprehensive Plan involving a rewrite of all 11 Elements is anticipated to be approximately \$750,000 to be split evenly between the County and the City. The County and City approved a total of \$300,000 (\$150,000 each) in their respective FY 2020 budgets for just the Land Use and Mobility Elements. This funding was carried over to FY 2021. Another \$450,000 (\$225,000 from each jurisdiction) would be needed to expand the scope of the project to include the remaining nine Elements. At the direction of the Commissions, an additional \$112,500 each would be included in both the County and City FY 2021 preliminary budgets for both FY 2022 and for FY 2023. This approach is included in Option #3. The additional budget for the land development codes would be anticipated for FY 2024 to comply with the statutory requirement to adopt code updates within 1 year of the adoption of the Comprehensive Plan.

A Request for Proposals would be released, and a consultant team selected at the beginning of FY 2022 (October 2021). Staff would provide the consultant with all information gathered from all previous efforts, including the summaries of public input, data analysis conducted so far, and draft Land Use and Mobility goals, objectives, and policies for review and consideration. The consultant would be expected to complete additional public engagement and data analysis in addition to writing goals, objectives, and policies for each Comprehensive Plan Element. The process for updating the entire Comprehensive Plan is anticipated to take two years, plus the time required for the transmittal and adoption of the new goals, objectives, and policies for each Element. This process is also included in Option #3.

Upon submittal of the new Comprehensive Plan (targeted to occur in 2024), the next step is updating the land development codes at the City and County, respectively, within one year as required by statutes. It is expected the land development code changes would also require a consultant in order to meet the one-year time limit. Major updates to land development regulations could cost an additional \$500,000 to \$750,000 for each jurisdiction in FY 2024. The actual scope and cost of that additional effort would be determined by the extent of changes proposed in the Comprehensive Plan rewrite. A separate Request for Proposals may then need to be released near the conclusion of the Comprehensive Plan rewrite.

Hiring a consultant to begin the multi-year process of rewriting the entire Comprehensive Plan would result in all 11 Elements being rewritten in a shorter timeframe than updating the existing plan incrementally or rewriting specific elements separately. Each Element would be written concurrently, simplifying the process for ensuring that internal consistency is maintained and that updates to any individual Element does not conflict with goals, objectives, or policies in other Elements. However, all 11 Elements do not require the same level of substantive updates to warrant a full and multi-year rewrite of the Comprehensive Plan at this time. In addition, the EAR process can be used to make minor updates to the other Elements and help prioritize subsequent Elements to be updated.

Updating the Land Use and Mobility Elements while maintaining consistency with the other Comprehensive Plan Elements, making targeted updates to the other Elements during the Evaluation and Appraisal Review, and subsequently updating the remaining Elements individually (or a few, smaller Elements being updated concurrently) would provide the same benefits as a full rewrite of the Comprehensive Plan. While the process would take longer, this approach would also allow funds to be budgeted incrementally versus the cost being needed up front.

Summary of Public Engagement on Draft Objectives

A summary of input received on the draft Land Use and Mobility Objectives is included as Attachment #4. This report summarizes the public engagement and outreach conducted throughout 2019. If accepted (Option #2), staff will provide this and the previously accepted summaries of public input to the consultant to use as informational resources. This report would be relevant to the consultant for either the rewrite of the entire Comprehensive Plan (Option #3) or just the Land Use and Mobility Elements (Option #1).

Draft Land Use and Mobility Element

The previously mentioned outreach culminated in draft principles, strategies, and standards for Land Use and Mobility that will be provided to the consultant to use as an informational resource (Attachment #5). This draft would be relevant to the consultant for either the updates to Land Use and Mobility Elements (Option #1) or the rewrite of the entire Comprehensive Plan (Option #3).

Conclusion

The analysis finds the Land Use Element to be the most frequently used, the most frequently amended, and the most structurally deficient Element of the Comprehensive Plan. Updating the Mobility Element concurrently with the Land Use Element is important because land use decisions and transportation are interrelated. The type of land uses planned for an area drive what transportation infrastructure is needed and the available transportation infrastructure determined what type of access is available and what kind uses can be supported. Connecting land use and mobility is also consistent with the new approach the Florida Department of Transportation uses for transportation planning. The remaining nine Elements do not require the same level of substantive updates to warrant a full and multi-year rewrite of the Comprehensive Plan at this time.

Based on the analysis and consistent with prior recommendations, this item recommends approval to release a Request for Proposals to update only the Land Use and Mobility Elements of the Comprehensive Plan. Rather than the full rewrite, this item describes how minor updates to the entire Comprehensive Plan can be achieved through the upcoming and statutorily required Evaluation and Appraisal Review process and the consultant's scope of work for the Land Use and Mobility Elements. The staff recommendation would task the consultant with reviewing proposed changes to the Land Use and Mobility Elements for consistency with the entire Comprehensive Plan. In addition, the upcoming and statutorily required Evaluation and Appraisal Review process will be used to make minor updates to the other Elements in the Comprehensive Plan and help prioritize subsequent Elements to be updated.

Updating the Land Use and Mobility Elements while maintaining consistency with the other Comprehensive Plan Elements, making targeted updates to the other Elements during the Evaluation and Appraisal Review, and subsequently updating the remaining Elements individually (or a few, smaller Elements being updated concurrently) would provide the same functional benefits as a full rewrite of the Comprehensive Plan. Should the Board and City Commission wish to move forward with a scope of service for a consultant to rewrite all 11 Comprehensive Plan

Elements, Option #3 provides direction to identify the additional funding needed through the County and City budget processes and the issuance of a Request for Proposals.

Options:

1. Direct staff to issue a revised Request for Proposals for the Land Use and Mobility Elements to include: a) review for consistency of proposed changes with the entire Comprehensive Plan with an option for expansion to other Elements if needed, and b) any other targeted clean-up amendments necessary to comply with the upcoming Evaluation and Appraisal Review (EAR) process.
2. Accept the Summary of Public Input on Draft Land Use and Mobility Objectives.
3. Direct staff to work through the County and City's respective budget processes and issue a Request for Proposals for the rewrite of the entire Tallahassee-Leon County Comprehensive Plan, which would also satisfy the requirements for the Evaluation and Appraisal Review.
4. Board direction.

Recommendation:

Options #1 and #2

Attachments:

1. History of the Land Use Element Update project
2. Summary of Comprehensive Plan Requirements, General Consultant Scope of Work, and Review of Similar Efforts in Other Communities (Expanded Scope Option)
3. Community letters related to the update of the Comprehensive Plan scope of work
4. Summary of Public Input on Draft Land Use and Mobility Objectives
5. Draft Land Use and Mobility Element as of February 2019

History of the Land Use Element Update:

At the FY 2014/15 Board of County Commissioners Strategic Planning Retreat held Monday, December 8, 2014, the Board of County Commissioners directed Planning Department staff to “align the land use and development plan with established community priorities, beginning with a comprehensive assessment and revision of the Land Use Element.” This direction was ratified by the Board on January 27, 2015. A proposed scope and schedule were presented to the Board and City Commission at a Joint Workshop on May 26, 2015. The proposed scope and schedule were accepted by both the Board and City Commission. During the remainder of 2015, staff reformatted the Tallahassee-Leon County Comprehensive Plan to be more user-friendly.

Consistent with the accepted scope and schedule, staff conducted an evaluation of goals, objectives and policies of the Land Use Element. The purpose of this evaluation was to identify what types of updates were needed to the Land Use Element. This evaluation was developed as the *State of the Land Use Element* report. The evaluation and development of the report identified several issues that need to be addressed in the update of the Land Use Element. Some of the issues with the current Land Use Element that were identified are:

- Inconsistencies with the format and content of Goals, Objectives, and Policies.
- A breakdown of the hierarchy of goals, Objectives, and Policies. This includes orphaned objectives (e.g. objectives and policies not associated with any goal).
- The inclusion of overly detailed development regulations more appropriately contained within the land development regulations.
- Objectives and policies referencing completed initiatives and policies that call for the creation of plans and guiding documents that have since been created.
- The inclusion of dates that have passed (some with deadlines dating back to 1991).
- Changes focused on statutory requirements and specific items of interest that lack a relationship to other elements of the plan (such as policy language directly copied and pasted from Florida Statutes without local context).

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

- Changing state regulations provide an opportunity to refocus policies on local priorities.
- An opportunity to integrate the Land Use and Mobility Elements to achieve shared land use and transportation goals.
- The opportunity to utilize a values-driven approach (an approach that uses community values to determine what data to collect and analyze) for these revisions to emphasize the community’s vision and priorities for future growth and development.

The report included the following recommendations:

- Move forward with a comprehensive revision to the Land Use Element to address the issues identified in this [*State of the Land Use Element*] report but maintain and expand on strong

policies that continue to implement community goals for responsible growth and development.

- Utilize a values-based and data-informed planning approach to updating and revising the Land Use Element.
- Utilize recent community visioning efforts to identify current community values, priorities, and trends. Compile the findings of these analyses and integrate the results into the community outreach activities for the Comprehensive Plan Update project.
- Integrate the Land Use and Mobility Elements into a single element that jointly addresses land use and transportation.

The State of the Land Use Element report was provided to the Local Planning Agency on March 23, 2016. The report was accepted by the Board of County Commissioners and City Commission on April 12, 2016 and direction was given to staff to move forward to the next phase and utilize community visioning efforts to identify current community values, priorities, and trends.

Preliminary Assessment of Community Values

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

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

To accomplish this direction, staff evaluated the following:

- County Commission Strategic Plan
- City Commission Key Priorities for 2016
- 2016 Work Plan for Sense of Place Districts
- 2035 Regional Mobility Plan
- 2040 Regional Mobility Plan
- Imagine Tallahassee
- Leon County Sales Tax Committee Final Recommendations regarding the continuation of the Local Government Infrastructure Surtax
- Blueprint 2000 and Beyond report
- Apalachee Ridge Estates Neighborhood Renaissance Plan
- Providence Neighborhood Renaissance Plan
- Capital Cascades Sector Plan
- Lake Bradford Sector Plan

- Oak Ridge Sector Plan
- South Monroe Sector Plan
- West Pensacola Sector Plan
- Southern Strategy Area Report
- South City Technical Assistance Panel Report

This evaluation was compiled into the Preliminary Assessment of Community Values report, which identified and summarized the major themes of these visioning efforts consistent with the direction received from the Board and City Commission on April 12, 2016. The Preliminary Assessment of Community Values was accepted by the City Commission on May 18, 2016 and the Board of County Commissioners on May 24, 2016. Direction was given to staff at that time to move forward with public engagement on the Community Vision.

Public Participation Strategy

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

The *Public Participation Strategy* outlined an approach to engaging the community at each step of the process. Public participation would occur for the development of Community Values, then for the development of Land Use and Mobility Goals, then for the development of Objectives related to each goal, and again for the development of policies associated with the goals and objectives. The *Public Participation Strategy* also acknowledged, “Encouraging broad participation in the Comprehensive Plan update process includes engaging people who cannot attend public workshops or otherwise engage in the process because of a variety of personal constraints.” To this end, both in-person and virtual public engagement was included in the strategy (even though this occurred pre-COVID-19). The implementation of the *Public Participation Strategy* can be seen in each of the subsequent steps in the process.

Public Engagement on Community Values

Consistent with the public participation strategy, staff developed the *Survey on Community Values* and made the survey available on April 5, 2017. The survey was open for responses until November 15, 2017. During this time, staff also hosted six Community Workshops across the community to gain input into the development of Community Values related to land use and mobility. The workshops were held on the following dates at the following locations:

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

Summary of Public Input on Community Values

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

The community values identified were:

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

Draft Land Use and Mobility Goals

Comprehensive Plans in Florida are generally structured into thematic Elements (e.g. land use, mobility, housing, etc.) with a hierarchy of goals for each Element, objectives for each goal, and policies for each objective. To update the Land Use and Mobility Elements, the project built on the community values above and began with establishing goals for which objectives would be developed later and policies would subsequently be developed for the objectives.

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

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

The draft goals were workshopped with the Local Planning Agency at a series of meetings and were accepted by the Local Planning Agency on January 2, 2018. The draft land use and mobility goals were accepted by the Board of County Commissioners and the City Commission at a joint meeting on February 27, 2018. Direction was given to staff to proceed with public engagement on the draft Goals.

Public Engagement on Draft Land Use and Mobility Goals

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

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

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

The community workshops included facilitated small group discussions, where participants provided input on factors related to land use and mobility. The input received through these workshops was used in the refinement of Land Use and Mobility Goals and the initial development of draft objectives and policies for each of the goals.

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

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

The summary of input received through these workshops was accepted by the Local Planning Agency on September 4, 2018. This summary was accepted by the Board and City Commission at a joint workshop on February 26, 2019. Direction was given to staff to review the various sector plans in the Land Use Element and to proceed with public engagement for the development of draft objectives.

Public Engagement on Draft Objectives

Building on previous public engagement consistent with the Public Participation Strategy and the preliminary analysis of relevant data, staff engaged the community again to gain input to inform the development of Land Use and Mobility Objectives and Policies. The input received on the draft land use and mobility goals can generally be classified into nine main themes. These themes are:

1. Affordability: Affordability of housing, transportation options, and office and retail space for small businesses.
2. Improved Access: Improved access to the places people need to meet their everyday needs.

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

Draft objectives that address these major themes were developed for each draft land use and mobility goals. These draft objectives were the focus of the next phase of public engagement.

The public engagement for this phase (draft objectives) of the Land Use and Mobility Element included three primary ways for the public to provide input:

1. Digital Workshop: The Digital Workshop was intended to provide a mechanism by which the public could submit input on a variety of planning themes associated with land use and mobility without having to attend a set meeting.
2. Community Open Houses: The Community Open Houses were intended to provide a higher-level overview of concepts addressed in the Land Use and Mobility Element. Public Open Houses were held at the following locations:
 - February 28, 2019 - Jack McLean Community Center
 - March 4, 2019 - Bradfordville Community Center
 - March 5, 2019 - Fort Braden Community Center
 - March 7, 2019 - Dorothy Spence Community Center
 - March 14, 2019 - Community Room at Amtrak Center
 - March 27, 2019 - Pop-Up Event at CK Steele Plaza
 - March 28, 2019 - Miccosukee Community Center
 - April 2, 2019 - Senior Center
 - April 4, 2019 - Forestmeadows Athletic Center
3. Deep Dive Workshops: Deep Dive Workshops were intended to provide a more intensive review of draft objectives with opportunities for the public to identify additional data analysis that would be relevant to inform the objectives and considerations for different metrics that could be used to measure progress towards accomplishing the objectives. The following Deep Dive Workshops were held in-person:
 - March 18, 2019 - Workshop on Goal 1: Places Where People Want to Live, Learn, Work & Play
 - March 25, 2019 - Workshop on Goal 2: A Healthy Community

- April 3, 2019 - Workshop on Goal 3: A Robust Economy
- April 11, 2019 - Workshop on Goal 4: Housing Options for Our Diverse Population
- April 16, 2019 - Workshop on Goal 5: A Balanced Transportation Network

In addition to providing in-person Deep Dive Workshops, each meeting was broadcasted using Facebook live. Following the workshops, videos were posted online with the meeting materials and a digital comment form for people to provide additional input.

Additional Outreach on Planning for Growth

These outreach efforts were supplemented with the Rural Economic Development Forum held at the Woodville Community Center on April 18, 2019 and the *How Do We Grow From Here?* event with Leon County and the Village Square on May 6, 2019.

While these various public engagement efforts were underway, staff provided a status update and the review of Sector Plans to the Board and City Commission at a joint workshop on February 26, 2019. At this workshop, several citizens spoke and provided comments expressing a desire to hire a consultant to continue the efforts lead by staff up to that point. Citizens cited a desire for even more data and analysis to be conducted and the desire for a neutral, third party to be involved as reasons for hiring the consultant.

Summary of Public Engagement on Draft Objectives

A summary of input received on the draft Land Use and Mobility Objectives was developed and can be used for future efforts on updating the Comprehensive Plan.

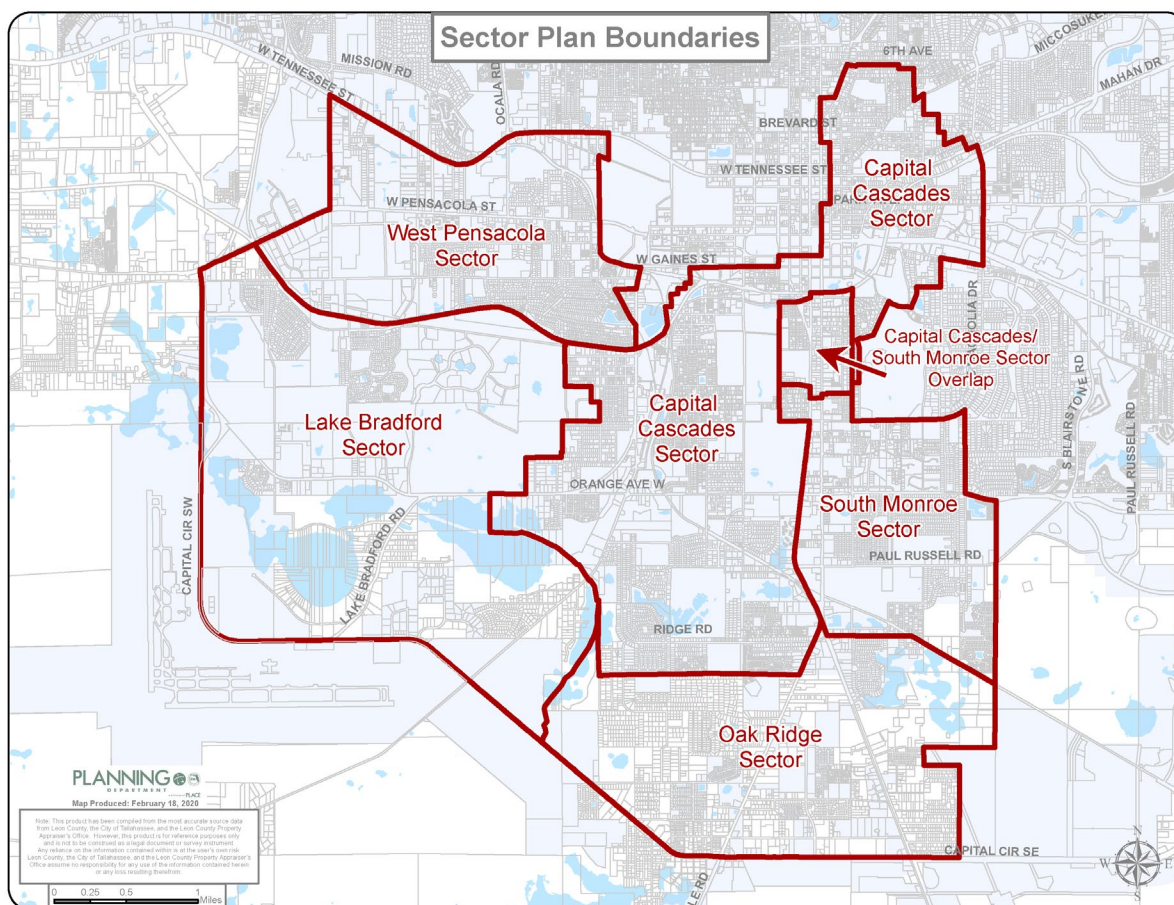
Draft Land Use and Mobility Element

Section 163.3177, Florida Statutes states that, “The sections of the comprehensive plan containing the principles and strategies, generally provided as goals, objectives, and policies, shall describe how the local government’s programs, activities, and land development regulations will be initiated, modified, or continued to implement the comprehensive plan in a consistent manner.” Based on feedback from the Land Use Element Update Focus Group, the previously mentioned outreach culminated in draft goals, objectives, and policies that were then restructured to be presented as principles, strategies, and standards for Land Use and Mobility. Should the Commissions direct staff to proceed with selecting a consultant for updates to the Comprehensive Plan, staff will provide the principles, strategies, and standards for Land Use and Mobility to the consultant to use as an informational resource.

Review of Sector Plans

The current Land Use Element includes several objectives and policies that reference sector plans. As part of the analysis for developing draft Objectives, staff conducted a review of the existing Sector Plans (South Monroe; Lake Bradford; Capital Cascades; Oak Ridge; and West Pensacola) and related Neighborhood Plans. This review shows the majority of the strategies included in

these Sector Plans were accomplished, are programmed and scheduled for implementation, or are no longer relevant due to changing conditions and community priorities. In short, much of the policy work recommended by the Sector Plans is complete and focus can now shift to finer grained infrastructure planning. Therefore, staff recommended objectives and policies related to Sector Plans be revised with a focus on current needs and priorities, and any potential new sector planning efforts be discussed at future meetings as needed. The Board and City Commission accepted the review of Sector Plans and related Neighborhood Plans at a joint meeting on February 26, 2019.



Consultant Services for the Land Use and Mobility Elements

On February 26, 2019, staff provided a status update to the Board and City Commission at a Joint County-City Workshop on the Land Use and Mobility Elements of the Tallahassee-Leon County Comprehensive Plan. At this workshop, the Board and City Commission both directed staff to bring back options for areas where a consultant would be of benefit in completing the Land Use and Mobility Element Update.

Based on staff providing this information, the County and City allocated a combined \$300,000 for consulting services in support of the update to the Land Use and Mobility Elements of the Tallahassee-Leon County 2030 Comprehensive Plan in their respective FY 2020 budgets. At the direction of the Board and City Commission, a Request for Proposals was released on August 26,

2019 and the solicitation was closed on October 9, 2019. Staff assembled a selection committee that included County and City staff as well as members of the public.

Prior to the selection committee receiving, reviewing, and ranking the proposals, the Board and City Commission met at a joint workshop to discuss the fundamentals of the Comprehensive Plan. At this October 15, 2019 joint workshop, the Board and City Commission directed staff cancelled the Request for Proposals and evaluate how the scope could be expanded to include all Comprehensive Plan Elements.

Expansion of Scope to Entire Comprehensive Plan

On November 12, 2019, the Board ratified its actions from the October 15th Joint Workshop including its direction to expand the scope of the project to include all eleven Elements of the Tallahassee-Leon County Comprehensive Plan, and to bring the associated costs back to the Board and City Commission. The eleven Comprehensive Plan Elements are:

- Land Use
- Mobility
- Utilities
- Conservation
- Parks and Recreation
- Housing
- Historic Preservation
- Intergovernmental Coordination
- Capital Improvements
- Economic Development
- Public School Facilities

Section 163.3177, Florida Statutes, outlines the required and optional elements of comprehensive plans. In addition to statutory requirements, members of the public have requested additional considerations to ensure the public engagement process is inclusive, that the plan supports urban infill while protecting in-town neighborhoods, and that the plan includes metrics.

Development of a New Tallahassee-Leon County Comprehensive Plan

Summary of Comprehensive Plan Requirements, General Consultant
Scope of Services, and Review of Similar Efforts in Other Communities

Overall Project Requirements and Consultant Scope of Services

Consultant Scope of Work Related to All Comprehensive Plan Elements

Analyses

Conduct the following analyses:

- Analyses of development patterns and infrastructure costs necessary to support them;
- Analyses of the current urban services area, infrastructure deficiencies within the current urban services area, fuller utilization of the urban services area, and recommendations for future growth and infill;
- Projected population growth, demographics, household characteristics, potential student population growth and an analysis of housing and transportation needs for the current and projected population;
- Opportunities for economic development and the land use categories and zoning districts types and quantities needed to support them;
- Review recent developments for urban design, compatibility with adjacent development, utilization, and mobility. Identify ways to support quality development, redevelopment, and infill that contribute to and enhance community character and sense of place.
- Analysis of existing development compared to current entitlements and infrastructure, highlighting opportunities for redevelopment.

Community outreach and education

Provide opportunities for the public to both learn about a variety of topics (such as infill, urban design, walkability, etc.) relevant to the Comprehensive Plan from professionals and experts and provide input into the development of the Comprehensive Plan. Outreach and education opportunities should include strategies for reaching traditionally under-represented groups in the community, and to ensure that a wide variety of citizens have an equal opportunity for providing input.

Goals, Objectives, and Policies

Review draft Goals, Objectives, and Policies developed to date for the Land Use and Mobility Element Update and consider the draft in the development of a new Tallahassee-Leon County Comprehensive Plan. The draft Comprehensive Plan should address:

- Coordination of land use and mobility
- Community context areas
- Economic segregation
- Social infrastructure
- Housing and transportation affordability
- The promotion of infill development and redevelopment
- Maintaining the character of existing neighborhoods
- Urban design
- Community Resiliency
- Recommendations from the Canopy Roads Management Plan
- Recommendations from the Urban Forest Master Plan
- Recommendations from the Tallahassee Community Resilience Plan
- Recommendations from adopted Placemaking, Sense of Place, Neighborhood, and Sector Plans.
- Element-Specific Requirements

The Comprehensive Plan should ensure that responsibilities for carrying out the plan are clearly stated. Provide metrics for evaluating progress in achieving desired outcomes.

Compliance and Consistency

Ensure the draft Comprehensive Plan complies with State Statute and is internally consistent.

Adoption and Transmittal Documents

Prepare documents and materials necessary to transmit and adopt the proposed Comprehensive Plan pursuant to Florida Statutes. Address Objections, Recommendations, and Comments from the state land planning agency and review agencies.

Element-Specific Requirements and Consultant Scope of Services

Land Use Element

Purpose of the Element

Designate proposed future general distribution, location, and extent of the uses of land for residential, commercial, industry, agriculture, recreation, conservation, education, public facilities, and other public and private land use categories.

Element Requirements (Statutory)

- The approximate acreage and the general range of density or intensity of use for the gross land area included in each existing land use category.
- Establish the long-term end toward which land use programs and activities are ultimately directed.
- Define future land use categories in terms of uses included and standards to be followed in the control and distribution of population densities and building and structure intensities.
- The proposed distribution, location, and extent of the various categories of land use shall be shown on a land use map or map series which shall be supplemented by goals, policies, and measurable objectives.
- Include criteria to be used to:
 - Achieve the compatibility of lands adjacent to an airport
 - Encourage the location of schools proximate to urban residential areas to the extent possible.
 - Coordinate future land uses with the topography and soil conditions, and the availability of facilities and services.
 - Ensure the protection of natural and historic resources.
 - Provide for the compatibility of adjacent land uses.
- Provide guidelines for the implementation of mixed-use development including the types of uses allowed, the percentage distribution among the mix of uses, or other standards, and the density and intensity of each use.
- Provide a balance of uses that foster vibrant, viable communities and economic development opportunities and address outdated development patterns, such as antiquated subdivisions. The amount of land designated for future land uses should allow the operation of real estate markets to provide adequate choices for permanent and seasonal residents and business and may not be limited solely by the projected population. The element shall accommodate at least the minimum amount of land required to accommodate the medium projections as published by the Office of Economic and Demographic Research for at least a 10-year planning period.
- Identify and depict historic district boundaries and shall designate historically significant properties meriting protection on the map series.

- Clearly identify the land use categories in which public schools are an allowable use.
- Develop a Future land use map amendments shall be based upon the following analyses:
 - An analysis of the availability of facilities and services.
 - An analysis of the suitability of the plan amendment for its proposed use considering the character of the undeveloped land, soils, topography, natural resources, and historic resources on site.
 - An analysis of the minimum amount of land needed to achieve the goals and requirements of this section.
- Discourage the proliferation of urban sprawl.
- Include a future land use map or map series that shows the proposed distribution, extent, and location of the following uses:
 - Residential.
 - Commercial.
 - Industrial.
 - Agricultural.
 - Recreational.
 - Conservation.
 - Educational.
 - Public.
 - Historic district boundaries and designated historically significant properties.
 - Transportation concurrency management area boundaries or transportation concurrency exception area boundaries.
 - Multimodal transportation district boundaries.
 - Mixed-use categories.
 - Existing and planned public potable waterwells, cones of influence, and wellhead protection areas.
 - Rivers, bays, lakes, floodplains, and harbors.
 - Wetlands.
 - Minerals and soils.

Consultant Scope of Work

- Develop a Land Use Element that meets the Element Requirements and Purpose.
- Base the future land uses and map upon surveys, studies, and data regarding the area, as applicable, including:
 - The amount of land required to accommodate anticipated growth.
 - The projected permanent and seasonal population of the area.
 - The character of undeveloped land.
 - The availability of water supplies, public facilities, and services.

- The need for redevelopment, including the renewal of blighted areas and the elimination of nonconforming uses which are inconsistent with the character of the community.
 - The compatibility of uses on lands adjacent to an airport.
 - The discouragement of urban sprawl.
 - The need for job creation, capital investment, and economic development that will strengthen and diversify the community's economy.
 - The need to modify land uses and development patterns within antiquated subdivisions.
- Coordinate with the Planning Department, Office of Economic Vitality, Blueprint, the City of Tallahassee Growth Management Department, the Leon County Development Support and Environmental Management Department, the City of Tallahassee Sustainability and Community Preservation Department, the City and County Attorneys' Offices, the City of Tallahassee Parks, Recreation, and Neighborhood Affairs Department, Leon County Schools, and other governmental entities.
- Coordinate with the Leon County Advisory Committee on Quality Growth
- Review and address recommendations of adopted Placemaking, Sense of Place, Neighborhood, and Sector Plans.

Planning Department Staff Responsibility

- Staff will provide the draft Land Use and Mobility Element Goals, Objectives, Policies, and Maps previously developed based on extensive public engagement as part of the Land Use Element Update.
- Staff will provide previously conducted analyses and summaries of the input received.
- Staff will provide the currently adopted Land Use Element, identify policies that are outdated, and staff will discuss with the consultant previous amendments to the Future Land Use Map.
- Staff will generally discuss challenges to interpreting and implementing various policies in the Land Use Element.
- Staff will provide the GIS data for the Future Land Use Map.
- Staff will assist with scheduling meetings with other departments.

Mobility Element

Purpose of the Element

Plan for a multimodal transportation system that places emphasis on public transportation systems, where feasible.

Element Requirements (Statutory)

- Provide for a safe, convenient multimodal transportation system, coordinated with the future land use map or map series and designed to support all elements of the comprehensive plan.
- Be coordinated with the plans and programs of any applicable metropolitan planning organization, transportation authority, Florida Transportation Plan, and Department of Transportation adopted work program.
- Address traffic circulation, including the types, locations, and extent of existing and proposed major thoroughfares and transportation routes, including bicycle and pedestrian ways.
- Include a map or map series showing the general location of the existing and proposed transportation system features coordinated with the future land use map or map series.
- Address all alternative modes of travel, such as public transportation, pedestrian, and bicycle travel.
- Address aviation, rail, seaport facilities, access to those facilities, and intermodal terminals.
- Address the capability to evacuate the coastal population before an impending natural disaster.
- Address airports, projected airport and aviation development, and land use compatibility around airports.
- Identify land use densities, building intensities, and transportation management programs to promote public transportation systems in designated public transportation corridors so as to encourage population densities sufficient to support such systems.
- Include mass-transit provisions showing proposed methods for the moving of people, rights-of-way, terminals, and related facilities.
- Address the provision of efficient public transit services based upon existing and proposed major trip generators and attractors, safe and convenient public transit terminals, land uses, and accommodation of the special needs of the transportation disadvantaged.
- Address plans for aviation and related facilities
- Address plans for the circulation of recreational traffic, including bicycle facilities, exercise trails, riding facilities, and such other matters as may be related to the improvement and safety of movement of all types of recreational traffic.
- Provide the principles, guidelines, standards, and strategies, including adopted levels of service to guide the application of transportation concurrency or mobility fees.

- Incorporate policy guidelines and techniques to address potential negative impacts on future development:
 - In urban infill and redevelopment, and urban service areas.
 - With special part-time demands on the transportation system.
 - With de minimis impacts.
 - On community desired types of development, such as redevelopment, or job creation projects.

Consultant Scope of Work

- Develop a Mobility Element that meets the Element Requirements and Purpose.
- Coordinate with the Planning Department, Office of Economic Vitality, Blueprint, the Capital Region Transportation Planning Agency, Florida Department of Transportation, Star Metro, City of Tallahassee Underground Utilities and Public Infrastructure Department, Leon County Public Works Department, the City and County Attorneys' Offices, and the City of Tallahassee Sustainability and Community Preservation Department.
- Review the currently adopted and, if applicable, current draft of the Regional Mobility Plan.
- Review the current concurrency management systems and any adopted or draft Mobility Plan and Mobility Fee documentation.
- Review the currently adopted and, if applicable, current draft Airport Master Plan and Airport Layout Plan.
- Evaluate whether the airport master plan should be incorporated into the Mobility Element.
- Review the currently adopted and, if applicable, current draft transit routes.
- Conduct analysis necessary to reflect the data, analysis, and associated principles and strategies relating to:
 - The existing transportation system levels of service and system needs and the availability of transportation facilities and services.
 - The growth trends and travel patterns and interactions between land use and transportation.
 - Existing and projected intermodal deficiencies and needs.
 - The projected transportation system levels of service and system needs based upon the future land use map and the projected integrated transportation system.
 - How the local government will correct existing facility deficiencies, meet the identified needs of the projected transportation system, and advance the purpose of this paragraph and the other elements of the comprehensive plan.

Planning Department Staff Responsibility

- Staff will provide the draft Land Use and Mobility Element Goals, Objectives, Policies, and Maps previously developed based on extensive public engagement as part of the Land Use Element Update.
- Staff will provide previously conducted analyses and summaries of the input received.
- Staff will provide the currently adopted Mobility Element and identify policies that are outdated.
- Staff will generally discuss challenges to interpreting and implementing various policies in the Mobility Element.
- Staff will provide the GIS data for roadway maintenance responsibility and functional classification.
- Staff will provide GIS data for sidewalks, bicycle facilities, shared use paths, and trails.
- Staff will assist with scheduling meetings with other departments.

Utilities Element

Purpose of the Element

Indicate ways to provide for future potable water, drainage, sanitary sewer, solid waste, and aquifer recharge protection requirements for the area.

Element Requirements (Statutory)

- Describe the problems and needs and the general facilities that will be required for solution of the problems and needs, including correcting existing facility deficiencies.
- Address coordinating the extension of, or increase in the capacity of, facilities to meet future needs while maximizing the use of existing facilities and discouraging urban sprawl; conserving potable water resources; and protecting the functions of natural groundwater recharge areas and natural drainage features.
- Indicate the proportional capacity of the systems allocated to serve each local government
- Establish level of service standards for sanitary sewer, solid waste, drainage, and potable water and additional public facilities as desired by the local government.
- For public facilities other than sanitary sewer, solid waste, drainage, and potable water, provide the principles, guidelines, standards, and strategies, including adopted levels of service, to guide its application.

Consultant Scope of Work

- Develop a Utilities Element that meets the Element Requirements and Purpose.
- Coordinate with the Planning Department, Office of Economic Vitality, Blueprint, City of Tallahassee Underground Utilities and Public Infrastructure Department, Leon County Public Works Department, the City and County Attorneys' Offices, and the City of Tallahassee Sustainability and Community Preservation Department.
- Coordinate with Talquin Electric Cooperative.
- Review City of Tallahassee and Leon County energy sustainability resolutions, goals, and priorities, and incorporate strategies into the Utilities element based on this review.

Planning Department Staff Responsibility

- Staff will provide the currently adopted Utilities Element and identify policies that are outdated.
- Staff will generally discuss challenges to interpreting and implementing various policies in the Utilities Element.
- Staff will assist with scheduling meetings with other departments.

Conservation Element

Purpose of the Element

Conservation, use, and protection of natural resources in the area, including air, water, water recharge areas, wetlands, aquifers, greenways, estuarine marshes, soils, beaches, shores, flood plains, rivers, bays, lakes, harbors, forests, urban tree canopy, fisheries and wildlife, marine habitat, minerals, and other natural and environmental resources, including factors that affect energy conservation.

Element Requirements (Statutory)

- Identify and analyze the following natural resources and existing recreational or conservation uses, known pollution problems, including hazardous wastes, and the potential for conservation, recreation, use, or protection shall also be identified:
 - Rivers, bays, lakes, wetlands including estuarine marshes, groundwaters, and springs, including information on quality of the resource available.
 - Floodplains.
 - Known sources of commercially valuable minerals.
 - Areas known to have experienced soil erosion problems.
 - Areas that are the location of recreationally and commercially important fish or shellfish, wildlife, marine habitats, and vegetative communities, including forests, indicating known dominant species present and species listed by federal, state, or local government agencies as endangered, threatened, or species of special concern.
- Contain principles, guidelines, and standards for conservation that provide long-term goals and which:
 - Protects air quality.
 - Conserves, appropriately uses, and protects the quality and quantity of current and projected water sources and waters that flow into estuarine waters or oceanic waters and protect from activities and land uses known to affect adversely the quality and quantity of identified water sources, including natural groundwater recharge areas, wellhead protection areas, and surface waters used as a source of public water supply.
 - Provides for the emergency conservation of water sources in accordance with the plans of the regional water management district.
 - Conserves, appropriately uses, and protects minerals, soils, and native vegetative communities, including forests, from destruction by development activities.
 - Conserves, appropriately uses, and protects fisheries, wildlife, wildlife habitat, and marine habitat and restricts activities known to adversely affect the survival of endangered and threatened wildlife.
 - Protects existing natural reservations identified in the recreation and open space element.

- Maintains cooperation with adjacent local governments to conserve, appropriately use, or protect unique vegetative communities located within more than one local jurisdiction.
 - Designates environmentally sensitive lands for protection based on locally determined criteria which further the goals and objectives of the conservation element.
 - Manages hazardous waste to protect natural resources.
 - Protects and conserves wetlands and the natural functions of wetlands.
 - Directs future land uses that are incompatible with the protection and conservation of wetlands and wetland functions away from wetlands. The type, intensity or density, extent, distribution, and location of allowable land uses and the types, values, functions, sizes, conditions, and locations of wetlands are land use factors that shall be considered when directing incompatible land uses away from wetlands. Land uses shall be distributed in a manner that minimizes the effect and impact on wetlands. The protection and conservation of wetlands by the direction of incompatible land uses away from wetlands shall occur in combination with other principles, guidelines, standards, and strategies in the comprehensive plan. Where incompatible land uses are allowed to occur, mitigation shall be considered as one means to compensate for loss of wetlands functions.
- Analyze current and projected water needs and sources for at least a 10-year period based on the demands for industrial, agricultural, and potable water use and the quality and quantity of water available to meet these demands. The analysis shall consider the existing levels of water conservation, use, and protection and applicable policies of the regional water management district.

Consultant Scope of Work

- Develop a Conservation Element that meets the Element Requirements and Purpose.
- Exceed minimum statutory requirements by evaluating the anticipated effects of extreme temperatures, weather events, and other ecological changes that may affect the natural and built environments of the local area.
- Identify and analyze needs for mitigating climate concerns, such as reducing urban heat island, equitable distribution of urban tree canopy and access to greenspaces
- Coordinate with the Planning Department, Office of Economic Vitality, Blueprint, City of Tallahassee Underground Utilities and Public Infrastructure Department, Leon County Public Works Department, the City and County Attorneys' Offices, and the City of Tallahassee Sustainability and Community Preservation Department, City of Tallahassee Growth Management Department, the Leon County Development Support and Environmental

Management Department, Leon County Office of Sustainability, the Northwest Florida Water Management District, the Apalachee Regional Planning Council, Florida Fish and Wildlife Conservation Commission, Florida Forest Service, US Forest Service, and other governmental entities.

Planning Department Staff Responsibility

- Staff will provide the currently adopted Conservation Element and identify policies that are outdated.
- Staff will generally discuss challenges to interpreting and implementing various policies in the Conservation Element.
- Staff will provide available GIS data on natural features and other relevant, available datasets.
- Staff will assist with scheduling meetings with other departments.

Parks and Recreation Element

Purpose of the Element

Indicate a comprehensive system of public and private sites for recreation, including, but not limited to, natural reservations, parks and playgrounds, greenways, trails, parkways, beaches and public access to beaches, open spaces, waterways, and other recreational facilities.

Element Requirements (Statutory)

- Indicate a comprehensive system of public and private sites for recreation.

Consultant Scope of Work

- Develop a Conservation Element that meets the Element Requirements and Purpose.
- Determine whether Level of Service Standards should be established for parks, greenways, and open space.
- Evaluate opportunities for increasing equitable access to recreation, parks and open/greenspaces
- Coordinate with the Planning Department, Office of Economic Vitality, Blueprint, City of Tallahassee Parks, Recreation and Neighborhood Affairs Department, Leon County Office of Resource Stewardship, the City and County Attorneys' Offices, and other governmental entities.
- Coordinate with the City of Tallahassee Parks Advisory Committee and the Tallahassee Sports Council
- Coordinate with private entities providing publically accessible parks and open space.

Staff Responsibilities

- Staff will provide the currently adopted Parks and Recreation Element and identify policies that are outdated.
- Staff will generally discuss challenges to interpreting and implementing various policies in the Parks and Recreation Element.
- Staff will provide available GIS data on parks and green space, other relevant, available datasets.
- Staff will assist with scheduling meetings with other departments and will provide the consultant with points of contact for each department or entity providing parks and open space in the community.

Housing Element

Purpose of the Element

Provide principles, guidelines, standards, and strategies to be followed in the provision of housing for all current and anticipated future residents of the jurisdiction.

Element Requirements (Statutory)

- Provide principles, guidelines, standards, and strategies to be followed in:
 - The provision of housing for all current and anticipated future residents of the jurisdiction.
 - The elimination of substandard dwelling conditions.
 - The structural and aesthetic improvement of existing housing.
 - The provision of adequate sites for future housing, including affordable workforce housing, housing for low-income, very low-income, and moderate-income families, mobile homes, and group home facilities and foster care facilities, with supporting infrastructure and public facilities.
 - The provisions of affordable housing for persons 60 years of age or older.
 - Provision for relocation housing and identification of historically significant and other housing for purposes of conservation, rehabilitation, or replacement.
 - The formulation of housing implementation programs.
 - The creation or preservation of affordable housing to minimize the need for additional local services and avoid the concentration of affordable housing units only in specific areas of the jurisdiction.
- Base principles, guidelines, standards, and strategies of the housing element on data and analysis prepared on housing needs, including the number and distribution of dwelling units by type, tenure, age, rent, value, monthly cost of owner-occupied units, and rent or cost to income ratio, and shall show the number of dwelling units that are substandard. Include the methodology used to estimate the condition of housing, a projection of the anticipated number of households by size, income range, and age of residents derived from the population projections, and the minimum housing need of the current and anticipated future residents of the jurisdiction.
- Express principles, guidelines, standards, and strategies that reflect the creation and preservation of affordable housing for all current and anticipated future residents, elimination of substandard housing conditions, adequate sites, and distribution of housing for a range of incomes and types, including mobile and manufactured homes.
- Provide for specific programs and actions to partner with private and nonprofit sectors to address housing needs in the jurisdiction, streamline the permitting process, and minimize costs

and delays for affordable housing, establish standards to address the quality of housing, stabilization of neighborhoods, and identification and improvement of historically significant housing.

- Ensure consistency with State and federal housing plans prepared on behalf of the local government.
- Address how local governments are encouraged to use job training, job creation, and economic solutions to address a portion of their affordable housing concerns.

Consultant Scope of Work

- Develop a Housing Element that meets the Element Requirements and Purpose.
- Coordinate with the Planning Department, Office of Economic Vitality, Blueprint, the City and County Attorneys' Offices, Leon County Office of Human Services and Community Partnerships, City of Tallahassee Community Housing and Human Services Department, Frenchtown/Southside Community Redevelopment Agency, Leon County Office of Sustainability, the City of Tallahassee Sustainability and Community Preservation Department, the City of Tallahassee Growth Management Department, the Leon County Development Support and Environmental Management Department, and other governmental entities.
- Coordinate with the City and County Affordable Housing Advisory Committees.

Staff Responsibilities

- Staff will provide the currently adopted Housing Element and identify policies that are outdated.
- Staff will generally discuss challenges to interpreting and implementing various policies in the Housing Element.
- Staff will assist with scheduling meetings with other departments and will provide the consultant with points of contact for each department.

Historic Preservation Element

Purpose of the Element

Identify, document, and preserve historic resources in Tallahassee-Leon County.

Element Requirements (Statutory)

- Identify and depict historic district boundaries and shall designate historically significant properties meriting protection. Historic district boundaries and designated historically significant properties.
- Map historic district boundaries and designated historically significant properties.
- Provide principles, guidelines, standards, and strategies to be followed in the provision for relocation housing and identification of historically significant and other housing for purposes of conservation, rehabilitation, or replacement.
- Establish standards to address the quality of housing, stabilization of neighborhoods, and identification and improvement of historically significant housing.
- Set forth the principles, guidelines, standards, and strategies that shall guide the local governments' decisions and program implementation with respect to preserving historic and archaeological resources, which include the sensitive adaptive use of these resources.

Consultant Scope of Work

- Evaluate the benefits of including a separate Historic Preservation Element versus addressing the requirements of Florida Statutes and the purpose of the Element in other Element, including Land Use Element and Housing Element.
- If appropriate, develop a Historic Preservation Element that meets the Element Requirements and Purpose.
- Coordinate with the Planning Department, Blueprint, the City and County Attorneys' Offices, and other governmental entities.
- Coordinate with the Tallahassee Trust for Historic Preservation and the Architectural Review Board.

Staff Responsibilities

- Staff will provide the currently adopted Historic Preservation Element and identify policies that are outdated.
- Staff will generally discuss challenges to interpreting and implementing various policies in the Historic Preservation Element.
- Staff will assist with scheduling meetings with other departments and will provide the consultant with points of contact for each department.
- Staff will provide GIS data for Historic Preservation Overlays

Intergovernmental Coordination Element

Purpose of the Element

Show relationships and state principles and guidelines to be used in coordinating the adopted comprehensive plan with the plans of school boards, regional water supply authorities, and other units of local government providing services but not having regulatory authority over the use of land, with the comprehensive plans of adjacent municipalities, the county, adjacent counties, or the region, with the state comprehensive plan.

Element Requirements (Statutory)

- Demonstrate consideration of the particular effects of the local plan, when adopted, upon the development of adjacent municipalities, the county, adjacent counties, or the region, or upon the state comprehensive plan, as the case may require.
- Provide procedures for identifying and implementing joint planning areas, especially for the purpose of annexation, municipal incorporation, and joint infrastructure service areas.
- Provide for a dispute resolution process for bringing intergovernmental disputes to closure in a timely manner.
- Provide for interlocal agreements.
- State principles and guidelines to be used in coordinating the adopted comprehensive plan with the plans of school boards and other units of local government providing facilities and services but not having regulatory authority over the use of land
- Describe joint processes for collaborative planning and decision-making on population projections and public school siting, the location and extension of public facilities subject to concurrency, and siting facilities with countywide significance, including locally unwanted land uses whose nature and identity are established in an agreement.

Consultant Scope of Work

- Develop an Intergovernmental Coordination Element that meets the Element Requirements and Purpose.
- Coordinate with the Planning Department, Office of Economic Vitality, Blueprint, the City and County Attorneys' Offices, and other governmental entities.

Staff Responsibilities

- Staff will provide the currently adopted Intergovernmental Coordination Element and identify policies that are outdated.
- Staff will generally discuss challenges to interpreting and implementing various policies in the Intergovernmental Coordination Element.
- Staff will assist with scheduling meetings with other departments and will provide the consultant with points of contact for each department.

- Update or establish by interlocal or other formal agreement executed by all affected entities, the joint processes consistent with their adopted intergovernmental coordination elements.

Capital Improvements Element

Purpose of the Element

Consider the need for and the location of public facilities in order to encourage the efficient use of such facilities.

Element Requirements (Statutory)

- Outline principles for construction, extension, or increase in capacity of public facilities, as well as a component that outlines principles for correcting existing public facility deficiencies, which are necessary to implement the comprehensive plan. The components shall cover at least a 5-year period.
- Estimate public facility costs, including a delineation of when facilities will be needed, the general location of the facilities, and projected revenue sources to fund the facilities.
- Include standards to ensure the availability of public facilities and the adequacy of those facilities to meet established acceptable levels of service.
- Include public school level-of-service standards that apply districtwide to all schools of the same type.

Consultant Scope of Work

- Develop a Capital Improvements Element that meets the Element Requirements and Purpose.
- Coordinate with the Planning Department, Office of Economic Vitality, Blueprint, City of Tallahassee Underground Utilities and Public Infrastructure Department, Leon County Public Works Department, the City and County Attorneys' Offices, and the City of Tallahassee Sustainability and Community Preservation Department.

Planning Department Staff Responsibility

- Staff will provide the currently adopted Capital Improvements Element and identify policies that are outdated.
- Staff will develop and provide the Schedule of Capital Improvements which will include any publicly funded projects of federal, state, or local government, and which may include privately funded projects for which the local government has no fiscal responsibility. Projects necessary to ensure that any adopted level-of-service standards are achieved and maintained for the 5-year period will be identified as either funded or unfunded and given a level of priority for funding.
- Staff will generally discuss challenges to interpreting and implementing various policies in the Capital Improvements Element.
- Staff will assist with scheduling meetings with other departments and will provide the consultant with points of contact for each department or entity providing parks and open space in the community.

Economic Development Element

Purpose of the Element

Increase entrepreneurialism; advance local businesses and grow targeted industry sectors; and attract innovative individuals and companies to the Capital region.

Element Requirements (Statutory)

- Ensure the land use plan addressed the need for job creation, capital investment, and economic development that will strengthen and diversify the community's economy.
- Ensure the amount of land designated for future planned uses shall provide a balance of uses that foster vibrant, viable communities and economic development opportunities and address outdated development patterns.

Element Requirements (local)

- Align Comprehensive Goals, Objectives, and Policies with the Office of Economic Vitality Strategic Plan
- Maintain internal consistency with other Goals, Objectives, and Policies in the Comprehensive Plan.
- Identify the new infrastructure and growth demands needed to support the future economic development of the community.
- Identify how land use and strategic investments in infrastructure, housing, recreational amenities, and education will create a community where families will want to live, where companies will want to do business, where jobs will be available, and where people will come to work and play.

Consultant Scope of Work

- Develop an Economic Development Element that meets the Element Requirements and Purpose and is consistent with the Office of Economic Vitality Strategic Plan.
- Coordinate with the Planning Department, Office of Economic Vitality, Blueprint, City of Tallahassee Underground Utilities and Public Infrastructure Department, Leon County Public Works Department, the City and County Attorneys' Offices, and the City of Tallahassee Sustainability and Community Preservation Department.
- Coordinate with the Big Bend Minority Chamber of Commerce, the Greater Tallahassee Chamber of Commerce, and the Network of Entrepreneurs and Business Advocates (NEBA).

Planning Department Staff Responsibility

- Staff will provide the currently adopted Economic Development Element and identify policies that are outdated.
- Staff will generally discuss challenges to interpreting and implementing various policies in the Economic Development Element.

- Staff will assist with scheduling meetings with other departments and will provide the consultant with points of contact for each department.
- Staff will assist with scheduling meetings with the Big Bend Minority Chamber of Commerce, the Greater Tallahassee Chamber of Commerce, and the Network of Entrepreneurs and Business Advocates (NEBA).

Public School Facilities Element

Purpose of the Element

Make available public school facilities consistent with the adopted level of service standard, maintain and enhance joint planning processes and procedures for coordination of public education facilities, and support the development of public education facilities concurrent with residential development and other services.

Element Requirements (Statutory)

- Include public school level-of-service standards that apply districtwide to all schools of the same type. Types of schools may include elementary, middle, and high schools as well as special purpose facilities such as magnet schools.
- Establish options for proportionate-share mitigation of impacts on public school facilities.

Consultant Scope of Work

- Evaluate the benefits of including a separate Public School Facilities Element versus addressing the requirements of Florida Statutes and the purpose of the Element in other Element, including the Capital Improvements Element and the Intergovernmental Coordination Element.
- Evaluate whether the comprehensive plan should authorize a contribution of land; the construction, expansion, or payment for land acquisition; the construction or expansion of a public school facility, or a portion thereof; or the construction of a charter school that complies, as proportionate-share mitigation.
- If appropriate, develop a Capital Improvements Element that meets the Element Requirements and Purpose.
- Coordinate with the Planning Department, Leon County Schools, the City and County Attorneys' Offices, and other governmental entities.

Planning Department Staff Responsibilities

- Staff will provide the currently adopted Public School Facilities Element and identify policies that are outdated.
- Staff will generally discuss challenges to interpreting and implementing various policies in the Public School Facilities Element.
- Staff will assist with scheduling meetings with other departments and will provide the consultant with points of contact for each department.
- Staff will update the Public Schools Interlocal Agreement as necessary based on updated to the Comprehensive Plan.

Land Development Regulations

Overall Project Requirements and Potential Consultant Scope of Service

Note: Land Development Regulations are provided for informational purposes and are not included in the proposed scope of services for the update to the Comprehensive Plan.

Statutory Requirement

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

Potential Consultant Scope of Work

- Based on the Rewrite of the Tallahassee-Leon County Comprehensive Plan, ensure that the City of Tallahassee Land Development Code and the Leon County Land Development Code meets the requirements of Florida Statutes:
- Per Section 163.3202 (2), Florida Statutes, Local land development regulations shall contain specific and detailed provisions necessary or desirable to implement the adopted comprehensive plan and shall at a minimum:
 - Regulate the subdivision of land.
 - Regulate the use of land and water for those land use categories included in the land use element and ensure the compatibility of adjacent uses and provide for open space.
 - Provide for protection of potable water wellfields.
 - Regulate areas subject to seasonal and periodic flooding and provide for drainage and stormwater management.
 - Ensure the protection of environmentally sensitive lands designated in the comprehensive plan.
 - Regulate signage.
 - Provide that public facilities and services meet or exceed the standards established in the capital improvements element and are available when needed for the development, or that development orders and permits are conditioned on the availability of these public facilities and services necessary to serve the proposed development. A local government may not issue a development order or permit that results in a reduction in the level of services for the affected public facilities below the level of services provided in the local government's comprehensive plan.
 - Ensure safe and convenient onsite traffic flow, considering needed vehicle parking.
 - Maintain the existing density of residential properties or recreational vehicle parks if the properties are intended for residential use and are located in the unincorporated areas that have sufficient infrastructure, as determined by a local governing authority.
 - Incorporate preexisting development orders.
- Coordinate with the Planning Department, Office of Economic Vitality, Blueprint, the City of Tallahassee Growth Management Department, the Leon County Development Support and Environmental Management Department, the City of Tallahassee Sustainability and Community

Preservation Department, the City and County Attorneys' Offices, and other governmental entities.

- Coordinate with the Leon County Advisory Committee on Quality Growth

Planning Department Staff Responsibility

- Staff will provide the currently adopted Land Development Codes.
- Staff will generally discuss challenges to interpreting and implementing various regulations in the Land Development Codes.
- Staff will provide the GIS data for the Zoning Districts.
- Staff will assist with scheduling meetings with other departments.

Proposed Budget and Timeline for the Development of a New Tallahassee-Leon County Comprehensive Plan

Approach

Structure the project in two phases.

Phase I: Comprehensive Plan - Phase I would be the development of a new Tallahassee-Leon County Comprehensive Plan.

Phase II: Land Development Codes - If budgeted and approved at a future date, Phase II could include updates to the separate local government land development regulations based on the new Comprehensive Plan. The Request for Proposals and contract could be written to allow the selected consultant complete Phase II, if budgeted and approved, or a separate RFP could be released for Phase II.

Request for Proposals versus Request for Qualifications

Staff recommends the release of a Request for Proposals (RFP) versus a Request for Qualifications (RFQ) so respondents can propose innovative approaches to meeting the needs of the City of Tallahassee and Leon County. The selection committee will evaluate the proposals and select the firm/team with the best approach instead of providing a prescriptive scope and selecting a firm to complete the pre-determined scope of services.

Timeline

Propose a 2 -year timeframe for developing a new Tallahassee-Leon County Comprehensive Plan plus the time needed for transmittal and adoption. Propose an additional 1 to 2-year timeframe for the update to the City of Tallahassee Land Development Code and the Leon County Land Development Code with the kickoff of Phase II overlapping the transmittal and adoption of the Comprehensive Plan. Phase II is not included in the proposed scope of services for the Comprehensive Plan.

Phase 2 will need to overlap Phase 1 so that proposed amendments to the Land Development Codes can be adopted within one year of the Comprehensive Plan Amendments.

FY21	FY22	FY23	FY24	FY25
City and County Budgeting				
Release RFP and consultant selection				
	Kickoff Phase I			
	Develop draft Comprehensive Plan			
		Determine Scope and Fee for Phase II		
			Transmit and Adopt Comprehensive Plan	
			Kickoff Phase II	
			Update Land Development Codes (adoption within 1 year of Comprehensive Plan adoption)	

Budget

- Phase I (Joint Comprehensive Plan): \$750,000
 - \$300,000 allocated during the FY20 Approved Budgets
 - Remaining \$450,000 to be split evenly by both local governments
- Phase II (Land Development Regulations): To be determined based on Phase I (estimated to be \$500,000 per local government)
 - Updates to Land Development Regulations are not included in the scope of services for Phase I.

	Phase I: Comprehensive Plan			Phase 2: Land Development Codes*	
	FY21	FY22	FY23	FY24	FY25
City	\$150,000 (approved in FY20 budget)	\$112,500	\$112,500	\$250,000	\$250,000
County	\$150,000 (approved in FY20 budget)	\$112,500	\$112,500	\$250,000	\$250,000
* Phase 2 costs to be determined based on Phase 1					

Review of Similar Efforts in Other Communities

Scopes and Budgets for Comprehensive Plans and Land Development Regulations

Austin, Texas

Summary

Austin, Texas hired a consultant to develop a new comprehensive plan and rewrite the land development regulations to be consistent with the new comprehensive plan. The total budget was \$3.3 Million.

About Austin, Texas

	Austin, TX	Leon County and City of Tallahassee, FL
Population (2018 Estimate)	964,254	292,502
Land Area (Square Miles)	297.9	666.85

Imagine Austin: Development of a new Comprehensive Plan

Step One: Define the Vision and Framework Component— This step involves conducting public workshops, collecting and evaluating data, analyzing trends, completing a development capacity analysis, identifying key themes, and testing alternative growth scenarios.

Step Two: Preliminary Draft Plan— This step results in the preliminary draft of the plan elements for public review.

Step Three: Refine the Plan— This step refines the preliminary draft elements. Steps Two and Three also include extensive opportunities for public participation that include citywide workshops, focus groups, and work sessions.

Step Four: Plan Adoption— This step results in the formal adoption of the plan and includes the required hearings, recommendations, and City Council adoption by ordinance.

Code Next: Rewrite of land development regulations based on the new Comprehensive Plan.

Budget

Imagine Austin – Comprehensive Plan: \$1.3 Million

Code Next – Land Development Code: \$2 Million

Total: \$3.3 Million

Tampa, Temple Terrace, and Plant City, Florida

Summary

Plan Hillsborough hired a consultant to do the public outreach for the development of new comprehensive plans for Tampa, Temple Terrace, and Plant City. The consultant scope only included outreach. The consultant budget for outreach was \$125,000. Everything else was completed in-house by staff. The overall process took 2 years.

About Tampa, Temple Terrace, and Plant City, Florida

	Tampa, Temple Terrace, and Plant City, FL	Leon County and City of Tallahassee, FL
Population (2018 Estimate)	458,517	292,502
Land Area (Square Miles)	147.44	666.85

Imagine 2040: Tampa, Temple Terrace, and Plant City

Consultant scope:

- Outreach took four months and used social media
- Consultant provided population projections
- Specific stakeholder groups were created, including developers, realtors, neighborhood groups, and builders. Meetings were held with each group separately, but the groups were eventually combined.

Staff responsibilities:

- Staff pulled together what they felt were the top 20 best comprehensive plans in the country and pulled ideas from those and created a hybrid for their comprehensive plan.
- Staff broke down the demographics of the different generations and work force housing and entities that would factor in for jobs to specific areas.
- The land development code amendments are worked on by the Development Services Division of the County. If there are Goals, Objectives, and Policies they feel should not be in the plan and in the LDC, they will coordinate meetings and collaborate with their staff.

Budget

Budget for outreach: \$125,000

Titusville, Florida – Update to Existing Comprehensive Plan

Summary

The consultant submitted to staff new, city-wide future land use, housing and transportation related policies to be included into the City's existing comprehensive plan.

About Titusville, Florida

	Titusville, FL	Leon County and City of Tallahassee, FL
Population (2018 Estimate)	46,497	292,502
Land Area (Square Miles)	29.37	666.85

Titusville Tomorrow 2040 Comprehensive Plan

Step 1 – Initial Review & Analysis

Deliverables:

- a) Kick-off meeting with City staff and meeting notes.
- b) Visual survey of key areas of the City
- c) Base maps using GIS Data provided
- d) Language describing the effort for the City's website.
- e) Attendance at one press conference
- f) Draft press release
- g) PowerPoint summarizing site analysis and background materials to be used for public engagement
- h) Stakeholder workshop and summary memo

Step 2 – Vision and Public Workshop

Deliverables:

- a) Visioning Workshop
- b) PowerPoint summarizing workshop results and visioning concepts
- c) Public Presentation of visioning results (Up to two meetings)
- d) Memo summarizing visioning concepts and feedback from the Community Presentation.
- e) Up to three one-on-one stakeholder meetings (optional)

Step 3 – Drafting the Plan

Deliverables:

- a) Workshop with staff
- b) Proposed Updates to the Comprehensive Plan (Strikethrough / Underline)
- c) Presentation of Draft Comprehensive Plan Update
- d) Revisions to proposals for the Comprehensive Plan Update
- e) Evaluation and Appraisal Report justifying changes in policies recommended in the revised Comprehensive Plan.
- f) Up to three one-on-one stakeholder meetings (optional)

Step 4 – Approval Process

Deliverables:

- a) PowerPoint summarizing proposed changes*
- b) Attendance at one Planning & Zoning Commission Hearing*
- c) Attendance at one City Council Hearing*

Budget:

Visioning exercise: \$92,489

Draft Comprehensive Plan Updates: \$153,622

Total: \$246,111

Thomasville, Georgia –Comprehensive Plan

Summary

The City of Thomasville hired a consultant to develop a new Comprehensive Plan for the City of Thomasville. The overall effort took the consultant nine months with a budget of \$300,000. The State of Georgia requirements for Comprehensive Plans are different from the State of Florida Requirements.

About Thomasville, Georgia

	Thomasville, GA	Leon County and City of Tallahassee, FL
Population (2018 Estimate)	18,537	292,502
Land Area (Square Miles)	14.96	666.85

Blueprint Thomasville 2028

Phase 1: Analysis / Needs Assessment

- Project Kick-off Meeting
- Public Outreach and Participation Plan
- Defining Existing Conditions
- Initial Site Visit and Travelling Workshop (Charrette, Part 1)
- City of Thomasville Communications

Phase 2: Market Analysis& Branding

- Market Analysis

Phase 3: Visioning

- Public Design Workshop
- Evening Community Involvement Session
- On-site Design Studio
- Technical and Stakeholder Meetings
- Conceptual Illustrative Plans and Renderings
- Preliminary Vision for Thomasville
- Comprehensive Plan Framework
- Specific Strategies
- Work-in-Progress Presentation

Phase 4: Overview of Project Strategy

- Vision Plan (including up to 8 illustrative renderings)
- Refinement of the Conceptual Illustrative Plans and Renderings

Phase 5: Development of the Preliminary Draft

- Policy Plan
- Community Goals
- Growth Framework
- Community Design
- Mobility
- Housing
- Natural and Cultural Resources
- Community Facilities
- Health
- Economic Development
- Capital Improvements Program
- Concurrence with State Comprehensive Plan Requirements (may be incorporated into document)

Phase 6: Preparation of Final Draft & Adoption

- Plan and Report Review
- First Draft of Comprehensive Plan
- Final Draft of Comprehensive Plan
- Presentations

Land Development Regulations

Staff is developing updates to the City's Land Development Regulations in-house.

Budget

Total for Comprehensive Plan: \$295,610



Alliance of Tallahassee Neighborhoods
www.atntally.com

August 7, 2019

Dear Mayor Dailey and Commissioners Bryant, Matlow, Richardson, and Williams-Cox:

ATN appreciates the Commission's decision to issue a Request for Proposals (RFP) for the rewrite of the Land Use and Mobility Elements of the Comprehensive Plan. We look forward to a collaborative process that has broad public engagement and presents clear policy options based on data, analysis, and community values.

In that spirit, we have identified issues ATN believes to be critical to the scope of work. These issues are:

1. **The public involvement process must be inclusive, geared towards non planners and statistically valid.**
Survey results should reflect the demographic make-up of the community. Outreach efforts should include people of all ages, incomes, abilities, and ethnic backgrounds. Materials and activities designed to solicit public comment should be easily understandable by the general public and provide information that will help the public make informed recommendations on policy.
2. **The Plan needs to clearly explain how infill and higher density will be achieved while protecting intown residential preservation neighborhoods.** ATN supports urban infill that promotes alternative forms of transportation, provides housing choices, and enhances our sense of community. The Plan should identify infill locations that will be served by transit. Transit can reduce housing costs by reducing the need for multiple vehicles for each household. Enhanced mobility and affordable housing goals can be met in a manner that does not conflict with established intown low density neighborhoods.

To identify these areas it will be necessary to project the future population in the infill area and its demographic characteristics; identify areas appropriate for redevelopment to meet the needs of this population; analyze the constraints to redevelopment; and determine actions to be taken to stimulate appropriate development.
3. **The Plan needs to include metrics for evaluating the well-being of neighborhoods.** ATN supports the use of "outcome" metrics throughout the Plan, including measures of neighborhood stability and well-being. These metrics will allow for ongoing evaluation of progress and/or the need for adjustment of policies.

We continue to ask the City Commission to provide the necessary oversight of the Comprehensive Plan rewrite process, including the review of data and analysis. The Commission's oversight is critical because of the Comprehensive Plan's primacy vis-à-vis the many other related planning efforts including the City's Strategic Plan, the Community Redevelopment Plans, the Long Range Transportation Plan, and the Blueprint program. Chapter 163.3194(1)(a) of the Florida Statutes states: *After a comprehensive plan, or element or portion thereof, has been adopted in conformity with this act, all development*

undertaken by, and all actions taken in regard to development orders by, governmental agencies in regard to land covered by such plan or element shall be consistent with such plan or element as adopted. The Commission's involvement in the rewrite process will ensure clear policy direction that will then be incorporated into other planning efforts.

Thank you for your support for good planning and the preservation of our quality of life. ATN looks forward to continuing to work with you in these endeavors.

Sincerely,

Mike Brezin, ATN President

Associated Neighborhoods:

Woodland Drives
Levy Park
Betton Hills

Rose Hollow
Lafayette Park

Myers Park
Indianhead/Lehigh

Los Robles
Brookwood Drive

RE: Comprehensive Plan Revision, Joint Meeting February 26

Dear County, City Commissioners and Mayor:

Please provide funding NOW for data collection and analysis to support the revision of the Land Use and Transportation Elements of the Comprehensive Plan.

This revision has been ongoing since direction from the County Commission retreat of December 2014, but **financial support for this huge endeavor has not been forthcoming from either Commission**. It is time to support staff's efforts and your community's need.

For this revision to be valuable, there needs to be a thorough evaluation of the current patterns of development, how Comprehensive Plan policy and regulations have helped or hindered our community's current condition, what aspects of development and policy are needed to fulfill future residential, commercial and infrastructure need. Without this information, it feels a lot like we are only re-arranging the furniture in "our" living room ☺. Let's figure out if we need new furniture! Or a new room! Or not!

This evaluation effort requires substantial data collection and many forms of analysis. Staff is very capable of the first and much useful data already exists. But consultants who have expertise in particular aspects of planning and very wide experience with many communities are often better at specific types of analyses that I believe are needed.

I believe there are at least three broad areas of land use this revision must address. There are also two targeted analyses that will provide examples of how policy has helped or failed to produce valuable and lasting development or preservation. I believe these all should be thoroughly explored through both quantitative and policy analyses to inform revision of the draft Goals and Objectives and most definitely before Policies begin to emerge.

The "twin pillars" of the Comprehensive Plan – Protecting Natural Resources and Controlling Urban Sprawl – continue to reflect core values of our community. To reflect our community values, I believe that this revision of the Comp Plan needs to, at the very least, be strongly informed by an analysis of the following issues.

- **Identification of urban infrastructure deficiencies inside the Urban Services Area (USA).**

Failure to understand the breadth and depth of this deficiency and adopt policies to address it is creating inefficient land use, especially in unincorporated area inside the USA. It also results in political pressure to expand the USA under the mistaken perception that "there is no land left to build on". The rural and rural residential lands outside the USA need to be protected from premature development to protect natural resources and ecosystem functions and to prevent increasing public and private cost of suburban sprawl.

- **Identification of the housing needs of our current and future population.**

To support the housing needs, desires and capacity to buy or rent of our current and future population is a goal of the Comprehensive Plan. Formal analysis should be done to identify current unfilled needs and project future needs based on demographics and economic trends of our community. Identification of the factors that affect housing types, their distribution and abundance or lack thereof and the complex interactions of these factors is necessary for effective Land Use and Transportation Policy. This ought to be a quantitative, financial and policy analysis.

- **Determination of appropriate urban infill form and function that retains the Tallahassee vernacular: trees and hills, and community characteristics while also providing for greater diversity of urban and suburban areas.**

The type, form and appearance of development are often the most controversial aspects of large and small developments! This is because the building form and street-scape of all new and re-development shapes the character of where we live, work and play. This topic should be thoroughly researched so that we understand how policy has shaped the variety of communities we have, how not to end up with a homogeneous development landscape and to respect existing character while building new diversity. This analysis will be of huge value when revising the zoning code that new Comp Plan policy will entail.

- **Lessons Learned: Examples of what has “worked” and what hasn’t in large developments that have had significant impact on our community.**

This is a very useful approach to understand how specific policy and its implementation through regulations have shaped our community for good and bad. This analysis is definitely better done by consultants to assure objectivity and public acceptance. Staff can easily provide examples and needed information for consultants to focus on.

- **Exploration of areas “ripe for” redevelopment and new development within the Urban Services Area.**

Using the community values that have been identified, let’s look for opportunity to accommodate our community’s needs as explored in the previous analyses. This is the flip side of “lessons learned” – let’s see what we can get right and get going!

The Comprehensive Plan is worth investing in. Staff has described this as a “value based, data informed” Comp Plan revision. Let’s get going on the “data informed” part. Please direct staff to fully EXPLORE the land use issues we face. To do that, please provide plenty of funding for them to do so.

Sincerely,
Pamela Hall
Member of the Comp Plan Focus Group since 2015.



1400 Village Square Blvd., Suite 3 Box 115
Tallahassee, FL 32312
September 9, 2019

Artie White, AICP, CNU-A
Comprehensive Planning Administrator
Tallahassee-Leon County Planning Department
435 North Macomb Street
Tallahassee, Florida 32301

RE: TLCPD Comprehensive Plan – Comments on the Land Use and Mobility Elements Update

Dear Mr. White,

The League of Women Voters of Tallahassee (League or LWVT) now has decades of experience supporting responsible growth management, resource stewardship, and long-range planning consistent with the public policy positions of LWV Florida and national LWVUS. Being engaged in the Land Use and Mobility Elements update of the TLCPD Comprehensive Plan has allowed us to continue this legacy.

League members participated in the public outreach efforts to date that include open houses, public meetings, on-line surveys, and 'deep-dive' workshops. We appreciate the February 6, 2019 presentation you made to our Local Government Study and Action Group, individual meetings, and the July 18, 2018 Public Participation Workshop that LWVT organized with your Planning and Growth Management colleagues. Promoting public understanding and participation in decision making are core policies of the League, at all levels, and we stand ready to continue collaborative efforts.

Thank you for your time and consideration of the enclosed comments and recommendations presented by the LWVT Local Government and Climate Change & Sustainability Study and Action Groups. Please contact Beth Hollister (850-524-2139 or bethholl@yahoo.com) if you have any questions.

Sincerely,

A handwritten signature in blue ink that reads "Teri Cleeland". The signature is written in a cursive, flowing style.

Teri Cleeland, President
League of Women Voters of Tallahassee

Enclosure

cc: Cherie Bryant, Planning Manager, TLCPD
Wayne Tedder, Assistant City Manager, COT Development Services & Economic Vitality
Danielle Irwin, Chair, LWVT Local Government Study and Action Group
Linda Lee, Chair, LWVT Climate Change and Sustainability Study and Action Group
Beth Hollister, Member, LWVT Local Government Study and Action Group
Richard G. RuBino, Member, LWVT Local Government Study and Action Group, and
Professor Emeritus of Urban & Regional Planning at Florida State University

1. Preamble

The population of Leon County is projected to grow from the 2018 estimate of 292,332 to nearly 350,000 by 2045.¹ Also by 2045, the City of Tallahassee is estimated to have a population density higher than today but still lower than the current population densities of many vibrant and sustainable cities² across the nation (**Figure 1**).

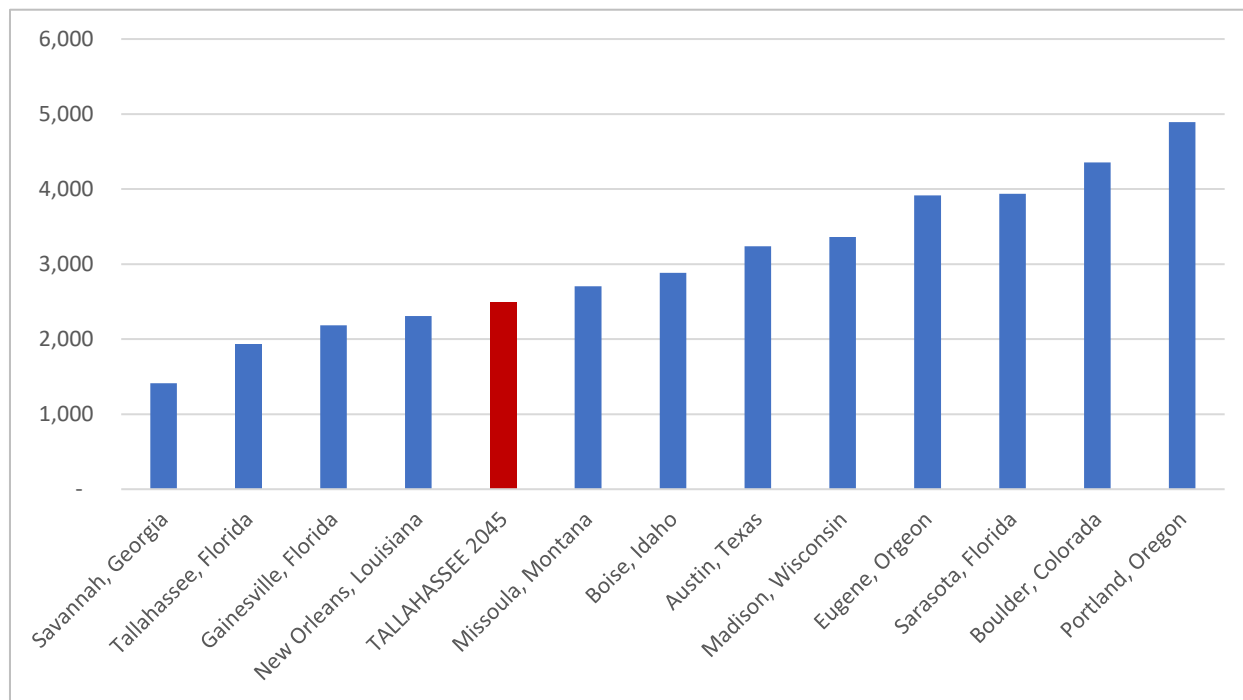


Figure 1. Population per Square Mile, Select US Cities in 2018 and TALLAHASSEE 2045

The population density of larger cities is off the chart: Miami and Amsterdam are already five times as dense as what Tallahassee is projected to be in 2045 at around 13,000 persons/square mile. Naturally, other cities like New York are even denser at 27,752 persons/square mile.

Chapter 163, Florida Statutes (F.S.), provides good development and growth policies that support reduction in vehicular travel and lower carbon footprints,³ more resilient and vibrant developments, conservation of water and energy, walkable and bike-friendly healthy communities, and judicious use of tax dollars expended for public facilities and infrastructure. These sustainable practices are also fundamental to Traditional Neighborhood Developments (TNDs), Sustainable Communities, and in New Urbanism, and include, for example:

- Addressing outdated development patterns, such as antiquated subdivisions

¹ University of Florida, Bureau of Economic and Business Research (BEBR), <https://www.bebr.ufl.edu/population>.

² US Census Quick Facts, 2018 data: <https://www.census.gov/quickfacts/> and *Green Cities*, Issue 12, Spring/Summer 2005, *Sustain: A Journal of Environmental and Sustainability Issues*.

³ "The transportation sector generates the largest share of greenhouse gas emissions ... from burning fossil fuel for our cars, trucks, ships, trains," <https://www.epa.gov/ghgemissions/sources-greenhouse-gas-emissions>.

- Compact urban forms
- Discouraging urban sprawl
- Fiscally strong urban centers
- Housing diversity for all current and anticipated future residents
- Mixed-use developments
- Multimodal transportation system and multimodal transportation districts (MMTDs)
- Revitalization, redevelopment, and renewal of blighted areas
- Urban infill
- Walkable and connected communities

Recommendation 1. Ensure strategies that support sustainable practices are prominently included. Note that design standards, form-based land development regulations, and broad-based public consultations would likely be necessary for successful implementation.

2. Process

Coordination and consistency of the several elements of the Plan are required by statute (s. 163.3177(2), F.S.) and are meant to be a major objective of the planning process. Also, continuation of public participation is important to implement Recommendation 1.

Recommendation 2.1. Because other major elements of the Comp Plan are already touched upon in current draft goals and objectives, all elements can be reviewed and updated before finalizing the Land Use and Mobility element. Accordingly, the Future Land Use Map (FLUM), related map series, and any major policies or ordinances affecting land use and transportation would not be revised until satisfactory completion of the update process. This will also afford an opportunity to simplify the Plan and avoid duplicative and potentially conflicting goals, objectives, and policies.

Recommendation 2.2. Continue and enhance public outreach and public participation. Ensure that any consultant inputs are regularly shared with the public and equally balanced with a continuation of public consultations. Endeavor to tailor presentation content appropriately to diverse audiences representative of all Leon County residents and interest groups and streamline presentations to maximize meaningful public input and exchange of views.

3. The Future and Beyond

Tallahassee and Leon County are already facing challenges that are likely to continue for the foreseeable future. American society is aging, health indicators are in decline, poverty and homelessness persists; and the spotlight of criminal activity continues to glare on our capital city.

Florida's capital is already an urban oasis and magnet of prosperity in a sea of rural underserved areas. The Northwest Rural Area of Opportunity (RAO)⁴ rims Leon County to the west and south, the North Central RAO book-ends Leon to the east and southeast, and rural counties and small towns blanket northern areas across state lines.

Florida is already experiencing the impacts of climate change with sea level rise, extreme weather events, and inordinate flooding. Leon County's resilient shelters and Seven Hills already provide

⁴ Florida Department of Economic Opportunity (DEO): <http://www.floridajobs.org/community-planning-and-development/rural-community-programs/rural-areas-of-opportunity>.

refuge for thousands during major storm events. Over time, Leon County may become a more frequent destination for temporary or permanent climate migrants and refugees.

Our built environment and American lifestyle resonate around the globe. They are not proactively exported but through globalization aspired to and copied in developing and newly industrializing countries (NICs) worldwide.⁵

Innovation and technology can be key tools on the path to a more sustainable future. Artificial intelligence (AI) and the “internet of things” are already bringing us driverless cars and “geo-fenced” scooters. Meanwhile, these tools can put both blue-collar and knowledge workers jobs at risk.⁶

Recommendation 3. Consider the role of land use and mobility in better responding to an aging society, in human health and safety of our communities, and in socio-economic challenges. Keep the future in mind and think regionally and globally. During coordination with adjacent counties, consider policies that could help balance access to prosperity and opportunity and potentially reduce the pull into Leon County. Consider how important our built environment and preserving natural systems can be in setting good (or bad) examples, near and far; and how it can promote economic diversity and adaptation to future threats and uncertainties. Borrow from good practices where applicable, e.g., the Broward County Comp Plan Climate Change Element.⁷

4. Monitoring

Data and analyses are important to monitor, evaluate, and appraise implementation of the Plan. Community goals and vision, and surveys and studies, are all valid data (s. 163.3177(1)(f), F.S.). Understand that changes in legal frameworks over time may skew data and resulting analyses with unintended and perhaps misleading results. Also, not everything that is important is measurable, and much that is measurable is unimportant.⁸

Recommendation 4.1. Data and analyses should focus on developing current and meaningful metrics as a complement to professional judgement for useful future appraisals. Consider to what purpose will measurements be put, and to what desired outcome or results.

Recommendation 4.2. The overriding standard of success should be a healthy Quality of Life. This applies to all permanent and seasonal residents, and visitors; and could equally apply to the life and vitality of businesses, neighborhoods, the city and county, and to our economy. Ideally, measurable Quality of Life indicators would be developed in partnership with relevant private, community, and non-governmental organizations. Further, Quality of Life indicators should not be constrained by a perceived scope of the Plan or by outdated level of service metrics (i.e. miles of road constructed for transportation). Consider the following Quality of Life parameters, and how the built environment and preservation of natural features play a role in these measures:

⁵ Personal experiences, BC Hollister: Africa (Nairobi, Kenya) 1984-1989 and Asia (Bangkok, Thailand) 1992-2002.

⁶ “The Future of Employment: How Susceptible Are Jobs to Computerisation?” A 2013 Oxford University study quoted in, “Warnings: Finding Cassandras to Stop Catastrophes” by Richard A. Clarke and R.P. Eddy, 2017.

⁷ <http://www.broward.org/BrowardNext/Documents/CompPlanDocs/CCE%20GOPS-Adoption%20March%202019.pdf>

⁸ Muller, Jerry Z., 2018. *The Tyranny of Metrics*. Princeton University Press.

- Human health, socio-economic equity and well-being, including safety and security.
- Economic diversity, vitality, resiliency, and sufficiency (i.e., not “growth” that implies unrestrained development and consumption) and employment opportunities for all.
- Good governance, a peaceful society, and levels of satisfactory public participation.
- Health of the environment and natural resources to sustain all other Quality of Life indicators including resiliency and recovery from natural hazards.

Recommendation 4.3. Review county-level health statistics and investigate potential analyses at the more granular zip code level. Consider poor health indicators such as asthma, diabetes, heart disease, infant mortality, mental health ailments, respiratory diseases, obesity, and stroke; and how quality of the natural and built environment may impact health indicators. For example:

- Accessibility, in linear feet, to Basic Services (see Housing, below).
- Average resident distance, in linear feet, to parks and open spaces.
- Linear feet of sidewalk per household.
- Miles of bike or multi-modal lanes and trails per person.
- Proximity of residential areas, in linear feet, to incompatible or hazardous uses.

5. Land Use and Mobility

Good land use and transportation practices are co-dependent. Walkability is enhanced with a vibrant mix of land uses within walking distances, bus operations require people to be on foot or riding bikes, and mass transit is dependent upon having a critical mass of people (living, working, etc.) to patronize ridership. Land use and mobility cannot be in silos.

Urban Core and Multi-Modal Transportation District

Recommendation 5.1. To emphasize transitioning to a community less reliant on cars, the Multi-Modal Transportation District (MMTD) is a useful existing instrument with the *potential* of being entirely mixed-use zoning and focus of urban infill with a vibrant urban core and walkable, connected, and compact developments; with the following *caveats*:

1. Ensure that planning and design standards (with CPTED and Complete Streets⁹), form-based land development code, and broad-based public consultations are included.
2. Embrace the good practices in s. 163.2517, F.S., ‘Designation of urban infill and redevelopment area’, and consider over time full implementation, with an emphasis on:
 - *“... a collaborative and holistic community participation process ... to include each neighborhood ... to participate in the design and implementation ...”*
 - *“... the local government shares decision-making authority ...”*
 - *“Identify and adopt a package of financial and local government incentives ...”*
 - *“... partnerships with the financial and business community ...”*

⁹ Crime Prevention Through Environmental Design (CPTED) and <https://www.fdot.gov/roadway/csi/default.shtm>.

3. Consider how a thorough inventory of existing vacant and underutilized structures can be adaptively reused as an alternative to new developments.
4. Proposed increases in density and intensity should be incremental in nature, in particular, in areas that may impact long-established neighborhoods and historic districts. The fabric of our neighborhoods and resident's Quality of Life should be strengthened and improved by implementing comp plan changes. At the same time, strong neighborhoods do not necessarily equate to stagnant neighborhoods.
5. Develop a regional stormwater management (RSWM) plan and construct more public/common regional stormwater management facilities within the MMTD. The RSWM plan would benefit from green infrastructure techniques, low impact development practices, and integration with greenways, the Urban Forest Master Plan, and multi-modal infrastructure (next item).
6. Efforts are supported with an expansion and fine-grain network of safe and pleasant walkable and multi-modal routes, access-ways, paths, and trails:
 - The City of Peachtree City, Georgia, is one example with over 100 miles of multimodal trails in an area of about 25 square miles.¹⁰ The type of allowed mobility includes golf carts, low speed motor vehicles (LSMVs), and electric personal assistive mobility devices (EPAMDs, e.g., Segways) – all maximum 20 mph; wheelchairs and bicycles (manual and electric); all non-motorized vehicles including roller skates and skateboards; and, of course, pedestrians.
 - Consider adopting incentives¹¹ as noted in s. 163.2517(3)(j), F.S., to encourage private sector cooperation in land acquisition, granting of easements, and the implementation of multi-modal infrastructure.
 - Consider commercial or mixed land uses at multi-modal infrastructure nodes and trailheads to help build the recreational and nature-based tourism industry, e.g.: birding, hiking, mountain biking, horseback riding, track and field events, Capital City-related tourism, food and drink, historic properties/landmarks, etc.

Throughout Leon County

Recommendation 5.2. All residential communities should have reasonable access to Basic Services¹² that may be in a nearby small commercial district, enterprise zone or entrepreneurial hub, or a rural agricultural industrial center. Basic Services should always include fresh produce and healthy foods markets, and a healthy environment that includes reasonable access to basic

¹⁰ <https://peachtree-city.org/216/Paths-Golf-Carts>.

¹¹ Examples of incentives include waiver of license and permit fees, exemption of local option sales surtaxes, waiver of delinquent local taxes or fees, lower impact fees or concurrency costs, etc.

¹² LEED for Neighborhood Development, and, the traditional Thai '*puk soi*' (BC Hollister personal experience and MS 'Sustainable Communities' thesis; Bangkok, Thailand).

health care services (**Endnote 1**). Each node or hub would be linked with a comprehensive web of interconnected transportation linkages.

New housing developments and redevelopment can be screened for accessibility to Basic Services, and land use changes to commercial or mixed use proposed as needed. More detailed planning studies, in cooperation with current residents where applicable, can help prepare for future changes. Screening would identify and put priority attention on areas with food and health deserts and propose more urgent land use and mobility changes to address these basic human needs.

Recommendation 5.3. During site plan review, new developments and redevelopments should indicate their “mobility interface” or plans for mobility interconnections with other parts of the county. This may include, for example, walking access to greenways, adding a transit or bus stop, a new multi-modal path, bike lane connections, or Uber parking or loading areas.

Recommendation 5.4. Expand regional stormwater management planning and construct more public/common regional stormwater management facilities. Use innovative technology to improve the quality of our water, especially in the Wakulla Springs Protection Zone, such as having “smart” stormwater ponds that utilize continuous monitoring and adaptive technology and alternatives to septic systems where the extension of sewers is not feasible.

Recommendation 5.5. Consider adopting incentives as noted in s. 163.2517(3)(j), F.S., and/or other promotional or awards programs to encourage good practices such as LEED¹³ for neighborhood development and for building construction.

Recommendation 5.6. Consider all of the following together with land use decision-making:

- Plan for higher density with mixed use areas, Basic Service pods, or commercial nodes in appropriate locations to set the stage for more transit routes.
- Strengthen coordination with CRTPA and FDOT and emphasize the need for Complete Streets and more pedestrian-oriented, walkable, and multi-modal routes.
- Expand shuttle and other mobility options to meet specific needs and opportunities, e.g., from airport to downtown during Legislative Committees and Spring Session, to Doak and Bragg during football season; all may be pilot programs for possible future expansion.
- Further collaborate in regional discussions regarding high speed rail and passenger trains.
- Take a holistic view to the accommodation of a renewable energy grid in the built environment (next item).

Recommendation 5.7. In support of the City’s commitment to renewable energy, envision a future where solar panels blanket commercial buildings and homes, and city streetscapes are dotted with urban turbines and wind trees (**Figure 2**, below);¹⁴ and how land use and mobility planning can not only accommodate but fully embrace this more sustainable future.

¹³ Leadership in Energy and Environmental Design (LEED) <https://www.epa.gov/smartgrowth/us-green-building-councils-leadership-energy-and-environmental-design-leedr>.

¹⁴ Image from: <http://cdn.zmescience.com/wp-content/uploads/2014/12/Wind-tree-urban-537x402.jpg>.

6. Housing

The traditional nuclear family with two parents and children has been evolving. There is an increasing number of aging seniors, single adults or childless households, and other non-traditional family structures. Communities that provide for the diversity of our changing population with a wide range of incomes also meet the needs of people over their lifetimes.

Recommendation 6.1. Housing policy and land development regulations should allow for the most flexible and diverse range of housing types and options, which may include, for example:

- Adaptive reuse of existing structures, revitalization, and historic preservation.
- Missing middle¹⁵ dwelling types include cottages, bungalows, and:¹⁶
 - Accessory dwelling units (ADUs), live-work units, lofts and flats, duplexes, etc.
 - Bungalow courts and co-housing developments, including senior co-housing
 - Courtyard apartments, townhomes, small multi-plex, etc.
- Relaxation of setback requirements related to attached and detached structures.

Recommendation 6.2. Be open to all possibilities of adaptive reuse and property conversion for housing purposes, for example, a commercial strip mall converted to affordable housing units.¹⁷

Recommendation 6.3. Accessory dwelling units (ADUs), the Tiny House, and similar dwellings are naturally more expensive per square foot because they lack the economies of scale of a typical single-family home. Yet, they can play an important role in facilitating compact urban forms needed to support viable public transit systems and may be a reasonable alternative to mid- or high-rise infill; and provide more diverse housing options including support for aging in place.

Recommendation 6.4. Consider adopting incentives as noted in s. 163.2517(3)(j), F.S., to encourage the development of the most flexible and diverse range of dwelling units.

7. In Closing

The Comp Plan can and should be simple and concise, and readily understood by the ordinary citizen; it can and should be without duplication, and it can still be comprehensive.

As a final recommendation, try to enjoy the update process 😊.



Figure 2. Wind Tree

¹⁵ Missing Middle Housing Brief. Created for AARP Florida by Opticos Design, Inc. November 8, 2018.

¹⁶ Most were common in pre-1940s Traditional Neighborhood Developments (TNDs).

¹⁷ Example: Norwich Corridor, Brunswick, Georgia. See **Figure 3**, below.

Endnote 1. Basic Services should always include grocery stores or markets that provide fresh produce and healthy foods, and a healthy environment that includes reasonable access to basic health care services. Basic Services may also include:

- Barber and hair salon
- Bike or other mobility device rental and parking areas
- Coffee and sandwich shops
- Community center
- Day care and schools
- Fitness/recreational center
- Food services and restaurants
- Laundry/cleaners
- Library and bookstores
- Parks and outdoor recreation
- Pharmacy
- Senior services
- Transit stop
- Worship, places of -

Other enterprises include banks, building or garden supplies, furniture and furnishings, hardware, post office, theatre, museum or cultural center; and many others.



Figure 3. Norwich Corridor, Brunswick, Georgia (image courtesy of Danielle Irwin¹⁸)

¹⁸ Director of Cummins Cederberg's Tallahassee Office <https://www.cumminscederberg.com/>.

Land Use and Mobility Element Update

Shared Objectives: Planning for Community Improvements
Summary of Public Input

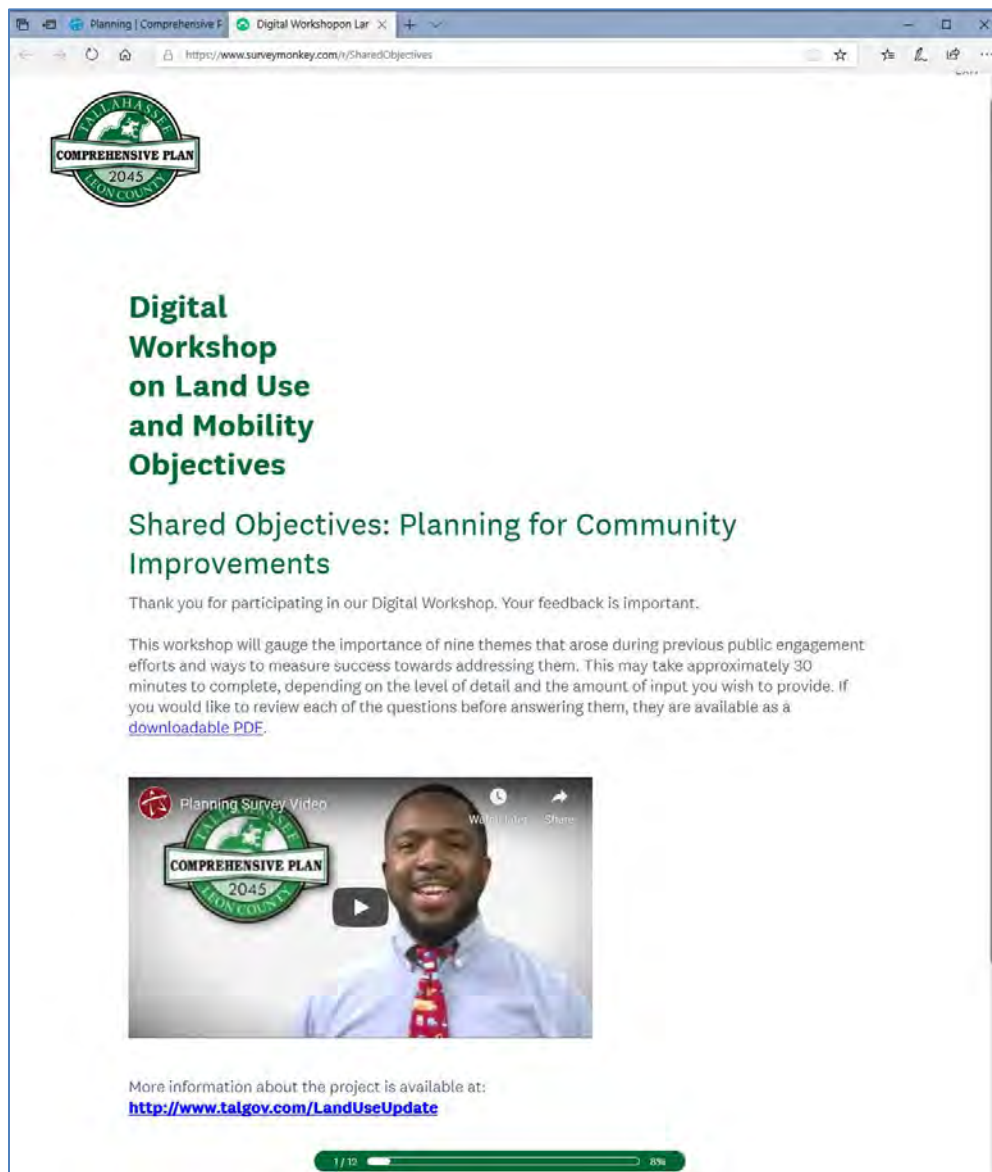


Summary of Public Input on Land Use and Mobility Objectives

Overview of Public Engagement

Building on previous public engagement and the preliminary analysis of relevant data, staff engaged the community to gain input to inform the development of Land Use and Mobility Objectives and Policies. The public engagement for this phase of the Land Use and Mobility Element included three primary ways for the public to provide input:

DIGITAL WORKSHOP: The Digital Workshop was intended to provide a mechanism by which the public could submit input on a variety of planning themes associated with land use and mobility without having to attend a set meeting.



Summary of Public Input on Land Use and Mobility Objectives

COMMUNITY OPEN HOUSES: The Community Open Houses were intended to provide a higher-level overview of concepts addressed in the Land Use and Mobility Element. Public Open Houses were held at the following locations:

- 2/28/19 - Jack McLean Community Center
- 3/04/19 - Bradfordville Community Center
- 3/05/19 - Fort Braden Community Center
- 3/07/19 - Dorothy Spence Community Center
- 3/14/19 - Community Room at Amtrak Center
- 3/27/19 – Pop-Up Event at CK Steele Plaza
- 3/28/19 - Miccosukee Community Center
- 4/02/19 - Senior Center
- 4/04/19 - Forestmeadows Athletic Center

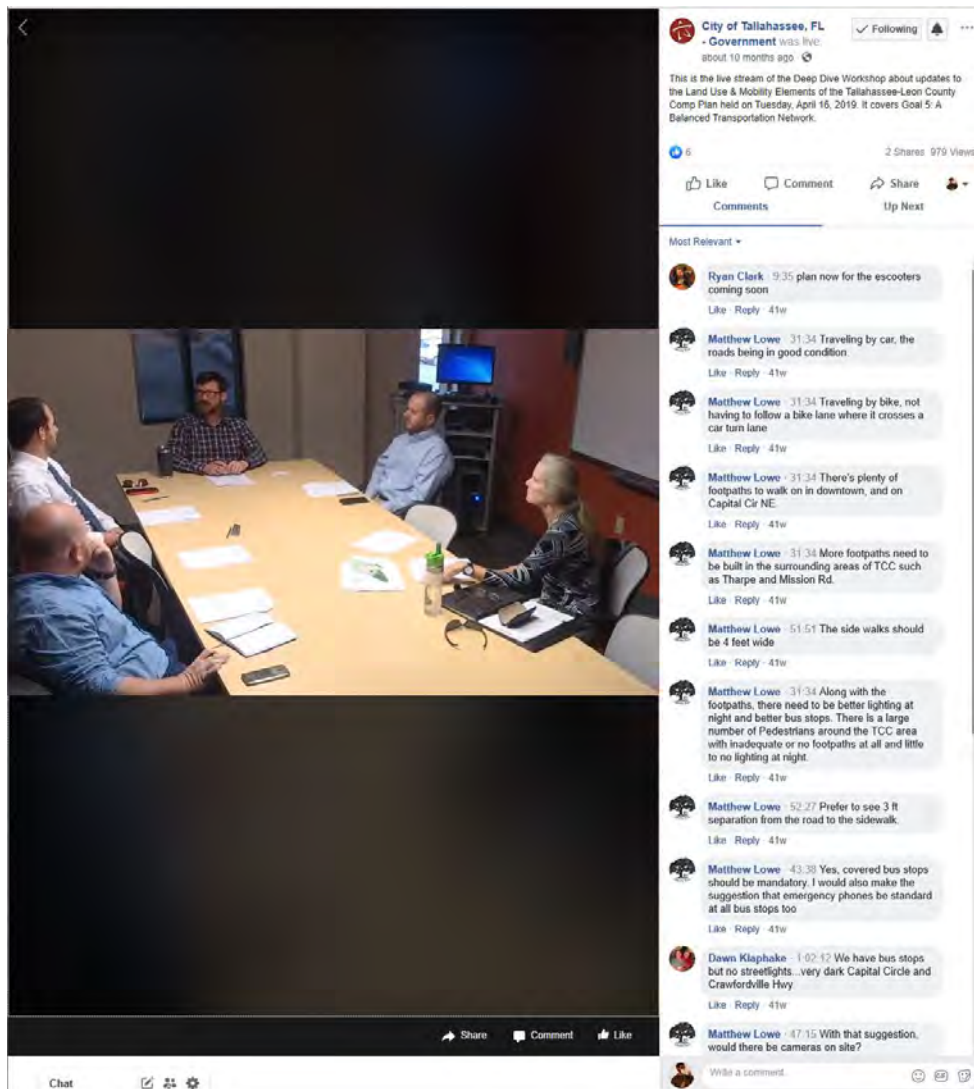


Summary of Public Input on Land Use and Mobility Objectives

DEEP DIVE WORKSHOPS: Deep dive Workshops were intended to provide a more intensive review of draft objectives with opportunities for the public to identify additional data analysis that would be relevant to inform the objectives and considerations for different metrics that could be used to measure progress towards accomplishing the objectives. The following Deep Dive Workshops were held in-person:

- 3/18/19 - Workshop on Goal 1: Places Where People Want to Live, Learn, Work, & Play Monday,
- 3/26/19 - Workshop on Goal 2: A Healthy Community
- 4/03/19 - Workshop on Goal 3: A Robust Economy
- 4/11/19 - Workshop on Goal 4: Housing Options for Our Diverse Population
- 4/16/19 - Workshop on Goal 5: A Balanced Transportation Network

In addition to providing in-person Deep Dive Workshops, each meeting was broadcasted using Facebook live. Following the workshops, videos were posted online with the meeting materials and a digital comment form for people to provide additional input.



Summary of Public Input on Land Use and Mobility Objectives

Summaries of Input

Summaries of the input received through these public engagement opportunities are provided in the following sections of the report. The full responses from the public are included as Appendix A.

Summary of Digital Workshop

Theme 1 - Affordability

How Important is this Issue to you?

Basic Statistics				
Minimum	Maximum	Median	Mean	Standard Deviation
0.00	10.00	8.00	7.76	2.44

Why did you choose this level of importance?

1. There isn't adequate entry level housing
2. Affordable housing and transportation drive a healthy economy
3. Affordable housing and transportation increase diversity
4. Tallahassee is already very affordable compared to other US cities
5. Starting a small business can be very cost prohibitive
6. Small businesses are vital for strong communities

How do you define affordability?

1. Housing that costs less than 30% of your monthly budget
2. Not living paycheck to paycheck
3. Should be based on median/average income of that specific neighborhood
4. Rent control
5. Living within one's own means

Is there anything you would change, remove, or add to these objectives?

1. Lessen restrictions on developers and speed up permitting
2. Do not reduce regulations, large developers will take advantage of these opportunities
3. Expansion of public transport
4. Less emphasis on public transportation and more emphasis on improving roadways
5. Uncomfortable/unsure of the family heir subdivision objective. It could be abused.

How would you measure success towards addressing this theme?

1. Reduction in homelessness and increase in home ownership
2. Decrease in substandard housing units
3. Decrease in the number of families on housing wait lists/ more section 8 housing
4. Reduction in crime rates

Summary of Public Input on Land Use and Mobility Objectives

Theme 2 – Improved Access

How important is this issue to you?

Basic Statistics				
Minimum	Maximum	Median	Mean	Standard Deviation
0.00	10.00	8.50	7.93	2.24

Why did you choose this level of importance?

1. People should be able to safely access daily needs without a car
2. Wish to choose public transport as a more sustainable option/ reduce environmental impact
3. Access to daily needs is essential for a high quality of life and a strong community
4. Tallahassee has better access than other cities

What are some of the barriers people face to meeting their daily needs?

1. Equity of access, certain parts of town have more options than others
2. Not enough quality sidewalks and bike lanes
3. Access to and frequency of public transportation are very limited
4. Low income jobs, limited opportunity to improve economic standing

Is there anything you would change, remove, or add to these objectives?

1. Target neighborhoods with higher needs first
2. The objectives seem broad and unconnected
3. More emphasis on public transportation improvements, including bus stop infrastructure.
4. Broaden the focus to all regions, less focus on the southside
5. The airport needs more flights, it limits access

How would you measure success towards addressing this theme?

1. Decrease in number of cars on the road and increase in public transportation ridership
2. Increase the number small business and the number of their patrons
3. Increase in total length of sidewalks and bike lanes in the city
4. Increased public transport services

Summary of Public Input on Land Use and Mobility Objectives

Theme 3 - Environment

How important is this issue to you?

Basic Statistics				
Minimum	Maximum	Median	Mean	Standard Deviation
0.00	10.00	9.00	8.35	2.15

Why did you choose this level of importance?

1. Much of Tallahassee's character comes from its natural environment (e.g. The canopy)
2. The climate is an important issue, and is directly linked to the health of our citizenry
3. Many people come to Tallahassee because of its natural environment
4. We already focus heavily on the environment and should invest more in other areas
5. It provides many opportunities for recreation
6. We do not do enough to protect trees in the city

What are the most pressing environmental issues facing our community?

1. Clearing land for development/ Cutting down trees
2. Dumping sites and litter, cleaning up trash along streets
3. More solar options
4. Clean water/ Clean air
5. Limiting urban sprawl

Is there anything you would change, remove, or add to these objectives?

1. Move utilities underground
2. Reduce automobile use/ increase public transportation
3. Reduce impervious surface in new development, increase landscaping
4. Reduce the number of trees cut down, eliminate clear cutting

How would you measure success towards addressing this theme?

1. Number of overhead electric lines remaining
2. Water quality of natural and manmade waterways (e.g. Wakulla Springs)
3. Square mileage of natural land / park in the city
4. More stringent law protecting trees/canopy/urban growth

Summary of Public Input on Land Use and Mobility Objectives

Theme 4 - Housing

How important is this issue to you?

Basic Statistics				
Minimum	Maximum	Median	Mean	Standard Deviation
0.00	10.00	8.00	7.60	2.31

Why did you choose this level of importance?

1. Tallahassee does not have an issue with different types of housing, just affordability
2. Housing is a basic human necessity
3. Housing should be driven by the market
4. Different types of housing encourage young professionals and seniors to stay in the city

What short-term (within the next five years) housing needs do you see in the community?

How would you address these needs?

1. Less development of student housing, more affordable housing for families and young professionals
2. Smaller lots and smaller housing options
3. This will not be an issue in the next five years/there are options now
4. More housing options dedicated to seniors

What long-term (to year 2045) housing needs do you see in the community? How would you address these needs?

1. More senior friendly housing options
2. More opportunities for home ownership for middle- and low-income households
3. Higher density development / urban infill development
4. More affordable housing options
5. Address transportation issues first
6. Follow the demographic changes of the city

Is there anything you would change, remove, or add to these objectives?

1. Focus on urban infill/ limit sprawl
2. Tallahassee does not need to focus on the "missing middle" / this is jargon
3. Housing for retirees

How would you measure success towards addressing this theme?

1. Decrease in the homeless population/ increase in home ownership
2. Availability of affordable housing options
3. Increased diversity in housing stock (e.g. apartments/triplexes)
4. Stabilization of prices

Summary of Public Input on Land Use and Mobility Objectives

Theme 5 – Community Character

How important is this issue to you?

Basic Statistics				
Minimum	Maximum	Median	Mean	Standard Deviation
0.00	10.00	8.00	7.60	2.52

Why did you choose this level of importance?

1. Tallahassee should stay modern and change as design changes/ don't want to be "stuck in the past"
2. Tallahassee is unique, the character is why many people choose to live here
3. People do not want to live in "cookie cutter" communities
4. This should focus on "building" character, not "maintaining" the current character

How would you describe the neighborhood and community character that should be maintained?

1. Design regulation / new builds in historic communities should have the same architectural features
2. More community beautification measures, less plant overgrowth and litter
3. Should be determined in each neighborhood individually
4. More green spaces and urban street trees

Is there anything you would change, remove, or add to these objectives?

1. Neighborhood development should be in the hands of each individually neighborhood
2. Less focus on Welaunee development
3. Include objectives about walkability

How would you measure success towards addressing this theme?

1. More design standards written into the zoning code
2. Tracking which neighborhoods attract the most people and which do not
3. Tourism numbers
4. Satisfaction of neighborhood associations

Summary of Public Input on Land Use and Mobility Objectives

Theme 6 – Safety and Comfort

How important is this issue to you?

Basic Statistics				
Minimum	Maximum	Median	Mean	Standard Deviation
0.00	10.00	9.00	8.32	1.93

Why did you choose this level of importance?

1. Feeling secure in your home and community is essential
2. It is a basic human need
3. Insufficient and low-quality pedestrian and bike infrastructure
4. Tallahassee's crime rates have been increasing

How could our community be designed to be safer?

Summary of Responses

1. Building sidewalks in existing neighborhoods
2. Traffic calming, especially in residential areas
3. Empower police to be more present in all communities
4. More dedicated bike lanes/ routes
5. Improve street lighting
6. Support for people with addictions and overdose avoidance

Is there anything you would change, remove, or add to these objectives?

1. Add an objective about crime prevention and police presence
2. Strengthen the language around sidewalks

How would you measure success towards addressing this theme?

1. Fewer car accidents, especially involving pedestrians or cyclists
2. More pedestrian traffic
3. Lower crime rates

Summary of Public Input on Land Use and Mobility Objectives

Theme 7 – Global Issues

How important is this issue to you?

Basic Statistics				
Minimum	Maximum	Median	Mean	Standard Deviation
0.00	10.00	8.00	7.14	2.69

Why did you choose this level of importance?

1. Climate change is an important issue which directly affects Tallahassee
2. Tallahassee is experiencing more hurricanes
3. This is not local concern and should be left to the federal or state government
4. Resiliency is essential

What global challenges do you think will need to be addressed at the local level?

1. Climate change / global warming
2. Improve utilities / bury utilities underground
3. Transitioning to renewable forms of energy such as solar and wind
4. More resources devoted to hurricane preparation and clean up

Is there anything you would change, remove, or add to these objectives?

1. Cutting use of/ dependency on fossil fuels
2. Unified policy towards immigration

How would you measure success towards addressing this theme?

1. Faster recovery from natural disasters, specifically faster power restoration
2. Reduction in urban canopy loss

Summary of Public Input on Land Use and Mobility Objectives

Theme 8 – Energy and Environmental Efficiency

How important is this issue to you?

Basic Statistics				
Minimum	Maximum	Median	Mean	Standard Deviation
0.00	10.00	9.00	8.20	2.01

Why did you choose this level of importance?

1. This is an important way to tackle climate change
2. Efficiency will lower costs
3. This theme addresses the same issues as others

How can our community exercise responsible stewardship of our resources?

1. Increase renewable energy options
2. Maintain tree cover
3. Use less (fossil fuels, plastics, fertilizers, resources in general)
4. Better public transport

Is there anything you would change, remove, or add to these objectives?

1. There are too many objectives and they are too vague
2. Do not increase any taxes
3. More incentives for sustainable practices and renewable energy

How would you measure success towards addressing this theme?

1. More energy production from renewable sources
2. Healthy/clean overall environment (air, water etc.)

Summary of Public Input on Land Use and Mobility Objectives

Theme 9 – Human Interaction

How important is this issue to you?

Basic Statistics				
Minimum	Maximum	Median	Mean	Standard Deviation
0.00	10.00	8.00	7.22	2.53

Why did you choose this level of importance?

1. Social interaction builds community
2. Interaction improves empathy and prevents isolation
3. This theme should be integrated into the others
4. A strong sense of community makes other goals easier to achieve

What are your favorite kinds of places to go to interact with people?

1. Coffee shops, bars, and restaurants
2. Festivals and public events
3. Outside; parks and trails
4. Church
5. Neighborhood events

Is there anything you would change, remove, or add to these objectives?

1. Engage with groups that already foster community (e.g. local churches and neighborhoods)
2. Increasing pedestrian traffic increases interactions

How would you measure success towards addressing this theme?

1. More public events
2. Community member feedback/ quality of life survey
3. Usage of public spaces

Summary of Public Input on Land Use and Mobility Objectives

Other Themes

What other land use and/or transportation issues are important to you?

Summary of Responses

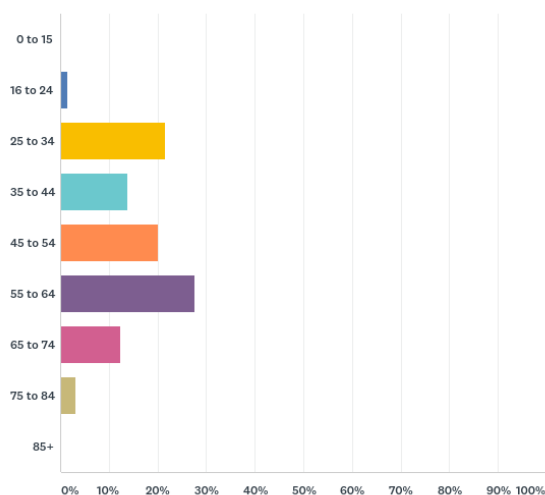
1. Improve the city's capacity to host special events
2. A focus on historic preservation
3. Improving the airport and increasing the number of flights in and out
4. Equitable distribution of development and improvements
5. More public transportation and pedestrian infrastructure
6. Improve affordability for all citizens
7. Emphasize safety all around town

Demographics of Survey Responders - Optional

What is your Zip Code?

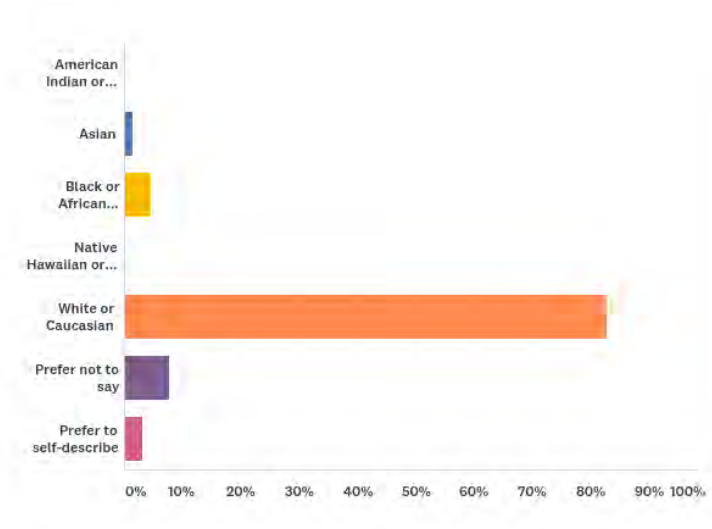
32301	6
32303	9
32304	3
32305	3
32308	5
32309	3
32310	2
32311	1
32312	3
32317	1

What is your Age?

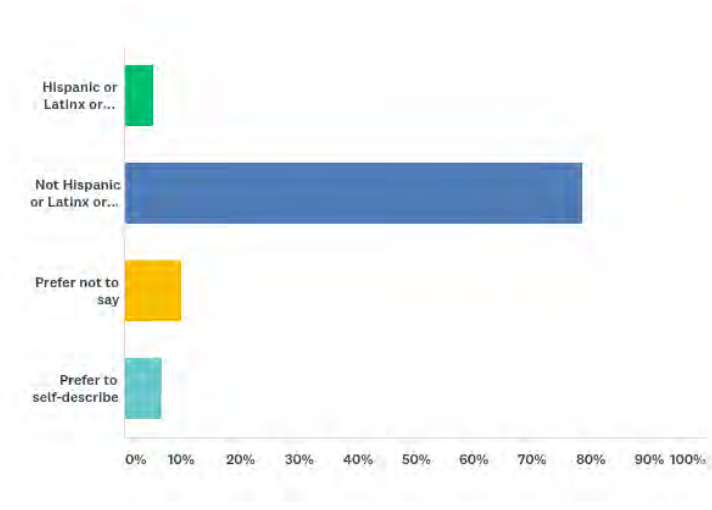


Summary of Public Input on Land Use and Mobility Objectives

What is your Race?

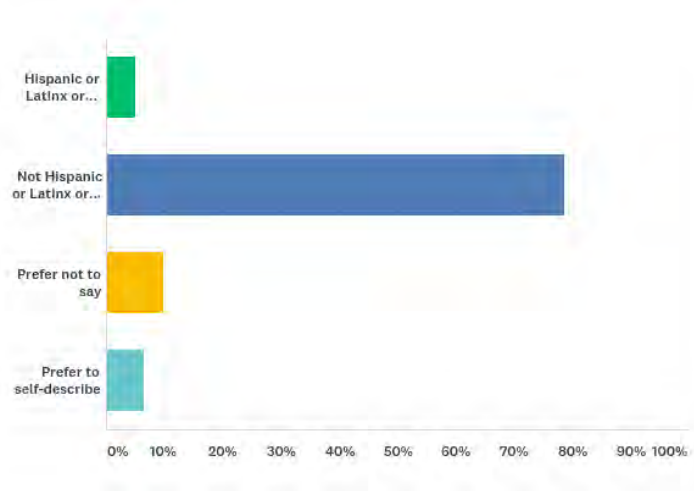


What is your Ethnicity?

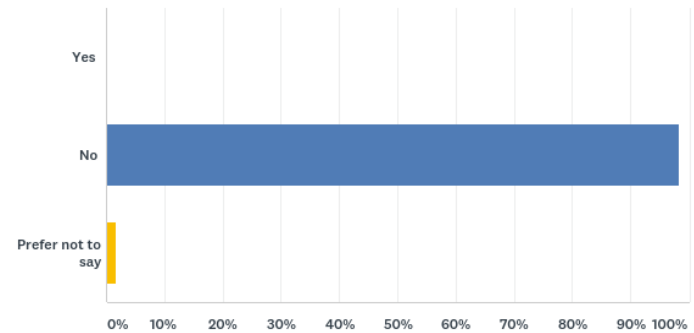


Summary of Public Input on Land Use and Mobility Objectives

What is your Gender?



Transgender is an umbrella term that refers to people whose gender identity, expression or behavior is different from those typically associated with their assigned sex at birth. Do you identify as transgender?



Summary of Public Input on Land Use and Mobility Objectives

Summary of Public Input for the Five Goals

In Spring of 2019, community outreach meetings were held across Tallahassee/Leon County, as well as one pop-up outreach session.

- 2/28/19 - Jack McLean Community Center
- 3/04/19 - Bradfordville Community Center
- 3/05/19 - Fort Braden Community Center
- 3/07/19 - Dorothy Spence Community Center
- 3/14/19 - Community Room at Amtrak Center
- 3/27/19 – Pop-Up Event at CK Steele Plaza
- 3/28/19 - Miccosukee Community Center
- 4/02/19 - Senior Center
- 4/04/19 - Forestmeadows Athletic Center

Nearly 400 comments, suggestions, and data points were collected at these events. The summary of this citizen input can be found broken down by Goal over the following pages. These comments concerned transit service to rural communities, bike lanes, pedestrian facilities, street lighting, walkable communities, and prioritization of infill development over sprawl. Comments made in more than one Goal section have been italicized. The total, unabridged log of responses to the outreach efforts can be found in Appendix A.

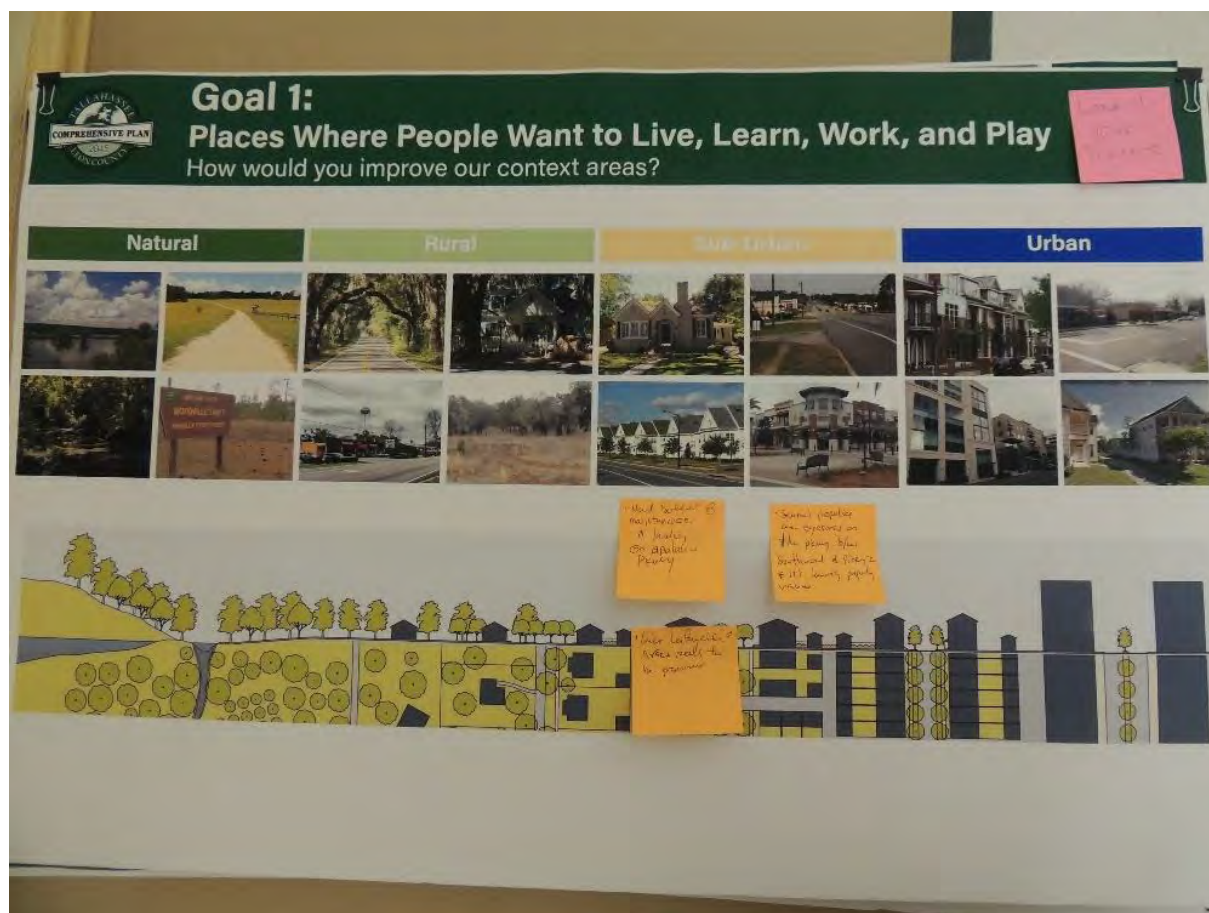


Summary of Public Input on Land Use and Mobility Objectives

Goal 1 – Places Where People want to Live, Learn, Work and Play

Prompt – How would you improve areas based on community context (urban, rural, etc)?

- a) Keep Character of existing neighborhoods despite context area (Myers Park, Bond, Frenchtown)
- b) *Park and Ride Services*
- c) *Transit to rural communities (Woodville and Chaires)*
- d) *More pedestrian facilities/amenities (benches, maps, trees, wayfinding)*
- e) *More bike lanes/protected bike lanes*
- f) *Walkable/bikeable housing with focus on infill and neighborhoods that can handle higher density (could be incompatible with point a)*
- g) *More street lighting (from the perspective of pedestrian safety)*
- h) Suburban/exurban residents fear further sprawl at the hands of developers that have stronger voice than residents (specifically northside)



Prompt – What is a healthy community?

Summary of Responses

- a) More community engagement programs and incentives (composting program, community gardens, needle recycling)
- b) Healthy food incentives for businesses, as well as closing food deserts on southside
- c) *Walkable communities*
- d) *Streetlighting improvements*
- e) Better healthcare access in rural communities (rural clinics, addiction programs)
- f) *Improved transit routes/amenities (rural access, adjusted fares for disadvantaged/students)*



Summary of Public Input on Land Use and Mobility Objectives

Goal 3 - A Robust Economy

Prompt – How can we better connect people to employment opportunities? How can we better leverage our transportation system to build a robust economy?

- a) *Improve transit routes/frequency (rural access)*
- b) *Improve access/traffic flow from Interstate/airport to urban core*
- c) *Crosswalks at points of interest on large arterials (e.g. Thomasville at Chiles HS)*
- d) *Focus on infill and density of neighborhoods*
- e) *Promote local businesses over chains*



Prompt- How will your housing needs change between now and 2045?

- ## Goal: 4

How will your housing needs change between now and 2045?
- Does Tallahassee-Leon County, or your current neighborhood, have the housing options to accommodate those needs?
-
- Single Family home
-
- Duplex - McDaniel Street
-
- Townhouses - Duval Street
-
- Senior Living Apartments
-
- Small lot Single-Family
Brush Hill Road
-
- Triplex - N. Meridian Street
-
- Midrise Apartments
Madison Street
-
- Accessory Dwelling Unit
-
- Cottage Court Single-Family
-
- Quad - E. Brevard Street
-
- Live/Work Apartments
-
- Housing and Land Management is a priority for Governor George
Bushnell. © 2013 Governor George Bushnell
- OPTION 3

Summary of Public Input on Land Use and Mobility Objectives

Goal 5 – A Balanced Transportation Network

Prompt - What would make riding your bike more appealing?

- a) *More bike lanes/protected bike lanes*
- b) *Enforcement of traffic/bike laws*
- c) Driver education/outreach on bike laws
- d) More bike parking
- e) Better signage for bike facilities/routes
- f) Lower speeds on shared roads

Prompt – What would make walking more appealing to you?

- a) *More street lighting for increased safety*
- b) Additional crosswalks
- c) Proposed pedestrian bridge at Blair Stone & Magnolia
- d) More sidewalks
- e) *Better enforcement of traffic laws*
- f) *More pedestrian amenities (benches, shade trees, signage)*

Prompt – What would make riding transit more appealing to you?

- a) *Higher frequency on routes*
- b) *Service to rural areas (Woodville, Chaires)*
- c) Smaller buses that can be run more frequently on routes (to address frequency issue)
- d) *Park and Ride*
- e) Outreach/Education to teach citizens how to use StarMetro
- f) Improve non-physical infrastructure (better app/tracker, reloadable bus passes)
- g) Study feasibility of express buses (Northside to Southwood for state workers, proposed park and ride locations to urban core, airport connection, etc.)
- h) Expand operating hours for night workers/students



Summary of Public Input on Land Use and Mobility Objectives

Summary of Input from Deep Dive Workshop

Goal 1: Places Where People Live, Learn, Work, and Play

Feedback

- a) Miss the distinction between the natural environment and the human environment; potential for moving some objectives from Goal 1 to Goal 2.
- b) Goals that sustain natural vs. Goals that sustain built environment
- c) "Community will maintain..."
 - a. Is this tradition?
- d) Why is this a different goal?
- e) Potential revisions: "it's too broad"
- f) No incentive program to put these things in place; it'll only result in more large-scale single-family development.

Objective 1.1 – Growth and Population Accommodation

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

Feedback

- a) Consider Climate Refugees.
- b) Also consider vacancy rates, as well.
- c) Should use historical projections as well in our analysis.
- d) Measurability – Lots of verbs.
- e) "Leverage"
- f) Shouldn't we include art and culture into population accommodation.
- g) Should amend the objective to include Urban Services Area 90% of development language.

Objective 1.2 – Community Context

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

Feedback

- a) Is there a way to provide for protection for existing residential neighborhoods, while still allowing for higher density development?
- b) Feel as though some contexts are not reflected in the "continuum"
- c) Need to include the "why" the context areas are a good tool.
- d) Need requirements for demand for commercial development; need parameters for what makes a "good quality neighborhood."
- e) Need to help understand neighborhood contexts.

Summary of Public Input on Land Use and Mobility Objectives

General Thoughts/Feedback

- a) Bring in intro slides about Comp. Plan generally.
- b) Updated Map of Planned Developments/Large-scale development
- c) Consider other communities and their zoning categories/land use categories
- d) Parks specifically for elderly
- e) Engage the young people so they don't feel like they should leave.

Summary of Public Input on Land Use and Mobility Objectives

Goal 2: A Healthy Community

Feedback

- a) Questions about process
- b) Nutrition system is missing from Goal 2; as well as equity in health benefits, and access.
- c) Regulatory system is in opposition to humans, until you have a land owner agree to something, you just have a set of regulations.

Objective 2.1 – Identification of Natural Resources and Geographic Features

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

Feedback

- a) Disturbed lands and Wellness
- b) Potentially need to update GIS database to ensure that lands are adequately captured
- c) Seems like more of a policy rather than an objective; original plan has a number of these features included, shouldn't this process be more along the lines of identifying how successful we've been in that process, thus far.
- d) Intent is to keep that list of features.
- e) Would be helpful to know what loss of wetlands there have been, development in closed basins, etc.
- f) More information about what has changed over the course of the comp. plan. Need to update the public on how much has changed.
- g) Data repository being developed
- h) Curious as to whether we'll be mapping things such as infant mortality rates, and how the environment effects the community.

Objective 2.2 – Restoration of Habitats and Environmentally Sensitive Lands

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

Feedback

- a) Questions regarding consistency with other elements, i.e. will these objectives
- b) What is the outcome, what is the expectation? If things aren't measurable, need to adjust, or amend to include guidance or measurable.
- c) There is significantly greater connection in aquifer recharge areas than the data displays
- d) Species diversity also over-weights wetlands and uplands are not significantly valued under data

Objective 2.4 – Prioritization of Natural Areas

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

Feedback

- a) Objectives 2.2, 2.3, and 2.4 need to have an idea of when we've accomplished them. Need to show how to measurable, can we accomplish them, etc.

Summary of Public Input on Land Use and Mobility Objectives

Objective 2.5 – Access and Opportunities for Parks and Recreation

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

Feedback

- a) Could include measurable about how quickly these plans will be carried out

Objective 2.6 - Green Infrastructure

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

Feedback

- a) Comprehensive plan should push community to accomplish Urban Forest Master Plan and Canopy Roads Management Plan.

Objective 2.10 - Recognizable Places

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

Feedback

- a) “Attractive” place is not a definite term

General Feedback:

- a) Historical lens is important
- b) Data and analysis are important as well, questions as to when the data and analysis is going to be performed; discussion of proposed timeline moving forward.
- c) Discussion of what is where; not what is the implication of that information? Stakeholders want to hear about implication of what the current conditions are, not just what the current conditions are.
- d) There’s an adopted B Map, as well. Sewage, other activity that is going into groundwater.
- e) Suggestion that there is an objective/timeline as to what additional changes are needed to be made to other elements to ensure they all are consistent.
- f) Why hasn’t significant data analysis been done
- g) Hard to deal with because a lot of current comprehensive plan doesn’t lend itself to easy data analysis

Summary of Public Input on Land Use and Mobility Objectives

Goal 3: A Robust Economy

Objective 3.1 – Economic Health:

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

1. Is the intention of this objective clear to you?
 - It was not clear, and the group struggled to pinpoint why
 - Wouldn't have guessed the intention from the objective
 - Suggested revision to "Establish framework of land uses to allow the market to provide the type of development needed to withstand ebbs and flows of economic change"
2. How would you measure success in achieving this objective?
 - Increase in # of businesses, jobs, quality of life (access), price of homes in area
 - Expansion of businesses or better access to owning a business for women/minorities
 - Population growth
 - Miles traveled to reach certain land uses
 - Diversity of businesses/land uses
 - Gentrification is important to track – income diversity, cost of housing within certain areas, mode shift
3. What challenges do individual businesses face? What challenges does our local economy face?
 - Zoning- doesn't work for small businesses
 - Distribution- we don't have the zoning for distribution centers close to areas that need goods, and long transportation times increase costs, these centers sometimes need large tracts of land
 - Large parcels in rural areas, but industry/warehousing is not allowed per zoning
 - These uses should be allowed for existing buildings/lots in good locations to improve access and transportation costs
 - Individual businesses → Tallahassee doesn't lead with tourism; historical places are one of the only major drivers
 - Phone services and internet service is not great.
 - Storms and electric grid are major issues/challenges
 - Lack of foot traffic
 - Flooding
4. Any other general feedback on this objective?
 - The city should get ahead of these needs and plan infrastructure first
 - The city should show neighborhoods that their homes do not actually lose value when other uses are allowed nearby (i.e.- when a school or large store moves nearby neighborhoods often become more desirable/value of homes goes up)

Summary of Public Input on Land Use and Mobility Objectives

Objective 3.2 – Innovation, Industry, and Manufacturing:

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

1. Is the intention of this objective clear to you?
 - What is “sufficient,” what are appropriate locations?
 - Not in greenspace; focus on infill and redevelopment
2. How would you measure success in achieving this objective?
 - # of new industries
 - # of industries lost or choosing other cities (i.e. if the city is working with someone to bring their business here and they ultimately choose not to locate in Tallahassee- how many and Why?)
 - Need timeline and benchmarks to measure implementation – share of economy, # of employees
3. How much light industrial land use do we need? Where?
 - Group agreed that light industrial was the biggest need, and people need to understand what “light industrial” means- the public often lumps industrial uses together and assumes all industrial type use comes with noise, pollution, truck traffic, etc.
 - MagLab would be ideal for industry and manufacturing; have to be sure there’s enough power generation to capture that.
 - We should reclassify industrial as different categories, because it’s too broad
4. Where in Tallahassee-Leon County is the best fit for an Innovation District? For Research and Development?
 - The airport and near hospitals
5. What Land Use and Transportation improvements would best support these Districts?
 - High speed internet is important
 - Tally has a stable workforce which is attractive to new businesses
6. Any other general feedback on this objective?
 - Permitting is too difficult
 - People have to want to live in areas that are available for growth

Summary of Public Input on Land Use and Mobility Objectives

Objective 3.3 – Fiscal Sustainability:

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

1. Is the intention of this objective clear to you?
 - Yes
 - Refine the objective language; what is sustainability, what is robust?
2. How would you measure success in achieving this objective?
 - Increases in tax revenues
 - Decreasing allocation of funds devoted to maintaining infrastructure
 - Creating infrastructure where it is needed
 - Taxable value analysis is rudimentary
 - Balancing costs vs. revenues
3. How should we balance the types of land uses in the community to provide revenue needed to maintain public infrastructure and services, and to diversify the economy while maintaining our community's character?
 - Neighborhoods hate change, but they need to understand that good change often increases their home value- this is the city's job to help them understand what this means and how this works
 - Culture may be changing where people are ready to hear and understand this
 - Mixed uses create fiscal sustainability and flexibility
 - We need to define our communities character- what does that mean?
 - Right now our city is built to necessitate driving and this does not meet this goal
 - Need to be as compact as possible

Objective 3.4 – Airport Access:

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

1. Is the intention of this objective clear to you?
 - Yes
2. How would you measure success in achieving this objective?
 - Number of flights/passengers, increase in direct flights. Increase in business class
3. What improvements are needed to improve access to the Tallahassee International Airport?
What land uses do we need near our airport?
 - The entrance design is terrible, the stop light is in a place that doesn't make sense
 - Industrial land uses near the airport make sense
 - On site warehousing, solar
 - Convention Center or a UPS Facility

Summary of Public Input on Land Use and Mobility Objectives

- Bus or shuttle would be great → Santa Monica example
 - Capitol to the Airport shuttle during session. Tie it to major flights in the morning and evening.

4. Any other general feedback on this objective?

- Hotels are needed because it is difficult to get a flight in and out on the same day

Objective 3.5 – Freight and Cargo:

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

1. How can we better integrate our airport into the overall transportation network?

- More comments about the entrance design and location related to nearby stop light.
- Infrastructure (road/entrance/exit) should be designed so that getting into and out of the airport is easy

Objective 3.6 – Post-Disaster Recovery:

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

1. Is the intention of this objective clear to you?

- Should be more specific about what elements are needed to be considered “resilient”

2. What can we do to help our businesses and individuals prepare for, respond to, recover from, and mitigate against disasters? What does a resilient economy mean to you?

- Coordinate with business to help with recovery- gov’t isn’t always the expert in everything (i.e. getting people fed, getting supplies in and out)
- If we have more and better infrastructure that makes getting around with a car easier people will be in a much better position to bounce back and get their lives back in order

3. Any other general feedback on this objective?

- Red cross does a very good job at community education in this regard
- Agreement that the city has greatly improved at storm response and recovery over the last several years.

Summary of Public Input on Land Use and Mobility Objectives

Goal 4: Housing Options for our Diverse Population

Objective 4.1 – Strong Neighborhoods:

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

1. Is the intention of this objective clear to you?
 - Viable is not clear
 - It is not measurable enough. It is generally clear, but could be more specific when it comes to words like existing, viable, and character.
 - What about ones that are not viable?
 - How do you determine this?
 - Single family vs. multi family
 - Various price points
2. How would you measure the strength of a neighborhood?
 - Walkable, not isolated, with sidewalks and bike lanes
 - Different incomes
 - Clear delineation between uses with buffers
 - No blight/abandoned homes; it makes the residents proud and they name it
 - Walkability scores or linear sidewalks per mile of road
 - Open space
 - Number of vacancies and abandoned properties
 - Transit/sidewalks/safety/greenspaces/good schools/context/ style of housing (architectural)/ mix of units (density)/ mix of retail/easy access to restaurants/ internal connectivity/external connectivity/ connected to neighbors/ social infrastructure/ sense of community/ presence of HOA/ enforced deed restrictions/low vacancy rates/ good maintenance/ access to WIFI and cable.
 - Nature based design
 - Refer to LEED for neighborhoods.
 - Green building practices
 - Distance to groceries
 - Low crime rate
 - How good the nearby public schools are.
 - Immigration/emigration rate.
 - Number of vacancies/abandoned property
 - Rate of turnover on real estate market
 - Common open space amenities (benches, water fountain, shade, lights.)
 - Miles of sidewalks/miles of road
 - Is there a bus stop? Bike lanes? Sage for pedestrian
 - A large concern of mine would be focusing one price point of homes in one area such that the neighborhood takes on that personality (i.e. slums vs gated communities) I would rather see a mix/diversity within each neighborhood.

Summary of Public Input on Land Use and Mobility Objectives

3. What features of in-town neighborhoods contribute to their character? What features of our sub-urban residential neighborhoods contribute to their character? How can different types of housing be woven into neighborhoods?
 - You have to incorporate different housing types as long as you do it at scale
 - Alley neighborhoods, ADUs would increase housing options
 - In-town neighborhoods → Mix of uses
 - Sub-urban → primarily residential uses
 - There are some areas that are not quite “urban” neighborhoods, but that have blight.
 - Mixed stylistic similarities add character. Scale/economic diversity/ possibility to age in place/different housing types are good.
 - Small multi family or town homes such as duplexes/triplexes. Style should be easier to integrate into residential neighborhoods than large multi-family apartments.
4. Any other general feedback on this objective?
 - Need smaller entry-level homes; shipping container housing → likely would be attractive to young professionals

Objective 4.2 – Missing Middle Housing:

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

1. Is the intention of this objective clear to you?
 - Incredibly broad and ambitious, almost like a goal.
 - It has a lot of “solution language”
 - Suggest use term “spectrum of affordability”
 - It needs to be more quantitative. Add healthcare. It’s very similar to objective 4.1
2. How should we address the duplexes, triplexes, quads, and townhouses that currently exist in many of our in-town neighborhoods (Lafayette Park, Midtown, Myers Park, etc.) that are non-conforming under the current land use and zoning?
 - This is complicated/ should be taken on a neighborhood by neighborhood basis. How do you define “surrounding neighborhood”
3. Could duplexes, triplexes, or townhomes fit into the character of our established neighborhoods?
 - Yes. Why would you not want a mix of housing?
4. Any other general feedback on this objective?
 - Demographics/taste are changing. Affordability is HUGE.

Summary of Public Input on Land Use and Mobility Objectives

Objective 4.3 – Transit Oriented Development (TOD)

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

Objective 4.4 – Transit Adjacent Development (TAD)

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

Objective 4.5 – Trail Oriented Development (TrOD)

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

1. Are the intentions of these objectives clear to you?
 - Yes. But clarify if trails are paved or unpaved.
2. How would you measure success in achieving these objectives?
 - Trails are great with light and safety. Make sure transit is better/ more available.
3. What are some ways that we can better incorporate transit into our new developments and redevelopments? Are there specific corridors in town that are best suited to accommodating TOD, TAD, TrOD?
 - Shorter headways
4. How can we better support transit and increase connectivity through our public infrastructure and land use decisions?
 - Invest in transit. Make sure ALL bus stops are covered/add wider sidewalks/more sidewalks.
4. What areas are most suitable for new mixed-use developments and redevelopments with shared-use paths and trails?
 - Old Bainbridge road across from the Health Dept. Tennessee by FSU- take away a driving lane and add a lane for bus/bike/wider sidewalks/protected from cars
5. Any other general feedback on this objective?
 - Love these objectives!

Objective 4.6 – Affordability:

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

Summary of Public Input on Land Use and Mobility Objectives

1. How would you measure success in achieving this objective?
 - Look at the MSA and compare it to other similar communities to compare diversity of housing options and spectrum of affordability.
2. What does affordability mean to you? What land use decisions are needed to increase affordability? How does location of housing factor into affordability?
 - If you can live near good schools and feel safe.

Objective 4.7 – Family Heir Subdivisions:

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

1. Any other general feedback on this objective?
 - People don't like these regulations because they tell someone what to do on their own property.

Summary of Public Input on Land Use and Mobility Objectives

Goal 5: A Balanced Transportation Network

Objective 5.1 – Context Mobility:

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

1. Is the intention of this objective clear to you?
 - Not clear what is meant by “the physical setting.”
 - Mostly. Sounds good. Maybe change “reflect” to “be compatible with”
 - No. this didn’t make me think of the FDOT context classification.
2. How would you measure success in achieving this objective?
 - Transportation modeshare
 - How many people are walking, biking, etc.
 - Fewer Deaths
 - Connectivity in the MMTD
 - Connectivity/ability to access spaces by your chosen mode/ neighborhood connectivity
 - Identify which roads this may affect, prioritize them and then track the conversion to a more context-appropriate transportation system.
 - Preservation of environmental resources (i.e. canopy roads)
3. What are the major differences in transportation needs of our context areas? How are their needs the same?
 - All areas → need to be safe for all ages and abilities for all modes.
 - Rural areas need more cycling than walking infrastructure
 - Downtown neighborhoods need safety → as safe as suburban streets; currently safety conditions are a detriment to biking and walking
 - Equal transportation choices between areas when it comes to biking
 - Public transportation in urban context.
 - Bike infrastructure -- urban and suburban
 - public transit urban
 - suburban commuter rail/---rural --
4. How do we prioritize resurfacing, restoring, and rehabilitating our transportation facilities to match their context areas?
 - Focus on the MMTD
 - Need viable public transportation options in the area
 - Prioritize more populous areas and lower income areas
 - Prioritize shelters where people most utilize transit
 - Look to safety first. Add sidewalks for connectivity. Add wider, separated facilities. Better route education. Add bus service to the County. Add shaded transit stops and more transit stops. Add a bus route that includes the airport.
 - Safety concerns, age of community, time since last maintenance level of use.
 - Protect canopy roads

Summary of Public Input on Land Use and Mobility Objectives

- Add bike lanes that are protected. Sidewalks.
5. Any other general feedback on this objective?
- I feel a minimum level should be met which means raising up older areas in greater need.
 - Policy for linear transportation in canopy roads sidewalks.
 - Need “continuity” between contextual areas/last mile multimodal transportation.

Objective 5.2 – Complete Streets:

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

1. Is the intention of this objective clear to you?
 - How do you balance safety with convenience?
 - “context-sensitive” can be confusing
 - Suggest changing “operate” to “maintain”
 - What does safety mean to you?
 - People aren’t dying
 - Measuring where people are using bike lanes and sidewalks
 - Allowing for modern transportation options
 - Don’t use sharrows
 - Yes. Good objective.
 - What about conversion of existing streets?
2. How would you measure success in achieving this objective?
 - Usage
 - Dedicated facilities to non-motorized pedestrian uses
 - Percent of streets that are “complete”
3. What is your ideal:
 - a. Local street (neighborhood streets)
 - Slow, cheap(?), neighborhood streets; used for getting through the neighborhood
 - Beard and Seminole are good
 - b. Collector (e.g. Brevard St., 7th Avenue, Jackson Bluff Rd., etc.)
 - Linking local streets
 - Blairestone is good. Franklin Ave/FAMU Way are good.
 - c. Arterial (e.g. Tennessee St., Monroe St, etc.)
 - Higher speed; no retail
 - All three need pedestrian, bike, and care facilities; separation of modeshare
 - Franklin Boulevard and FAMU Way are great streets
 - Monroe is awful.

Summary of Public Input on Land Use and Mobility Objectives

- Participants would narrow lanes to add additional facilities like for bicycling/bus only/ or wider sidewalks.
4. Are you able to walk, bike, or use public transportation in your neighborhood; if not, what are the major impediments?
- Not effectively for some; fast speeding cars, disconnected sidewalks
 - No bus access to Indianhead. Participants would like to use public transportation but have to cross a large road. Connectivity is key and is lacking, especially between Magnolia and Blairstone. Tallahassee/Leon County needs more connectivity between neighborhoods. Especially some midtown neighborhoods.
 - Yes, but quiet street. No sidewalks
 - Public transit spots not well marked*collection spots within neighborhoods.

Objective 5.3 – Bicycle Facilities:

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

1. Is the intention of this objective clear to you?
 - “Direct” should be changed to “efficient”
 - Add parking to objective language
 - Marking needs to be clear for ease of use.
 - Yes
 - Diverse road and mountain commuter biker
 - Needs to include racks
 - Different bicycle group
2. How would you measure success in achieving these objectives?
 - More usage, less deaths/injuries/collisions
 - Network connectivity indicators. Quantify connectivity. Is it safe?
 - Bike lane/per active population within urban core.
 - Number of people using it bicycle friendly stations
 - Objective indicators of network connectivity
3. What are your expectations for bicycling in:
Rural areas? Sub-urban areas? Urban areas?
 - Shared use trails separated from roads/highways in rural areas
 - MMTD needs to have all modes accounted for
 - Sub-urban – have bike blvds that connect to urban areas.
 - Urban – get anywhere safely and conveniently.
 - Suburban bicycle boulevards connecting to co---areas
 - Urban to get anywhere I want to safely within urban

Summary of Public Input on Land Use and Mobility Objectives

4. On constrained facilities, how should user priority be determined?
 - Context specific
 - Duval and Bronough, 3 lanes but no bike lanes; prioritize a bike lane
 - Off campus housing → most people use bikes or scooters, but never seen individuals using bike lanes at Stadium and Pensacola, are bike lanes there because they're needed, or just because they're required?
 - Should be intentional about bike lanes in places people will actually use them
 - Most vulnerable uses should be prioritized
 - Also existing bike lanes and sidewalks should be prioritized
 - Look at the most vulnerable user. For example, Tennessee street near campus has a LOT of pedestrians. Plan for those users. Add bicycle parallel corridors if pedestrians need to take precedence.
5. Any other general feedback on this objective?
 - We have major connectivity issues
 - Should have slow and fast lanes for biking
 - Need more off-road trails
 - Need bike counters, allow for innovative tech/tools to measure
 - Bike racks, bike washes for mountain bikes, parts vendors allowed at trail heads
 - Need bike share
 - Need better signage to find trail heads
 - Concern about vagrants or crime*have a community program to monitor trails on a regular basis.

Objective 5.4 – Pedestrian Facilities:

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

4. Is the intention of this objective clear to you?
 - Yes.
5. How would you measure success in achieving this objective?
 - Add lighting. Measure use, measure safety, see how walkable the space is, look at connectivity, and visual growth.
 - Miles of sidewalks compared to auto miles?
6. How would you define aesthetically interesting? What would make the walking environment comfortable for you?
 - Shade; different development types/fenestrations/etc.
 - Signage designed at the human scale
 - Awnings, landscapes, materiality change at crosswalks (i.e. concrete sidewalk to brick), lighting
 - Designing for people

Summary of Public Input on Land Use and Mobility Objectives

- Scale, covering, look at Winter Park
 - Add shade trees, landscaping, add buffers. Prioritize the buffer. Add benches, water fountains, etc.
 - Evening Rose is a good example.
 - Participants liked Gaines, midtown, downtown, Cascades park, etc.
- 7. What are your expectations for walking in: Rural areas? Suburban areas? Urban areas?
 - How do we treat pedestrians in suburban areas
 - Need better signage for pedestrian and bikes; St. Marks Trail signage
 - Rural Areas – sidewalks aren't always necessary
 - Suburban – sidewalks may be necessary.
 - Urban – people should be able to get where they're going easily and safely, on a network.
 - All areas should provide safe walking.
- 8. How would you prioritize the following pedestrian facility elements?
 - a. Sidewalk width – 3
 - b. Separation of sidewalk from curb – 1
 - c. Street trees between curb and sidewalk – 2
 - d. Street trees between sidewalk and building façade – 4
 - Street trees between curb and sidewalk, but at the very least separation of sidewalk from the curb
 - Safer for pedestrians
 - Employ rain garden approaches in tree/landscape areas or French drains.
 - Context is important
- 9. Does the priority of pedestrian facility elements change in rural, suburban, and urban areas?
 - Yes
 - Urban areas higher priority
 - No, want them everywhere but should be where people are
- 10. Any other general feedback on this objective?
 - Pedestrian signal where there is a crosswalk. Add more RRFB's, add more crosswalks, especially at Magnolia and Park. Channel people to crossings.
 - Need shorter distance across the street at intersections for better pedestrian safety. Sidewalk bump outs at intersection can also provide some protection.
 - Connectivity between adjacent communities and office properties.

Objective 5.5 – Transportation Demand Management:

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

Summary of Public Input on Land Use and Mobility Objectives

1. Is the intention of this objective clear to you?
 - No. Revert to previous language, as it's clearer.
 - Yes
 - Sounds like a data driven approach.
 - Need to balance the current community trend with the way future land use trends.
2. How would you measure success in achieving this objective?
 - Less congestion; reduced VMTs
3. What strategies would you implement to reduce demand on our transportation system (shared parking, parking pricing, ridesharing programs, etc.)?
 - Ride share and park and rides
 - Stagger work hours. Add park and ride facilities.
4. How should we plan for the effects/impact of autonomous vehicles?
 - Could have more traffic, less parking issues; need loading and unloading zones

Objective 5.6 – Transportation for the Disadvantaged:

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

1. What strategies should we implement to improve transportation for the disadvantaged?
 - Add kneeling buses. Add more small vehicles for peak hours. The more often non-disabled people use buses, the more others can use them.

Objective 5.7 – Transit:

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

1. What would you require to utilize a park and ride service? What would it take for you to utilize transit on a daily basis? Is mass transit (beyond buses) feasible for Tallahassee-Leon County?
 - The participants would use park and ride. They would like to know where they can park NOW, if they want to park and ride the trolley or the bus. Mass transit beyond buses is not feasible for TLC.
2. Any other general feedback on this objective?
 - Add a stop for the airport (not its own route). Add a downtown, southside shuttle. Add more buses at peak hours.

Summary of Public Input on Land Use and Mobility Objectives

Objective 5.8 – Aviation:

Provide airport facilities to meet the demand for commercial service, cargo, military, and general aviation services and to enhance aviation and airport development opportunities, with sensitivity to protecting existing residential and natural resources adjacent to the airport.

1. What land uses are needed near our airport? Other than “cheaper flights” what do we need to improve our airport?
 - Add a hotel and some amenities.

Objective 5.9 – Intergovernmental Coordination:

Effectively address and manage transportation systems that extend beyond jurisdictional boundaries in ways that reflect the importance of context and scale at the neighborhood, city, county, and regional

Objective 5.10 – Network Connectivity Improvements:

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

1. What are our major connectivity needs? What parts of our community are most isolated?
 - Add connectivity to Goose Pond Trail. Add pedestrian access across Apalachee pkwy.
2. Any other general feedback on this objective?
 - Add multi-use pathways. Weigh electric vehicles v. peds v. bikes. People should be able to cut through neighborhoods.

Final Questions

1. Do you believe that the proposed objectives if achieved, will meet this goal?
2. If not, what objectives would you add to this goal?
 - Add multi-use pathways. Weigh electric vehicles v. peds v. bikes. People should be able to cut through neighborhoods.

Summary of Public Input on Land Use and Mobility Objectives

Appendix A: Unabridged Comments Online Workshop

Theme 1 - Affordability

Q1 How important is this issue? (0 being not important and 10 being very important)

Answered: 115 Skipped: 0

ANSWER CHOICES	AVERAGE NUMBER	TOTAL NUMBER	RESPONSES
	8	892	115
Total Respondents: 115			

#		DATE
1	8	9/18/2019 9:57 AM
2	9	9/17/2019 11:22 AM
3	10	9/16/2019 10:49 AM
4	9	9/12/2019 6:49 PM
5	10	9/12/2019 2:34 PM
6	5	9/12/2019 2:33 PM
7	9	8/2/2019 7:28 PM
8	10	7/31/2019 2:35 PM
9	7	7/24/2019 7:37 AM
10	3	7/18/2019 2:21 PM
11	10	7/17/2019 8:17 PM
12	5	7/17/2019 3:52 PM
13	4	7/17/2019 3:43 PM
14	5	7/17/2019 3:41 PM
15	2	7/17/2019 3:40 PM
16	0	7/17/2019 3:27 PM

Summary of Public Input on Land Use and Mobility Objectives

17	10	7/17/2019 3:20 PM
18	5	7/17/2019 2:46 PM
19	10	7/17/2019 1:59 PM
20	8	7/17/2019 11:10 AM
21	8	7/17/2019 10:04 AM
22	8	7/17/2019 9:58 AM
23	2	7/16/2019 10:29 PM
24	7	7/16/2019 8:11 PM
25	8	7/16/2019 5:47 PM
26	7	7/16/2019 5:13 PM
27	10	7/16/2019 2:59 PM
28	3	7/16/2019 2:36 PM
29	5	7/16/2019 1:50 PM
30	9	7/16/2019 12:59 PM
31	5	7/16/2019 12:45 PM
32	5	7/16/2019 12:23 PM
33	10	7/16/2019 11:39 AM
34	10	7/16/2019 11:21 AM
35	9	7/16/2019 11:14 AM
36	7	7/16/2019 11:06 AM
37	10	7/16/2019 10:46 AM
38	5	6/16/2019 1:33 PM
39	10	5/14/2019 11:41 AM
40	9	5/6/2019 7:41 AM
41	5	4/29/2019 4:29 PM
42	9	4/22/2019 1:00 PM
43	10	4/17/2019 5:16 AM
44	9	4/9/2019 3:11 PM
45	5	4/9/2019 2:25 PM

Summary of Public Input on Land Use and Mobility Objectives

46	10	4/3/2019 11:16 AM
47	7	4/2/2019 3:17 PM
48	10	4/2/2019 2:45 PM
49	8	4/1/2019 3:33 PM
50	10	3/29/2019 8:36 AM
51	9	3/27/2019 1:47 PM
52	10	3/27/2019 10:00 AM
53	7	3/26/2019 9:25 PM
54	10	3/25/2019 10:53 PM
55	10	3/22/2019 4:24 PM
56	9	3/22/2019 1:10 PM
57	10	3/19/2019 10:30 PM
58	9	3/19/2019 6:34 PM
59	10	3/19/2019 1:51 PM
60	8	3/19/2019 12:12 PM
61	10	3/19/2019 4:04 AM
62	5	3/18/2019 4:13 PM
63	8	3/17/2019 12:00 PM
64	6	3/15/2019 9:39 AM
65	10	3/14/2019 5:45 PM
66	10	3/14/2019 9:33 AM
67	6	3/13/2019 8:55 AM
68	8	3/9/2019 11:50 AM
69	5	3/8/2019 9:30 AM
70	5	3/8/2019 9:16 AM
71	8	3/7/2019 1:16 PM
72	9	3/7/2019 11:41 AM
73	9	3/6/2019 1:04 PM
74	9	3/6/2019 12:17 PM
75	10	3/6/2019 10:48 AM
76	9	3/5/2019 8:08 AM
77	8	3/4/2019 3:03 PM
78	10	3/4/2019 12:19 PM

Summary of Public Input on Land Use and Mobility Objectives

79	0	3/4/2019 9:41 AM
80	8	3/2/2019 2:47 PM
81	8	3/1/2019 4:43 PM
82	9	2/28/2019 8:15 AM
83	8	2/27/2019 10:19 AM
84	7	2/27/2019 8:53 AM
85	10	2/27/2019 7:36 AM
86	9	2/26/2019 2:08 PM
87	7	2/26/2019 11:11 AM
88	6	2/25/2019 11:47 AM
89	10	2/25/2019 11:31 AM
90	7	2/25/2019 10:45 AM
91	10	2/25/2019 10:29 AM
92	5	2/25/2019 8:31 AM
93	2	2/23/2019 10:31 PM
94	10	2/23/2019 5:38 PM
95	9	2/23/2019 3:01 PM
96	7	2/23/2019 11:35 AM
97	10	2/23/2019 10:48 AM
98	4	2/23/2019 8:50 AM
99	2	2/22/2019 9:11 PM
100	8	2/22/2019 7:02 PM
101	8	2/22/2019 4:33 PM
102	10	2/22/2019 4:12 PM
103	9	2/22/2019 2:51 PM
104	10	2/22/2019 2:21 PM
105	10	2/22/2019 2:17 PM
106	8	2/22/2019 1:43 PM
107	10	2/22/2019 1:40 PM
108	10	2/22/2019 11:51 AM
109	10	2/21/2019 11:56 AM
110	10	2/21/2019 10:26 AM
111	8	2/20/2019 5:25 PM

Summary of Public Input on Land Use and Mobility Objectives

112	5	2/20/2019 1:38 PM
113	5	2/19/2019 8:03 PM
114	7	2/19/2019 7:51 PM
115	10	2/19/2019 5:05 PM

Q2 Why did you choose this level of importance?

Answered: 92 Skipped: 23

#	RESPONSES	DATE
1	The community will be able to retain college graduates. More home ownership makes for a better overall community.	9/18/2019 9:57 AM
2	2) Housing Affordability is Critical to a vital and robust economy and provides an opportunity for people to move into the middle class, while enabling divers communities.	9/17/2019 11:22 AM
3	Our city relies on low wage jobs & creative community that also need safe affordable housing to survive	9/16/2019 10:49 AM
4	Housing and transportation are the two biggest household expenses. More funding needs to be provided to StarMetro so they can provide more frequent servic.	9/12/2019 2:34 PM
5	I'd like to have a place to start my business, but everything is to expensive. I also shouldn't have to break the bank to live and commute in Tallahassee. I'm not fortunate enough right now to make over \$100,000 in live comfortably here.	8/2/2019 7:28 PM
6	Without workforce housing, all the development in the world is of no use. Transportation to and from home to the workplace is critical for lower-income, workforce families. The balance of development with job opportunities and workforce workshops, job interviews, career fairs are critical. Jobs are available, but how do we get the word out about them - Take them to the communities!	7/31/2019 2:35 PM
7	I feel that housing in Tallahassee is generally very affordable for people in the middle class. When you compare housing prices here to New York or San Francisco, our housing prices are still quite affordable. However, I do feel that lower income people could use some help in realizing the dream of home ownership and that will require some government involvement to create homes that are subsidized. What I don't want my tax dollars to do is create the slums of tomorrow. I want such homes to be integrated into existing neighborhoods and for them to be creatively designed, attractive, nicely landscaped and so on. Otherwise, you just create ghettos. We have all seen "the projects" and they are just soul-less places to live that lower the property values of adjacent homes. They are also crime incubators.	7/24/2019 7:37 AM
8	Placed only in lower priced neighborhoods which lowers price even more	7/18/2019 2:21 PM
9	The people who live in a city should be able to afford to live there.	7/17/2019 8:17 PM

Summary of Public Input on Land Use and Mobility Objectives

10	Maintaining characteristics that make Tallahassee unique more important.	7/17/2019 3:43 PM
11	Cost of land and infrastructure in Tallahassee isn't an issue. Lands and development is quite cheap compared to other areas of the state.	7/17/2019 3:27 PM
12	Objective	7/17/2019 2:46 PM
13	This is the backbone of a community. Supporting affordable housing, the ability to go to and from work/home/etc; and the ability for growth in the local economy	7/17/2019 1:59 PM
14	Affordable housing is an important issue, there is a significant issue of the "have & have not" in Tallahassee, this goes along with transportation. Empty retail space in strip malls degrades a whole neighborhood.	7/17/2019 11:10 AM
15	I want to afford to live in a nice home and neighborhood, and I want those struggling more than me to have that option too	7/17/2019 9:58 AM
16	I think providing better job opportunities is more important than affordable housing	7/16/2019 10:29 PM
17	Alternative transportation is important to me. I am a cyclist who used to be able to bike to work, but now I cannot get safely across the interstate.	7/16/2019 5:47 PM
18	People of all income levels should be able to purchase or rent affordable housing	7/16/2019 5:13 PM
19	Without safety, housing is not highest priority.	7/16/2019 1:50 PM
20	If people cannot afford, where are they going to live? Our homeless population is already growing and if business and retail spaces are not available and affordable, then people have to drive long distances for bargains which means we need better transportation options as well	7/16/2019 12:59 PM
21	I am retired and plan to stay in my present neighborhood.	7/16/2019 12:45 PM
22	There are so many houses that are sitting empty inside the city limits and bus lines that could be refurbished for people to live in...we need better, more creative options, not more building of housing. As far as office and retail space for entrepreneurs, some sort of "co-housing" of services/space might be nice, like DOMI Station along with places to connect, but isn't that what The Chamber, Business-leads groups, and very basically, coffeehouses are for?	7/16/2019 12:23 PM
23	Lower income residents and families must have options or add to the homeless count.	7/16/2019 11:39 AM
24	The housing costs have gone up without there being any real new amenities being added (ie. Centre of Tallahassee now being state offices and the slow crawl on the new mall at CCNW and I10). Also the city seems to be lacking in transportation. More electric busses and make sure they are reaching as many people as possible.	7/16/2019 11:21 AM
25	it is very difficult to get around without a car, which makes living here hard to afford	7/16/2019 11:14 AM
26	It doesn't impact me very much.	7/16/2019 11:06 AM

Summary of Public Input on Land Use and Mobility Objectives

27	They are all necessary for our community to grow and thrive.	7/16/2019 10:46 AM
28	I still drive and own my home.	6/16/2019 1:33 PM
29	Because I've I live in the rural community and know the importance of transportation.	5/14/2019 11:41 AM
30	my children; too many landlords in tally, driving up prices	5/6/2019 7:41 AM
31	My practice (of law) is primarily serving indigent parents in dependency; affordable housing for this population is required in order for their children to be returned to them.	4/22/2019 1:00 PM
32	I walk and ride the bus, lots of cross walks don't hive enough time or are broken!! Also as a person on disability this town has no where to stay, the place I'm forced to stay treats me unfair because I pay less than others!!	4/17/2019 5:16 AM
33	This talks to equity to all segments of the population. Opportunities for all not limited by one's income or ability to pay.	4/9/2019 3:11 PM
34	Because the question is so general, addresses very different issues -- housing, transportation, business that it loses any punch. Do I have the same level of importance for each of the three? No.	4/9/2019 2:25 PM
35	Because the Comp Plan is the founding document for what we want Tallahassee to look like in the future. It governs all permitting and planning from here on out.	4/3/2019 11:16 AM
36	We all have to live somewhere or else be homeless! And our city already has too many homeless families. I see the push to taking down affordable homes and building giant homes even in my own neighborhood, and old grandfathered apartments becoming pricy condos.	4/2/2019 2:45 PM
37	Housing, there are not enough entry level homes	4/1/2019 3:33 PM
38	Affordable housing and transportation is key for all citizens within the city. If citizens are paying over 50% of their monthly income on housing it puts a financial strain that will affect other aspects of their life such as their health.	3/29/2019 8:36 AM
39	Affordable housing is usually inadequately addressed in community planning. I will probably be needing alternative transportation options in the years to come.	3/27/2019 1:47 PM
40	Housing prices often segregate communities by economic class, and forces lower income workers to travel much further for work	3/27/2019 10:00 AM
41	They are inter-related and touch on other considerations in the Comp Plan, including a healthy economy and an engaged citizenry.	3/26/2019 9:25 PM
42	Critical to quality of life in community	3/25/2019 10:53 PM
43	When looking at the median income of Tallahassee Residents being in the \$40,000 range... they need housing in the \$175,000 range. This ensures that these buyers are not living beyond their means and getting themselves into financial trouble. Take a look at what is being built.... Trust me it is not \$175,000! City needs to look at how builders can find buildable land for affordable housing in areas that families and retirees want to live.	3/22/2019 4:24 PM

Summary of Public Input on Land Use and Mobility Objectives

44	on a fixed retirement income, affordability is always very important to me and convenience of services and transportation to/from said services (retail, health providers etc) at a reasonable cost is critical to quality of life while staying in my own home	3/19/2019 10:30 PM
45	Affordability of housing, transportation, and business will benefit everyone involved. While many people may be able to afford housing and transportation, lower costs of these will liberate these people's economic means toward other uses, for example, entrepreneurship. Similarly, lower costs of business spaces will allow for more opportunities for businesses to start profitably and more freedom for them to direct resources toward growth and diversification.	3/19/2019 6:34 PM
46	I am a father of 4 working for a small business and make a moderate income.	3/19/2019 1:51 PM
47	pricing for housing and businesses make or break every city or town. if you want a vibrant economy, then you need to attract people who will make it vibrant. how do you do that? either by attracting companies that will pay employees handsomely or by developing appropriately so that people will want to live there. affordable housing is even a prerogative in cities with large corporations for in order to keep any economy alive, there must be people of all skill sets. I.E., how do you get your coffee in the morning after filling up your gas tank in your car and then driving to work. answer: you need people who maintain roads, work at gas stations, serve you coffee, etc. as such, affordable housing is critical for the economy.	3/19/2019 12:12 PM
48	These are the core issues that determine how flexible my budget of time and money are managed	3/19/2019 4:04 AM
49	Tallahassee already has really low housing prices when compared to state and national trends. Why are we trying to solve wage problems with housing? This seems like a terribly misplaced priority.	3/18/2019 4:13 PM
50	Based on my experience of living in Tallahassee my whole life and being a Realtor and seeing the increase in housing cost.	3/17/2019 12:00 PM
51	Need balance for diverse community	3/15/2019 9:39 AM
52	Tallahassee is young enough to not repeat the mistakes of other cities like Austin or the Bay Area by becoming too expensive for long time residents to afford to live here.	3/14/2019 5:45 PM
53	Because sometimes you have to pay more than you want to have it done right!	3/9/2019 11:50 AM
54	The bus system losing money as it is - make a looser even bigger, so we can lose more money? Not smart...The use of smaller sized buses can be a solution....	3/8/2019 9:30 AM
55	while important is not top objective.	3/8/2019 9:16 AM
56	Because planning for the future is important and high density housing with easy bus access is the closest Tallahassee will ever get to a Subway	3/7/2019 1:16 PM
57	The affordability of housing, transportation, and resources for small businesses is fundamental to providing a sustainable and just economic system within our community.	3/7/2019 11:41 AM
58	Too many citizens of limited means are unable to afford adequate housing without subsidies.	3/6/2019 1:04 PM

Summary of Public Input on Land Use and Mobility Objectives

59	I am a Realtor, moderate housing prices are an incentive for moving buyers	3/6/2019 12:17 PM
60	I want sustainable city.	3/6/2019 10:48 AM
61	If there is not affordable housing, transportation or rental space for small businesses then you exclude all sorts of people from this community.	3/5/2019 8:08 AM
62	Leon County has always been a place of the haves and the have nots. We can't really have a community if the divide gets worse.	3/4/2019 3:03 PM
63	Without affordability of housing/transportation/offices, no one will want to invest in Tallahassee.	3/4/2019 12:19 PM
64	I don't think commingling these three issues is appropriate. We have plenty of office space, even a glut by most estimates. Retail is going away. Why make environmental sacrifices to build things we don't need?	3/4/2019 9:41 AM
65	The issue of affordability is important but there is no information on whether this is a problem in our community.	3/2/2019 2:47 PM
66	No need to leave commercial properties empty for yrs. Why doesn't the commercial rent ever lower yo something affordable?	3/1/2019 4:43 PM
67	Many of the affordable housing options near the universities have been replaced by student housing options. We need to give options to low income families without creating getto pockets in our community. As a woman, I am uncomfortable with the numbers of beggars on the streets and in the parking lots of our city. I do not give to them because I do not want to enable their lifestyles. It would comfort me to know that there are affordable housing options available for them. Too many retail spaces sit empty. I would like to see a requirement that businesses use existing facilities rather than build new ones. I have lived in Tallahassee for over 50 years. I am upset that so many new units do not reflect the charm of our special community... That many of the new buildings look like they should be in South Florida, not here.	2/28/2019 8:15 AM
68	Its important because of the economic impact for increasing the availability of affordable housing in line with those seeking to be employed or opening businesses. Reasonably priced transportation that is consistent and timely supports the consumer side of this element of plan.	2/27/2019 10:19 AM
69	It is important to me as a member of the community but does not directly impact me at my stage in life. Though I'm really not familiar with all these issues.	2/27/2019 8:53 AM
70	Housing, transportation, and small business create opportunity.	2/27/2019 7:36 AM
71	housing and businesses should be connected by a system of multi-use trails so that citizens can safely move around town without the need of a vehicle. Small businesses should be allowed in and near neighborhoods to reduce transportation.	2/26/2019 2:08 PM
72	I think Tallahassee is an affordable City currently. Planners, developers, and others will need to ensure we maintain a level of affordability that is commensurate with wages in the area. Otherwise we run the risk of increasing social and economic disparities in this wonderful city.	2/25/2019 11:47 AM

Summary of Public Input on Land Use and Mobility Objectives

73	Families and retirees alike are looking for affordable housing, not the high-end, half-million dollar and more offerings that keep getting built. People want homes under \$250,000, roughly 1200 sq ft. Local businesses are being pushed out of their rented spaces so that space can be rebuilt or "redeveloped" bringing the space to a rental fee the local businesses can no longer afford. These local businesses are then being replaced by national chains, especially mattress stores and car washes.	2/25/2019 11:31 AM
74	Affordable housing should be priority #1 Tallahassee per capita income is low and urban sprawl is happening more due to the low access to affordable housing in the downtown area-and surrounding area.	2/25/2019 10:29 AM
75	Inexpensive housing means cheap and non sustainable materials. It's a short term fix for long term issues. Cheap housing also hurts the surrounding market, depleting value everywhere. They are thrown up quickly with plans to not last the test of time, causing more trash in the long run and hurting surrounding already established homeowners and the environment.	2/23/2019 10:31 PM
76	Pedestrian transportation is critical to our society and we need to find ways to increase the pedestrian miles/day	2/23/2019 5:38 PM
77	I have heard it is very costly to start small businesses in this city. We need more retail and restaurant options, especially on north monroe and downtown (not expensive hotels no one will want to stay in due to lack of amenities).	2/23/2019 3:01 PM
78	My now adult children had a hard time finding decent affordable housing when they were first moving out	2/23/2019 10:48 AM
79	Housing should be built well considering the chances of hurricanes and tropical storms. And sometimes that means that housing is going to be pricey. However, if some of the costs can be reduced (like unreasonable costs for irrelevant regulations) but maintain STRONG, storm resistant housing.	2/23/2019 8:50 AM
80	When I see neighborhoods going up around town, they tend to be mid to upper scale. It IS possible to have a nice home that costs well below \$200,000. Regarding transportation, kids today are in no hurry to drive and the stigma of riding the bus is no longer a big thing.	2/22/2019 7:02 PM
81	Transportation seems to be scarce beyond the Super Walmart on Apalachee Pkwy. Affordable housing for low income families is very limited. Making use of existing retail/commercial structures or sites instead of creating more sprawl is a more responsible use of land.	2/22/2019 4:33 PM
82	They are essential for retaining young professionals and creating working environments for startups.	2/22/2019 4:12 PM
83	Public Transportation is practically nonexistent in County. The bus service is not a stand alone effective means of transportation for the wide area of Leon County and does not bring the city	2/22/2019 2:51 PM

Summary of Public Input on Land Use and Mobility Objectives

or county into the transportation future many other cities are now pursuing. Intercity rail service, connecting service to county areas. Building more roads, cutting down more forests and using small business a reason is a coverup for big developers to move in..Waluanee is an example of disgraceful development and unsustainability. Our Canopy Roads are Tallahassee's symbol of Living and everyday the city and county rubberstamp for development without consideration of sustainability or climate change in the name of so called Economic development. Low Income Housing is often pushed to south areas of Leon County..this is a shame not only to our citizens but to our City.

84	Obviously everyone deserves and appreciates affordable housing..... Anyone who cannot afford their own vehicle need options for affordable and appropriate transportation. Small businesses are the backbone to any community and having spaces available for them to affordably operate out of is obviously important as well.	2/22/2019 2:21 PM
85	Tallahassee needs to keep affordable rent a top priority; the community is pretty starkly divided economically between the haves and the have-nots, and rent increases can jeopardize our impoverished communities.	2/22/2019 2:17 PM
86	Affordability should be seriously addressed across the Comprehensive Plan to ensure that the goals and objectives in the plan focus on equity.	2/22/2019 1:43 PM
87	People need a afford a place to live. Transportation is extremely important to me because I do not drive, due to low vision. Small businesses need space, thought what I hear, Tallahassee has unoccupied places, yet new buildings are built. Is it because small business can not afford the rent of unoccupied places?	2/22/2019 11:51 AM
88	Affordability is important in meeting the needs, and for inclusion, of a whole cross-section of folks in our community.	2/21/2019 11:56 AM
89	having the city be user friendly and feel safe	2/21/2019 10:26 AM
90	Depends on how affordability is defined...	2/20/2019 1:38 PM
91	Such an open ended question. What do you mean by - how important? Do you really mean should the county subsidize it!	2/19/2019 8:03 PM
92	All of these goals are important and should not be ranked against each other	2/19/2019 7:51 PM

Q3 How do you define affordability?

Answered: 89 Skipped: 26

#	RESPONSES	DATE
1	Salaries for local jobs enable people working full time to have a home, healthcare, education, healthy food and access to transportation.	9/18/2019 9:57 AM
2	Affordability is not having to live on the brink of an eviction notice if your hours get cut. Affordability is the safety of a home without the stress of instability.	9/17/2019 11:22 AM
3	Where a minimum wage person can pay 30% or less Of their income to rent or own Where housing stock Is maintenance is included in the cost analysis	9/16/2019 10:49 AM

Summary of Public Input on Land Use and Mobility Objectives

4	Make sure the housing cost and rental costs are in a proper perspective. Plan for enough affordable housing that aligns with the population equally. No need to over-build. Also as with ALL building, all building must keep Tallahassee's heritage trees, plan around the cutting of trees.	9/12/2019 6:49 PM
5	Being able to take care of all of my bills, and look after my family well not breaking the bank or living paycheck to paycheck.	8/2/2019 7:28 PM
6	25% income should be able to be allocated/budgeted from salaries to housing. It is the only way for families to thrive. So - look at median incomes, job creation with this in mind and then build what is needed and AFFORDABLE for this workforce.	7/31/2019 2:35 PM
7	It depends on what a person wants to buy. But in general, I would say that affordable housing should not cost more than 25%-30% of a person's income. That is based not on any study I have seen, but just on my own life experience.	7/24/2019 7:37 AM
8	What an individual can afford to pay and still raise a family	7/18/2019 2:21 PM
9	If someone is working a low-wage job and works full-time, whatever they can afford for housing should be the definition of "affordable housing."	7/17/2019 8:17 PM
10	A reasonable percentage of your total budget.	7/17/2019 3:43 PM
11	Whatever the market will bear.	7/17/2019 3:27 PM
12	Know the average annual take home pay for individuals in Tallahassee. Ask lenders what the "affordable" \$ is for that take-home. Additionally, find out the % of families living within 20% of the poverty line. Ask lenders what "affordable" \$ is for that demographic. Then work to get builders to direct their attention to those people.	7/17/2019 3:20 PM
13	Being able to consistently plan to pay for something without it feeling or becoming burdensome.	7/17/2019 1:59 PM
14	Something that is within the budget of a full-time worker with only one job.	7/17/2019 11:10 AM
15	A roof, bedroom, bathroom, and kitchen paid for with the work available to a minimum wage worker with room for other needs like food, communication, and the ability to improve one's wealth status.	7/17/2019 10:04 AM
16	Cost of buying or renting a home in good repair and suitable to a family, of needed, on the average income of the majority of residents (not skewed by those whose income is 6 figures or more).	7/17/2019 9:58 AM
17	The average paid salary with dual income can afford to buy the standard 3 bedroom home in a safe neighborhood	7/16/2019 10:29 PM
18	Depends on what items we are defining affordability for. There should be safe, decent housing available that takes up only 1/4 family or person making minimum wage monthly income.	7/16/2019 5:47 PM
19	I suppose we would need to look at the Tallahassee population and the percent who fit into the lowest income level. Then affordable housing would be housing that would fit within a reasonable budget for the average income within this level.	7/16/2019 2:59 PM

Summary of Public Input on Land Use and Mobility Objectives

	All new affordable housing would need to have features that would keep utility and maintenance costs low. I don't know if this is possible.	
20	Affordable for average household.	7/16/2019 1:50 PM
21	Based on square footage and the median income for the neighborhood, prices must be fixed.	7/16/2019 12:59 PM
22	Something that isn't going to create an inordinate amount of hardship: not having to choose between food and medicine, the light bill or prescriptions.	7/16/2019 12:23 PM
23	Housing should be no more than 30% of person's income.	7/16/2019 11:39 AM
24	There are areas of town that the housing is much higher than the area deserves. Also, making sure that when you make income based housing it is safe and it doesn't get rundown.	7/16/2019 11:21 AM
25	being able to meet ones basic needs(food , shelter, transportation) on 2 minimum wages	7/16/2019 11:14 AM
26	Varying price points that allow people with different levels of income to enter and grow in the marker.	7/16/2019 11:06 AM
27	Something where taxes, utilities and rent/mortgage are within reach of income	7/16/2019 10:46 AM
28	Affordability would be helping low income people to afford adequate living.	5/14/2019 11:41 AM
29	rent control; Habitat for humanity	5/6/2019 7:41 AM
30	rent based on income and family members	4/22/2019 1:00 PM
31	Somewhere you can afford bills and to have necessary things to live.	4/17/2019 5:16 AM
32	As an example, decent housing should not take up the majority of one's income.	4/9/2019 3:11 PM
33	Something is affordable when you have the money to purchase it.	4/9/2019 2:25 PM
34	I am not concerned about affordability. I think we have enough rental housing for young people and people of low to middle income. I don't believe in free housing.	4/3/2019 11:16 AM
35	Places to live for a mix of incomes that have good public infrastructure and schools, with access to transit.	4/2/2019 2:45 PM
36	Affordability is something that an individual can pay for consistently that does not consume their monthly income to allow for other items to be paid for.	3/29/2019 8:36 AM
37	Housing with month;y costs affordable for people making 20-30,000/year.	3/27/2019 1:47 PM
38	housing options that line up with average incomes	3/27/2019 10:00 AM
39	When the head of a household can work one job and pay for life's necessities, healthcare, housing, food, transportation with some left for savings and fun.	3/26/2019 9:25 PM
40	The ability to bear the costs of both essential and optional elements of ones societal needs within constraints imposed by costs and available discretionary and nondiscretionary income.	3/25/2019 10:53 PM

Summary of Public Input on Land Use and Mobility Objectives

41	In regards to housing, a person should not pay more than 25% of their monthly take home pay on their mortgage...	3/22/2019 4:24 PM
42	a reasonable price for the service provided, value for money, likened to a "return on investment"	3/19/2019 10:30 PM
43	Affordability for living means, generally, that a household can live practicably within its own means. A household living affordably is not borrowing money, accepting risk, compromising on health, safety, or security, or relying on charity or subsidies to meet its living needs. Affordability for business means that new businesses can be started easily, and those with a sound business model can become profitable and pay back the startup cost quickly.	3/19/2019 6:34 PM
44	Being able to purchase without sacrificing other necessities.	3/19/2019 1:51 PM
45	given minimum wage, is it reasonable for an individual (perhaps a parent) to support himself or herself and potentially his or her children when factors such as food, housing, transportation, and emergencies are factored in.	3/19/2019 12:12 PM
46	Not often	3/19/2019 4:04 AM
47	Affordability is extremely relative. Are we looking at trends of housing costs compared to other MSAs our size in the our state, national statistics? Compared to wages? What does it mean to be affordable if wages are too low and don't get higher?	3/18/2019 4:13 PM
48	Living cost are in balance with income. So I would expect local living cost to be in balance with the average income of any particular area.	3/17/2019 12:00 PM
49	Lower to mid income residents are not disadvantaged by corporate interests	3/15/2019 9:39 AM
50	Goods or services priced at levels accessible by people and families who live and work in 3/14/2019 5:45 PM Tallahassee.	
51	Does it line up with my budget.	3/9/2019 11:50 AM
52	The person can find a place (or mortgage payment for 30 % of their income. Rent or purchase. It is responsibility of the person to be able to make as much money they want to afford to live in desired areas.	3/8/2019 9:30 AM
53	to be within one's financial means	3/8/2019 9:16 AM
54	Less than 20% of monthly income needed for housing	3/7/2019 1:16 PM
55	Realistic opportunity to attain adequate resources and shoulder the costs thereof.	3/7/2019 11:41 AM
56	The ability of a person or entity to purchase something at a cost that they can afford (within their budget).	3/6/2019 1:04 PM
57	Within one's financial means, a variety of housing options for everyone.	3/6/2019 12:17 PM

Summary of Public Input on Land Use and Mobility Objectives

58	Not paying half your income to housing. Bus service south of Cap Circle to Woodville.	3/5/2019 8:08 AM
59	The amount required to pay the average rent and feed and cloth and do child care for the number of people who can reasonably fit in the home. (Homes renting for 850 or less and costing less than 90K.)	3/4/2019 3:03 PM
60	Affordability occurs when the majority of citizens can easily and readily pay out of pocket for something.	3/4/2019 12:19 PM
61	Heir subdivision create urban creep and cost the taxpayers more money when services to that area have to be provided by the government.	3/4/2019 9:41 AM
62	Would appreciate knowing how professionals define this.	3/2/2019 2:47 PM
63	Rule of thumb has been in the past. Rent should be in the range of 25 percent of your income. This equals affordable.	3/1/2019 4:43 PM
64	A family with member(s) that hold jobs should be able to live in decent housing. Reliable, accessible transportation should be available, perhaps on a sliding scale, to everyone. People need this for work, shopping and play. It is essential.	2/28/2019 8:15 AM
65	Affordability is the value our citizens can support based on their income. The range must coincide with new entry workers, college graduates, or professionals remaining or returning to Tallahassee.	2/27/2019 10:19 AM
66	Able to afford a place to live, work and way to get around?	2/27/2019 8:53 AM
67	Meets the needs of all income levels reflective of the community.	2/27/2019 7:36 AM
68	Affordable housing should be available to people of low to moderate incomes in all parts of the community.	2/26/2019 2:08 PM
69	People making minimum wage working at least 160 hours per month is more than the average monthly rental or mortgage payment for housing in the community for which they live.	2/26/2019 11:11 AM
70	A cost of living that allows a person or family to live within their means. For businesses, affordability is the cost of doing business that allows the business to generate profits.	2/25/2019 11:47 AM
71	Affordable homes are those that are available for purchase under \$250,000. These spaces should be no more than 1200 sq. ft. Emphasis should be on quality construction, not on highend counter tops and upscale decorations.	2/25/2019 11:31 AM
72	no more than 30% on housing but considering transportation costs.	2/25/2019 10:29 AM
73	Affordability is subjective. I make things affordable by saving money deterring excess needless spending. I make organic food affordable because I budget for it. I make my home affordable because I saved for it. Affordability does not equal cheap or free.	2/23/2019 10:31 PM
74	Affordability of housing is driven by supply and demand in the private sector. Regardless of 2/23/2019 5:38 PM whether our population is growing or shrinking,	

Summary of Public Input on Land Use and Mobility Objectives

where there is a profit motive, demand above the cost of construction will drive an increase in housing. The catastrophe in falling demand, is that neighborhoods will fail as has been shown on the south side of Tallahassee. Always, this is accompanied by a lack of pedestrian safety, pedestrian safety is the key to prevent such an

event in any land use, whether mixed or single use suburban. Affordability should include the total costs; for example sidewalk cost per capita is higher in suburbia than urban densities.

75	Ability for people to live fulfilling lives without having to constantly worry about cost of living.	2/23/2019 3:01 PM
76	Being able to live and raise a family in a safe environment with highschool diploma.	2/23/2019 10:48 AM
77	Living within my means. If I make a lot of money, then I can afford A LOT OF HOUSE. However I don't make as much, then I have to reduce the size of my housing needs.	2/23/2019 8:50 AM
78	Housing that is available at multiple price points in neighborhoods. By that I mean a variety of options in neighborhoods especially ones currently under development. And not all the cheaper ones on one street kind of development.	2/22/2019 7:02 PM
79	Housing that costs less than 1/3 of household income. That include families whose income is derived from service industry jobs paying less than \$12/hr with full time hours for two working adults.	2/22/2019 4:33 PM
80	Able to sustain an reasonable lifestyle for the average working class/middle-class citizen.	2/22/2019 4:12 PM
81	Within one's ability to pay. Tallahassee is fast becoming unaffordable. Housing costs have risen above income. Tallahassee is basically the home of state government and government employees do not make huge salaries.	2/22/2019 2:51 PM
82	Not being broke after your bills are paid.	2/22/2019 2:17 PM
83	The majority of low-income or disadvantaged citizens are able to pay for clean, safe housing that has access to public transit. For businesses, it would be that the majority of small, local businesses have the ability to pay rent/mortgage for a building or space.	2/22/2019 1:43 PM
84	Equity	2/21/2019 11:56 AM
85	within the means of the average person, something someone can reasonable save for or attain	2/21/2019 10:26 AM
86	Access to a the basics needs of life at a low cost.	2/20/2019 5:25 PM
87	Affordability = cost of housing relative to income. Affordable = housing (including shared housing options) that costs less than ~40% of a families income. Hopefully calculations of affordability will recognize that not everyone will be able to afford their own 1,000sf apartment at all stages of their life. Sometimes finding affordable housing will mean sharing with a roommate/family member, etc.	2/20/2019 1:38 PM
88	You own what you earn	2/19/2019 8:03 PM
89	1/3 of income devoted to housing cost	2/19/2019 7:51 PM

Summary of Public Input on Land Use and Mobility Objectives

Q4 Is there anything you would change, remove, or add to these objectives?

Answered: 69 Skipped: 46

#	RESPONSES	DATE
1	Transportation includes trails off roads that create safe travel away from cars and distracted drivers	9/18/2019 9:57 AM
2	We need more flexible zoning districts, and to reduce barriers to plan approvals and cost. The solution to a demand problem is to increase the supply, and we need to increase the supply where it makes sense.	9/17/2019 11:22 AM
3	Remove Lean Urbanism basically allows development to run free & Has creates a planning scheme that is run by developers that change the plan as needed Instead we shoul have a strong plan with CLEAR goals, objectives & policies that Protect the Urban Form & quality of life . When we plan instead of This continued REACT planning scheme the city is in a position to negotiate for sorely needed amenities such as SidewLks Shade in our bus stops & developers beget simple cost reduction & effective options such as less parking Currently planning Fails to follow the Comp plan & Especially the LDC unless citizens are Involved & that's not a guarantee This is a Rick Fernandez unsustainable legacy of Give it away - small businesses small builders cannot compete In the LEAN (misnomer) urbanism	9/16/2019 10:49 AM
4	No	8/2/2019 7:28 PM
5	Yes, make it easier for developers to get around all the hoops of property usage. Open up the doors to development and waive some of the ridiculous fees you have instituted for developers.	7/31/2019 2:35 PM
6	Yes. I am not for reducing regulations. But I am all for making the regulations more creative and incentivizing. Second, I have big misgivings about the heir subdivision. I have seen a lot of abuse of this. I have personally seen examples of owners who subdivided a lot and then the heirs sold to developers. There are examples in the County where heirs then re-subdivided and the resulting lots of many times smaller than the underlying zoning allows. For example, on Sam's Lane (off Bradfordville Road) there are MANY lots that are way smaller than the 3 acre minimum. Many of these heirs do not even live on their lots. There is already a mechanism for giving land to heirs. It is called inheritance.	7/24/2019 7:37 AM
7	Yes: Stop tearing down existing affordable housing and intact communities! It is not just the raw cost of housing that makes it affordable - it the network of social ties and support built over generations that low-income people depend on to get by. When you bulldoze an intact neighborhood of affordable housing like Boynton Still, you're creating housing insecurity because the people must now pay rent or higher rent or are forced to move in with friends or family, and because they are separated from the community that was mutually supportive.	7/17/2019 8:17 PM
8	Should have more restraints on builders and developers not less. Architectural designs need tougher scrutiny.	7/17/2019 3:43 PM

Summary of Public Input on Land Use and Mobility Objectives

9	Yes, less government intervention. Set basic parameters through zoning laws and let the private market dictate growth and cost.	7/17/2019 3:27 PM
10	Develop a far-sighted, long-term plan for underground utilities throughout the city. And start actually doing it. Also, develop a plan for medical care for all residents,; and college level education and advanced non-college education for minorities, the working poor, the underserved population that tends to be less healthy, less strong, less motivated, and more vulnerable to crime. Knowledge is power. Our community will be stronger if we are educated, have great medical care, and have career choices that support our families.	7/17/2019 3:20 PM
11	For Lean Urbanism: not only reduce barriers that burden developers, but increase the time frame of approval. One of the biggest complaints I hear from builders and communities members when trying to build, is the lengthy amount of time for things to be approved.	7/17/2019 1:59 PM
12	Lean urbanism - I don't feel that regulations should be reduced significantly. I do feel that large non-local developers have taken advantage of CRA's and built unsustainable housing complexes while also significantly increasing the price of housing.	7/17/2019 11:10 AM
13	It's important to avoid gentrification that effectively excludes the poor residents of the town area —improving downtown or in town housing options to ease job transport for the poor without making all those options for the affluent and trendy is important—that means the city has to incentivize because builders will want top dollar; they will want to attract affluent residents.	7/17/2019 9:58 AM
14	Better job opportunities so more people are working and can afford a decent home for their families. Higher paying jobs at State Agencies	7/16/2019 10:29 PM
15	I would split them into three separate categories.	7/16/2019 5:47 PM
16	No to small family subdivisions, too many now.	7/16/2019 1:50 PM
17	Yes, as much as we mix income levels in each neighborhood, we must increase the policing of our neighborhood to reduce thefts (porch thieves, to opportunity thrill-seekers - breaking into open vehicles)	7/16/2019 12:59 PM
18	These objectives will address the theme/goal. No change needed.	7/16/2019 11:39 AM
19	I would look at the North Monroe side of town, and I mean North of I10. There is plenty of opportunity for growth and urbanization and this side of town seems to get forgotten about.	7/16/2019 11:21 AM
20	allow for smaller square footage in houses, encourage homes built to accomadate future add ons.	7/16/2019 11:14 AM
21	I think we put a lot more emphasis on transportation than is warranted. The bus system isn't used enough to justify the expense. Also the trolley's downtown seem like a solution searching for a problem and a waste of taxpayer dollars.	7/16/2019 11:06 AM
22	No	5/14/2019 11:41 AM
23	impose rent control, neighborhood input to rentals by absentee landlords. LLC etc	5/6/2019 7:41 AM

Summary of Public Input on Land Use and Mobility Objectives

24	just be sure that we do not make the mistake of cities who tried high rise buildings. do everything we can to allow some small outdoor space for the family's exclusive use. I spent several years in married student housing where we each had a tiny area of our own with a low wire mesh fence for a sand box and a charcoal grill, etc. and it made all the difference.	4/22/2019 1:00 PM
25	I would like to have some data to better understand the issue/theme/objectives, how big of a problem exists, what are the trends, etc. before I would try to work on the objectives.	4/9/2019 2:25 PM
26	Yes. Remove the objective altogether.	4/3/2019 11:16 AM
27	I don't agree with all of these objectives, such as heir subdivisions and lean urbanism.	4/2/2019 2:45 PM
28	Not that I can think of right away.	3/29/2019 8:36 AM
29	I don't think family heir subdivisions work as intended- at some point those properties will not be owned by family members	3/27/2019 10:00 AM
30	no	3/25/2019 10:53 PM
31	I would like to see some expansion consideration of public transport to address corridors of the county not currently served	3/19/2019 10:30 PM
32	The affordable transportation objective should be expanded to include facilitating low cost transportation for everyone regardless of ability or means, though it is most pressing for those who currently lack access to the transportation they need. Housing and transportation objectives are closely connected with one another and should be merged. All objectives should aim to address the issue in a manner that is financially sound for all entities involved. That is, interventions to remove unneeded public and private costs in providing housing, transportation, and businesses opportunities should be preferred over those relying on public or private subsidies, other public spending, or mandates for private spending.	3/19/2019 6:34 PM
33	No.	3/19/2019 1:51 PM
34	No; I think it touches on everything that I would consider appropriate when defining "affordability" and more in a reasonable manner.	3/19/2019 12:12 PM
35	Yes. Cultural inclusion, wealth management, social responsibility.	3/19/2019 4:04 AM
36	YES! How do you create affordable "infill" without creating suburban flight? Clearly what has been happening isn't working... You've decimated inner city neighborhoods and increased sprawl because of the lack of buffering between zones.	3/18/2019 4:13 PM
37	Not sure that easing rules & regulation to encourage lean urbanism will provide the desired result.	3/15/2019 9:39 AM
38	More of a focus on transportation; buses; protected bike lanes, etc. Less car-centric areas.	3/14/2019 5:45 PM
39	Im not so sure that affordable housing is possible without grant money. I also think you have to	3/9/2019 11:50 AM

Summary of Public Input on Land Use and Mobility Objectives

	work for and earn what you get, including a nicer home. If you're given something of value that you did not earn, then it is human nature to not appreciate it and care for it as much as if you earned it. I think sometimes we try to make everything in life fair or equal and that is not how life is. I don't agree with objective 1, or 2. I am OK with 3-5, and I believe the only way to make 6 work is to hire more police and put a sub-station on the south side.	
40	The training starts early - in middle school - about the professions, income and finances. The house keeping can also be introduced...	3/8/2019 9:30 AM
41	I think that the affordability of transportation should be more broadly focused than only on providing transportation services for disadvantaged members of our community. We need realistic transit options for all demographics within our community to reduce traffic congestion, and the injuries, fatalities, and costs, both economic and environmental, attendant therewith. We should be developing a more robust public transit system catering to all demographics with easily accessible buses traveling to a variety of destinations (on time). The downtown trolley is a great example of an apparently successful effort to encourage non-disadvantaged populations to utilize public transit.	3/7/2019 11:41 AM
42	Add more subsidized housing in a way that protects existing property values.	3/6/2019 1:04 PM
43	No	3/6/2019 12:17 PM
44	There ought to be space for people wishing to create fully sustainable communities outside the urban area. We need more flexibility for those wishing to combine households as adults, as roommates.	3/4/2019 3:03 PM
45	I think most of these objectives are geared towards the lower socio-economic strata. I would like to add focus on the young professional group in town that is having issues finding affordable housing. I do like the focus on making developers/entrepreneurs more of a focus, because the group that is currently in charge of most of Tallahassee's growth definitely does not have the city's best interest in heart. I would also like to see a focus on developing more stringent development codes that help maintain Tallahassee's unique charm. We do not want to become Tampa or Orlando!	3/4/2019 12:19 PM
46	Create a community by investing in education and cultural expression through the arts that encourages people to want to live here.	3/4/2019 9:41 AM
47	Language is very vague. Not sure what these statements mean. E.g.: "encourage quality land development" Also, what does it mean to reduce regulatory requirements and costs? Also what is lean urbanism? Also, it is not clear what a theme is. Is that the same thing as a goal? Is the theme part of the comp plan?	3/2/2019 2:47 PM
48	Mandated lowering of rents/commercial based on length if time real estate has been vacant. Empty buildings die. They could be made affordable for smaller bydinesses etc	3/1/2019 4:43 PM
49	The requirement that businesses use available space before building new ones. The requirement that the charm of our community be retained. Protect our natural resources. Require new construction to blend and not to look like it belongs in Miami.	2/28/2019 8:15 AM

Summary of Public Input on Land Use and Mobility Objectives

50	My only addition is to ensure that consideration is made in considering previous established communities. In other words, individuals want to maintain value in their home and property, not cause it to deteriorate.	2/27/2019 10:19 AM
51	n/a	2/27/2019 7:36 AM
52	We need to **revisit densities** allowed by current land use designations and zoning districts. We can protect our neighborhoods while allowing for smart densification of neighborhoods as a whole - e.g. small clusters of row homes in neighborhoods. We need to identify areas in our neighborhoods that offer the most opportunity for growth, identify best practices for directing growth in these areas, and coordinate this growth with transportation. The alternative is to expand the growth boundary sooner rather than later, which would not be ideal.	2/25/2019 11:47 AM
53	"Reduce barriers that disproportionately burden small-scale developers" makes me fear undoing current protections to neighborhoods and the environment. I'd revisit, rethink this objective.	2/25/2019 11:31 AM
54	Well I do not see mix income housing.	2/25/2019 10:29 AM
55	Yes. Don't reduce the Barriers. Urban sprawl has been known for decades to be detrimental to 2/23/2019 10:31 PM the environment and does not last economically. Again, it's a quick fix for bigger social issues.	
56	Dump them all, throw them in the waste bin. Adopt Smart Codes, Form based codes county wide.	2/23/2019 5:38 PM
57	Remove specificity to the Southside. North monroe is under a severe blight as well and it is always ignored. Include portions about fair wages and attracting careers, not service jobs.	2/23/2019 3:01 PM
58	Having a one stop place for people to go for information on complicated adult responsibilities like healthcare options, paying income tax, housing options and other things that can cause them to spend more money than necessary just because of a lack of knowledge of options. Just some place to go to get pointed in the right direction. Not everyone has parents or adults in their life to answer these questions.	2/23/2019 10:48 AM
59	Concentrate on the Lean Urbanism, especially the complexities ...to promote development. It takes TOO long for businesses "to develop ". Let's become business "friendlier"	2/23/2019 8:50 AM
60	Tansportation should definitely meet the needs of the disadvantaged, but young people today aren't driving at 16. Great public transportation is used more broadly.	2/22/2019 7:02 PM
61	Create a more favorable environment for developers to construct affordable housing downtown. Create tree-lined boulevards to encourage walkable communities.	2/22/2019 4:12 PM
62	Pursue Intercity rail. It will bring in businesses, reduce overloaded road system, reduce the cutting down of our forests and areas of beauty. Pass rules that landlords can not raise rent above the highest level paid state worker	2/22/2019 2:51 PM

Summary of Public Input on Land Use and Mobility Objectives

63	Part of affordability is going to need to be road improvements to accomodate our growing community. Traffic is already a problem, and not fixing it will have economic impacts which affect the overall affordability of our community.	2/22/2019 2:17 PM
64	These objectives all seem to shoot for equity and fairness for the cross-section of people living and working in our community.	2/21/2019 11:56 AM
65	the priority of having open use spaces, and community spaces. a certain number per area or population - more than we currently have	2/21/2019 10:26 AM
66	Community Land Trust	2/20/2019 5:25 PM
67	Family Heir Subdivisions seems like they could be misused to get around zoning regulations and would need to be carefully monitored.	2/20/2019 1:38 PM
68	Add personal responsibility	2/19/2019 8:03 PM
69	I question use of jargon like Lean Urbanism...likely means eliminating development review and standards. How does this impact residential preservation neighborhoods...adversely I suspect.	2/19/2019 7:51 PM

Q5 How would you measure success towards addressing this theme?

Answered: 74 Skipped: 41

#	RESPONSES	DATE
1	If housing should cost 30% of the household income, housing should be available for the population based on the local range of incomes.	9/18/2019 9:57 AM
2	Reduction in Homelessness, and the increase in sales tax receipts, and improvement in health and wellness indexes. As income is put to items other than rent, sales tax receipts will increase for the City/County.	9/17/2019 11:22 AM
3	See Previous comment & commit to Preserving existing housing stock by repairing & supporting instead Of tearing everything down for roads & student housing	9/16/2019 10:49 AM
4	Slow moving.	8/2/2019 7:28 PM
5	Seeing people in homes. It is a known fact that people who own their own homes are more reliable, happy, and productive. MEasuring by number of new jobs created and survey of where workers live and how they get to work.	7/31/2019 2:35 PM
6	The percentage of people in Tallahassee who own instead of renting would go up, especially in the middle and lower economic classes.	7/24/2019 7:37 AM
7	City Staff would stop prioritizing their developer friends and would start prioritizing the people who live here. The city should pass a resolution that they will not allow this to happen again.	7/17/2019 8:17 PM
8	New buildings look like they belong in N Florida and not Orlando.	7/17/2019 3:43 PM

Summary of Public Input on Land Use and Mobility Objectives

9	Measure the increase in a thriving and upwardly mobile population, that demonstrates an increased quality of life financially, socially, politically, emotionally, and increased education. Data can be compiled by the City, according to already established guidelines for demonstrating the above. You know where to look for this. Use the available resources - we have several universities in Florida, with contact and outreach for achieving these goals.	7/17/2019 3:20 PM
10	Listening to the younger generation, especially those with young children. They are the future that will either support the community by wanting to stay here, or they will decide to go elsewhere to find the community they are looking for. Land can still be preserved, but there must be enough economy growth and sustainability with tourism-like opportunities to enable a desirable Capital city in the state of Florida.	7/17/2019 1:59 PM
11	When I see see townhomes near places of work that don't cost half a million dollars.	7/17/2019 9:58 AM
12	Do not create neighborhoods for the poor which fosters an area for crime to occur. Make it an area where families can be proud of their homes and they can appreciate in value. Make them safe communities and require high standards of living quality	7/16/2019 10:29 PM
13	Depends on which of the three items you are measuring.	7/16/2019 5:47 PM
14	Not sure.	7/16/2019 1:50 PM
15	The decrease in crime rate in targetted neighborhoods, increase in scores on customer satisfaction surveys targetting the changes implemented.	7/16/2019 12:59 PM
16	The slowing of sprawl, more homes in town being renovated and lived in.	7/16/2019 12:23 PM
17	Number of homeless served annually at homeless shelter. Number of heir subdivisions requested and granted. Number of days for small developers to get permits. Increase in medical facilities/hmo's that provide planned transportation for disadvantaged/disabled.	7/16/2019 11:39 AM
18	unsure	7/16/2019 11:21 AM
19	mix income communities, better transportation	7/16/2019 11:14 AM
20	For housing, it would be to see people moving into safe, clean affordable housing that has 7/16/2019 11:06 AM previously not been available. For the Family Heir SubDivisions, it would be growth in permitting ADUs as well as educating people on what's possible and how to build them in a way that doesn't drive down your neighbor's value. For Transportation, it would be cutting the fat in the bus system and diverting it to be used for the populations outlined, fr Lean Urbanism, it would likely be more programs like those provided at Domi that are focused on small businesses - not just college kids wanting to create a start-up. For Innovation, Industry &	

Summary of Public Input on Land Use and Mobility Objectives

Manufacturing - it would be seeing more businesses come here - which feels rare and makes me question what exactly the Economic Development folks accomplish and for the Southside

Investment Strategy - it would be offering incentives for businesses to move there and a commitment on the part of TPD and LCSO to regularly police the area so that people feel safe leaving the investment over night.

21	If the goals were implemented	7/16/2019 10:46 AM
22	Giving low income people opportunity to live a better life.	5/14/2019 11:41 AM
23	Cleaning up the substandard properties	5/6/2019 7:41 AM
24	when the waiting list does not force any family to give up children or aging relatives because time ran out.	4/22/2019 1:00 PM
25	Make it safe to use public transport and affordable!!	4/17/2019 5:16 AM
26	Reduce the percent of people living in substandard housing.	4/9/2019 3:11 PM
27	File an amendment.	4/3/2019 11:16 AM
28	I would like to see data on what we have and what we are missing and develop measurable objectives in this way. Right now the city is bursting with student apartments but what about family apartments and the kind of smaller homes that are good starters and for retirees?	4/2/2019 2:45 PM
29	Amount of available affordable housing. The wait list or length of the list of people waiting for section 8 housing. For transportation, the amount of routes the metro is regularly running and the expansion of methods that are suitable for the elderly or those with disabilities.	3/29/2019 8:36 AM
30	increase or decrease in a range of housing price points, increase in jobs with good salaries and benefits, increase in major	3/27/2019 10:00 AM
31	survey userss	3/25/2019 10:53 PM
32	You need to look at schools, location and amenities when looking at this issue. If you only build affordable housing in undesirable areas of town the homes will not sell. Things have to change.	3/22/2019 4:24 PM
33	measure by use date, community feedback, new/expanded businesses, housing occupation values	3/19/2019 10:30 PM
34	Success in providing affordability to housing and transportation is best measured by measuring combined household and public spending on housing and transportation relative to economic means of households and the public budget. In general, lower spending is better. Successful affordability will result in all subsets of households spending relatively little of their economic means on housing and transportation, with overall little public spending relative to tax revenue. Success in providing affordability to business opportunity is best measured by measuring the starting of new businesses and following their growth and profitability relative to public and private spending towards starting and supporting the businesses. Successful affordability will produce many profitable small businesses, yielding high tax revenue for relatively little public cost.	3/19/2019 6:34 PM

Summary of Public Input on Land Use and Mobility Objectives

35	Very good.	3/19/2019 1:51 PM
36	it's difficult to quantify success in this area, I think, but if there is more language reflecting these values and more opportunities, provisions, grants, etc, then I would consider that a success.	3/19/2019 12:12 PM
37	3/10	3/19/2019 4:04 AM
38	Why is this up to me? Shouldn't you be defining this?	3/18/2019 4:13 PM
39	Reduction in temporary housing being built such as apartments and more affordable permanent housing being built. Along with more varieties based on life cycle needs. Reduction in homelessness, robust economy, less car dependent focus on projects.	3/17/2019 12:00 PM
40	Consider assessing available vacant commercial spaces before permitting new construction	3/15/2019 9:39 AM
41	New families staying in the city, older residents not being pushed out. Prices comparable to surrounding counties.	3/14/2019 5:45 PM
42	??	3/9/2019 11:50 AM
43	The success - it to see current low income areas of town to be cleaned -up. The residents look 3/8/2019 9:30 AM in other areas and compare places where people actually care of their neighborhood.. Start to pick-up trash were you live now ...	
44	Data reflecting effective implementation. For instance, housing data demonstrating broader accessibility to housing across the community; data demonstrating higher utilization of public transit services; data demonstrating reduced traffic; etc.	3/7/2019 11:41 AM
45	Number of new subsidized units that are available and occupied.	3/6/2019 1:04 PM
46	Tallahassee Board of Realtors' Homes List would increase in certain price points and in certain areas that are critically low.	3/6/2019 12:17 PM
47	Every family eligible for Section 8, would be able to find housing at the rates Section 8 allows them to pay (whether they applied for or had a voucher or not).	3/4/2019 3:03 PM
48	If housing prices are lowered and middle and lower income families can more easily afford permanent housing.	3/4/2019 12:19 PM
49	The expansion of grassroots cultural activities and recognition that our education system has improved drastically.	3/4/2019 9:41 AM
50	The professionals should provide measures, based on what has been defined as the problem in our community. I don't know how much "affordable housing" we need. I don't know what the problem is with the affordability of nonresidential uses. Is it land costs? Development costs?	3/2/2019 2:47 PM

Summary of Public Input on Land Use and Mobility Objectives

51	Honestly. If we could turn even 1 big empty building into something for sm Business or homeless. I would consider it a success and a worthy objective. Affordable rent from vacant real estate.	3/1/2019 4:43 PM
52	Housing- monitor the homeless community, monitor the income levels of families in the school system. Transportation- electronic passes would allow monitoring of usage for work, shopping and play (which is also critical to a healthy community.)	2/28/2019 8:15 AM
53	Having options for the various salary ranges. The evaluation could be the results from realtor surveys and graduating college student surveys at to the their ability to meet both cost in purchasing a home, accessibility to job, and benefits outside of their work for their community area.	2/27/2019 10:19 AM
54	I need to learn more.	2/27/2019 8:53 AM
55	community surveys, crime rate, graduation rates, homelessness, all of the items that are global reflection of our community.	2/27/2019 7:36 AM
56	See number 3 above	2/26/2019 11:11 AM
57	Measure the demand for affordable housing and show the families who've been able to purchase homes. List the local businesses who are able to rent space for their businesses at affordable rates. Demonstrate a downturn in national chains.	2/25/2019 11:31 AM
58	number of affordable housing units. access to credit. down-payment assistance based on other criteria: transportation cost, cost of credit, lack of savings-not only income and family composition. Middle income people suffer also and might contribute more on tax revenue to the City.	2/25/2019 10:29 AM
59	Success would not be establishing cheap housing. Success would not be tearing up this side of town. Success would be buying downtown bindings that already exist-making more homeless shelters for families, giving woman the chance for free education to earn a degree. Success is is amending what Tallahassee already has in development and using that, repurposing those locations. Success is not making more apartments with more fast food restaurant so those people can work there. Success is not using these peoples low income situations, just so developers can justify a quick a buck.	2/23/2019 10:31 PM
60	Poor, Smart codes have been around for decades, and we let suburban voters block the lowering of living costs that are available through the smart codes. Nodes in Lake Jackson was a step in the right direction.	2/23/2019 5:38 PM
61	Measuring incomes, new businesses opening, tax revenue, home sales, opinion surveys, etc.	2/23/2019 3:01 PM
62	A community where young adults are equipped to thrive and know where to ask questions when they needed. Where they don't just give up and pay the penalty for not being to navigate the complications and pitfalls of renting a first apartment, getting a job, paying taxes and dealing with various government agencies.	2/23/2019 10:48 AM

Summary of Public Input on Land Use and Mobility Objectives

63	Great business growth (like getting Amazon here), low unemployment. No artificial inflation of wages or real property. Lower taxes rates because there would be more revenue sources. A lot less panhandling people (most of them choose to be "homeless" for scamming hardworking people out of their hard earned money - sad observation, but true). True homeless folks would b have great opportunities when great businesses are allowed to be developed timely. Increase in vocational education that would provide the needed plumbers, elevtritions, carpenters, small engine repairs, etc. I have too much to say in this area, but I hope you catch my drift.	2/23/2019 8:50 AM
64	New developments with mixed housing and infill that is mixed.	2/22/2019 7:02 PM
65	Downtown development of businesses and affordable housing. High retention of college graduates and job creation.	2/22/2019 4:12 PM
66	If Tallahassee and Leon County took steps now to address Climate Change, Urban Boundaries, Education for All, and above all join the rest of progressive cities in planning out rail services. The landscape is already in place and its the right thing to do. Years ago when it was considerable was a mistake to opt for I-10 exit and flyover.	2/22/2019 2:51 PM
67	That tallahassee continues to have a favorable cost of living comparison to other areas in Florida and the Country.	2/22/2019 2:17 PM
68	An increase in high quality affordable housing on the market (single-family, but an emphasis on multi-family).	2/22/2019 1:43 PM
69	Moving forward with these objectives with appropriate levels of results over time, as possible, for each of the objectives.	2/21/2019 11:56 AM
70	advertise more for community input, suggest some ideas for multiple use, etc. also - the bus stops need better visibility and better seating and coverage...	2/21/2019 10:26 AM
71	Lower cost burden, more people taking public transit, more infill	2/20/2019 5:25 PM
72	percentage of community that can afford a space to live (including shared spaces) for less than 40% of their income	2/20/2019 1:38 PM
73	Individual goal achievement	2/19/2019 8:03 PM
74	Big increase in available section 8 housing units More affordable rental units for families	2/19/2019 7:51 PM

Summary of Public Input on Land Use and Mobility Objectives

Theme 2 – Improved Access

Q6 How important is this issue? (0 being not important and 10 being very important)

Answered: 92 Skipped: 23

ANSWER CHOICES	AVERAGE NUMBER	TOTAL NUMBER	RESPONSES
	8	730	92
Total Respondents: 92			

#		DATE
1	8	9/18/2019 10:19 AM
2	10	9/17/2019 11:36 AM
3	10	9/16/2019 11:12 AM
4	9	9/12/2019 6:55 PM
5	10	9/12/2019 2:37 PM
6	10	9/12/2019 2:36 PM
7	9	8/2/2019 7:31 PM
8	10	7/31/2019 2:41 PM
9	9	7/24/2019 7:48 AM
10	7	7/18/2019 2:23 PM
11	10	7/17/2019 8:18 PM
12	5	7/17/2019 3:46 PM
13	7	7/17/2019 3:43 PM
14	10	7/17/2019 3:32 PM
15	10	7/17/2019 3:23 PM
16	10	7/17/2019 2:23 PM
17	8	7/17/2019 11:14 AM

Summary of Public Input on Land Use and Mobility Objectives

18	7	7/17/2019 10:16 AM
19	7	7/17/2019 10:06 AM
20	5	7/16/2019 10:54 PM
21	10	7/16/2019 8:15 PM
22	10	7/16/2019 5:49 PM
23	8	7/16/2019 5:18 PM
24	10	7/16/2019 2:36 PM
25	5	7/16/2019 1:51 PM
26	9	7/16/2019 1:02 PM
27	10	7/16/2019 11:25 AM
28	10	7/16/2019 11:17 AM
29	7	7/16/2019 11:11 AM
30	7	7/16/2019 11:06 AM
31	10	5/14/2019 11:47 AM
32	5	4/29/2019 4:29 PM
33	8	4/22/2019 1:04 PM
34	10	4/17/2019 5:19 AM
35	8	4/9/2019 3:47 PM
36	6	4/9/2019 2:27 PM
37	10	4/3/2019 11:30 AM
38	5	4/2/2019 3:22 PM
39	9	4/2/2019 2:50 PM
40	10	3/29/2019 8:42 AM
41	9	3/27/2019 1:48 PM
42	10	3/26/2019 9:31 PM
43	10	3/25/2019 11:10 PM
44	9	3/22/2019 4:27 PM
45	9	3/22/2019 1:11 PM
46	10	3/19/2019 10:36 PM

Summary of Public Input on Land Use and Mobility Objectives

47	10	3/19/2019 8:31 PM
48	8	3/19/2019 12:16 PM
49	8	3/19/2019 4:08 AM
50	3	3/18/2019 4:23 PM
51	7	3/17/2019 12:06 PM
52	10	3/15/2019 9:47 AM
53	10	3/14/2019 5:54 PM
54	9	3/13/2019 8:55 AM
55	4	3/9/2019 12:01 PM
56	0	3/8/2019 9:40 AM
57	7	3/7/2019 1:17 PM
58	10	3/7/2019 12:06 PM
59	10	3/6/2019 1:12 PM
60	7	3/6/2019 12:20 PM
61	9	3/5/2019 8:12 AM
62	8	3/4/2019 3:11 PM
63	2	3/4/2019 12:26 PM
64	8	3/4/2019 9:46 AM
65	8	3/2/2019 2:54 PM
66	5	3/1/2019 4:50 PM
67	9	2/28/2019 8:26 AM
68	8	2/27/2019 10:38 AM
69	8	2/27/2019 8:56 AM
70	7	2/27/2019 7:38 AM
71	9	2/26/2019 2:10 PM
72	7	2/26/2019 11:17 AM
73	8	2/25/2019 11:49 AM
74	8	2/25/2019 11:39 AM
75	10	2/25/2019 11:15 AM
76	5	2/25/2019 10:45 AM
77	5	2/25/2019 8:35 AM
78	5	2/23/2019 10:36 PM
79	1	2/23/2019 5:49 PM

Summary of Public Input on Land Use and Mobility Objectives

80	7	2/23/2019 3:04 PM
81	10	2/23/2019 10:58 AM
82	9	2/23/2019 9:27 AM
83	4	2/22/2019 9:12 PM
84	9	2/22/2019 2:56 PM
85	9	2/22/2019 2:24 PM
86	10	2/22/2019 12:09 PM
87	10	2/21/2019 10:31 AM
88	8	2/21/2019 8:41 AM
89	5	2/20/2019 1:49 PM
90	5	2/19/2019 8:06 PM
91	6	2/19/2019 7:57 PM
92	10	2/19/2019 5:05 PM

Q7 Why did you choose this level of importance?

Answered: 72 Skipped: 43

#	RESPONSES	DATE
1	Reduce requirement to have a personal vehicle to obtain everyday items like groceries, prescriptions, etc. improves health, decreases burning fossil fuels and decreases traffic. Improves Neighborhoods.	9/18/2019 10:19 AM
2	The inclusion of more neighborhood retail is critical to the vitality of Tallahassee. At present people are forced to use cars in neighborhoods that do not have vital small scale neighborhood retail. Unlocking neighborhood retail expands job opportunities often for difficult to employ individuals, increases sales tax receipts, and makes neighborhoods vibrant.	9/17/2019 11:36 AM
3	The roadway system ruins community access Too wide Too fast & unsustainably funded Give priority to healthier modes & more people Bridges accross The carbon monoxide particle adding one way paths in town	9/16/2019 11:12 AM
4	Our economy relies on people being able to get to work as well as getting to places to spend their money	9/12/2019 2:37 PM
5	The county should provide funding to the City to help Starmetro provide more frequent service.	9/12/2019 2:36 PM
6	I do this everyday this directly affects me.	8/2/2019 7:31 PM
7	Communities are about access. Access to basic needs and access to community building establishments, meeting places, churches, schools, etc. "We will come to you."	7/31/2019 2:41 PM

Summary of Public Input on Land Use and Mobility Objectives

8	It is important for people to get where they need to go in order to work, to go to school, and to buy the things they need.	7/24/2019 7:48 AM
9	Lack of safe sidewalks in woodville	7/18/2019 2:23 PM
10	Again, our city is only a great place to live if it is so for everyone who lives here.	7/17/2019 8:18 PM
11	Unsure about the word "access" - access as in handicap or access as in closeness?	7/17/2019 3:46 PM
12	Infrastructure is absolutely critical to growth. Companies and business do not want to locate in places where roads, public transportation, and utilities are less than adequate as is the case in Tallahassee.	7/17/2019 3:32 PM
13	The south side of Tallahassee is abysmally serviced. This is an egregious oversight by the City of Tallahassee and Leon County.	7/17/2019 3:23 PM
14	Vehicle transportation is often quick and convenient, but there are many times people want to enjoy the weather, be active, and cut down on cost and be environmentally conscious.	7/17/2019 2:23 PM
15	Because in general the infrastructure needs on the Southside and the West/Northwest side of Tallahassee/Leon County are not maintained to same level as the Northeast/Eastside of Tallahassee.	7/17/2019 11:14 AM
16	I want to be more environmentally responsible and to use public transport instead of my car— and I want those who can't afford a vehicle to have plenty viable options too. Public transport in this city is unworkable. I tried it; my son tried it—we had to use cars. It took over two hours sometimes to get home from work.	7/17/2019 10:16 AM
17	I am not familiar with the entire town, but I don't see access as a problem. I could very well be wrong.	7/17/2019 10:06 AM
18	People choose to live where they live based on their personal choices and that should be determined by supply and demand	7/16/2019 10:54 PM
19	Cars are currently the only truly viable options we have in Leon County. Side walks go nowhere, bike lanes are absent, bus service is poor or non-existent.	7/16/2019 5:49 PM
20	I think many things are accessible and public trans is pretty good. But i feel public parks could be improved or expanded. Not enough places for dogs to run off leash. Also, adding community gardens would help get good healthy food to those who need it.	7/16/2019 5:18 PM
21	If people don't have access to their basic needs, you will have a depressed, state of living in vulnerable populations	7/16/2019 1:02 PM
22	These are important things for people to be able to reach.	7/16/2019 11:25 AM
23	I am a senior, currently I am able to drive but I would not be able to access what I need without a car	7/16/2019 11:17 AM
24	This doesn't impact me very much - but I do think people on the Southside need more access to grocery stores because they are food deserts and better schools.	7/16/2019 11:11 AM
25	How is access denied? Are most on bus routes for non drivers? Could more stores groceries be located in food deserts?	7/16/2019 11:06 AM
26	Because most rural communities only have 1 store for shopping. There is no adequate transportation for any other options for daily needs.	5/14/2019 11:47 AM

Summary of Public Input on Land Use and Mobility Objectives

27	if by access you mean bus service, then it is VERY important. not everyone can afford a car.	4/22/2019 1:04 PM
28	Public transport is not safe if you can't safely get to the bus.	4/17/2019 5:19 AM
29	Everyone should have access to a grocery store along their bus route or within walking distance.	4/9/2019 3:47 PM
30	It should be relatively easy for people to get where they need to.	4/9/2019 2:27 PM
31	Because the current comp plan has strict distinct zones. Smaller accessible stores within neighborhoods make food accessible. If we had smaller nodes with more diverse uses people could walk and bike from home to work and school and shopping.	4/3/2019 11:30 AM
32	It is very important, but there is more room for flexibility here than for affordable housing.	4/2/2019 2:50 PM
33	Access to healthy foods, good jobs, good schools and stores is important when thinking of individuals who may lack consistent access to transportation.	3/29/2019 8:42 AM
34	We have food deserts and unemployed who need improved access.	3/26/2019 9:31 PM
35	Everday needs are essential to quality of life. Ease of access to everyday needs affect other objective an quality of life elements. For example, ease of access affects transportation costs, infrastructure costs, etc. Make access to these services easier and the services themselves are more likely to be utilized. Make access cheaper, and there is more residual income for service users to use to meet other life needs.	3/25/2019 11:10 PM
36	This is a very important issue for those that rely on public transport. I am not overly familiar with the issues related to our public transportation. I have heard people complain.	3/22/2019 4:27 PM
37	this is a key factor as I grow older and my ability to drive myself may become restricted, also using public transport options could reduce our carbon footprint	3/19/2019 10:36 PM
38	For any one household or person, only the opportunities and fulfillment of needs that one can access are useful. For any business, only the people who can access it are available to work for that business or otherwise provide resources, and only those who can access it can obtain the products of that business.	3/19/2019 8:31 PM
39	no one wants food deserts or for low-income families to lack access to food or education	3/19/2019 12:16 PM
40	It goes hand in hand, but media is a way that allows for this to not be as important to tackle as affordability	3/19/2019 4:08 AM
41	It's very easy to get around and access things in Tallahassee compared to other cities.	3/18/2019 4:23 PM
42	I know the south side of Tallahassee has a real lack of options for jobs, groceries, etc.	3/17/2019 12:06 PM
43	Currently there are numerous deficiencies in this area	3/15/2019 9:47 AM
44	Automated cars are on the horizon. A robust multimodal transportation system should be available to reduce the number of vehicles on the road.	3/14/2019 5:54 PM

Summary of Public Input on Land Use and Mobility Objectives

45	I think we have better than average access to these places now. It is too late to change the road system in Tallahassee to a north/south, east/west grid, so maybe the only option is to have some main highways that are fly overs going east/west and north/south. Maybe one in the center going east/west (because we have I-10 already) and 2 going north/south.	3/9/2019 12:01 PM
46	The Tallahassee is a small place - we are not Dallas or Atlanta and travel time to grocery store never is less than 10 min anywhere you live now.	3/8/2019 9:40 AM
47	Members of our community must be able to access necessities such as food, employment, housing, healthcare, etc., in order to thrive.	3/7/2019 12:06 PM
48	We need to be strategic in thinking about how to improve access for all. This can help reduce transportation costs and environmental damage from long distance or choked commutes.	3/6/2019 1:12 PM
49	People choose home locations based on access to what they want to do and need.	3/6/2019 12:20 PM
50	If you don't have reliable transportation, how can you get anywhere?	3/5/2019 8:12 AM
51	You can't have a life, unless you can buy what you need, and meet with a social network, and attend church and get to work.	3/4/2019 3:11 PM
52	I think before we focus on this theme we need to focus on theme #1. We already have a decent bus system, we allow uber and lyft to operate, and our roads are ok for the next 5-10 years or so.	3/4/2019 12:26 PM
53	We need access to public services at a reasonable cost.	3/4/2019 9:46 AM
54	Issue is important but it isn't clear how much of a problem this is in the community.	3/2/2019 2:54 PM
55	Handicap accesible is always important.	3/1/2019 4:50 PM
56	Transportation is the key to a healthy and happy community.	2/28/2019 8:26 AM
57	I personally like having all my needs supplied by my immediate community area. I would assume that other individuals moving into Tallahassee as a new resident and those that our moving up in their housing needs would want the same. Although Tallahassee has a terrific Mall, I believe current store trends have moved the stores out to commercial centers that provide good restaurants, stores, etc. Where I see issues, is the actual ability to get into these community commercial centers, because of entry ways.	2/27/2019 10:38 AM
58	I need to learn more about this.	2/27/2019 8:56 AM
59	We seem to be a doing a fairly good job of this lately.	2/27/2019 7:38 AM
60	This can reduce traffic congestion and environmental impacts.	2/26/2019 2:10 PM
61	Food deserts exist in several areas of town. Grocery stores have closed in neighborhoods where people historically walked to those stores. People without cars or easy access to public transportation need easy access to quality food.	2/25/2019 11:39 AM

Summary of Public Input on Land Use and Mobility Objectives

62	well i cannot see this separated from affordable housing. Low and medium income households lack resources and might benefit more from having better access; but more importantly walking accessibility. Housing could be more affordable if transportation costs are lower; transportation + housing costs = affordable housing.	2/25/2019 11:15 AM
63	Because it is an extremely vague statement, and I do not want to support something that is ill advised because definitions are too broad. However, Improved pedestrian access to these venues is desperately needed, and requires adoption of smart codes	2/23/2019 5:49 PM
64	I don't see people here ever utilizing anything more than cars.	2/23/2019 3:04 PM
65	Not everyone can afford their own transportation to work and as an environmentally friendly community we need to offer options not just for people who can't afford a car but also people who want to minimize their personal environmental footprint.	2/23/2019 10:58 AM
66	What is the point of great, strong, affordable housing if you can't buy food, clothing and all the other things need to live.	2/23/2019 9:27 AM
67	It would increase community involvement. More community parks and meeting arenas need to be considered, not just shopping. More centers for community and social gatherings, i.e. The Tallahassee Senior Center is a good example.	2/22/2019 2:56 PM
68	Access to basic needs is very important. The success of a community, or it's decline, can come down to people being able to get to where they need to go; it's one of my most important considerations if I need to move in town.	2/22/2019 2:24 PM
69	"Provide equitable public access and opportunities for active and passive recreation, open spaces, greenways, and parks." "Land Use and Transportation Coordination: enhance pedestrian and bicycle mobility and transit accessibility." "...safe neighborhoods..""Reduce vehicle trip demand, increase access and safety for bicyclists and pedestrians, and preserve the integrity of the transportation system with effective connectivity and access management programs." I am extremely concerned for safety of bicyclist and pedestrians. Pardon me if this is not the correct place to include, though I am anxious when I hear of drivers who speed or are distracted with their cell phone. I do thank Tallahassee for more side walks an hope for more to come, even side roads.	2/22/2019 12:09 PM
70	availability of access helps people fee safe and less stress, an overall happier community, more self sufficient	2/21/2019 10:31 AM
71	Again if a giveaway I am not interested	2/19/2019 8:06 PM
72	Need better public transportation	2/19/2019 7:57 PM

Q8 What are some of the barriers people face to meeting their daily needs?

Summary of Public Input on Land Use and Mobility Objectives

Answered: 72 Skipped: 43

#	RESPONSES	DATE
1	No trails connecting neighborhoods to groceries, pharmacies, local shopping, schools. Off road.	9/18/2019 10:19 AM
2	There is not an equitable distribution of land uses. neighborhoods need a more diverse set of uses to allow them to flourish, particularly in undeserved, lower income areas.	9/17/2019 11:36 AM
3	Safe passage to work Safe route to healthy food options Too week on the equity issue The children grow up & become citizens but the housing, transportation options in low income neighborhoods are appalling	9/16/2019 11:12 AM
4	Better transportation, income	9/12/2019 6:55 PM
5	Tallahassee has been built around the automobile, which is an expensive and inefficient mode of transportation.	9/12/2019 2:37 PM
6	Not enough sidewalks and not being close enough to a bus stops	9/12/2019 2:36 PM
7	There's a lot of great things only found in certain parts of town. It'd be nice if the wealth could be spread it around. It's always cleaner on the other side of town, nicer stores, better schools, better stores, more activities.	8/2/2019 7:31 PM
8	No jobs to go to. (Not knowing where or how to apply) Guidance is needed. Current infrastructure is lacking in areas served. Airport arrival corridor to Capitol is an eyesore. Fix the airport !!! Give us direct flights to major cities in Florida and other States! Good grief!	7/31/2019 2:41 PM
9	Most people in Tallahassee need a car in order to carry out their necessary tasks. For people who are struggling financially, a car is a huge expense to insure, maintain and keep gassed up. If we had convenient and abundant public transportation that was cheap and easy to use, that would be a godsend for many people.	7/24/2019 7:48 AM
10	Lack of neighborhood sidewalks in Waverly Hills.	7/17/2019 3:43 PM
11	Adequate ingress and egress from downtown. The City and County beat the 18hr downtown drum, but getting to/from the northside of the County to/from downtown is constrained by roads that can't handle capacity and don't meet current codes. Some of this is a result of refusing to deal with the concept that what used to be "far" is not close. Meridian Road is a prime example. It need to be a 4 lane road from Downtown all the way to Orchard Pond. But politicians don't want to deal with the blowback from having to cut down trees to accomplish this -- small town thinking.	7/17/2019 3:32 PM
12	Poverty, lack of education, crime. If you fail to address these first, your other efforts will be useless.	7/17/2019 3:23 PM
13	Bike lanes are not wide enough or non-existent, especially on busier main roads. Bus stops are frequent on main roads and cause vehicular travel to pause, or attempt to go around which decreases safety. Sidewalks are more available downtown or in neighborhoods, but a lot of them dead end or are non-existent in areas that could benefit, especially for students traveling to K-12 schools. If	7/17/2019 2:23 PM

Summary of Public Input on Land Use and Mobility Objectives

	possible, it would be nice for the bus stops to have an area they could pull in and out of so they could safely pick up and drop off passengers, and safely exit and enter busy traffic.	
14	Cost of living is high compared to the basic wage. Even in my own case—I cannot cover all expenses for my family of five on a professor's income while my husband finishes his degree. And Tallahassee is not an expensive city, comparatively. Yet, we couldn't have afforded a home that fit our needs without a lot of help from my parents—who were lucky enough to have some recent inheritance. Basically, you have to be lucky. And, you tend to be more fortunate in that way if you're white. Finally, my 22 yr old stepson has been looking for a basic part time job for 4 months. He can't even get a phone interview —and he's an engineering student!	7/17/2019 10:16 AM
15	We are a very spread out City so if you do not have adequate transportation to and from employment it could be a strain on someone relying on transportation. This may not be the best city easy accessibility	7/16/2019 10:54 PM
16	Terrible mass transit system. Need more busses and routes that expand outside of downtown. Additional mass transit and solo transit options need to exist outside of downtown. For example, more bike rentals, sidewalks, hourly car rentals, busses, etc.	7/16/2019 8:15 PM
17	Low income, greedy businessmen and politicians.	7/16/2019 5:49 PM
18	Poor income, poor transportation choices, no social networks to lean on	7/16/2019 1:02 PM
19	There are areas of town that don't have as much access to the variety other areas have. This with the unmaintained roads, frustrating light cycles and in some ares down right dangerous merge lanes make it difficult.	7/16/2019 11:25 AM
20	lack of available transport	7/16/2019 11:17 AM
21	In general, I think many people in this town have a 7 mile radius to their lives and don't interact with the people, businesses or understand the needs, attitudes or socio-economic needs of people that they don't see or interact with on a daily basis. This makes it increasingly difficult to help each other meet their daily needs.	7/16/2019 11:11 AM
22	Lack of education = limits in job choices and limits in earning policy. Having multiple children in one parent households leads to mother not able to work as need to take care of children. I really believe and I think statistics prove that when no father is in the home children are more likely to end up in the criminal justice system. If we could go back to quality education, counseling, healthcare, it would probably take a generation to overcome this issue. Good jobs could provide for families and they could thrive in a safe community. How do we stop the culture of crime? Once you can do that in a community, you will have people of means willing to move in. Need good schools, access to healthcare and devise a culture where every able bodied person not employed full time can contribute to the community or school in some way. It's been done in other places. Knock on every door and determine what that person can contribute.	7/16/2019 11:06 AM

Summary of Public Input on Land Use and Mobility Objectives

23	No transportation to meet their daily needs.	5/14/2019 11:47 AM
24	no car, no access without a bus	4/22/2019 1:04 PM
25	Safely getting around.	4/17/2019 5:19 AM
26	Access to public transportation-proximity, frequency, availability. Not enough bike carriers on buses - allow cyclists to bring their on the bus.	4/9/2019 3:47 PM
27	Money	4/9/2019 2:27 PM
28	I think the most important thing we can do to address all of these problems is training for jobs and paying a living wage.	4/3/2019 11:30 AM
29	Good public transit; lack of safe bike routes.	4/2/2019 2:50 PM
30	Lack of access, lack of affordability, lack of safety	3/29/2019 8:42 AM
31	food deserts and lack of sidewalks and bike lanes.	3/26/2019 9:31 PM
32	Air transportation is essential to the operation of government and to regional commerce. It is less important with regard to the day to day transportation needs of citizens, apart from their business travel (which is a business rather than personal expense). Air travel is costly in terms of equipment, fuel, and dedication of large land aggregates to limited uses. Primary beneficiaries are government and industry, and those users should bear a disproportionate part of the cost. Air travel is not "the solution" to public needs for the non-business, nongovernment traveler.	3/25/2019 11:10 PM
33	location of bus stops, safety of bus stops, routes	3/22/2019 4:27 PM
34	Transit	3/22/2019 1:11 PM
35	transport would be the first issue, no car would require a long walk or a taxi to obtain minimal requirements or reliant on food delivery which usually is expensive	3/19/2019 10:36 PM
36	Walking: Facilities for walking are in many places of inadequate design. Sidewalks are too narrow, are uneven, only exist on one side of the street (and sometimes on neither), are obstructed by electrical poles or other objects, or provide too little protection to people walking from midday sunlight and fast auto traffic. Frequent access driveways and intersections built for speed expose people walking to hazardous auto traffic. Crossing roads is often difficult or hazardous to people walking, and lengthens walking journeys considerably (time spent walking to a crossing, time spent waiting for a crosswalk signal to change). Many crosswalk signals place people walking who follow them in the most danger. Step free access to crosswalks is often difficult. Many places feel deserted from the perspective of a person walking. These do not facilitate security for people walking, particularly at night. Cycling: High quality cycling facilities do not connect to form a complete network, and many of them have interruptions in	3/19/2019 8:31 PM

Summary of Public Input on Land Use and Mobility Objectives

critical locations. Many cycling facilities are of inadequate design; some expose people cycling to hazardous auto traffic. Outside of the city center, there are only a few routes available for most journeys, and people cycling have too little protection from the auto traffic on these routes. Recommended cycle routes lengthen cycling journeys considerably by requiring frequent stopping. People cycling who are waiting at traffic signals are exposed to hazards from all directions. Some traffic signals show red indefinitely when only people cycling are waiting. Many cycle parking racks are of inadequate design or do not exist where they are needed. Evidence of bike theft is common. Transit: Service is infrequent; many routes are served only once every hour. Extensive service runs for a very limited time frame that is not useful to commuters working shifts or on weekends. Some routes deviate considerably from their general alignment; they are very indirect for longer journeys. Transit vehicles in the late afternoon are often delayed by auto traffic. Walking is difficult as described above (most transit journeys start and end with walking). Some waiting areas at stops are exposed (see section on walking). Bike racks do not scale well; they only hold two bikes (some new ones hold 3). Banners on buses that cover windows isolate the passenger cabin from the street, diminishing security in both places. Automobiles: These require a certain minimum cost, including frequently overlooked costs such as residential parking. There must always be a person who is qualified and capable of driving. Road design encourages high speeds, which are hazardous to all users, particularly where roads attempt to function as both roads and streets. They require extensive space for storage and operation and do not scale well in population centers.

37	in some cities: lack of stores (food deserts). sometimes lack of transportation.	3/19/2019 12:16 PM
38	Access to wealth, understanding of self, identifying with their culture	3/19/2019 4:08 AM
39	What do you define as daily needs? Wouldn't that help people answer this question?	3/18/2019 4:23 PM
40	Tallahassee is very car dependent! I would look at improving the city wide transportation system with looking outside the box with possible solutions.	3/17/2019 12:06 PM
41	Big box stores on outskirts with little available competition in urban core (ie hardware stores).	3/15/2019 9:47 AM
42	The bus system sucks. There are still areas without sidewalks.	3/14/2019 5:54 PM
43	Not enough work force. Society getting lazy.	3/9/2019 12:01 PM
44	Spending more than binning in. Housing and food must be a priority.	3/8/2019 9:40 AM
45	Poverty. Within that category, having limited financial resources, limited time to perform necessary familial tasks, limited ability to acquire necessary resources like food and employment as a result of limited transportation options and food deserts.	3/7/2019 12:06 PM
46	Amenities located at a distance from population centers. Bus routes that are too infrequent.	3/6/2019 1:12 PM
47	Location of needed services, hills for biking and walking, safe public transportation that is timely to all areas of the city.	3/6/2019 12:20 PM

Summary of Public Input on Land Use and Mobility Objectives

48	No car, no bus service south of Cap Circle to Woodville. No pedestrian or bike path on major roads south of town like Oak Ridge Road where many people try to ride a bike or walk and there is no shoulder on the road at all.	3/5/2019 8:12 AM
49	Lack of sidewalks in neighborhoods.	3/4/2019 12:26 PM
50	I don't agree with some of your assumptions. If a family chooses to live well outside the urban services area then they give up the right to demand a shopping center on every corner. This also creates an economic hardship for the stores already in place. You don't sell twice as many groceries when you build two stores.	3/4/2019 9:46 AM
51	Wheelchair accessibility to job places.	3/1/2019 4:50 PM
52	Safety Affordability Reliability	2/28/2019 8:26 AM
53	I believe constant observation of traffic flow in and out of Tallahassee is important, in order to look at stop light timing, alternate routes for getting people around. Good examples are the flow coming into Tallahassee on 319, 27 and Thomasville Road as well as the flow outward during the evening.	2/27/2019 10:38 AM
54	Transportation	2/27/2019 8:56 AM
55	connection and pride in community	2/27/2019 7:38 AM
56	income and transportation	2/26/2019 2:10 PM
57	No sidewalks in older subdivisions so people can safely walk to store, schools, churches, etc.	2/26/2019 11:17 AM
58	Lack of sidewalks in neighborhoods. Lack of access to public transportation. In my own in-town neighborhood residents must walk a mile or more to a bus stop.	2/25/2019 11:39 AM
59	income restriction and discrimination (race, income, sex identity, etc.). Mobility is an important element.	2/25/2019 11:15 AM
60	I didn't know there was an issue with this.	2/23/2019 10:36 PM
61	lack of mixed use in suburban areas prevents people from accessing their needs without getting in auto. Developers are not willing to fight neighborhoods to install mixed use neighborhood centers because the comp plan does not encourage it. Multi demographic housing varieties are discouraged in the monoculture housing system that our codes support, which prevents families from living less than a car ride apart from each other.	2/23/2019 5:49 PM
62	Taking public transport isn't always convenient, wages are stagnant, traffic in town is not always managed properly.	2/23/2019 3:04 PM
63	Often the entry level jobs that people without transportation can get have locations and hours outside the public transportation routes and operating hours	2/23/2019 10:58 AM
64	Not enough work opportunities to allow people the opportunity to improve their economic circumstances. Not enough affordable vocational education opportunities to be able to qualify for earning advances yo be able to afford good, clean travel apparatuses to get from here to there. Please DO NOT force subsidized transit services that don't appeal to many if us, and don't get us where we need to go.	2/23/2019 9:27 AM

Summary of Public Input on Land Use and Mobility Objectives

65	Transportation is the number one barrier for many people. Children, parents and seniors standing at bus stop for hours in heat or rain is not a good transportation model. Providing more solar options for residents. City and County could contract with solar company to provide solar panels for roofing and add to a resident's electric bill, similar to what Oregon does.	2/22/2019 2:56 PM
66	The airport is stifling growth. Tallahassee has outgrown its airport several fold. Restoring passenger train service would enable more options for residents to travel elsewhere, and for fans to come into town for sports events.	2/22/2019 2:24 PM
67	Barriers include people with egos who think they are better than others. I do not have answers, though I have always been frustrated.	2/22/2019 12:09 PM
68	we need more sidewalks, and some of the sidewalks need to be cleared of trees and limbs, better lighting for nighttime travel. replacement of trees we lose to storms - the green makes people feel safer too	2/21/2019 10:31 AM
69	Bad housing, bad transportation, distance between things	2/21/2019 8:41 AM
70	Lower income residents may have to rely on public transit which doesn't cover as much area or provide as frequent service as it ideally would. Due to the relatively low density of the city, few areas have basic needs within walking distance.	2/20/2019 1:49 PM
71	Calling our regional airport "international "	2/19/2019 8:06 PM
72	Convenient and affordable public transportation	2/19/2019 7:57 PM

Q9 Is there anything you would change, remove, or add to these objectives?

Answered: 53 Skipped: 62

#	RESPONSES	DATE
1	No	9/18/2019 10:19 AM
2	Increasing commercial uses on minor corridors inside of largely residential neighborhoods. Particularly where streets were previously commercial, but changed to a residential use, and where those commercial building exist but now sit vacant.	9/17/2019 11:36 AM
3	Prioritize infrastructure improvements in economically disadvantaged zip codes Reduce lane Widths to add wider Sidewalks in MMTF Stop Spending MMTD \$ outside the district Include low income transit users in the conversation not just beer Makers & merchants SILOW SLOW OUR STREETS TO BE PEOPLE FIRST CARS LATER Slow down our streets by supporting police traffic enforcement When was the last time you saw police Pull someone over for running a read light	9/16/2019 11:12 AM
4	Stop cutting down trees, PERIOD. Plan for future development of Tallahassee without causing a sidewalk jungle. Keep Tallahassee charming. STOP waisting away at Tallahassee's charm!	9/12/2019 6:55 PM

Summary of Public Input on Land Use and Mobility Objectives

5	They need to adjust the prices at Tallahassee regional airport. You cannot call yourself an international airport and not provide a lot of flights. Also the tickets are a whole lot more expensive than they are at any other international airport. I'd much rather drive 2 hours to either Jacksonville or Pensacola to fly out then to spend an extra 2 or \$300 on plane tickets. Get it together Tallahassee.	8/2/2019 7:31 PM
6	Nicer bus stops increase in lighting in neighborhoods to make it feel safer, Emergency phones similar to what FSU has on campus along well used walking areas - especially south side of Cascades park.	7/31/2019 2:41 PM
7	I'm not clear on what creating networks for freight and cargo consists of but if it includes more trucks running on fossil fuels, then I am against it. I would prefer to see us develop more train travel for such purposes.	7/24/2019 7:48 AM
8	Why are we trying to encourage walking and biking in a hot southern state, where it rains a lot, and at the same time encourage seniors to retire here?	7/17/2019 3:46 PM
9	Focus on the bottom 20%. Bring them up. Then focus on the fluff for the already affluent.	7/17/2019 3:23 PM
10	I would absolutely ADD that there needs to be a better job with travel maintenance. The roadways and paths and canopy roads and sidewalks look awful throughout the entire city of Tallahassee. Every day, I see very tall (some over 1ft) weeds growing everywhere in the cracks of the sidewalks and along the roads (even right outside new communities, such as Canopy) On the medians there is always trash and debris. Spraying or ridding the weeds and debris is a SIMPLE solution to beautify Tallahassee, as well as encourage use of sidewalks, etc. I have never seen a street sweeper here, but it may be something to look into. Again, when the roads and walkways in even newer areas are covered in weeds and debris, it makes the area less desirable to utilize, and makes the area questionable for safety, as it is most likely unused and unkempt. Along the canopy roads, I would suggest adding some pavement to the sides, even 6". There are a lot of ditches that make it hard for those to pull over in an emergency, and the canopy roads are beautiful but are often times overgrown where it makes it difficult to enjoy the trees when the weeds are large, and block drivers views when pulling out of neighborhoods.	7/17/2019 2:23 PM
11	I do think that having low cost or cost free things to do for people and families is a great thing that Tallahassee is doing well. This really helps get people away from consumerism as a marker of happiness and success	7/17/2019 10:16 AM
12	Focus more on job opportunities and how the underemployed or unemployed can get access to jobs and offer citywide campaigns to get the unemployed employed.. Also a consider why the housing and real estate are So high compared to the median incomes.??? Lower the property taxes and utilities so we can afford more for our families.	7/16/2019 10:54 PM
13	no	7/16/2019 5:49 PM
14	Identify neighborhoods with high needs and provide targetted resources and assistance on a regular cycle	7/16/2019 1:02 PM

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15	Again, all this focus on South side and not on some of the other areas.	7/16/2019 11:25 AM
16	You've packed way too many items into this category that are very loosely related. Airport issues and food desserts seems miles apart.	7/16/2019 11:11 AM
17	I think you need to start at the bottom and the top. New nice homes available but also in the schools to change the opportunities for the next generation. Little by little you will get there. It can't happen over night and you must go inside every home.	7/16/2019 11:06 AM
18	NO	5/14/2019 11:47 AM
19	more buses!! so that we can have better routes. (I would take the bus every day, even though i have a car, and there is a bus stop in front of my home. BUT, it would take over an hour and a bus transfer to get me to work and it's 5 to 7 minutes by car and a leased space downtown.)	4/22/2019 1:04 PM
20	Way too many; way too general	4/9/2019 2:27 PM
21	Yes but I would first like to know why these are the goals. How about goals like...Support for new business,	4/3/2019 11:30 AM
22	I feel these are oriented to the past, and not drawing from a future where people work from home even more and state offices are no longer downtown.	4/2/2019 2:50 PM
23	I think this is a great start, but remember to keep access to grocery stores and healthy food on here.	3/29/2019 8:42 AM
24	I would adjust priorities with regard to air travel in llight of the above.	3/25/2019 11:10 PM
25	not at this time	3/19/2019 10:36 PM
26	A land use plan should also include the streets and roads themselves as places that may host a wide range of uses. These various uses should be compatible with the surrounding land uses. Design of streets and roads should in turn effect these planned uses.	3/19/2019 8:31 PM
27	We don't even have basic transportation services like shelter and seating at the majority of the highest used bus stops - but we are planning for TOD? These objectives read like they were written by a developer to destroy needed buffers and boundaries that make all cities livable. I support multi-modal transit - I don't understand how any of these objectives will impact the comprehensive plan.	3/18/2019 4:23 PM
28	Restore passenger rail connectivity (Amtrack)	3/15/2019 9:47 AM
29	Add world class protected bike lanes throughout the city.	3/14/2019 5:54 PM
30	Same as before.	3/9/2019 12:01 PM
31	If business refuse to go to South side - move all Government to South side. When the last time someone even visited Magnolia / S. Meridian and below Orange	3/8/2019 9:40 AM
32	Not specifically, but I would continue to view these objectives through the lens of accessibility in the face of poverty. Community members with substantial means do not have a meaningful accessibility issue because they can afford to compensate for lack of accessibility in other ways (e.g., if there is no grocery store nearby, someone with means would likely be able to drive their car to the nearest store; someone	3/7/2019 12:06 PM

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	living in poverty may not be able to afford a car and may live in a food desert, thus substantially limiting their accessibility to food even if they live the same distance from a store as a person with means).	
33	Favor zoning that enables small businesses within walking/biking distances of residential areas, so that the distance of commutes is reduced.	3/6/2019 1:12 PM
34	Why doesn't Chiles have bus service so those who attend who cannot afford cars can also benefit from 7th period? We need to be looking to see if subsidizing Lyft or Uber would be less expensive and more effective than the bus system. Or car and bicycle that one could pick up in a neighborhood when they need it.	3/4/2019 3:11 PM
35	Definitely add a focus on creating and maintaining better sidewalks. I'm not sure I agree with the aggressive focus on building in the south side of town. I think we need to focus on revamping our downtown. We have plenty of beautiful, historic buildings that need to be redone and can be incredible places for people to visit (look at Birmingham, AL as a guide). I definitely agree that access to our airport is embarrassing and needs a complete overhaul. The cheapest and easiest way to make headway with this focus is to provide better signage (no one knows the main terminal's name, we just need better signage for "main terminal").	3/4/2019 12:26 PM
36	See above	3/4/2019 9:46 AM
37	How do we decide where to encourage TODs and TADs when we don't have fixed routes for transit? What kind of density and intensity do these require and is that realistic in this community?	3/2/2019 2:54 PM
38	Seems very extensive. Wondering if objectives are based with a larger metropolis on mind.	3/1/2019 4:50 PM
39	Do something to discourage use of vehicles when public transportation is available and reliable. Encourage walking and bicycling for purposes other than recreation. Safe, sheltered places to park bicycles.	2/28/2019 8:26 AM
40	For land use, my concern is that there is not enough listening to the communities for example who want to maintain their pristine trees and green space, yet to have a builder come in adjacent to those areas to build contrary to the immediate community environment.	2/27/2019 10:38 AM
41	na	2/27/2019 7:38 AM
42	Build more sidewalks in subdivisions which don't have them.	2/26/2019 11:17 AM
43	I don't see how most of these objectives relate to daily access. There's a lot of jargon and gobbledygoop thrown in here.	2/25/2019 11:39 AM
44	I think that the access to the airport is not well developed. Air accessibility is a big issue in Tallahassee and the objective as drafted assumed that there is a need to improve accessibility to the airport- the airport operation today I think that might	2/25/2019 11:15 AM

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	not need road improvement, etc. this should be the consequence of an airport operating in full capacity based on the demand.	
45	I would remove those that impact the few and concentrate on the ones that impact our entire MSA. I would eliminate any that are not consistent with Smart Codes. I would hire independent professionals, and ask them to do charities and come up with priorities that are not skewed to existing politics of our community driven by city staff and management.	2/23/2019 5:49 PM
46	No	2/23/2019 3:04 PM
47	I don't want Tallahassee to be a "compact" community. I think building roads to meets "future" needs is appropriate, however do not force mass transit if it cannot be financially selfsustaining. This Comprehensive Plan sounds a lot like turning Tallahassee into NEW YORK CITY. It needs to organic, natural growth. Not forced overnight.	2/23/2019 9:27 AM
48	Airport improvements should be one of our top priorities in terms of commercial accessibility; Tallahassee is basically isolated in a rural swamp, and if businesses are going to be successful in our area we need for the community to be able to conveniently and more affordably fly to other areas of the country.	2/22/2019 2:24 PM
49	not familiar enough	2/21/2019 10:31 AM
50	A focus not just on easy transportation but also focusing on how close people are to the things they need.	2/21/2019 8:41 AM
51	When you say "Improve access to the places people need to go to meet their everyday needs" it sounds like you're talking about people's transportation needs (i.e. can they get where they need to go, when they need to get there some how) but then when you throw trails into the mix it sounds like you're also talking about transportation preferences so I'm a not all that clear on what the objective is here...	2/20/2019 1:49 PM
52	Get rid of car allowance for airport personnel	2/19/2019 8:06 PM
53	MMTDs...to date examples of implementation have been disappointing...Magnolia Grove...ugly, anywhere USA design and architecture, insignificant landscaping...	2/19/2019 7:57 PM

Q10 How would you measure success towards addressing this theme?

Answered: 60 Skipped: 55

#	RESPONSES	DATE
1	Not sure	9/18/2019 10:19 AM
2	Increase in Business licenses and sales tax in neighborhoods that were previously 100% residential	9/17/2019 11:36 AM

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3	Reduction in in town accidents Increase in affordable housing stock Less business closings after “improvements” Add Residential where office is already established- Capital Regional Hospitable has zero multi family housing nearby- if people had option to live near work You are already shoving another road in on the NE (hello welaunee developer driven not planned) add Incentive for Housing on NE side that isn’t just white Southerners (sorry but true)	9/16/2019 11:12 AM
4	I'm not sure I understand the means available to measure. Maybe revisit every year?	9/12/2019 6:55 PM
5	Non-existent.	8/2/2019 7:31 PM
6	More people using public transit. Seeing families walking neighborhoods, event and promotions of services- community engagement.	7/31/2019 2:41 PM
7	Success in my opinion would be measured by the number of cars off the road and more people using public transportation. This would require a combination of incentives and disincentives.	7/24/2019 7:48 AM
8	Build some solar-powered light rail for the center city! Surely with all the technological innovation going on in Innovation Square, and the success of light rail in other cities, this should be possible.	7/17/2019 8:18 PM
9	The blight on the south side of Tallahassee will disappear.	7/17/2019 3:23 PM
10	Transportation and safety go hand in hand. More options for mobility means an increase in physical safety and health in the community.	7/17/2019 2:23 PM
11	It’s hard to say. I guess the more people feel they have two nickels to scrape toy(without actively deluding themselves), the better.	7/17/2019 10:16 AM
12	More job opportunities in Tallahassee. Less homeless and crime because they have jobs. Less strain on families to be happy and not have worry over high utilities and taxes	7/16/2019 10:54 PM
13	Reduced traffic and increased revenue at local business due to accessibility.	7/16/2019 8:15 PM
14	When I can go to Publix or work in anything other than my car.	7/16/2019 5:49 PM
15	If there is an improvement in customer satisfaction after services are provided.	7/16/2019 1:02 PM
16	Seeing actual growth in areas the city seems to have forgotten about	7/16/2019 11:25 AM
17	There's really no way to address this in a form.	7/16/2019 11:11 AM
18	Set specific goals and plans of action and break it down week by week. Month by month. Constant attention.	7/16/2019 11:06 AM
19	By developing a transportation service for the rural community to help with their everyday needs such as hospital visits, grocery shopping...etc	5/14/2019 11:47 AM
20	when everyone takes the bus to work every day.	4/22/2019 1:04 PM
21	A safe town as far as getting around.	4/17/2019 5:19 AM

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22	reduce vehicle miles traveled	4/9/2019 3:47 PM
23	eliminate barriers to entrepreneurs. Eliminate barriers to expanding existing businesses	4/3/2019 11:30 AM
24	Let's get some data about this stuff! I think you should be offering the public a look at what exists and what the city/co is measuring now to help us assess these objectives.	4/2/2019 2:50 PM
25	Number of roads with sidewalks and/or bike lanes available. Number of street lights to increase visibility. Availability of green spaces and parks in the south side that are safe and easy to access.	3/29/2019 8:42 AM
26	Identify actions to achieve and measure success numerically	3/26/2019 9:31 PM
27	Supply should meet demand, with an appropriate allocation of costs. Who wants it, who needs it, and who is willing and able to pay for it. 3/25/2019 11:10 PM	
28	The best measurement for access is to determine what destinations can be accessed in a certain amount of time for a typical home or business in a manner that reflects a typical person's needs. For example, if simple errands such as access to food should require no more than a 15 minute one way journey on foot, commuting no more than 30 minutes without a car, and occasional journeys (such as for recreation) no more than 1 hour, then this is done by counting grocery stores within a 15 minute walk, jobs within a 30 minute cycle or transit journey, and recreational opportunities within 1 hour by any mode.	3/19/2019 8:31 PM
29	5/10	3/19/2019 4:08 AM
30	I guess we are going to keep getting asked this question - I'm not going to answer this because there isn't enough information provided to give a sensible response.	3/18/2019 4:23 PM
31	If I saw more visualization on part of the city and county when providing permits for business, homes, etc on what kind of city are we looking to build what do we want it to look like. Have that in front of mind when making all decisions.	3/17/2019 12:06 PM
32	Improved municipal transit service	3/15/2019 9:47 AM
33	Fewer accidents involving pedestrians and cars, bikes with cars. Fewer deaths.	3/14/2019 5:54 PM
34	??	3/9/2019 12:01 PM
35	Nice scenery on streets of S. Meridian between Magnolia and Orange ...	3/8/2019 9:40 AM
36	Objective data.	3/7/2019 12:06 PM
37	Measure number of neighborhoods that have amenities like grocery stores, gas stations, dry cleaners, restaurants within a minimal distance.	3/6/2019 1:12 PM

Summary of Public Input on Land Use and Mobility Objectives

38	More sidewalks and bike lanes south of town.	3/5/2019 8:12 AM
39	Public transport would not just be a bus system in 40 pax buses.	3/4/2019 3:11 PM
40	Success will be easy to measure. As you o about your every day life, do you see more people walking/biking/getting less angry on the roads?	3/4/2019 12:26 PM
41	High rates of Urban in-fill.	3/4/2019 9:46 AM
42	Professionals should provide measures based on the extent of the problem and the kind of data you can collect to measure success. Some of these objectives have intent language, which is helpful	3/2/2019 2:54 PM
43	All avenues of public transportation working well in conjunction with each other. Can people get to all the public services?	3/1/2019 4:50 PM
44	Monitor traffic patterns. Communicate with vulnerable community members. Examples: families with school age children, elderly and/or disabled who don't drive. Working folks who can't afford cars.	2/28/2019 8:26 AM
45	This will be a difficult area to evaluate, and may have more of a subjective approach than objective. A report card on projects planned and completed during the FY. Also measuring the number of businesses that move to Tallahassee, may be useful. I think several university and college level programs, an under used airport, and property availability near the airport, plus potential employees, why can't we have an Amazon?	2/27/2019 10:38 AM
46	I need to learn more before providing an adequate opinion.	2/27/2019 8:56 AM
47	community assessments	2/27/2019 7:38 AM
48	Percent of subdivisions within city limits built before 1980 with inadequate sidewalks and Number of linear feet if new sidewalks constructed in FY in subdivisions not previously having sidewalks.	2/26/2019 11:17 AM
49	number of trips. and time of the trips- this might help to understand that some of the trips can be satisfied by the public transportation system. or by walking. the airport issue I think needs more research- market analysis, etc.	2/25/2019 11:15 AM
50	Time it takes to adopt smart code as a basis for the codes, and time it takes to integrate smart code with comprehensive plan	2/23/2019 5:49 PM
51	It would be very easy to track the land use distribution access part using a GIS data on a yearly scale.	2/23/2019 3:04 PM
52	A public transportation system that people with cars chops choose to ride.	2/23/2019 10:58 AM

Summary of Public Input on Land Use and Mobility Objectives

53	Sidewalks wide enough that 3 people can walk along without forming ing a line when someone comes from the other direction An airport with competitive prices that driving to Jacksonville, parking a car in long term parking, then driving back is cheaper than flying out of Tallahassee...one way. Smaller buses that to ALL ares if Leon County and more frequent pickups, etc. Bus lanes, pullouts that allow buses to stop and keeps cars from having to pull around and causing a accidents because they can't wait....how about a monorail system since we can't do subways.	2/23/2019 9:27 AM
54	Agendas that discuss these option and put them into action.	2/22/2019 2:56 PM
55	Increased services and more convenient options to travel to and from Tallahassee by air and train.	2/22/2019 2:24 PM
56	see how well public transportation is being used, ask people	2/21/2019 10:31 AM
57	Less time in the car, cheaper housing and transportation	2/21/2019 8:41 AM
58	Percentage of residents who can meet their basic transportation needs for less than 20% of their income.	2/20/2019 1:49 PM
59	No perks for commissioners	2/19/2019 8:06 PM
60	Increased Star Metro routes and ridership More and better connected bike lanes and trails More sidewalks along major transportation corridors	2/19/2019 7:57 PM

Summary of Public Input on Land Use and Mobility Objectives

Theme 3 - Environment

Q11 How important is this issue? (0 being not important and 10 being very important)

Answered: 88 Skipped: 27

ANSWER CHOICES	AVERAGE NUMBER	TOTAL NUMBER	RESPONSES
	8	735	88
Total Respondents: 88			

#		DATE
1	7	9/18/2019 10:28 AM
2	6	9/17/2019 11:42 AM
3	10	9/16/2019 11:27 AM
4	10	9/12/2019 7:38 PM
5	6	9/12/2019 2:41 PM
6	5	9/12/2019 2:36 PM
7	8	8/2/2019 7:33 PM
8	8	7/31/2019 3:06 PM
9	10	7/24/2019 8:17 AM
10	10	7/17/2019 8:45 PM
11	10	7/17/2019 3:48 PM
12	7	7/17/2019 3:44 PM
13	7	7/17/2019 3:25 PM
14	8	7/17/2019 2:47 PM
15	8	7/17/2019 11:15 AM
16	10	7/17/2019 10:27 AM
17	10	7/17/2019 10:11 AM

Summary of Public Input on Land Use and Mobility Objectives

18	1	7/16/2019 11:01 PM
19	10	7/16/2019 8:21 PM
20	10	7/16/2019 5:51 PM
21	8	7/16/2019 5:26 PM
22	5	7/16/2019 2:37 PM
23	8	7/16/2019 1:54 PM
24	9	7/16/2019 1:06 PM
25	10	7/16/2019 11:29 AM
26	10	7/16/2019 11:21 AM
27	9	7/16/2019 11:17 AM
28	10	7/16/2019 11:10 AM
29	6	5/14/2019 11:52 AM
30	5	4/29/2019 4:29 PM
31	6	4/22/2019 1:07 PM
32	5	4/17/2019 5:21 AM
33	7	4/9/2019 3:49 PM
34	10	4/9/2019 2:31 PM
35	7	4/3/2019 11:33 AM
36	10	4/2/2019 3:26 PM
37	8	4/2/2019 2:54 PM
38	8	3/29/2019 8:43 AM
39	7	3/26/2019 9:34 PM
40	10	3/25/2019 11:49 PM
41	10	3/22/2019 4:28 PM
42	9	3/22/2019 1:11 PM
43	10	3/19/2019 10:48 PM
44	7	3/19/2019 8:35 PM
45	9	3/19/2019 12:17 PM
46	10	3/19/2019 4:12 AM

Summary of Public Input on Land Use and Mobility Objectives

47	7	3/18/2019 4:27 PM
48	10	3/17/2019 12:09 PM
49	10	3/15/2019 9:54 AM
50	10	3/14/2019 5:59 PM
51	9	3/13/2019 8:56 AM
52	8	3/9/2019 12:07 PM
53	0	3/8/2019 9:44 AM
54	7	3/7/2019 12:09 PM
55	10	3/6/2019 1:19 PM
56	6	3/6/2019 12:23 PM
57	10	3/5/2019 8:16 AM
58	8	3/4/2019 3:13 PM
59	8	3/4/2019 12:29 PM
60	10	3/4/2019 9:54 AM
61	10	3/2/2019 2:59 PM
62	10	3/1/2019 4:56 PM
63	10	2/28/2019 8:41 AM
64	9	2/27/2019 10:46 AM
65	10	2/27/2019 8:59 AM
66	9	2/27/2019 7:42 AM
67	10	2/26/2019 2:13 PM
68	10	2/26/2019 11:23 AM
69	10	2/25/2019 11:56 AM
70	8	2/25/2019 11:49 AM
71	10	2/25/2019 11:17 AM
72	10	2/25/2019 10:46 AM
73	10	2/25/2019 8:35 AM
74	10	2/23/2019 10:42 PM
75	1	2/23/2019 5:57 PM
76	10	2/23/2019 3:06 PM
77	7	2/23/2019 11:12 AM
78	6	2/23/2019 9:43 AM
79	6	2/22/2019 9:12 PM

Summary of Public Input on Land Use and Mobility Objectives

80	10	2/22/2019 3:01 PM
81	7	2/22/2019 2:26 PM
82	10	2/22/2019 1:46 PM
83	10	2/21/2019 10:33 AM
84	10	2/21/2019 8:46 AM
85	6	2/20/2019 1:59 PM
86	9	2/19/2019 8:07 PM
87	10	2/19/2019 8:03 PM
88	10	2/19/2019 5:04 PM

Summary of Public Input on Land Use and Mobility Objectives

Q12 Why did you choose this level of importance?

Answered: 76 Skipped: 39

#	RESPONSES	DATE
1	Character of Tallahassee is distinctive and cannot be replaced in a short period or even a long period. Fewer roads and traffic. Property development should not destroy neighboring developments.	9/18/2019 10:28 AM
2	The environment is very important, but Tallahassee has a lot of canopy, and currently makes tremendous efforts towards preservation	9/17/2019 11:42 AM
3	Our wild area are why Pope Leo come & stay We are losing our predominant urban form to developers & it's Ugly	9/16/2019 11:27 AM
4	Because our environment IS the most important reason Tallahassee is Tallahassee. STOP wanting to change that just to put money in developers pockets. Planning for our future means planning to keep Tallahassee safe, beautiful vibrant and charming.	9/12/2019 7:38 PM
5	This is important for quality of life, however, Leon County already has excellent parks and an extensive canopy.	9/12/2019 2:41 PM
6	Need a better place for my kids to live. We have to take care of what we have.	8/2/2019 7:33 PM
7	Everyone has concerns about the environment, no one wants unsafe drinking water, contaminated soils, unsafe parks. But we put too much emphasis on building and not enough on maintaining what we have an making it safe. Not enough effort on sustainable resources in development and encouragement of renewable building materials and self-sustaining systems in building design.	7/31/2019 3:06 PM
8	I believe that climate disruption is the single most important issue facing us and if we don't solve this problem, the other problems won't matter much. The UN's latest climate report projects that Tallahassee could be uninhabitable by as early as 2050. The goals set by the City to decarbonize are far too unambitious and do not rise to the level of seriousness and investment that are required of us to rise to the challenge presented. We need to be doing several things: 1) Planting as many trees as possible. 2) Preserving as many trees as possible to maintain our urban forests. 3) Converting the energy grid to 100% renewable energy within 10 years This should also include subsidizing and incentivizing rooftop solar, living roofs, solar sidewalks, and other green energy sources on individual homes, every business, government office, 4) incentivizing urban farms and vertical urban agriculture, 5) building infrastructure to get people out of cars by encouraging use of public transportation, walking and bikes, 5) phasing out all natural gas appliances and converting to electric (this will require help for many people to buy new stoves, etc.), 6) using methane from landfills to harness power, 7) more community gardens, 8) collaborating with other cities to pool resources and have regional solutions 9) expanding recycling to include compost and other items such as clothing, furniture, electronics, household goods, while simultaneously insuring that these items actually ARE recycled. Recent studies have shown that many recycled items, like plastic, are going to landfills and 10) banning the use of unnecessary plastics such plastic bags, plastic straws, styrofoam, one-use-throw-	7/24/2019 8:17 AM

Summary of Public Input on Land Use and Mobility Objectives

away items, and bottled water in plastic. Having public spaces where you can refill stainless steel water bottles would help with this! Finally, it is critical to have more compact growth patterns. Urban sprawl and subdivisions with large lots are the death of growth management and we must draw a bright line around our city and refuse to keep expanding outward. Otherwise, we will continue to be car culture forever. We also need to encourage more electric car usage for those who want to drive and more places to recharge. However, we should stop building and widening roads. Just say NO.

9	Climate change is the biggest threat to our national security and to our quality of life.	7/17/2019 8:45 PM
10	Once it's gone, it's gone forever.	7/17/2019 3:48 PM
11	This is secondary to taking care of the first priority which is educating the poor, medical care for the poor, decreasing crime in the blighted areas of the city and county.	7/17/2019 3:25 PM
12	While I feel very strongly about maintaining a healthy and thriving natural environment, as a community who is in the Capital city of the state of Florida, I also believe that we can maintain healthy economic growth utilizing land. I believe that we can beautify our community by planting native and non-native species to replace that which was lost in the phases of development. However, I do feel some laws that protect a single animal found on a piece of land at some point, is not always a good reason to never develop that land for public use.	7/17/2019 2:47 PM
13	The natural features of the area are what keep many people in Tallahassee.	7/17/2019 11:15 AM
14	Because globally, we're losing our natural spaces and we need to start thinking more responsibly about our environmental future. Also, I want free to see people move to a model of urban centers surrounded by and part of free, natural spaces. Smaller yards for homes, but more common land for people and wildlife —NO MORE PARKING LOTS	7/17/2019 10:27 AM
15	I moved here because of the natural setting of the city and have watched as multiple greenways and forest areas get cut down while malls and shopping centers remain vacant.	7/17/2019 10:11 AM
16	Low on my radar	7/16/2019 11:01 PM

Summary of Public Input on Land Use and Mobility Objectives

17	I have kids and I want them to live. Cities and urban areas which have recognized the need to protect the environment are far more attractive to visitors and potential residents. It also keeps the landscape beautiful and protects the ecosystem. People have a sense of pride who live in cities which make the environment a priority.	7/16/2019 8:21 PM
18	Without a safe, protected environment humanity will eventually cease to exist.	7/16/2019 5:51 PM
19	Preserving our natural environment is very important now and for future generations. Native trees and plants should be emphasized. Trees that are interfering with power lines should be removed and replaced with appropriate plants that won't interfere with power lines at maturity.	7/16/2019 5:26 PM
20	Without protection of natural environment why would people want to live here.	7/16/2019 1:54 PM
21	Without the natural environment, society will not survive too long in artificial environment.	7/16/2019 1:06 PM
22	We need to protect our planet	7/16/2019 11:29 AM
23	natural areas improve overall well being.	7/16/2019 11:21 AM
24	I think one of the main things Tallahassee has going for it is trees and I worry that with increased development we will only see more and more of them disappear, removing one of our most important characteristics.	7/16/2019 11:17 AM
25	Tallahassee is so beautiful. Tree city USA.	7/16/2019 11:10 AM
26	You still need to enhance our quality of life, but more importantly is providing for the less fortunate.	5/14/2019 11:52 AM
27	not much we can do on the local level, but we need to try	4/22/2019 1:07 PM
28	Natural areas are important to everyone's health and well being	4/9/2019 3:49 PM
29	We need nature; it doesn't need us.	4/9/2019 2:31 PM
30	Because, I think our comp plan has been too heavily weighted toward absolute protecting our environment no matter the quality of the natural features.	4/3/2019 11:33 AM
31	The natural environment is our common resource and the one thing that is equally available and important to every person's sense of community, belonging and well being. It is beautifully multipurposed and multigenerational. The importance cannot be overstated.	4/2/2019 3:26 PM
32	We have good tree coverage and parks-- let's keep it that way! VERY important with global warming, but less of an immediate crisis than affordable housing.	4/2/2019 2:54 PM
33	This goes hand in hand with items listed in the previous theme.	3/29/2019 8:43 AM
34	It's what makes this city attractive.	3/26/2019 9:34 PM

Summary of Public Input on Land Use and Mobility Objectives

35	Land, space, whatever you call it, is the one element in the puzzle that there will never be of. Its finite. A growing human population consumes it, and at the same time creates a growing demand for a diminishing supply. Recreation, and opportunities for open space experience have been shown by some studies (no I can't) to be essential to mental health and stability, productivity and and quality of life. This may be the biggest enigma in the whole area of line use planning, because human population growth increases the demand, while consuming the space. The other things discussed (transportation related stuff especially) herein are largely about how effectively and efficiently we juggle and juxtapose living space, agriculture, clean water, waste disposal, clean air and open space. The report Florida 2060 and supporting materials, provides a wealth of ideas.	3/25/2019 11:49 PM
36	If we do not take care of our environment, then we will lose everything.	3/22/2019 4:28 PM
37	health and recreation, pride in my environment and neighborhood, carbon footprint	3/19/2019 10:48 PM
38	The main benefit of environmental goals will be to further other goals.	3/19/2019 8:35 PM
39	I would have said 15/10	3/19/2019 4:12 AM
40	One of Tallahassee's best assets over any other Florida city is our beautiful trees, canopy roads and access to clean beaches.	3/18/2019 4:27 PM
41	Our local environment and natural features are the number one thing I think that makes our town unique.	3/17/2019 12:09 PM
42	It's one of our best assets & is being destroyed by ill-considered development	3/15/2019 9:54 AM
43	There are already very little natural areas left in the city limits. We need to preserve natural pockets like Northwest Park before they are chopped and mowed down.	3/14/2019 5:59 PM
44	very important	3/13/2019 8:56 AM
45	Because we need to be sure and protect our natural resources and be aware of what those are, but not get too carried away and go overboard. Use common sense.	3/9/2019 12:07 PM
46	People in attendance normally do not represent whole community.	3/8/2019 9:44 AM
47	I believe that environmental well-being is necessary in the long-term. However, I think it's necessary to "stop the bleeding" with regard to more immediately needed solutions such as increased access to food, affordable transportation, and affordable housing.	3/7/2019 12:09 PM
48	Our environment not only provides recreation, it provides life-giving protection from extreme weather and climate change and key protection of water resources.	3/6/2019 1:19 PM
49	In Florida, we live outdoors. We want to have choices and it to be well maintained.	3/6/2019 12:23 PM

Summary of Public Input on Land Use and Mobility Objectives

50	Isn't this obvious, the beauty and health of our natural world benefits everyone.	3/5/2019 8:16 AM
51	It's what makes us Tallahassee.	3/4/2019 3:13 PM
52	Tallahassee has some of the most incredibly gorgeous trees and natural landscapes in Florida. We need to preserve this unique landscape.	3/4/2019 12:29 PM
53	We get sick and or die with a poor environment.	3/4/2019 9:54 AM
54	Critical to preserving our quality of life.	3/2/2019 2:59 PM
55	Don't pave paradise and put up a parking lot. That should be our motto. Destroying our green spaces will heat up our entire City for one thing.	3/1/2019 4:56 PM
56	I grew up in South Florida. I came to attend college in Tallahassee and was so charmed that I chose to remain and raise my family here. Many of us did this. The quality of the natural resources, as you state, enhances quality of life.	2/28/2019 8:41 AM
57	People love to walk and enjoy our beautiful canopy tree filled roads, and parks. These are perhaps the best inexpensive mental health we can provide for our citizens.	2/27/2019 10:46 AM
58	An overall "rule" put into place that protects our natural areas, will in part protect our quality of overall life in our community.	2/27/2019 8:59 AM
59	Again a critical part of the community and teaches each generation to support them and gives the community a meeting place that is of no cost.	2/27/2019 7:42 AM
60	Once natural areas and old growth tree canopies are gone, it is very difficult and expensive to bring them back. We depend upon the environment for our health and well being.	2/26/2019 2:13 PM
61	It's the environment....	2/26/2019 11:23 AM
62	Our environment is being daily degraded to a point that life will no longer be sustainable. We have to change our ways to get our water and air quality back to healthy levels.	2/25/2019 11:56 AM
63	quality of life rely on the environment.	2/25/2019 11:17 AM
64	The environment was one of the main reasons I stayed in Tallahassee after graduating from FSU. The care the town seemed to give made me want to stay and spend my money here. I'm quickly beginning to rethink this though.	2/23/2019 10:42 PM
65	"Environment" is too broad of a term to be meaningful. To some it would refer to how pleasant people are to them, to others it might have to do with global warming. What is most important to our MSA is nutrition, and the environment that supplies this nutrition. Because of the impact of nutrition on people of all ages, and the lack of nutrition that is available in the national food supply system we our biggest opportunity is to improve our nutrition system. Visit the French Town Heritage Market to address the primary need of our community nutrition.	2/23/2019 5:57 PM

Summary of Public Input on Land Use and Mobility Objectives

66	The environment - clean water and air - is the most important issue we face and it is completely entwined in our economic and personal futures.	2/23/2019 3:06 PM
67	There has to be a balance, but Tallahassee and Leon county's identities are very tied to all of our trees and green spaces. Is hate to see all that disappear in a rush of commercial development. I like the idea of having an Urban Forest and was conflicted about the decent around Cascades park	2/23/2019 11:12 AM
68	Keeping the environment clean and healthy is important, however the canopy road system is outdated. It's dangerous due to the narrow roads and the probability if trees falling during severe weather events. We need more underground utilities to get rid of the dangerous and ugly electric lines. No solar or wind farms...ugly and NOT cost effective.	2/23/2019 9:43 AM
69	Climate change is real. Deforestation not only allow more following, pollution and higher utility bills, it also adds to an unhealthy population and environment. Tallahassee and Leon County should be more aggressive in protecting our green spaces that rushing to rubberstamp more development and more building.	2/22/2019 3:01 PM
70	It's important, but it's not the communities greatest challenge; our city has a great track record on environmental issues.	2/22/2019 2:26 PM
71	"Identify natural resources that contribute to human well-being and community character and other features that could impact human health." "Prioritization of Natural Areas:.." "Restoration of Habitats and Sensitive Lands:..." "Urban Forests:..." (I hear Centerville Road from Tescot to the bend to Blairstone has lost trees. Sad.) "... address and manage natural resources that extend beyond jurisdictional boundaries in ways that reflect the importance of context and scale at the neighborhood, city, county, and regional levels by coordinate with neighboring jurisdictions."	2/22/2019 1:46 PM
72	the amount of green and natural areas in a city determine the level of happiness, less stress, feeling safe and user-ability of the area	2/21/2019 10:33 AM
73	Everything else relies on the environment.	2/21/2019 8:46 AM
74	We only get one environment...	2/20/2019 1:59 PM
75	We need nature to survive	2/19/2019 8:07 PM
76	Envirinmental and tree prorection have been basically ignored with recent development	2/19/2019 8:03 PM

Q13 What are the most pressing environmental issues facing our community?

Answered: 75 Skipped: 40

#	RESPONSES	DATE
1	Our lakes look very sick. Satellite photos show green dirt holes instead of the lakes that used to exist.	9/18/2019 10:28 AM
2	I'm not sure of any	9/17/2019 11:42 AM

Summary of Public Input on Land Use and Mobility Objectives

3	Climate change being fueled By lack of coordination to reduce Car reliance - Oversized housing stock that gives bathrooms to every student City planners allowing builds to lot line & trees removed Roadway widening & tree removal Replanted Trees are not maintained Micro Habitat loss complete Lack of invasive plant management plan for in town	9/16/2019 11:27 AM
4	THE CUTTING DOWN OF TREES. The Urban Forest Management report states that only 11% of trees were inventoried, and declared that trees would be cut down and others planted... CAN'T COME TO A SOLUTION OF CUTTING TREES DOWN WITH ONLY 11% INVENTORY. IF THERE TOO MANY TO COUNT, THEN THAT'S A GOOD THING. GET ANOTHER COMPANY TO ACCESS OUR TREES, SOMEONE THAT IS TRUELY VESTED IN OUR COMMUNITY... NOT A YES COMPANY.	9/12/2019 7:38 PM
5	Urban Sprawl.	9/12/2019 2:41 PM
6	N/a	8/2/2019 7:33 PM
7	Cutting down trees on roadways to make driving safe - Way overdue. Putting shoulders/bike path on Old Bainbridge Road. (Plenty of canopy left) - This is a treacherous road for most sober individual. Clean water features, lakes and ponds Treatment of runoff water/sludge.	7/31/2019 3:06 PM
8	See above.	7/24/2019 8:17 AM
9	Irresponsible developers who pay fines to clear cut old growth forest and slap up a bunch of steel and concrete.	7/17/2019 8:45 PM
10	Clearing land for new developments.	7/17/2019 3:48 PM
11	Overhead utilities. It's like living in an antediluvian nightmare when hurricanes approach. And approach they will!	7/17/2019 3:25 PM
12	I believe in having trees and plants, and maintaining native species of plants and animals. I also believe in growth of a community. It seems to me there are hurdles in removing trees, and plants for those who even own their own land, even if the land owner plans to add in trees and plants strategically and beautifully.	7/17/2019 2:47 PM
13	What AREN'T pressing issues now? We're staring down rapid warming trends and increase storms amid mass extinctions and loss of habitat. Forgive the strong word choice, but these are facts. I want my children to know what Florida looks like— what any natural region looks like. What the native animals look like. To be able to sit quietly for a while and spot a bobcat or a turkey alive, not dead on the roadside. I grew up in the south Florida pine swamps and watched builders plow and fill the natural wetland for homes and plant farms. That Florida is vanishing.	7/17/2019 10:27 AM
14	Land misuse by property owners in declining areas of town.	7/17/2019 10:11 AM
15	Keep it clean on all sides of town. South Adams and South Monroe could use some beautification	7/16/2019 11:01 PM

Summary of Public Input on Land Use and Mobility Objectives

16	Trash. The lack of any environmental conscious transportation infrastructure. We need electric car charging stations. Access and affordable pricing to electric/hybrid vehicles (city rebates would be a nice incentive).	7/16/2019 8:21 PM
17	Climate change- increased severe weather, increased elevated temperatures for longer periods of time, increases in poor air quality	7/16/2019 5:51 PM
18	Using the sun to produce energy. Add on to solar panel fields. Better flood and water management during storms. And, focusing on beautifying our area with appropriate trees and plants and eliminating or pruning trees that need it in advance of storms to minimize the storm damage by trees	7/16/2019 5:26 PM
19	Protection of natural resources.	7/16/2019 1:54 PM
20	Urbanization, indiscriminately cutting down forests and natural vegetation to simply put up new buildings that are predominantly vacant	7/16/2019 1:06 PM
21	We need to add more solar and maybe even the city could offer to help more for a citizen to add solar to their private home.	7/16/2019 11:29 AM
22	the rate at which foundation trees are being cut down for things like hotels, shameful	7/16/2019 11:21 AM
23	Cutting down trees - especially historic old trees - in order to build more houses or businesses and thus robbing the community of it's charm.	7/16/2019 11:17 AM
24	Not sure but good water, water management and balancing growing transportation needs of a growing city.	7/16/2019 11:10 AM
25	Not a clean environment that's in our rural community.	5/14/2019 11:52 AM
26	air pollution from internal combustion engines	4/22/2019 1:07 PM
27	Affordable housing and safe transportation.	4/17/2019 5:21 AM
28	upsurping of natural areas for development	4/9/2019 3:49 PM
29	Habitat protection and acquiring additional natural habitat lands.	4/9/2019 2:31 PM
30	Clean water	4/3/2019 11:33 AM
31	Planning for more incidents of violent weather and fires. Maintaining what we have, and improving water quality. Am happy we have an urban forester and plan.	4/2/2019 2:54 PM
32	The springs and the amount of nitrogen they are being exposed to.	3/29/2019 8:43 AM
33	water conservation and responsible development of energy resources	3/26/2019 9:34 PM
34	Allocation of land to various elements of community needs. Shelter, food, water, waste disposal, transportation, recreation and open space/natural areas.	3/25/2019 11:49 PM
35	WATER!	3/22/2019 4:28 PM
36	Health	3/22/2019 1:11 PM
37	I always hear that Tallahassee loves it's trees- but despite this love, many trees are in poor shape and maintenance is poor- homes were damaged, power outages due to fallen trees etc have become common place instead unusual because Tallahassee	3/19/2019 10:48 PM

Summary of Public Input on Land Use and Mobility Objectives

	folks do not maintain their trees - both home owners and county properties - a complete review of tree ordinances	
38	Stormwater runoff, fertilizer runoff, excessive auto use and reliance	3/19/2019 8:35 PM
39	waste products	3/19/2019 12:17 PM
40	Air quality, lead in old pipes, gun violence, chem trails and adding fluoride to the water supply	3/19/2019 4:12 AM
41	I really don't track them and would expect to see some information from the city about historical impacts, successes and plans for the future.	3/18/2019 4:27 PM
42	Water run off management and water treatment of that run off. Especially when that run off carries a lot of chemical in it such as coming off a gold course.	3/17/2019 12:09 PM
43	Septic systems & fertilizer destroying fresh water systems, springs & aquifer. Developers removing mature native trees and planting too many palm trees- this is not south Florida.	3/15/2019 9:54 AM
44	Air quality, drinking water quality.	3/14/2019 5:59 PM
45	Litter on the streets and road sides! Water quality.	3/9/2019 12:07 PM
46	High water levels...	3/8/2019 9:44 AM
47	Climate change and the inclination to sacrifice green spaces for more buildings or to prospectively address infrastructure issues (e.g. cutting down trees to protect power lines in hurricanes).	3/7/2019 12:09 PM
48	Water quality protection and climate change	3/6/2019 1:19 PM
49	Clean water, clean water, clean water. Loss of tree canopy. Clear cutting of properties, this still goes on, amazing.	3/5/2019 8:16 AM
50	The condition of many of the manmade lakes.	3/4/2019 3:13 PM
51	Developers coming in and clear-cutting lots. Developers being unresponsive to the people's demand that we want buildings that work with the natural environment, not against it.	3/4/2019 12:29 PM
52	Growth for the sake of growth. We have a one dimensional chart that tracks success by growth alone. We need to consider how it, growth affects the environment and the social needs of the community.	3/4/2019 9:54 AM
53	Don't have the data to know. It would be helpful if some data and analysis was provided	3/2/2019 2:59 PM
54	Taking care of our aquifer.	3/1/2019 4:56 PM
55	Tree removal, especially since Hurricane Michael. Why is clear cutting allowed??? Require parking areas of public structures to be permeable.	2/28/2019 8:41 AM
56	Strong support to communities who want to maintain their ambiance because of trees, green common areas, water sources (lakes, ponds) and not have a builder develop an area that does not support the communities environment.	2/27/2019 10:46 AM
57	all of it!	2/27/2019 8:59 AM

Summary of Public Input on Land Use and Mobility Objectives

58	Growth may impact the environment and natural spaces so being mindful of this in every project.	2/27/2019 7:42 AM
59	congestion, urban sprawl, incompatible uses, high nitrogen levels.	2/26/2019 2:13 PM
60	Water quality and more green space/trails.	2/26/2019 11:23 AM
61	Degradation of air and water quality from pollution coming from plastics being discarded, overreliance on individual gas-powered cars.	2/25/2019 11:56 AM
62	I think development threatens our trees.	2/25/2019 11:17 AM
63	Septic tanks. Use of roundup. An already stressed water supply, an already stressed Wakulla river system, and already low grade drinking water quality.	2/23/2019 10:42 PM
64	the lack of nutrition and the lack of urban and suburban farming. Not enough people grow food for themselves and their friends.	2/23/2019 5:57 PM
65	Water quality from concentrated overdevelopment and clear cutting, emissions, litter	2/23/2019 3:06 PM
66	The rush to build more student housing and develop downtown as well as housing developments that clear cut them plant new trees instead of saving money old growth.	2/23/2019 11:12 AM
67	The runoffs after weather events, not always tropical storms and hurricanes.	2/23/2019 9:43 AM
68	Deforestation, invasive plants such as privette, water pollution, over development, flooding, traffic pollution, and energy.	2/22/2019 3:01 PM
69	Canopy roads need urban forestry. We need to prepare our community for hurricanes. We need to replace dangerous drainage ditches along canopy roads with more effective storm water systems.	2/22/2019 2:26 PM
70	If I understand correctly, "Effectively address and manage natural resources that extend beyond jurisdictional boundaries in ways that reflect the importance of context and scale at the neighborhood, city, county, and regional levels by coordinate with neighboring jurisdictions." think of "...neighborhood, city, county, and regional levels."	2/22/2019 1:46 PM
71	replacement of trees that are lost to storms	2/21/2019 10:33 AM
72	Having a denser city that lets people get to the places they need without using a car or paving over more land.	2/21/2019 8:46 AM
73	Urban sprawl and the continued growth of low density suburban development	2/20/2019 1:59 PM
74	Concrete	2/19/2019 8:07 PM
75	Governmental disregard....developers rule....level, clear, fill...devastate...only concern is profit	2/19/2019 8:03 PM

Q14 Is there anything you would change, remove, or add to these objectives?

Answered: 57 Skipped: 58

#	RESPONSES	DATE
1	No	9/18/2019 10:28 AM

Summary of Public Input on Land Use and Mobility Objectives

2	I think we need to make it easier to develop and remove trees as needed, as long as doing so will have no adverse impact on the environment.	9/17/2019 11:42 AM
3	Urban wild Area support bird life, butterflies etc & reduce stress For citizens- we need pockets of wild close to schools for children to learn to value	9/16/2019 11:27 AM
4	UNDER Preservation of Rural Areas: Preserve rural areas of the community and prevent the conversion of rural lands into low density AND HIGH DENSITY COMPLEXES OR MULTIFAMILY HOUSING AFFORDABLE OR NOT, single use districts. Protect agricultural and silvicultural uses, natural resource-based activities, ecosystem functions, ecosystem services, scenic vistas, and pastoral landscapes. I DO NOT UNDERSTAND Intergovernmental Coordination: UNDER Urban Forests: INSTEAD OF CUTTING DOWN TREES THAT ARE IN A SUITABLE AREA FOR GROWTH, PLAN AROUND OUR TREES, AND BE VESTED IN KEEPING TALLAHASSEE'S TREES AND CHARM AS IT HAS BEEN. JUST PLAN AROUND IT. NO SIDEWALK JUNGLE PLEASE! UNDER Identification of Natural Resources and Geographic Features: ADD DO ALL INCLUDED IN THIS SECTION, BUT ADD AND PROTECT THE AREAS FOR FUTURE USE.	9/12/2019 7:38 PM
5	While there is an objective that discusses the preservation of rural areas, I would also like to see a goal that relates to encouraging dense development in the core of Tallahassee to help reduce development pressure on other area of the city and county.	9/12/2019 2:41 PM
6	I wish there be more opportunities to farm. I'd like to have some land have my little country house out there and have an actual working farm. Or just a small little farm that myself and family can operate. A fall crop of summer crop and a couple animals nothing major. It's my dream I hope to accomplish it here in Tallahassee.	8/2/2019 7:33 PM
7	maintenance of canopy roads - widening for safety.	7/31/2019 3:06 PM
8	Focus first on safety. Underground utilities - long range plan b/c it is so very costly. But start somewhere. Start now. Work toward the goal.	7/17/2019 3:25 PM
9	Observing the Leon County Library on Pedrick, I noticed that many trees were planted along the path near the pond. It seems to me, they were planted prematurely too close together, giving not much room for growth. Either they will be wasted and thinned out, or they will grow too close together, which for someone who enjoys being outside, makes me nervous to think I wouldn't be as visibly seen to others, in case of an emergency. The density of the trees planted will in fact create shade, but also too much privacy that eliminates a feeling of safety. When considering planting vegetation on or near walking/bike paths, please consider the visibility of others, as well as enough visibility/lighting after dark.	7/17/2019 2:47 PM
10	CITY-WIDE NO-PLASTIC INITIATIVES	7/17/2019 10:27 AM
11	I would like to see regulations put into place that would not allow for further commercial property creation until the stock of currently unused commercial property is used up.	7/17/2019 10:11 AM

Summary of Public Input on Land Use and Mobility Objectives

12	Don't just waste time and money and valuable resources just to make people feel good about what they are doing. Make sure it makes a significant Dent in improving the environment otherwise don't do it	7/16/2019 11:01 PM
13	Creation of environment conscious transportation and infrastructure.	7/16/2019 8:21 PM
14	no	7/16/2019 5:51 PM
15	Less paved surfaces, tighter restrictions on pollution.	7/16/2019 1:54 PM
16	Be very deliberate when cutting down trees. Try to salvage as much of the natural environment - Put powerlines underground.	7/16/2019 1:06 PM
17	We need more solar and electric city busses. Also, maybe a pickup schedule for toxic items so residents are less likely to just throw them in their trash can and send to landfill. Being on the North side of town it is difficult to even get out to the toxic waste center.	7/16/2019 11:29 AM
18	I wish more was done to preserve the few lakes we have and keep the weeds from taking over. 7/16/2019 11:17 AM I also wish that ordinances were in place to keep the noise of airboats down during normal hours - like not before 8 am and not after 6 pm so that those who live near this areas can enjoy their homes instead of listening to an airboat at full speed.	
19	No	5/14/2019 11:52 AM
20	get that bus service going. I would leave my car in the garage all week if there was good bus service from my house to downtown.	4/22/2019 1:07 PM
21	Way too general. I don't know where we are on any kind of baseline for many of these. That seems important to know to better state an objective in this area.	4/9/2019 2:31 PM
22	Yes. I don't believe we have identified the resources in the objectives or we have and they are protected and we need to move on.	4/3/2019 11:33 AM
23	Let's use the environment to inform and improve our housing and development of new business. Our tree canopy is an asset we can market and be proud of.	4/2/2019 2:54 PM
24	Not right now.	3/29/2019 8:43 AM
25	These identified items certainly represent many important things. As always, some interests (in this case urban forests) garner a unique piece of the spotlight with a well oiled advocacy effort. In fact, urban forests, are no more or less important than other forms of natural urban, suburban, and rural natural areas. Care should be taken that identification and allocation of all priorities be based upon an objective assessment of needs, and not be unduly influenced by advocacy groups.	3/25/2019 11:49 PM
26	Support the talks with Atlanta and other areas about water flow. Our natural resources are paying the price.	3/22/2019 4:28 PM
27	environmental regulations around private and public land maintenance should be considered county owned land is not well maintained so how are private land/property owners held to a different standard	3/19/2019 10:48 PM

Summary of Public Input on Land Use and Mobility Objectives

28	Policies intended to reduce automobile use should be included in accomplishing environmental objectives.	3/19/2019 8:35 PM
29	reusability of everything from containers to fabric. one important issue that we face is that it is much more profitable to simply pollute and create non-reusable products.	3/19/2019 12:17 PM
30	Air quality, lead in old pipes, gun violence, chem trails and adding fluoride to the water supply	3/19/2019 4:12 AM
31	Greater emphasis/ involvement of urban forester	3/15/2019 9:54 AM
32	Renewable energy goals, Emissions testing on vehicles. Replace sewage lines. Upgrade water treatment facilities.	3/14/2019 5:59 PM
33	no	3/9/2019 12:07 PM
34	No, I think they look good.	3/7/2019 12:09 PM
35	Create an overarching mechanism to prepare our area for climate change that is sure to come. Plan for prevention of extreme weather, protection from extreme weather and efficient and thoughtful response to extreme weather.	3/6/2019 1:19 PM
36	I think you can roll into this theme a need for preserving Tallahassee's historical buildings.	3/4/2019 12:29 PM
37	Yes, a different matrix for tracking development. Maybe more of a doughnut shape with the environment in the center and the social costs on the outside. A "Kate Raworth" type of graph.	3/4/2019 9:54 AM
38	Have we not already don the first two objectives? We have lots of policies and rules regarding third objective. What do we still need to do? Again, vague language - can't really support or critique.	3/2/2019 2:59 PM
39	Again category extremely all encompassing. Parks and lands should be their own category. Neighborhoods the other. Id remove the need to go out and define our local resources. Plenty of infonout there a available.	3/1/2019 4:56 PM
40	Extension of sewage to the entire county. Elimination of septic tanks. Tree police to require 2/28/2019 8:41 AM landowners to maintain their unhealthy trees. This could be supported by stiff fines for unnecessary tree removal and extremely stiff fees for clear cutting. If a landowner cuts a tree it should be replaced by younger trees that provide comparable oxygen etc. Off road bicycle lanes. I cannot ride my bike safely!!!	
41	Have no recommended changes.	2/27/2019 10:46 AM
42	na	2/27/2019 7:42 AM
43	adding a measure about reducing the use of fertilizers and converting people in the county's rural and urban fringe areas from septic tanks to city sewer.	2/26/2019 2:13 PM
44	Specifically mention conservatuon, enhancement and proactive management of land/resources within Canopr Rd. Protection zones regardless of public or private ownership.	2/26/2019 11:23 AM
45	I think specifying remedies to control development.	2/25/2019 11:17 AM

Summary of Public Input on Land Use and Mobility Objectives

46	I would dump most of them because traditional means of achieving those goals represents a taking of landowner rights. Further, there is no appetite for the public sector to reimburse environmental stewards for their cost in providing a pristine environment to the community, it is an area of public policy that if regulated subjects the public sector to legal costs.	2/23/2019 5:57 PM
47	Require new developments creating a certain percentage of impervious surfaces to landscape using buffers, swales, and filtering plants during construction.	2/23/2019 3:06 PM
48	They sound good to me. I know though that objectives have to have some give and take to deal with reality.	2/23/2019 11:12 AM
49	Remember the humans. Nature is adaptable and will survive when changes occur (incrementally). Educate the citizenry of invasive and non native plants.	2/23/2019 9:43 AM
50	More hurricanes like Michael or tropical storms that will now produce flooding where forests once stood to block the flooding.	2/22/2019 3:01 PM
51	Burying power lines. We need to bury lines along canopy roads.	2/22/2019 2:26 PM
52	Is this the correct place to add my concern for litter? I picked up some a few times while walking, though I need more support to continue than family. I know even if I pick up litter, someone else will litter. What can the community do to discourage people from littering. My guess, signs explain, "please don't litter, someone will litter anyway.	2/22/2019 1:46 PM
53	there are many old growth trees now, that cannot be replaced for at least 10 years of growth	2/21/2019 10:33 AM
54	Add more about density.	2/21/2019 8:46 AM
55	preventing spread of suburban development into existing low density (< 1 unit/10 ac) areas	2/20/2019 1:59 PM
56	Quit cutting trees	2/19/2019 8:07 PM
57	Greater tree protection....stronger control of cutting and leveling slopes Not allowing major stormwater ponds with steep dammed walls	2/19/2019 8:03 PM

Q15 How would you measure success towards addressing this theme?

Answered: 64 Skipped: 51

#	RESPONSES	DATE
1	Lakes return to previous health. Neighborhoods are built without clear cutting all the trees. Neighborhoods are built as communities with local everyday shopping within walking/bike riding distance.	9/18/2019 10:28 AM
2	Not Sure	9/17/2019 11:42 AM
3	Increase in micro parks Increase in connectivity to parks by alternative modes	9/16/2019 11:27 AM
4	REDO THIS	9/12/2019 7:38 PM
5	Molasses speed.	8/2/2019 7:33 PM

Summary of Public Input on Land Use and Mobility Objectives

6	less deaths, less traffic accidents, more users - bikers along roadways in safe lanes.	7/31/2019 3:06 PM
7	See above	7/24/2019 8:17 AM
8	Strengthen our protections for old-growth trees and actually enforce them! There should be no loopholes for anyone. Study the successful plans that other cities have in place that allow responsible development without clearcutting heritage trees.	7/17/2019 8:45 PM
9	Fewer trees cut and more stringent oversight.	7/17/2019 3:48 PM
10	Maintaining all canopy roads.	7/17/2019 3:44 PM
11	No more overhead electric lines.	7/17/2019 3:25 PM
12	There can be a happy medium of preserving land and land use for community growth. Encourage low maintenance additions to beautify, use for shade, and natural habitat. When considering road medians, it is nice to see grass and crepe myrtles, but they have to be maintained, which means initial cost, as well as maintenance cost, and accessible to mowers, etc. The cement median down by FSU with metal gate-like barriers looked nice at first, but looks run-down and taken over by vines and plants randomly in-between.	7/17/2019 2:47 PM
13	The more I see alternative energy as part of every new structure, more green spaces set aside, more responsible construction and business development, instead of yet another bank, pharmacy, student apartment condo, or gas station... more bike and pedestrian travel as part of all major roadways...AND A CITY-WIDE NO PLASTICS INITIATIVE	7/17/2019 10:27 AM
14	Adequate research on saving the environment and how effective the change will be	7/16/2019 11:01 PM
15	Better regulations and by observing if politicians and the public understand how regulations protect them.	7/16/2019 5:51 PM
16	Water quality of wakulla springs.	7/16/2019 1:54 PM
17	Periodically survey the land for loss of natural vegetation to see if the decrease rate has been curtailed through reforestation efforts as well as minimizing the impact on natural vegetation when new buildings are put up.	7/16/2019 1:06 PM
18	When people are getting their electricity from solar and maybe less trash going to the landfill and more recycling and seeing more electric city busses.	7/16/2019 11:29 AM
19	reduction in the number of green areas and trees disturbed to make way for commercial areas.	7/16/2019 11:21 AM
20	I have a tough time following what is protected for environmental reasons in this town, vs. what they plow through because it meet's a developers goals. They seem to be applied in a spotty way. More clarification and consistent application would be the first thing I would do.	7/16/2019 11:17 AM
21	Having a specific plan that meets all the needs	7/16/2019 11:10 AM
22	Have a rural community clean up day.	5/14/2019 11:52 AM

Summary of Public Input on Land Use and Mobility Objectives

23	that's above my pay grade.	4/22/2019 1:07 PM
24	Affordable housing and safety getting around town.	4/17/2019 5:21 AM
25	measuring park acreage per person	4/9/2019 3:49 PM
26	Not sure. I think it would take a community discussion	4/3/2019 11:33 AM
27	Data- where is it? What do we know??	4/2/2019 2:54 PM
28	Amount of natural areas that are being preserved.	3/29/2019 8:43 AM
29	Identify short and long term goals by percentages and then report by measures achieved.	3/26/2019 9:34 PM
30	Assess demand, supply and cost, and assign priorities accordingly.	3/25/2019 11:49 PM
31	Measure air quality, water quality, soil quality, biodiversity, and populations of key wildlife.	3/19/2019 8:35 PM
32	5/10	3/19/2019 4:12 AM
33	More focus as a whole community on the importance and appreciation of some amazing natural resources	3/17/2019 12:09 PM
34	Maintenance of canopy roads; less palm trees & non native landscaping	3/15/2019 9:54 AM
35	Air, soil, and water sampling. # Restoration of projects, acres restored. Bioblitz #s	3/14/2019 5:59 PM
36	??	3/9/2019 12:07 PM
37	data.	3/7/2019 12:09 PM
38	Creation of overarching plan that takes into account climate change prevention/protection/response in a coordinated a substantial way. We cannot afford to wait for the state or federal government to come to the rescue.	3/6/2019 1:19 PM
39	A good balance of urban growth and maintained parks.	3/6/2019 12:23 PM
40	A massive tree planting movement.	3/5/2019 8:16 AM
41	Tallahassee/Leon County has GOT to invoke some sort of stringent development code that puts a heavy handed focus on preserving original, old trees on properties and forces developers to work around the natural landscape.	3/4/2019 12:29 PM
42	When I can swim in local lakes and not worry about the water would be one measurement.	3/4/2019 9:54 AM
43	Planners should provide measures based on analysis of current conditions and trends and what kinds of data are available to track success.	3/2/2019 2:59 PM

Summary of Public Input on Land Use and Mobility Objectives

44	Protected lands distributed throughout our area.	3/1/2019 4:56 PM
45	Monitor square footage of parking surface. Monitor usage of public parks and land.	2/28/2019 8:41 AM
46	Counting projects that support these sub-objectives from beginning over a 3-5 year time.	2/27/2019 10:46 AM
47	I need to learn more about this.	2/27/2019 8:59 AM
48	community feedback and resource experts	2/27/2019 7:42 AM
49	reduced nitrogen in our lakes, streams and Wakulla Springs.	2/26/2019 2:13 PM
50	Acres of land in Canopy Protection Zone where invasive species were nearly eradicated in the FY.	2/26/2019 11:23 AM
51	Scientific measurements of air and water quality returned to levels being called for.	2/25/2019 11:56 AM
52	natural asset identification-inventory and then measure the impact of development on those natural assets.	2/25/2019 11:17 AM
53	Building up, not out.	2/23/2019 10:42 PM
54	How long it takes for the public sector to provide seven day farmers markets to our community, the most important being Frenchtown Heritage Market, because the demographic served is our best hope of linking growers to those in the most need of nutrition.	2/23/2019 5:57 PM
55	Water quality testing, mapping forested and open land areas	2/23/2019 3:06 PM
56	I like the way Tallahassee looks from the top of the capital our from the air. I like the idea of that under all those trees there is a thriving city and county. I hope we can balance growth with protecting our canopy.	2/23/2019 11:12 AM
57	Wider roads in canopy areas, no ugly vines growing all over power lines. Less tree damage during severe weather events.	2/23/2019 9:43 AM
58	Reforestation, drainage areas, no construction zones, more parks and recreation areas, limiting business development in rural areas such as Killdeer Lakes, protecting and reestablishing the Canopy Roads Protection Committee and Zones.	2/22/2019 3:01 PM
59	Plant trees. Do not allow places to develop by cutting all trees (thinking of what is now Magnolia Grove) Can Centerville Townhouses be encouraged to plant more trees? No litter (I know, giant challenge).	2/22/2019 1:46 PM
60	start a volunteer replanting program, solicit for a committee, solicit for suggestions and volunteers	2/21/2019 10:33 AM
61	Only infill development, no new natural areas built	2/21/2019 8:46 AM
62	percentage of land area permanently preserved for conservation (zero development beyond passive recreation), percentage of land area permanently preserved for less than 1 dwelling unit per 10ac , percentage of sensitive lands in	2/20/2019 1:59 PM

Summary of Public Input on Land Use and Mobility Objectives

	conservation, percentage of stream miles with intact floodplains and natural flow regimes, etc...	
63	No more pavement	2/19/2019 8:07 PM
64	Real protection of patriarch trees and urban forest	2/19/2019 8:03 PM

Summary of Public Input on Land Use and Mobility Objectives

Theme 4 - Housing

Q16 How important is this issue? (0 being not important and 10 being very important)

Answered: 86 Skipped: 29

ANSWER CHOICES	AVERAGE NUMBER	TOTAL NUMBER	RESPONSES
	8	654	8
Total Respondents: 86			

#		DATE
1	8	9/18/2019 10:38 AM
2	9	9/17/2019 11:58 AM
3	10	9/16/2019 12:00 PM
4	9	9/12/2019 7:45 PM
5	5	9/12/2019 2:41 PM
6	5	9/12/2019 2:36 PM
7	10	8/2/2019 7:38 PM
8	10	7/31/2019 3:13 PM
9	5	7/24/2019 8:19 AM
10	10	7/17/2019 8:45 PM
11	5	7/17/2019 3:49 PM
12	5	7/17/2019 3:49 PM
13	7	7/17/2019 3:28 PM
14	10	7/17/2019 3:00 PM
15	8	7/17/2019 11:16 AM
16	8	7/17/2019 10:31 AM
17	8	7/17/2019 10:13 AM

Summary of Public Input on Land Use and Mobility Objectives

18	7	7/16/2019 11:22 PM
19	10	7/16/2019 9:39 PM
20	7	7/16/2019 7:03 PM
21	5	7/16/2019 5:27 PM
22	3	7/16/2019 2:37 PM
23	5	7/16/2019 1:55 PM
24	9	7/16/2019 1:10 PM
25	8	7/16/2019 11:31 AM
26	10	7/16/2019 11:29 AM
27	8	7/16/2019 11:24 AM
28	5	7/16/2019 11:22 AM
29	10	5/14/2019 11:56 AM
30	5	4/29/2019 4:30 PM
31	6	4/22/2019 1:10 PM
32	10	4/17/2019 5:25 AM
33	8	4/9/2019 3:52 PM
34	6	4/9/2019 2:35 PM
35	0	4/3/2019 11:37 AM
36	8	4/2/2019 3:33 PM
37	8	4/2/2019 2:56 PM
38	8	3/29/2019 8:45 AM
39	8	3/26/2019 9:37 PM
40	10	3/25/2019 11:49 PM
41	10	3/22/2019 4:29 PM
42	9	3/22/2019 1:11 PM
43	10	3/19/2019 10:55 PM
44	8	3/19/2019 8:58 PM
45	8	3/19/2019 12:18 PM
46	10	3/19/2019 4:19 AM

Summary of Public Input on Land Use and Mobility Objectives

47	2	3/18/2019 4:30 PM
48	9	3/17/2019 12:16 PM
49	7	3/15/2019 10:03 AM
50	10	3/14/2019 6:05 PM
51	7	3/13/2019 8:57 AM
52	6	3/8/2019 9:56 AM
53	10	3/7/2019 12:13 PM
54	8	3/6/2019 1:28 PM
55	10	3/6/2019 12:32 PM
56	9	3/5/2019 8:16 AM
57	8	3/4/2019 3:14 PM
58	10	3/4/2019 12:32 PM
59	10	3/4/2019 9:58 AM
60	5	3/2/2019 3:08 PM
61	10	3/1/2019 5:04 PM
62	9	2/28/2019 8:44 AM
63	5	2/27/2019 9:01 AM
64	9	2/27/2019 7:45 AM
65	8	2/26/2019 2:17 PM
66	7	2/26/2019 11:26 AM
67	8	2/25/2019 11:56 AM
68	8	2/25/2019 11:50 AM
69	10	2/25/2019 11:26 AM
70	5	2/25/2019 10:46 AM
71	8	2/25/2019 8:36 AM
72	5	2/23/2019 10:49 PM
73	1	2/23/2019 6:00 PM
74	5	2/23/2019 3:09 PM
75	10	2/23/2019 11:17 AM
76	7	2/23/2019 10:03 AM
77	3	2/22/2019 9:12 PM
78	10	2/22/2019 3:07 PM
79	10	2/22/2019 2:30 PM

Summary of Public Input on Land Use and Mobility Objectives

80	10	2/22/2019 1:51 PM
81	7	2/21/2019 10:35 AM
82	10	2/21/2019 8:49 AM
83	5	2/20/2019 2:04 PM
84	6	2/19/2019 8:09 PM
85	6	2/19/2019 8:08 PM
86	10	2/19/2019 5:04 PM

Summary of Public Input on Land Use and Mobility Objectives

Q17 Why did you choose this level of importance?

Answered: 66 Skipped: 49

#	RESPONSES	DATE
1	Housing is a basic need and should be accessible to its citizens.	9/18/2019 10:38 AM
2	Options are critical for people at different stages of life	9/17/2019 11:58 AM
3	basic housing is a given If you want permanent residents & healthy environment where children thrive & stay	9/16/2019 12:00 PM
4	There are over-built areas. Better planning for affordable housing, tear down old building to make new buildings instead of cutting down trees and getting rid of green space.	9/12/2019 7:45 PM
5	I have a household consisting of a mother father and three small children.	8/2/2019 7:38 PM
6	Because Tallahassee is one of the most expensive places for new construction in the State AND the Southeast. Affordable homes are almost extinct and the ones that are require tons of maintenance are are 30+ years old. There are no good neighborhoods for 55+ who desire quality of life not surrounded by children, teens, etc. None that are exitent with aging-in-place features for long term living. This is one segment that deserves to not have to be all inclusive. Retirees want to live here, but find it difficult to find quiet settings with like-aged neighbors with similar interests and amenities for their stage of life. As a result we are losing that population to South Florida Communities sadly.	7/31/2019 3:13 PM
7	I think housing is generally affordable in Tallahassee with a pretty good mix of homes for most income levels.	7/24/2019 8:19 AM
8	What could be more important for a city?	7/17/2019 8:45 PM
9	What entity "allows" or disallows?	7/17/2019 3:49 PM
10	We already have much of this. There are many old age homes in Leon County, although they are too costly for many people. The problem with housing is not the lack of "different types", it's the cost.	7/17/2019 3:28 PM
11	Housing availability is necessary to have a community as well as a community who is able to support itself.	7/17/2019 3:00 PM
12	Flexible housing options are good for the community.	7/17/2019 11:16 AM
13	I see price as an issue in housing and affordable options for middle class and lower incomes. It's time to STOP glutting the market with student condos, my GOD.	7/17/2019 10:31 AM
14	Because it impacts a vast group	7/16/2019 11:22 PM
15	The city is growing and young families need access to affordable living. Some parties of town are growing more and more expensive with expansion rather than reducing housing costs to allow more residents to stimulate the economy.	7/16/2019 9:39 PM
16	There are too many homeless people and too many empty homes.	7/16/2019 7:03 PM
17	Not convinced we need more.	7/16/2019 1:55 PM

Summary of Public Input on Land Use and Mobility Objectives

18	If people do not have a place to call home, they end up on the street, increasing the chances of crime, misuse of public property, trash and litter all over the streets.	7/16/2019 1:10 PM
19	Tallahassee has a wide range of housing types they are just overpriced along with the COT charging WAY to much for electric	7/16/2019 11:31 AM
20	I'm of an age that many of my peers are downsizing. They are looking for something smaller and one story. It seems a lot of the higher density homes being built around town while stylish and hip are two story Nd would not work for my ago group. The places where there are one story are pricy and would appeal to families.	7/16/2019 11:29 AM
21	socialy mixed communities are good for urban health	7/16/2019 11:24 AM
22	I don't see a real need for different types of housing - just affordability which was already addressed.	7/16/2019 11:22 AM
23	Because I live in the community I see the need for better housing.	5/14/2019 11:56 AM
24	I am unaware that this is a problem, but we need to have the best mix possible.	4/22/2019 1:10 PM
25	I live in a place that treats me unfair because I pay less than most hetero.	4/17/2019 5:25 AM
26	Everyone needs to be housed in a safe environment	4/9/2019 3:52 PM
27	People have to live somewhere.	4/9/2019 2:35 PM
28	I think we should let the market figure this out and government should be accommodating.	4/3/2019 11:37 AM
29	I have long felt that housing prices in Tallahassee exceed the earning capabilities of people with entry and minimal level skills. Anyone working full time should be able to afford a dignified living situation.	4/2/2019 3:33 PM
30	Discussed in objective 1. Important to retaining younger and older adults.	4/2/2019 2:56 PM
31	Housing gives people roots and community. These are essential for well being of families, et al.	3/26/2019 9:37 PM
32	The three essential elements of habitat for all living things is food, cover, and water. adequate housing is the essential cover required by humans, and with water and food is essential to our existence.	3/25/2019 11:49 PM
33	I addressed this in Number 1.	3/22/2019 4:29 PM
34	for a diverse community housing needs to meet the diversity required	3/19/2019 10:55 PM
35	Providing adequate housing of appropriate types where it is needed will help achieve many other key objectives.	3/19/2019 8:58 PM
36	age diversity is important for understanding and community involvement	3/19/2019 12:18 PM
37	This ties into affordability	3/19/2019 4:19 AM
38	This should be market driven - not municipally driven.	3/18/2019 4:30 PM
39	Having people in my family and coming across people in my job as a Realtor who need all the different types of housing.	3/17/2019 12:16 PM
40	Citywide this is important but applying urban infill to established neighborhoods threatens their character	3/15/2019 10:03 AM
41	The city needs to be affordable to live in for everyone! Ages 8-80.	3/14/2019 6:05 PM

Summary of Public Input on Land Use and Mobility Objectives

42	It is good to have a choice	3/8/2019 9:56 AM
43	Adequate and affordable housing is crucial to individual well-being.	3/7/2019 12:13 PM
44	Adequate shelter is vital for all people of all ages.	3/6/2019 1:28 PM
45	I'm a Realtor and it's my way of life. Also, if there is no housing, people will go elsewhere and the economic infrastructure suffers.	3/6/2019 12:32 PM
46	There's a severe lack of housing for young professionals in Tallahassee and it has a major negative ripple effect on industry.	3/4/2019 12:32 PM
47	Location of housing, affordability of housing and economics of school systems.	3/4/2019 9:58 AM
48	Don't know how this is a problem in our community, so I don't know how important it is.	3/2/2019 3:08 PM
49	Homeless shelter needs more expansion. Still not enough beds. Still Police issues.	3/1/2019 5:04 PM
50	I think I already addressed this in the first goal.	2/28/2019 8:44 AM
51	I do not know enough to have an opinion.	2/27/2019 9:01 AM
52	Housing is necessary for all in the community. It impacts so many items. If people can't meet their immediate needs then they can not move into being a contributing member of community which overall improves where we all live.	2/27/2019 7:45 AM
53	Adequate housing is a basic human need	2/26/2019 2:17 PM
54	High-end expensive housing is being built while affordable housing is not. Many of the expensive condos and big houses are sitting empty, unoccupied and unsold. People are struggling to find affordable places to live.	2/25/2019 11:56 AM
55	well housing is a basic need.	2/25/2019 11:26 AM
56	I don't find this to be an issue. I don't want to live near low income housing developments.	2/23/2019 10:49 PM
57	The public sector does not provide housing, therefore it is not important to the public sector. Demand determines the supply of housing. However, the public sector should allow the private sector to meet demand.	2/23/2019 6:00 PM
58	We do not need to attract retirees or more apartment complexes to Tallahassee.	2/23/2019 3:09 PM
59	I've got family in Tallahassee in all of these categories. The only way we can have a fair distribution of quality schools and resources is to avoid having rich and poor sections of town. I think South Wood has done a decent job of this.	2/23/2019 11:17 AM
60	People do need non-artificially priced homes, but housing that people will take pride in by taking care of the upkeep themselves.	2/23/2019 10:03 AM
61	Housing costs are on the rise and without adequate transportation to get from pt a to pt b, the more young people and future workforce will leave this area.	2/22/2019 3:07 PM

Summary of Public Input on Land Use and Mobility Objectives

62	Tallahassee is a landlord's rental market, which is bad for tenants who have to put up with unresponsive landlords and property managers, strict lease contracts, and dangerous exposure to mold.	2/22/2019 2:30 PM
63	"Affordability..."	2/22/2019 1:51 PM
64	I feel we have a lot of housing, and maybe it needs to be better used	2/21/2019 10:35 AM
65	Housing is the largest expense for most families.	2/21/2019 8:49 AM
66	Decent affordable housing is essential	2/19/2019 8:08 PM

Q18 What short-term (within the next five years) housing needs do you see in the community? How would you address these needs?

Answered: 65 Skipped: 50

#	RESPONSES	DATE
1	Safe neighborhoods. Community policing, good schools.	9/18/2019 10:38 AM
2	Affordable housing is the critical need we have, we need more resources for the development of affordable housing, and increases in density where appropriate. closer to the urban core.	9/17/2019 11:58 AM
3	1. Inventory existing housing stock 2. Identify housing that is at risk or difficult to replace that is needed for preservation 3. Identify public owned property where land trust could be established 4. Map locations & access To food, work play features 5. Commit to preserving existing housing stock with public private partnerships 6. Enact an ordinance to provide tenants with dirt option to buy 7. Establish Land trust 8. Identify new housing options such as cohousing for older adults 10. Enforce code violations by absent landlords because it threatens the preservation of affordable housing 10. Provide incentives such as reduced parking, tax credits to build QUALITY housing with amenities 11.Pre approve an ADU design with fixed costs for fast & economical building In MMTD 12. Start collecting taxes on development give aways such as the corner is Park Ave & Magnolia commercial Property 13. Require a min # of affordable res units be included in this big builds & a fair application process for residents (point system) And keep the inclusive policy but actually apply it	9/16/2019 12:00 PM
4	Not much different than there is now. After the SE part of town is all built up, and all the green space has been turned into multi-family housing, take another look.	9/12/2019 7:45 PM
5	They really need to reevaluate the rent and mortgage prices. Tallahassee is full of either students or state workers. State workers haven't received the raise in quite some time. Also, a lot of state workers median income is probably around \$50,000. People would like to stay in nice areas that are safe and affordable.	8/2/2019 7:38 PM

Summary of Public Input on Land Use and Mobility Objectives

6	55+ communities. Communities with hubs of amenities. Community Centers of interest, arts, activities, trainings, value presentations.	7/31/2019 3:13 PM
7	I do not see much need to worry about housing for the rich or the middle class. However, I feel that low-income families could use help. see prior comments herein.	7/24/2019 8:19 AM
8	We need to create Affordable Housing Zones where developers or Blueprint can't scrape off existing neighborhoods to overbuild luxury condos and student housing!	7/17/2019 8:45 PM
9	Unsure	7/17/2019 3:49 PM
10	Offer tax incentives for individuals who add on to their homes for care of elderly family member(s) or for housing skilled nursing care worker.	7/17/2019 3:49 PM
11	Housing that can be purchased, not rented, by people who make \$30k or less annually.	7/17/2019 3:28 PM
12	There seems to be new communities with very small acreage. A definite plus for some who do not want or need to space to care for and maintain. Many of those homes really are very close together, some I would argue too close for my liking. Most people do not get to pick their neighbors and prefer a little more privacy. There are not a lot of new single family homes with .25-.50 acres, enough space to have a close neighborhood community, but also to have some privacy and enjoyment in home land recreation.	7/17/2019 3:00 PM
13	We need affordable family housing near places of work. Stop building condos for FSU students!!! Also, I wonder if FAMU students are served with this abundance of student housing the way FSU students are	7/17/2019 10:31 AM
14	Lower taxes and people can afford better options	7/16/2019 11:22 PM
15	More low income housing. More mass transit.	7/16/2019 9:39 PM
16	I am not sufficiently informed about the situation in Leon County to provide an answer.	7/16/2019 7:03 PM
17	Build tiny houses that are affordable to people.	7/16/2019 1:10 PM
18	Fix the COT electric and water bills. We are being charged twice for our consumption and these bill totals are absolutely astronomical.	7/16/2019 11:31 AM
19	I think the goals for the Southside are great and admirable. But, until you address the systemic issues they will not be attainable.	7/16/2019 11:29 AM
20	more low and middle income housing	7/16/2019 11:24 AM
21	It seems like the only housing being built these days are for college students or for those who can afford \$400k+. It would be nice if new developments were required to offer a variety of price points and that they weren't all near the universities.	7/16/2019 11:22 AM
22	Expanding the rural community.	5/14/2019 11:56 AM
23	all i know is my own grandchildren's problems in finding affordable housing when they are starting out.	4/22/2019 1:10 PM

Summary of Public Input on Land Use and Mobility Objectives

24	Making more affordable places for people on disability.	4/17/2019 5:25 AM
25	Smaller housing units for smaller households	4/9/2019 3:52 PM
26	I would imagine that there are some housing experts that could give a more credible strategy than I could.	4/9/2019 2:35 PM
27	I don't see this as a housing issue, I see it as an income/pay issue.	4/3/2019 11:37 AM
28	There is so much construction of apartment complexes all over Tallahassee, I am not sure who is going to live in them and what will happen to all the old apartments that may be vacated as a result of all the new construction. Is all our planning based on population growth, as opposed to improved standard of living?	4/2/2019 3:33 PM
29	See responses in #1	4/2/2019 2:56 PM
30	We are going to need what land we are going to dedicate to efficient affordable housing, and what land we are going to reserve for other needs. The location of housing is currently determined by where developers can buy land cheap, put in minimal infrastructure, and develop housing at maximum profit. Government is going to have to step in and take control of that process to minimize/eliminate urban sprawl and insure that other land use needs (commercial, infrastructure, municipal services, food production, open space, transportation etc. can be provided for while limiting irresponsible allocation of space based upon developer profit motives. See Florida 2060 report and supporting materials.	3/25/2019 11:49 PM
31	I don't see a great change needed in the short term, but transportation into communities to allow them to prosper is important, otherwise they become outliers/outsideers	3/19/2019 10:55 PM
32	It should be easier for individuals (not large businesses or institutions) to commission construction of new housing and adaptation of underused existing housing as necessary. Land speculation should be made less profitable. For this to occur, unnecessary regulations should be removed; for example, providing for extensive auto parking is not necessary for housing in settings that are auto-light by design. Permitting for extensions such as ADU construction should be easy and inexpensive. Regulations related to zoning should only address nuisances and not attempt to prescribe housing density. Shifting property tax towards a land value tax (property assessment already supports this) would remove barriers to useful development and add barriers to speculation.	3/19/2019 8:58 PM
33	I see many people being pushed out do to gentrification in a few areas in town, due to urban sprawl. Create a small house community that has sustainable food, school, job, training resources in the small house community. I have a research proposal on this idea! Terrius1.bruce@famu.edu	3/19/2019 4:19 AM
34	There is a glut of condos and apartments on the market that will create downward pressure on housing prices for all income brackets.	3/18/2019 4:30 PM
35	STOP BUILDING GIANT APARTMENT COMPLEXES! This is not conducive to neighborhood building and only serves a limited and nomadic population.	3/17/2019 12:16 PM
36	Large multistory structures are going up downtown but where are the associated businesses (groceries etc) to support residents?	3/15/2019 10:03 AM

Summary of Public Input on Land Use and Mobility Objectives

37	Hurricane preparedness, move people away from flood prone areas.	3/14/2019 6:05 PM
38	low to medium income housing is virtually non-existent	3/13/2019 8:57 AM
39	The short-term needs for renters look better than ever- the students population currently occupying single family housing and duplexes - will transfer to new high rises. The housing stock will be available at mid-range prices to live or rent. The location is normally in multi-modal Zone.	3/8/2019 9:56 AM
40	More affordable housing. This should be addressed by way of public input to the affordable housing advisory committees as to how to more effectively allocate SHIP funding so that the money will be spent most efficiently.	3/7/2019 12:13 PM
41	Need for adequate affordable housing for citizens with limited income. Address with more subsidized housing in strategically planned neighborhoods that will attract retailers to provide needed goods for nearby residents.	3/6/2019 1:28 PM
42	MORE under \$200,000 homes and home communities. MORE condo/townhome/small home options for seniors, ADAPTED for seniors. Caps on HOA fees which are a real hinderance to some home options.	3/6/2019 12:32 PM
43	lots more tiny houses in back yards.	3/4/2019 3:14 PM
44	We need to see a focus on houses that are 3/4 bedrooms and 3/4 bathrooms that are within I10 and affordable to the young professional crowd. Citizens of that age don't want to move out to the outskirts of town and they definitely don't want to continue renting.	3/4/2019 12:32 PM
45	Urban in-fill.	3/4/2019 9:58 AM
46	I don't have the data to answer this question. It would be helpful if you provided some information about the issue.	3/2/2019 3:08 PM
47	Another homeless shelter just as big in another oart if tien. Where most needed.	3/1/2019 5:04 PM
48	stop building apartment complexes	2/27/2019 9:01 AM
49	southside investment	2/27/2019 7:45 AM
50	Use of smaller houses and townhomes to meet growing needs.	2/26/2019 2:17 PM
51	More affordable housing	2/26/2019 11:26 AM
52	Need for housing for families and retirees under \$250,000 with 1200 sq ft of living space	2/25/2019 11:56 AM
53	affordable housing is a big issue here; prices are increasing. explore tax incentives. and consider to change the criteria for down payment assistance program. Access to credit is critical- maybe a coalition with lenders can be developed.	2/25/2019 11:26 AM
54	I don't see a need for short term anything. I like being away from things. Do not care to be able to walk to a McDonald's or Wendy's.	2/23/2019 10:49 PM
55	Pedestrian friendly neighborhoods	2/23/2019 6:00 PM
56	More affordable housing of varying sizes and styles not for students and in centralized areas to avoid burdening low income residents with lack of transportation.	2/23/2019 3:09 PM

Summary of Public Input on Land Use and Mobility Objectives

57	Small houses seem to be a trend for those who are classified as "homeless", transients, etc. I'm not sure how they would survive a severe weather event, but it might be an option to explore. Transitional housing communities for the true homeless that would offer educational needs for pragmatic participation in personal responsibility; work, budget, health, cooking healthy lessons (what used to be called home economics in high school).	2/23/2019 10:03 AM
58	Senior Housing for Low Income; Maintenance of existing homes and neighborhoods. Limiting large new developments in low income areas and plan for community Habitat for Humanity programs.	2/22/2019 3:07 PM
59	We need larger, affordable apartments closer to downtown. Existing options are very expensive condos, or very expensive rentals in student areas; young professionals live in inadequate housing; impoverished communities are being pushed aside by gentrification of Gaines St, Southside, Midtown, Frenchtown. Higher density residential zones would allow more people to live in attractive areas like midtown, college town, all saints, etc, without needing to displace other communities.	2/22/2019 2:30 PM
60	Need education to know what Tallahassee already includes. Housing is important. I am not clear if we have homeless people because of housing costs, unemployment, or mental illness.	2/22/2019 1:51 PM
61	depending on the demographic, see what we need the most, poll single family, students and seniors. find out how hard it was to find housing	2/21/2019 10:35 AM
62	I want more middle housing like duplexes/garden apartments, townhomes, and those tall single family homes in midtown.	2/21/2019 8:49 AM
63	I don't have the data to say for certain what's needed. There does seem to be an increased demand for housing that's within walking/biking distance of basic needs including parks and green space. Maybe this is the missing middle?	2/20/2019 2:04 PM
64	No giveaway	2/19/2019 8:09 PM
65	More section 8 units...25% increase in 10 years Fewer units built for students...more for families	2/19/2019 8:08 PM

Q19 What long-term (to year 2045) housing needs do you see in the community? How would you address these needs?

Answered: 53 Skipped: 62

#	RESPONSES	DATE
1	Safety, schools, accessibility need to be high priority into the future housing.	9/18/2019 10:38 AM

Summary of Public Input on Land Use and Mobility Objectives

2	home ownership and the ability to build and grow wealth providing housing options for people at all stages of life.	9/17/2019 11:58 AM
3	Older adults need more options that the current \$\$\$ ALF boom Many of these types of residents were once students, share sousing & could possibly do the same in the future. Smaller multi family units with 16-20 , close to parks & buses would meet this need & not isolate them from the community	9/16/2019 12:00 PM
4	Take another look after 5 years to reaccess. Better transportation take allows people to live outside city limits instead of getting rid of all the green space inside city limits. Because if Tallahassee become a sidewalk jungle, who would want to live here? Tallahassee has to make sure they are too big for their britches.	9/12/2019 7:45 PM
5	Maybe if we could put more emphasis toward the middle class. It's hard to think about when you don't make enough to be considered wealthy but you don't make enough to be considered poor and you don't make enough to be considered middle class, but your technically middle class but not really. That's frustrating because a lot of things are not open to you. Like good schools, good neighborhoods, places with sidewalks and parks. Those places are reserved for people that make a lot more than what a two working class parent household is doing.	8/2/2019 7:38 PM
6	Affordable housing, sense of place and community, 55+. Build and plan accordingly - smarter placemaking.	7/31/2019 3:13 PM
7	We need urban infill, not more far-flung exurban sprawl.	7/24/2019 8:19 AM
8	Unsure	7/17/2019 3:49 PM
9	Affordable housing for the bottom tier of wages earners.	7/17/2019 3:28 PM
10	If Tallahassee can maintain and grow enough economically to sustain itself, I do not see much specific needs. I do enjoy the single-family housing option with a little more personal space, but also a sense of neighborhood/community. Having neighborhoods with community pools, green space/playgrounds and walkways is encouraging. As the population ages, small communities or buildings for retirees or those less independent will be more necessary.	7/17/2019 3:00 PM
11	More family housing in town and no more student condos	7/17/2019 10:31 AM
12	Offer a safe environment for single parents to live prosper work and raise their kids	7/16/2019 11:22 PM
13	I am not sufficiently informed about the situation in Leon County to provide an answer.	7/16/2019 7:03 PM
14	Build tiny houses and place them throughout the city and connect transportation services to all of them throughout the city.	7/16/2019 1:10 PM
15	We need all of the types of housing that have been mentioned. We need good jobs, so we need companies to come here to provide jobs. We need a better airport with cheaper airfares to attract the companies. Tallahassee is so pretty but the gateway into the city from the airport where potential companies would come to check us	7/16/2019 11:29 AM

Summary of Public Input on Land Use and Mobility Objectives

	out is awful. We are not able to make a good first impression which cast a shadow over all our other assets.	
16	Increased need for senior friendly housing	7/16/2019 11:24 AM
17	More price points. See above.	7/16/2019 11:22 AM
18	That every low income family would be able to afford affordable housing.	5/14/2019 11:56 AM
19	we are getting older, we will surely need more housing geared toward both healthy and disabled elders	4/22/2019 1:10 PM
20	Again, making places for affordable for people to live!!	4/17/2019 5:25 AM
21	More in-fill development, closer to urban areas and public transportation. Denser development.	4/9/2019 3:52 PM
22	Ditto	4/9/2019 2:35 PM
23	inclusionary housing. But I would leave it up to the development community to decide how to implement it.	4/3/2019 11:37 AM
24	How much do we want, how much do we need, whether we are going let allocation of residential land be determined solely or primarily by the wealth of the homeowner.	3/25/2019 11:49 PM
25	I'd like to see more robust and self-served communities, where work, play and retail, health can be accommodated without having to travel even greater distances to reach these services	3/19/2019 10:55 PM
26	A growing population should be accommodated first by infill (putting use to the most underutilized land in an area) followed by intensification. This accommodation should be incremental and directed mainly by existing and new residents. Housing farther from the city center will necessarily be less intense, and city services should accordingly be more extensive near the city center than farther from it.	3/19/2019 8:58 PM
27	I see more diverse housing land use changes needed so that creative housing/ mixed use projects be established. Create a small house community that has sustainable food, school, job, training resources in the small house community. I have a research proposal on this idea! Terrius1.bruce@famu.edu	3/19/2019 4:19 AM
28	The housing market has outpaced demand every year. Why do we feel the need to intercede? How much housing stock overage do we have year over year? How are we addressing the downtown and midtown condos/apartments with 20 - 40% occupancy rates?	3/18/2019 4:30 PM
29	More diversity in downtown living, variety in senior living and low maintenance living. Continuing to think about affordability in all new projects across our city and county!	3/17/2019 12:16 PM
30	Vertical mixed use. Higher density. Less sprawl. Fewer new subdivisions.	3/14/2019 6:05 PM

Summary of Public Input on Land Use and Mobility Objectives

31	There is not much more housing will be needed in future - unless people find work. The stores are closing and restaurants and fast food joints are only places for work . I see young people will be mostly leaving area or will live with their parents.	3/8/2019 9:56 AM
32	see response to 18.	3/7/2019 12:13 PM
33	All housing will need to be hardened for severe weather. Tallahassee will continue to attract retirees. They will need housing that allows for short commutes to amenities.	3/6/2019 1:28 PM
34	More senior options and more upscale condo options for first time home buyers. More options downtown, along with Retail!!	3/6/2019 12:32 PM
35	Lots more housed shared by multiple non-relatives.	3/4/2019 3:14 PM
36	We need to stop focusing on student housing. We need better, more affordable elderly housing, and less focus on the south side.	3/4/2019 12:32 PM
37	Urban In-fill.	3/4/2019 9:58 AM
38	See above. There is no information about the changing demographics in the community.	3/2/2019 3:08 PM
39	Devide city into quadrants. Obtain permissions to turn a large vacsnt building into a homeless shelter 1 per quadrant. Hire from the colleges i. Town as internships. Many areas of study are represented in a modern shelter. They should try to gap this bridge.	3/1/2019 5:04 PM
40	stop building apartment complexes	2/27/2019 9:01 AM
41	continue to improve and refurb current housing options. Don't build large complexes and neighborhoods everywhere. Clean up what we have and create safe spaces on South side so all neighborhoods become more blended.	2/27/2019 7:45 AM
42	More affordable housing	2/26/2019 11:26 AM
43	housing available for under \$250,000 with 1200 sq. ft. of living space. Give priority to developers who want to build these sorts of houses.	2/25/2019 11:56 AM
44	the same- affordable housing.	2/25/2019 11:26 AM
45	pedestrian connectivity between neighborhoods and communities	2/23/2019 6:00 PM
46	Affordable housing, but built and maintained in sustainable ways.	2/23/2019 3:09 PM
47	Low rise apartment buildings for all economic levels. "Golf cart" trails for transportation to stores that would allow older and disabled persons to feel self sufficient, but safe to get from here to there.	2/23/2019 10:03 AM
48	Long Term...due to climate change and rapid over construction..I see a decrease in population to the area. Beauty and nature are why people come here, destroying that is destroying this are. How many Targets or Strip Malls does one need to Shop when income is rising and housing isn't up to par.	2/22/2019 3:07 PM
49	More residents means more transportation issues. The community needs more arterial road connections, especially North-South connections for individuals commuting along I-10. Monroe street and Thomasville road is a nightmare during rush hour.	2/22/2019 2:30 PM

Summary of Public Input on Land Use and Mobility Objectives

50	need to grow with the demographics	2/21/2019 10:35 AM
51	Too much housing outside city bounds.	2/21/2019 8:49 AM
52	I'm not a demographer...	2/20/2019 2:04 PM
53	No giveaways	2/19/2019 8:09 PM

Q20 Is there anything you would change, remove, or add to these objectives?

Answered: 37 Skipped: 78

#	RESPONSES	DATE
1	No	9/18/2019 10:38 AM
2	No	9/17/2019 11:58 AM
3	Missing middle housing models are not What anyone asked For & the data & analysis has never been made available to justify support thus is not planning but pushing some developers agenda without data & analysis Get ride of this that has failed in Gainesville	9/16/2019 12:00 PM
4	UNDER Missing Middle Housing: tell Southwood homeowners to bring down their housing costs. That would make a lot more affordable housing.	9/12/2019 7:45 PM
5	Again emphasis needs to be put on the middle class. We don't make enough money. There is daycare expenses, mortgages, common bills that need to be paid. We need to make a little bit more money so that way we can be a little bit more comfortable and have a little bit more cushion. It doesn't seem like Tallahassee offers that. Unless you're the president of FSU or the president of FAMU or the president of TCC or the chief executive officer of some company. Then Tallahassee would be a breeze to you, because you're making over \$150,000 a year some cases more than that. So you can afford to stay in the nice areas, go to the nice schools, afford the best day cares. I digres.	8/2/2019 7:38 PM
6	Unsure	7/17/2019 3:49 PM
7	Free home owners from property taxes once their home is paid for.!! Then more people will want to move to this awesome city that empowers the people to freedom from property taxes and then people from all over will want to live and relocate here, stay here, and create jobs. This will offer a more positive opportunity for our City. The Out of the box thinking that may even get us on the Best places to live list!!!	7/16/2019 11:22 PM
8	no	7/16/2019 7:03 PM
9	See above comments	7/16/2019 1:10 PM

Summary of Public Input on Land Use and Mobility Objectives

10	Fix the COT electric and water bills. We are being charged twice for our consumption and these bill totals are absolutely astronomical.	7/16/2019 11:31 AM
11	Not really. Just try and make systemic changes and not think of building houses and trails. Need to take care of people first. Get companies to come and provide good jobs!!	7/16/2019 11:29 AM
12	I think it would be smart to look at Community Land Trusts and Adaptive Dwelling Units as well as traditional mixed income or mixed use developments because it addresses existing neighborhoods vs. new construction.	7/16/2019 11:22 AM
13	No	5/14/2019 11:56 AM
14	no	4/22/2019 1:10 PM
15	There needs to be some decent level of neighborhood protection rather simply overwhelming a neighborhood in terms of density and different housing options as seems to be implied in the middle housing description.	4/9/2019 2:35 PM
16	I think you need to know what you have before you can set goals on what to achieve	4/3/2019 11:37 AM
17	I would emphasize the things I've emphasized.	3/25/2019 11:49 PM
18	A strategy for providing useful housing is not complete without transportation and accessibility. Policies directing new housing must also consider transportation needs.	3/19/2019 8:58 PM
19	Use data-driven research to drive any public investment or market intervention. There is a clear lack of data - and the city looks like it needs more regulation and smart growth - not less.	3/18/2019 4:30 PM
20	Urban infill should focus on reclaimed commercial or municipal properties, NOT established neighborhoods	3/15/2019 10:03 AM
21	Specifics on limiting sprawl	3/14/2019 6:05 PM
22	Provide first class public schools in all neighborhoods. This will increase property values throughout the county, not just in areas that currently have good schools.	3/6/2019 1:28 PM
23	ADD!!! Housing designed for Seniors. The boomer population doesn't just want the coast. They 3/6/2019 12:32 PM love our natural settings and options for entertainment at the colleges and through the arts. Also ADD!! An aggressive campaign to encourage industry that will bring a new population of people. More leave us than stay. We need to reverse that with job creation and reasons to stay.	
24	I would remove the focus on the south side.	3/4/2019 12:32 PM

Summary of Public Input on Land Use and Mobility Objectives

25	Why isn't there an objective that addresses provision of housing as part of the TOD and TAD developments? There is a lot of land already designated for high density/high intensity development that is suitable for redevelopment now, or will be during the plan horizon. Many of these are on arterials, which would be good locations for kind of development described. What is the mismatch mentioned in objective 2? How does objective 2 address the question of the future of intown neighborhoods?	3/2/2019 3:08 PM
26	stop building apartment complexes	2/27/2019 9:01 AM
27	na	2/27/2019 7:45 AM
28	Leon County has been promoting the area as an ideal place to retire, but this creates more of a housing demand and a demand for resources. We need to address the long-term consequences of these promotional initiatives.	2/26/2019 2:17 PM
29	Ensure all communities have easy walking access to groceries	2/26/2019 11:26 AM
30	well I think it will be good to see the solutions from the income perspective and from the credit market (access to credit	2/25/2019 11:26 AM
31	Anything that does not conform to smart codes	2/23/2019 6:00 PM
32	Spread the concern to North Monroe as well.	2/23/2019 3:09 PM
33	Control the density...very few people want to be crowded I to snap are like sardines.	2/23/2019 10:03 AM
34	Transportation should be a part of housing; our community is outgrowing our current transportation infrastructure.	2/22/2019 2:30 PM
35	not familiar enough	2/21/2019 10:35 AM
36	No giveaway	2/19/2019 8:09 PM
37	Stop basing our policies on the latest jargon....Missing Middle. I readvthat article too. ...do we want to be trendy or successful?	2/19/2019 8:08 PM

Q21 How would you measure success towards addressing this theme?

Answered: 48 Skipped: 67

#	RESPONSES	DATE
1	Crime rate, ratings of public schooling.	9/18/2019 10:38 AM
2	Increased home ownership	9/17/2019 11:58 AM
3	Target projected need with # of existing housing units retained by Preservation	9/16/2019 12:00 PM
4	Ask your state workers.	8/2/2019 7:38 PM
5	Growth in new construction starts and addressing needs of citizens.	7/31/2019 3:13 PM
6	Measuring what % of residents are able to move from renting to ownership.	7/24/2019 8:19 AM
7	The City and County would stop bulldozing neighborhoods.	7/17/2019 8:45 PM

Summary of Public Input on Land Use and Mobility Objectives

8	Unsure	7/17/2019 3:49 PM
9	The blight on the south end of Tallahassee will be gone.	7/17/2019 3:28 PM
10	A variety of affordable and refined housing sizes and lot sizes, shared space such as pools, playgrounds, walkways, community gardens, etc., an active community that knows its neighbors.	7/17/2019 3:00 PM
11	First I'd measure it when I stop seeing more student style condos going up	7/17/2019 10:31 AM
12	Exponential Growth by leaps and bounds	7/16/2019 11:22 PM
13	When I see fewer homeless people at intersections and in wooded areas.	7/16/2019 7:03 PM
14	measure success by monitoring the rate of use of tiny houses and count of passengers using the transportation services that are connected to these locations.	7/16/2019 1:10 PM
15	Fix the COT electric and water bills. We are being charged twice for our consumption and these bill totals are absolutely astronomical.	7/16/2019 11:31 AM
16	More people employed = less crime and more taxes to do more for people! Jobs are the answer.	7/16/2019 11:29 AM
17	Growth in ADUs, CLTs, mixed income housing, mixed use housing and requiring multiple price points in new subdivisions.	7/16/2019 11:22 AM
18	Being the opportunity to afford your own home.	5/14/2019 11:56 AM
19	if all elderly people are living in a comfortable and supportive environmnet.	4/22/2019 1:10 PM
20	By making more places available that ate affordable!!	4/17/2019 5:25 AM
21	Elimination of homeless population	4/9/2019 3:52 PM
22	Gather the numbers and measure against those.	4/3/2019 11:37 AM
23	Supply, demand, cost, and restricting the allocation of living space per person by some means other than just economic affluence.	3/25/2019 11:49 PM
24	Housing should be available at a range of prices and features (both of the house and of its surroundings). There should be no households who are cost-burdened by features and amenities that they do not want, and no households facing inadequate access to economic opportunity and to fulfillment of their needs.	3/19/2019 8:58 PM
25	3/10	3/19/2019 4:19 AM
26	Seeing housing prices actually rise.	3/18/2019 4:30 PM
27	The availability and affordability of more options!	3/17/2019 12:16 PM
28	More businesses in downtown area to support proposed housing in the urban core	3/15/2019 10:03 AM
29	Stabilized rents, no housing bubble.	3/14/2019 6:05 PM
30	objective housing data.	3/7/2019 12:13 PM

Summary of Public Input on Land Use and Mobility Objectives

31	Number of neighborhoods served by A rated schools.	3/6/2019 1:28 PM
32	Industry growth, new builds, increase in quality of life.	3/6/2019 12:32 PM
33	If the median age of house ownership lowers, I would consider this a success.	3/4/2019 12:32 PM
34	A realestate market, not gutted with homes for sale.	3/4/2019 9:58 AM
35	Planners should provide measures. Don't know nature and extent of problem and don't know what kinds of data area available to serve as benchmarks.	3/2/2019 3:08 PM
36	crime, community assessments	2/27/2019 7:45 AM
37	See previous answers regarding linking housing costs to minimum wage.	2/26/2019 11:26 AM
38	I am sure the City has an inventory of affordable housing. My concern if quality of housing is contemplated and maybe after a good inventory we can evaluate each community and see what can be done to improve those neighborhoods. The City can come with a program for youngruates- no matter their income if the City helps these recen graduates maybe they will seriously consider to stay in Tallahassee. If we keep giving the financial assassinate only to poor people, the tax base will not increase and the middle and high income population might leave the town.	2/25/2019 11:26 AM
39	Time to adopt smart codes county wide	2/23/2019 6:00 PM
40	Comparing housing costs and size using census data or community surveys.	2/23/2019 3:09 PM
41	Diverse communities	2/23/2019 11:17 AM
42	No panhandlers, less crime statistics in murder, robbery assaults, illicit drug use, etc. A happy, functional and infirmed community.	2/23/2019 10:03 AM
43	More apt building and rebuilding in areas that are already there or left empty..not clearcutting another area.	2/22/2019 3:07 PM
44	talk to realtors	2/21/2019 10:35 AM
45	A wider variety of housing types, more housing within walking distance to things to do and grocery stores, more people living within city bounds.	2/21/2019 8:49 AM
46	I'm not clear what the theme even is...we already addressed affordability separately but it's mentioned again here.	2/20/2019 2:04 PM
47	No giveaways	2/19/2019 8:09 PM
48	Fewer homeless Fewer families spending 50% pkus if their incime on housing	2/19/2019 8:08 PM

Summary of Public Input on Land Use and Mobility Objectives

Theme 5 – Community Character

Q22 How important is this issue? (0 being not important and 10 being very important)

Answered: 83 Skipped: 32

ANSWER CHOICES	AVERAGE NUMBER	TOTAL NUMBER	RESPONSES
	8	631	83
Total Respondents: 83			

#		DATE
1	8	9/18/2019 10:46 AM
2	3	9/17/2019 12:03 PM
3	10	9/16/2019 12:15 PM
4	10	9/12/2019 7:49 PM
5	8	9/12/2019 2:42 PM
6	5	9/12/2019 2:37 PM
7	8	8/2/2019 7:41 PM
8	10	7/31/2019 3:16 PM
9	10	7/24/2019 8:37 AM
10	10	7/17/2019 8:45 PM
11	10	7/17/2019 3:50 PM
12	7	7/17/2019 3:49 PM
13	8	7/17/2019 3:32 PM
14	8	7/17/2019 3:14 PM
15	8	7/17/2019 11:17 AM
16	7	7/17/2019 10:38 AM
17	0	7/17/2019 10:13 AM

Summary of Public Input on Land Use and Mobility Objectives

18	7	7/16/2019 11:25 PM
19	6	7/16/2019 9:40 PM
20	5	7/16/2019 7:04 PM
21	6	7/16/2019 5:32 PM
22	3	7/16/2019 2:37 PM
23	8	7/16/2019 1:56 PM
24	9	7/16/2019 1:13 PM
25	10	7/16/2019 11:28 AM
26	5	7/16/2019 11:27 AM
27	10	5/14/2019 12:02 PM
28	5	4/29/2019 5:05 PM
29	5	4/22/2019 1:12 PM
30	10	4/17/2019 5:28 AM
31	7	4/9/2019 3:53 PM
32	8	4/9/2019 2:37 PM
33	9	4/3/2019 11:42 AM
34	8	4/2/2019 3:34 PM
35	10	4/2/2019 2:59 PM
36	7	3/29/2019 8:49 AM
37	6	3/26/2019 9:42 PM
38	5	3/25/2019 11:54 PM
39	10	3/22/2019 4:30 PM
40	9	3/22/2019 1:12 PM
41	10	3/19/2019 10:59 PM
42	2	3/19/2019 9:03 PM
43	7	3/19/2019 12:19 PM
44	6	3/19/2019 4:19 AM
45	7	3/18/2019 4:36 PM
46	10	3/17/2019 12:21 PM

Summary of Public Input on Land Use and Mobility Objectives

47	10	3/15/2019 10:12 AM
48	9	3/14/2019 6:15 PM
49	5	3/13/2019 8:57 AM
50	10	3/8/2019 10:03 AM
51	5	3/7/2019 2:15 PM
52	8	3/6/2019 1:36 PM
53	8	3/6/2019 12:34 PM
54	9	3/5/2019 8:17 AM
55	7	3/4/2019 3:15 PM
56	10	3/4/2019 12:37 PM
57	10	3/4/2019 9:59 AM
58	9	3/2/2019 3:19 PM
59	10	3/1/2019 5:05 PM
60	10	2/28/2019 8:46 AM
61	10	2/27/2019 9:03 AM
62	10	2/27/2019 7:47 AM
63	7	2/26/2019 2:20 PM
64	8	2/26/2019 11:30 AM
65	8	2/25/2019 11:56 AM
66	5	2/25/2019 11:51 AM
67	10	2/25/2019 11:28 AM
68	6	2/25/2019 10:46 AM
69	9	2/25/2019 8:36 AM
70	9	2/23/2019 10:53 PM
71	1	2/23/2019 6:06 PM
72	7	2/23/2019 3:11 PM
73	10	2/23/2019 11:24 AM
74	10	2/23/2019 10:18 AM
75	8	2/22/2019 9:12 PM
76	9	2/22/2019 3:13 PM
77	0	2/22/2019 2:33 PM
78	9	2/22/2019 2:03 PM
79	10	2/21/2019 10:38 AM

Summary of Public Input on Land Use and Mobility Objectives

80	6	2/21/2019 8:54 AM
81	8	2/20/2019 2:13 PM
82	10	2/19/2019 8:12 PM
83	1	2/19/2019 8:09 PM

Q23 Why did you choose this level of importance?

Answered: 62 Skipped: 53

#	RESPONSES	DATE
1	Unique character decades in the making should not be destroyed for a few developers to benefit. Neighborhoods are being built now with very narrow streets and tiny driveways for 4-5 bedroom homes. This makes for a neighborhood with one driving lane because homeowner cars are lining the street. Not safe for riding bikes and kids playing and hideous looking. No visitor parking lots contribute to cars lining the street.	9/18/2019 10:46 AM
2	community growth is critical, which requires change. Neighborhoods shouldn't be locked into their old patterns.	9/17/2019 12:03 PM
3	Because the future of Tallahassee depends on our choices now. If Tallahassee's charm is destroyed, who would want to live here?	9/12/2019 7:49 PM
4	Tallahassee has a variety of distinct and unique neighborhoods. This variety helps make Tallahassee a really special place	9/12/2019 2:42 PM
5	Pretty important we'd like a diverse area.	8/2/2019 7:41 PM
6	How something is built, what amenities surround it are important to communities. Every age group has specific needs in communities.	7/31/2019 3:16 PM
7	I rated this as a 10 because I have watched many beautiful areas in Tallahassee get destroyed in my 45 years living here. I was the attorney who litigated the Bradfordville Study Area lawsuit. As soon as the 2.5 year moratorium was lifted, the County repealed the Bradfordville section of the Comp Plan and proceeded to grant one variance after another and to completely ignore the results of a community charette. The Comp Plan mandated commercial development on only 1 corner of the intersection. Instead, it has metastasized on all 4 corners and spread north and south. In short order, we got a giant Walmart, a Target Store, a Kohl's and umpteen other monstrosities. The result was not walkable, not bikable, and created no public spaces. The large trees were all mowed down. If I remember correctly, the Target Store received 7 variances to be built. SEVEN! The road was widened to 6 lanes (10 with turn lanes) and the resulting sprawl and visual pollution were so horrifying that I moved away from Bradfordville shortly thereafter because I couldn't bear to see it anymore. I could site many other examples of development gone amok and forests needlessly clear-cut. When Capital Circle was built, it was	7/24/2019 8:37 AM

Summary of Public Input on Land Use and Mobility Objectives

supposed to be a high-speed way to get around the City. Instead, it became another congested road because of development patterns that were allowed. How Killearn Lakes ever got permits is more than I can figure out. Ditto Killearn. But that is water under the bridge. We need to learn from our mistakes, but I don't see the learning curve. Given the urgency of climate changes that are already happening, we are going to have design in ways that create adaptability. That means more walkability and bikeability, less car use, more trees.

8	It matters to the health and mental health of our communities what our environment looks like.	7/17/2019 8:45 PM
9	Tallahassee needs to remain unique to become successful.	7/17/2019 3:50 PM
10	Who would choose "bad design"? I don't know what "local architecture" means.	7/17/2019 3:32 PM
11	I do like the idea of Tallahassee having and maintaining its identity, but I also think it can grow in the concept of architecture, and doesn't have to fit into a cookie cutter set of ideas. Development and redevelopment can be cutting edge and still fit in to the feel of the community. Looking into the next 20-25 years, we can look to the future and be ahead of our times, instead of reassess and re-do again and again.	7/17/2019 3:14 PM
12	A city attracts families and professionals who want to be responsible members of a community by showing its commitment to those ideals in the way it's public spaces and works and initiative s are designed	7/17/2019 10:38 AM
13	You are what you wear idea.	7/16/2019 11:25 PM
14	not a subject I have much interest in.	7/16/2019 7:04 PM
15	I think it's more important to focus on good design to keep moving forward in the 21st century. I do not think its very important to maintain the character of our community as things and systems and building are changing so fast. You've got to keep up with the times while still having a sense of community, but the look of community just changes over time.	7/16/2019 5:32 PM
16	Reason most residents live here.	7/16/2019 1:56 PM
17	the more appealing the community and neighborhood is the better the chances that people want to live, visit these places.	7/16/2019 1:13 PM
18	This is, to me, Tallahassee's most attractive feature.	7/16/2019 11:28 AM

Summary of Public Input on Land Use and Mobility Objectives

19	It's very important to keep up with the latest architecture and new development to offer for new home owners. Affordable transportation.	5/14/2019 12:02 PM
20	It looks find to me now.	4/22/2019 1:12 PM
21	Tallahassee for the most part is pretty safe, let's keep it that way.	4/17/2019 5:28 AM
22	Character counts.	4/9/2019 2:37 PM
23	I think it is important, but I would like to highlight that the "character: of our community is in the eye of the beholder. I think this needs more discussion.	4/3/2019 11:42 AM
24	It is under attack.	4/2/2019 2:59 PM
25	It is important, but should come after the development/redevelopment is identified.	3/29/2019 8:49 AM
26	I think "maintain" is not the word. Improved should replace it.	3/26/2019 9:42 PM
27	Its important to quality of life, but not as important as other items discussed.	3/25/2019 11:54 PM
28	Work seems to be progressing in relation to making our community welcoming, bring new businesses, positive programs with the chamber and downtown.	3/22/2019 4:30 PM
29	nobody wants to live in ugly, poorly designed neighborhoods	3/19/2019 10:59 PM
30	Neighborhoods should change gradually over time to adapt to changing conditions. Maintaining neighborhood character may interfere with other key objectives.	3/19/2019 9:03 PM
31	It's getting better	3/19/2019 4:19 AM
32	This seems like the most comprehensive goal that I have seen. Communities and cities that are developed with sense of place and allow for unique character are better for business and talent attraction/retention. We should be focused on this as our #1 goal.	3/18/2019 4:36 PM
33	We all have been to areas where community character has been lost and Tallahassee has come dangerously close many times!	3/17/2019 12:21 PM
34	Tallahassee has a terrible record on preservation & is rapidly losing its character in a race to be as generic as the rest of the state	3/15/2019 10:12 AM
35	Attracts people to live in the city. Pride in our places is important for citizen involvement. People do not want to live in a cookie cutter generic city with the same boring strip malls and zero lot line housing as other lame cities.	3/14/2019 6:15 PM
36	The appeal of any city is in a good planning, interesting architecture and cleanliness. The safety need to be addressed... and dealt with before crime become characteristic...of the community	3/8/2019 10:03 AM
37	This objective is important, but I think it is least important out of the objectives with regard to well-being of our community members. Of course, it is important for our economy, which indirectly benefits the community members.	3/7/2019 2:15 PM
38	Many neighborhoods are substandard. We need to lift all the boats in Leon County, not just the yachts.	3/6/2019 1:36 PM
39	We don't want to lose sight of what we are! But we need a Better Identity and it needs to be advertised More	3/6/2019 12:34 PM
40	Because we are beginning to look like Sarasota. Strip malls, trashy storefronts, too much signage.	3/5/2019 8:17 AM

Summary of Public Input on Land Use and Mobility Objectives

41	Tallahassee/Leon County has been embarrassingly lacking in this for 20+ years. Any new development in town looks like it could be anywhere, with a complete and total lack of character.	3/4/2019 12:37 PM
42	This is important and the extent of the problem is clear.	3/2/2019 3:19 PM
43	Maintain the charm that enticed me to settle here.	2/28/2019 8:46 AM
44	creates liveability.	2/27/2019 9:03 AM
45	Important-this is why live here!	2/27/2019 7:47 AM
46	We don't need our districts to look like every place else.	2/26/2019 2:20 PM
47	The charm and attractiveness of our city is being destroyed by developers putting up housing, business space, office space in the style called "Brutalism." This is ugly. Apartments on West Tennessee Street and homes on Thomasville Road north of I-10 are being built to look like corrugated metal shacks in third world countries. Every building over 1 story looks like a series of concrete slabs stacked together.	2/25/2019 11:56 AM
48	We place too much emphasis on what our character was instead of the character we could be building towards. We need a more balanced approach from out neighborhoods.	2/25/2019 11:51 AM
49	I cannot give less, design elements are crucial to achieve accessibility and new development; but also real quality of life- we are proud of Cascade Park- so this project should not be the only innovative infrastructure we should seek for more.	2/25/2019 11:28 AM
50	Aesthetics are extremely important to me. "Good" design is a subjective term.	2/23/2019 10:53 PM
51	I do not support the statement because of the word maintain. The character of our community is like many other intersections on the interstate, lacking in pedestrian amenities. This is a public infrastructure and development regulatory failing. We allow future suburban slums because that is where the demand is, there are not alternatives to that model that are easy to accomplish in the present regulatory environment. I know, I tried.	2/23/2019 6:06 PM
52	Every sector of the city is its own community with different values.	2/23/2019 3:11 PM
53	As a lifelong resident, I want Tallahassee to continue to be the community I know and love, but never stop improving itself	2/23/2019 11:24 AM
54	Our American, Florida, Tallahassee culture is important to keep a society cohesive and respectful of others.	2/23/2019 10:18 AM
55	Too many claptrap housing projects are being built overnite. Example Walunee Planatation looks like an Army Base with temp housing that would fall down with a huge wind. This is prime example of overbuilding as a giveaway to the Developer. It will increase traffic on Centerville Road and the cost of the housing is out of reach of most young people starting out. We are not Orlando. The Rubber Stamping of this development is a prime example of what should never be done.	2/22/2019 3:13 PM
56	This is nice but less important than making sure people can get to where they need to go and can afford to live in the community. Developers already have a built in insentive to brand communities like Midtown and "SoMo," so this will come without assistance from the City of Tallahassee.	2/22/2019 2:33 PM

Summary of Public Input on Land Use and Mobility Objectives

57	Need to be educated. How does Tallahassee define a community character? When I first moved here, I heard the saying "Tallahassee with a southern accept." To my knowledge, so many people are from everywhere. Drive to fast. Not courtesy to others. I have heard, drivers put on their blinker to change lanes and the car behind speeds up and passes on the left. Maybe it is the mind set of people all over the country, though I do not like people coming here and bringing bad habits.	2/22/2019 2:03 PM
58	how a place looks = how a place feels, even on an unconscious level	2/21/2019 10:38 AM
59	Community character is important but only after other basic needs.	2/21/2019 8:54 AM
60	Character is very important in establishing an image for Tallahassee that makes people want to stay here, move here, and care about the city.	2/20/2019 2:13 PM
61	Totally ignored in the last 5 years unless you think we live in Orlando and want to look like that	2/19/2019 8:12 PM
62	A	2/19/2019 8:09 PM

Q24 How would you describe the neighborhood and community character that should be maintained?

Answered: 53 Skipped: 62

#	RESPONSES	DATE
1	Friendly, safe, healthy neighborhoods.	9/18/2019 10:46 AM
2	I think it should be bold, warm, and inviting, allowing both greater density and uses, while allowing it to be accessible.	9/17/2019 12:03 PM
3	Preserve architectural details & historic elements maintain with form based code options for smaller older neighborhoods	9/16/2019 12:15 PM
4	All of the above objectives	9/12/2019 7:49 PM
5	It'd be nice if neighborhoods were a lot more diverse. I know in some instances My family has experienced discriminatory racism here in Tallahassee. Because apparently our kind aren't welcome in certain neighborhoods in Tallahassee. Even if you have the money to stay there. It's apparent that you aren't welcome. Not saying this happens all the time, but Tallahassee does have a bunch of undercover bigots. I work just like you do, I'm not on any type of governmental assistance, I'm a veteran of the armed forces. I just want the best for my family just like you.	8/2/2019 7:41 PM
6	Address what we have, fix what we have, and address new neighborhoods with requirements for community-based centers and resources.	7/31/2019 3:16 PM

Summary of Public Input on Land Use and Mobility Objectives

7	Some communities have a very strong historic identity based on architectural type, such as Lafayette Park. I would personally champion a design code to keep older homes from being torn down and replaced by homes that are completely out of character with the surrounding neighborhood. I would encourage people to restore older structures, not to tear them down. We don't have good laws to preserve older buildings and our tree ordinance is woefully inadequate to protect trees. As things stand now, pretty much any building and any tree can be torn down if the developer wants to do it. If we want to protect the character of neighborhoods, we must protect historic features and trees.	7/24/2019 8:37 AM
8	New development should at least attempt to blend in to the existing historical architecture of a community.	7/17/2019 8:45 PM
9	Building commercial for too few potential customers and building new housing for tee few potential newcomers.	7/17/2019 3:50 PM
10	Character, hmmm.... should be pleasing to the eye; clean, uncluttered, well tended.	7/17/2019 3:32 PM
11	Have you ever seen an old house with an immaculate yard? Or a new house with an overgrown yard? Maintaining the roads and walkways to be free of weeds and debris will always increase the visual beauty and clean and inviting feeling in Tallahassee. Preventing overgrowth for beauty and safe driving; pressure washing/cleaning cement barriers (especially at freeway overpasses), sidewalks etc.	7/17/2019 3:14 PM
12	Pedestrian and bike-centered, public transport connected. Green spaces. Community outdoor markets	7/17/2019 10:38 AM
13	Clean Lively Fresh colorful artwork display	7/16/2019 11:25 PM
14	n/a	7/16/2019 7:04 PM
15	Trees	7/16/2019 1:56 PM
16	Should be litter-free, plenty of space for walking, opportunities for transportation, and businessfriendly.	7/16/2019 1:13 PM
17	Keep trees and find ways to incorporate medians that include trees and plants to make the space seem greener and neater. Also, better sign ordinances - Monroe Street - the gateway to the Capitol - looks horrific with signs everywhere, peeling paint and an overall tackiness that leaves me avoiding it at all costs because it looks so trashy. The look of Monroe Street alone is why I wouldn't consider buying a house in that area because the street itself is so blighted that I wouldn't want to use it on a daily basis.	7/16/2019 11:28 AM
18	Giving people a chance without jobs to give back to the community.	5/14/2019 12:02 PM
19	I am unaware of any problems...we need to keep our university and state capital reputation as is.	4/22/2019 1:12 PM
20	Safe.	4/17/2019 5:28 AM

Summary of Public Input on Land Use and Mobility Objectives

21	What's there in the neighborhood now.	4/9/2019 2:37 PM
22	I think we need to allow the builders to determine this. Some very dense housing show be allowable but it doesn't have to look like the traditional 1/8 of an acre lot.	4/3/2019 11:42 AM
23	It varies throughout the city; work with the neighborhoods. As we can see with our new commission, citizens all over town are excited to come out and discuss what is important to them.	4/2/2019 2:59 PM
24	Its all good, but not as important as the other things we talk about. This is an issue of pleasant esthetics versus the essential requirements for quality of life.	3/25/2019 11:54 PM
25	balanced, modern with old charm character, avoiding concrete jungles utilizing underground utilities	3/19/2019 10:59 PM
26	While neighborhoods evolve over time, sudden transformations of already successful places should be avoided.	3/19/2019 9:03 PM
27	How are you protecting the character of existing n'hoods? You should define that and use data.	3/18/2019 4:36 PM
28	Despite the headline most people in Tallahassee would describe our town as quite and safe. These two factors need to be at the top of the list! With noise ordinances, housing ordinances to prevent student encroachment and a continued prioritization of crime prevention.	3/17/2019 12:21 PM
29	Governmental center (this has been displaced to Southwood) Vernacular southern architecture and foliage, stop trying to look like south/central FL	3/15/2019 10:12 AM
30	A historical sense of place that would be preserved as neighborhoods change and develop. Continuity of Diversity	3/14/2019 6:15 PM
31	Encouraging communities where neighbors know each other and regularly engage in face-to-face interaction. Such activities serve to personalize the communities, and individuals will take more stock and ownership in their neighborhoods. It will also serve to assist in reducing conflict in neighborhoods as neighbors because such interactions won't occur at arm's length.	3/7/2019 2:15 PM
32	All neighborhoods should be hardened for severe weather. This includes not only buildings, but utilities and other services.	3/6/2019 1:36 PM
33	Exclusive to higher price points and it needs to be encouraged over all areas of town.	3/6/2019 12:34 PM
34	Take a look at Vermont.	3/5/2019 8:17 AM
35	Tallahassee is known for NOT being Tampa/Orlando/Jax, etc. and we need to be proud of that. We need to showcase our southern, genteel roots. Our community character is sipping sweet tea on a porch under a live oak, being neighborly no matter what, and maintaining the 20s/30s/40s houses that built this city.	3/4/2019 12:37 PM
36	Welaunee should never have happened.	3/4/2019 9:59 AM
37	Trees, topography, historic resources, including historic districts, New development should reflect local climate.	3/2/2019 3:19 PM
38	Structures that maintain north Florida charm. Facilities that encourage neighbors to interact.	2/28/2019 8:46 AM
39	Each is unique and keep it that way while enhancing them.	2/27/2019 7:47 AM

Summary of Public Input on Land Use and Mobility Objectives

40	Besides architecture that is compatible regarding housing, businesses, too, should be required to adhere to community architectural standards. Even fast food restaurants have implemented some creative designs in response to community demands.	2/26/2019 2:20 PM
41	More urban trees, parks, trails and water fountains	2/26/2019 11:30 AM
42	On Duval Street just north of Jefferson across from Kleman Plaza a new building has been put up that beautifully matches the surroundings. This lovely building replaced a derelict structure that was torn down. A beautiful example of how existing architecture can be combined with new construction.	2/25/2019 11:56 AM
43	pedestrian friendly, high degree of social connectivity	2/23/2019 6:06 PM
44	I like the focus on placehood but we should focus on many neighborhoods and not just those with ongoing investment from developers like the ones mentioned.	2/23/2019 3:11 PM
45	Accessable, mixed housing types, walkable, safe.	2/23/2019 11:24 AM
46	American, Florida and Tallahassee assimilation. Various sporting events (not just FSU centered, no I'm not a gator or other collegiate fan). How about a Tallahassee professional team of some type that ALL community citizenry can support..football, soccer, baseball... We need a common incentive that distinguishes us from other communities of the same type and size.	2/23/2019 10:18 AM
47	More public hearings about developments; more time to speak on developments. Neighborhood and communities are losing their character; most people don't even know their neighbors. Tallahassee isn't a transit city; more needs to be done to improve its openness to citizens.	2/22/2019 3:13 PM
48	Since no one can agree on this sort of soft assessment, it's better for bureaucrats at city hall to leave the communities to brand themselves.	2/22/2019 2:33 PM
49	keep to stay one of the greenest cities, need to poll community before removing old buildings, even if they're not historic or designated yet, need to take into account the current character and where the community wants to go towards in the future	2/21/2019 10:38 AM
50	An artistic, green, college community with historic roots.	2/21/2019 8:54 AM
51	Focus on preserving older (pre-1970 in Tallahassee) established residential areas BUT try to increase commercial uses and higher density housing option on the edges of these neighborhoods to help to build more vibrant communities.	2/20/2019 2:13 PM
52	Less glitz, smaller scale development, fewer cookie cutter designs...anywhere USA	2/19/2019 8:12 PM
53	A	2/19/2019 8:09 PM

Q25 Is there anything you would change, remove, or add to these objectives?

Answered: 36 Skipped: 79

Summary of Public Input on Land Use and Mobility Objectives

#	RESPONSES	DATE
1	No	9/18/2019 10:46 AM
2	No	9/17/2019 12:03 PM
3	“Good design” is not measurable “Local architecture” like Local planning is not always “good” (see oversized resource sucking yuck Kent Dev) Context Based Mobility continues The paradigm of CARs guiding the transportation option No one wants to walk ride or breath car refuse at any speed That context model may work for FDOT but the sparrow on Monroe street in Midtown is a joke Surely we can do better for our own city transportation options Gives us some urban trails with opportunity for safety healthy & enjoyable travel & people will drive less @ kids will walk mom& bike more	9/16/2019 12:15 PM
4	STOP Welaunee Critical Area Plan:	9/12/2019 7:49 PM
5	No	8/2/2019 7:41 PM
6	yes,... the involvement of community resources and programs developed for communities.	7/31/2019 3:16 PM
7	The City should study cites like New Orleans for its example of how to build and preserve lowand middle-income housing that is historically appropriate and not generic.	7/17/2019 8:45 PM
8	The City and County could mow greenspaces more frequently. Currently the City property adjoining my back yard has weeks about three feet high around a retention pond, with abundant snakes.	7/17/2019 3:32 PM
9	No	7/16/2019 11:25 PM
10	add walkability.	7/16/2019 7:04 PM
11	Please see above	7/16/2019 1:13 PM
12	Sign ordinances. All of these tacky old signs and businesses with peeling paint make everything around them look horrible. In general, I don't care about a bunch of designations. They usually exist to make a handful of people happy. It would be better if you focused on beautifying roadways that several people encounter on a daily basis than putting up a sign that no one will read.	7/16/2019 11:28 AM
13	No	5/14/2019 12:02 PM
14	i just hope our development staff is not determined to turn this area into a manufacturing center. Let's keep us the "brainy" town that I think we are.	4/22/2019 1:12 PM
15	Way too general to understand the trade-offs the would be necessary and the protections that would need to be included.	4/9/2019 2:37 PM
16	Yes. I don't think a "strong" neighborhood can be created by buildings. It can be destroyed by architecture but not built.	4/3/2019 11:42 AM

Summary of Public Input on Land Use and Mobility Objectives

17	If we want to keep the Tallahassee center strong, the city needs to support inner city neighborhoods.	4/2/2019 2:59 PM
18	Enable code enforcement to enforce residential rules and consider regulations that protect the original purpose of individual neighborhoods, ie limit numbers of residents in single family neighborhoods.	3/26/2019 9:42 PM
19	Context based mobility is the element that mostly logically fits with the grand issue of how we are going to deal with increasing demand for space, with a finite supply of land.	3/25/2019 11:54 PM
20	Neighborhood development should be directed by new and existing residents.	3/19/2019 9:03 PM
21	Is there any data that shows the original goals of Southwood to be a community where people can live, work and play? What worked? What doesn't (I see all empty bike racks when I go). What other areas of Tallahassee are working for these objectives? What about other cities? Are we re-inventing the wheel over and over again? Why?	3/18/2019 4:36 PM
22	Preservation protection for historic neighborhoods (Lafayette, Old Town, Levy Park, Los Robles)	3/15/2019 10:12 AM
23	Streets for people? Too bad we can't walk much outside in our climate and weather...	3/8/2019 10:03 AM
24	Developments like Welaunee should not receive government subsidization. The developer should be expected to provide some subsidized housing to families with low income .	3/6/2019 1:36 PM
25	We need to add more stringent development rules.	3/4/2019 12:37 PM
26	Most of these objectives are too vague: e.g. "foster and protect" Concept of community context is not clear. Why does it say what criteria "may" be? How will it balance existing versus future uses? Why is housing diversity in here? Bradfordville and Welaunee sector plans address a lot more than community character. Not sure why they are here. Also Bradfordville has had a lot of development. How does this objective reflect current conditions. Is the intent of the design standards to be "predictable"	3/2/2019 3:19 PM
27	Bradfordville has plans and knows how to get things done, cause those with interest have deep pockets. But what about the rest of the city? Uhm?	2/27/2019 9:03 AM
28	na	2/27/2019 7:47 AM
29	Good ideas should be deployed MSA wide, not just in specific areas. What is the scope of this survey?	2/23/2019 6:06 PM
30	Diversify the neighborhoods mentioned by name to include those not being pursued by developers	2/23/2019 3:11 PM
31	Let's not forget the Eastside's water drainage issues, lack of bicycle lanes (wider are needed where they already are) and neighborhood sidewalks, etc.	2/23/2019 10:18 AM
32	They should be eliminated from the development plan.	2/22/2019 2:33 PM

Summary of Public Input on Land Use and Mobility Objectives

33	not familiar enough	2/21/2019 10:38 AM
34	Don't plan for an employment center in Welaunee - it will just pull more people, jobs, and money out of the established urban areas. Also, get rid of the Welaunee I-10 interchange plan and public (blueprint) funding for it.	2/20/2019 2:13 PM
35	Design standards....quality exterior finishes, architectural signifance, local vernacular	2/19/2019 8:12 PM
36	A	2/19/2019 8:09 PM

Q26 How would you measure success towards addressing this theme?

Answered: 40 Skipped: 75

#	RESPONSES	DATE
1	?	9/18/2019 10:46 AM
2	Planning and zoning board submissions	9/17/2019 12:03 PM
3	Theme? The priority appears to Be reacting to developer driven sprawl on the Noth side This is a planning document let's plan not just react to Market driven investors & FDOT stuff	9/16/2019 12:15 PM
4	Attendance and usage of facilities, programs and services within communities.	7/31/2019 3:16 PM
5	Design codes to protect areas that have a distinct character. Tree protection with teeth.	7/24/2019 8:37 AM
6	No more generic development that looks like suburbia or barren Soviet architecture dropped into older historic communities.	7/17/2019 8:45 PM
7	The entire area, including the blighted south side, will be attractive and uncluttered.	7/17/2019 3:32 PM
8	Seeing that bike and pedestrian travel is given primary thought would be huge. Right now, riding a bike to work in tallahassee is putting your life on the line. I'm an experienced bike commuter, yet I was struck within two weeks of commuting by bike when I moved here. This city needs to rethink its roadways for bikes and pedestrians. No more malls and huge centers like target and Walmart that require parking lots and car transport	7/17/2019 10:38 AM
9	Proud to show off our community to visitors	7/16/2019 11:25 PM
10	n/a	7/16/2019 7:04 PM
11	Measure the increased traffic including foot traffic to the redesigned neighborhoods.	7/16/2019 1:13 PM
12	More trees in medians.	7/16/2019 11:28 AM
13	Giving back to the rural community that you live in.	5/14/2019 12:02 PM

Summary of Public Input on Land Use and Mobility Objectives

14	what is being said about us in the media around the state and the country.	4/22/2019 1:12 PM
15	Keeping it safe.	4/17/2019 5:28 AM
16	I believe this would take more community discussion	4/3/2019 11:42 AM
17	Again, use data and get with citizen neighborhood groups	4/2/2019 2:59 PM
18	Supply, demand, costs and allocation of land resource.	3/25/2019 11:54 PM
19	The number of capital investments in an area should be relatively high, and the size of each should be low.	3/19/2019 9:03 PM
20	If people continue to want to live, work and raise their families here and cherish their neighbors and neighborhood!	3/17/2019 12:21 PM
21	Rewrite & enforce building code and design standards. Make variances & deviations a high hurdle. Stop acquiescing to big development projects that destroy character	3/15/2019 10:12 AM
22	projects completed with community input, not forced upon neighborhoods.	3/14/2019 6:15 PM
23	To budget properly - spend money on areas where people really going to use the improvements....	3/8/2019 10:03 AM
24	surveys of visitors to our city as well as residents	3/7/2019 2:15 PM
25	Number of new homes or existing homes that are hardened for extreme weather.	3/6/2019 1:36 PM
26	If new development focuses on trees, character, and southern charm.	3/4/2019 12:37 PM
27	Planner should provide measures based on analysis of existing conditions and data that is available to serve as benchmark	3/2/2019 3:19 PM
28	na	2/27/2019 7:47 AM
29	Unique features are preserved 50 years hence	2/26/2019 2:20 PM
30	Number of new parks created in FY, # of trees planted in FY, # new trails created in FY, # new fountains installed on public lands in FY	2/26/2019 11:30 AM
31	No more ugly buildings. Reinstatement of the Architectural Review Committee, expanding their authority beyond designated historic spaces.	2/25/2019 11:56 AM
32	Years to smart code	2/23/2019 6:06 PM
33	Noticeable placehood such as signs and surveying residents on characteristics they are aware of from each of the areas.	2/23/2019 3:11 PM
34	Are new people still moving to our area and if so where do they settle? What is the neighborhood income divide? And level of safety? Resources?	2/23/2019 11:24 AM
35	Less bicycles on the roads, a professional sports team that is well supported by the community, and less flooding of the Eastside library park (takes too long to drain the water off the trails).	2/23/2019 10:18 AM

Summary of Public Input on Land Use and Mobility Objectives

36	The only successful result is the city manages to not waste public money chasing an imagined good.	2/22/2019 2:33 PM
37	poll happiness of community, survey level of use	2/21/2019 10:38 AM
38	Public surveys like this asking citizens to rate the character or various parts of the city	2/20/2019 2:13 PM
39	Stop being tacky, cheap , undistinguished	2/19/2019 8:12 PM
40	A	2/19/2019 8:09 PM

Summary of Public Input on Land Use and Mobility Objectives

Theme 6 – Safety and Comfort

Q27 How important is this issue? (0 being not important and 10 being very important)

Answered: 81 Skipped: 34

ANSWER CHOICES	AVERAGE NUMBER	TOTAL NUMBER	RESPONSES
	8	674	8
Total Respondents: 81			

#		DATE
1	8	9/17/2019 12:05 PM
2	10	9/16/2019 2:30 PM
3	10	9/12/2019 7:52 PM
4	7	9/12/2019 2:44 PM
5	8	9/12/2019 2:37 PM
6	9	8/2/2019 7:43 PM
7	10	7/31/2019 3:28 PM
8	8	7/24/2019 8:51 AM
9	10	7/17/2019 8:45 PM
10	7	7/17/2019 3:52 PM
11	8	7/17/2019 3:51 PM
12	10	7/17/2019 3:35 PM
13	10	7/17/2019 3:16 PM
14	10	7/17/2019 11:18 AM
15	10	7/17/2019 10:43 AM
16	5	7/17/2019 10:14 AM
17	10	7/16/2019 11:30 PM
18	7	7/16/2019 9:40 PM

Summary of Public Input on Land Use and Mobility Objectives

19	10	7/16/2019 7:06 PM
20	8	7/16/2019 5:36 PM
21	4	7/16/2019 2:38 PM
22	9	7/16/2019 2:03 PM
23	10	7/16/2019 1:57 PM
24	7	7/16/2019 11:31 AM
25	1	7/16/2019 11:31 AM
26	10	5/14/2019 12:03 PM
27	5	4/29/2019 5:04 PM
28	7	4/22/2019 1:14 PM
29	10	4/17/2019 5:33 AM
30	9	4/9/2019 3:56 PM
31	5	4/9/2019 2:39 PM
32	10	4/3/2019 11:47 AM
33	10	4/2/2019 3:34 PM
34	6	4/2/2019 3:00 PM
35	10	3/29/2019 8:51 AM
36	8	3/26/2019 9:44 PM
37	10	3/22/2019 4:30 PM
38	10	3/22/2019 1:12 PM
39	10	3/19/2019 11:03 PM
40	9	3/19/2019 9:06 PM
41	8	3/19/2019 12:22 PM
42	7	3/19/2019 4:19 AM
43	7	3/18/2019 4:38 PM
44	10	3/17/2019 12:25 PM
45	7	3/15/2019 10:16 AM
46	10	3/14/2019 6:18 PM
47	3	3/13/2019 8:58 AM

Summary of Public Input on Land Use and Mobility Objectives

48	10	3/8/2019 10:44 AM
49	8	3/7/2019 2:16 PM
50	9	3/6/2019 1:41 PM
51	10	3/6/2019 12:40 PM
52	9	3/5/2019 8:19 AM
53	8	3/4/2019 3:15 PM
54	7	3/4/2019 12:42 PM
55	5	3/4/2019 10:00 AM
56	7	3/2/2019 3:24 PM
57	10	3/1/2019 5:06 PM
58	10	2/28/2019 8:55 AM
59	10	2/27/2019 9:04 AM
60	8	2/27/2019 7:48 AM
61	8	2/26/2019 2:20 PM
62	9	2/26/2019 11:37 AM
63	6	2/25/2019 11:56 AM
64	8	2/25/2019 11:51 AM
65	10	2/25/2019 11:29 AM
66	7	2/25/2019 10:46 AM
67	8	2/25/2019 8:36 AM
68	10	2/23/2019 10:54 PM
69	10	2/23/2019 6:19 PM
70	6	2/23/2019 3:12 PM
71	10	2/23/2019 11:27 AM
72	10	2/23/2019 10:30 AM
73	10	2/22/2019 9:13 PM
74	7	2/22/2019 3:13 PM
75	10	2/22/2019 2:36 PM
76	10	2/22/2019 2:11 PM
77	10	2/21/2019 10:44 AM
78	8	2/21/2019 9:01 AM
79	6	2/20/2019 2:29 PM
80	8	2/19/2019 8:15 PM

Summary of Public Input on Land Use and Mobility Objectives

81 5 2/19/2019 8:11 PM

Q28 Why did you choose this level of importance?

Answered: 54 Skipped: 61

#	RESPONSES	DATE
1	Safety is critical for the community to flourish,	9/17/2019 12:05 PM
2	The current designs kill people, discourage interacting with others Unsafe for children & unhealthy for everyone	9/16/2019 2:30 PM
3	A man should be able to lay his head at home and not have to worry about if it's safe or not.	8/2/2019 7:43 PM
4	Because crime in Tallahassee is out of control. Areas are unsafe, Sex crime, gang crime, murder and violence area t an all-time high. People are not working, and this is what they resort to - dependence and crime.	7/31/2019 3:28 PM
5	Because obviously everyone wants to be safe when they go out.	7/24/2019 8:51 AM
6	Primary states of being.	7/17/2019 3:52 PM
7	Unsafe meas "crime" to me. "Comfortable" means easy to navigate.	7/17/2019 3:35 PM
8	A community is one who works, lives and plays together. If safety and comfort do not exist, trust doesn't exist, and a community fails to exist.	7/17/2019 3:16 PM
9	There are significant disparities for safety among the NE/SW areas of town.	7/17/2019 11:18 AM
10	I want to know people can choose bikes or their own two feet to travel safely from home to work	7/17/2019 10:43 AM
11	Everyone should feel Safe	7/16/2019 11:30 PM
12	I'm tired of the lack of safe places to walk and ride bikes.	7/16/2019 7:06 PM
13	Every citizen deserves to live feeling safe and comfortable. We should do everything we can to provide that.	7/16/2019 5:36 PM
14	Most important.	7/16/2019 1:57 PM
15	safer street would encourage walking , bikes etc. There is a great need for traffic calming in residential areas	7/16/2019 11:31 AM
16	Aren't we already doing this?	7/16/2019 11:31 AM
17	You want your family to be in a safe environment.	5/14/2019 12:03 PM
18	i live alone and travel alone; it's important to me to feel secure wherever i am.	4/22/2019 1:14 PM
19	Slot of cross walks don't provide enough time and some don't work.	4/17/2019 5:33 AM
20	To get more people biking and walking, you need to make it safer for them.	4/9/2019 3:56 PM

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Summary of Public Input on Land Use and Mobility Objectives

21	People expect to be safe and have access to comfortable places.	4/9/2019 2:39 PM
22	Because safety is the paramount issue of human existence. I don't know what comfortable means in this context.	4/3/2019 11:47 AM
23	Our safety problem is far bigger than the description of this theme	4/2/2019 3:00 PM
24	Safety is a key factor in all of these themes to being successful.	3/29/2019 8:51 AM
25	We have got to get a handle on the violence!	3/22/2019 4:30 PM
26	safety and comfort are keys to a contented life	3/19/2019 11:03 PM
27	esp in Tallahassee, it's difficult to walk or ride a bike to some places. even now, on MLK jr blv there are rocks covering the bike lane due to construction. additionally, the streets are not designed for bikes, nor are they being updated to handle pedestrian or bicycle traffic.	3/19/2019 12:22 PM
28	Safety is number one before people can even focus on food, shelter and clothing!	3/17/2019 12:25 PM
29	Self interest	3/15/2019 10:16 AM
30	This city is so focused on the automobile and it needs to change.	3/14/2019 6:18 PM
31	Safety is a priority!	3/8/2019 10:44 AM
32	People have to interface and interact with their community every day and they deserve safety 3/7/2019 2:16 PM and comfort in so doing.	
33	Safety is important for all residents and visitors.	3/6/2019 1:41 PM
34	Safety=No Brainer! Is a hindrance to our community now. I have had people decide not to continue looking here because of the crime rates. WE NEED A Handle on THIS, Immediately. Not just for the city but now it is affecting the colleges and students being too scared to come here to school.	3/6/2019 12:40 PM
35	If one does not feel safe, you are unlikely to leave your house.	3/5/2019 8:19 AM
36	Urban in-fill	3/4/2019 10:00 AM
37	Issue is important. Not sure what extent of problem is or whether this is superfluous and should be integrated to other themes.	3/2/2019 3:24 PM
38	Design is important. Creating roads that don't cut through subdivisions makes them safer.	3/1/2019 5:06 PM
39	This is the definition of quality of life.	2/28/2019 8:55 AM
40	na	2/27/2019 7:48 AM
41	Another basic need. People need to feel safe.	2/26/2019 2:20 PM
42	It's public safety?!?	2/26/2019 11:37 AM

Summary of Public Input on Land Use and Mobility Objectives

43	Too many neighborhoods lack sidewalks, even those in the "Multi-Modal Transportation District."	2/25/2019 11:56 AM
44	safe places is crucial to have walkability and increase the use of transportation services.	2/25/2019 11:29 AM
45	Street Safety and comfort are critical to a sustainable community. The primary driver of daily investment in a neighborhood.	2/23/2019 6:19 PM
46	I think safety is important but think the emphasis on it is overblown by social media.	2/23/2019 3:12 PM
47	Who doesn't want safety and comfort?	2/23/2019 11:27 AM
48	Who wants unwanted dangers and miserable circumstances?	2/23/2019 10:30 AM
49	Tallahassee got a bad rap as a hotbed of violent crime in recent news; improvements to transportation need to be made; as roads become more congested, people are walking or biking, which is dangerous on canopy roads like old bainbridge or old saint augustine, were speeding traffic might force a pedestrian or bicycle into a drainage ditch to avoid a collision.	2/22/2019 2:36 PM
50	Safety and Comfort are extremely important to me. I would rate this beyond 10. From what I hear one to many pedestrians have been killed, in Tallahassee and around the nation.	2/22/2019 2:11 PM
51	if people feel safe and comfortable, it deters crime in itself and ups the quality of life, and increases property value	2/21/2019 10:44 AM
52	Safety is extremely important, but safety can also be a cloak to stop poor people from living near wealthy people.	2/21/2019 9:01 AM
53	people need to feel safe where they live	2/20/2019 2:29 PM
54	Two different topics	2/19/2019 8:11 PM

Q29 How could our community be designed to be safer?

Answered: 53 Skipped: 62

Summary of Public Input on Land Use and Mobility Objectives

#	RESPONSES	DATE
1	Adequate street lighting, and curb clearance. removing blind corners wherever possible. Creating more sidewalks.	9/17/2019 12:05 PM
2	Slow down & reduce the width of our streets Community benches with shade to encourage people to sit & visit in places people Already are gathering	9/16/2019 2:30 PM
3	Improved bicycle and pedestrian facilities as describe above would be a great start.	9/12/2019 2:44 PM
4	more and wider sidewalks	9/12/2019 2:37 PM
5	more sidewalks in certain neighborhoods. Maybe some speed bumps and certain neighborhoods because people feel the need to speed through the neighborhood when they know that children are present. Having better access to healthy foods and community events.	8/2/2019 7:43 PM
6	How about reward systems for communities that can clean their act up, that are innovative with keeping crime to a minimum, for gang members who break away and do good things - turning their lives and communities around.	7/31/2019 3:28 PM
7	Gun control! Guns need to be taken out of the hands of people who should not have them. Also, we need to address opioid addiction because this is also a huge public safety issue. It has gotten to the point where I check out exits and mentally have an escape plan in the event that a shooter begins shooting.	7/24/2019 8:51 AM
8	It's not dependent on bicycles that's for sure.	7/17/2019 3:52 PM
9	Adding sidewalks to existing established neighborhoods. Waverly Road is extremely dangerous.	7/17/2019 3:51 PM
10	Surveillance by humans who are paid enough to avoid dishonest practices. Thinking of police.	7/17/2019 3:35 PM
11	More street lights along road ways, possibly solar powered on timers. Larger bike paths and side walk paths. More sidewalks that have specific starting and ending points for use, and less that dead end.	7/17/2019 3:16 PM
12	Follow models like Portland, Oregon for designing pedestrian and bicycle travel as well as development that makes such travel tenable. Things should be closer together—avoid parking lots. Invest instead in more concentrated commuter parking options at the edges of town spaces or have some parking available for visitors	7/17/2019 10:43 AM
13	Lights cameras —light is a disinfectant	7/16/2019 11:30 PM
14	Sidewalks and bike lanes.	7/16/2019 7:06 PM
15	More crosswalks for pedestrians. Use of speed bumps to slow drivers down. More sidewalks especially on neighborhood streets.	7/16/2019 5:36 PM
16	More police to enforce traffic laws.	7/16/2019 1:57 PM

Summary of Public Input on Land Use and Mobility Objectives

17	more speed calming in residential areas, more roundabouts, blocking some through streets in residential areas	7/16/2019 11:31 AM
18	Unsure.	7/16/2019 11:31 AM
19	Neighborhood watch, community meetings.	5/14/2019 12:03 PM
20	can't think of anything. seems fine to me.	4/22/2019 1:14 PM
21	Fix broken cross walks and ones that don't give enough time, also some cross walks have people turning when you are supposed to be crossing which is not safe!! Also, when people run lights it makes it harder for people walking.	4/17/2019 5:33 AM
22	More, safer provisions for walking and cycling.	4/9/2019 3:56 PM
23	If I could answer that, I'd go on tour and make millions of dollars.	4/9/2019 2:39 PM
24	I completely disagree with the complete streets goal. I believe we need walkable bikeable communities but to have streets, bike paths and sidewalks all right next to each other is way too much asphalt.	4/3/2019 11:47 AM
25	The objectives cover what can be designed to increase safety	3/29/2019 8:51 AM
26	More sidewalks and bike lanes. Widen Tharpe Street.	3/26/2019 9:44 PM
27	pedestrian footpaths would go a long way to improving safety around my neighborhood, good and cost effective public transport access would reduce traffic and also improve safety, neighborhood watch and community group involvement	3/19/2019 11:03 PM
28	Enforcement of pedestrian crosswalks, speeding, basic traffic laws. Build a culture of pedestrian first. Design all roads to have basic pedestrian safety features. Make parking cars harder.	3/18/2019 4:38 PM
29	Incorporate road safety into our schools again and create a culture of pedestrian appreciation.	3/17/2019 12:25 PM
30	Underground utilities/ improved sidewalks. Enforcement of speed limits & stop signs/ signals	3/15/2019 10:16 AM
31	Real protected, divided bike/pedestrian lanes. Look to NYC and Austin, TX for models.	3/14/2019 6:18 PM
32	Police station on South Side and police presence in most crime affected areas...	3/8/2019 10:44 AM
33	Through land use and transportation coordination.	3/6/2019 1:41 PM
34	LET Police do their jobs, make police do their jobs. Get rid of the gang element and loitering that leads to criminal mischief.	3/6/2019 12:40 PM
35	A bike/pedestrian trail on Oak Ridge Road from Woodville to Crawfordville Highway. Sidewalks in Woodville.	3/5/2019 8:19 AM
36	Better, bigger, bike lanes. Better, bigger sidewalks.	3/4/2019 12:42 PM
37	Don't have the information to make recommendations. Some analysis/discussion would be helpful	3/2/2019 3:24 PM

Summary of Public Input on Land Use and Mobility Objectives

38	Discourage automobile traffic by replacing it with options for safe, dependable and convenient options. Encouraging interaction with neighbors. Charge exorbitant prices for parking downtown. Extend public transportation or provide parking hubs on the outskirts of town with frequent, dependable busses running to work areas.	2/28/2019 8:55 AM
39	more bike routes. more safe driving standards	2/27/2019 9:04 AM
40	need better walking and cycle opportunities.	2/27/2019 7:48 AM
41	Construct sidewalks in subdivisions which don't have them	2/26/2019 11:37 AM
42	Build sidewalks everywhere. Provide protected pedestrian crossings at intersections.	2/25/2019 11:56 AM
43	follow above and smart code	2/23/2019 6:19 PM
44	Equitable development and community policing. Larger sidewalks and cross walks. Medians in the roadways.	2/23/2019 3:12 PM
45	I agree with all of the goals above.	2/23/2019 11:27 AM
46	Inform the community of dangerous situation through ALL media realms. Police and fire substations strategically placed to provide viability to potential crimes. Community based safety events in ALL areas of our community, not just Cascades Park, or the fairgrounds. And more often than once a year.	2/23/2019 10:30 AM
47	Sidewalks covering storm drains on canopy roads; more sidewalks along major roads; more bicycle only lanes along major roads; more signs warning motorists to watch for bicycles; more TPD enforcement of traffic safety rules.	2/22/2019 2:36 PM
48	Sidewalks on all streets. Grass on each side of sidewalks, or walls on the side of the sidewalk near the street, so vehicles can not drive onto a sidewalk.	2/22/2019 2:11 PM
49	better walking access - more and improved sidewalks, better lighting of sidewalks (low light that shines down only) clearing of tree limbs over walking areas, replant trees that are lost to storms	2/21/2019 10:44 AM
50	More bicycle and pedestrian facilities.	2/21/2019 9:01 AM
51	Well, the leading causes of accidental deaths/injury are car accidents, overdoses, and gun deaths (primarily suicides or shooting of acquaintances) so I'd start with lowering speed limits, calming traffic, favoring the more vulnerable party in any conflict (favor rights of pedestrians to cross roads in order to improve safety for example), making NARCAN as widely available as possible. State and federal rules make gun safety improvements hard.	2/20/2019 2:29 PM
52	More sidewalks Stricter traffic law enforcement Better lighting	2/19/2019 8:15 PM
53	Personal responsibility	2/19/2019 8:11 PM

Summary of Public Input on Land Use and Mobility Objectives

Q30 Is there anything you would change, remove, or add to these objectives?

Answered: 32 Skipped: 83

#	RESPONSES	DATE
1	No	9/17/2019 12:05 PM
2	Context is appropriate for FDOT but we can do so much better on vilify streets network Above road walkways , slower streets less DEATHs	9/16/2019 2:30 PM
3	BUILD MORE SIDEWALKS, AROUND TREES. WORK MORE ON THE SOUTHSIDE OF TALLAHASSEE WHERE SIDEWALKS AND HAVE AREAS AND HEALTHY FOOD CHOICES, ETC. ARE NEEDED. Not the northside of town that just wants to put more money in their pockets by more building.	9/12/2019 7:52 PM
4	Perhaps address crime in this theme.	9/12/2019 2:44 PM
5	No	8/2/2019 7:43 PM
6	small gathering places, points of meetups and joint use digital workspaces.	7/31/2019 3:28 PM
7	I would add a component for gun control and a component for opioid addiction.	7/24/2019 8:51 AM
8	Unsure	7/17/2019 3:52 PM
9	Lighting. A lot of lighting.	7/17/2019 3:35 PM
10	Make it more about safety from criminals and less about bike safety or greenhouse gases safety	7/16/2019 11:30 PM
11	add education.	7/16/2019 7:06 PM
12	identify areas of frequent traffic problems , accidents etc	7/16/2019 11:31 AM
13	I think the cyclist get way too many taxpayer dollars and attention for the few that use it.	7/16/2019 11:31 AM
14	No	5/14/2019 12:03 PM
15	no	4/22/2019 1:14 PM
16	Pedestrians and cyclists should be prioritized over vehicles.	4/9/2019 3:56 PM
17	Maybe make them less dreamy.	4/9/2019 2:39 PM
18	Yes I would eliminate the plan to build more roads.	4/3/2019 11:47 AM
19	Aesthetic interest for walking should be provided not by public facilities in the right of way, but by land use adjacent to the street.	3/19/2019 9:06 PM
20	Shouldn't you address the inherent conflict between pedestrians and vehicles somehow?	3/18/2019 4:38 PM

Summary of Public Input on Land Use and Mobility Objectives

21	Look into the consolidation and cross communication of our Sheriff and Police departments	3/17/2019 12:25 PM
22	Need to revisit Bicycle sharing road maps and take out the most dangerous routs. The Old.St. Augustine Rd. is not a place for the recreation bicyclist. To allow shared roads on canopy road is a death sentence.	3/8/2019 10:44 AM
23	Consider adding requirements for extreme weather hardening of buildings	3/6/2019 1:41 PM
24	ADD, ADD, ADD Move the police station & sub stations closer to the high crime zones. Encourage and support neighborhood watches.	3/6/2019 12:40 PM
25	Language is vague - mostly a to-do- list. Not really objectives	3/2/2019 3:24 PM
26	Change Pedestrian Facilites to Sidewalks and Other Pedestrian Facilities	2/26/2019 11:37 AM
27	all good, all are part of modern standards in urban planning, all part of smart codes, I wold make it clear to developers and neighbors the benefits and models that are built upon the smart codes, and the smart code planning system, and empower developers to achieve these systems where they are paying for the public spaces.	2/23/2019 6:19 PM
28	No	2/23/2019 3:12 PM
29	No creation if additional environmental laws, we gave plenty, just enforce them. Educate the community on the real, comprehensive scientific research on the preservation and care of the environment; NOT agenda driven.	2/23/2019 10:30 AM
30	Increased policing of traffic safetey rules	2/22/2019 2:36 PM
31	Use Dark Sky Friendly Lighting in all public spaces and require its use in private parking lots, etc	2/20/2019 2:29 PM
32	Personal responsibility	2/19/2019 8:11 PM

Q31 How would you measure success towards addressing this theme?

Answered: 35 Skipped: 80

#	RESPONSES	DATE
1	Less accidents	9/17/2019 12:05 PM
2	Lower crash totals Lower insurance rates for city Increase in connectivity that does not require a car & non motorized traffic counts rising	9/16/2019 2:30 PM
3	People using facilities.	7/31/2019 3:28 PM
4	Fewer gun deaths, fewer opioid deaths.	7/24/2019 8:51 AM
5	Again, if you allow developers to do whatever they want, they will not prioritize this. "The market" won't solve it. There have to be codes that are actually enforced.	7/17/2019 8:45 PM

Summary of Public Input on Land Use and Mobility Objectives

6	Unsure	7/17/2019 3:52 PM
7	Reduced crime.	7/17/2019 3:35 PM
8	When I see the bike and pedestrian paths connected across town and see fewer parking lots— we have so much space! We could have so much more GREEN	7/17/2019 10:43 AM
9	Less crime statistics	7/16/2019 11:30 PM
10	Fewer motorists running over pedestrians and cyclists.	7/16/2019 7:06 PM
11	bike lanes, sidewalks , lights	7/16/2019 11:31 AM
12	I don't see this as a burning need, therefore don't care if it is successful.	7/16/2019 11:31 AM
13	By working together as a community.	5/14/2019 12:03 PM
14	everyone says they feel safe wherever they walk, drive or shop.	4/22/2019 1:14 PM
15	Safer cross walks.	4/17/2019 5:33 AM
16	More people cycling to work. Fewer VMT.	4/9/2019 3:56 PM
17	Amendment process.	4/3/2019 11:47 AM
18	On streets, more walking is better, as is less auto traffic traveling slower.	3/19/2019 9:06 PM
19	Less pedestrian and cyclist deaths!	3/17/2019 12:25 PM
20	More people walking/biking (safely)	3/15/2019 10:16 AM
21	Increased biking, fewer deaths. More people using the bus and walking.	3/14/2019 6:18 PM
22	Number of new or existing buildings that are hardened for extreme weather. Number of pedestrians and cyclists per street mile in neighborhoods.	3/6/2019 1:41 PM
23	Not be number 1 in crime anymore and here about another shooting in the city each morning on the news.	3/6/2019 12:40 PM
24	Planners should provide measures based on analysis of existing problems and data available to serve as benchmark	3/2/2019 3:24 PM
25	Monitor vehicle traffic. Monitor use of public transportation. Communicate with working population about what would encourage them to use public transportation.	2/28/2019 8:55 AM
26	See previous comments	2/26/2019 11:37 AM
27	speed to adopt smart codes county wide, number of education events provided by the public sector to explain how the systems and models might apply to residents neighborhoods.	2/23/2019 6:19 PM
28	It would be difficult because people are always going to use safety as a red herring political issue.	2/23/2019 3:12 PM
29	Surveys?	2/23/2019 11:27 AM

Summary of Public Input on Land Use and Mobility Objectives

30	Less crime, a happier, voluntarily less segregated communities, that have real cohesiveness. A moral, law abiding citizenry.	2/23/2019 10:30 AM
31	Fewer "ghost bicycles" painted white showing where members of our cycling community have 2/22/2019 2:36 PM been killed by our unsafe streets.	
32	poll the community, reduction in crime, increase in public transportation	2/21/2019 10:44 AM
33	Number of accidental deaths and injuries per 1,000 people.	2/20/2019 2:29 PM
34	Less crime Fewer pedestrians injured	2/19/2019 8:15 PM
35	No slackards	2/19/2019 8:11 PM

Summary of Public Input on Land Use and Mobility Objectives

Theme 7 – Global Issues

Q32 How important is this issue? (0 being not important and 10 being very important)

Answered: 81 Skipped: 34

ANSWER CHOICES	AVERAGE NUMBER	TOTAL NUMBER	RESPONSES
	7	578	8
Total Respondents: 81			

#		DATE
1	7	9/17/2019 12:07 PM
2	10	9/16/2019 2:41 PM
3	9	9/12/2019 10:43 PM
4	5	9/12/2019 2:45 PM
5	5	9/12/2019 2:37 PM
6	8	8/2/2019 7:44 PM
7	9	7/31/2019 3:41 PM
8	10	7/24/2019 8:51 AM
9	9	7/17/2019 8:45 PM
10	5	7/17/2019 3:54 PM
11	3	7/17/2019 3:51 PM
12	9	7/17/2019 3:38 PM
13	10	7/17/2019 3:20 PM
14	8	7/17/2019 11:18 AM
15	10	7/17/2019 10:54 AM
16	8	7/17/2019 10:15 AM
17	0	7/16/2019 11:34 PM

Summary of Public Input on Land Use and Mobility Objectives

18	4	7/16/2019 9:41 PM
19	10	7/16/2019 7:07 PM
20	5	7/16/2019 5:38 PM
21	2	7/16/2019 2:38 PM
22	7	7/16/2019 2:07 PM
23	9	7/16/2019 2:03 PM
24	8	7/16/2019 11:36 AM
25	8	7/16/2019 11:34 AM
26	10	5/14/2019 12:06 PM
27	5	4/29/2019 4:59 PM
28	9	4/22/2019 1:16 PM
29	10	4/17/2019 5:35 AM
30	9	4/9/2019 3:58 PM
31	9	4/9/2019 2:41 PM
32	10	4/3/2019 11:49 AM
33	10	4/2/2019 3:37 PM
34	10	4/2/2019 3:02 PM
35	6	3/29/2019 8:53 AM
36	7	3/26/2019 9:46 PM
37	10	3/22/2019 4:32 PM
38	8	3/22/2019 1:12 PM
39	10	3/19/2019 11:07 PM
40	6	3/19/2019 9:07 PM
41	7	3/19/2019 12:22 PM
42	7	3/19/2019 4:20 AM
43	2	3/18/2019 4:39 PM
44	7	3/17/2019 12:27 PM
45	2	3/15/2019 10:18 AM
46	10	3/14/2019 6:22 PM

Summary of Public Input on Land Use and Mobility Objectives

47	6	3/13/2019 8:58 AM
48	9	3/8/2019 11:11 AM
49	5	3/7/2019 2:16 PM
50	10	3/6/2019 1:48 PM
51	5	3/6/2019 12:42 PM
52	8	3/5/2019 8:21 AM
53	3	3/4/2019 3:17 PM
54	8	3/4/2019 12:50 PM
55	1	3/4/2019 10:01 AM
56	8	3/2/2019 3:30 PM
57	10	3/1/2019 5:07 PM
58	10	2/28/2019 9:00 AM
59	10	2/27/2019 9:05 AM
60	8	2/27/2019 7:48 AM
61	10	2/26/2019 2:21 PM
62	6	2/26/2019 11:38 AM
63	10	2/25/2019 11:58 AM
64	7	2/25/2019 11:52 AM
65	6	2/25/2019 11:32 AM
66	0	2/25/2019 10:47 AM
67	5	2/25/2019 8:37 AM
68	10	2/23/2019 10:55 PM
69	1	2/23/2019 6:26 PM
70	7	2/23/2019 3:14 PM
71	5	2/23/2019 11:32 AM
72	5	2/23/2019 10:47 AM
73	8	2/22/2019 9:13 PM
74	10	2/22/2019 3:15 PM
75	5	2/22/2019 2:38 PM
76	10	2/22/2019 2:14 PM
77	7	2/21/2019 10:49 AM
78	5	2/21/2019 9:01 AM
79	6	2/20/2019 2:30 PM

Summary of Public Input on Land Use and Mobility Objectives

80	7	2/19/2019 8:21 PM
81	5	2/19/2019 8:12 PM

Q33 Why did you choose this level of importance?

Answered: 51 Skipped: 64

#	RESPONSES	DATE
1	Preparation is key to getting the city up and running after a natural disaster	9/17/2019 12:07 PM
2	Climate change Impacts Interior Florida differently but adverse impacts nevertheless	9/16/2019 2:41 PM
3	Because we need to look outside the box! Evalute what is working in other global areas and have some kind of strategic plan for innovative ideas and plans that actually work - Get ahead of the curve instead of being behind and reactive all the time.	7/31/2019 3:41 PM
4	I addressed this in earlier comments.	7/24/2019 8:51 AM
5	Unsure of topic - global as in community-wide or does this mean worldwide?	7/17/2019 3:54 PM
6	This is a hard one to achieve, and perhaps, thinking long-term, the most important to our livelihood. So long as our Federal government insists these problems do not exist, we'll have a hard time making any headway at all.	7/17/2019 3:38 PM
7	While global challenges can be forecasted, it is still always an unknown. Investing in safe infrastructure for unpredictable weather, and climate changes is important to maintain a livable and stable society; one that can quickly bounce back and be able to focus on assisting communities around them.	7/17/2019 3:20 PM
8	Every summer seems longer, and the hurricane season seems to effect our area more so in the last 5 years.	7/17/2019 11:18 AM
9	With the federal governments head buried firmly in the bosom of corporate climate change deniers (to be simplistic and snarky about it), it's up to cities to put the partisan politics aside and recognize that this is a future we all must be responsible and plan for	7/17/2019 10:54 AM
10	Cyber safety into city infrastructure	7/16/2019 11:34 PM
11	Because I'd like to live to be 85.	7/16/2019 7:07 PM
12	Just be better prepared to respond to natural disasters	7/16/2019 5:38 PM
13	Local government needs to do a better job of restoring electricity and removing waste after major storm events. This has impacted my business following the last two hurricanes.	7/16/2019 11:34 AM
14	There would be to be a plan of actions when a tornado is located.	5/14/2019 12:06 PM

Summary of Public Input on Land Use and Mobility Objectives

15	i am tired of reactive response to natural disasters; we MUST spend the time and money to be ready for what we know is coming.	4/22/2019 1:16 PM
16	Its important for people to feel safe.	4/17/2019 5:35 AM
17	If we don't address this issue, there won't be a place for anyone to live anywhere	4/9/2019 3:58 PM
18	Tallahassee should step up as a global citizen.	4/9/2019 2:41 PM
19	Back to my answer to eliminate the building of more roads. Fewer cars, more walking.	4/3/2019 11:49 AM
20	The huge global challenge of technology replacing human capital, how will young people build a future as job numbers decrease into the future- how do people stay relevant and essential???? Huge global problem already.	4/2/2019 3:37 PM
21	Global warming and problems with race and income level that have become issues around the world	4/2/2019 3:02 PM
22	Planning ahead is important, successfully implementing some of the themes will help with achieving this one.	3/29/2019 8:53 AM
23	The people west of us should not still be suffering. Our leaders need to admit that climate change exists and address this.	3/22/2019 4:32 PM
24	global warming, rising sea levels - in 11 years we could see impacts in parts of Florida- we need to take action now before it's too late	3/19/2019 11:07 PM
25	your survey is too long	3/19/2019 12:22 PM
26	These issues will change more than the comp plan. Yes, we should be resilient, but how do we define that in this context?	3/18/2019 4:39 PM
27	This would come under safety to me, which is a top priority!	3/17/2019 12:27 PM
28	Keep it local	3/15/2019 10:18 AM
29	Change begins with individuals.	3/14/2019 6:22 PM
30	All other elements of the plan will fail if we do not brace to meet growing global challenges.	3/6/2019 1:48 PM
31	We have so much more to work on!!!	3/6/2019 12:42 PM
32	Addressing climate change and changing our energy use to sustainable for starters.	3/5/2019 8:21 AM
33	While this should definitely be planned on a local level, it should take a back seat to the other focuses mentioned here. The burden for this really is more on the state and federal levels.	3/4/2019 12:50 PM
34	Global concerns are equally important to our lives.	3/1/2019 5:07 PM
35	Another quality of life issue.	2/28/2019 9:00 AM
36	climate change, sustainability, post-disaster recovery	2/27/2019 9:05 AM
37	Climate change is one of the key issues of our time. We owe it to coming generations to address it.	2/26/2019 2:21 PM

Summary of Public Input on Land Use and Mobility Objectives

38	Feds and States should take lead	2/26/2019 11:38 AM
39	I addressed this earlier in item 3. We must stop degrading our environment before we make it unable to sustain life.	2/25/2019 11:58 AM
40	We can work locally on environmental issues and contribute to solve/help with income inequality issue.	2/25/2019 11:32 AM
41	We have our own problems, and resiliency is addressed by social connectivity which is a result of pedestrian communities.	2/23/2019 6:26 PM
42	I think addressing climate change is very important but the city can only do so much when the inept federal government isn't doing anything.	2/23/2019 3:14 PM
43	Not sure what this means	2/23/2019 11:32 AM
44	I do not believe in the current trend that the earth is going to fuel by the hands of humans. The real, non-artificially driven science does not support that. However, we are charged to keep our "home" clean. Really, who wants to live in filth. I love Tallahassee's tap water, it's the best! I'm afraid that Tallahassee will get caught up in what is fashionable and popular for image and power (individual) reasons. We can have a clean home without the hype.	2/23/2019 10:47 AM
45	Tallahassee is a bullseye for any storm that comes into the Gulf. More outside forest barriers need to be reestablished, flooding and drainage issues need to be addressed when a development goes in, clean water supply and solar.	2/22/2019 3:15 PM
46	The city should be relying on state and federal grant money for this; climate problems are too large to fix at the municipal level; yet we need to be ready for more, worse hurricanes.	2/22/2019 2:38 PM
47	We do not need more Hurricanes like Hurricane Michael.	2/22/2019 2:14 PM
48	we have to work on our pressing issues first, then connect to the larger community more when we are stable	2/21/2019 10:49 AM
49	Can't do as much about global issues.	2/21/2019 9:01 AM
50	Everyone must help	2/19/2019 8:21 PM
51	Waste of time. Live locally	2/19/2019 8:12 PM

Q34 What global challenges do you think will need to be addressed at the local level?

Answered: 45 Skipped: 70

Summary of Public Input on Land Use and Mobility Objectives

#	RESPONSES	DATE
1	Tree limb clearing of power lines, checking and repairing water systems, encouraging and improving access to solar	9/17/2019 12:07 PM
2	Migration inland from coastal communities Greater energy efficiency & water conservation requirements Sponsor or require smarter water conservation rebates for replacing older toilet models How about water conservation policies that discourage multiple bathrooms in student housing? Rebates for businesses, Hotels ? We Don't have a post disaster redevelopment plan???	9/16/2019 2:41 PM
3	Tallahassee needs to invest in underground utilities. Every time a storm comes through power stays out. It would also help if they could trim the trees from over the power lines. tallahassee's actually in a good position we need to take advantage of this and be prepared while we can.	8/2/2019 7:44 PM
4	Energy alternatives and consumer- home and business owner incentives for renewables and energy-efficient systems. Looking at wind ratings on construction and building codes. Education on the environment in our area and invasive plants, harmful products and better reporting of the successes of research and development of alternative energy. How are we supporting those who are having success with using less electricity (probably not your goal since it's a money maker for the City.)	7/31/2019 3:41 PM
5	Climate change	7/17/2019 8:45 PM
6	Reduction in pollution and plastic.	7/17/2019 3:54 PM
7	Underground utilities.	7/17/2019 3:38 PM
8	Stronger and more frequent storms; algae and bacteria blooms; economic instability and homelessness; ENVIRONMENTALLY RESPONSIBLE innovation	7/17/2019 10:54 AM
9	We need to continue to implement solar arrays to offset the power usage, especially during the summer for AC.	7/17/2019 10:15 AM
10	Restore power in timely manner. Offer charging stations when power is out	7/16/2019 11:34 PM
11	global warming and climate change	7/16/2019 7:07 PM
12	more trees, even small areas can be planted with polinator friendly plants, reducing noise pollution, loss of native species	7/16/2019 11:36 AM
13	Increased storms and resulting damage.	7/16/2019 11:34 AM
14	Plan of action when the weather is dangerous.	5/14/2019 12:06 PM
15	we need to get ready for storms.	4/22/2019 1:16 PM
16	Energy usage. Reduce our carbon footprint to zero.	4/9/2019 3:58 PM
17	climate change, immigration	4/9/2019 2:41 PM

Summary of Public Input on Land Use and Mobility Objectives

18	Climate Change and the natural disaster recovery that results from a warming planet.	4/3/2019 11:49 AM
19	Global warming and problems with race and income level that have become issues around the world	4/2/2019 3:02 PM
20	Most immediately and frequently is hurricane preparation of course.	3/29/2019 8:53 AM
21	Inter-regional assistance agreements. Public education re: things that can be done to mitigate.	3/26/2019 9:46 PM
22	More solar farms, new technology needs to be embraced.	3/22/2019 4:32 PM
23	reduce county-wide carbon footprint through environmental initiatives, reducing traffic	3/19/2019 11:07 PM
24	Water quality/ availability	3/15/2019 10:18 AM
25	Climate change. Habitat and species conservation. Air and water pollution. Better recycling, composting.	3/14/2019 6:22 PM
26	Hurricane preparedness - cut tree branches 20 Ft radius off power lines.	3/8/2019 11:11 AM
27	Climate change.	3/6/2019 1:48 PM
28	climate change	3/5/2019 8:21 AM
29	We do need to have a good building code to address both wind damage and hurricane damage and that minimizes water use.	3/4/2019 3:17 PM
30	Really the only realistic things the local level can do is such things as: banning plastic straws, focusing on solar energy, incentivising consumers to go green (continuing rebates, etc).	3/4/2019 12:50 PM
31	After the last several years, I thought the city and county had done quite a bit of planning for disasters. Why wasn't any of that presented here? We don't need to reinvent the wheel	3/2/2019 3:30 PM
32	More frequent and stronger weather events. Fake news.	2/28/2019 9:00 AM
33	tree planting and renewable energy implementation	2/26/2019 2:21 PM
34	Reduce use of plastics. Reduce use of single occupancy motor vehicles replacing those with easy access to public transportation and sidewalks to support walking.	2/25/2019 11:58 AM
35	plan for climate migrants.	2/25/2019 11:52 AM
36	Failures in existing systems like nutrition in our food system. failure of our education systems to teach self reliance. Failures of the auto based community	2/23/2019 6:26 PM
37	Renewable energy, sustainability and smart development, disaster preparedness	2/23/2019 3:14 PM
38	Weather emergency plans, entry level jobs with a living wage.	2/23/2019 11:32 AM

Summary of Public Input on Land Use and Mobility Objectives

39	We live in the tropical zone where severe weather events will happen. Man made causes for frequency and severity is irrelevant. We cannot change mother nature no matter how we try. However, we can prepare before major events and plan hiw time recover. Promotion of hydrogen powered vehicles, whose byproduct is water, not carbon dioxide or monoxide and everything else. Electric cars still depend on power from fossil fuels. Hydrogen powered monorajls would be a great advancement to keeping our air, water and soil clean.	2/23/2019 10:47 AM
40	Rise in sea level, water, solar, flooding issues.	2/22/2019 3:15 PM
41	Our beautiful canopy roads will be ruinous to the community if we're hit directly by a major hurricane. We need to bury transmission lines where possible, especially along major road ways.	2/22/2019 2:38 PM
42	clean-up after storms - free mulch but also use of wood - selling wood for use, rather than mulching all or dumping	2/21/2019 10:49 AM
43	Climate change and potential financial crises/wars	2/20/2019 2:30 PM
44	Reduced plastics used Water conservation Groundwater protection Cleaner air	2/19/2019 8:21 PM
45	Live responsibly	2/19/2019 8:12 PM

Q35 Is there anything you would change, remove, or add to these objectives?

Answered: 28 Skipped: 87

Summary of Public Input on Land Use and Mobility Objectives

#	RESPONSES	DATE
1	I would add solar incentives	9/17/2019 12:07 PM
2	No	8/2/2019 7:44 PM
3	in Post Disaster Recovery - have a plan, a solid plan for distribution of emergency funds that go direct to those with losses - don't get caught with your pants down like Mexico Beach (11 months later and no progress to rebuild and revitalize) because monies have to be vetted to all these organizations with their hands out instead of residents and business owners. Homeowners and business owners can work faster with contractors than can the government, so give them the money faster. Have a plan for this, it's only a matter of time before we are hit with another Hurricane Michael sized event. Loosen up regulations on tree removal - homes are in direct line of way too many hazards at present.	7/31/2019 3:41 PM
4	ADD: anti-immigration movements in the context of climate change refugees. Although there is a surge at the moment, there is ultimately a limited number of refugees coming from Central America simply due to the limited population there. Immigrants contribute far more to the economy than they take. We should make Tallahassee a Sanctuary City for refugees.	7/17/2019 8:45 PM
5	Unsure	7/17/2019 3:54 PM
6	Promote conversations with and education of our humanity-hating climate-change-denying Governor DeSantis.	7/17/2019 3:38 PM
7	no	7/16/2019 7:07 PM
8	phase out leaf blowers	7/16/2019 11:36 AM
9	No	5/14/2019 12:06 PM
10	watch national climate change recommendations and try to help.	4/22/2019 1:16 PM
11	didn't see anything regarding reducing our own use of fossil fuels, plastics, etc. NOthing on being more welcoming for immigrants.	4/9/2019 2:41 PM
12	Yes. Why don't we grow anything locally?	4/3/2019 11:49 AM
13	race and gun violence	4/2/2019 3:02 PM
14	No	3/29/2019 8:53 AM
15	Focus on renewable energy. Reduced dependence on gas vehicles.	3/14/2019 6:22 PM
16	Small scale power generating ability (run on Natural Gas) to install at Hospitals, shelters and nursing facilities.	3/8/2019 11:11 AM

Summary of Public Input on Land Use and Mobility Objectives

17	Create hardening requirements that would protect structures from violent weather events and incentives to foster their adoption. Look toward moving power and data lines underground. Provide incentives to increase use of renewable energy and curtail fossil fuel usage.	3/6/2019 1:48 PM
18	Objectives are a to-list, not objectives. What is objective 2 intended to accomplish? The reference to production facilities and trades doesn't seem to be particularly relevant to our local economy? Why does objective 3 address economic recovery only? What about health care and public safety?	3/2/2019 3:30 PM
19	People need to be trained to determine accurate and reliable sources of income attention.	2/28/2019 9:00 AM
20	I would like to see public engagement initiatives for a community resiliency. Social capital is crucial for post disaster recover.	2/25/2019 11:32 AM
21	Resiliency is individual empowerment and neighborhood connectivity, get rid of the dependence on automobiles and people outside the neighborhood, and our community will be prepared for disasters.	2/23/2019 6:26 PM
22	Modernize the power grid so the city is aware where every home connects to it for disaster relief.	2/23/2019 3:14 PM
23	No	2/23/2019 11:32 AM
24	See above conversation.	2/23/2019 10:47 AM
25	Under grounding utilities.	2/22/2019 2:38 PM
26	the fact that we are a green, well-canopied city is already a goal most cities have, so keep improving and growing that. i would also consider more wildlife corridors to promote wildlife movement safely and improve their health	2/21/2019 10:49 AM
27	Liveable wage Government subsidies for Job training in the trades for young people	2/19/2019 8:21 PM
28	Live responsibly	2/19/2019 8:12 PM

Q36 How would you measure success towards addressing this theme?

Answered: 30 Skipped: 85

#	RESPONSES	DATE
1	I don't know	9/17/2019 12:07 PM
2	Reduction in landfill expansion Reduction in loss of urban tree cover By native species Actual address by policy makers & decision makers	9/16/2019 2:41 PM
3	Solid plan, implementation in emergencies and rebuilding withing months after disaster events. Faster rebuilding, faster responses and money disbursements.	7/31/2019 3:41 PM

Summary of Public Input on Land Use and Mobility Objectives

4	Old-growth tree canopies and heritage trees are necessary for environmental resilience, as are intact historical neighborhoods. Stop destroying them.	7/17/2019 8:45 PM
5	Unsure	7/17/2019 3:54 PM
6	Ability to recover quickly from natural disasters.	7/17/2019 3:38 PM
7	I'm already seeing progress with storm responses in this city—the city is amazing with its disaster planning alerts and assistance. As for the others...seeing more assistance for those changing careers or getting jobs, more attention to and funds for the mental help of homeless populations to help those experiencing homeless. Those social workers give the belts from their own wastes to help the homeless (more often than not veterans), and they have precious little in the way of funding and housing space. Each homeless person housed and employed costs us less than on the streets, believe it or not	7/17/2019 10:54 AM
8	Still being a thriving community 25 years from now.	7/16/2019 7:07 PM
9	more wildlife friendly areas, planting nectar plants on medians, encouraging smaller lawns and more native plantings.	7/16/2019 11:36 AM
10	Quicker response times to restoring power and removing debris so that people can get back to work faster and children can return to school quicker.	7/16/2019 11:34 AM
11	Being able to see this action come together as a community.	5/14/2019 12:06 PM
12	i don't know	4/22/2019 1:16 PM
13	Reduce VMT. All energy to provided by non-carbon sources.	4/9/2019 3:58 PM
14	By implementing an entire new set up goals.	4/3/2019 11:49 AM
15	Leading the way for other communities our size	3/17/2019 12:27 PM
16	Awareness & education of the issue	3/15/2019 10:18 AM
17	# of cars on the road, # of city-county EVs.	3/14/2019 6:22 PM
18	Fast power restoration	3/8/2019 11:11 AM
19	Measure number of structures hardened; utilities hardened; fossil fuel reduction; number of buildings served by renewable energy	3/6/2019 1:48 PM
20	Planner should provide measures based on professionally accepted standards.	3/2/2019 3:30 PM
21	number of meetings, initiatives, time of recovery	2/25/2019 11:32 AM
22	time to smart codes, funding for neighborhood pedestrian and pedestrian safety features on the public sector	2/23/2019 6:26 PM
23	I am not sure. Obviously by measuring the level of renewable energy being utilized.	2/23/2019 3:14 PM
24	Diversity in housing, education and job opportunities. Preparedness for natural disasters.	2/23/2019 11:32 AM

Summary of Public Input on Land Use and Mobility Objectives

25	More hydrogen fuel stations, cars and monorail system.	2/23/2019 10:47 AM
26	nonexistant	2/22/2019 3:15 PM
27	The community never again losing power for a week following a category 1 hurricane.	2/22/2019 2:38 PM
28	level of green, more oxygen production, less greenhouse gases, more wildlife in more areas, better air quality	2/21/2019 10:49 AM
29	Less crime Fewer unemployed disadvantaged young people Fewer nitrates in groundwater 2/19/2019 8:21 PM	
	Adequate sewage treatment throughout the County Eliminate use of plastic bags	
30	Look around	2/19/2019 8:12 PM

Summary of Public Input on Land Use and Mobility Objectives

Theme 8 – Energy and Environmental Efficiency

Q37 How important is this issue? (0 being not important and 10 being very important)

Answered: 79 Skipped: 36

ANSWER CHOICES	AVERAGE NUMBER	TOTAL NUMBER	RESPONSES
	8	648	79
Total Respondents: 79			

#		DATE
1	6	9/17/2019 12:11 PM
2	10	9/16/2019 2:49 PM
3	10	9/13/2019 8:14 AM
4	10	9/12/2019 2:46 PM
5	7	9/12/2019 2:39 PM
6	7	8/2/2019 7:45 PM
7	10	7/31/2019 3:44 PM
8	10	7/24/2019 8:52 AM
9	10	7/17/2019 8:45 PM
10	7	7/17/2019 3:55 PM
11	7	7/17/2019 3:41 PM
12	10	7/17/2019 3:22 PM
13	10	7/17/2019 11:19 AM
14	10	7/17/2019 11:11 AM
15	6	7/17/2019 10:15 AM
16	8	7/16/2019 11:37 PM
17	9	7/16/2019 9:41 PM

Summary of Public Input on Land Use and Mobility Objectives

18	10	7/16/2019 7:09 PM
19	10	7/16/2019 5:42 PM
20	4	7/16/2019 2:38 PM
21	9	7/16/2019 2:19 PM
22	8	7/16/2019 2:03 PM
23	9	7/16/2019 11:37 AM
24	4	7/16/2019 11:36 AM
25	10	5/14/2019 12:10 PM
26	5	4/29/2019 4:59 PM
27	8	4/22/2019 1:18 PM
28	10	4/17/2019 5:37 AM
29	9	4/9/2019 4:00 PM
30	9	4/9/2019 3:08 PM
31	10	4/3/2019 11:53 AM
32	9	4/2/2019 3:37 PM
33	8	4/2/2019 3:10 PM
34	7	3/29/2019 8:54 AM
35	7	3/26/2019 9:51 PM
36	10	3/22/2019 4:33 PM
37	8	3/22/2019 1:12 PM
38	10	3/19/2019 11:13 PM
39	8	3/19/2019 9:08 PM
40	9	3/19/2019 12:22 PM
41	8	3/19/2019 4:20 AM
42	0	3/18/2019 4:44 PM
43	10	3/17/2019 12:28 PM
44	6	3/15/2019 10:20 AM
45	10	3/14/2019 6:24 PM
46	5	3/13/2019 8:58 AM

Summary of Public Input on Land Use and Mobility Objectives

47	7	3/8/2019 11:15 AM
48	9	3/7/2019 2:17 PM
49	10	3/6/2019 1:57 PM
50	5	3/6/2019 12:44 PM
51	10	3/5/2019 8:22 AM
52	7	3/4/2019 3:17 PM
53	6	3/4/2019 12:51 PM
54	5	3/4/2019 10:02 AM
55	8	3/2/2019 3:36 PM
56	10	3/1/2019 5:08 PM
57	10	2/28/2019 9:03 AM
58	10	2/27/2019 7:49 AM
59	10	2/26/2019 2:22 PM
60	7	2/26/2019 11:40 AM
61	10	2/25/2019 11:59 AM
62	9	2/25/2019 11:57 AM
63	7	2/25/2019 11:38 AM
64	5	2/25/2019 10:47 AM
65	7	2/25/2019 8:37 AM
66	10	2/23/2019 10:57 PM
67	10	2/23/2019 6:31 PM
68	10	2/23/2019 3:16 PM
69	10	2/23/2019 11:36 AM
70	10	2/23/2019 11:00 AM
71	7	2/22/2019 9:13 PM
72	5	2/22/2019 3:39 PM
73	9	2/22/2019 3:17 PM
74	10	2/22/2019 2:23 PM
75	8	2/21/2019 10:53 AM
76	10	2/21/2019 9:04 AM
77	7	2/20/2019 2:36 PM
78	7	2/19/2019 8:27 PM
79	6	2/19/2019 8:12 PM

Summary of Public Input on Land Use and Mobility Objectives

Q38 Why did you choose this level of importance?

Answered: 43 Skipped: 72

#	RESPONSES	DATE
1	It is important to grow intelligently, without pushing into very remote area of the county where it is expensive and difficult to provide services.	9/17/2019 12:11 PM
2	It's not been satisfactorily addressed	9/16/2019 2:49 PM
3	This city has been built around the automobile, which is an inefficient and expensive mode of transportation.	9/12/2019 2:46 PM
4	Because too much time is spent evaluating and not enough time implementing. Some things have been tested in other areas, we don't need to recreate a wheel, just get the ones turning that we need.	7/31/2019 3:44 PM
5	I addressed this in earlier comments.	7/24/2019 8:52 AM
6	See my previous comments on climate change.	7/17/2019 8:45 PM
7	Need to offer tax incentives for neighborhoods to contribute to burying existing power lines underground.	7/17/2019 3:55 PM
8	So many other things to fix first. We can conserve energy all we want, use land ever so wisely, and stretch resources nicely; however, if our Federal government continues destroying the natural resources of this country, our efforts amount to very little. Let's work on the things we actually can start fixing now.	7/17/2019 3:41 PM
9	Without the land, we wouldn't exist. Supporting the land enables longevity.	7/17/2019 3:22 PM
10	I feel like ALL of my responses have touched upon this, but it's central to moving forward in this century and beyond —if we get that chance	7/17/2019 11:11 AM
11	Don't spend more than you make	7/16/2019 11:37 PM
12	Because these are inextricably linked to climate change and global warming, as well as neighborhood walkability and transportation modes.	7/16/2019 7:09 PM
13	Energy preservation is one of the most important issues we have. Environmental efficiency and sustainability are top concerns at this time.	7/16/2019 5:42 PM
14	It feels like a lot of this was already addressed in a past question.	7/16/2019 11:36 AM
15	To preserve our land and energy.	5/14/2019 12:10 PM
16	we own our own electric company; we have a unique responsibility	4/22/2019 1:18 PM
17	Hopefully make things cheaper.	4/17/2019 5:37 AM
18	bad times are coming	4/9/2019 3:08 PM

Summary of Public Input on Land Use and Mobility Objectives

19	Because our entire economy is based upon the use of fossil fuels. It can be demonstrated by post hurricane recovery. Without fuel we have no electricity (natural gas), we have no water (pumps are down), food becomes scarce (no one knows how to cook or even open cans of food and prepare it without electricity). We should change that or climate change will do it for us.	4/3/2019 11:53 AM
20	Need to get to renewable energy	4/2/2019 3:10 PM
21	With increased efficiency hopefully it can increase the access and affordability for citizens.	3/29/2019 8:54 AM
22	addressed in previous question	3/22/2019 4:33 PM
23	for the next generation to have a quality of life akin to ours	3/19/2019 11:13 PM
24	These objectives are repetitive.	3/18/2019 4:44 PM
25	This is directly tied to global climate change.	3/14/2019 6:24 PM
26	These resources are scarce and should thus be conserved. Using the resources available to us more efficiently supports sustainable living and growth going forward.	3/7/2019 2:17 PM
27	Non renewable energy dependence continues to fuel severe weather. It will only get worse.	3/6/2019 1:57 PM
28	We need an aggressive urban plan of development that does keep in mind the infrastructure of the city and plans to bolster it along the way.	3/6/2019 12:44 PM
29	to sustain our community and become energy efficient and less dependent on fossil fuels	3/5/2019 8:22 AM
30	The issue sounds important, but not sure what the problem is. What are the other resources referenced? What does "efficiently" mean?	3/2/2019 3:36 PM
31	Alternative energy sources can only help.	3/1/2019 5:08 PM
32	Our resources seem endless but are in fact finite. Because I have grandchildren.	2/28/2019 9:03 AM
33	Critical to become more efficient and eco friendly	2/27/2019 7:49 AM
34	renewable energy sources of power must be a top priority	2/26/2019 2:22 PM
35	Wasted energy is the primary failing of single use land use primarily suburban only land use.	2/23/2019 6:31 PM
36	I believe this issues are very important to a healthy, vibrant city	2/23/2019 3:16 PM
37	Efficiency is important	2/23/2019 11:36 AM
38	We are a society that lives our modern conveniences. We need to power them more efficiently and cleanly.	2/23/2019 11:00 AM

Summary of Public Input on Land Use and Mobility Objectives

39	We're already leaders in this area and the community has other more pressing challenges.	2/22/2019 3:39 PM
40	Global warming.	2/22/2019 3:17 PM
41	"Growth and Population Accommodation:..." "Land Use and Transportation Coordination:..." "Intergovernmental Coordination:..."	2/22/2019 2:23 PM
42	Efficiency keeps down costs and helps with affordability and land preservation.	2/21/2019 9:04 AM
43	Be responsible	2/19/2019 8:12 PM

Q39 How can our community exercise responsible stewardship of our resources?

Answered: 37 Skipped: 78

#	RESPONSES	DATE
1	Increase access to alternative energy, and	9/17/2019 12:11 PM
2	Transit, bike, and pedestrians should be taken care of before we build or widen another road.	9/12/2019 2:39 PM
3	by using smart systems. Set the example for residents.	7/31/2019 3:44 PM
4	Again, take some innovative steps toward sustainable transportation. Build light rail. Build more electric and hybrid charging stations. Get some of those solar farms going. Other cities across the country and worldwide are doing this. If we do this now we will be ahead of the curve when oil prices surge and people can no longer afford gas guzzling cars.	7/17/2019 8:45 PM
5	All of the above are good, given the limitations we currently are experiencing.	7/17/2019 3:41 PM
6	Utilize the sunshine state! Incorporate solar energy in as many areas as possible. On top of buildings, lights etc.	7/17/2019 3:22 PM
7	. Anyway, I would like to see strong language of intent regarding development and land use. Single-use, high travel demand, non-innovative industry...we don't need more of that. Work to attract innovators in responsible industry and manufacturing and to discourage parking-lot-style development I would add a city-wide, plastic-free initiative, incentivizing ALL businesses that markedly reduce the use of plastics—like straws, bags, packaging. I would add a city-wide incentive for all grocery stores to donate food destined for the garbage bins to local food banks. I would work to add compost options to our waste services and encourage support for businesses moving towards ZERO WASTE	7/17/2019 11:11 AM
8	Don't overtax the taxpayers Don't spend more than t you make.	7/16/2019 11:37 PM
9	Don't sell our power company to the big corporations, invest is electric and solar, build roads with sidewalks and bike lanes.	7/16/2019 7:09 PM

Summary of Public Input on Land Use and Mobility Objectives

10	electric buses, stop cutting down trees encourage solar	7/16/2019 11:37 AM
11	By keeping the environment clean.	5/14/2019 12:10 PM
12	all of the above	4/22/2019 1:18 PM
13	Make more affordable housing.	4/17/2019 5:37 AM
14	Why do we need to necessarily grow in population?	4/9/2019 4:00 PM
15	I see 17 objectives, very diverse and general. Based on that, I'd say the best way is to stop growing get the remaining people to live as if their lives depended on natural systems functioning as designed.	4/9/2019 3:08 PM
16	By adopting renewable energy goals.	4/3/2019 11:53 AM
17	Increase opportunities for volunteers and make volunteering easy and respected.	3/26/2019 9:51 PM
18	greater communication and coordination between adjacent municipalities to share resources and services to reduce waste and excess	3/19/2019 11:13 PM
19	Regulation	3/15/2019 10:20 AM
20	More public transportation options. Outlaw fertilizers. Better recycling, composting.	3/14/2019 6:24 PM
21	Keep the character of Tallahassee as a tree city... with parks, golf courses and urban forests	3/8/2019 11:15 AM
22	Work together to create incentives for renewable energy use and for hardening of structures from extreme weather events that are sure to increase in frequency and strength.	3/6/2019 1:57 PM
23	Urban In-fill	3/4/2019 10:02 AM
24	Don't have any information to determine this. Some analysis/discussion would be helpful	3/2/2019 3:36 PM
25	Protect the canopy oaks!	3/1/2019 5:08 PM
26	We need better transit routes to make transit more practical. I take transit daily because it works for me (I'm right by a bus), but most people I know can't find a reasonable route - most bus routes require passengers to change route at CK Steele Plaza, which can significantly increase travel time.	2/25/2019 11:57 AM
27	accountability. investment link to expected outcomes.	2/25/2019 11:38 AM
28	promote private investment in mixed use development, and allow the private sector to meet demand.	2/23/2019 6:31 PM
29	Education to show how we are connected with the natural environment and how resources are finite.	2/23/2019 3:16 PM
30	Everything above sounds good. I'm sure implementation will present problems as people realize that to get one thing they will need to give something.	2/23/2019 11:36 AM

Summary of Public Input on Land Use and Mobility Objectives

31	Explore Hydrogen power, G5 connectivity, explore how to clean and use the byproduct of storm runoff water. Effective growth of oxygen producing plants that use carbon dioxide (a greenhouse gas), and educating the citizenry on more plant growth for food and esthetics.	2/23/2019 11:00 AM
32	I think we should continue existing programs and continue to be leaders	2/22/2019 3:39 PM
33	More recycling, availability of community recycling bins and dropoffs in county areas (nonexistant now), limiting plastic bags uses, reforestation.	2/22/2019 3:17 PM
34	I think this is connected to other issues, I would poll the public, have committees, and not make a decision until discussing with people supporting other areas on this list.	2/21/2019 10:53 AM
35	Focus on using only what we need rather than as much as we can. Do this by always trying to use less - less land, less fuel, smaller buildings, etc	2/20/2019 2:36 PM
36	Retain tree cover more effectively Encourage nitrate reducing sewage treatment alternatives.. Require stormwater ponds to reduce nitrates Automobile inspections to reduce wait emissions	2/19/2019 8:27 PM
37	Be responsible	2/19/2019 8:12 PM

Q40 Is there anything you would change, remove, or add to these objectives?

Answered: 24 Skipped: 91

#	RESPONSES	DATE
1	add more green infrastructure	9/17/2019 12:11 PM
2	Add Equitable to your Financially & efficient infrastructure improvements There is little to no internet connectivity in the lower income zip codes	9/16/2019 2:49 PM
3	All these objective sound great, but it's how the objectives will be carried out and how they will be interpreted that will determine if any of these objectives will carry Tallahassee into the future for the good of Tallahassee and it's citizens.	9/13/2019 8:14 AM
4	no	7/31/2019 3:44 PM
5	More initiatives for environmental sustainability and zero waste in businesses	7/17/2019 11:11 AM
6	Lift the burden of Taxes on the City.	7/16/2019 11:37 PM
7	no	7/16/2019 7:09 PM
8	No	5/14/2019 12:10 PM
9	keep our economy focused on our clean industry development	4/22/2019 1:18 PM
10	The existing goals need to be streamlined. It's a hodge-podge of stuff.	4/3/2019 11:53 AM

Summary of Public Input on Land Use and Mobility Objectives

11	There are small areas within the greater metropolitan area that are similar to the Southside. Attend to them before they grow disproportionately.	3/26/2019 9:51 PM
12	looks good	3/19/2019 12:22 PM
13	Fiscally responsible growth leaves out the clear connection between being smart and sustainable and just pursuing the status quo. Cities who don't rapidly adapt will continue to lose population growth. Our city - run by the chamber - has lost population growth of our young people year over year. What have other cities done successfully and how can we implement those objectives with data.	3/18/2019 4:44 PM
14	Add incentives for renewable energy use and consider disincentives for non-renewable energy use. Create construction requirements that adequately harden buildings from severe weather.	3/6/2019 1:57 PM
15	Lots of vague language " fiscally responsible" "efficient" "balanced mix of land uses." Lots of the objectives are included elsewhere. Can this theme be integrated into some other theme or goal?	3/2/2019 3:36 PM
16	City should be in the business of providing residents access to Wi-Fi.	2/26/2019 11:40 AM
17	no	2/25/2019 11:38 AM
18	Remove increasing property tax and sales tax.	2/23/2019 10:57 PM
19	no comment, too many to sort out given time constraints, dump them all	2/23/2019 6:31 PM
20	No	2/23/2019 3:16 PM
21	Self sufficiency, NO increases in any if these tax rates. Invite companies to invest and grow hydrogen power and 5G connectivity. These companies will provide jobs and increased tax revenues.	2/23/2019 11:00 AM
22	adopt the native american view - Seven generation sustainability, the idea that decisions should be considered for their impact on the seventh generation to come, inspired by the laws of the Iroquois.	2/21/2019 10:53 AM
23	there's a lot of objectives and they overlap a lot with previous themes but they all seem reasonable	2/20/2019 2:36 PM
24	Be responsible	2/19/2019 8:12 PM

Q41 How would you measure success towards addressing this theme?

Answered: 27 Skipped: 88

#	RESPONSES	DATE
1	increased solar adoption	9/17/2019 12:11 PM
2	Infrastructure investment that is equal to the sidewalks landscaping on the North side shade @ bus stops	9/16/2019 2:49 PM

Summary of Public Input on Land Use and Mobility Objectives

3	All these objective sound great, but it's how the objectives will be carried out and how they will be interpreted that will determine if any of these objectives will carry Tallahassee into the future for the good of Tallahassee and it's citizens. SO, the objectives can not be measured until each objective's detailed process will be carried out. Checks and balances will need to be made at each step of the process. Or this is just lip service.	9/13/2019 8:14 AM
4	A timeline for these goals. Accountability.	7/31/2019 3:44 PM
5	The city would develop a plan for a light rail network, etc (see above)	7/17/2019 8:45 PM
6	When we stop asking how to achieve all this, we'll know it's successful.	7/17/2019 3:41 PM
7	One way would be seeing the city openly encouraging and using plastic—free alternatives and offering composting as a part of waste pick up; seeing more business moving towards zero waste and seeing more stores selling goods for people trying to love towards zero waste or at least reducing packaging and plastics	7/17/2019 11:11 AM
8	Utilities would go down and taxes would go down Not up	7/16/2019 11:37 PM
9	A safe thriving community with increased walkability.	7/16/2019 7:09 PM
10	Increased fiscal responsibility.	7/16/2019 11:36 AM
11	Keeping the environment healthy and clean.	5/14/2019 12:10 PM
12	that we are in step with the national best practices	4/22/2019 1:18 PM
13	Having safe affordable place to live.	4/17/2019 5:37 AM
14	Have a community discussion on this.	4/3/2019 11:53 AM
15	These questions and objectives are truly terrifying.	3/18/2019 4:44 PM
16	less waste per person, higher ridership.	3/14/2019 6:24 PM
17	Reduction in non-renewable energy consumption. Increase in renewable energy consumption. Percent of buildings that are hardened for extreme water. Percent of neighborhoods served with underground power/data lines.	3/6/2019 1:57 PM
18	Planners should provide measures based on professionally accepted standards.	3/2/2019 3:36 PM
19	measure outcomes and measure the impact on the economy, health or any other indicator.	2/25/2019 11:38 AM
20	time to adopt smart codes	2/23/2019 6:31 PM
21	I am not sure.	2/23/2019 3:16 PM
22	Hydrogen cars, powerplants etc. (as discussed earlier.) Businesses that provide and support these advances.	2/23/2019 11:00 AM
23	above	2/22/2019 3:17 PM

Summary of Public Input on Land Use and Mobility Objectives

24	overall happiness of the citizens, air quality, use of public transportation	2/21/2019 10:53 AM
25	Vehicle miles traveled per person and KWHrs used are a good start.	2/20/2019 2:36 PM
26	Wakulla Springs ecologically healthy again No algae blooms in lakes and ponds Less litter along streets Replanted canopy roads Reduce use of plastic bags, Styrofoam and plastic straws	2/19/2019 8:27 PM
27	Look around	2/19/2019 8:12 PM

Summary of Public Input on Land Use and Mobility Objectives

Theme 9 – Human Interaction

Q42 How important is this issue? (0 being not important and 10 being very important)

Answered: 79 Skipped: 36

ANSWER CHOICES	AVERAGE NUMBER	TOTAL NUMBER	RESPONSES
	7	570	79
Total Respondents: 79			

#		DATE
1	9	9/17/2019 12:15 PM
2	10	9/16/2019 2:56 PM
3	8	9/13/2019 8:22 AM
4	6	9/12/2019 2:46 PM
5	8	9/12/2019 2:39 PM
6	10	8/2/2019 7:46 PM
7	9	7/31/2019 3:49 PM
8	8	7/24/2019 8:59 AM
9	8	7/17/2019 8:45 PM
10	2	7/17/2019 3:55 PM
11	6	7/17/2019 3:42 PM
12	10	7/17/2019 3:27 PM
13	8	7/17/2019 11:19 AM
14	8	7/17/2019 11:14 AM
15	0	7/17/2019 10:16 AM
16	8	7/16/2019 11:45 PM
17	8	7/16/2019 9:41 PM

Summary of Public Input on Land Use and Mobility Objectives

18	0	7/16/2019 7:10 PM
19	6	7/16/2019 5:44 PM
20	6	7/16/2019 2:40 PM
21	1	7/16/2019 2:38 PM
22	9	7/16/2019 2:04 PM
23	9	7/16/2019 11:38 AM
24	3	7/16/2019 11:37 AM
25	8	5/14/2019 12:13 PM
26	5	4/29/2019 4:59 PM
27	6	4/22/2019 1:20 PM
28	5	4/17/2019 5:40 AM
29	8	4/9/2019 4:04 PM
30	7	4/9/2019 3:09 PM
31	7	4/3/2019 11:57 AM
32	8	4/2/2019 3:38 PM
33	7	4/2/2019 3:12 PM
34	6	3/29/2019 8:55 AM
35	8	3/26/2019 9:54 PM
36	10	3/22/2019 4:36 PM
37	9	3/22/2019 1:12 PM
38	7	3/19/2019 11:15 PM
39	8	3/19/2019 9:16 PM
40	8	3/19/2019 12:23 PM
41	9	3/19/2019 4:20 AM
42	1	3/18/2019 4:44 PM
43	10	3/17/2019 12:29 PM
44	7	3/15/2019 10:23 AM
45	10	3/14/2019 6:27 PM
46	8	3/13/2019 9:01 AM

Summary of Public Input on Land Use and Mobility Objectives

47	5	3/8/2019 11:19 AM
48	10	3/7/2019 2:20 PM
49	5	3/6/2019 2:02 PM
50	8	3/6/2019 12:48 PM
51	9	3/5/2019 8:24 AM
52	7	3/4/2019 3:18 PM
53	5	3/4/2019 12:52 PM
54	10	3/4/2019 10:03 AM
55	5	3/2/2019 3:38 PM
56	10	3/1/2019 5:09 PM
57	10	2/28/2019 9:06 AM
58	10	2/27/2019 7:49 AM
59	9	2/26/2019 2:23 PM
60	7	2/26/2019 11:40 AM
61	6	2/25/2019 11:59 AM
62	9	2/25/2019 11:57 AM
63	9	2/25/2019 11:42 AM
64	5	2/25/2019 10:47 AM
65	5	2/25/2019 8:37 AM
66	1	2/23/2019 10:59 PM
67	10	2/23/2019 6:32 PM
68	5	2/23/2019 3:17 PM
69	9	2/23/2019 11:38 AM
70	9	2/23/2019 11:13 AM
71	10	2/22/2019 9:13 PM
72	5	2/22/2019 3:40 PM
73	10	2/22/2019 3:21 PM
74	10	2/22/2019 2:37 PM
75	8	2/21/2019 10:56 AM
76	10	2/21/2019 9:05 AM
77	6	2/20/2019 2:38 PM
78	6	2/19/2019 8:29 PM
79	5	2/19/2019 8:13 PM

Summary of Public Input on Land Use and Mobility Objectives

Q43 Why did you choose this level of importance?

Answered: 51 Skipped: 64

#	RESPONSES	DATE
1	This is critically important and creating a sense of community allows for a diversity of interactions in neighborhoods which requires access to walk able shopping and job opportunities.	9/17/2019 12:15 PM
2	This survey is too long & intended to discourage input from general Jon q citizens by wearing them down like those AwFul HORRIFICALLY mind numbing PowerPoint meetings & useless workshops	9/16/2019 2:56 PM
3	Sounds like a cute way of having a cute little happy town.	9/13/2019 8:22 AM
4	We need each other. There's only so long we can last separated and segregated.	8/2/2019 7:46 PM
5	Empathy, Cooperation, understanding of different cultures and backgrounds all revolve around community interaction. Everyone must also feel a sense of responsibility and reward for their accomplishments.	7/31/2019 3:49 PM
6	Studies show that it is better for people's mental and physical health when they feel connected to other people and to their community. Shooters are often people who are loners and do not have satisfying social connections, or they have been bullied. To change this, we need to have an educational component, more awareness in schools, and we must create more inviting public spaces and more events that lure people away from their televisions and cellphones and move them into public interactions.	7/24/2019 8:59 AM
7	I don't know much about isolated people in the community. You have numbers?	7/17/2019 3:42 PM
8	A community thrives when able to have meaningful opportunities to interact, thus creating a happy place to live and a place and people others want to do business with.	7/17/2019 3:27 PM
9	It's really important, but I chose 7-8 because I feel we're already doing it pretty well	7/17/2019 11:14 AM
10	Isolation fosters the wrong behavior if you want a thriving community	7/16/2019 11:45 PM
11	We already have plenty of those.	7/16/2019 7:10 PM
12	I think this most important for the elderly. Nice to see the development of more assisted living and/or retirement like communities	7/16/2019 5:44 PM
13	I think most people need to be responsible for getting interaction	7/16/2019 11:37 AM
14	Getting to know the people in the community.	5/14/2019 12:13 PM
15	if you are talking about race relations; they need improvement, but it's so much in people's head, hearts and culture that it will be a monumental task	4/22/2019 1:20 PM

Summary of Public Input on Land Use and Mobility Objectives

16	Human contact is good.	4/9/2019 3:09 PM
17	I think this goal is laudable. I think that we are creating these elements in our community. 5th avenue bandstand, FAMU gateway, College-town. These place-making opportunities are great gathering places.	4/3/2019 11:57 AM
18	Interaction is less physical than it used to be	4/2/2019 3:12 PM
19	The strength or weakness of a community can be measured by the degree to which people become involved.	3/26/2019 9:54 PM
20	People HAVE to learn to get along. We can have differing opinions and still treat people with respect. Love the longest Table, love that the TSO is having Ode to Understanding!, love village Square programs. many groups are doing lots of things to make things better.... Not sure that is enough....	3/22/2019 4:36 PM
21	community and inclusion can provide improved quality of life	3/19/2019 11:15 PM
22	Strong social connections and a sense of community will help make other key objectives easier to achieve.	3/19/2019 9:16 PM
23	This is redundant to all of the other goals isn't it?	3/18/2019 4:44 PM
24	Growing up in Tallahassee I always felt like part of the bigger community. Events and festivals I believe help a lot in this area. As well as team events.	3/17/2019 12:29 PM
25	People make a community	3/15/2019 10:23 AM
26	This goes towards making the city livable for everyone aged 8-80.	3/14/2019 6:27 PM
27	There are way too many places where the older generation is not comfortable because of age relationship with the average age difference at events. feel they don't fit in	3/13/2019 9:01 AM
28	There are established interaction ways. The discouragement is still needed for compact mixeduse communities.	3/8/2019 11:19 AM
29	Social interaction serves as the foundation for the processes by which most needs are met.	3/7/2019 2:20 PM
30	I don't know how prevalent social isolation is in our area.	3/6/2019 2:02 PM
31	This is a benchmark of a vibrant community. It was brought to my attention that for younger people(9-29), there is really nowhere to go besides bars in the evenings/weekends. Shopping options, entertainment venues, We need to stop making it hard for these businesses to want to be here.	3/6/2019 12:48 PM
32	It takes a village ya'll	3/5/2019 8:24 AM
33	It's what makes us human.	3/4/2019 10:03 AM
34	Not sure why this is a stand alone theme. Seems very related to other themes	3/2/2019 3:38 PM
35	Gathering places become a community's fabric.	3/1/2019 5:09 PM
36	It takes a village. Safety, quality of life.	2/28/2019 9:06 AM

Summary of Public Input on Land Use and Mobility Objectives

37	A key to a healthy community	2/26/2019 2:23 PM
38	We live for community.	2/25/2019 11:57 AM
39	if we achieve more interaction we will have more safe places, and a sense of belonging.	2/25/2019 11:42 AM
40	I prefer to be socially isolated. If I want social atmosphere then I go downtown. I don't want downtown coming to me.	2/23/2019 10:59 PM
41	It is the foundation of the Blue communities, and the medicine for suburban sprawl	2/23/2019 6:32 PM
42	Not a very social person.	2/23/2019 3:17 PM
43	Connection is important	2/23/2019 11:38 AM
44	The Senior Center is too far away for me, personally, to participate in. Social and learning centers that are more conveniently placed, much like all the tasks about conveniently placed transit hubs, so the citizenry can learn and acquire arts, crafts and music skills for personal enjoyment. As well as socially getting together with like minded people. Also to keep in mind to accommodate working and non-working individuals.	2/23/2019 11:13 AM
45	I think these priorities are accomplished by other development goals and don't need to be prioritized separately.	2/22/2019 3:40 PM
46	Community Centers are limited to inside city and very few outside in County. Community interaction at a common place is a necessity to foster togetherness and the health of the community	2/22/2019 3:21 PM
47	Thinking of where children, teens can go to socialize, play games. Mainly have something to do. If Tallahassee already has more opportunities than the YMCA or YWCA, pardon me. We do not have children.	2/22/2019 2:37 PM
48	level of community involvement pours over into level of happiness, connectedness, crime rates, overall health - which equals less stress on the healthcare system and people need less help from the city support programs	2/21/2019 10:56 AM
49	People are better when they're around other people	2/21/2019 9:05 AM
50	Fostering community and getting people to interact more in person is important in building community, character, and tolerance	2/20/2019 2:38 PM
51	Don't force social change	2/19/2019 8:13 PM

Q44 What are your favorite kinds of places to go to interact with other people?

Answered: 46 Skipped: 69

#	RESPONSES	DATE
1	I tend to interact at parks and at stores while shopping, browsing, or dining in a communal setting	9/17/2019 12:15 PM
2	You are mucking up the Comp plan by repeating guidance in different areas	9/16/2019 2:56 PM
3	Parks and restaurants. Also the football games.	8/2/2019 7:46 PM

Summary of Public Input on Land Use and Mobility Objectives

4	Coffee bars, parks, arts gatherings, parades and events downtown.	7/31/2019 3:49 PM
5	Public events, free concerts and festivals and happenings. Places to stroll that include pedestrian-friendly walkways and have things of interest along the way, interesting small shops, visually inviting landscaping, benches, public sculpture, fountains. I would love to see Tallahassee come up with a truly unique idea for a public space that would include something really creative that has not been done anywhere else. I have seen these sorts of things done in other cities and it brings in tourists and it attracts local people. I would also like to see Tallahassee ban cars on some streets and create long pedestrian boulevards. Until we have areas that belong solely to people, we will not have this kind of place. Interconnected spaces are key.	7/24/2019 8:59 AM
6	Coffee shops, cafes, bars, walkable streets, pedestrian-friendly neighborhoods with front porches.	7/17/2019 8:45 PM
7	Parks, coffee shops, group meetings.	7/17/2019 3:42 PM
8	Restaurants, museums, sporting events, one-of-a kind attractions that are destination places for tourism, concerts, holiday events, elevated outdoor recreation: splash/water pads/parks	7/17/2019 3:27 PM
9	Parks, pubs and restaurants, movies, trails, I also love the markets, fairs, and festivals we have	7/17/2019 11:14 AM
10	Parks, by water, festival markets restaurants churches	7/16/2019 11:45 PM
11	Parks, sidewalks, restaurants	7/16/2019 7:10 PM
12	Restaurants, coffee shops, nurseries	7/16/2019 5:44 PM
13	multiuse spaces, trails	7/16/2019 11:38 AM
14	Church, cafes, places where my kids are involved in activities	7/16/2019 11:37 AM
15	Church, Park, Community Events	5/14/2019 12:13 PM
16	organizations, parties, and visits with neighbors	4/22/2019 1:20 PM
17	art festivals. music festivals. pop-up events	4/9/2019 4:04 PM
18	Club/organization meetings	4/9/2019 3:09 PM
19	Coffee shops, cultural events, music, sports and recreation are wonderful places to go.	4/3/2019 11:57 AM
20	libraries, grocery stores, parks	3/26/2019 9:54 PM
21	Move Tallahassee, Craft Breweries, Performances, Parks, Walking trails, etc....	3/22/2019 4:36 PM
22	coffee shops, bars, community centers, libraries	3/19/2019 11:15 PM
23	Public parks, bike shops, events such as cycle races	3/19/2019 9:16 PM

Summary of Public Input on Land Use and Mobility Objectives

24	Small scale retail, public spaces (parks, museums)	3/15/2019 10:23 AM
25	Nature Parks, trails, music venues, festivals, food halls	3/14/2019 6:27 PM
26	Church	3/8/2019 11:19 AM
27	parks, my neighborhood, and community events	3/7/2019 2:20 PM
28	Church, universities	3/6/2019 2:02 PM
29	Bars, Church, FSU, really limited options	3/6/2019 12:48 PM
30	Community centers and the library	3/5/2019 8:24 AM
31	Breweries.	3/4/2019 12:52 PM
32	Walking spots Music venues.	3/1/2019 5:09 PM
33	Senior center, neighborhood events, volunteering at school, parks and trails.	2/28/2019 9:06 AM
34	community events, outdoor activities, neighborhood gatherings	2/26/2019 2:23 PM
35	cafes, theater, cascade park, festivals	2/25/2019 11:42 AM
36	markets	2/23/2019 6:32 PM
37	I like visiting restaurants and breweries around town with friends, sometimes trails, but I usually go into nature to get away from people.	2/23/2019 3:17 PM
38	Church, parks, events	2/23/2019 11:38 AM
39	Churches, parks, parades, market events, arts events (concerts and plays at Cascades)	2/23/2019 11:13 AM
40	Bars, city parks, trails	2/22/2019 3:40 PM
41	Leon County is deficient in community centers that are open everyday to provide connection for youth or seniors. Most people meet to have dinner or theater, but the interaction is limited	2/22/2019 3:21 PM
42	Parks	2/22/2019 2:37 PM
43	community center - more free or sponsored classes - non-denominational group projects, find projects different groups can pull together on to support	2/21/2019 10:56 AM
44	Places within walking distance of my house - bars, restaurants, parks, community events, etc	2/20/2019 2:38 PM
45	Hiking Festivals Biking	2/19/2019 8:29 PM
46	N	2/19/2019 8:13 PM

Summary of Public Input on Land Use and Mobility Objectives

Q45 Is there anything you would change, remove, or add to these objectives?

27 88#	Answered:	RESPONSES	DATE
	Skipped:		
1		I would add neighborhood retail establishments to help give people a sense of community for place making and identification	9/17/2019 12:15 PM
2		Preservation is missing all these options assume tearing down - If you're tearing down where are the recycling requirements	9/16/2019 2:56 PM
3		Transit Oriented Development (TOD): Instead of planning to build compact, mixed-use communities near transportation, emphasis that transit is built to accommodate where the communities are. Build neighborhoods and then the transit can accommodate the land use. It's a horse before the cart thing.	9/13/2019 8:22 AM
4		No	8/2/2019 7:46 PM
5		yes, make sure they are safe - gun free.	7/31/2019 3:49 PM
6		Embrace the community of churches. They already have a community fostering improving for the greater good of their neighbors so why not work with them	7/16/2019 11:45 PM
7		no	7/16/2019 7:10 PM
8		I'm not sure how much of this should be supported by tax payer dollars.	7/16/2019 11:37 AM
9		No	5/14/2019 12:13 PM
10		no	4/22/2019 1:20 PM
11		There is nothing that talks about special events that encourage community interaction because they are free and open to all.	4/9/2019 4:04 PM
12		I think we should change the word viable to something else in neighborhoods.	4/3/2019 11:57 AM
13		Our downtown is dead as far as interaction goes. Support other locations that people gravitate to, such as Midtown and Cascades by not selling out to huge out-of-town developers	4/2/2019 3:12 PM
14		Objectives toward reducing automobile dependence would be useful here. I have known friends and coworkers who have difficulty socializing because their transportation options do not provide sufficient access to social opportunities.	3/19/2019 9:16 PM

Summary of Public Input on Land Use and Mobility Objectives

15	I'd like to see a prioritization on pedestrian traffic and planning and zoning development with that in mind. I'd also like to see more community-sponsored events like Longest Table that facilitate face-to-face human interaction.	3/7/2019 2:20 PM
16	Consider partnerships with churches, social organizations, agencies and universities to understand social isolation issues here and develop community wide programs to improve the situation.	3/6/2019 2:02 PM
17	More options!	3/6/2019 12:48 PM
18	Extend library hours and make it easier to use community centers.	3/5/2019 8:24 AM
19	Encouragement of local breweries and distilleries.	3/4/2019 12:52 PM
20	The objectives seem to all be from other themes. Why do we need this?	3/2/2019 3:38 PM
21	well I do not see level of interaction, e..g. social capital, infrastructure investments will not lead to high levels of social capital.	2/25/2019 11:42 AM
22	full support	2/23/2019 6:32 PM
23	No	2/23/2019 3:17 PM
24	No	2/23/2019 11:38 AM
25	How about free parking garages. A portion of event vendor proceeds could help with that. Don't concentrate so much on compact communities, don't want to overcrowd.	2/23/2019 11:13 AM
26	Start with pre-kindergarten to 12th, at least, to introduce students to diversity (at the moment, I think of diversity as accepting others, not easy to simply define for me), disabilities (we do things differently, not wrong), social emotional intelligence, cultural appreciation, awareness of mental illness and learn it is not a stigma. To me, it would help to start early and continue through the years. It can not be a one time subject. Maybe, just maybe, children will not grow up to be violent? I do not have answers as I said. I am not perfect. Just sad the way the world is going.	
27	N	2/19/2019 8:13 PM

Q46 How would you measure success towards addressing this theme?

Answered: 29 Skipped: 86

#	RESPONSES	DATE
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Summary of Public Input on Land Use and Mobility Objectives

1	More stores opening in previously all residential neighborhoods.	9/17/2019 12:15 PM
2	Infrastructure investment Options other than for beer or football support	9/16/2019 2:56 PM
3	again, once all the objectives processes are layed out, only then can we know if they will be proper and doable for our city.	9/13/2019 8:22 AM
4	attendance vs cost. Attendance and spin-off events.	7/31/2019 3:49 PM
5	Build it and people come!	7/24/2019 8:59 AM
6	Again, stop destroying these where they ALREADY EXIST. Frenchtown used to be like this - a vibrant community with street life - until it was allowed to be destroyed by insane development plans; Stearns-Mosley, Cascades, Allen subdivision, Smoky Hollow. Just stop already!	7/17/2019 8:45 PM
7	I don't know how serious the problem might be, so I have no way of determining this.	7/17/2019 3:42 PM
8	Honestly that's hard. I guess when more people are out using public transport and engaging with each other or out at festivals and parks.	7/17/2019 11:14 AM
9	Neighbors within walking distance to stores parks schools and churches	7/16/2019 11:45 PM
10	physical observation of more people outdoors and utilizing the existing facilities available to them.	7/16/2019 7:10 PM
11	Making your community beautiful and people freindly	5/14/2019 12:13 PM
12	as soon as we can do away with discrimination lawsuits	4/22/2019 1:20 PM
13	Measuring quality of life for residents	4/9/2019 4:04 PM
14	I would need group help to come up with this answer.	4/3/2019 11:57 AM
15	More vibrant downtown	3/15/2019 10:23 AM
16	Preservation of nature, diverse groups of large people attending events.	3/14/2019 6:27 PM
17	Survey social isolation before and after development of programs to address the problem.	3/6/2019 2:02 PM
18	a nightlife not surrounded by the local bar scene.	3/6/2019 12:48 PM
19	Think this can be incorporated into other themes	3/2/2019 3:38 PM
20	social capital-number of community meetings, surveys- see UN and World BANK; THE CITY CAN perform surveys every 4-6 months.	2/25/2019 11:42 AM
21	adoption of smart codes MSA wide	2/23/2019 6:32 PM
22	I am not sure.	2/23/2019 3:17 PM

Summary of Public Input on Land Use and Mobility Objectives

23	Throbbing community	2/23/2019 11:38 AM
24	More events spaced out all over the county.	2/23/2019 11:13 AM
25	Build more community centers in shopping centers that are empty or create a fund to establish these.	2/22/2019 3:21 PM
26	polls, success of projects in neighborhoods, communities	2/21/2019 10:56 AM
27	surveys	2/20/2019 2:38 PM
28	Fewer lonely and isolated older residents	2/19/2019 8:29 PM
29	N	2/19/2019 8:13 PM

Summary of Public Input on Land Use and Mobility Objectives

Q47 What other land use and/or transportation issues are important to you?

Answered: 57 Skipped: 58

#	RESPONSES	DATE
1	I want the city to flourish for it's people and economy.. Neighborhood retail is one of the best ways to build small business, create jobs, and create a more resilient economy while transforming blighted areas and buildings and breathing life back into them,	9/17/2019 12:17 PM
2	Preservation of historic structures Preservation of historic gathering places instead of roads for development Preservation off parks instead of giving all that to a developer in cascades park Safe walking for children from residential to schools Equal provision of investment in neighborhoods on all sides of the city Preservation of housing near work instead of teardowns for chosen select developers Violence as a health crisis & treat it as epidemic with a coordinated approach not just law enforcement & schools problem Investment in our transit system to encourage use not just the Trolley for legislative delegations (Leg have free parking, valet coach @ lunch. We wait all year to use The unused trolley Shade which is essential to survival in summer but ignored by gov because you are all in late model cars & AC Land use category for student housing & actual standards that are not the same as multi family because they are not the same type of residential Student housing fees to pay for landfill or require recycling program for when they leave town & abandon all the cheap still daddy's credit card bought A commitment to equity & preservation is missing in this gobble goop	9/16/2019 3:10 PM
3	Create fall safe laws and regulations that will not allow ANY wiggle room for interpretation by deep-pocket developers. Tallahassee government has already shown they would rather plan without trees and then replant. Also hire an urban forester that is not a yes person.	9/13/2019 8:25 AM
4	The southside needs more transit options.	9/12/2019 2:39 PM
5	THE AIRPORT!! Ugh... we all want to travel... we all want a better airport with affordable direct flights... do something and quit sitting on your hands! EVERYONE visiting here HATES flying in or out of here - are you not sick of hearing about it??	7/31/2019 3:50 PM
6	No scooters in Tallahassee. Incentives for people to live downtown and tax breaks for small business who provide services to elderly to help meet transportation and housing needs.	7/17/2019 3:59 PM

Summary of Public Input on Land Use and Mobility Objectives

7	Tallahassee is a place that experiences a lot of seasonal visitors. Whether it is for football or government, there tends to be certain times of the year when congestion is at a high. As a member of the community, it is difficult to support the schools and children at field trips when the government is in session and all downtown parking is taken. I have difficult time wanting to drive downtown to use the cascades park/water park when there is limited parking there. I know there are many large cities in colder climates that encourage outdoor play and heat relief in the warmer months by providing multiple, generous parks with splash pads. I think Tallahassee could do a better job with incorporating more of that for its members of the community and their friends and family that visits. Tallahassee is situated on a major roadway, I-10, and has the ability to bring in travelers close to the exits by utilizing land for hotels, restaurants, shopping, and attractions, encouraging those passing through to take a break from traveling, and come back to spend time and money to support our town.	7/17/2019 3:35 PM
8	I've been thinking about the warming trend and how Tallahassee is slated for more days of over 105 on the heat index. We need to think about this when it comes to the way we plan our outdoor spaces and incentives for pedestrian, public, and other forms of transit. We also need to consider it when it comes to our energy footprint.	7/17/2019 11:16 AM
9	Citywide Internet should be made available as a base level of access to the world.	7/17/2019 10:17 AM
10	Create ideas for FSU or FAMU or TCC or churches (such as the Greek Festival) with people and students to join the community with presentations (for free) with music arts, film school, dance. So much to celebrate with these colleges and their gifts but we never see (except for those who can afford it). Them in and around our community. Why doesn't the FSU band play in different parts of town??? We should see a vibrant visibility of all this talent (who doesn't want to be on a stage these days???) in our community every weekend some location with food and musicians and kids running around with parents relaxing and engaging with others. this will also foster the kind of culture and community which everyone wants that gravitates toward something you are proud to say we live—such an amazing City with such Life	7/17/2019 12:04 AM
11	They have been covered.	7/16/2019 7:11 PM
12	Reducing guns and violent crime.	7/16/2019 2:40 PM
13	Need better roads, need more roads and less traffic.	7/16/2019 2:39 PM
14	Noise. Reducing noise during hours people are home or sleeping is important so that they can enjoy their space. Also, increased safety. The headlines have left me wondering if it is safer for my family to live here anymore.	7/16/2019 11:38 AM
15	People that own land would be able to put more homes on the land for affordable housing. Provide transportation for low income and the elderly who do not have transportation resources in the community.	5/14/2019 12:17 PM

Summary of Public Input on Land Use and Mobility Objectives

16	I think you covered it.	4/22/2019 1:21 PM
17	Just affordable and safe town.	4/17/2019 5:41 AM
18	The ability to accommodate special events such as art and music festivals. There is nothing that speaks to cultivating one's senses and the diverse experiences that these venues bring.	4/9/2019 4:06 PM
19	The most important issue of government is how to do your job most efficiently. Make decisions faster, more transparent manner.	4/3/2019 11:58 AM
20	more later	4/2/2019 3:38 PM
21	Assistance for families who are living in Section 8 and other subsidized housing and the responsibilities of the owners of that property type. Absentee home owners and property managers who allow homes to fall apart while keeping owners and service providers with an income that is overinflated.	3/26/2019 9:59 PM
22	Affordable Housing is number 1. We have choose Tallahassee working on getting people to Tallahassee yet we do not have affordable housing for seniors....	3/22/2019 4:37 PM
23	public transport to neighborhoods that are under-served tree and property maintenance, private and county lands- very poor currently storm water issues and current slow progress on resolving issues	3/19/2019 11:19 PM
24	Land use and transportation policy should aim to be financially sound for residents, businesses, and the local governments. Overall, policies should favor the creation of wealth in our community and disfavor the inefficient use of public resources.	3/19/2019 9:19 PM
25	mostly just lack of pedestrian/cycling ways and lack of diversification	3/19/2019 12:24 PM
26	There needs to be a much larger public transportation system in place. Double the size at minimum. look at transportation models in San Jose, Costa Rica or even private sector ran transportation in Accra, Ghana.	3/19/2019 4:22 AM
27	It's your job to provide us with something to react to. This survey isn't that. This is so poorly worded, defined and open-ended that I have no idea how you will use this to make important and needed updates to the comprehensive plan.	3/18/2019 4:46 PM
28	Continue growing and supporting great inner city parks! These are hidden gems that I would like to see more of!	3/17/2019 12:30 PM
29	Historic preservation	3/15/2019 10:24 AM
30	Building more neighborhood schools to ease overcrowding, and replace crappy school facilities.	3/14/2019 6:28 PM
31	Older patrons do not feel safe at bus stops and refuse to ride	3/13/2019 9:01 AM
32	The West side of town have a great potential.	3/8/2019 11:28 AM
33	Environmental justice to the extent that disadvantaged neighborhoods should have the same access to local green spaces, parks, and public space as the affluent areas of Tallahassee/Leon County.	3/7/2019 2:21 PM

Summary of Public Input on Land Use and Mobility Objectives

34	I think Leon County - Tallahassee should spearhead an effort to address the current and impending threat that climate change will pose. If ever there was an issue that requires thoughtful study and wide ranging, coordinated proactive preparation, climate change is it. The proposed plan addresses climate change here and there, but I think it should require that each and every component of the plan include a thoughtful and long-reaching consideration of how to prepare for, protect from and respond to climate change. Thanks.	3/6/2019 2:08 PM
35	Airport, we need a more vibrant airport! Businesses won't come to a town that can't move its people in and out efficiently.	3/6/2019 12:50 PM
36	To repeat; a bike/pedestrian trail on Oak Ridge Rd from Woodville to Crawfordville Highway. County wide compost pickup, not just yard waste but actual food waste pick up for the county to compost. Addition treatment centers accessible to everyone. Outlaw plastic grocery bags, isn't it amazing how many bags people carry out of the grocery store and they are clueless as to the plastic problem in the world.	3/5/2019 8:29 AM
37	More sidewalks. Moving more quickly through the sidewalk prioritization.	3/4/2019 12:53 PM
38	These themes seem generic and don't address specific issues that we have seen come up frequently. E.g. how do we balance urban infill and the preservation of intown neighborhoods? Why has the southside continued to languish? Why have we been unable to substantially increase Star Metro ridership? Also, not clear who we are planning for. What demographic changes do we anticipate during the plan horizon? How does that affect the evaluation of housing and transportation solutions	3/2/2019 3:43 PM
39	Bring the pace bikes back	3/1/2019 5:10 PM
40	Extension of sewer lines to the populated areas of the county, as up North Monroe Street to Capital Circle and south with phasing out of septic tanks. This will protect our lakes, wildlife and drinking water.	2/28/2019 9:10 AM
41	providing transit opportunities to Woodville and other areas as well as more bike paths and sidewalks for safer non-motorized transporation.	2/26/2019 2:24 PM
42	Sidewalks in subdivisions where they don't currently exist. No new strip malls till existing strip malls have no vacancies. More urban trails and public fountains. Chick Fil A's with adequate park8ng so cars don't back into busy streets. Fewer car washes	2/26/2019 11:44 AM
43	Roads with wide lanes encourage speeding. WITHOUT MOVING CURBS - we can increase bike lane widths and reduce the size of car lanes. - e.g. tharpe street encourages speeding. reduce lane sizes for cars and increase lane sizes for bikes please.	2/25/2019 12:06 PM
44	Airport connectivity. This is a big issue here, and this will help many of us to stay in Tallahassee.	2/25/2019 11:43 AM
45	Urban sprawl	2/25/2019 8:38 AM
46	Not using land at all, except for more organically grown local farms and establishing more areas for preservation.	2/23/2019 11:00 PM
47	Smart Codes	2/23/2019 6:32 PM

Summary of Public Input on Land Use and Mobility Objectives

48	It is important to equitably distribute development and growth around the city. Consider the best options for all, not which developer gives you money or which rich neighborhood complains the most at the public meetings.	2/23/2019 3:18 PM
49	The more I go through this survey the more I like the idea of exploring the viability of hydrogen power. Also a monorail system that is effective and esthetically pleasing, as well. How about small plots of spaces near apartment buildings or the compact communities that would allow individuals to garden. Especially if we have a community of small homes.	2/23/2019 11:17 AM
50	Too much growth near schools, specifically Chiles HS	2/22/2019 9:14 PM
51	Expanding more arterial roads. We need more North / South access, desperately. We could use better East / West access.	2/22/2019 3:41 PM
52	Land Use: Stop treating Nature as it where something that doesn't matter. Tallahassee is fast losing not only its land, but native wildlife and its appeal. More roads is not the answer. Clear cutting areas to build more shopping malls or more houses only adds to more pollution, more limited resources, more crime, more of those who do without.	2/22/2019 3:23 PM
53	integrity of green spaces - prioritize native plants, use exotic orientals in special high profile areas and sparingly.. have a mind towards wildlife support. sponsor more community gardens	2/21/2019 10:58 AM
54	Keeping FSU north of the tracks.	2/21/2019 9:06 AM
55	I think you've covered things pretty thoroughly but one thing I've been thinking lately is how 2/20/2019 2:44 PM downright ugly many parts of Tallahassee are - North Monroe past Tharpe, Apalachee Pkwy past Franklin, Mahan past Magnolia, Capital Cir NE, west TN St., etc I think any community survey would show that we'd all prefer these places to look entirely different so it's just amazing that they've ended up looking like they do. I think some cohesive, community supported urban design standards could really help public perceptions of the city.	
56	Maintain residential preservation neighborhoods Fewer ugly buildings.... Stronger care of premises and other code enforcement Eliminate billboards	2/19/2019 8:31 PM
57	Live responsibly	2/19/2019 8:13 PM

Summary of Public Input on Land Use and Mobility Objectives

Q48 In what zip code is your home located? (Optional)

Answered: 66 Skipped: 49

#	RESPONSES	DATE
1	32304	9/17/2019 12:18 PM
2	32311	9/13/2019 8:26 AM
3	32311	9/12/2019 2:48 PM
4	32301	9/12/2019 2:40 PM
5	32303	8/2/2019 7:47 PM
6	32312	7/31/2019 3:53 PM
7	32303	7/24/2019 9:00 AM
8	32303	7/17/2019 8:45 PM
9	32312	7/17/2019 3:43 PM
10	32309	7/17/2019 3:36 PM
11	32303	7/17/2019 11:20 AM
12	32309	7/17/2019 11:18 AM
13	32301	7/17/2019 10:17 AM
14	32303	7/16/2019 9:42 PM
15	32309	7/16/2019 7:12 PM
16	32303	7/16/2019 5:47 PM
17	32317	7/16/2019 2:42 PM
18	32303	7/16/2019 2:05 PM
19	32301	7/16/2019 11:39 AM
20	32309	7/16/2019 11:39 AM
21	32309	5/14/2019 12:18 PM
22	32301	4/22/2019 1:22 PM
23	32308	4/17/2019 5:42 AM
24	32311	4/9/2019 4:06 PM
25	32308	4/9/2019 3:10 PM

Summary of Public Input on Land Use and Mobility Objectives

26	32312	4/3/2019 11:59 AM
27	32310	3/29/2019 8:55 AM
28	32303	3/26/2019 10:02 PM
29	32309	3/22/2019 4:37 PM
30	32311	3/22/2019 1:13 PM
31	32312	3/19/2019 11:20 PM
32	32303	3/19/2019 9:19 PM
33	32308	3/17/2019 12:33 PM
34	32303	3/15/2019 10:26 AM
35	32303	3/14/2019 6:30 PM
36	32310	3/13/2019 9:03 AM
37	32301	3/8/2019 11:30 AM
38	32301	3/7/2019 2:22 PM
39	32308	3/6/2019 2:11 PM
40	32304	3/6/2019 12:51 PM
41	32305	3/5/2019 8:31 AM
42	32312	3/4/2019 12:53 PM
43	32312	3/4/2019 10:04 AM
44	32301	3/2/2019 3:44 PM
45	32304	3/1/2019 5:11 PM
46	32303	2/28/2019 9:11 AM
47	32303	2/27/2019 7:50 AM
48	32305	2/26/2019 2:25 PM
49	32308	2/26/2019 11:45 AM
50	32303	2/25/2019 12:07 PM
51	32301	2/25/2019 12:00 PM
52	32308	2/25/2019 11:47 AM
53	32303	2/25/2019 10:47 AM
54	32309	2/25/2019 8:39 AM
55	32303	2/23/2019 3:18 PM
56	32305	2/23/2019 11:39 AM

Summary of Public Input on Land Use and Mobility Objectives

57	32317	2/23/2019 11:23 AM
58	32312	2/22/2019 9:15 PM
59	32301	2/22/2019 3:43 PM
60	32309	2/22/2019 3:23 PM
61	32308	2/22/2019 2:46 PM
62	32304	2/21/2019 11:00 AM
63	32301	2/21/2019 9:06 AM
64	32303	2/20/2019 2:45 PM
65	32310	2/19/2019 8:32 PM
66	32309	2/19/2019 8:15 PM

Summary of Public Input on Land Use and Mobility Objectives

Q49 What is your age? (Optional)

ANSWER CHOICES	RESPONSES	
0 to 15	0.00%	0
16 to 24	1.54%	1
25 to 34	21.54%	14
35 to 44	13.85%	9
45 to 54	20.00%	13
55 to 64	27.69%	18
65 to 74	12.31%	8
75 to 84	3.08%	2
85+	0.00%	0
TOTAL		65

Summary of Public Input on Land Use and Mobility Objectives

Q50 What is your race? (Optional)

ANSWER CHOICES		RESPONSES
American Indian or Alaska Native		0.00% 0
Asian		1.56% 1
Black or African American		4.69% 3
Native Hawaiian or Other Pacific Islander		0.00% 0
White or Caucasian		82.81% 53
Prefer not to say		7.81% 5
Prefer to self-describe		3.13% 2
Total Respondents: 64		
#	PREFER TO SELF-DESCRIBE	DATE
1	European	3/8/2019 11:30 AM
2	Irish American	2/23/2019 11:23 AM

Summary of Public Input on Land Use and Mobility Objectives

Q51 What is your ethnicity? (Optional)

ANSWER CHOICES		RESPONSES
Hispanic or Latinx or Spanish Origin		4.92% 3
Not Hispanic or Latinx or Spanish Origin		78.69% 48
Prefer not to say		9.84% 6
Prefer to self-describe		6.56% 4
Total Respondents: 61		
#	PREFER TO SELF-DESCRIBE	DATE
1	middle eastern & Hispanic	3/17/2019 12:33 PM
2	Norwegian Danish Serbian	3/1/2019 5:11 PM
3	caucasian with some Native American heritage	2/26/2019 2:25 PM
4	European	2/23/2019 11:23 AM

Summary of Public Input on Land Use and Mobility Objectives

Q52 What is your gender? (Optional)

Answered: 66 Skipped: 49

ANSWER CHOICES		RESPONSES
Female		60.61% 40
Male		37.88% 25
Non-binary/ third gender		0.00% 0
Prefer not to say		1.52% 1
Prefer to self-describe		0.00% 0
TOTAL		66
#	PREFER TO SELF-DESCRIBE	DATE
There are no responses.		

Summary of Public Input on Land Use and Mobility Objectives

Q53 Transgender is an umbrella term that refers to people whose gender identity, expression or behavior is different from those typically associated with their assigned sex at birth. Do you identify as transgender? (Optional)

ANSWER CHOICES	RESPONSES	
Yes	0.00%	0
No	98.36%	60
Prefer not to say	1.64%	1
TOTAL		61

Summary of Public Input on Land Use and Mobility Objectives

Q54 Are there any other aspects of your identity you wish to share?

(Optional)

Answered: 25 Skipped: 90

#	RESPONSES	DATE
1	I'm a 4th Generation Tallahasseean and business owner. (2) companies here in Tallahassee. I'm proud of our City but SO, SO frustrated with lack of communication and slow, reactive responses to things and the corruption. March forward, hire and elect/appoint honest people with backgrounds in city planning and development - people from other areas with EXPERIENCE. Be better.	7/31/2019 3:53 PM
2	I've lived in Tallahassee since 2003	7/17/2019 11:18 AM
3	no	7/16/2019 7:12 PM
4	40 yr resident, traffic and crime are as bad as it's ever been.	7/16/2019 2:42 PM
5	Small business owner, lived here for 14 years, raising my family here.	7/16/2019 11:39 AM
6	No	5/14/2019 12:18 PM
7	I have been politically active most of my life, still in good health and still practicing law.	4/22/2019 1:22 PM
8	Married, older woman. No children, nearing retirement.	4/3/2019 11:59 AM
9	I believe that similar interests/hobbies, etc. unite people. This survey misses getting that information. Perhaps another survey will gather it and educational attainment.	3/26/2019 10:02 PM
10	fairly young; working; student; don't want to stay in Tallahassee because I can barely ride my bike here and it's not safe and there are no jobs in my industry except mediocre or low-end jobs.	3/19/2019 12:25 PM
11	Gay Family Household	3/17/2019 12:33 PM
12	Nope	3/15/2019 10:26 AM
13	1st time homeowner. Married, no kids.	3/14/2019 6:30 PM
14	Have lived in Tallahassee for more than 25 years and raised our family here. I love the town, but think we could all do better for many underserved citizens.	3/6/2019 2:11 PM
15	no	3/6/2019 12:51 PM
16	Lower income and single, doing my part to not destroy our natural world with lifestyle choices.	3/5/2019 8:31 AM
17	Liberated female	3/1/2019 5:11 PM
18	Caregiver Grandparent	2/28/2019 9:11 AM

Summary of Public Input on Land Use and Mobility Objectives

19	I like to promote civil discourse in the community	2/26/2019 2:25 PM
20	no	2/25/2019 12:07 PM
21	Well I do not feel a sense of belonging for Tallahassee; this surprised me, is a different experience from other places where I have been. Maybe you can add the question to explore if people feel that are part of Tallahassee or that they are just visitors.	2/25/2019 11:47 AM
22	I'm an American that believes in the US Constitution and Bill of rights. I believe that racial tensions will fade away if people will allow it. I believe in offering alternative educational means that are affordable and skilled that are much needed for any type of community advancement to meet all sorts of future goals and prosperity for ALL.	2/23/2019 11:23 AM
23	No	2/22/2019 2:46 PM
24	there are a lot of students and government people that are here from other places - focus on promoting what makes our native environment unique - natural and cultural aspects, and find a way to promote and educate people so they can add to it and also enjoy it	2/21/2019 11:00 AM
25	Be responsible and don't let Hollywood dictate social change	2/19/2019 8:15 PM

Summary of Public Input on Land Use and Mobility Objectives

Unabridged Comments Public Workshops– Organized by Outreach Meeting Location and Date

Thursday, February 28, 2019 – Jack McLean Community Center

Goal 1

How would you improve our context areas?

- Protection of water quality and vital ecosystems throughout the community

Urban Context

- I want to live in high density akin to Europe, so with diverse uses I never have to drive – only walk and use transit
 - “I agree” by a second participant
- What happens to intown neighborhoods in the “urban” transect?
- Urban Corridor area near Apalachee Pkwy, good amount of commercial; like the streetscape style in front of Vertigo Burger.
- Keep Myers Park with the same feel, even though we’re in Urban context
- Need designated park and ride at Tennessee and Adams Street, or on any government surplus property.
- The character of Midtown is great, but it can be hard to navigate only on bike-friendly streets
- Apalachee Ridge Neighborhood
 - Need better night-lighting (street lights, etc.); have good sidewalk connectivity
 - Need more commercial opportunities (restaurants, nightlife, etc.)
 - Need something over at Orange and Meridian like a pocket park
 - “After 9 PM, everything shuts down.”

Sub-Urban

- Need more sidewalks in the Indianhead neighborhood

Rural

- Need sidewalks and bus transportation in Woodville

Natural

- So great to be able to have natural areas and be able to experience the Cody Scarp. Need to do a better job marketing our natural areas.

Goal 2

What is a healthy community? Please write your ideas and thoughts below!

- Community wide compost collection – food waste pick up from residents to go to a central composting station

Summary of Public Input on Land Use and Mobility Objectives

- Addiction treatment centers
- More restroom facilities at Cascades Park and at FAMU Way Playground
- Extremely hot concrete @ Imagine Fountain! Kids burn their feet. Look into using “cool pavements”
- LEED for Neighborhoods
- Better access to healthy food options on the Southside
- Prioritize:
 - Infill
 - Low Impact Development
 - Alternative Stormwater Mgmt.
 - Complete streets
- Encourage organic building based on local demands
- One in which the majority of residents can walk for some part of their trip/don’t need a car
- More pedestrian only areas
- Needle and prescription disposal options/places. Need more!

Goal 3

How can we better connect people to employment opportunities in our community?

- Transportation Improvements
 - Improve Star Metro headway
 - Provide bus service to Woodville
 - Have Leon County help fund transit to expand outside of city limits – there is a need
 - Shorter headways with bus service
 - More frequent shuttles to Cascades Park
- Land Use Improvements
 - Increase density and intensity in the MMTD
- Other Improvements
 - County-wide internet, very high speed
 - Land use and transportation are interconnected!

How can we better leverage our transportation system (airport, transit, trails, roads, etc.) to build a robust economy?

- Help fund transit connection between the Airport and C.K. Steele
- Bus Access to the Airport

What other industries would you add to our local economy?

- Everything is too spread out
- No more chain restaurants; support local restaurants
- Bring back the horticulture program @ Lively Vo-tech
- Look at potential flood-prone areas for opportunities to reduce flooding; AAAs

Summary of Public Input on Land Use and Mobility Objectives

Goal 4

How will your housing needs change between now and 2045?

- Encourage more neo-traditional residential/commercial developments
- Need more accessory units
- How do you see RP neighborhoods changing regarding housing types?
- More affordable housing – 1200 to 1500 sq. ft max, under \$250,000

Housing Data

- Can you provide data for Leon County?
- Do we have data on population density at the Census Block level?

Goal 5

Do you ride your bike?

- Yes – 4
- No – 2
- Occasionally – 2

Why do you ride your bike?

- To commute – 2
- For leisure – 4
- Other – 1

What would make riding your bike more appealing to you?

- Flat route; good weather; safe riding conditions
- More protected bike lanes
- More traffic law enforcement
- Lower traffic speeds
- Oakridge road bike path
- Walk to shops and restaurants
- Old St. Augustine w/a multi-use bike trail would be great
- County facilities are lacking
- Protected bike lanes & multiuse path is best
- No connected bike facilities, only good facilities DT
- Bike racks at bus stops
- Access to St. Marks trail from Myers Park
- Better bike lanes, drivers who observed the laws
- Equity

Summary of Public Input on Land Use and Mobility Objectives

Do you walk?

- Yes – 4
- No – 0
- Occasionally – 0

Why do you walk?

- To commute – 1
- For Leisure – 4
- Other – 2

What would make walking more appealing to you?

- Pedestrian friendly lighting for safety
- Scooters on sidewalks, set @ 12 mph, would be too fast
- 5 mph is an OK speed for scooters
- Narrow sidewalk – midtown
- Better crossings at Magnolia & Chowkebin; at Apalachee to Gov. Square Mall bus on N. Side
- Pedestrian bridge on Blairstone, magnolia, east Indian head over Apalachee
- Seating and resting tables; tables/planters
- More lighting, more safety
- Sidewalk – throughout college park, college terrace, bond, SOUTHSIDE
- Better and more frequent crossing on arterials – e.g. Apalachee Pkwy, Monroe

Do you ride transit?

- Yes – 0
- No – 3
- Occasionally - 1

What would make riding transit more appealing to you?

- Higher frequency on routes
- Predictability
- No bus service to Woodville/South of Capital Circle
- More bus stops located in neighborhoods
- Smaller buses, smaller routes
- Access to a bus stop; shorter headway; direct connections
- If it was more convenient
- Shorter headways

General Feedback

- Park and Ride lot near Betton and Thomasville and on surplus properties
- Vanpooling
- Scooters should be in bike lanes but respect bikes

Summary of Public Input on Land Use and Mobility Objectives

Monday, March 4, 2019 – Bradfordville Community Center

Goal 1

General Feedback

- Climate Change should be an over-arching part of the comprehensive plan, and its own Element.
- Need more public restroom facilities and a map of where they are in the City for runners.

How can we improve our context areas?

Urban

- Getting into and out of work in the Urban Context is challenging, both due to traffic and to access management. But it's good that there are lots of sidewalks there.
- Better use of vacant buildings and lots in the Downtown Area.

Sub-Urban

- Enjoy living near parks. Vassar Rd. needs better sidewalks, and the cars go too fast. Better pedestrian facilities needed throughout Killearn.
- Bucklake is nicely developed; like that commercial areas are close to residential areas.
- Hard for builders to find land to develop that isn't taken up by the few large developers.
- Need streetlights in higher density residential areas in the County.
- Schools are good; Improve limits on over-building; extend sewer to places without it
- Love being close to nature
- Like being able to walk to restaurants at Bannerman

Rural

- Stop changing zoning in rural areas; prioritize residents voices over developers
- Don't like the Woodville Community Commercial, the Bannerman development is nicer;
- Preserve the character of the context areas, especially Rural areas. Identify areas that have to remain with the zoning that they have, and limit rezoning.

Goal 2

What is a healthy community?

- Need park & ride
- Use existing housing options downtown to make a walkable community
- Safety: In higher density neighborhoods (6 or 8 du/acre), streetlights need to be a required safety policy.
- Keep working on all 10 elements (of healthy community elements)

Summary of Public Input on Land Use and Mobility Objectives

Goal 3

How can we better connect people to employment opportunities in our community?

Transportation Improvements

- Mid-block crossing by Chiles High School to cross Thomasville Road.

Land Use Improvements

- Better central city hub
- 20' buffer standard between homes and businesses

Other Improvements

- Stormwater Ponds as Amenities
- Better water and sewer system

How can we better leverage our transportation system (airport, transit, trails, roads, etc.) to build a robust economy?

- Need hotels and restaurants around airport – attract conferences
- Airport as a hub!
- Reliable air service
- Connection to North/South truck routes (I-75)

Goal 4

How will your housing needs change between now and 2045? Does TLH-LC, or your current neighborhood, have the housing options to accommodate those needs?

- Need to invest in existing neighborhoods circling the downtown area to attract workers
- Definitely need “middle housing” options
- Too expensive
- Affordable rentals and developers willing to invest

Goal 5

Do you ride your bike?

- Yes – 5
- No – 2
- Occasionally – 5

Why do you ride your bike?

- To commute – 0
- For leisure – 9
- Other – 0

Summary of Public Input on Land Use and Mobility Objectives

What would make riding your bike more appealing to you?

- Education especially for drivers!
- Punitive efforts against drivers who violate bike lanes/cyclists
- Bikeshare
- Enforcement
- Slower neighborhood streets
- Encourage e-bikes
- More trails like the St. Marks trail
- More bike parking/more covered bike parking
- Protected bike lanes
- More protected bike lanes
- Multi-use paths
- Neighborhood streets
- Keep connecting bike paths!

Do you walk?

- Yes – 7
- No – 1
- Occasionally – 1

Why do you walk?

- To commute – 1
- For Leisure – 7
- Other – 4

What would make walking more appealing to you?

- Better sidewalk connectivity
- Natural paths
- More Multi-use trails
- More Sidewalks
- Better sidewalk connectivity
- Wayfinding
- App to tie into portable toilets/public facilities for quick stops and water
- More wayfinding
- More sidewalks in established neighborhoods

Do you ride transit?

- Yes – 0
- No – 10
- Occasionally – 1

Summary of Public Input on Land Use and Mobility Objectives

Why do you ride transit?

- No responses

What would make riding transit more appealing to you?

- Access reliability
- Smaller buses
- Park and ride
- Short headways
- Show people the ropes – teach them how to use the system
- Need better stops; need more access to North/outskirts of town
- Park and ride
- Shady shelters
- Combine service with other mobility options – rent bikes/cars/etc.
- Better info about stops and schedule
- Bus stops need good benches
- Get churches/schools/businesses to sponsor bus stops

Tuesday, March 5, 2019 – Fort Braden Community Center

[Note: Attendance at the Fort Braden Open House was significantly less than other events; highlights of the feedback are below.]

- Increase in small-scale commercial, such as a small grocery, is needed.
- Parking at boat ramps need to be improved.
- Not interested in seeing significant increase in rural development (like that it takes 5 minutes to get down a driveway).
- Increased hours of operation at dump sites.
- Need more activity centers (like a race track).
- Do NOT want low-pressure sewer like what is in Killlearn Lakes.

Thursday March 7, 2019 – Dorothy Spence Community Center

Goal 1

Sub-Urban

- Several properties are eyesores on Apalachee Parkway between Southwood and Piney Z, and its lowering neighboring homes' property values.
- Need better maintenance of landscaping on Apalachee Parkway; [seemed to be some jurisdictional issues related to this].
- The Lake Lafayette area needs to be preserved.
- Sometimes feel like we're in a forgotten district; many eyesores ("the Jim Bennett property") and mobile home properties; don't like the proposed multi-family development near Sam's, don't want the character of the neighborhood to change.

Summary of Public Input on Land Use and Mobility Objectives

Goal 2

- Satellite medical clinics in the rural area
- Cultural Events – more arts & theater
- Transportation – use smaller buses to improve routes and frequency of arrival or departure; those big buses cost more and are not filled to capacity.
- Access to Healthy Foods & Access to medical services – Enhance focus on each area; what/who are the health providers, what/who are the food providers?
- Use public schools as social service/health service centers for the community; especially in rural areas.
- More community center use for adult ed. classes/maybe ESOL financial literacy; may need transport
- Tornado warning sirens

Goal 3

Goal 4

- We need to continue to beautify our neighborhoods with landscaping, gateway signage, and nice parks/trails nearby.

Goal 5

Do you ride your bike?

- Yes – 1
- No – 0
- Occasionally – 1

Why do you ride your bike?

- To commute – 0
- For leisure – 2
- Other – 0

What would make riding your bike more appealing to you?

- No bike friendly way to ride from Weems Rd. to Mahan where the sidewalks are better
- Separated bike lines
- Identify connections and connect!

Do you walk?

- Yes – 4
- No – 0
- Occasionally – 0

Why do you walk?

Summary of Public Input on Land Use and Mobility Objectives

- To commute – 1
- For Leisure – 4

What would make walking more appealing to you?

- More sidewalks would be great
- Park on Timberlane is great and more people should know about it
- Will be moving here from New York! Definitely want to be able to walk a lot

Do you ride transit?

- Yes – 1
- No – 1
- Occasionally – 0

Why do you ride transit?

- To commute – 1
- For leisure – 0
- Other – 1

What would make riding transit more appealing to you?

- No reasonable public transit out here (Chaires/Capitola), populations is aging but would like to stay in their homes – will need transportation options
- Smaller/shorter routes
- Smaller buses seem more practical, cheaper, and would run more frequently

Thursday, March 14th, 2019 – Community Room at Amtrak Center

Goal 1

Urban

- Incorporate green space within urban areas
- Picture of Frenchtown Residential – Too much lawn; need to put land to better use if Urban
- Leave natural spaces/land within Urban Area for the community to share
- Need bike lanes in midtown for full time people that commute by bike
- Need housing options in Midtown/Urban Area for walking/commuting by bike
- Build new schools in Urban Core. Too many urban schools have closed – driving families with kids to suburbs

Sub-Urban

- Make Suburbs less auto-dependent
- Picture of N. Monroe corridor – Foot path shoes need for sidewalk

Rural

Summary of Public Input on Land Use and Mobility Objectives

- Maintain Rural conservation

Natural

- Keep urban sprawl from encroaching on natural areas (field botany students really like the natural areas for study).

Goal 2

- All Tallahasseans should have access to shelters and be able to evacuate in the case of a severe storm
- One other way to measure well-being is rates of incidents among youth related to mental health. If there's data, we should use it!
- Fare-free transit (faster, easier)
- I would love to have a playground in my neighborhood (Beverly Court) there is nothing to play on, you know.
- Promote walking where people live, connecting them with shopping and leisure destinations on foot.
- Access to transit/active transportation – should be access to destinations via transit bike/walk/etc.
- More sidewalks in Frenchtown (specifically on Colorado St and Old Bainbridge)
- Connection environment to healthy housing; gardens, trees; solar encouraged in new developments.
- Southside and South City sidewalks
- Put the Police Department in the Sears Building at Governor Square Mall
- Mobile health food truck outreach to hard to reach communities
- Economic opportunity – access to entrepreneurships, not just jobs.
- Improve the bus system:
 - Frequency (every 1 hour is unacceptable)
 - Span (same routes, evenings and weekends)
 - Speed (reliability, consider TSP)

Goal 3

Goal 4

How will your housing needs change between now and 2045? Does Tallahassee-Leon County, or your current neighborhood, have the housing options to accommodate those needs?

- I will be 76 in 2045. I want urban, active, accessible senior living in a walkable, affordable downtown!
- More urban housing for seniors; e.g. use Main Library auxiliary parking lot for elderly affordable apartments (4-5 stories with parking underneath).
- Use fairgrounds for mixed-use community for affordable housing, retail, offices (including new Police HQ).
- Density near transport arteries; attractive density in urban infill.

Summary of Public Input on Land Use and Mobility Objectives

- I would prefer a townhouse
- Incremental “organic” consistent with existing architecture increases in density
- Housing of all types should be within easy access (non-car) of other types, shops, jobs, parks, schools, etc.
- Housing that is hard to reach is not useful
- If possible, I really think we need to be studying/planning for climate refugees to come from South Florida.

Goal 5

Do you ride your bike?

- Yes – 7
- No – 2
- Occasionally – 1

Why do you ride your bike?

- To Commute – 4
- For Leisure – 6
- Other – 2

What would make riding your bike more appealing to you?

- Increased safety; protected bike lanes on Blairstone Road
- There are hard to cross arterials, especially Tennessee Street
- Protected bike lanes would be good because cars know how to interact with them
- Make sure bike lanes throughout town are clearly marked
- Railroad area is good, maintain bike lanes
- Good infrastructure from Killearn into town. Don't have to take Thomasville Road.
- Being close to cascades or bikeable/walkable areas.
- Riding is appealing because of infrastructure around my neighborhood – Downtown
- Fewer stops (stop signs, traffic signals, etc.); better connectors; slower and fewer cars; Note: leisure means riding to fun things to do
- Protected bike lanes on the West side of town
- More education for motorists on how to interact with other modes
- Add bike lanes to entire length of Call Street/throughout town
- Full bike lane on Gaines street
- Safer routes – Thomasville Road, Boulevards through neighborhoods
- One ways are hard, especially Gadsden
- 15 mph speed limit, especially in Levy Park
- Bike lanes that connect Midtown neighborhoods to Downtown, FSU, Midtown hotspots
- St. Marks Trail is good.

Do you walk?

Summary of Public Input on Land Use and Mobility Objectives

- Yes – 10
- No – 0
- Occasionally – 2

Why do you walk?

- To commute – 8
- For leisure – 7
- Other – 9

What would make walking more appealing to you?

- Fewer crosswalk signals. These restrict walking, not facilitate it.
- Walking paths with garden areas on Dent Street and in Frenchtown
- Better enforcement, make sure drivers signal and yield
- Safer intersection (median refuges, smaller turning radii, etc.) for pedestrians; convert one-way pairs to two-way streets; more roundabouts; more sidewalks; less “access management” on arterials that increase pedestrian dangers
- More roundabouts
- Safe place for senior citizens to walk
- More crosswalks in the neighborhoods and downtown
- More shade on Railroad
- Shade trees
- There are no sidewalks in Victoria Garden or Richview
- Have attractions near neighborhoods
- More facilities near Mission/Hartsfield
- Better enforcement; safer road crossing
- Pedestrian connections; East-West directions into/out of Betton Hills (west of Mitchell between 7th and Betton Road)

Do you ride transit?

- Yes – 4
- No – 10
- Occasionally – 4

Why do you ride transit?

- Commute – 4
- For Leisure – 2
- Other – 1

What would make riding transit more appealing to you?

- More reliable app for City
- More frequent buses

Summary of Public Input on Land Use and Mobility Objectives

- Survey state employees working in Southeast Tallahassee to determine if an express bus NE Tallahassee, where many live, would be helpful; enable that bus to transfer to other buses without the need to go downtown; a bus currently goes in that direction, but not all the way to where the State employees work.
- Better stops and more frequent routes to Killbuck
- Dedicated bus lanes through town
- Shorter headways everywhere; more stops/stations
- More clear understanding of routes
- Frequent service, longer service span, better walking environment near stops
- Same schedule on gameday as normal days
- If a bus came to 4 oaks plaza in Killbuck
- Easier bus pass system (reloadable)
- More accessible – disabled children can't catch bus without hub type of set up
- Make the buses more identifiable
- Fare-free bus rides (faster service)

Wednesday, March 27th – Pop-Up Outreach at C.K. Steel Plaza

- Do you ride your bike?
- Yes – 2
- No – 8
- Occasionally – 1

Why do you ride your bike?

- To Commute – 2
- For Leisure – 3
- Other – 2

What would make riding your bike more appealing to you?

- Separated and buffered bike lanes, they make people feel safer
- It's tough to put bike lanes in some places because the roads are too narrow; but where you can put in wide bike lanes
- Pensacola and Mabry has good bike lanes; need more of those
- Trails are good
- Need more fix it stations
- Buffered bike lanes are the best. Add some to Havana through Monroe
- Currently good connectivity
- Need more protected bike lanes
- Bring back Pace bikes

Do you walk?

- Yes – 11

Summary of Public Input on Land Use and Mobility Objectives

- No – 1
- Occasionally – 2

Why do you walk?

- To Commute – 7
- For Leisure – 7
- Other – 7

What would make walking more appealing to you?

- More enforcement for cars running lights/entering crosswalks when walkers have right of way
- More, wider sidewalks
- More sidewalks, they make it easier
- Sidewalks are very helpful; add sidewalk to North Monroe
- Need slower cars in neighborhoods, especially near schools
- Add sidewalks all over, [they are] especially good for people with kids
- Ocala has good sidewalks
- Sidewalks between Tharpe and Monroe
- More signage, especially in urban areas
- More midblock crossing especially near Tharpe and N. Monroe
- Speed bumps and sidewalks needed near the Ghazvini Learning Center
- Crosswalks mid-block, especially in front of CK Steele
- More sidewalks near Blountstown and Tennessee
- Sidewalks and shade trees; sidewalks needed on Tharpe

Do you ride transit?

- Yes – 14
- No – 0
- Occasionally – 2

Why do you ride transit?

- To Commute – 8
- For Leisure – 6
- Other – 6

What would make riding transit more appealing to you?

- More frequent routes near Kearney Center to prevent over-crowding
- More neighborhood stops
- Keep buses running later than 7 PM
- Buses are letters and poles are numbers, very confusing
- More frequent buses in residential areas with lots of people
- Hospital bus routes need to run later

Summary of Public Input on Land Use and Mobility Objectives

- More drivers
- Better stops
- The bus is the best transportation in the world!
- Like that it's affordable, would like more frequent routes, especially during the day
- Need a flex bus to go to the VA Clinic
- Better info about routes and times
- Add more routes to parks
- More stops go back to other/older stops; there used to be a stop by Riley School near Indiana
- More bus routes to Target near Killlearn
- It's very convenient and has good headways
- The wifi is good
- Good routes currently
- More consistent routes; good connectivity
- It's easy and cheap to ride the bus and meet people on the bus
- Monroe and John Knox Road needs a route
- Ocala over by Godby need regular bus access

Thursday, March 28th, Miccosukee Community Center

[Note: The community attendees at the Miccosukee Public Open House preferred to have a group discussion, rather than following the Open House format conducted at the other Open House events.]

Goal 1 Feedback

- 1 du/3.7 acres not "dense" to residents, and development level like Hawks Landing seems appropriate to Rural areas. Community members requested that we reevaluate the density standards for Rural areas.
- Community members stressed that the large landowners from Rural areas needed to come to the table to discuss Comp. Plan issues/update with the more active community members.

Goal 2 Feedback

- There are lots of events in the Miccosukee area that people don't know about; festivals and events are a way to bring economic opportunities to the community.
- Walkathons to support community organizations are a great way to bring residents together to discuss and interact over community health issues.

Goal 5 Feedback

- Those without the ability to drive rely on their neighbors; or, if they qualify, they use Dial-A-Ride.
 - Also, there is a Wal-Mart shuttle for senior citizens.
- Several roads are very busy, not safe to ride bicycles or walk on the busier roads.
 - There are no bike lanes. Cyclists ride on the road.

Summary of Public Input on Land Use and Mobility Objectives

- There is no public lighting, gets very dark on curves, and when it's raining it's hard to keep track of where the lanes are.
- Not safe for kids to wait for school buses; buses come at 6 AM when it is dark and cars drive very fast along the roads the stops are located on.
- Many parents drive their children to school due to safety concerns; would be nice to have a bus shelter for each bus stop

Other Feedback

- Canopy road requirements make it hard to develop.

Tuesday, April 2nd, Senior Center

Goal 1

Urban

- More convenient public transportation in the urban areas
- Need more parks, especially on the Southside

Suburban

- Need more street lights; especially along High Road.

Rural

- Maintain a strong rural land use category and supporting codes
- Protect canopy roads; enjoyed riding motorcycles along them
- Prevent intensification of agriculture; small farms/ag to large corporate ag
- Do not allow Bradfordville, Bannerman, Roberts, Crump, Chaires to turn into a new ring road/capital circle

Natural

- Canopy roads, natural areas and rural areas are an economic asset

Goal 2

- More gymnasiums for public access; more lights in roads and walkways; Good and easy to access source of healthy food.
- More people infrastructure to support active transportation by rolling and walking (including wheelchairs)
- Ensure Eco-tourism is a target industry
- Downtown is government, therefore I doubt it will become vibrant; for that to happen you need more housing in the downtown area.
- Safe walking for children to get to school

Summary of Public Input on Land Use and Mobility Objectives

- Active transportation infrastructure; protected bike lane on 10th Avenue
- A healthy community is essential to mental and physical health on a daily basis.

Goal 3

How can we better connect people to employment opportunities in our community?

Transportation Improvements

- Promote trails
- Parking is needed near major points of interest!
- Free trolley to major capital city destinations
 - Capitol – gov. mansions – Supreme Court – museums
- Roads that carry traffic more efficiently, without stopping so much!

Land Use Improvements

- Some lanes too narrow – Tenn. St and Downtown

Other improvements

- Trees obstruct signs
- More pedestrian lighting
- Better wayfinding from highway
 - Downtown not Monroe
 - To “Jax” not “Lake City”

How can we better leverage our transportation system (airport, transit, trails, roads, etc.) to build a robust economy?

- Connections need improvement
 - Airport → Bus → Bike → Destination; Need Greyhound, Star Metro, Megabus at the airport

Goal 4

- Need single family and townhomes or midrise apartments that are low maintenance and pet friendly
- Need policies that promote multifamily and assisted living facilities
- Student housing falls on which category? (It depends!)

Goal 5

Do you ride your bike?

- 5

Why do you ride your bike?

Summary of Public Input on Land Use and Mobility Objectives

- To Commute – 2
- For leisure – 3
- Other – 0

What would make riding your bike more appealing to you?

- Protected lanes

Do you walk?

- Yes – 1
- No – 0
- Occasionally – 0

Why do you walk?

- To Commute – 0
- For Leisure – 2
- Other – 0

What would make walking more appealing to you?

- Not enough access for people in wheelchairs
- Prioritize people! (not cars)
- Scarcity of light in the evening (need more lights)
- Not safe without sidewalks, need more

Do you ride transit?

- Yes – 2
- No – 1
- Occasionally – 0

Why do you ride transit?

- To commute – 2
- For leisure – 1
- Other – 0

What would make riding transit more appealing to you?

- No transit available in rural areas into town
- Smaller vehicles would be more versatile
- Gondolas
- Rideshares are popular with seniors in other cities

Thursday, April 4th – Forestmeadows Athletic Center Ballroom

Goal 1

Summary of Public Input on Land Use and Mobility Objectives

Sub-Urban

- Living near Moore Pond; like being able to walk the neighborhood
- More park and rides from Kohl's to downtown
- Not feasible to take transit
- Many roads like Ox Bottom need sidewalks and bike lanes
- Concerned about schools becoming over-crowded with lots of people moving to the northeast side of town

Goal 2

What makes a healthy community?

- Urban farming
- Recruit more companies with high paying jobs
- Recruit more health care providers as we grow
- Provide support to young people to develop interests that can be utilized locally so that the community can get a return on the investment of education (urban farming, etc.)

Goal 3

How can we better leverage our transportation system (airport, transit, trails, roads, etc.) to build a robust economy?

- Use solar farm to educate and inspire interest in renewable/sustainable tech. Field trips!

Goal 5

Do you ride your bike?

- Yes – 0
- No – 2
- Occasionally – 0

Do you walk?

- Yes – 2
- No – 0
- Occasionally – 0

Why do you walk?

- To commute – 0
- For leisure – 2
- Other – 0

What would make walking more appealing to you?

- Buffer between road and sidewalk

Summary of Public Input on Land Use and Mobility Objectives

- Better lighting

Do you ride transit?

- Yes – 0
- No – 2
- Occasionally – 0

Summary of Public Input on Land Use and Mobility Objectives

Unabridged Comments Deep Dive Workshop Online Component

Goal 1

Q1 Is the intention of this objective clear to you?

Answered: 4 Skipped: 0

Yes

No

Other (please specify)

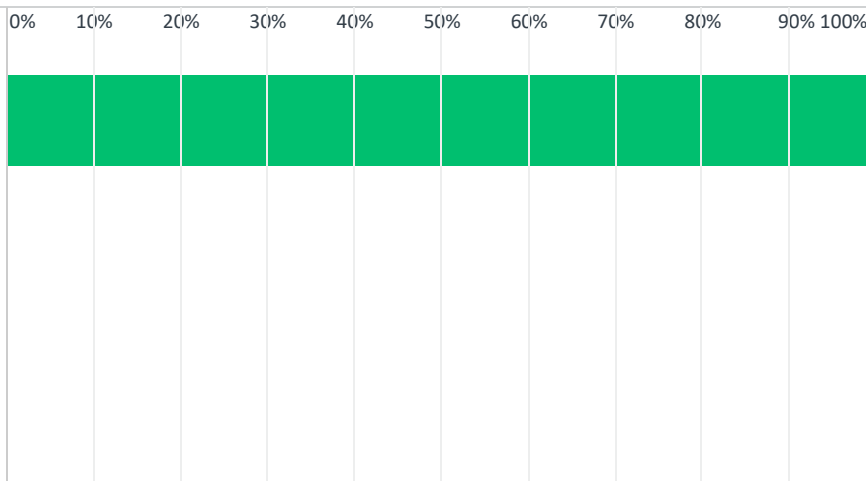
ANSWER CHOICES	RESPONSES	
Yes	100.00%	4
No	0.00%	0
Other (please specify)	0.00%	0

Total Respondents: 4

#	OTHER (PLEASE SPECIFY)	DATE
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There are no responses.

Q2 How would you measure success in achieving this objective?



Summary of Public Input on Land Use and Mobility Objectives

Answered: 3 Skipped: 1

#	RESPONSES	DATE
1	the housing demand does not exceed the housing capacity	9/16/2019 12:06 PM
2	I do not believe this goal is being attained. The Urban Services Area (USA) expands far beyond already urbanized land. Much of the land within the USA is surrounded by undeveloped land and appears rural in character. However, because this land lies within the USA, it is not classified as Rural (even though it looks rural). This does NOT preserve the character of these areas. Several parcels of land (for example, the western portion of Welaunee Plantation, which is now being developed far more densely and intensively than the surrounding already developed land) are being developed incompatibly with the surrounding land. The USA was expanded FAR beyond where it should have been. Concentrate growth within Capital Circle and the already urban-looking areas.	7/19/2019 7:40 PM
3	Accommodating population growth "in a responsible manner" would mean that OUR elected Commissioners start standing up to unelected City Staff like Wayne Tedder and Ben Pingree when they propose unethical development that bulldozes entire existing affordable neighborhoods and heritage trees. Communities should NEVER be bulldozed except in cases of life or death (houses built on a floodplain or where you need to put, say, an EMT station because people can't get to the hospital fast enough. The City's ongoing destruction of historically African-American and working-class neighborhoods is so destructive to the social fabric that could make this city great and MUST STOP. Enough is enough!!!	7/16/2019 2:11 PM

Summary of Public Input on Land Use and Mobility Objectives

Q3 What percentage of new development should take place within the Urban Services Area (Note: historically we have not achieved the 90% requirement laid out in the current Comp. Plan)?

Answered: 3 Skipped: 1

#	RESPONSES	DATE
1	50%	9/16/2019 12:06 PM
2	As I noted in my prior comment, the USA stretches far beyond the urban-like areas of Tallahassee. 90% of growth should be within Capital Circle (formerly referred to as the "Truck Route" surrounding the city. The city (urbanized portions of Tallahassee) should remain within Capital Circle.	7/19/2019 7:40 PM
3	90% is a goal that I support - but what KIND of development? Development that tears down communities with HUMAN SCALE and MATURE TREE CANOPIES and replaces them with ugly steel-and glass boxes and seas of hot concrete for overbuilt "luxury" student housing or the eyesores at Cascades and Washington Square is not acceptable and will not be successful! ALL-GLASS buildings in one of the hottest climates in the country that is only getting hotter by the second due to climate change?? How is that responsible or sustainable??	7/16/2019 2:11 PM

Q4 Any other general feedback on this objective?

Answered: 3 Skipped: 1

#	RESPONSES	DATE
1	i think there are plenty of housing that should be remodel before allowing for land clearing and new development	9/16/2019 12:06 PM
2	In the 1970's, I-10 was constructed beyond the "City". It was intended to be outside of the "City". It is now well within the USA. Another example of very poor long-term planning. Again, growth and development should be concentrated within Capital Circle.	7/19/2019 7:40 PM
3	I am livid about the destruction of the Boynton-Still community. It is yet another example (Smoky Hollow, Frenchtown, Stearns-Mosley, the Allen subdivision...) of the city's utter DISRESPECT for the African-American people of this city! Smoky Hollow was bad, but that was decades ago during an era of segregation. This should NOT be happening TODAY! We, the citizens of this city, have had enough. We are getting organized, we have lawyers, and we are watching everything you	7/16/2019 2:11 PM

Summary of Public Input on Land Use and Mobility Objectives

and the Blueprint Board do from now on. This is the end of putting short-sighted greedy developers before the needs of the people who live here!

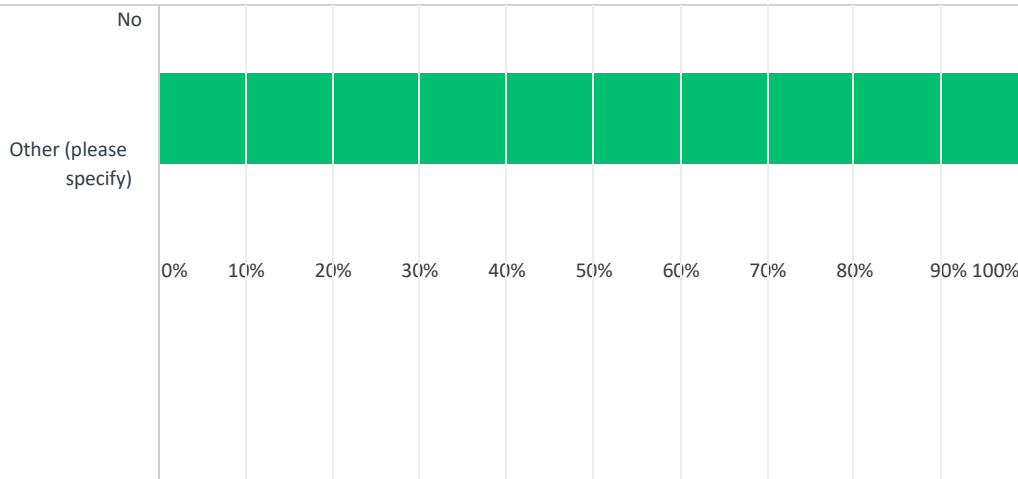
Q5 Is the intention of this objective clear to you?

Answered: 4 Skipped: 0

Yes

ANSWER CHOICES		RESPONSES	
Yes		100.00%	4
No		0.00%	0
Other (please specify)		0.00%	0
Total Respondents: 4			
#	OTHER (PLEASE SPECIFY)	DATE	

There are no responses.



Summary of Public Input on Land Use and Mobility Objectives

Q6 How would you measure success in achieving this objective?

Answered: 3 Skipped: 1

#	RESPONSES	DATE
1	I would find it successful if I could see the natural, agricultural not dwindle and the land not being cleared right and left for subdivision	9/16/2019 12:21 PM
2	Ability to maintain the features character of areas which are already inhabited by and appreciated by the residents. Preventing development that is in contrast to the surrounding and appreciated area (appreciated as it is and has been) by those who were already there.	7/19/2019 7:50 PM
3	Don't turn charming, eclectic, historic, human-scale urban-core neighborhoods that PEOPLE ACTUALLY LIKE LIVING AND SHOPPING IN into ugly generic plastic and concrete replicas of the suburbs!	7/16/2019 2:14 PM

Q7 Would you support a form-based code (i.e. having design standards in certain areas, rather than single-use land use categories) in our Urban Areas?

Answered: 3 Skipped: 1

#	RESPONSES	DATE
1	unclear	9/16/2019 12:21 PM
2	Possibly, depending on individual circumstances.	7/19/2019 7:50 PM
3	Yes, if it would prevent the above!	7/16/2019 2:14 PM

Q8 What are our major strengths in our Urban Areas? Sub-Urban Areas?

Rural Areas? What are our major challenges in these areas?

Answered: 2 Skipped: 2

#	RESPONSES	DATE
1	develop public transport system that allows for less congestion, give access to rural areas.	9/16/2019 12:21 PM

Summary of Public Input on Land Use and Mobility Objectives

2	Major strengths include the features which attracted people to the areas. Major challenges are to preserve those features.	7/19/2019 7:50 PM
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Q9 Any other general feedback on this objective?

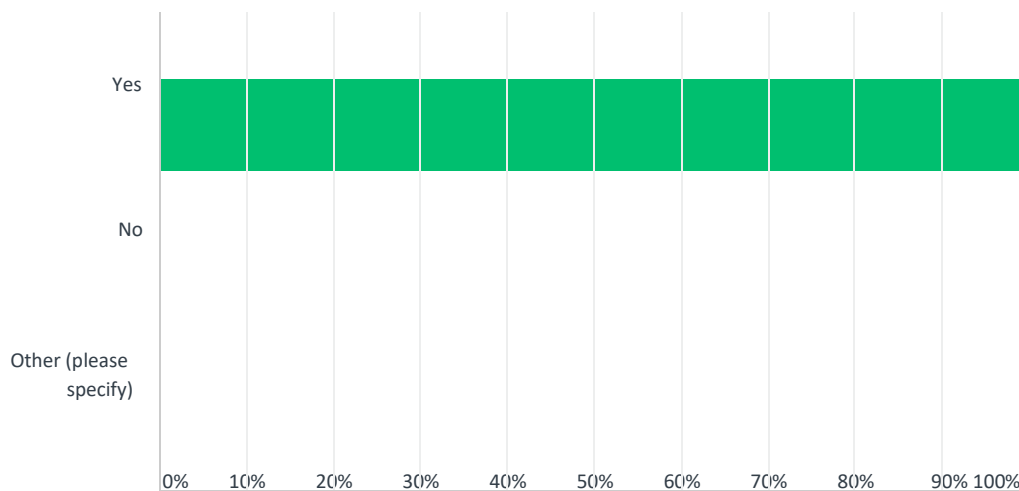
Answered: 2 Skipped: 2

#	RESPONSES	DATE
1	it seems that the buck lake corridor is becoming the next thomasville road corridor, Mahan appear to already be congested at all time of the day. Maybe recentering these development toward southwood or even better renovating already built structure would be better	9/16/2019 12:21 PM
2	In many cases (for example, development of the western portion of Welaunee Plantation), the already existing features and character have been lost (destroyed) by the recent development (Canopy Development, which, by the way, has destroyed significant canopy). Again, another example of poor long-term planning.	7/19/2019 7:50 PM

Summary of Public Input on Land Use and Mobility Objectives

Q10 Are the intentions of these objectives clear to you?

Answered: 1 Skipped: 3



ANSWER CHOICES		RESPONSES	
Yes		100.00%	1
No		0.00%	0
Other (please specify)		0.00%	0
Total Respondents: 1			
#	OTHER (PLEASE SPECIFY)	DATE	

There are no responses.

Summary of Public Input on Land Use and Mobility Objectives

Q11 How would you measure success in achieving these objectives?

Answered: 1 Skipped: 3

#	RESPONSES	DATE
1	Success would be preserving charming, eclectic, historic, human-scale urban neighborhoods that PEOPLE ACTUALLY LIKE LIKE rather than turning them into ugly generic plastic and concrete replicas of the suburbs!	7/16/2019 2:15 PM

Q12 Is it proper to ever consider extending the Urban Services Area when there are areas within the current boundary that do not have Urban Services?

Answered: 0 Skipped: 4

#	RESPONSES	DATE
	There are no responses.	

Q13 Any other general feedback on this objective?

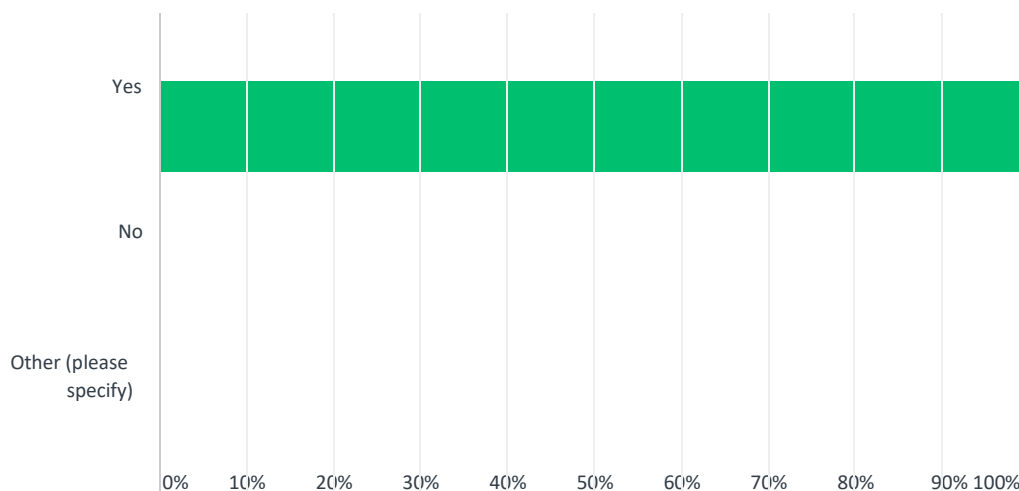
Answered: 0 Skipped: 4

#	RESPONSES	DATE
	There are no responses.	

Summary of Public Input on Land Use and Mobility Objectives

Q14 Is the intention of this objective clear to you?

Answered: 1 Skipped: 3



ANSWER CHOICES		RESPONSES	
Yes		100.00%	1
No		0.00%	0
Other (please specify)		0.00%	0
Total Respondents: 1			
#	OTHER (PLEASE SPECIFY)	DATE	

There are no responses.

Summary of Public Input on Land Use and Mobility Objectives

Q15 How would you measure success in achieving this objective?

Answered: 1 Skipped: 3

#	RESPONSES	DATE
1	Citizens won't be taxed for irresponsible and unsustainable development.	7/16/2019 2:29 PM

Q16 How do we successfully encourage infill development and redevelopment?

Answered: 1 Skipped: 3

#	RESPONSES	DATE
1	Allow community input on projects! Impose some minimum aesthetic standards as well as requirements not to clearcut trees and throw up some tiny non-native shrubs. Stop with the ugly seas of concrete!	7/16/2019 2:29 PM

Q17 If the cost to provide urban services to low-density single-family neighborhoods is not returned in the ad valorem taxes collected from these neighborhoods, how do we determine when it's appropriate to extend these urban services?

Answered: 1 Skipped: 3

#	RESPONSES	DATE
1	Don't extend them when it creates needless sprawl.	7/16/2019 2:29 PM

Q18 Any other general feedback on this objective?

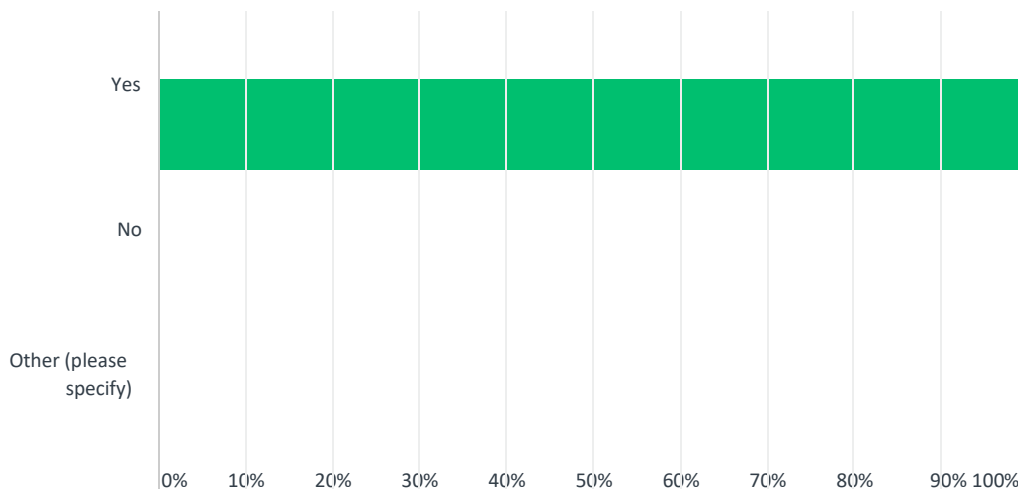
Answered: 0 Skipped: 4

#	RESPONSES	DATE
	There are no responses.	

Summary of Public Input on Land Use and Mobility Objectives

Q19 Is the intention of this objective clear to you?

Answered: 2 Skipped: 2



ANSWER CHOICES		RESPONSES	
Yes		100.00%	2
No		0.00%	0
Other (please specify)		0.00%	0
Total Respondents: 2			
#	OTHER (PLEASE SPECIFY)	DATE	

There are no responses.

Summary of Public Input on Land Use and Mobility Objectives

Q20 How would you measure success in achieving this objective?

Answered: 2 Skipped: 2

#	RESPONSES	DATE
1	Quite simply: preservation of natural features and character with conversion to non-rural landuse only after every square foot of land within already urbanized areas (for example, within Capital Circle) has been developed and urbanized. I would rate the success in attaining this measure as extremely POOR (a failure). So much of Tallahassee and Leon County is losing its rural character due to mass development beyond Capital Circle.	7/19/2019 8:03 PM
2	Don't allow polluters and the extraction industry to ruin urban areas. Limit billboards.	7/16/2019 2:30 PM

Q21 What density do you believe is appropriate for our rural areas?

Answered: 1 Skipped: 3

#	RESPONSES	DATE
1	If natural features (trees, water bodies, etc.), are preserved, higher densities may be possible within rural areas. But, in general, no more than one unit per five acres. But more significant than number of units per acre is preserving the natural features on nearly all of the land. Do not allow the land to be cleared of natural features, even if structures are not constructed on the cleared land.	7/19/2019 8:03 PM

Q22 Does it make sense to have small pockets of neighborhood-scale, minor commercial uses in the rural areas?

Answered: 2 Skipped: 2

#	RESPONSES	DATE
1	No. These uses are generally incompatible with residential preferences. Keep commercial landuse away from rural, relatively natural areas.	7/19/2019 8:03 PM
2	Yes	7/16/2019 2:30 PM

Q23 Any other general feedback on this objective?

Answered: 1 Skipped: 3

#	RESPONSES	DATE
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Summary of Public Input on Land Use and Mobility Objectives

- 1 Again, far too much of Tallahassee's land area is included within the urban services area. Land that is currently undeveloped and very rural in appearance is not designated as rural land. Yet, it is rural and should remain so until every square foot of land closer to the city's center (downtown core area) is developed. That is not happening in Tallahassee. 7/19/2019 8:03 PM

Q24 Is the intention of this objective clear to you?

Answered: 1 Skipped: 3

Yes

No

ANSWER CHOICES		RESPONSES	
Yes		100.00%	1
No		0.00%	0
Other (please specify)		0.00%	0
Total Respondents: 1			
#	OTHER (PLEASE SPECIFY)	DATE	

There are no responses.

Other (please
specify)

Summary of Public Input on Land Use and Mobility Objectives

Q25 How would you measure success in achieving this objective?

Answered: 1 Skipped: 3

#	RESPONSES	DATE
1	Measurably more people taking buses, walking, biking, and using other other non-automobile forms of transit.	7/16/2019 2:33 PM

Q26 Our suburban areas have been developed primarily for auto-oriented uses. How can we retrofit these areas to make them more accessible for pedestrians, cyclists, and transit?

Answered: 1 Skipped: 3

#	RESPONSES	DATE
1	Extend the bus lines and make the routes more sensible rather than the spoke and wheel model. Add more buses. People are not going to take buses if they only run once an hour or less.	7/16/2019 2:33 PM

Q27 Any other general feedback on this objective?

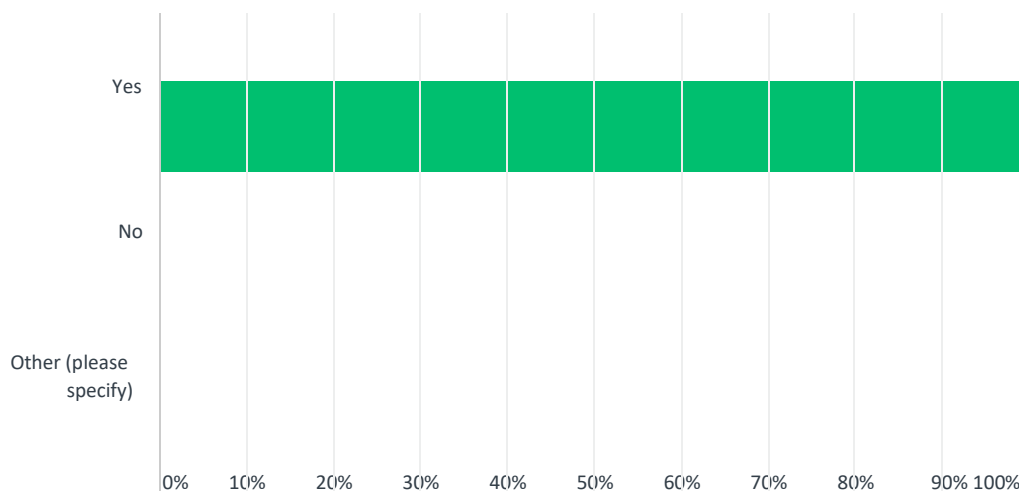
Answered: 1 Skipped: 3

#	RESPONSES	DATE
1	Why can't we invest in light rail? Make it solar powered! Solar powered buses! Not necessarily for the suburbs, but anywhere in the city?	7/16/2019 2:33 PM

Summary of Public Input on Land Use and Mobility Objectives

Q28 Is the intention of this objective clear to you?

Answered: 1 Skipped: 3



ANSWER CHOICES		RESPONSES	
Yes		100.00%	1
No		0.00%	0
Other (please specify)		0.00%	0
Total Respondents: 1			
#	OTHER (PLEASE SPECIFY)	DATE	

There are no responses.

Summary of Public Input on Land Use and Mobility Objectives

Q29 How would you measure success in achieving this objective?

Answered: 1 Skipped: 3

#	RESPONSES	DATE
1	An end to ugly buildings being built everywhere. The design of buildings in the 19th and early 20th centuries had much we could learn from: human scale at ground level, texture, materials like brick and stone that exuded warmth rather than Disney-like sterility, windows, and some detail. I understand we can't replicate the cost-intensive detail that depended on low-cost labor, but not everything has to be so ugly! Prairie architecture and some early modernism didn't have a lot of detail, but it wasn't a complete eyesore that discourages people from even wanting to be there! And require the sparing of some existing trees and foliage rather than just clearcutting them and throwing in concrete.	7/16/2019 2:41 PM

Q30 Does it make sense for our Urban Areas to have design standards?

Why or why not?

Answered: 1 Skipped: 3

#	RESPONSES	DATE
1	Yes! Because far too many developers are primarily motivated by profit and don't consider design unless required to.	7/16/2019 2:41 PM

Q31 What design features are indicative of Tallahassee?

Answered: 1 Skipped: 3

#	RESPONSES	DATE
1	Vernacular Florida architecture, beautiful tree canopies and flowers. Encourage the Southern, Florida "beach-y" look, rather than just generic boxes! Stop destroying historical architecture and native trees and plants!	7/16/2019 2:41 PM

Summary of Public Input on Land Use and Mobility Objectives

Q32 Any other general feedback on this objective?

Answered: 0 Skipped: 4

#	RESPONSES	DATE
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There are no responses.

Q33 Is the intention of this objective clear to you?

Answered: 1 Skipped: 3

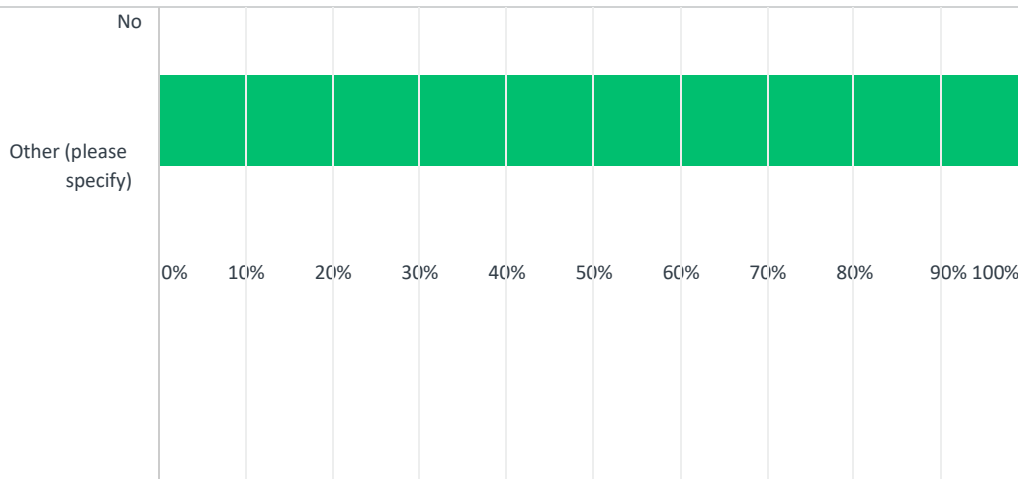
Yes

ANSWER CHOICES	RESPONSES	
Yes	100.00%	1
No	0.00%	0
Other (please specify)	0.00%	0

Total Respondents: 1

#	OTHER (PLEASE SPECIFY)	DATE
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There are no responses.



Summary of Public Input on Land Use and Mobility Objectives

Q34 How would you measure success in achieving this objective?

Answered: 1 Skipped: 3

#	RESPONSES	DATE
1	There would be adequate infrastructure for public health, safety, and wellbeing.	7/16/2019 2:42 PM

Q35 How do we more effectively encourage development/redevelopment to take place where we already have public infrastructure in place?

Answered: 1 Skipped: 3

#	RESPONSES	DATE
1	Require them to build around existing successful infrastructure rather than just ripping it down.	7/16/2019 2:42 PM

Q36 Any other general feedback on this objective?

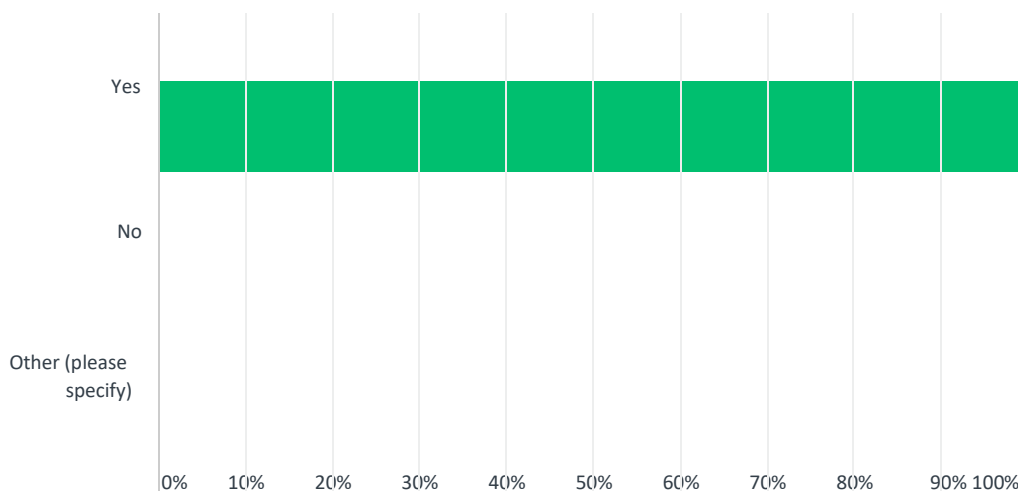
Answered: 0 Skipped: 4

#	RESPONSES	DATE
	There are no responses.	

Summary of Public Input on Land Use and Mobility Objectives

Q37 Is the intention of this objective clear to you?

Answered: 1 Skipped: 3



ANSWER CHOICES		RESPONSES	
Yes		100.00%	1
No		0.00%	0
Other (please specify)		0.00%	0
Total Respondents: 1			
#	OTHER (PLEASE SPECIFY)	DATE	

There are no responses.

Summary of Public Input on Land Use and Mobility Objectives

Q38 How would you measure success in achieving this objective?

Answered: 1 Skipped: 3

#	RESPONSES	DATE
1	Employment would increase and there would be affordable housing for people.	7/16/2019 2:51 PM

Q39 There is a lot of excitement/energy/discussion about growing investments (public and private) in Frenchtown and the Southside; how does our community maximize/capitalize on those investments and not disrupt establish businesses, residents, and community in those areas?

Answered: 1 Skipped: 3

#	RESPONSES	DATE
1	STOP TEARING DOWN EXISTING AFFORDABLE COMMUNITIES just because the City Staff want to help their developer friends! Follow Commissioner Proctor's suggestion and establish Affordable Housing Zones where affordable housing cannot be torn down. Pass a city resolution that you will never again tear down an existing community of affordable housing unless it is a question of life or death (floodplain, lack of EMT service, etc).	7/16/2019 2:51 PM

Q40 Any other general feedback on this objective?

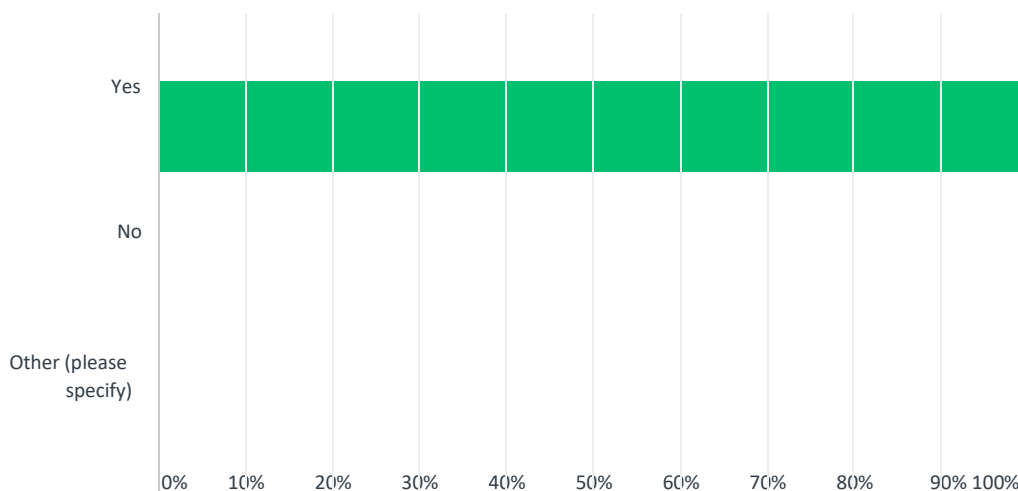
Answered: 1 Skipped: 3

#	RESPONSES	DATE
1	It does no good to require affordable housing to replace what you tore down, as in the case of Boynton-Still, if you just build it elsewhere, because that does not solve the problem of Housing Insecurity that you created for the people who lived there. Unless you guarantee housing for the actual people who were displaced, it is meaningless. In the case of Boynton-Still, if you actually had to bulldoze the neighborhood (which you did not) it should have been moved intact and together so that you didn't atomize the community. You could have moved those houses to land close by and fixed up those that needed fixing for less that it cost to tear them down and replace them.	7/16/2019 2:51 PM

Summary of Public Input on Land Use and Mobility Objectives

Q41 Is the intention of this objective clear to you?

Answered: 2 Skipped: 2



ANSWER CHOICES		RESPONSES	
Yes		100.00%	2
No		0.00%	0
Other (please specify)		0.00%	0
Total Respondents: 2			
#	OTHER (PLEASE SPECIFY)	DATE	

There are no responses.

Summary of Public Input on Land Use and Mobility Objectives

Q42 How would you measure success in achieving this objective?

Answered: 1 Skipped: 3

#	RESPONSES	DATE
1	Extremely POOR (a FAILURE). This development has been cited several times for environmental violations. The development is far from complete, but is already adversely impacting traffic in the area (an area where traffic already was a problem). The development agreements did not include the local residents (the parties most impacted by this development). The agreements have very much served the interests of the developer and land owners, none of whom reside in the immediate area..	7/19/2019 8:15 PM

Q43 How connected is your neighborhood? What connectivity improvements does it need? (Be sure to list the neighborhood).

Answered: 0 Skipped: 4

#	RESPONSES	DATE
	There are no responses.	

Q44 Any other general feedback on this objective?

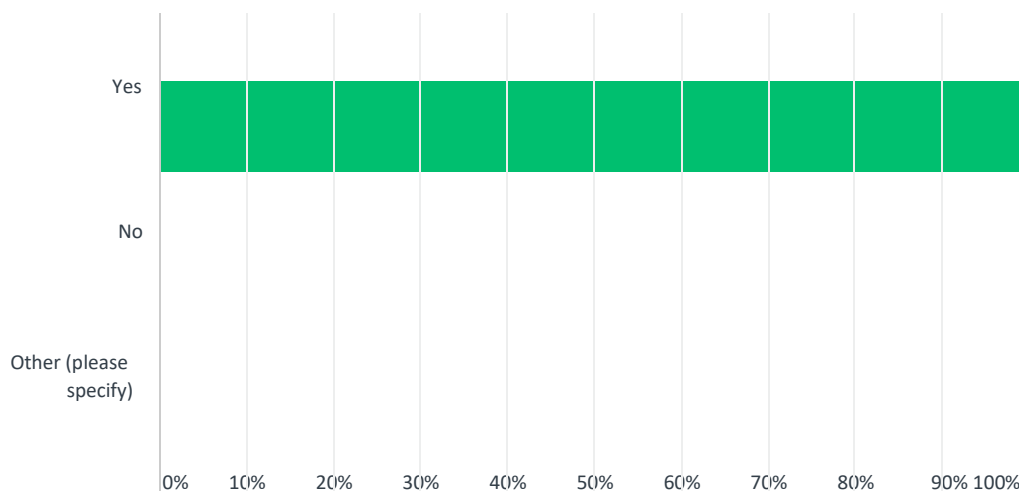
Answered: 1 Skipped: 3

#	RESPONSES	DATE
1	Again, the Welaunee Masterplan and development (which I have followed very closely since I learned of it in 2008) is a very poorly planned large-scale development which is unlike any other development in this area and is very incompatible with the surrounding area and can be expected to continue to adversely impact the surrounding already developed neighborhoods, none of which were involved to any major extent in the agreement. I predict that this development will be far more costly than beneficial to this part of Tallahassee. An example of extremely poor planning.	7/19/2019 8:15 PM

Summary of Public Input on Land Use and Mobility Objectives

Q45 Is the intention of this objective clear to you?

Answered: 1 Skipped: 3



ANSWER CHOICES		RESPONSES	
Yes		100.00%	1
No		0.00%	0
Other (please specify)		0.00%	0
Total Respondents: 1			
#	OTHER (PLEASE SPECIFY)	DATE	

There are no responses.

Summary of Public Input on Land Use and Mobility Objectives

Q46 How would you measure success in achieving this objective?

Answered: 1 Skipped: 3

#	RESPONSES	DATE
1	Developers would not be allowed to simply pay fines to avoid requirements like affordable housing and cut down trees.	7/16/2019 2:54 PM

Q47 What are the strengths and weaknesses of our current land development regulations?

Answered: 1 Skipped: 3

#	RESPONSES	DATE
1	The City Planners do not respect the existing land development codes - you have too much of a culture of approving variances. Codes are LAWS and must be ENFORCED. We also need to strengthen our tree protections to what they were decades ago. The existing ones are meaningless. Developers can cut down any tree for a price.	7/16/2019 2:54 PM

Q48 Any other general feedback on this objective?

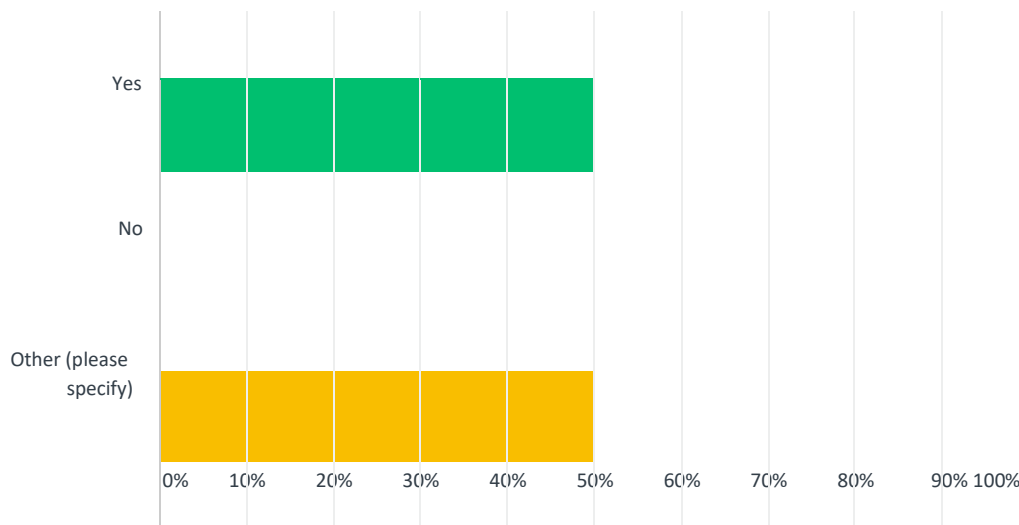
Answered: 0 Skipped: 4

#	RESPONSES	DATE
	There are no responses.	

Summary of Public Input on Land Use and Mobility Objectives

Q49 Do you believe that the proposed objectives, if achieved will accomplish this goal?

Answered: 2 Skipped: 2



ANSWER CHOICES		RESPONSES	
Yes		50.00%	1
No		0.00%	0
Other (please specify)		50.00%	1
Total Respondents: 2			
#	OTHER (PLEASE SPECIFY)	DATE	
1	Yes for some of the objectives, but No for other objectives	7/19/2019 8:18 PM	

Summary of Public Input on Land Use and Mobility Objectives

Q50 What other land use and transportation objectives would you add to this goal?

Answered: 2 Skipped: 2

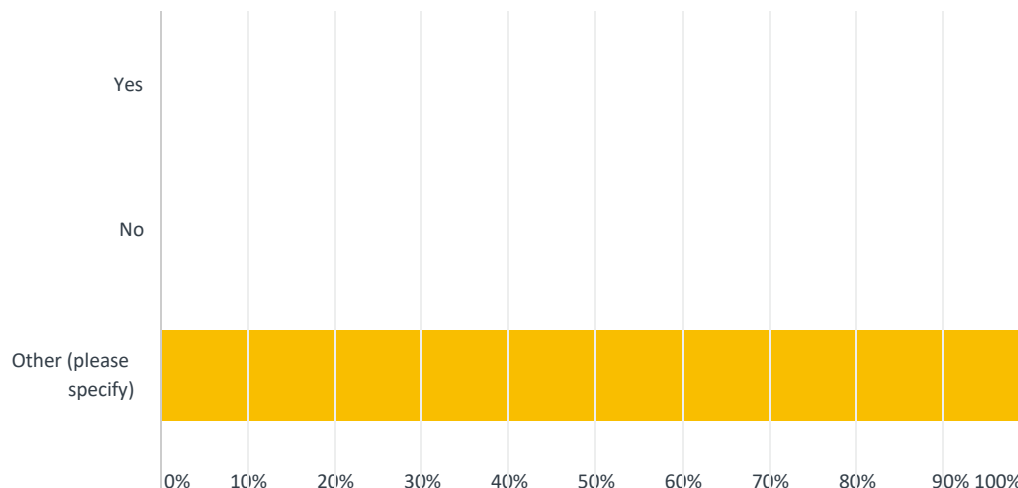
#	RESPONSES	DATE
1	Limit urbanization to within Capital Circle until every square foot of that land has been urbanized.	7/19/2019 8:18 PM
2	Our ELECTED officials must stop allowing City Staff and their developer friends from running roughshod over the people of this city. We SEE what is going on. The City is still under an FBI investigation, and we are watching you, we are getting organized in neighborhoods across this city, and we are hiring attorneys. We will not put up with this corruption any longer. Time for a new start!	7/16/2019 3:00 PM

Summary of Public Input on Land Use and Mobility Objectives

Goal 2

Q1 Is the intention of this objective clear to you?

Answered: 1 Skipped: 0



ANSWER CHOICES	RESPONSES
Yes	0.00% 0
No	0.00% 0
Other (please specify)	100.00% 1

Total Respondents: 1		
#	OTHER (PLEASE SPECIFY)	DATE
1	Do we not already have our natural resources inventoried	9/13/2019 5:09 PM

Summary of Public Input on Land Use and Mobility Objectives

Q2 How would you measure success in achieving this objective?

Answered: 1 Skipped: 0

#	RESPONSES	DATE
1	?	9/13/2019 5:09 PM

Q3 What are the key features that you believe fall into this category?

Answered: 1 Skipped: 0

#	RESPONSES	DATE
1	?	9/13/2019 5:09 PM

#	OTHER (PLEASE SPECIFY)	DATE
	There are no responses.	

Q4 Any other general feedback on this objective?

Answered: 1 Skipped: 0

#	RESPONSES	DATE
1	This seems appropriate for conservation or environmental policy guidance and does not make a clear connection or establish a clear policy for decision makers for increasing the health in our community	9/13/2019 5:09 PM

Q5 Is the intention of this objective clear to you?

Answered: 0 Skipped: 1

Q6 How would you measure success in achieving this objective?

Answered: 0 Skipped: 1

Q7 What lands in Leon County do you believe are the highest priority to conserve/protect?

Answered: 0 Skipped: 1

Q8 Any other general feedback on this objective?

Answered: 0 Skipped: 1

Summary of Public Input on Land Use and Mobility Objectives

Q9 Are the intentions of these objectives clear to you?

Answered: 0 Skipped: 1

Q10 How would you measure success in achieving these objectives?

Answered: 0 Skipped: 1

Q11 How would you prioritize the following:
a. Protecting environmental features.
b. Allowing land use changes for new development.
c. Increase transportation capacity to accommodate more cars.
d. Extending public infrastructure to areas to areas that currently lack it.

Answered: 0 Skipped: 1

Summary of Public Input on Land Use and Mobility Objectives

Q12 Any other general feedback on this objective?

Answered: 0 Skipped: 1

Q13 Is the intention of this objective clear to you?

Answered: 0 Skipped: 1

Q14 How would you measure success in achieving this objective?

Answered: 0 Skipped: 1

Q15 How effective has our Lake Protection land use category been?

What changes (if any) would you make to improve it?

Answered: 0 Skipped: 1

Q16 Any other general feedback on this objective?

Answered: 0 Skipped: 1

Q17 Is the intention of this objective clear to you?

Answered: 0 Skipped: 1

Q18 How would you measure success in achieving this objective?

Answered: 0 Skipped: 1

Q19 What areas of our community are most in need of new park and/or trail facilities?

Answered: 0 Skipped: 1

Q20 What facilities are needed at our current parks?

Answered: 0 Skipped: 1

Q21 Any other general feedback on this objective?

Answered: 0 Skipped: 1

Q22 Is the intention of this objective clear to you?

Answered: 0 Skipped: 1

Summary of Public Input on Land Use and Mobility Objectives

Q23 How would you measure success in achieving this objective?

Answered: 0 Skipped: 1

Q24 What green infrastructure projects do you think we should prioritize?

Answered: 0 Skipped: 1

Q25 Any other general feedback on this objective?

Answered: 0 Skipped: 1

Q26 Is the intention of this objective clear to you?

Answered: 0 Skipped: 1

Q27 How would you measure success in achieving this objective?

Answered: 0 Skipped: 1

Q28 What are our greatest challenges to community resiliency?

Answered: 0 Skipped: 1

Q29 What are the biggest challenges we are facing due to some development being designed entirely for automobiles?

Answered: 0 Skipped: 1

Q30 Any other general feedback on this objective?

Answered: 0 Skipped: 1

Q31 Is the intention of this objective clear to you?

Answered: 0 Skipped: 1

Q32 How would you measure success in achieving this objective?

Answered: 0 Skipped: 1

Summary of Public Input on Land Use and Mobility Objectives

Q33 What are our greatest regional challenges when it comes to land use and transportation?

Answered: 0 Skipped: 1

Q34 Any other general feedback on this objective?

Answered: 0 Skipped: 1

Q35 Is the intention of this objective clear to you?

Q36 How would you measure success in achieving this objective?

Answered: 0 Skipped: 1

Q37 What features do you think most contribute to a location's sense of place?

Answered: 0 Skipped: 1

Q38 Which area of our community do you believe has a strong sense of place? What features of that area stands out to you?

Answered: 0 Skipped: 1

Q39 Any other general feedback on this objective?

Answered: 0 Skipped: 1

Q40 Is the intention of this objective clear to you?

Answered: 0 Skipped: 1

Q41 How would you measure success in achieving this objective?

Answered: 0 Skipped: 1

Q42 What makes you feel safe as you travel around the community on foot, or on a bicycle? What features in the built environment increase your sense of safety?

Answered: 0 Skipped: 1

Q43 Any other general feedback on this objective?

Answered: 0 Skipped: 1

Q44 Is the intention of this objective clear to you?

Answered: 0 Skipped: 1

Summary of Public Input on Land Use and Mobility Objectives

Q45 How would you measure success in achieving this objective?

Q46 How connected is your neighborhood? What connectivity improvements does it need? (Be sure to list the neighborhood).

Answered: 0 Skipped: 1

Q47 Any other general feedback on this objective?

Answered: 0 Skipped: 1

Q48 Is the intention of this objective clear to you?

Answered: 0 Skipped: 1

Q49 How would you measure success in achieving this objective?

Answered: 0 Skipped: 1

Q50 Which of the following features do you believe new development/redevelopment projects should include, and how would you prioritize them? a. Full accommodations for internal and external

pedestrian and bicycle accessb. Preferential parking for rideshare participantsc. Weather protection for transit stopsd. Efficient access for motor vehicle passenger drop-offs/pickupse. Full accommodation for the mobility impaired

Answered: 0 Skipped: 1

Q51 Any other general feedback on this objective?

Answered: 0 Skipped: 1

Summary of Public Input on Land Use and Mobility Objectives

Q52 Is the intention of this objective clear to you?

Answered: 0 Skipped: 1

Q53 How would you measure success in achieving this objective?

Answered: 0 Skipped: 1

Q54 What incentives are appropriate to increase density in the MMTD, in order to encourage pedestrian and cyclist activity, and better support transit?

Answered: 0 Skipped: 1

Q55 Any other general feedback on this objective?

Answered: 0 Skipped: 1

Q56 Is the intention of this objective clear to you?

Answered: 0 Skipped: 1

Q57 How would you measure success in achieving this objective?

Answered: 0 Skipped: 1

Q58 What land use and transportation improvements do you believe are needed to foster an 18-hour downtown? What are Downtown's current limitations?

Answered: 0 Skipped: 1

Q59 Any other general feedback on this objective?

Answered: 0 Skipped: 1

Q60 Is the intention of this objective clear to you?

Answered: 0 Skipped: 1

Q61 How would you measure success in achieving this objective?

Answered: 0 Skipped: 1

Summary of Public Input on Land Use and Mobility Objectives

Q62 What land uses does your neighborhood lack that you believe it needs? (Be sure to indicate your neighborhood).

Answered: 0 Skipped: 1

Q63 What land uses do you believe will most help address issues like poverty, housing affordability, economic segregation, and income mobility?

Answered: 0 Skipped: 1

Q64 Any other general feedback on this objective?

Answered: 0 Skipped: 1

Q65 Is the intention of this objective clear to you?

Answered: 0 Skipped: 1

Q66 How would you measure success in achieving this objective?

Answered: 0 Skipped: 1

Q67 What land use barriers, if any, do you believe exist currently for small-scale developers/redevelopers? For individuals looking to start a business?

Answered: 0 Skipped: 1

Q68 Any other general feedback on this objective?

Answered: 0 Skipped: 1

Q69 Do you believe that the proposed objectives, if achieved will accomplish this goal?

Answered: 0 Skipped: 1

Q70 What other land use and transportation objectives would you add to this goal?

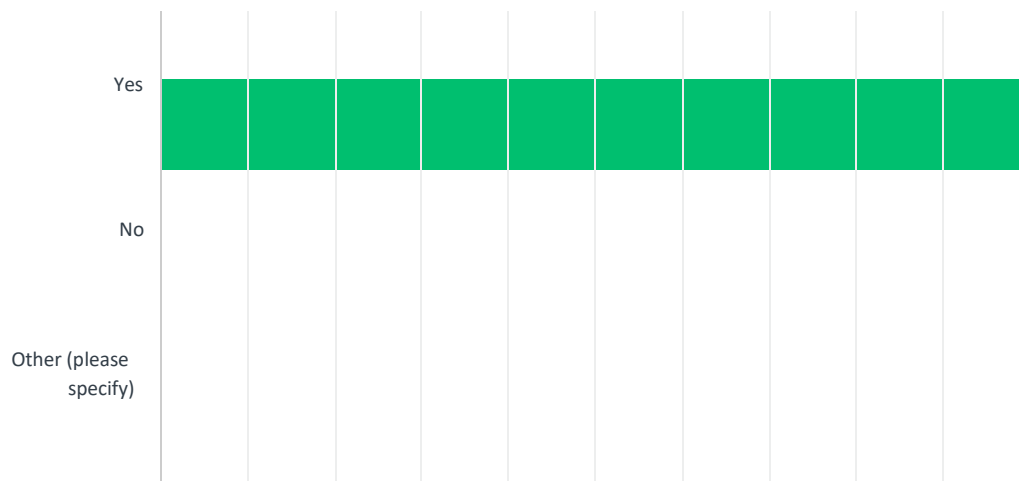
Answered: 0 Skipped: 1

Summary of Public Input on Land Use and Mobility Objectives

Goal 3

Q1 Is the intention of this objective clear to you?

Answered: 1 Skipped: 0



ANSWER CHOICES	RESPONSES	
Yes	100.00%	1
No	0.00%	0
Other (please specify)	0.00%	0
Total Respondents: 1		

0% 10% 20% 30% 40% 50% 60% 70% 80% 90% 100%

Q2 How would you measure success in achieving this objective?

Answered: 1 Skipped: 0

#	RESPONSES	DATE
1	Starting of new businesses (more is better), endurance of small businesses (longer is usually better), share of jobs provided by top few employers (lower is better), equity of income and employment opportunities (should not be concentrated geographically or by race, gender, etc.)	4/11/2019 3:48 PM

Q3 What challenges do individual businesses face?

Answered: 1 Skipped: 0

Summary of Public Input on Land Use and Mobility Objectives

#	RESPONSES	DATE
1	Regulatory compliance is often more difficult for smaller businesses Problems with accessibility separate small businesses from clients/customers and from employees	4/11/2019 3:48 PM

Q4 What challenges does our localeconomy face?

Answered: 1 Skipped: 0

#	RESPONSES	DATE
1	Very reliant on state government, and in turn state-level politics Very reliant on universities; problems when school is not in session and during the summer	4/11/2019 3:48 PM

Q5 Any other general feedback on this objective?

Answered: 0 Skipped: 1

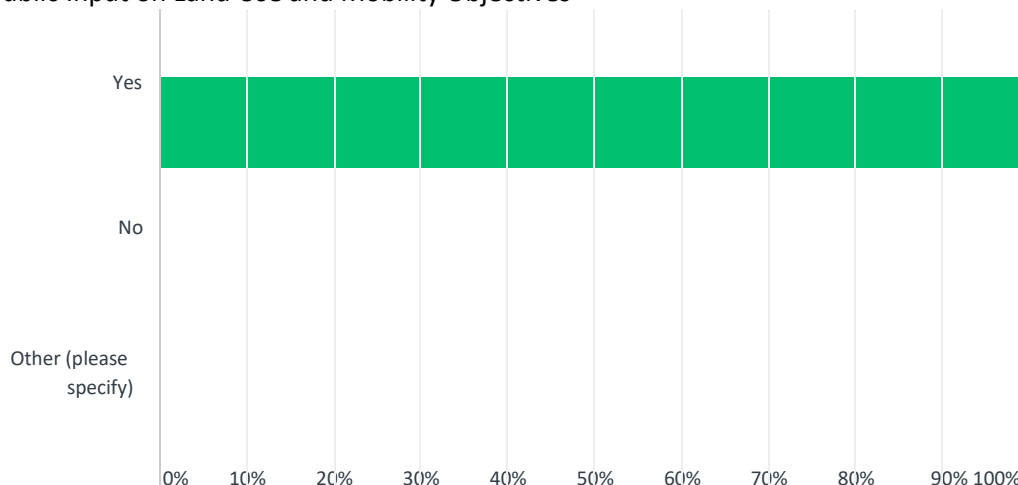
ANSWER CHOICES		RESPONSES	
Yes		100.00%	1
No		0.00%	0
Other (please specify)		0.00%	0
Total Respondents: 1			
#	OTHER (PLEASE SPECIFY)		DATE

There are no responses.

Q6 Is the intention of this objective clear to you?

Answered: 1 Skipped: 0

Summary of Public Input on Land Use and Mobility Objectives



Q7 How would you measure success in achieving this objective?

Answered: 0 Skipped: 1

Q8 How much industrial land use do we need? Where?

Answered: 1 Skipped: 0

#	RESPONSES	DATE
1	Industrial use should be located away from land uses that will be adversely affected (homes, parks, schools) and with easy access to highways, major rail lines, and major utilities.	4/11/2019 4:03 PM

Q9 How much light industrial land use do we need? Where?

Answered: 1 Skipped: 0

#	RESPONSES	DATE
1	As with industrial use, light industrial use should be allowed wherever it is not a nuisance, and in particular it should include everywhere heavy industry is allowed. If there is less need for light industry, other compatible land uses may be allowed by right.	4/11/2019 4:03 PM

Summary of Public Input on Land Use and Mobility Objectives

Q10 Where in Tallahassee-Leon County is the best fit for an Innovation District? For Research and Development?

Answered: 1 Skipped: 0

#	RESPONSES	DATE
1	Rather than assigning land to function as an Innovation or R&D District, such industries should be allowed by right on any suitable land. Business owners with sound business plans will locate in the most suitable locations as they see fit.	4/11/2019 4:03 PM

Q11 What Land Use and Transportation improvements would best support these Districts?

Answered: 1 Skipped: 0

#	RESPONSES	DATE
1	Easy access for both people and materials should be possible.	4/11/2019 4:03 PM

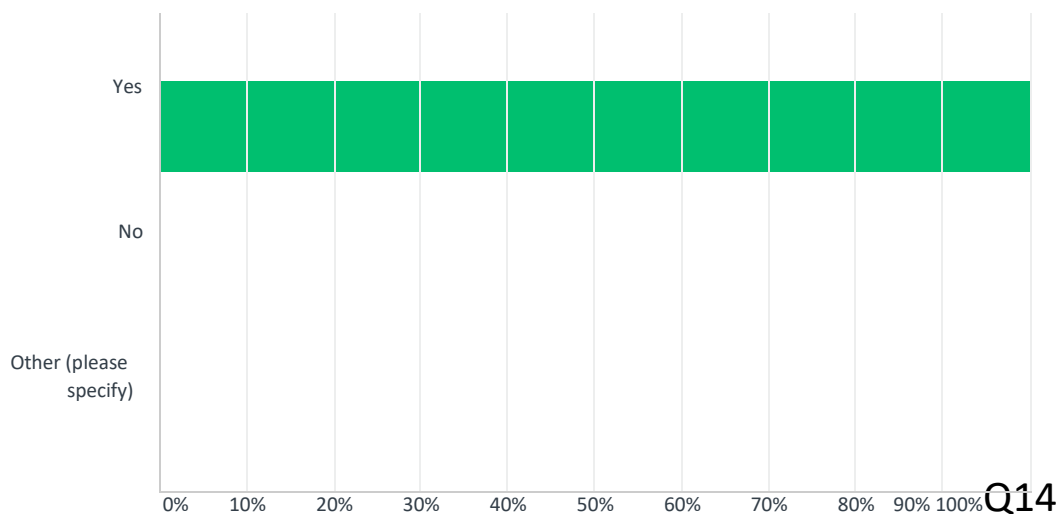
Q12 Any other general feedback on this objective?

Answered: 0 Skipped: 1

Summary of Public Input on Land Use and Mobility Objectives

Q13 Is the intention of this objective clear to you?

Answered: 1 Skipped: 0



Q14

ANSWER CHOICES	RESPONSES
Yes	100.00% 1
No	0.00% 0
Other (please specify)	0.00% 0
Total Respondents: 1	

How would you measure success in achieving this objective?

Answered: 1 Skipped: 0

#	RESPONSES	DATE
1	Tax revenue relative to public spending would be best: higher is better where productive land use is desired.	4/11/2019 4:08 PM

Summary of Public Input on Land Use and Mobility Objectives

Q15 How should we balance the types of land uses in the community to provide revenue needed to maintain public infrastructure and services, and to diversify the economy while maintaining our community's character?

Answered: 1 Skipped: 0

#	RESPONSES	DATE
1	Private land providing little tax revenue is not necessarily undesirable and should not be regulated out of existence, but it should receive little public investment. More productive land use where it arises through individual choices would justify more investment.	4/11/2019 4:08 PM

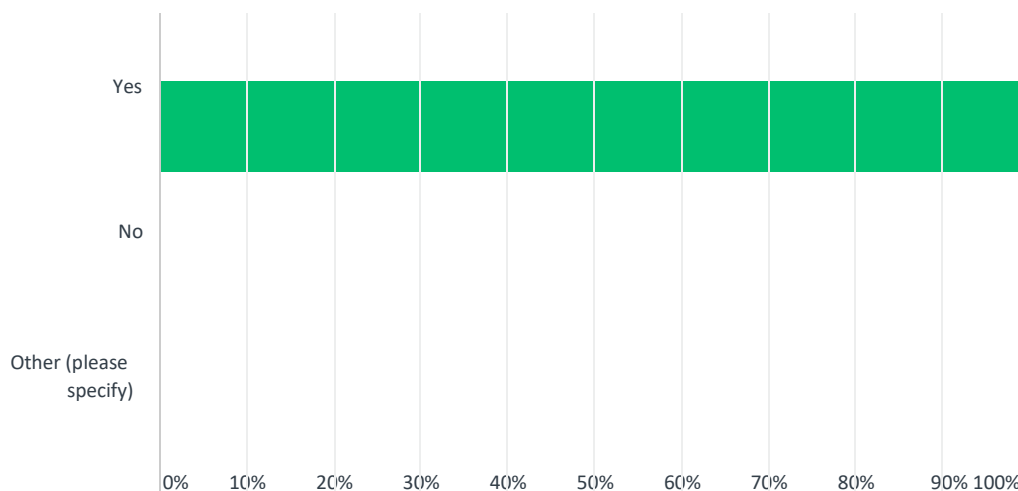
Q16 Any other general feedback on this objective?

Answered: 0 Skipped: 1

Summary of Public Input on Land Use and Mobility Objectives

Q17 Is the intention of this objective clear to you?

Answered: 1 Skipped: 0



ANSWER CHOICES		RESPONSES	
Yes		100.00%	1
No		0.00%	0
Other (please specify)		0.00%	0
Total Respondents: 1			
#	OTHER (PLEASE SPECIFY)	DATE	

There are no responses.

Q18 How would you measure success in achieving this objective?

Answered: 0 Skipped: 1

Q19 What improvements are needed to improve access to the Tallahassee International Airport?

Answered: 1 Skipped: 0

#	RESPONSES	DATE
1	Roads leading to the airport must remain as roads, and they should not be encumbered by accesses and frequent intersections. If there may be businesses that require both air and rail connections, a rail connection to land near the airport would be needed.	4/11/2019 4:13 PM

Summary of Public Input on Land Use and Mobility Objectives

Q20 What land uses do we need near our airport?

Answered: 1 Skipped: 0

#	RESPONSES	DATE
1	Land uses should be those requiring good air connections and those not adversely affected by low flying air traffic. The wastewater treatment plant is a good example of the latter.	4/11/2019 4:13 PM

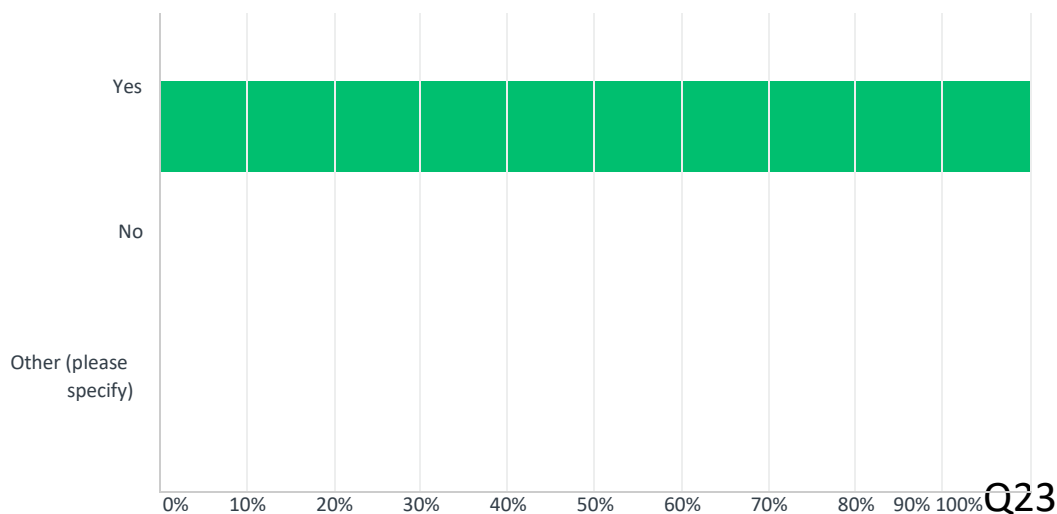
Q21 Any other general feedback on this objective?

Answered: 0 Skipped: 1

Summary of Public Input on Land Use and Mobility Objectives

Q22 Is the intention of this objective clear to you?

Answered: 1 Skipped: 0



Q23

ANSWER CHOICES	RESPONSES
Yes	100.00% 1
No	0.00% 0
Other (please specify)	0.00% 0
Total Respondents: 1	

How would you measure success in achieving this objective?

Answered: 0 Skipped: 1

Q24 How can we better integrate our airport into the overall transportation network?

Answered: 0 Skipped: 1

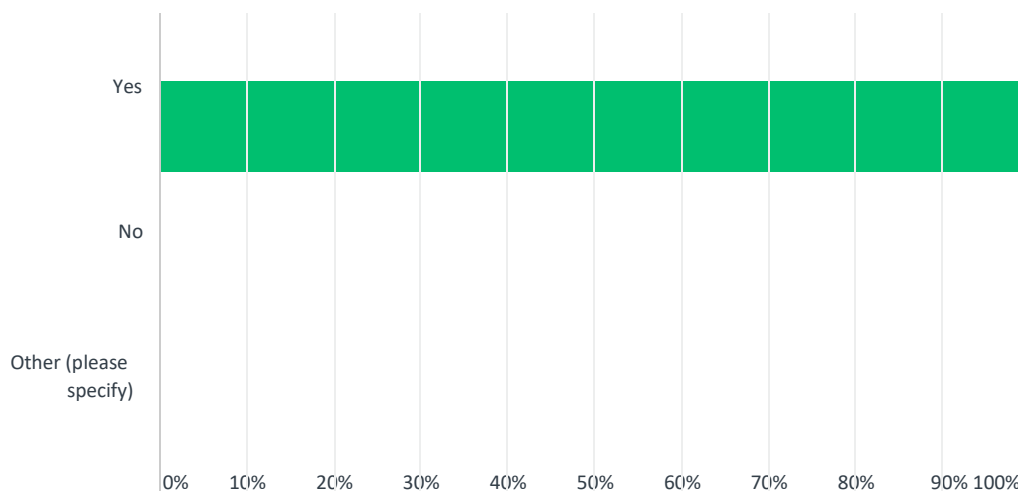
Q25 Any other general feedback on this objective?

Answered: 0 Skipped: 1

Summary of Public Input on Land Use and Mobility Objectives

Q26 Is the intention of this objective clear to you?

Answered: 1 Skipped: 0



ANSWER CHOICES	RESPONSES	
Yes	100.00%	1
No	0.00%	0
Other (please specify)	0.00%	0
Total Respondents: 1		

Q27 How would you measure success in achieving this objective?

Answered: 0 Skipped: 1

Q28 What can we do to help our businesses and individuals prepare for, respond to, recover from, and mitigate against disasters?

Answered: 0 Skipped: 1

Q29 What does a resilient economy mean to you?

Answered: 0 Skipped: 1

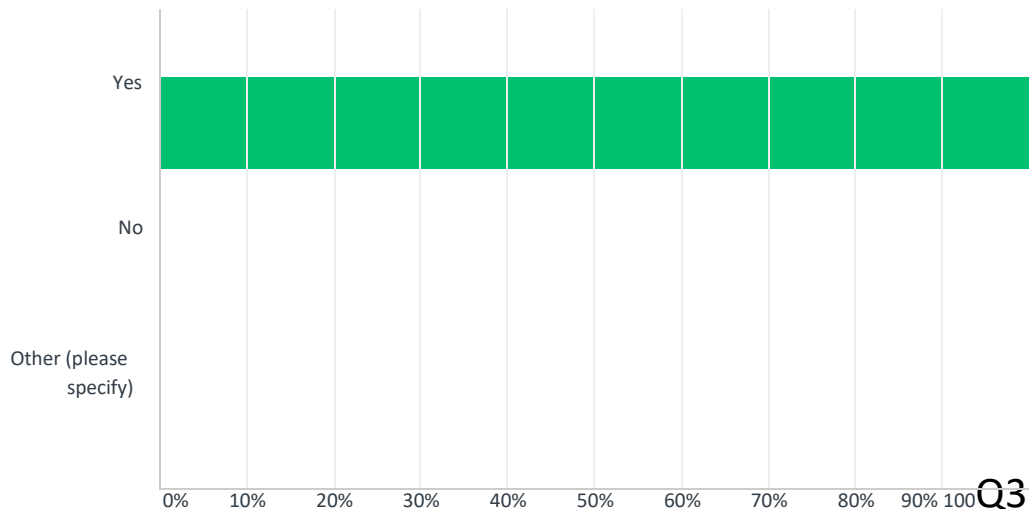
Q30 Any other general feedback on this objective?

Answered: 0 Skipped: 1

Summary of Public Input on Land Use and Mobility Objectives

Q31 Do you believe that the proposed objectives, if achieved will accomplish this goal?

Answered: 1 Skipped: 0



Q32

ANSWER CHOICES		RESPONSES	
Yes		100.00%	1
No		0.00%	0
Other (please specify)		0.00%	0
Total Respondents: 1			
#	OTHER (PLEASE SPECIFY)	DATE	

There are no responses.

What other land use and transportation objectives would you add to this goal?

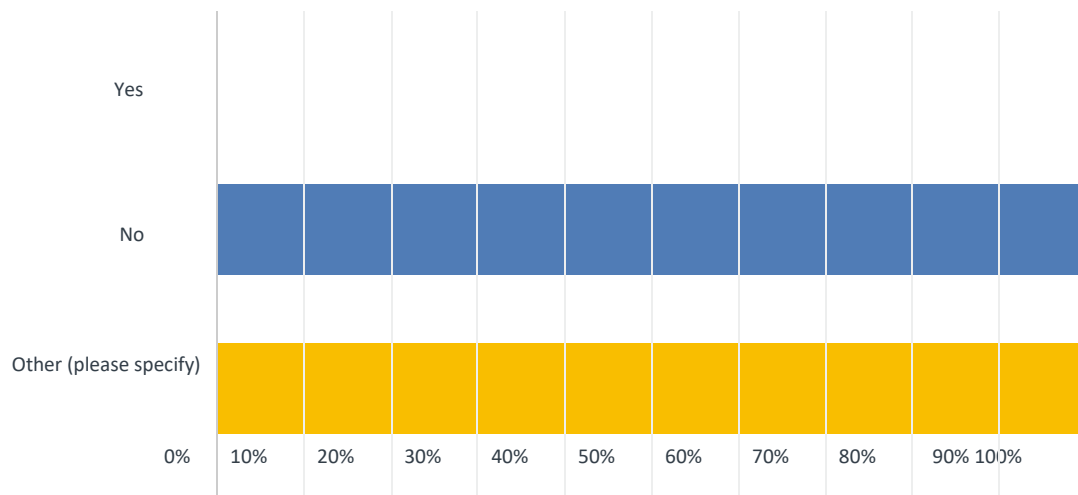
Answered: 0 Skipped: 1

Summary of Public Input on Land Use and Mobility Objectives

Goal 4

Q1 Is the intention of this objective clear to you?

Answered: 1 Skipped: 0



ANSWER CHOICES		RESPONSES	
Yes		0.00%	0
No		100.00%	1
Other (please specify)		100.00%	1
Total Respondents: 1			
#	OTHER (PLEASE SPECIFY)	DATE	
1	"Protecting the character" needs to be restated more specifically.	4/18/2019 2:17 PM	

Summary of Public Input on Land Use and Mobility Objectives

Q2 How would you measure the strength of a neighborhood?

Answered: 1 Skipped: 0

#	RESPONSES	DATE
1	A strong neighborhood will have diversity in housing types (including age), diversity in land uses, diversity in industries (for business use) and in income level and household type (for homes). Property will be owned primarily by occupants and local individuals, not institutions or absentees. Property owners will have the liberty to make incremental changes to their properties as they see fit, provided that those changes do not disrupt the neighborhood. Most common destinations will be within an easy walk.	4/18/2019 2:17 PM

Q3 What features of in-town neighborhoods contribute to their character?

Answered: 1 Skipped: 0

#	RESPONSES	DATE
1	Residents and business owners have had the liberty to make changes to their properties to best fit their needs, and over time the neighborhood has evolved into a diverse range of building types and land uses. A welcoming, human scale street has been built and protected from large scale disruption.	4/18/2019 2:17 PM

Q4 What features of our sub-urban neighborhoods contribute to their character?

Answered: 1 Skipped: 0

#	RESPONSES	DATE
1	The best suburban neighborhoods resemble how the urban neighborhoods may have appeared earlier in their history. There are still human scale streets, though the uses of the street will be more spontaneous (for example by parked cars) and less constructed (sidewalks with street trees). Some of the land may be dedicated to uses other than buildings, such as food gardening.	4/18/2019 2:17 PM

Summary of Public Input on Land Use and Mobility Objectives

Q5 How can different types of housing be woven into neighborhoods?

Answered: 1 Skipped: 0

#	RESPONSES	DATE
1	Regulate by form and scale, not by use, and allow for incremental transformation. For example, a duplex or triplex may appear outwardly very similar to a detached house, and such buildings should generally be allowed wherever detached houses are with nearly the same provisions (for each building, not each home).	4/18/2019 2:17 PM

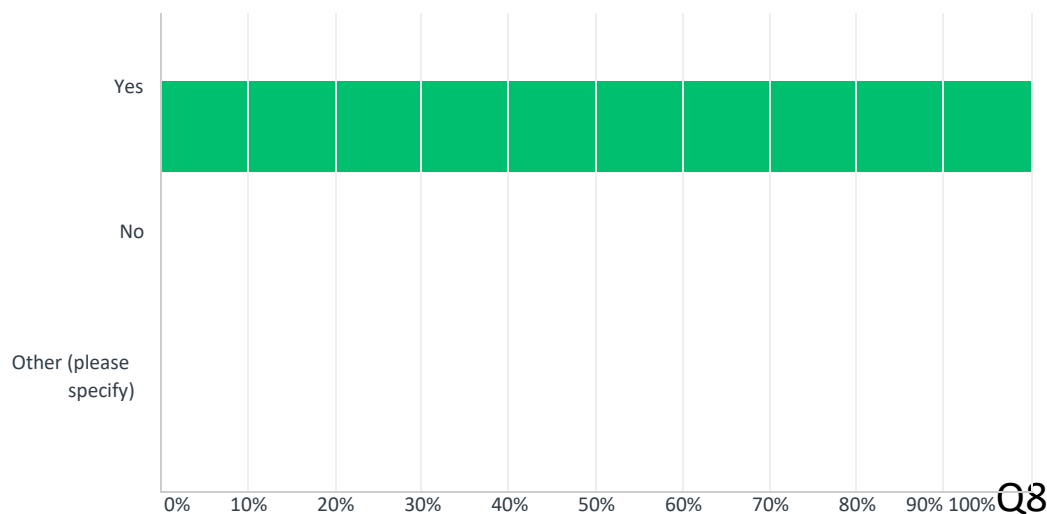
Q6 Any other general feedback on this objective?

Answered: 0 Skipped: 1

Summary of Public Input on Land Use and Mobility Objectives

Q7 Is the intention of this objective clear to you?

Answered: 1 Skipped: 0



Q8

ANSWER CHOICES	RESPONSES
Yes	100.00% 1
No	0.00% 0
Other (please specify)	0.00% 0
Total Respondents: 1	

How would you measure success in achieving this objective?

Answered: 1 Skipped: 0

#	RESPONSES	DATE
1	There will be a broad spectrum of housing types and land use intensity. Homes per lot, homes per unit land, and similar measures will not have a bimodal or otherwise clustered distribution.	4/18/2019 2:32 PM

Summary of Public Input on Land Use and Mobility Objectives

Q9 How should we address the duplexes, triplexes, quads, and townhouses that currently exist in many of our in-town neighborhoods (Lafayette Park, Midtown, Myers Park, etc.) that are non-conforming under the current land use and zoning?

Answered: 1 Skipped: 0

#	RESPONSES	DATE
1	There are relatively few of these homes, and they generally fit well with the neighborhood. By updating land use regulations to allow buildings of such form and scale, rather than regulating primarily by land use and intensity, more homes like them may be possible for individuals (not institutions) to build.	4/18/2019 2:32 PM

Q10 Could duplexes, triplexes, or townhomes fit into the character of our established neighborhoods?

Answered: 1 Skipped: 0

#	RESPONSES	DATE
1	Very much so. Many duplexes and triplexes are not radically different from single family homes. Townhomes may be too tall for some areas, but would work well in a neighborhood of houses that are large for the lot size. This could then evolve to low-rise apartment buildings.	4/18/2019 2:32 PM

Q11 What design and/or locational standards can we put in place to encourage development of the missing middle?

Answered: 1 Skipped: 0

#	RESPONSES	DATE
1	Financial incentives toward efficient use of land (such as shifting our property tax system towards a land value tax) would replace pressure toward sprawl with pressure toward missing middle development. Eliminating the requirement of off-street parking (which occupies large amounts of land and undermines walkability) would allow property owners to build only as much as they need, allowing missing middle housing to be built in a fine-grained pattern.	4/18/2019 2:32 PM

Summary of Public Input on Land Use and Mobility Objectives

Q12 Any other general feedback on this objective?

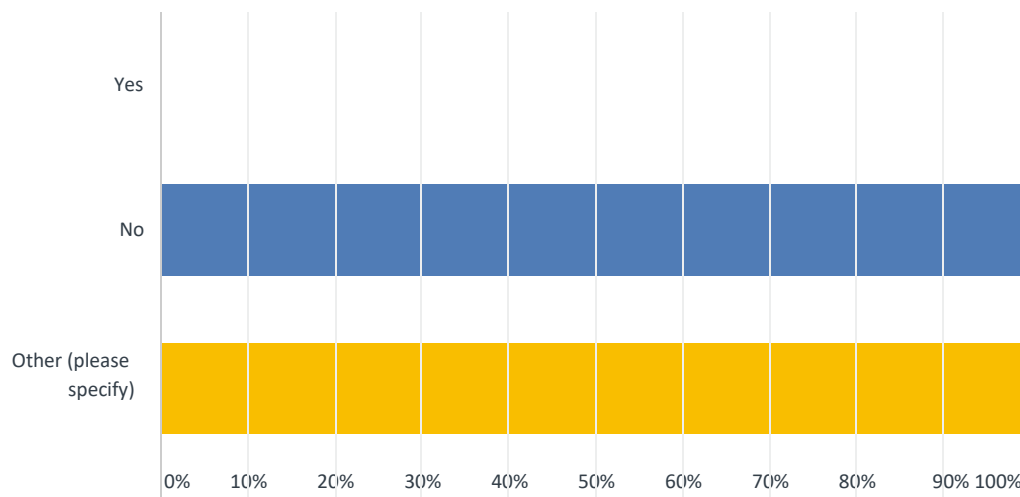
Answered: 1 Skipped: 0

#	RESPONSES	DATE
1	Missing middle housing should be encouraged specifically where it would be useful. This would be best done by granting property owners the ability to build it easily (or even convert it from an existing building) rather than by specifically disincentivizing or disallowing single family homes.	4/18/2019 2:32 PM

Summary of Public Input on Land Use and Mobility Objectives

Q13 Are the intentions of these objectives clear to you?

Answered: 1 Skipped: 0



ANSWER CHOICES		RESPONSES	
Yes		0.00%	0
No		100.00%	1
Other (please specify)		100.00%	1
Total Respondents: 1			
#	OTHER (PLEASE SPECIFY)	DATE	
1	The distinction between TOD and TAD is not clear.	4/18/2019 3:42 PM	

Summary of Public Input on Land Use and Mobility Objectives

Q14 How would you measure success in achieving these objectives?

Answered: 1 Skipped: 0

#	RESPONSES	DATE
1	Many homes and businesses are within an easy walk of transit access, both in relation to homes and businesses overall (transit successfully serves much of the community as planned) and in relation to the transit facilities available (transit facilities are put to efficient use).	4/18/2019 3:42 PM

Q15 What are some ways that we can better incorporate transit into our new developments and redevelopments?

Answered: 1 Skipped: 0

#	RESPONSES	DATE
1	Neighborhoods with transit access should be walkable. For most people, some walking will be necessary to access transit, and such walking must be easy and efficient. Once provided, good transit service will attract people and businesses. Development regulations should allow for evolution of land uses to higher intensities so that more people and businesses may locate near transit.	4/18/2019 3:42 PM

Q16 Are there specific corridors in town that are best suited to accommodating TOD, TAD, TrOD?

Answered: 1 Skipped: 0

#	RESPONSES	DATE
1	Midtown, Downtown, and South Monroe are arranged along Monroe Street, which may be a good path for transit (though Monroe itself undermines walkability in its current state). This may later be extended towards Market Square to the north, and towards the St. Marks trailhead to the south. The St. Marks trail has improvised connections to surrounding neighborhoods.	4/18/2019 3:42 PM

Summary of Public Input on Land Use and Mobility Objectives

Q17 How can we better support transit and increase connectivity through our public infrastructure and land use decisions?

Answered: 1 Skipped: 0

#	RESPONSES	DATE
1	The main advantage of transit over walking and cycling is that it is potentially faster. Transit will necessarily locate on roads allowing for fast service.	4/18/2019 3:42 PM

Q18 What areas are most suitable for new mixed-use developments and redevelopments with shared-use paths and trails?

Answered: 1 Skipped: 0

#	RESPONSES	DATE
1	Infill development and incremental intensification should take priority over new development. No one area should be chosen as a site for new development.	4/18/2019 3:42 PM

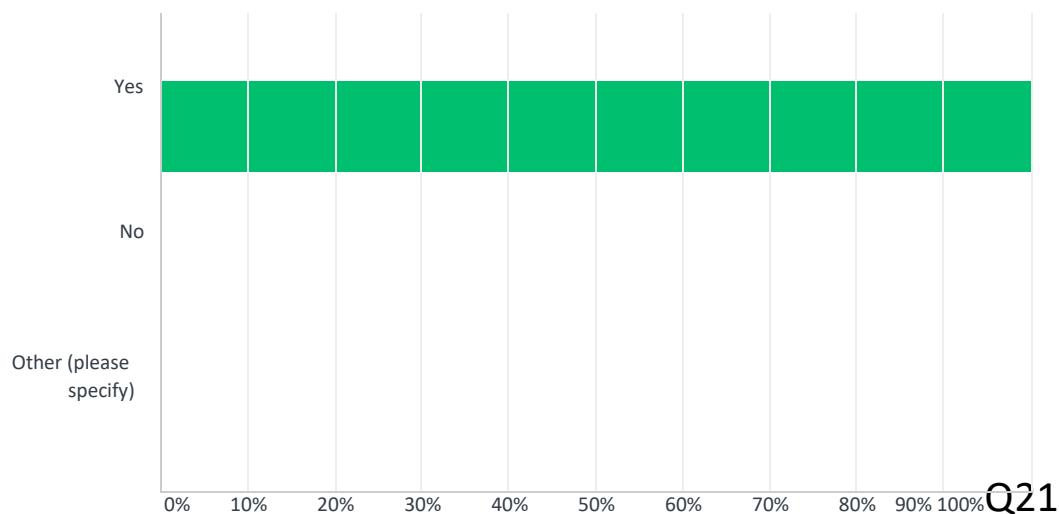
Q19 Any other general feedback on this objective?

Answered: 0 Skipped: 1

Summary of Public Input on Land Use and Mobility Objectives

Q20 Is the intention of this objective clear to you?

Answered: 1 Skipped: 0



Q21

ANSWER CHOICES	RESPONSES
Yes	100.00% 1
No	0.00% 0
Other (please specify)	0.00% 0
Total Respondents: 1	

How would you measure success in achieving this objective?

Answered: 1 Skipped: 0

#	RESPONSES	DATE
1	Housing prices and vacancy rates represent a balanced market for all housing types. Income spent on housing and transportation is relatively low.	4/18/2019 3:54 PM

Summary of Public Input on Land Use and Mobility Objectives

Q22 What does affordability mean to you?

Answered: 1 Skipped: 0

#	RESPONSES	DATE
1	There should be a broad range of housing quality throughout the market. Any person should be able to find adequate housing with a budget of any reasonable size.	4/18/2019 3:54 PM

Q23 What land use decisions are needed to increase affordability?

Answered: 1 Skipped: 0

#	RESPONSES	DATE
1	Any policy that mandates the inefficient use of resources (especially land) should be removed or replaced. Housing that is expensive to provide cannot be made affordable without considerable public spending.	4/18/2019 3:54 PM

Q24 How does the location of housing factor into affordability?

Answered: 1 Skipped: 0

#	RESPONSES	DATE
1	Though direct spending on housing may be low in some places, wherever the cost of transportation (to businesses, public services, and other homes) is high, living cannot be affordable.	4/18/2019 3:54 PM

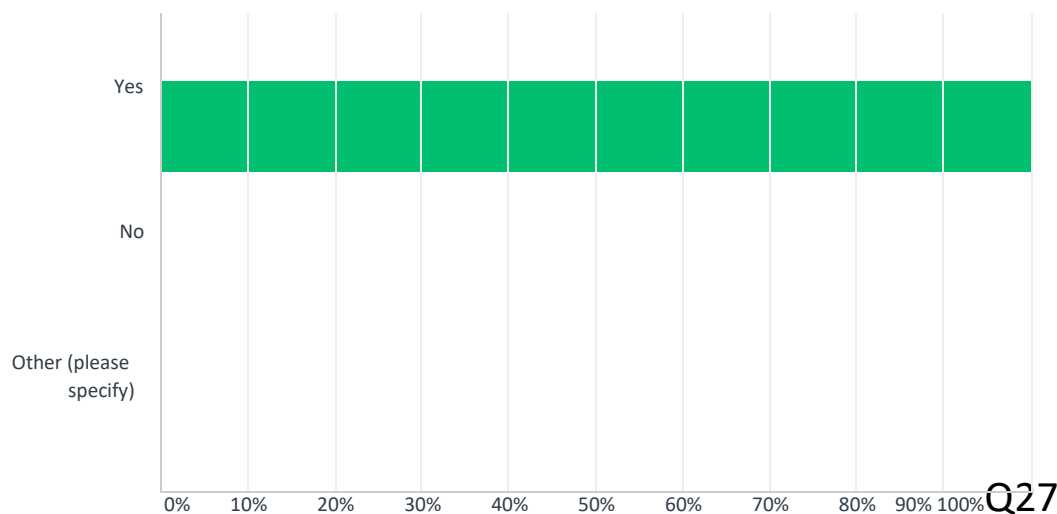
Q25 Any other general feedback on this objective?

Answered: 0 Skipped: 1

Summary of Public Input on Land Use and Mobility Objectives

Q26 Is the intention of this objective clear to you?

Answered: 1 Skipped: 0



Q27

ANSWER CHOICES		RESPONSES
Yes		100.00% 1
No		0.00% 0
Other (please specify)		0.00% 0
Total Respondents: 1		
#	OTHER (PLEASE SPECIFY)	DATE

There are no responses.

How would you measure success in achieving this objective?

Answered: 0 Skipped: 1

Q28 What level of density should be allowed in rural areas?

Answered: 1 Skipped: 0

#	RESPONSES	DATE
1	Rural areas usually have few public services. Land use should not be of a type or intensity where a lack of public services creates safety, health, and environmental problems.	4/18/2019 3:56 PM

Summary of Public Input on Land Use and Mobility Objectives

Q29 Any other general feedback on this objective?

Answered: 0 Skipped: 1

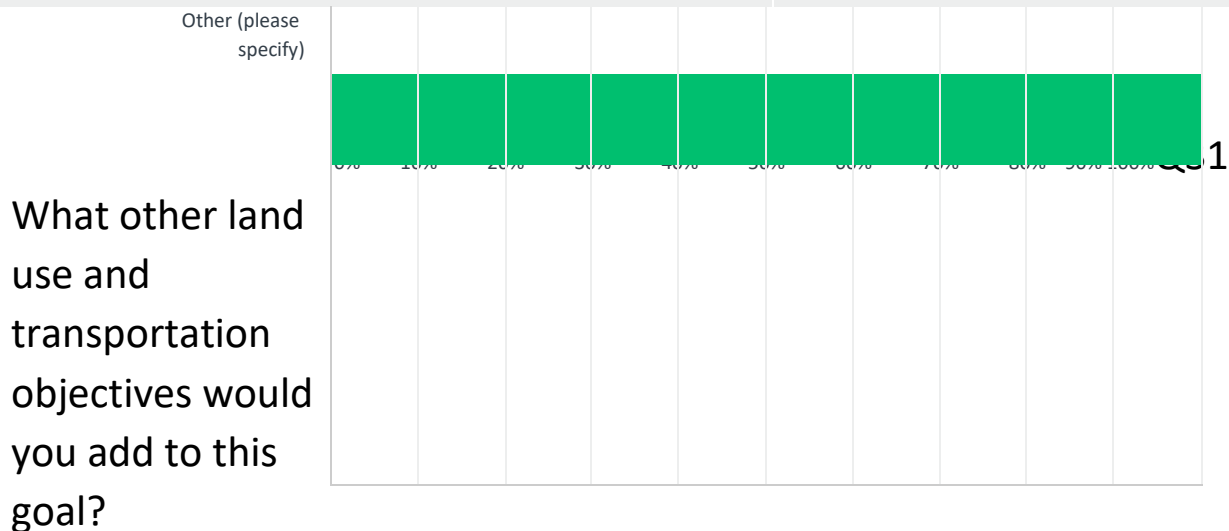
Q30 Do you believe that the proposed objectives, if achieved will accomplish this goal?

Answered: 1 Skipped: 0

Yes

No

ANSWER CHOICES	RESPONSES	
Yes	100.00%	1
No	0.00%	0
Other (please specify)	0.00%	0
Total Respondents: 1		



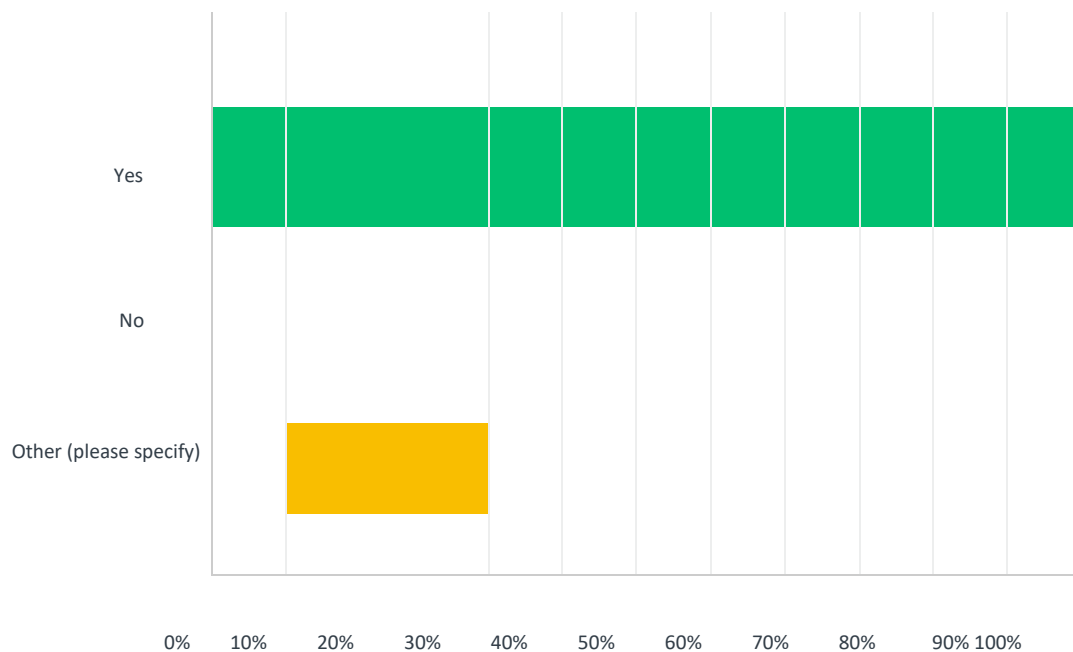
Answered: 0 Skipped: 1

Summary of Public Input on Land Use and Mobility Objectives

Goal 5

Q1 Is the intention of this objective clear to you?

Answered: 3 Skipped: 0



ANSWER CHOICES		RESPONSES	
Yes		100.00%	3
No		0.00%	0
Other (please specify)		33.33%	1
Total Respondents: 3			
#	OTHER (PLEASE SPECIFY)	DATE	
1	"Physical setting" needs to be more specific. Perhaps replace with "land use pattern"?	4/23/2019 2:53 PM	

Summary of Public Input on Land Use and Mobility Objectives

Q2 How would you measure the strength of a neighborhood?

Answered: 2 Skipped: 1

#	RESPONSES	DATE
1	Low crime, high pride in ownership, clean, safe.	9/13/2019 1:09 PM
2	For the specific needs of transportation, in a strong neighborhood everyone is able to fulfill their needs quickly and easily.	4/23/2019 2:53 PM

Q3 What are the major differences in transportation needs of our context areas? How are their needs the same?

Answered: 2 Skipped: 1

#	RESPONSES	DATE
1	Transportation seems to revolve around the universities in regard to scope and availability (weekends, evenings).	9/13/2019 1:09 PM
2	In all areas, people living there must be able to meet their needs, be they economic opportunity (i.e. work), food (grocery stores), recreation (parks and some businesses), education (schools and libraries), socializing (other homes in the region, some businesses). Businesses need to be accessible to workers and to send and receive goods of various natures, and retail businesses need to be accessible to customers. Transportation must be universally accessible and should not demand ability or economic means. The key differences are geometric. In the most urban of settings, space is scarce but distances are usually short. Transportation must therefore be space-efficient. In more rural settings, distances are longer, and therefore speed is more important. However, accessibility is still a priority, and accessible and affordable transportation should not be marginalized.	4/23/2019 2:53 PM

Q4 How do we prioritize resurfacing, restoring, and rehabilitating our transportation facilities to match their context areas?

Answered: 2 Skipped: 1

#	RESPONSES	DATE
1	I do not have an opinion.	9/13/2019 1:09 PM

Summary of Public Input on Land Use and Mobility Objectives

2	Anywhere there is an immediate and major safety problem should be the top priority. Engineers should be instructed to design with greater priority the safety of all possible users of a transportation facility. Next should be critical missing links and barriers in the network; transportation facilities should connect to one another. Following that, the objective should be to expand the range of needs and opportunities people are able to access.	4/23/2019 2:53 PM
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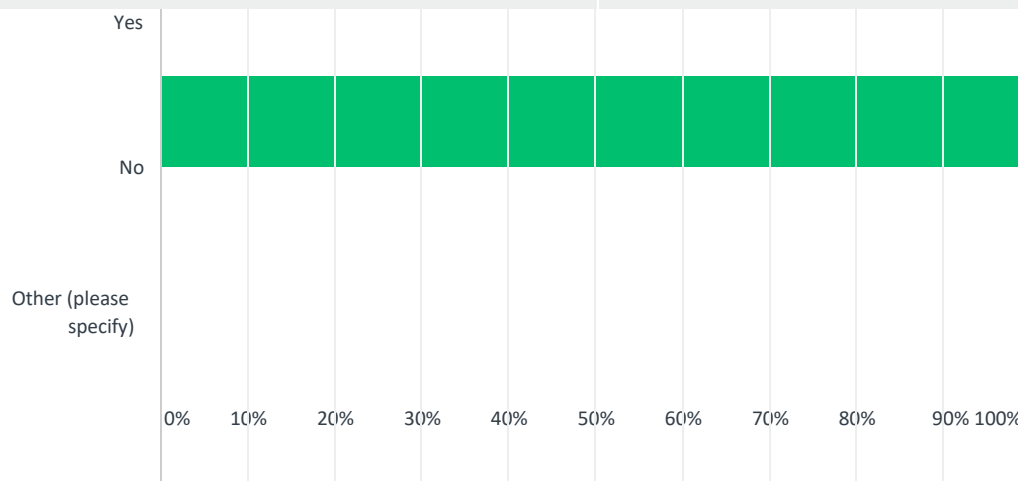
Q5 Any other general feedback on this objective?

Answered: 0 Skipped: 3

Q6 Is the intention of this objective clear to you?

Answered: 3 Skipped: 0

ANSWER CHOICES	RESPONSES
Yes	100.00% 3
No	0.00% 0
Other (please specify)	0.00% 0
Total Respondents: 3	



Summary of Public Input on Land Use and Mobility Objectives

Q7 How would you measure success in achieving this objective?

Answered: 3 Skipped: 0

#	RESPONSES	DATE
1	More traffic enforcement, fewer accidents.	9/13/2019 1:13 PM
2	That more people begin using alternative means of transportation.	9/12/2019 8:07 PM
3	Every mode of personal transportation (all other than transit) can have some access to all destinations. The transportation facilities do not create major obstacles to walking and (secondary to walking) cycling. Transit interacts well with the transportation modes used to access it (usually walking) and usefully extends the range of needs and opportunities people can access. Spending on transportation facilities yields sufficient value to produce revenue in proportion to what was spent.	4/23/2019 3:25 PM

Q8 What is your ideal:

a. Local street (neighborhood streets)

b. Collector (e.g. Brevard St., 7th Avenue, Jackson Bluff Rd., etc.)

c. Arterial (e.g. Tennessee St., Monroe St, etc.)

Answered: 3 Skipped: 0

#	RESPONSES	DATE
1	A	9/13/2019 1:13 PM
2	a.	9/12/2019 8:07 PM
3	Local streets in rural and suburban settings serve relatively few people; therefore, they should be inexpensive. In urban settings where land is valuable and use intensity is greater, more improvement is appropriate but they should occupy little space. In all cases, walking and cycling are the main transportation modes; car access is needed for most streets but there should be little opportunity for through traffic and certainly no high speed traffic. Collector roads should intersect well with local streets but not provide direct access to the surrounding land except on foot. Moderately faster car and bike traffic is appropriate, with walking separated, but all car traffic should be from the local streets, and no traffic should be fast enough to create safety problems or diminish quality of life. Arterial roads should involve sufficient separation of traffic by size, speed, and direction. They should allow people and goods to travel longer distances feasibly, but this must not compromise safety. They should also not be a major barrier to crossing on foot. Such roads would be most suited to providing effective transit, and crossings can provide access to that transit. These roads should not provide direct access to the surrounding land; that is the function of a street.	4/23/2019 3:25 PM

Summary of Public Input on Land Use and Mobility Objectives

Q9 Are you able to walk, bike, or use public transportation in your neighborhood; if not, what are the major impediments?

Answered: 3 Skipped: 0

#	RESPONSES	DATE
1	No public transportation in my neighborhood on weekends or nights.	9/13/2019 1:13 PM
2	public transportation does not run frequently enough.	9/12/2019 8:07 PM
3	Within the neighborhood, I am able to walk and cycle, but most useful journeys involve crossing roads with high speed car and truck traffic and I would not recommend walking to someone with impaired mobility. Additionally, traveling outside the neighborhood is difficult. Public transportation runs too infrequently, the last bus is too early in the evening, and there is no service on Sundays.	4/23/2019 3:25 PM

Q10 Any other general feedback on this objective?

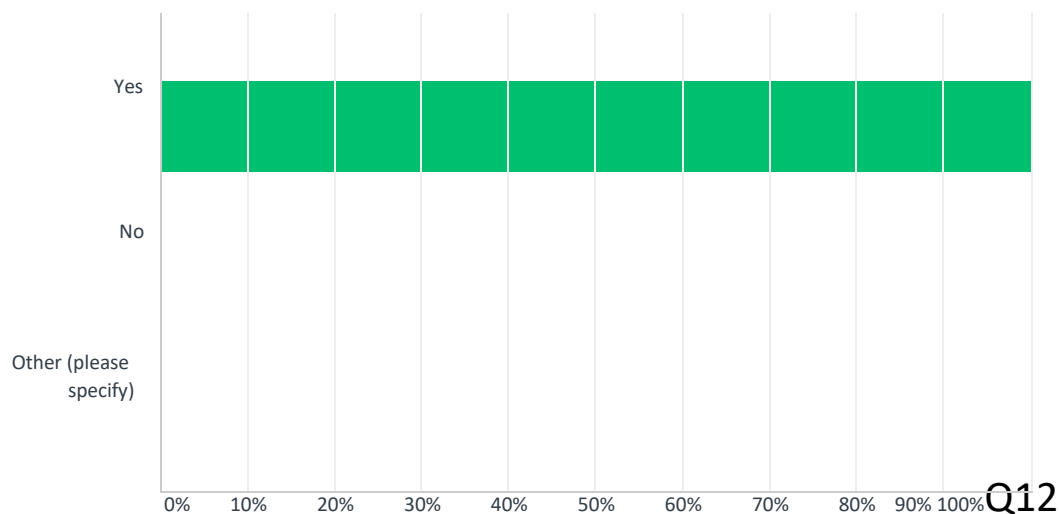
Answered: 2 Skipped: 1

#	RESPONSES	DATE
1	It would be nice to use StarMetro for weekend and evening events from my neighborhood.	9/13/2019 1:13 PM
2	Transportation mode share is not static. People choose the transportation modes that best suit their needs. In particular, useful walking, cycling, and transit facilities can replace car use, and in turn accommodating less car traffic will not diminish access to places for people.	4/23/2019 3:25 PM

Summary of Public Input on Land Use and Mobility Objectives

Q11 Is the intention of this objective clear to you?

Answered: 1 Skipped: 2



Q12

ANSWER CHOICES	RESPONSES
Yes	100.00% 1
No	0.00% 0
Other (please specify)	0.00% 0
Total Respondents: 1	

How would you measure success in achieving this objective?

Answered: 1 Skipped: 2

#	RESPONSES	DATE
1	For a journey of a nature and distance suitable for cycling, few people would choose driving or transit. Cycling on any cycling facility, or along any road where no more suitable cycling facilities are present, should be no more hazardous than other typical activities.	4/23/2019 8:11 PM

Summary of Public Input on Land Use and Mobility Objectives

Q13 What are your expectations for bicycling in: Rural areas? Sub-urban areas? Urban areas?

Answered: 1 Skipped: 2

#	RESPONSES	DATE
1	In rural areas, destinations are distant from one another, and speed is important. Cycling should be direct and comfortable with few stops. Cars and trucks, being faster and heavier, should be contained on roads sufficiently separated from cycling that they do not present a hazard. In suburban areas, cycling should be fast, direct, and safe, as in rural areas. Long wait times to cross roads and exposure to fast and heavy car traffic along roads, as are often the case today, are unacceptable. In urban areas, space for fast cycling may be limited and sharing space with people walking may be necessary; however, movement of cars should not be prioritized over movement of bikes.	4/23/2019 8:11 PM

Q14 On constrained facilities, how should user priority be determined?

Answered: 1 Skipped: 2

#	RESPONSES	DATE
1	Roads should be designed to move people efficiently by accessible modes of transportation. Generally, walking should have the greatest priority, followed by transit, followed by cycling, followed by cars.	4/23/2019 8:11 PM

Q15 Any other general feedback on this objective?

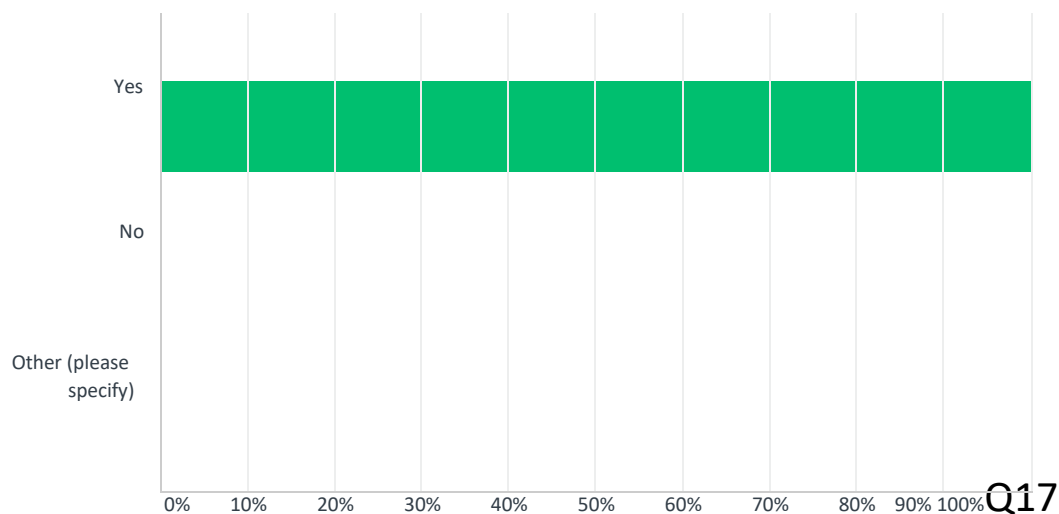
Answered: 1 Skipped: 2

#	RESPONSES	DATE
1	Direct is necessary but not sufficient for feasible. A direct route that involves frequent stopping and long wait times is often not feasible.	4/23/2019 8:11 PM

Summary of Public Input on Land Use and Mobility Objectives

Q16 Is the intention of this objective clear to you?

Answered: 2 Skipped: 1



Q17

ANSWER CHOICES	RESPONSES	
Yes	100.00%	2
No	0.00%	0
Other (please specify)	0.00%	0
Total Respondents: 2		

How would you measure success in achieving this objective?

Answered: 2 Skipped: 1

#	RESPONSES	DATE
1	Fewer pedestrian accidents.	9/13/2019 1:18 PM
2	For a journey of a nature and distance suitable for walking, few people would choose driving or transit. Walking on any walking facility should be no more hazardous than other typical activities.	4/23/2019 8:23 PM

Summary of Public Input on Land Use and Mobility Objectives

Q18 How would you define aesthetically interesting? What would make the walking environment comfortable for you?

Answered: 2 Skipped: 1

#	RESPONSES	DATE
1	Park-like settings.	9/13/2019 1:18 PM
2	Aesthetic interest would be best accomplished by human scaled land use adjacent to the street. Streets should be varied and invite continued walking. This variation can be facilitated by land use and transportation planning, but can only be achieved well when many people make use of the land as they see fit. Comfort requires separation from nuisance land uses (currently the main such use by far is heavy or fast car traffic), adequate shade, a smooth and level walking surface, and a sense of security.	4/23/2019 8:23 PM

Q19 What are your expectations for walking in: Rural areas? Suburban areas? Urban areas?

Answered: 2 Skipped: 1

#	RESPONSES	DATE
1	Sidewalks if feasible.	9/13/2019 1:18 PM
2	Rural areas are not well suited to walking with the distances involved. However, some people must walk, and facilities must be available for them to do so. In suburban areas, walking should be fast and direct. There should not be long waits or indirect routes to cross roads. Exposure to fast and heavy car traffic is not acceptable. In urban areas, a fine-grained, human-scaled street would provide the best environment for walking.	4/23/2019 8:23 PM

Summary of Public Input on Land Use and Mobility Objectives

Q20 How would you prioritize the following pedestrian facility elements?

- a. Sidewalk width b. Separation of sidewalk from curb c. Street trees between curb and sidewalk d. Street trees between sidewalk and building façade

Answered: 2 Skipped: 1

#	RESPONSES	DATE
1	B, a, c d	9/13/2019 1:18 PM
2	Most important: Separation of sidewalk from curb Street trees between curb and sidewalk Sidewalk width Street trees between sidewalk and building Least important	4/23/2019 8:23 PM

Q21 Does the priority of pedestrian facility elements change in rural, suburban, and urban areas?

Answered: 2 Skipped: 1

#	RESPONSES	DATE
1	It may be unreasonable to expect pedestrian facilities in rural areas due to lack of sidewalks.	9/13/2019 1:18 PM
2	Rural areas, and to some extent suburban areas, are somewhat less suited to walking than urban areas with the distances involved. However, priorities should be for the safety of all users and, secondary to safety, for equal access to transportation. Therefore, walking facilities may not need to anticipate heavy volumes of people but should be provided with at least the same priority as other modes of transportation.	4/23/2019 8:23 PM

Q22 Any other general feedback on this objective?

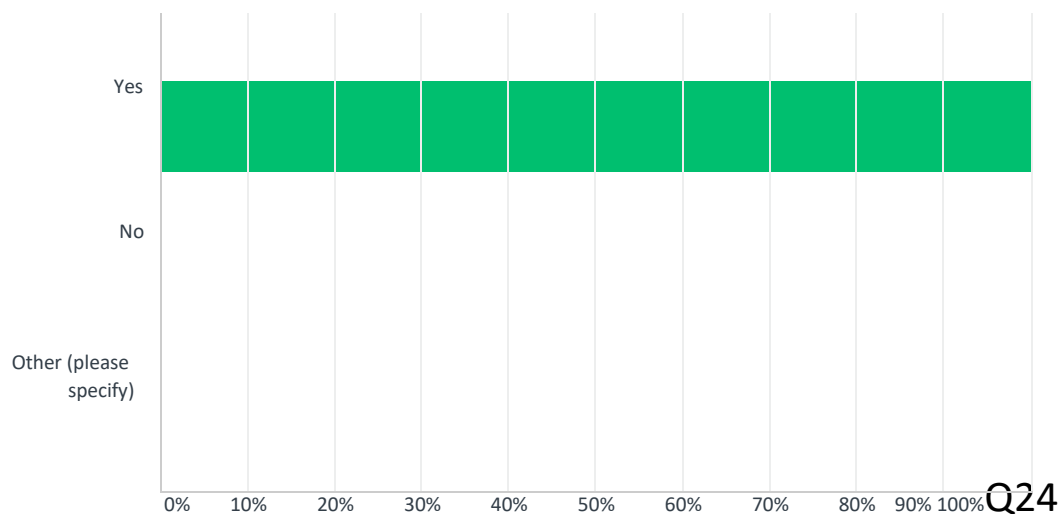
Answered: 1 Skipped: 2

#	RESPONSES	DATE
1	I think Tallahassee's abundant park system provides many opportunities for walking safely.	9/13/2019 1:18 PM

Summary of Public Input on Land Use and Mobility Objectives

Q23 Is the intention of this objective clear to you?

Answered: 2 Skipped: 1



Q24

ANSWER CHOICES	RESPONSES	
Yes	100.00%	2
No	0.00%	0
Other (please specify)	0.00%	0
Total Respondents: 2		

How would you measure success in achieving this objective?

Answered: 2 Skipped: 1

#	RESPONSES	DATE
1	Availability of transportation 7 days a week from early a.m. to midnight.	9/13/2019 1:20 PM
2	Transportation facilities should be left unused to a much lesser extent than they currently are.	4/23/2019 8:35 PM

Summary of Public Input on Land Use and Mobility Objectives

Q25 What strategies should local government/would you implement to reduce demand on our transportation system (shared parking, parking pricing, ridesharing programs, etc.)?

Answered: 2 Skipped: 1

#	RESPONSES	DATE
1	Better public transportation.	9/13/2019 1:20 PM
2	Suspend all plans to expand road capacity and require greater scrutiny before allowing such plans to proceed. Design transportation facilities such that driving is not more feasible than other, more space and resource efficient modes of transportation.	4/23/2019 8:35 PM

Q26 How should we plan for the effects/impact of autonomous vehicles?

Answered: 2 Skipped: 1

#	RESPONSES	DATE
1	They will probably be safer than the drivers on our streets now	9/13/2019 1:20 PM
2	There are three main likely effects of autonomous vehicles: 1. Autonomous vehicles can avoid parking by remaining in motion along the road network. Demand for road capacity and demand for parking will merge. Parking will usually be the more efficient use of resources. 2. Because autonomous vehicles perform best in the absence of people walking and cycling, there will be more pressure to exclude these modes of transportation from the road network. 3. Age and ability will no longer be obstacles to driving. Demand for driving will increase. In summary, the issues caused today by designing transportation facilities preferentially or exclusively for cars will be amplified by AVs.	4/23/2019 8:35 PM

Q27 Any other general feedback on this objective?

Answered: 2 Skipped: 1

#	RESPONSES	DATE
1	No	9/13/2019 1:20 PM

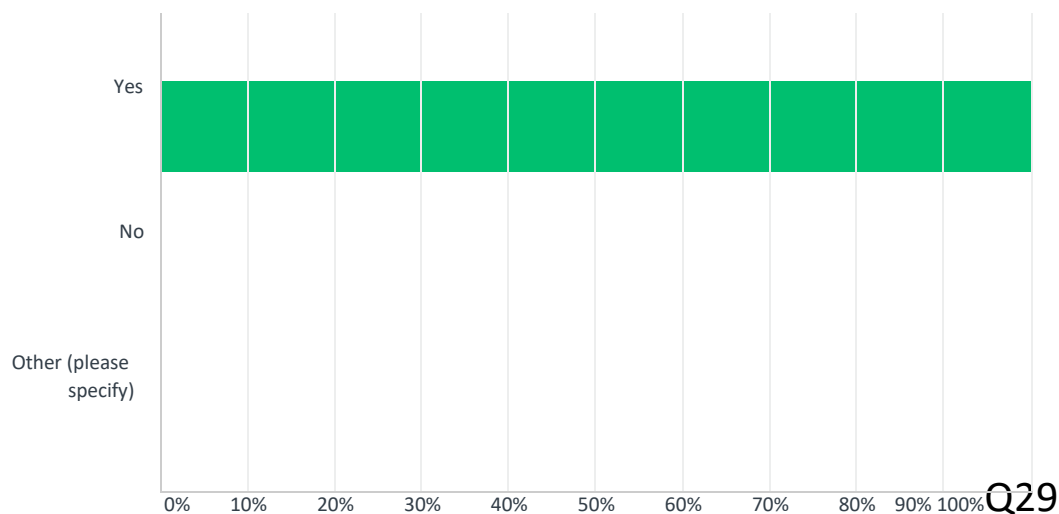
Summary of Public Input on Land Use and Mobility Objectives

2	Resource and space efficient transportation modes are proven and reliable given the proper transportation facilities. Large scale implementation of new technologies is more likely to have unanticipated consequences.	4/23/2019 8:35 PM
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Summary of Public Input on Land Use and Mobility Objectives

Q28 Is the intention of this objective clear to you?

Answered: 2 Skipped: 1



Q29

ANSWER CHOICES	RESPONSES	
Yes	100.00%	2
No	0.00%	0
Other (please specify)	0.00%	0
Total Respondents: 2		

How would you measure success in achieving this objective?

Answered: 2 Skipped: 1

#	RESPONSES	DATE
1	More public transportation availability.	9/13/2019 1:22 PM
2	Access to needs and opportunities must be provided equitably for all people.	4/23/2019 8:41 PM

Summary of Public Input on Land Use and Mobility Objectives

Q30 What strategies should we implement to improve transportation for the disadvantaged?

Answered: 2 Skipped: 1

#	RESPONSES	DATE
1	Public transportation available in a wider area and for more hours and 7 days a week Reduced fares for disadvantaged.	9/13/2019 1:22 PM
2	It will be sufficient to stop designing preferentially or exclusively for cars. Safe and feasible access for people walking and cycling, including access to effective transit, would also available to people using wheelchairs and other devices to assist mobility. There are many types of bicycles available for people with mobility impairments. Cycling and walking are inexpensive, and no one is excluded based on age.	4/23/2019 8:41 PM

Q31 Any other general feedback on this objective?

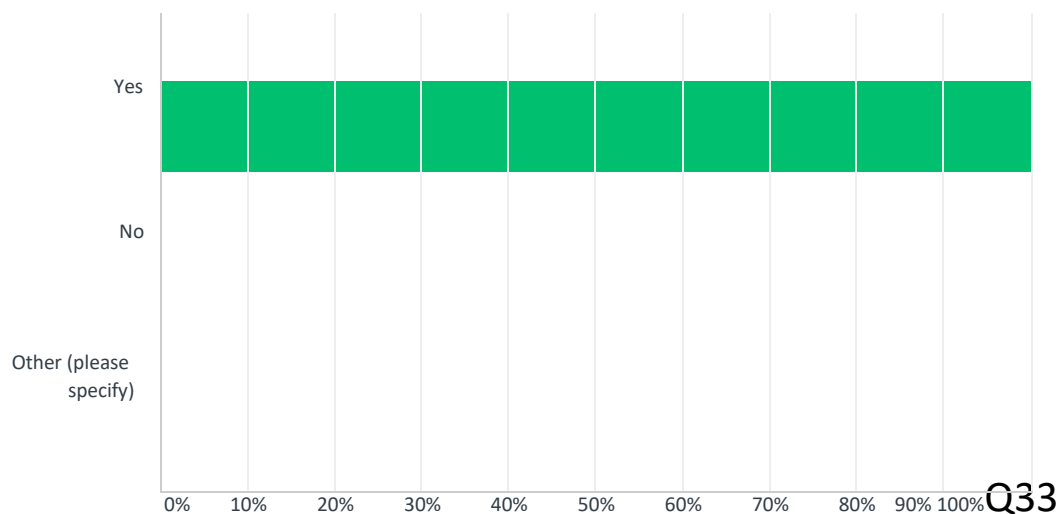
Answered: 1 Skipped: 2

#	RESPONSES	DATE
1	As a senior I worry that I will have difficulty going where I need to go as I get older	9/13/2019 1:22 PM

Summary of Public Input on Land Use and Mobility Objectives

Q32 Is the intention of this objective clear to you?

Answered: 2 Skipped: 1



Q33

ANSWER CHOICES	RESPONSES	
Yes	100.00%	2
No	0.00%	0
Other (please specify)	0.00%	0
Total Respondents: 2		

How would you measure success in achieving this objective?

Answered: 2 Skipped: 1

#	RESPONSES	DATE
1	Adding covered bus stops and expanding the coverage area	9/13/2019 1:35 PM
2	There should not be many people choosing driving (for transporting primarily people) where transit is available. There should also not be many people walking or cycling for longer than feasible distances in context areas suitable for service by transit. Transit should be accessible by walking.	4/23/2019 8:54 PM

Summary of Public Input on Land Use and Mobility Objectives

Q34 What would you require to use a park and ride service? What would it take for you to utilize transit on a daily basis? Is mass transit (beyond buses) feasible for Tallahassee-Leon County?

Answered: 2 Skipped: 1

#	RESPONSES	DATE
1	Park and ride would be great for events. For daily use, routes that come to my neighborhood require transfers and take a lot more time than driving myself.	9/13/2019 1:35 PM
2	I typically do not drive except when traveling out of the region, so I would not use a park and ride service. For transit to be useful to me, it should be available and fast. The total wait and ride time should not be longer than a cycling or walking journey, and service should not stop while I expect to be away from home. I would most likely use transit to reach places that I currently do not visit because there is no safe and feasible walking or cycling route. All transit should start with buses. Only where a bus route has proven demand for transit (it carries many passengers during a typical day) should faster or higher capacity transit be considered.	4/23/2019 8:54 PM

Q35 Any other general feedback on this objective?

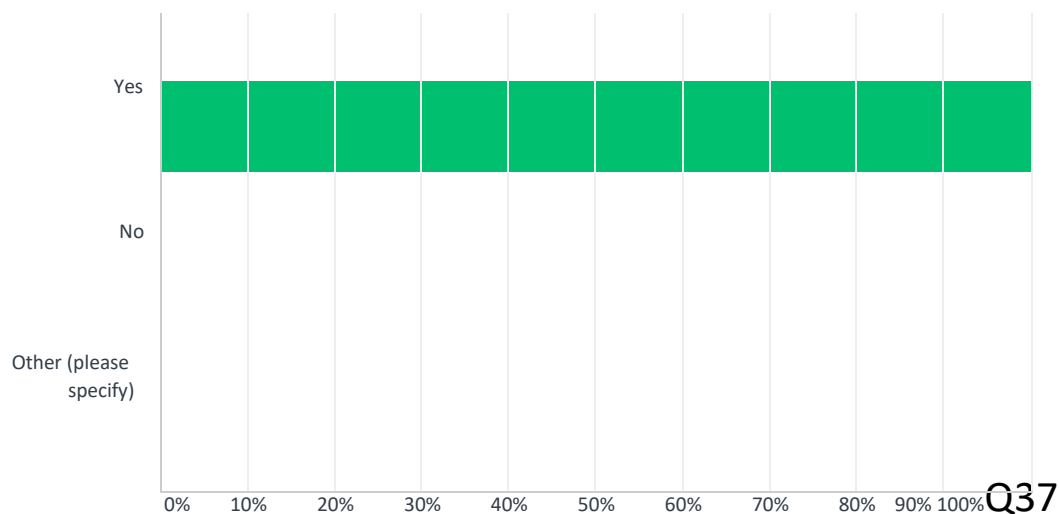
Answered: 1 Skipped: 2

#	RESPONSES	DATE
1	No	9/13/2019 1:35 PM

Summary of Public Input on Land Use and Mobility Objectives

Q36 Is the intention of this objective clear to you?

Answered: 2 Skipped: 1



Q37

ANSWER CHOICES	RESPONSES
Yes	100.00% 2
No	0.00% 0
Other (please specify)	0.00% 0
Total Respondents: 2	

How would you measure success in achieving this objective?

Answered: 1 Skipped: 2

#	RESPONSES	DATE
1	I don't know	9/13/2019 1:40 PM

Summary of Public Input on Land Use and Mobility Objectives

Q38 What land uses are needed near our airport? Other than “cheaper flights” what do we need to improve our airport?

Answered: 2 Skipped: 1

#	RESPONSES	DATE
1	Better signage on CCSE. I think the area surrounding the airport is fine.	9/13/2019 1:40 PM
2	Land uses should not interfere with or be affected by the airport or air traffic.	4/23/2019 8:55 PM

Q39 Any other general feedback on this objective?

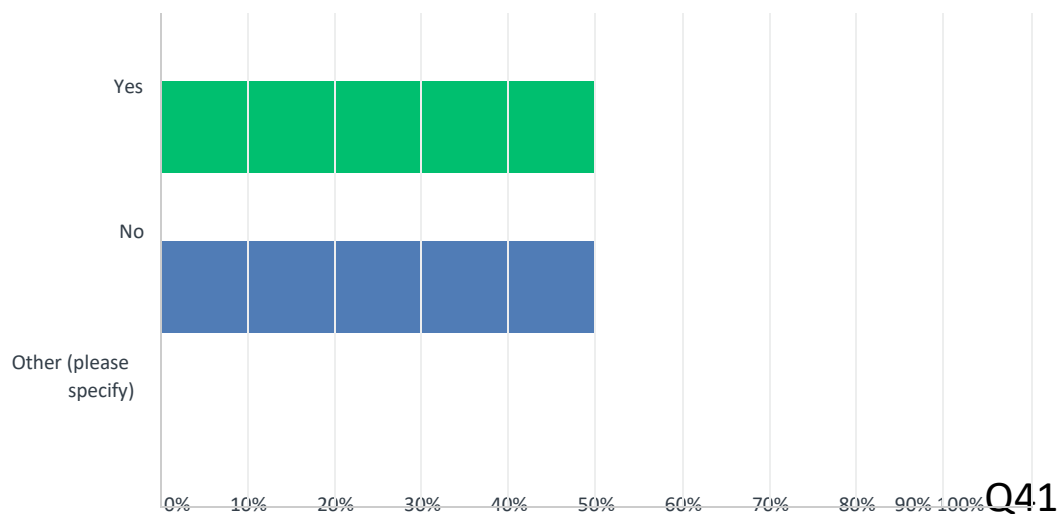
Answered: 1 Skipped: 2

#	RESPONSES	DATE
1	No.	9/13/2019 1:40 PM

Summary of Public Input on Land Use and Mobility Objectives

Q40 Is the intention of this objective clear to you?

Answered: 2 Skipped: 1



Q41

ANSWER CHOICES	RESPONSES	
Yes	50.00%	1
No	50.00%	1
Other (please specify)	0.00%	0
Total Respondents: 2		

How would you measure success in achieving this objective?

Answered: 2 Skipped: 1

#	RESPONSES	DATE
1	Don't know	9/13/2019 1:42 PM
2	Transportation projects should not be stalled or left partially completed where boundaries of jurisdiction exist.	4/23/2019 8:57 PM

Summary of Public Input on Land Use and Mobility Objectives

Q42 What are our major regional transportation challenges?

Answered: 1 Skipped: 2

#	RESPONSES	DATE
1	Bottlenecks of traffic trying g to get from one side of Tallahassee to another.	9/13/2019 1:42 PM

Q43 Any other general feedback on this objective?

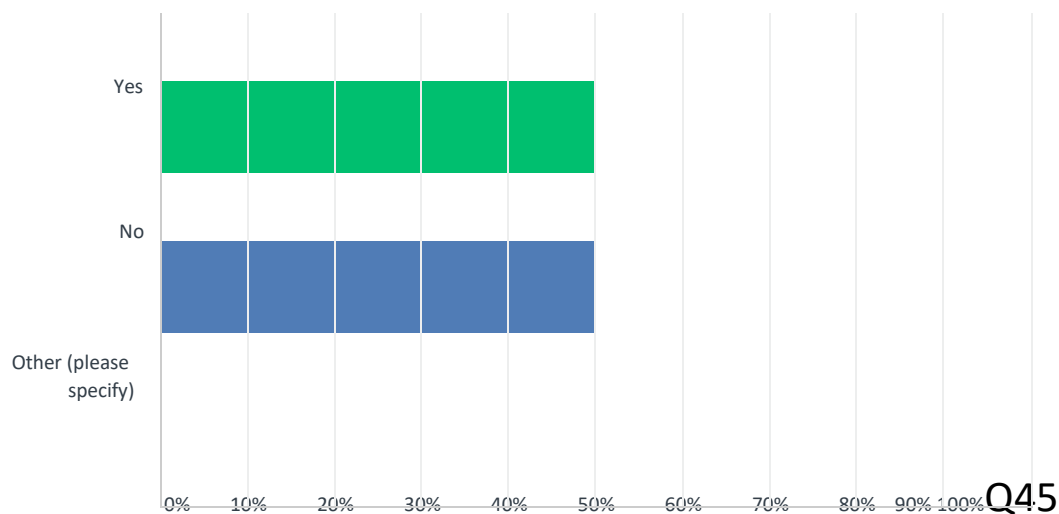
Answered: 1 Skipped: 2

#	RESPONSES	DATE
1	No	9/13/2019 1:42 PM

Summary of Public Input on Land Use and Mobility Objectives

Q44 Is the intention of this objective clear to you?

Answered: 2 Skipped: 1



Q45

How would you measure success in achieving this objective?

ANSWER CHOICES	RESPONSES	
Yes	50.00%	1
No	50.00%	1
Other (please specify)	0.00%	0
Total Respondents: 2		

Answered: 1 Skipped: 2

#	RESPONSES	DATE
1	N/a	9/13/2019 1:43 PM

Summary of Public Input on Land Use and Mobility Objectives

Q46 What are our major connectivity needs? What parts of our community are most isolated?

Answered: 1 Skipped: 2

#	RESPONSES	DATE
1	Don't know	9/13/2019 1:43 PM

Q47 Any other general feedback on this objective?

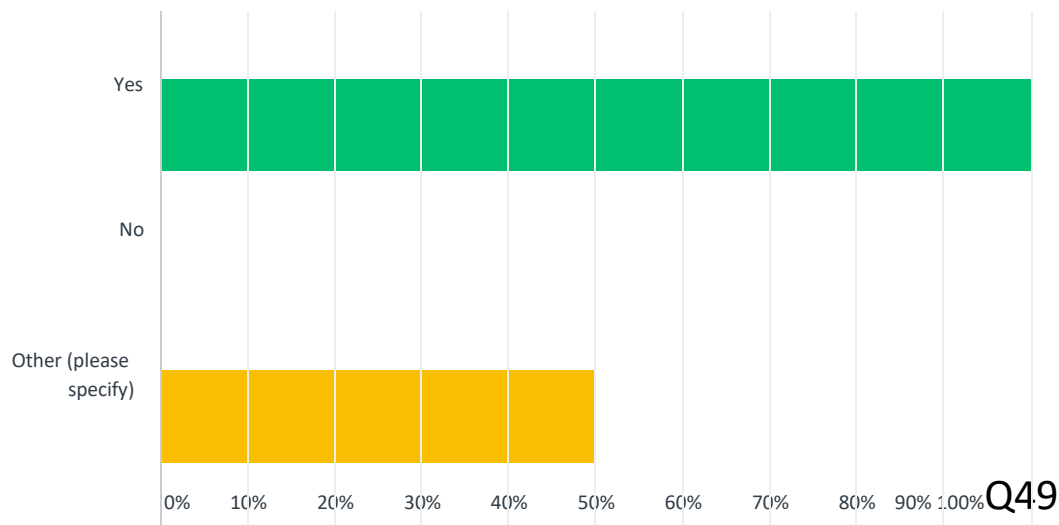
Answered: 1 Skipped: 2

#	RESPONSES	DATE
1	No	9/13/2019 1:43 PM

Summary of Public Input on Land Use and Mobility Objectives

Q48 Do you believe that the proposed objectives, if achieved will accomplish this goal?

Answered: 2 Skipped: 1



Q49

What other land

ANSWER CHOICES		RESPONSES	
Yes		100.00%	2
No		0.00%	0
Other (please specify)		50.00%	1
Total Respondents: 2			
#	OTHER (PLEASE SPECIFY)	DATE	
1	Some quality of service measures currently in use may interfere with other goals.	4/23/2019 9:01 PM	

use and transportation objectives would you add to this goal?

Answered: 1 Skipped: 2

#	RESPONSES	DATE
1	None	9/13/2019 1:44 PM

Working Draft Tallahassee-Leon County 2045 Comprehensive Plan

Land Use and Transportation Element



Preamble

Article 1: Places Where People Want to Live, Learn, Work, and Play:

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

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

Article 2: A Healthy Community:

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

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

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

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

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

Article 3: A Robust Economy:

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

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

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

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

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

Article 4: Housing Options for Our Diverse Population:

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

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

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

Article 5: A Balanced Transportation Network:

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

The transportation network shall:

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

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

Article 6: The Tallahassee-Leon County 2045 Comprehensive Plan:

Pursuant to Section 163.3177(1), Florida Statutes, the Tallahassee-Leon County 2045 Comprehensive Plan shall provide the principles, guidelines, standards, and strategies for the orderly and balanced future economic, social, physical, environmental, and fiscal development of the area that reflects community commitments to implement the plan and its elements. These principles and strategies shall guide future decisions in a consistent manner and shall contain programs and activities to ensure comprehensive plans are implemented.

For the purposes of the Tallahassee-Leon County 2045 Comprehensive Plan:

- **The Preamble** represents our community goals and aspirations in terms of community development.
- **Processes** are planning activities that take place during the preparation of the Comprehensive Plan and subsequent amendments and define how the plan will be carried out.
- **Principles** are normative statements of intent that underlie the Comprehensive Plan's overall strategy.
- **Standards** attributes that shape the content and characteristics of the Comprehensive Plan.
- **Strategies** are the processes, programs, and activities conducted to achieve an identified standard and principle.
- **Guidelines** are best practices employed to activate the desired principles, standards, and strategies.

Consistency with the Tallahassee-Leon County 2045 Comprehensive Plan shall not be determined solely on the preamble or principles. Consistency shall be based on one or more strategies and/or multiple standards.

Process 1 – Planning Periods:

Establish two planning periods, a short-term period and a long-term period, for the Comprehensive Plan consistent with Florida Statutes.

Attribute 1.1 – Comprehensive Planning Periods:

Pursuant to Section 163.3177(5)(a), the Tallahassee-Leon County Comprehensive Plan must include at least two planning periods, one covering at least the first 5-year period occurring after the plan's adoption and one covering at least a 10-year period. Additional planning periods for specific components, elements, land use amendments, or projects shall be permissible and accepted as part of the planning process.

Practice 1.1.1 – Short Term Period: The short-term planning period shall be consistent with the five-year capital improvement schedule as adopted in accordance with policies in the Capital Improvements Element.

Practice 1.1.2 – Long Term Period: The long-term plan planning period shall be 2045. The long-term planning period shall be amended during the Evaluation and Appraisal Review process to reflect available population projections.

Process 2 – Authentic Participation:

Ensure that the planning process actively involves all segments of the community in analyzing issues, generating visions, developing plans, and monitoring outcomes.

Attribute 2.1 – Engage stakeholders at all stages of the planning process.

Practice 2.1.1 – The City of Tallahassee and Leon County shall strive to engage stakeholders during the development, implementation, evaluation, and updating of community plans, including the Tallahassee-Leon County Comprehensive Plan.

Practice 2.1.2 – The City of Tallahassee and Leon County shall strive to provide information about planning efforts and opportunities for the public to engage in these efforts.

Practice 2.1.3 – The Tallahassee-Leon County Planning Department will document stakeholder engagement efforts lead by the Planning Department and provide the documentation annually.

Attribute 2.2 – Seek diverse participation in the planning process.

Practice 2.2.1 – The Tallahassee-Leon County Planning Department shall strive for a robust comprehensive planning process engages a wide range of participants across generations, ethnic groups, and income ranges.

Practice 2.2.1 – The Tallahassee-Leon County Planning Department shall leverage a variety of public engagement methods to encourage broad participation in the planning process and to reach out to groups that might not always have a voice in community governance, including representatives of disadvantaged and minority communities.

Attribute 2.3 – Promote leadership development in disadvantaged communities through the planning process.

Practice 2.3.1 – The Tallahassee-Leon County Planning Department will encourage active participation in the planning process from leaders and emerging leaders of disadvantaged communities. Staff will encourage these leaders to be contacts and liaisons for planners in order to engage and empower community members throughout the planning process.

Attribute 2.4 – Develop alternative scenarios of the future.

Practice 2.4.1 – When planning for future conditions, the Tallahassee-Leon County Planning Department will consider scenario planning to understand the implications of different policy frameworks.

Practice 2.4.2 – When scenario planning is used to evaluate different policy frameworks, the Tallahassee-Leon County Planning Department will strive to communicate the results as a means of informing the community of “business as usual” as compared to changed development strategies and to help frame different options for future growth and development.

Attribute 2.5 – Provide ongoing and understandable information for all participants.

Practice 2.5.1 – Where feasible, the Tallahassee-Leon County Planning Department will provide Information multiple, easily accessible formats to encourage broad participation. This may involve translating professional terms into more common lay vocabulary and defining terms to be more easily understood by non-planners.

Attribute 2.6 – Use a variety of communications channels to inform and involve the community.

Practice 2.6.1 – Because different constituencies may prefer to engage through different channels, the Tallahassee-Leon County Planning Department will strive to leverage traditional media, social media, Internet-based platforms, and new channels as they emerge to communicate and engage the public throughout the planning process.

Attribute 2.7 – Continue to engage the public after the comprehensive plan is adopted.

Practice 2.7.1 – The Tallahassee-Leon County Planning Department shall strive to provide opportunities for education and engagement on the Comprehensive Plan and the implementation of the plan.

Practice 2.7.2 – When feasible, the Tallahassee-Leon County Planning Department shall engage with professional organization and community groups to provide presentations on the planning efforts in the City and County.

Practice 2.7.1 – The Tallahassee-Leon County Planning Department shall strive to use an effective planning process that continues to engage stakeholders during the implementing, updating, and amending of the plan, so that the public remains involved with ongoing proposals and decisions.

Process 3 – Accountable Implementation:

Ensure that responsibilities for carrying out the Comprehensive Plan are clearly stated, along with metrics for evaluating progress in achieving desired outcomes.

Attribute 3.1 – Amendments to the Comprehensive Plan: The City of Tallahassee and Leon County shall maintain processes for amending the Comprehensive Plan in manners that comply with Florida Statutes.

Practice 3.1.1 – Criteria for Evaluating Comprehensive Plan Amendments: Proposed amendments to the Comprehensive Plan shall be evaluated for consistency with the overall intent of the adopted Principles, Standards, and Strategies (and Goals, Objectives and Policies) of the various Element of the Comprehensive Plan.

Attribute 3.2 – Land Development Regulations:

Implement the Principles, Standards, and Strategies (and Goals, Objectives and Policies) of the Tallahassee-Leon County Comprehensive Plan through detailed land development regulations for each local government.

Practice 3.2.1 – Criteria for Evaluating Amendments to Land Development Regulations: Proposed amendments to the City of Tallahassee or Leon County Land Development Regulations shall be evaluated for consistency with the overall intent of the adopted Goals, Objectives, and Policies of each Element of the Comprehensive Plan.

Practice 3.2.2 – Implementing Zoning Districts: Each Future Land Use Map Category shall be implemented by one or more zoning districts that are consistent with the intent of that respective land use category. Each land use category shall specify allowable

land uses and activities with appropriate development and design standards, including density and intensity of development, as applicable.

Practice 3.2.3: Land development regulations shall include requirements for stormwater management, open space, setbacks, buffers, and on-site traffic circulation consistent with the adopted Goals, Objectives, and Policies of each Element of the Comprehensive Plan. Buffer requirements shall specify buffer widths between uses, the minimum required density of trees and shrubs, opacity, and other buffer criteria. Additional buffering requirements may apply to Planned Unit Developments (PUDs).

Practice 3.2.4: Land development regulations shall include standards for the regulation of roadway access, land uses, the subdivision of land, and signage. Land development regulations shall also include standards for the regulation of development within and adjacent to areas subject to seasonal or periodic flooding, and areas known to be vulnerable to natural or human-caused hazards. Regulations for development within and adjacent to areas subject to seasonal or periodic flooding shall comply with applicable state and federal regulations.

Practice 3.2.5 – Density and Intensity Incentives: Land development regulations may include incentives for greater development density and intensity to facilitate growth in areas that minimizes and/or mitigates impacts on the natural environment or community character. These incentives may allow densities or intensities that exceed unincentivized limits set out in the Future Land Use Category.

Practice 3.2.6 – Planned Unit Developments: The City of Tallahassee or Leon County Land Development Regulations shall provide for the creation of Planned Unit Developments (PUD) zoning districts to accommodate unique development proposals that are consistent with the Comprehensive Plan but are not provided for or allowed in the zoning districts otherwise established.

Practice 3.2.7 – Planned Unit Developments: Site Plan and PUD planning and design requirements shall:

- Prevent or mitigate impacts to the natural environment.
- Prevent or mitigate offsite impacts to maintain compatibility with adjacent properties.
- Leverage the arrangement of uses and the disposition and configuration of buildings on the development site rather than relying exclusively on standard landscape and setback buffering methods to reduce perimeter-oriented impacts.
- Promote compact, walkable mixed-use development.
- Prevent the expansion of low density, automobile-dependent development.
- Repair existing sprawl development patterns by implementing the strategies included in Policy 1.7.1.

Practice 3.2.8 – Non-Conforming Uses: The City of Tallahassee and Leon County Land Development Regulations shall provide a procedure to substantially mitigate or eliminate non-conforming land uses. These procedures shall include a process for evaluating and determining eligibility for a waiver of non-conforming status based on:

- The impact of the non-conformity to conforming land uses adjacent to the non-conformity.
- A determination that the non-conformity is not detrimental to public health, safety, and welfare.
- The ability to prevent or substantially mitigate impacts of the non-conformity.

The development regulations shall distinguish between nonconforming uses which are to be terminated or amortized, and nonconforming uses in nonresidential designations which may continue, but not be expanded.

Practice 3.2.9 – Previously Approved Development: Development plans approved under earlier comprehensive plan versions, but not yet commenced, shall still have that approval vested as such.

Attribute 3.3 – Natural Resource Data and Geographic Features:

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

Practice 3.3.1 – Geographic Data – The local governments shall maintain a geographic information system that includes the following data:

- Wetlands, waterbodies, watercourses
- Floodplains and floodways
- Significant and severe grades
- Drainage basins and related features
- High quality successional and native forests
- Active and other karst features
- Significant trees
- Canopy road corridors
- Local soil types and conditions
- Known operating and abandoned landfill sites
- Known active and former mining sites

Principle 1 – Livable Built Environment:

Ensure that all elements of the built environment, including land use, transportation, housing, energy, and infrastructure, work together to provide sustainable, green places for living, working, and recreation, with a high quality of life.

Standard 1.2 – Community Context:

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

Strategy 1.2.1 – Tallahassee-Leon County Future Land Use Map: Identify the distribution, extent, and location of the different uses of land in the City of Tallahassee and Leon County in a manner that reflects community context and the vision for the community's future.

[Insert Future Land Use Map]

Strategy 1.2.2 – Tallahassee-Leon County Transportation Corridors Map:

Identify transportation corridors in the community and the future land uses where the corridors are located to enhance the coordination of land use and transportation.

[Insert Future Land Use Map with Functional Classification of Roadways and Trails]

Strategy 1.2.3 – Reporting Community Context:

The Tallahassee-Leon County Planning Department shall maintain the Future Land Use Map and Transportation Corridors Map. The Tallahassee-Leon County Planning Department shall provide an annual report of changes to the Future Land Use Map and Transportation Corridors Map.

Standard 1.3 – Growth and Population Accommodation:

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

Strategy 1.3.1 – Population Projections: Projected population growth for the long-term planning period shall be based on University of Florida's Bureau of Economic and Business Research medium population projections.

Strategy 1.3.2 – Urban Boundary: Establish an urban boundary based upon the land area necessary to accommodate 90% of the new residential dwelling units for the projected population within the County by the long-term plan horizon period; the ability to provide public facilities; and, the presence of environmentally sensitive lands and water bodies, requiring protection from the impacts of urban development.

Strategy 1.3.3 – New Development: Direct new development to locations within the Urban Boundary with central water and sewer capacity and roadway access, and within locations designated Rural Community on the Future Land Use Map.

Strategy 1.3.4 – Reporting Growth and Population Accommodation:

The Tallahassee-Leon County Planning Department shall provide an annual report on the Comprehensive Plan that includes:

- (1) Current University of Florida's Bureau of Economic and Business Research medium population projections.
- (2) The percentage of new residential dwelling units within and outside of the Urban Boundary.
- (3) An assessment of the ability to accommodate projected population growth within the Urban Boundary based on Future Land Use Map designations of vacant properties.

Standard 1.4 – Efficient and Financially Feasible Development:

Promote efficient and financially feasible development patterns that maintain distinct natural, rural, sub-urban, and urban areas. Promote growth and development in the community that utilizes existing infrastructure. Growth and development in the community that requires new public facilities will recover the cost of providing and maintaining these facilities by generating increased taxable value, increasing sales taxes, and/or creating new jobs.

Strategy 1.4.1 – Urban Services: Identify the geographic area where public facilities and services, including but not limited to central water and sewer capacity and roads, are currently in place and where the planned facilities identified in the schedule of capital improvements will be located.

[Insert Urban Service Area Map]

Strategy 1.4.2 – Improvement of Capital Infrastructure: Capital infrastructure improvements shall be targeted for areas within the Urban Boundary by 2045. These improvements shall be phased incrementally through annual updates to the schedule of capital improvements.

Strategy 1.4.3 – Priority of Urban Services: The provision of sewer, water, electricity, paved streets, and other related urban services shall be prioritized for areas within the Urban Boundary before these urban services are expanded outside of the Urban Boundary. City and County infrastructure master plans, and updates to master plans, shall account for the urban boundary when determining whether to provide service to an area in the future.

Strategy 1.4.4 – Exceptions to the Priority of Urban Services: Urban services may be provided outside of the Urban Boundary where necessary to address critical environmental issues or to address critical public/environmental health issues and other critical hazard vulnerabilities. These exceptions shall be identified in the capital improvement planning process. This shall not preclude emergency repairs and improvements necessary to maintain the public health, safety and well-being.

Strategy 1.4.5 – Densities and Intensities: The Future Land Use Map is intended to reflect densities and intensities supported by available capital infrastructure. New growth shall be diverted to areas within the Urban Services Area. Residential density and/or non-residential intensity of development allowed for individual sites shall be determined by the infrastructure capacity to serve each proposed development, adopted levels of service, and/or the ability to implement conditions or mitigation for the proposed development.

Strategy 1.4.6 – Roadway Improvements: The planning, design, and construction of new streets and roads and the widening of existing streets and roads shall be consistent with the priority of urban services, the Future Land Use Map, and the Urban Boundary.

Strategy 1.4.7 – Infill Development and Redevelopment: Infill development in locations where public facilities and services are in place shall be prioritized over peripheral expansion into areas without public facilities and services. The Future Land Use Map and Zoning Atlas shall include uses, densities, and intensities consistent with this priority. Land uses and zoning within the Urban Context Areas shall have higher allowable densities and intensities than the Sub-Urban Context Areas, which shall have higher allowable densities and intensities than the Rural Context Areas.

Strategy 1.4.8 – New Development: New development contiguous to urban boundaries shall be organized as neighborhoods and districts, and be integrated with the existing urban pattern. Noncontiguous development should be organized as towns and villages with their own urban edges, and planned for a jobs/housing balance, not as bedroom suburbs.

Strategy 1.4.9 – Minimum Development Requirements: The Land Development code shall include minimum densities and intensities and/or require a mixture of uses for any development resulting in the extension of public facilities such that the development generates an increased taxable value or sales tax to offset both the initial costs of providing public facilities as well as the long-term maintenance costs.

Strategy 1.4.10 – Corridor Preservation: Identify right-of-way (ROW) needed for planned future transportation improvements—in accordance with Florida Statutes Section 163.3177(6)(b)1., Section 337.273, and Section 343.03(29)—and protect it from building encroachment as development occurs to preserve the corridor for transportation use, to maintain transportation level of service standards, to improve coordination between land use and transportation, and to minimize the adverse social, economic, and environmental impacts of transportation facilities on the community. In order to accomplish this:

- A. Maintain a Corridor Preservation Map that reflects needed right of way to accomplish long range transportation planning,
- B. The Corridor Preservation Map shall graphically represent planned future transportation projects in the City of Tallahassee and Leon County, and a table of projects indicating the project termini and access classifications. This map, table, and corresponding land development regulations are intended to provide a basis for coordinating new development with the provision of transportation facilities by designating corridors where the construction and improvement of transportation facilities is expected. Additional objectives and policies related to the Corridor Preservation Map are provided in the Transportation Element.
- C. The Corridor Preservation Map shall be reviewed every five years, concurrent with the Long Range Transportation Plan update, or more frequently if necessary, to address the growth and mobility needs of the local government.
- D. Where needed right-of-way is identified in the MMTD connectivity plans, such projects shall also be included on the Corridor Preservation Map and/or in the Long Range Transportation Plan.

- E. The City and County shall adopt and maintain corridor management ordinances that contain criteria to manage the land uses within and adjacent to the transportation corridor, the types of restrictions construction within the designated corridor, identification of permitted land uses within the designated corridor, a public notification process, a variance and appeal process, and an intergovernmental coordination process that provides for the coordinated management of transportation corridors that cross jurisdictional boundaries with the plans of adjacent jurisdictions.
- F. Development orders may require conveyance of transportation rights-of-way consistent with the Corridor Preservation Map, as a condition of plat or development approval, provided that any required dedication shall not exceed the amount of land that is roughly proportionate to the impacts of the development on the transportation network.
- G. The local governments shall acquire and maintain sufficient right-of-way when building new roads or widening older facilities in order to protect environmentally sensitive lands, and plan corridor alignments to avoid these areas, and at minimum prevent development in environmentally sensitive areas.
- H. All proposed development plans on designated future transportation corridors shall be reviewed for consistency with the Corridor Preservation Map, the Long Range Transportation Plan, and any specific alignment or engineering studies and shall be consistent with identified right-of-way needs for designated future transportation corridors as a condition of development approval.
- I. City and County Staff shall coordinate with FDOT and other relevant regional planning agencies in determining conceptual alignment, acquiring future right-of-way and reviewing proposed development that substantially impacts state highways designated for improvement in the Comprehensive Plan to ensure that local decisions are consistent with state and federal policy, and to ensure that development does not substantially impair the viability of the future state or regional transportation corridor.
- J. City and County Staff shall establish procedures to identify and implement programs to facilitate corridor preservation, examples include: policies, procedures, or funding options to allow for early acquisition of right-of-way for designated future corridors; programs that identify, prioritize, and acquire needed right-of-way consistent with the Corridor Preservation Map and Capital Improvements Element

[Insert Corridor Preservation Map]

Strategy 1.4.11 – Mobility Hubs: [This policy language is awaiting the results of the AMFSS] The local government department(s) tasked with future transportation planning shall designate and map locations that have the greatest potential to accommodate transit and non-motorized modes of transportation. Priority shall be given to enhancing the multimodal environment within these mobility hubs by connecting gaps in the transportation network, improving bicycle and pedestrian access and movement, and providing bicycle and pedestrian amenities.

[Insert mobility hubs map]

Strategy 1.4.12 – Landfill Redevelopment –The local governments shall include requirements in their land development regulations indicating that the development of any property within a mapped landfill site shall be required to submit information relating to the subsurface geology of the property necessary, to ensure that future development of the site will not adversely impact the health safety or welfare of the public. These regulations shall also include rules relating to the location of storm water facilities or conveyance systems within any abandoned landfills.

Standard 1.5 – Disconnected Development:

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

Strategy 1.5.1 – New Development: Direct new development to locations within the Urban Service Area with connections to water and sewer, and within locations designated Rural Community on the Future Land Use Map.

Strategy 1.5.2 Noncontiguous development shall be organized as towns and villages with their own urban edges, and planned for a jobs/housing balance, not as bedroom suburbs.

Strategy 1.5.3 – Sub-Urban Mixed Use (T3C):

INTENT

The basic building block of a community is the neighborhood. Tallahassee and Leon County have many distinctive neighborhoods, each with its own character and unique features. Choosing to live in a specific neighborhood can be an investment and a source of pride for residents.

Sub-Urban neighborhoods are mostly residential uses within large blocks and a disconnected or sparse roadway network. The intent of the Sub-Urban Residential land use category is to recognize existing and future neighborhoods in Tallahassee and Leon County and accommodate a growing population without diminishing the character of neighborhoods. For existing sub-urban neighborhoods that are stable and viable, the land use is intended to conserve the safety, stability, identity, and defining characteristics of the neighborhood. For future sub-urban neighborhoods and existing sub-urban neighborhoods that are transitioning or redeveloping, the land use is intended to create safe, stable places where residents can meet their daily needs while maintaining a high quality of life and a healthy environment.

The T3R – Sub-Urban Residential land use shall consist of low density, residential areas, adjacent to higher-intensity zones that contain some mixed use. Home occupations and outbuildings are allowed within the T3R – Sub-Urban Residential land use category. The

general character of the Sub-Urban Residential land use provides for lawns and landscaped yards surrounding detached single-family houses, and multi-family residential communities and shall be designed for occasional pedestrian activity. Parks and greenways shall be located within this land use category. Within the district, landscape plantings are naturalistic and building setbacks are relatively deep. Block sizes within the T3R – Sub-Urban Residential category may be large and the roadway network may be irregular to accommodate natural conditions.

ALLOWABLE USES, DENSITIES, AND INTENSITIES

Sub-Urban Neighborhood Conservation (S-NC): Sub-Urban Neighborhood Conservation Districts represent existing stable and viable neighborhoods. Sub-Urban Neighborhood Conservation Districts shall apply to existing areas that are primarily residential, have homes that predominantly front local streets, have streets that are low-speed with low traffic volumes, have a majority owner-occupancy, and have an active neighborhood organization. Sub-Urban Neighborhood Conservation (S-NC) is generally not intended for properties fronting arterials. New development and redevelopment within Sub-Urban Neighborhood Conservation (S-NC) Districts shall have the same general 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 as the neighborhood in which the development is located.

Single-family detached homes, duplexes, and triplexes are permitted in Sub-Urban Neighborhood Conservation (S-NC). Single-family detached homes and duplexes shall be located on local streets, collectors, and arterials. Triplexes shall be located on collectors and arterials. Duplexes and triplexes shall be designed to resemble single family detached houses and shall be arranged so that some of the parking is located behind the primary structure. In neighborhoods with existing townhouses or bungalow courts, townhouses and bungalow courts are allowable building types on collectors and arterials. Fourplexes, courtyard apartments, multiplexes, live/work units, mid-rise apartments, and high-rise apartments are not permitted in Sub-Urban Neighborhood Conservation Districts.

T3R – Sub-Urban Neighborhood Conservation	Lot Size Requirement (acres)		Unit Size Limited (sq. ft.)		Units Allowed
	Front-Loaded	Rear-Loaded	Front-Loaded	Rear-Loaded	
Single Family	0.11 – 0.26	0.10 – 0.24	600-2,400	600-2,400	2
Detached	0.13 – 0.26	0.13 – 0.26	600-2,400	600-2,400	3
Duplex	—	0.23 – 0.52	—	500-800	5-10
Triplex	—	—	—	—	—
Bungalow Court*					
Townhouse*					

** In neighborhoods with existing townhouses or bungalow courts, townhouses and bungalow courts are allowable building types on collectors and arterials.*

Neighborhood | Sub-Urban (NS): Neighborhoods in the T-3 Sub-Urban transect that are not designated Sub-Urban Neighborhood Conservation (S-NC) may be designated Neighborhood | Sub-Urban (NS). Neighborhood | Sub-Urban districts shall consist of residential areas adjacent to more urban areas and mixed-use areas. Neighborhood | Sub-

Urban (NS) may be used as a transition between Sub-Urban Neighborhood Conservation and other districts. Neighborhood | Sub-Urban (NS) districts may contain a mixture of uses up to 100% residential and up to 35% non-residential uses that can demonstrate compatibility with surrounding residential uses. Non-residential uses shall only be located along arterials or at intersections of roadways that are functionally classified as collectors or arterials and shall comply with access management standards to protect the maximum service volume, safety, and operating characteristics of transportation facilities that it impacts, considering impacts to all modes and users.

Single-family detached homes, duplexes, triplexes, fourplexes, courtyard apartments, bungalow courts, townhouses, multiplexes and live/work units are permitted in Neighborhood | Sub-Urban districts. Duplexes, triplexes, and fourplexes shall be designed to resemble single family detached houses. Mid-rise apartments and high-rise apartments are not permitted in Neighborhood | Sub-Urban districts.

T3R – Neighborhood Sub-Urban (NS)	Lot Size Requirement (acres)		Unit Size Limited (sq. ft.)		Units Allowed
	Front-Loaded	Rear-Loaded	Front-Loaded	Rear-Loaded	
Single Family Detached	0.11 – 0.26	0.10 – 0.24	600-2,400	600-2,400	2
Duplex	0.13 – 0.26	0.13 – 0.26	600-2,400	600-2,400	3
Triplex	0.14 – 0.26	0.11 – 0.22	500-1,200	500-1,200	4
Fourplex	0.14 – 0.26	0.11 – 0.22	500 – 1,200	500 – 1,200	10
Multiplex – Small	—	0.23 – 0.52	—	500-800	10
Bungalow Court	—	—	—	—	—
Townhouse	—	—	—	—	—
Live/Work	—	—	—	—	—
Courtyard Apartment	—	—	—	—	—
					Intensity
Non-Residential	Recreation, Light Infrastructure, Community Service, Office, Retail				35% Max

Estate House Residential (EH): Estate House Residential areas are characterized by single family detached houses in subdivisions where lots generally exceed one acre in size. Estate House Residential (EH) is allowable in the T-3 Sub-Urban Transect. Single-family detached houses are allowed in Estate House Residential. Courtyard apartments, duplexes, triplexes, fourplexes, multiplexes, live/work units, mid-rise apartments, and high-rise apartments are not permitted in Estate House Residential (EH).

T3R – Neighborhood Sub-Urban (NS)	Lot Size Requirement (acres)		Unit Size Limited (sq. ft.)		Units Allowed
	Front-Loaded	Rear-Loaded	Front-Loaded	Rear-Loaded	
Single Family Detached	1+	1+	n/a	n/a	1

SPECIAL CONDITIONS

The following special conditions shall apply to the Neighborhood future land use category:

1. Transitioning neighborhoods designated as Urban Neighborhood Conservation or Sub-Urban Neighborhood Conservation that no longer meet the intent and criteria for the designation may be designated as Mixed Use Urban Land Use (in the T-6 Urban Core, T-5 Urban Center, and T-4 General Urban transects) or Mixed Use Sub-Urban Land Use (in the T-3 Sub-Urban transect), or rezoned as Neighborhood | Urban (in the T-6 Urban Core, T-5 Urban Center, and T-4 General Urban transects), or Neighborhood | Sub-Urban (in the T-3 Sub-Urban transect). The neighborhoods may be designated as another land use category as long as the redevelopment of the neighborhood furthers intent of the proposed land use category and is consistent with the Goals, Objectives, and Policies of the Comprehensive Plan.
2. Any development pattern identified for the Neighborhood Land Use is compatible with any other development pattern for the Neighborhood Land Use.
3. Subdivision regulations shall address Neighborhood Land Use development patterns and context.

Strategy 1.5.4 – Adaptive Reuse, Infill Development, and Redevelopment:

Brownfield reclamation, building reuse, adaptive reuse of existing buildings and the redevelopment of vacant sites shall be incentivized in the City of Tallahassee and Leon County land development regulations as a means of growing and developing efficiently, preserving historic buildings, protecting natural features, maintaining an affordable housing stock, and reducing premature conversion of rural and agricultural land to sub-urban and urban development.

Strategy 1.5.5: Suburban retrofit: The City of Tallahassee and Leon County shall develop and maintain land development regulations that encourage and incentivize redeveloping suburban areas to:

- Adaptively reuse vacant commercial buildings for new commercial, community-service, or mix of uses
- Reconstruct degraded wetlands and watercourses to either “natural” functionality, or repurpose them to complimentary functionality with additional community-use features.
- Build compact, walkable, mixed-use developments with complete streets
- Reduce block sizes to improve walkability
- Establish more continuous streetscapes with liner buildings close to the street.
- Retrofit streets with appropriate design elements and sidewalks based on designated context.
- Build interconnected street networks
- Include more diversity in residential building types

Strategy 1.5.6 – Urban Corridor Land Use (C4UC):

INTENT

The Urban Corridor Land Use is characterized by a mix of uses set within small to medium blocks located along arterial roadways. The roadway network generally connects to residential neighborhoods immediately along the corridor or behind the uses fronting the roadway. Streets with curbs and sidewalks define medium-sized blocks. The Urban Corridor Land Use provides opportunities to redevelop lower-intensity and single-use strip developments into higher-intensity, mixed use developments in the urban area, in areas transitioning between urban and Sub-Urban, and in specific nodes.

ALLOWABLE USES, DENSITIES, AND INTENSITIES

C4UC – Urban Corridor: The Urban Corridor area shall be characterized by single-family residential, multi-family residential, institutional, neighborhood scale retail, or office uses.

Residential density shall not be less than 4 dwelling units per acre and shall not exceed 16 dwelling units per gross acre. Single-use, non-residential intensities shall not exceed 20,000 square feet per acre. Mixed use developments shall not exceed 40,000 square feet of building area per acre. Building heights shall not exceed 6 stories.

Design standards for the Urban Corridor area shall detail the placement of developments with highest density and tallest buildings along arterial roadways, lower densities and building heights along collector roadways, and the lowest densities and building heights in the Urban Corridor area along local streets. Mixed use developments shall allow...

SPECIAL CONDITIONS

The following special conditions shall apply to the Urban Corridor future land use category:

4. Block perimeters shall be limited to a maximum of 3,000 feet and block lengths shall be limited to 500 feet.
5. Bicycle and pedestrian paths and drive aisles that directly connect to the parallel street may be counted as block end points, provided they include pedestrian facilities and accommodations that are required along frontages.

Strategy 1.5.7 – Interconnections: Require vehicular, pedestrian, and bicycle interconnections between adjacent, compatible development (as defined by the relevant land development regulations); and require these interconnections between adjacent, incompatible developments if it has the potential to reduce the vehicular traffic on the external street system without negatively impacting either development. Retrofit previously developed areas to ensure interconnectivity.

- A. Where vehicular interconnections are not feasible due to site limitations, pedestrian and bicyclist interconnections shall still be required.
- B. All development plans shall incorporate and continue all sub-arterial streets stubbed to the boundary of the development plan by previously approved development plans or existing development.

Standard 1.6 – Urban Design:

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

Strategy 1.7.1 – Urban Design Principles:...

Strategy 1.7.2 – Crime Prevention through Environmental Design:

(a) Design standards and design guidelines shall incorporate principles of Crime Prevention through Environmental Design (CPTED) to:

- Define public, semi-public, and private spaces to support natural territorial reinforcement
- Selectively place entrances and exits, fencing, lighting and landscape to control access to private spaces
- Place physical features, activities, and amenities in ways that maximize the visibility of public spaces and their users.
- Standards shall be designed taking all persons into consideration, regardless of age, physical ability, or mental ability.

(b): CPTED principles shall be applied thoughtfully and equitably so that the implementation of the principles do not facilitate crime, reduce quality of life, or inequitably burden any part of the community.

(c): The land development code shall contain design standards for commercial developments intended to discourage criminal activity by incorporating CPTED principles.

Strategy 1.7.3 – Design Criteria for Mobility Hubs [TO BE REVISED BASED ON THE ALTERNATIVE MOBILITY FUNDING STUDY]: New developments or redevelopment projects shall contribute to providing a safe, convenient, comfortable and aesthetically pleasing transportation environment that promotes walking, cycling, and transit use. Land development regulations shall be updated to require appropriate improvements or enhancements to the multimodal network such as the following:

- Full accommodations for pedestrian access and movement, including shaded sidewalks, benches and enhanced crossings, arcades, colonnades, and other similar features.;
- Full accommodations for bicycles, including lockers, showers, and racks;
- Direct connections between the MMTD and the regional bicycle/pedestrian network;
- New developments or redevelopment projects shall contribute to providing a safe, convenient, comfortable and aesthetically pleasing transportation environment

that promotes walking, cycling, and transit use. Appropriate improvements or enhancements to the multimodal network may be required as a condition of development approval, such as the following:

- Well-designed accommodations for transfer of passengers at designated transit facilities;
- Preferential parking for rideshare participants;
- Well-designed access for motor vehicle passenger drop-offs and pick-ups at designated transit facilities and at commercial and office development sites;
- Full accommodation for the mobility impaired, including parking spaces, sidewalks and ramps for handicapped access;
- Weather protection at transit stops.

Standard 1.7 – Public Infrastructure:

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

Strategy 1.7.1: Public facilities, including Community Services, Light Infrastructure, and Post-Secondary uses, that provide for the operation of and provision of services on property owned or operated by local, state and federal government shall be allowable in any Future Land Use category.

Strategy 1.7.2: Public infrastructure facilities may include public services and uses provided by private entities operating on property owned by the local, state, or federal government.

Strategy 1.7.3: Prioritize the maintenance, expansion, and optimization of existing or prior public infrastructure investments over the development of new public infrastructure to rationally and efficiently use limited public resources and help preserve the natural environment.

Strategy 1.7.4: To efficiently use public and private infrastructure, prioritize development and redevelopment in areas with existing infrastructure. The location and timing of infrastructure extensions in rural areas (as defined by the Future Land Use Map) shall not allow growth that will cause development patterns that do not generate taxable value to cover the cost of extension and long-term maintenance costs; create the need for additional inefficient and costly infrastructure; result in the loss of viable agriculture, forest land, and important natural habitat; create conflicts between agricultural and urban land uses; or ultimately harm the character of the rural community.

Strategy 1.7.5: To maintain resiliency and assist with post-disaster continuity of government, the siting of public infrastructure and facilities shall account for hazards by locating outside of hazard areas or mitigating against potential impacts.

Strategy 1.7.6: All proposals to site public or private schools shall be reviewed for consistency with the Comprehensive Plan. Such reviews shall be made in conjunction with the School Board.

Strategy 1.7.7: The siting of public and private schools shall promote opportunities for residential, shopping, employment, education and recreation within walking distance of each other, and to encourage development patterns that reduce trip length, and the need for private automobile trips.

Standard 1.8 – Recognizable places:

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

Strategy 1.8.1 – Sub-Urban Mixed Use Land Use:

INTENT

The T3MU - Sub-Urban Mixed land use consists of consist of low-density residential areas that are walkable to higher intensity and density zones that have some mixed use. Home occupations and outbuildings are permitted. Planting is naturalistic and setbacks are relatively deep. Blocks may be large and the roads irregular to accommodate natural conditions.

ALLOWABLE USES, DENSITIES, AND INTENSITIES

Sub-Urban Commercial: Sub-Urban Commercial developments are mostly non-residential uses with large building footprints and large parking lots within large blocks and with a disconnected or sparse roadway network.

Sub-Urban Commercial development is allowed up to 25,000 square feet per acre with a limit of 200,000 square feet per parcel. Residential development is allowed at a density up to 16 units per acre. Sub-Urban Commercial may contain a total mixture of uses up to 100% non-residential and up to 25% residential uses.

Land development regulations for Sub-Urban Commercial Districts shall include design standards that provide for pedestrian and non-motorized transportation connections within Sub-Urban Commercial Developments and between Sub-Urban Commercial Districts and adjacent developments. Design standards shall also limit or reduce direct access to arterials to preserve traffic function.

Sub-urban commercial districts have generally been linear, non-residential developments along a major thoroughfare with one to two story buildings, deep setbacks and small building footprints in relation to the lot sizes. Sub-urban commercial districts are encouraged to evolve into more intense mixed use and commercial nodes along major corridors – creating an actual neighborhood or community center versus strip commercial.

Sub-Urban Mixed Use: Sub-Urban Mixed Use developments are sub-urban commercial areas that leverage various planning and development techniques to create a sense of place and restructure single-use, disconnected conventional development patterns into more complete communities based on a neighborhood unit. Planning and development techniques used in Sub-Urban Mixed Use development may include strategies that:

- Diversify building types and uses
- Connection of thoroughfares
- Add bicycle and pedestrian infrastructure
- Define and improve access to open and civic spaces
- Reuse parking lots
- Add parking garages or convert failed big box stores into parking garages to free the original front parking lots for redevelopment
- Screen open parking lots with liner buildings
- Increase tree canopy
- Add pedestrian scale wayfinding signage
- Improve stormwater management

Land development regulations shall include urban design standards and incentives to promote and encourage the conversion of Sub-Urban Commercial development into Sub-Urban Mixed Use development.

Sub-Urban Mixed Use development is allowed up to 30,000 square feet per acre. Single-family detached homes, duplexes, triplexes, fourplexes, courtyard apartments, bungalow courts, townhouses, multiplexes, live/work units, and mid-rise apartments are allowed in Sub-Urban Mixed Use developments. Sub-Urban Mixed Use may contain a total mixture of uses up to 85% non-residential and up to 85% residential uses.

T3MU – Sub-Urban Mixed Use	Lot Size Requirement (acres)		Unit Size Limited (sq. ft.)		Units Allowed/Parcel
	Front-Loaded	Rear-Loaded	Front-Loaded	Rear-Loaded	
Single Family					1
Detached	0.11	0.10	2,400	2,400	2
Duplex	0.13	0.13	2,400	2,400	3
Triplex	0.14	0.11	1,200	1,200	4
Fourplex	0.14	0.11	1,200	1,200	10
Multiplex – Small	—	0.23	—	800	10
Bungalow Court	—	—	—	—	—
Townhouse	—	—	—	—	—
Live/Work	—	—	—	—	—
Courtyard					
Apartment					
Mid-rise					
Apartment					
					Intensity
Non-Residential	Recreation, Light & Heavy Infrastructure, Community Service, Office, Retail				30,000 SF / acre

Strategy 1.8.2 – General Urban Land Use:

INTENT

The General Urban Land Use is characterized by a mix of uses set within small to medium blocks with a well-connected roadway network. The roadway network generally connects to residential neighborhoods immediately along the corridor or behind the uses fronting the roadway. Streets with curbs and sidewalks define small to medium-sized blocks.

ALLOWABLE USES, DENSITIES, AND INTENSITIES

C4 – General Urban: The General Urban area shall be characterized by single-family residential, multi-family residential, institutional, neighborhood scale retail, or office uses.

Residential density shall not be less than 4 dwelling units per acre and shall not exceed 26 dwelling units per gross acre. Building heights shall not exceed 5 stories.

Design standards for the General Urban area shall detail the placement of developments with highest density and tallest buildings along arterial roadways, lower densities and building heights along collector roadways, and the lowest densities and building heights in the General Urban area along local streets.

SPECIAL CONDITIONS

The following special conditions shall apply to the Urban Center future land use category:

1. Block perimeters shall be limited to a maximum of 2,400 feet and block lengths shall be limited to 500 feet.
2. Bicycle and pedestrian paths and drive aisles that directly connect to the parallel street may be counted as block end points, provided they include pedestrian facilities and accommodations that are required along frontages.

Strategy 1.8.3 – Urban Center Land Use:

INTENT

The Urban Center Land Use is characterized by higher density mixed use buildings that accommodate retail, offices, rowhouses and apartments. The development standards for the Urban Center shall prioritize pedestrian comfort, convenience, safety, and access to create a compact, pedestrian-oriented environment that offer a mixture of uses to provide for people's daily needs. The Urban Center will have a tight network of streets, with wide sidewalks, steady street tree planting and buildings set close to the sidewalks.

ALLOWABLE USES, DENSITIES, AND INTENSITIES

C5 – Urban Center: The Urban Center shall be characterized by retail, office, single-family residential, multi-family residential, institutional, light industrial, entertainment, civic, and cultural uses. Residential density shall not be less than 8 dwelling units per acre and shall not exceed 50 dwelling units per gross acre. Building heights shall not be less than 2 stories and shall not exceed 7 stories.

Design standards for the Urban Center shall detail the placement of developments with highest density and tallest buildings along arterial roadways, lower densities and building heights along collector roadways, and the lowest densities and building heights in the Urban Center along local streets. The design standards shall also provide building placements with shallow or no setbacks, buildings oriented to the street, a defined street wall, and no parking minimums. Parking shall not be allowed between the building façade and the back of curb along primary frontages. Building frontages may include stoops, shopfronts, and galleries.

SPECIAL CONDITIONS

The following special conditions shall apply to the Urban Center future land use category:

3. For institutional, light industrial, entertainment, civic and cultural uses, block perimeters shall be limited to a maximum of 2,000 feet (3,000 feet maximum with parking structures) and block length shall be limited to 660 feet.
4. For the remainder of the Urban Center, block perimeters shall be limited to a maximum of 1200 feet and block lengths shall be limited to 450 feet.
5. Bicycle and pedestrian paths and drive aisles that directly connect to the parallel street may be counted as block end points, provided they include pedestrian facilities and accommodations that are required along frontages.

Strategy 1.8.4 – Special District Land Use:

(A) Special District - Institutional

INTENT

Special District designations shall be assigned to areas that, by their intrinsic size, function, or configuration, cannot conform to the requirements of any Transect Zone or combination of zones. Examples of SDs include military bases, university campuses, airports, seaports, rail yards, theme parks and tourist districts, sports complexes, hospitals, and freight distribution centers. Due to their size, function, or configuration, SDs will attract a unique mix of users and create unique travel patterns. Planning and engineering judgment must be used to understand users and travel patterns and to determine the appropriate design controls and criteria for streets serving an SD on a case-by-case basis.

ALLOWABLE USES, DENSITIES, AND INTENSITIES

1. Provision of services by local, state and federal government. The institutional land use category shall not be applied to community services or light infrastructure allowed in other land use categories and zoning districts.
2. Colleges and Universities: Colleges and Universities that develop campus master plans in accordance with Chapter 1013.30, Florida Statutes shall be designated with the Institutional land use category. Campus master plans must be consistent with the Tallahassee-Leon County Comprehensive Plan.
3. Airports: Airports shall be designated with Institutional land use category and shall comply with Chapter 330 and 333, Florida Statutes, Rule 14-60, Florida Administrative Code, Federal Aviation Regulations, and Federal Aviation Authority Advisory Circulars.
4. Institutional Mixed Use: Institutional Mixed Use Districts shall allow for governmental office complexes and government services and may be supported by ancillary non-governmental office, retail, and commercial uses.

Zoning district charts in the Land Development Codes for the City and County detail development standards, densities, and intensities.

SPECIAL CONDITIONS

The following special conditions shall apply:

1. The institutional land use category shall not be applied to community services or light infrastructure allowed in other land use categories and zoning districts.
2. Where possible, design standards shall be incorporated to match the surrounding future land uses and zoning districts.
3. Where off-site impacts are likely, impacts shall be mitigated through design, buffering, and transitional development.
4. The Tallahassee International Airport shall be protected from encroachment from incompatible development through the implementation of airport

protection zoning consistent with Chapter 333, Florida Statutes. This special condition shall not be used to limit or prohibit development that is consistent with the airport based on land use compatibility requirements outlined in Florida Statute.

5. Civic Spaces may be permitted within Special Districts by Warrant. Larger parks may be approved by Warrant as Special Districts in all zones.
6. The standards for Thoroughfares within Special Districts shall be determined by Variance.
7. The owner of a parcel, or abutting parcels, consisting of 10 acres or more of contiguous lots within an area subject to an Infill Regulating Plan may apply to prepare a Special Area Plan. In consultation with the Planning Office, a Special Area Plan may assign new Transect Zones, Civic Zones, Thoroughfares, Special Districts and/or Special Requirements as provided in this Code, with appropriate transitions to abutting areas. Special Area Plans may be approved by Warrant.

(B) Special District – Regional Parks and Civic Spaces

INTENT

Tallahassee and Leon County are dedicated to developing and maintaining world-class parks within the City and unincorporated Leon County. The Regional Parks and Civic Spaces land use district is intended to encourage the development of public spaces useful for outdoor recreational activities as well as provide for the development of venues that are appropriate for a range of community gatherings.

ALLOWABLE USES, DENSITIES, AND INTENSITIES

1. **Park:** A natural preserve available for unstructured recreation with a landscape consisting of natural paths and trails, meadows, waterbodies, woodland and open shelters. Parks may be lineal, following the trajectories of natural corridors. The minimum park size shall be 8 acres.
2. **Green:** An Open Space, which may be spatially defined by landscaping available for unstructured recreation. Greens may consist of naturally disposed lawns and trees. The minimum size shall be 1/2 acre and the maximum shall be 8 acres.
3. **Square:** An Open Space available for unstructured recreation and Civic gathering purposes. A public Square may be spatially defined by building Frontages with landscaping that consist of engineered paths, lawns and trees. Squares shall be located at the intersection of important Thoroughfares. The minimum size shall be 1/2 acre and the maximum shall be 5 acres.
4. **Plaza:** An Open Space available for Civic purposes and Commercial activities. A Plaza shall be spatially defined by building Frontages. Its landscape shall consist primarily of pavement. Trees are optional. Plazas should be located at the intersection of important streets. The minimum size shall be 1/2 acre and the maximum shall be 2 acres.
5. **Playground:** An Open Space designed and equipped for the recreation of children. A playground should be fenced and may include an open shelter. Playgrounds shall be interspersed within Residential areas and may be placed

within a Block. Playgrounds may be included within parks and greens. There shall be no minimum or maximum size.

6. Government-owned lands which have active or passive recreational facilities, historic sites, forests, cemeteries, or wildlife management areas.
7. Privately-owned lands which have golf courses, cemeteries, or wildlife management areas.

SPECIAL CONDITIONS

The following special conditions shall apply:

Permitted uses include passive recreation and silviculture. Active recreation facilities are included if the site is within the Urban Services Area or a rural community.

(C) Regional Parks and Civic Spaces – Stormwater Facility

INTENT

This is a sub-category of the Regional Parks Civic Spaces and Civic Spaces Land Use category. This sub-category is intended for government-owned stormwater facilities.

ALLOWABLE USES, DENSITIES, AND INTENSITIES

Included in this category are the following:

1. Government owned lands which serve as structural or nonstructural stormwater facilities.
2. The primary function of land in this category is stormwater attenuation, stormwater treatment for water quality, or stormwater conveyance.
3. These areas may be used for passive parks that do not contain any permanent structure. Allowable open space uses include parks, nature preserves, cultivation, grazing, and unimproved pervious parking areas.

(D) Special District - Research and Innovation

INTENT

Districts that support research and innovation are key components of an economic development strategy for the City of Tallahassee and Leon County. Maintaining lands used for research and innovation and expanding these uses in appropriate areas is necessary for job creation, flexibility to adapt to changing economic trends, and economic diversification essential for the community's future. The intent of the Research and Innovation Land Use category is to recognize the variety of uses that occur in these districts and to facilitate the location of jobs relative to the homes of people who can provide critical talent in skilled trades. Research and Innovation uses should be encouraged in areas with access to transit, bicycle, and pedestrian facilities. Because of the need for infrastructure and public services, the Research and Innovation Land Use shall only apply to areas located within the Urban Services Area.

ALLOWABLE USES, DENSITIES, AND INTENSITIES

The Research and Innovation Land Use category accommodates a variety of uses that may have similar demands on public infrastructure. Research and Development and Innovation District uses are allowable in the Research and Innovation Land Use.

1. Research and Development – Research and Development uses shall be permitted at a maximum intensity of 45,000 square feet of gross building floor area per acre. Mixed use Research and Development projects may include commercial, office (other than the research and development uses), and residential uses. These ancillary uses may not exceed 40% of the total gross square footage of a Research and Development project.

2. Innovation District – Innovation Districts may include up to 45,000 square feet of gross building floor area per acre. The mixture of uses shall emphasize the technological and collaborative nature of these districts by including in the buildable square footage up to 80% in Innovation District, Research and Development, or compatible Light Industrial uses, up to 40% residential uses, and up to 40% in other non-residential support uses. Design standards detailed in the land development code shall provide for the protection of adjacent non-research and innovation properties by arranging the residential uses and non-research and innovation uses as a buffer or transition to adjacent properties.

SPECIAL CONDITIONS

The following special conditions shall apply:

1. Administrative offices that support and are functionally related to onsite activities are allowed in any of the implementing zoning districts for the Research and Innovation Land Use.
2. Site plans must demonstrate the protection of adjacent non-research and innovation properties through development standards outlined in the land development codes.
3. A plan for vehicular access to and from the site addressing delivery trucks and specialized equipment must be submitted with site plans and must demonstrate compatibility with adjacent land uses.

(E) Special District – Industry and Mining

INTENT

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

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

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

ALLOWABLE USES, DENSITIES, AND INTENSITIES

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

1. Light Industrial – Light Industrial uses shall be permitted at a maximum intensity of 30,000 square feet of gross building floor area per acre. Ancillary residential uses (intended for caretaking, maintenance, the temporary lodging of employees, or security) may not exceed two units per acre.
2. Mining – Mining uses shall be permitted subject to applicable landscaping and natural area requirements and the dimensional standards included in land development regulations. A land reclamation plan shall be submitted demonstrating that upon termination of the activity, the land shall be returned to a condition that will allow an effective reuse compatible with surrounding properties. All mining uses are subject to fencing requirements as identified in the land development regulations. Mining uses may be subject to an Environmental Resource Permit (ERP) pursuant to Chapter 373, F.S., and Rule 62-330, Florida Administrative Code (F.A.C.) and mandatory reclamation requirements pursuant to Chapter 378, F.S., and Rule 62C-39, F.A.C.

3. Heavy Industrial – Heavy Industrial uses shall be permitted at a maximum intensity of 30,000 square feet of gross building floor area per acre. All applicable development must comply with Title 14 Code of Federal Regulations Part 77.9 Construction or alteration requiring notice. Those industries that have the potential to result in any other pollution of the air or ground shall adhere to existing local, state and federal operational or industry standards, and avoid or mitigate these potential impacts. These areas shall have stringent locational criteria and require extensive buffering and/or relative distance from other land uses. These uses may require employment of techniques to prevent substantial impacts off-site or require mitigation and/or minimization techniques for impacts. Ancillary commercial uses designed to serve adjacent workers may be permitted.

SPECIAL CONDITIONS

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

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

Strategy 1.8.5 – Strengthen the “Sense of Place”: All relevant departments of the local governments shall use placemaking techniques to foster distinctive, attractive places that provide a strong positive emotional or psychological reaction to the physical and social environment of a location.

Strategy 1.8.6 – Utilize design-based standards, including a Form-Based Code that promote great architecture and urban design to enhance placemaking efforts. Building architecture and other development design elements, such as parking, shall match the character of the open space, landscape, and infrastructure in the context-classification in which the development is being proposed.

Strategy 1.8.7 – The City and County shall design and construct infrastructure and facilities that fit well within their surroundings and that are appropriate based on their context.

Strategy 1.8.8 – The City and County shall coordinate with other major institutions, hospitals, schools, and the State to ensure contextually sensitive design decisions are made.

Strategy 1.8.9 – Topography: The topography of the Tallahassee-Leon County region contributes to the community’s sense of place. The proposed land use for a site, as well as the type, intensity and structural design of a proposed development, or redevelopment, shall fit that site location and minimize changes to its natural shape and surface features, including slope. Site alterations and grading shall be limited to the absolute minimum necessary to develop a site safely. The topography of a site shall not preclude the construction of bicycle and pedestrian facilities, including shaded sidewalk, where required.

Strategy 1.8.10: Identify potential locations for regional stormwater facilities to support the growth and development of recognizable places.

Standard 1.9 – Connectivity and Access Management:

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

Strategy 1.9.1 The City of Tallahassee and Leon County shall adopt and maintain access management ordinances and supporting design standards to control the location, spacing, operation and design of access connections and median openings. Development access shall be designed to protect the maximum service volume, safety, and operating characteristics of transportation facilities that it impacts, taking into account impacts to all modes and users.

Strategy 1.9.2: Restrict vehicular access in the areas of road intersections and highway interchanges immediately preceding the physical area in which they intersect.

Strategy 1.9.3 Development on arterial roadways shall utilize alternative access connections, such as service roads, parking lot cross access, joint driveways, through the use of unified access and circulation plans, outparcel regulations, lot split controls and overlay requirements. All development plans shall contribute to developing a local and collector street and unified circulation system that will allow multimodal access to and from the proposed development, as well as access to surrounding developments.

Strategy 1.9.4: Require the distance needed into site to transition vehicles to the internal circulation system of the site to be adequate and uninterrupted for driveways and frontage roads that connect to arterial roadways.

Strategy 1.9.5: Prioritize the redesign of any median opening that is inadequately designed or otherwise determined to be unsafe.

Strategy 1.9.6: During resurfacing, repair, and rehabilitation require the closure or modification of excessive, overly-wide, or otherwise unsafe driveway connections.

Strategy 1.9.7: The local governments shall coordinate with the Florida Department of Transportation and utilize access management and permitting policies adopted, or recommended, by FDOT on state highways.

Strategy 1.9.8: Utilize context sensitive roadway design and traffic calming to allow connectivity while mitigating the effects of through-traffic on neighborhoods.

Strategy 1.9.9: Properties under the same ownership, consolidated for development, or part of phased development plans shall be considered one property for the purposes of access management. Access points to such developments shall be the minimum necessary to provide reasonable access, rather than the maximum available for that property frontage.

Strategy 1.9.10: Service roads shall be used for access to development in the area surrounding new freeway interchanges and shall be separated from interchange ramps at a distance that conforms with applicable FDOT or local access spacing standards, in order to preserve safe and efficient traffic operations in the interchange area. Circulation systems for interchange area development shall be continuous and designed to support vehicular, bicycle, and pedestrian mobility.

Strategy 1.9.11: Flexibility shall be provided in administration of access spacing standards to accommodate minor deviations, where safe and appropriate, and to ensure that no property is denied reasonable access to the transportation system. Major deviations from access spacing standards shall not be granted until every feasible option for meeting access management standards has been explored and deemed impractical.

Strategy 1.9.12: Access-points on Capital Circle shall be limited so that the improved roadway will function more efficiently and safely for its intended purpose. In order to protect traffic capacity of the improved roadway and to assure public safety, the following policies will apply:

- A. No new parcel shall be platted nor created through subdivision that results in a parcel with sole access to Capital Circle. Consolidation of two or more parcels that currently have access to Capital Circle into a parcel with a single access to Capital Circle shall be permitted;
- B. New Development abutting Capital Circle shall contribute to the development of a supporting system of local or collector roads, service roads, and/or shared access systems (e.g. joint use driveways), as an alternative to individual driveway access.
- C. Where individual driveways must be provided to preserve reasonable access to a development site, applicants shall enter an agreement to cooperate in any future project to consolidate access points or to share access with abutting properties as opportunities arise.

Standard 1.10 – Land Use and Transportation Coordination:

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

Strategy 1.10.1: Identification and programming of new road projects or substantial improvements to existing roads shall be consistent with the context-classification of the location proposed, and support the Urban Boundary to promote urban infill and discourage urban sprawl.

Strategy 1.10.2: Development projects shall contribute to providing a safe, convenient, and comfortable transportation environment that promotes walking, cycling, and transit use consistent with the development's context-classification.

Strategy 1.10.3: Development projects shall provide full accommodations for internal and external pedestrian and bicycle access and movement, based on the context-classification in which they occur, including direct connections to the regional bicycle/pedestrian network. Incentives shall be provided for providing bicycle facilities beyond the minimum requirements, such as lockers and showers, or shared use paths in accordance with FDOT recognized standard.

Strategy 1.10.4: Development projects shall include well-designed accommodations for transfer of passengers at designated transit facilities and include additional amenities, such as:

- Preferential parking for rideshare participants;
- Weather protection at transit stops;
- Efficient access for motor vehicle passenger drop-offs and pick-ups at designated transit facilities and at commercial and office development sites;
- Full accommodation for the mobility impaired, including parking spaces, sidewalks, and ramps for handicapped access.

Strategy 1.10.5: The Greenways Master Plan shall integrate pedestrian and bicycle mobility into a linear park and open space system that connects local, regional, and state facilities, neighborhoods, educational institutions, employment and commercial centers, and other areas where possible. The system of shared use paths and other trails proposed in this Plan shall be considered an element of the transportation network as well as providing access to parks, greenways, and other open space areas open to the public.

Standard 1.11 – Multimodal Transportation District (MMTD):

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

[Waiting on outcome of AMFSS]

Strategy 1.11.1: The Multimodal Transportation District (MMTD), established in 2009 under the requirements of Florida Statute Section 163.3180(15) (2009) for the purpose of promoting walking, bicycling, and transit use, shall be maintained, updated, and implemented by relevant City and County departments through the Multimodal Transportation District Management Plan and corresponding MMTD Code.

Strategy 1.11.2: Area-wide LOS standards?

Utilize Florida Department of Transportation methodologies and software to determine pedestrian, bicycle, and transit Levels of Service. Update these levels of service every three (3) years to

In order to create community design that supports mobility, the following performance standards are established for the Multimodal Transportation District:

Table XX: MMTD Areawide Multimodal Level of Service Standards

Areawide Multimodal Level of Service Standards (Pursuant to F.S. 163.3180(15)(c) (2010)) – 2018 is 163.3180(5)(f)			
Pedestrian	Transit	Bicycle	Automobile
C	C	D	E+50%

In addition, because areawide level of service measures based on computer models do not recognize the full breadth of conditions affecting pedestrian, cycling, and transit comfort, safety and convenience, the following performance targets are also established. It is recognized these targets may take more than the 20-year planning period of this document

to achieve, but are provided as continuing guidance for plan updates and capital investments.

Table XX: MMTD Areawide Multimodal Performance Targets

Include?

Strategy 1.11.3 – Land Use Within the MMTD:

The City of Tallahassee and Leon County shall periodically review the Future Land Use Map and land development regulations within the MMTD and modify them as necessary to facilitate appropriate densities, intensities, and mixture of land uses to support the goals of the district, based on the following targets:

- A. Central nodes consisting of employment and services, relatively high density residential, and public spaces all oriented around convenient access to mass transit facilities
- B. Areas designated primarily for residential uses should be no more than ½ mile from areas designated for shopping, services, and employment uses.
- C. Ratio of uses?
- D. Density requirements?
- E. Require implementation of recommendations from Evaluation of MMTD?

Strategy 1.11.4 – Land Development Regulations in the MMTD:

Adopt and maintain land development regulations that ensure new construction and infill or redevelopment will contribute positively to the character and livability. These regulations shall be developed that are context-focused within the MMTD, and are holistic in integrating land use and transportation for the long-term viability of a corridor. Additionally, these regulations shall be based on the following:

- A. Buildings and blocks oriented to provide pedestrians and bicyclists easy access and a visually interesting environment.
- B. Maximum block (length or perimeter).
- C. Easy access to/from transit stops and surrounding land uses
- D. Recognition of more intense densities and intensities around central nodes.
- E. Design considerations to support compatibility between uses, particularly between residential and non-residential uses.
- F. Creating sidewalks that comply with FDOT policies regarding ...
- G. Buildings that open up onto streets and have windows at ground level that contribute to sight lines and transparency.
- H. Parking located to the sides and rear, internal to blocks, and/or in structured off-site facilities. Parking strategies shall include the use of shared parking. For multifamily developments, the pricing of parking shall be separate from the pricing of the units. Parking facilities shall be built to allow them to be readapted for more active uses in the future, should demand change. Maximum parking standards shall be utilized that discourage single-occupant vehicle commuting and reinforce non-auto modes, but not so limited as to adversely impact the viability and vitality of the MMTD.

Strategy 1.11.5 Transit in the MMTD:

The MMTD and energy efficiency districts shall be well-connected via transit to major trip generators and attractors both inside and outside the areas; transit stops and waiting areas shall be safe and comfortable, and intermodal connections shall be made.

Strategy 1.11.6 – Significant Benefit Program Allocation:

Maintain the 100% allocation of the Significant Benefit Program (or any program which achieves the same effect) to pipeline developer proportionate fair-share mitigation for transportation impacts within the MMTD into bicycle, pedestrian, or transit projects.

Strategy 1.11.7 – Residential Density Bonus:

In order to continue the increase in redevelopment and infill development, residential densities within the MMTD may be increase up to 35% above the maximum allowed in the **Residential Densities Range Table**. This bonus shall not apply to lands designated Sub-Urban Residential in the Future Land Use Map. Additional bonuses may be applied to Downtown.

Principle 2 – Harmony with Nature:

Ensure that the contributions of natural resources to human well-being are explicitly recognized and valued and that maintaining their health is a primary objective.

Standard 2.1 – Preservation of Rural Areas:

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

Strategy 2.1.1 – Rural Land Use (C2):

INTENT

Leon County's agricultural lands and lands used for the growth and cultivation of trees (silviculture) 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 land suitable for growing crops available for agriculture 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.

One rural area of special significance is the portion of northern Leon County located in the Red Hills region. Northern Leon County contains approximately 125,000 acres of the 436,000-acre Red Hills region. The Red Hills is a largely intact ecological hotspot, with large blocks of unfragmented pine savanna requiring the frequent application of prescribed fire to ensure ecosystem health and provide habitat for dozens of imperiled species. The pine forests of Red Hills also replenish regional drinking water supplies, protect water quality, and are an important component of Leon County's working rural lands.

The intent of the Rural Land Use category is to maintain and promote agriculture, silviculture, and natural resource-based activities, to preserve natural systems and ecosystem functions, and to protect the scenic vistas and pastoral development patterns that typify Leon County's rural areas. Typical land uses within this category shall include agriculture, silviculture, and natural resource-based activities. Due to the very low intensity development pattern that is intended for the category, urban services are not planned or programmed for the area.

To promote infill and redevelopment within the Urban Boundary 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 Land Use category.

ALLOWABLE USES, DENSITIES, AND INTENSITIES

1. C2 – Rural: The Rural Land Use shall maintain and promote agriculture, the growth and cultivation of trees, and natural resource-based activities, preserve natural systems and ecosystem functions, and protect the scenic vistas and pastoral development patterns that typify Leon County's rural areas. Building types most appropriate for the Rural Land Use are farmhouses, agricultural buildings, cabins, and cottages. Development standards shall be implemented to maintain the rural character of areas designated Rural.

Residential: The Rural Land Use category shall allow for single family residential uses at a maximum density of one (1) dwelling unit per ten (10) gross acres.

Non-residential: Agriculture, the growth and cultivation of trees, and other natural resource based activities shall comprise the primary non-residential uses within the Rural Land Use 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 non-residential intensity limitation.

Non-residential uses functionally related to and directly in support of agricultural, the growth and cultivation of trees, and other natural resource based activities, including ecotourism activities, may be permitted at a maximum intensity of 2,500 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 gross floor area (for example).

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.

Community and Recreational Facilities allowed: 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 5,000 sq. ft. per gross acre, with the primary structure not to exceed 7,500 square feet.

Active recreational uses not functionally related to or supportive of agriculture, the growth and cultivation of trees, 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 Land Use category:

1. Development proposals within the Rural Land Use category 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 Land Use category shall not be converted to a more intense land use category unless the subject site adjoins the Urban Boundary 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 as of July 6, 2015 shall be considered conforming.

Policy 2.1.2 – Rural Residential (C2 RR):

INTENT

The Rural Residential category is intended to provide the opportunity for very low-density residential areas mixed with open space and agricultural activity on the periphery of the Urban Boundary.

ALLOWABLE USES, DENSITIES, AND INTENSITIES

1. Conventional subdivision of land in Rural Residential may be permitted at a density of up to one unit per three acres. To promote a mix of residential areas and perpetually protected open space and agricultural lands, Conservation Subdivision developments are allowed and encouraged. Conservation Subdivision design in Rural Residential may be permitted at a density of up to one unit per three gross acres with units clustered on no more than 50% of the site. Conservation Subdivisions must also permanently set aside at least 50% of the total site as open space and restrict development to the least environmentally sensitive and otherwise significant portions of the land.
2. Minor commercial activities and minor offices are permitted. Industrial, office and more intensive commercial land uses are prohibited due to lack of present infrastructure services or potential negative environmental impacts. Present or future agricultural, silviculture and forestry activities may be allowed.
3. Drive-in and drive-thru facilities are not permitted in Rural Residential.

SPECIAL CONDITIONS

The following special conditions shall apply to the Rural Residential Land Use category:

To protect rural areas from premature development, facilitate infill and redevelopment inside the Urban Boundary, and in recognition of the significant area already mapped as Rural Residential, no additional lands designated Rural or Rural Residential shall be converted to a more dense or intense land use category unless adjoining lands are also within the designated Urban Boundary.

Strategy 2.1.3 – Rural Community Land Use (T2 RC):

INTENT

Leon County’s unincorporated rural communities have historically grown independently as communities outside of the Tallahassee urban area and are not extensions of urban sprawl. The Rural Community land use represents geographically compact concentrations of developed areas, including many historic towns, immediately surrounded by rural and natural areas.

ALLOWABLE USES, DENSITIES, AND INTENSITIES

Rural Towns are small scale developed areas surrounded by very-low-intensity rural land use and are intended to create close-knit, walkable communities. To ensure walkability, the different land uses must be carefully considered and mixed to ensure the layout and design suit pedestrian needs. Development shall be tightly clustered on the property, providing a clear demarcation between the development and the preserved open space. Rural Towns may require central water service, but sewage can be managed through the central sewer or an Advanced Wastewater Treatment Cluster System, where deemed appropriate by the City of Tallahassee Growth Management Department or the Leon County Development Support and Environmental Management Department, depending on the context and location of the Rural Town.

Development in Rural Towns will be concentrated in nodes and centers. 5-30% of the development must be commercial or office at a maximum intensity of 12,000 square feet per acre. Residents will have access to some small-scale retail, but will have to leave the Rural Town to get to certain items that may only be found in larger commercial establishments.

Block sizes in Rural Towns shall be limited to 3,000 feet in block perimeter and 500 feet in block length and the design of the public rights-of-way shall provide for connectivity and pedestrian mobility. Boundaries between private property and open space should be marked with some form of right-of-way. Streets in the more densely developed portions of the Rural Town land use category should have sidewalks or paths and street trees to protect the pedestrian realm. Location of off-street parking shall be mostly on the side or rear of buildings.

T2RC – Rural Town	Central water and sewer available	Central water is available	Central water is not available
Residential Density	8 du / 1 acre	2 du / 1 acre	2 du / 1 acre
Non-Residential Intensity	12,000 SF / acre (max)	12,000 SF / acre (max)	12,000 SF / acre (max)

Rural Villages shall be small developed areas surrounded by very-low-intensity rural land use. Rural Villages shall be mixed use; however, the shops and services that may be located in this district will be limited in scale, function, and number. Commercial retail and office

establishments located within Rural Villages are intended to provide residents within the village with convenient access to necessary goods, groceries, and other essential items and services rather than attract shoppers from other parts of the community.

Commercial establishments will be limited in size as well as in vehicular access and parking opportunities to promote compatibility with the rural character of the village. 5-25% of the development must be commercial or office at a maximum intensity of 7,500 square feet per acre.

T2RC – Rural Village	central water and sewer available	central water is available	central water is not available
Residential Density	6 du / 1 acre	2 du / 1 acre	1 du / 1 acre
Non-Residential Intensity	7,500 SF / acre (max)	7,500 SF / acre (max)	7,500 SF / acre (max)

Rural Hamlets shall be small developed areas surrounded by very-low-intensity rural land use. Rural Hamlets may be mixed use or single-use residential areas.

Rural Hamlets may have up to 10% commercial development at a maximum intensity of 3,000 square feet per acre. Rural Hamlets may have up to 100% residential development.

T2RC – Rural Hamlet	central water and sewer available	central water is available	central water is not available
Residential Density	4 du / 1 acre	2 du / 1 acre	1 du / 2 acre
Non-Residential Intensity	3,000 SF / acre (max)	3,000 SF / acre (max)	3,000 SF / acre (max)

SPECIAL CONDITIONS

The following special conditions shall apply to the Rural Community future land use category:

1. Water and wastewater systems used to serve areas designated Rural Community shall be designated for lower density service as this category is not intended to create an area that attracts regional development.
2. New development and redevelopment within the Rural Community Land Use inside the Primary Spring Protection Zone shall be limited to 1 unit per 3 acres where central sewer is not available unless advanced wastewater treatment and management standards are met.

Strategy 2.1.4 – Red Hills Region: To prevent habitat fragmentation, ensure the continued use of prescribed fire, and protect the ecological health, ecosystem services, and economic vitality of Red Hills working rural lands, areas designated as Rural, Rural Community, or Rural Residential shall not be converted to a higher density or intensity land use.

Standard 2.2 – Restoration of Habitats and Sensitive Lands:

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

Strategy 2.2.1: In coordination with other departments, the Planning Department shall identify and prioritize areas that warrant protection through acquisition or conservation easements.

Strategy 2.2.2: In coordination with other departments, the Planning Department shall identify existing and potential funding sources for the acquisition of land to restore, connect, and protect natural habitats and sensitive lands.

Standard 2.3 – Prioritization of Natural Areas:

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

Strategy 2.3.1: When amendments to the Comprehensive Plan are proposed, conduct an environmental analysis to identify potential impacts to natural resources that contribute to human well-being and community character and geographic features that could impact human health as identified in Policy 2.1.1.

Strategy 2.3.2: Comply with the National Environmental Policy Act (NEPA) through the Project Development and Environment (PD&E) process for transportation projects that receive federal funds or constitute a federal action through the Federal Highway Administration.

Strategy 2.3.3: Comply with the processes outlined in the Project Development and Environment (PD&E) manual for transportation projects on state facilities that do not involve federal funding.

Strategy 2.3.4: For local transportation projects, priority will be given to the avoidance of environmentally sensitive features. Where avoidance is not feasible, impacts to environmentally sensitive areas shall be mitigated.

Strategy 2.3.5 – Drainage Basin Study Areas: Drainage basin studies shall be considered when evaluating amendments to the Comprehensive Plan or Land Development Regulations. As drainage basin studies are updated, the Comprehensive

Plan and Land Development Regulations shall be evaluated to determine if amendments are necessary.

Strategy 2.3.6: Avoid fragmenting and degrading regionally significant natural resources, greenways, and aquifers when planning new or expanding existing transportation facilities. Where avoidance is not feasible impacts to these natural features shall be mitigated.

Strategy 2.3.7: Aesthetically enhance and provide added environmental protection to existing and new transportation corridors by methods that include but are not limited to:

- A. Increases the amount of green spaces/open spaces and pedestrian oriented areas, including street trees.
- B. Recognizing plantations as a significant part of the natural landscape when roads are being designed in areas of the County where they are present.
- C. Utilize native or adapted vegetation and natural systems, such as swales, to control runoff.
- D. Maintaining and/or enhancing ground cover, canopy and understory where new roads are built.
- E. Design public infrastructure improvements to minimize development impacts to protect designated canopy roads consistent with the Conservation Element.
- F. Apply access management strategies, preserve green space for landscaping, and utilize shared access and consolidated signage to enhance the character of transportation corridors and gateways to the community.

Objective 2.4 – Preservation of Natural Areas:

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

Strategy 2.4.1 – Future Land Uses: The Future Land Use Map will reflect a variety of land use types and patterns with development standards that protect conservation and preservation areas and features.

Strategy 2.4.2 – Natural Areas and Conservation Land Use (C1):

INTENT

State and national forests, state parks, wildlife management areas, and other managed natural areas serve to sustain the health, diversity, and productivity of valuable ecosystems while integrating public use of these resources. The Natural Areas and Conservation land use category represents conservation and preservation areas protected from development and lands used for the growth and cultivation of trees (silviculture).

ALLOWABLE USES, DENSITIES, AND INTENSITIES

1. C1 – Natural Areas and Conservation: Consists of lands approximating or reverting to a wilderness condition, including lands unsuitable for settlement due to topography, hydrology or vegetation. Areas designated as Natural Areas and Conservation shall be protected from development except for community services, light infrastructure, and recreational uses that are compatible with the natural surroundings.

SPECIAL CONDITIONS

The following special conditions shall apply to the Natural Areas and Conservation future land use category:

1. Residential uses shall be limited to hosts and resident volunteers involved in the maintenance or operation of the managed natural areas.
2. Ecotourism uses and structures ancillary to ecotourism uses (such as trailheads, interpretive kiosks, boat ramps, canoe/kayak launches, and campsite amenities) are allowable provided the structures preserve the scenic and natural character of this category.
3. Accessory uses directly associated with the operation of silvicultural, wildlife conservation, recreational hunting shall be allowed.
4. Light infrastructure shall be allowed within the Natural Areas and Conservation future land use category, provided there is no alternative location outside of Natural Areas and Conservation future land use areas that provide the same public benefit. .

Strategy 2.4.3 – Lake Protection Land Use (C3-LP):

INTENT

Lake Jackson, designated both an Outstanding Florida Water (OFW) and Aquatic Preserve, is one of the most unique waterways in Florida. Historically, the lake has suffered from water quality issues associated with rapid urbanization and largescale roadway projects. Lake Jackson's water quality has improved since adoption of the Comprehensive Plan, due in large part to the adoption of stringent stormwater treatment standards and the implementation of capital projects; however, nutrient levels in the Lake remain

elevated and the Lake continues to be designated “Impaired” by the Florida Department of Environmental Protection.

The intent of the Lake Protection category is to ensure that development within the Lake Jackson basin occurs in a sustainable and environmentally sound manner with minimal impact to water quality. The Lake Protection category is the basis for regulation and, where appropriate, limitation of development and redevelopment of land within the Lake Jackson Basin. The bounds of this category are to be the Lake Jackson basin boundary adjusted to include contributing watersheds but excluding existing, more intensely developed areas south of Interstate 10 and areas outside the Urban Service Area.

ALLOWABLE USES, DENSITIES, AND INTENSITIES

2. Residential - The Lake Protection category shall allow for residential uses at a base density of one (1) dwelling unit per two (2) gross acres.¹ To encourage compact and efficient development, two density bonus options are available for properties within the category:
 - i) A residential density of up to two (2) dwelling units per gross acre may be permitted within developments designed as a Clustered Subdivision.
 - ii) A residential density of up to eight (8) dwelling units per gross acre may be permitted within the Lake Protection Node (LPN) zoning district.
3. Mixed-use & Non-residential - Non-residential and mixed-use development (including, but not limited to, office and commercial uses) within the Lake Protection category may only be permitted within areas designated with the Lake Protection Node (LPN) zoning district. Within this district, single use, non-residential development shall be allowed at a maximum intensity of 10,000 square feet (S.F.) per gross acre. Projects containing a vertical mixture of uses, including any combination of office, commercial and residential uses, may receive a bonus of 2,500 S.F. per gross acre, for a total of 12,500 S.F. per gross acre.
4. Community and Recreational Facilities - Community services, light infrastructure, and recreational uses shall be permitted within the Lake Protection (LP) and Lake Protection Node (LPN) zoning districts. Facilities associated with these uses shall be allowed at a maximum intensity of 10,000 square feet (S.F.) per gross acre.

SPECIAL CONDITIONS

The following special conditions shall apply to the Lake Protection Future Land Use category:

5. The Lake Protection Node zoning district shall only be permitted at the following intersections:

- Highway 27 North and Sessions Road
- Highway 27 North and Capital Circle NW/Old Bainbridge Road
- Highway 27 North and Fred George Road
- Bannerman Road and Bull Headley Road

The exact extent of these Nodes shall be specified in the City of Tallahassee and Leon County land development regulations, but generally shall not extend beyond $\frac{1}{4}$ mile from the respective intersection and shall not include areas within a Special Development Zone (SDZ) or existing single-family subdivisions.

6. As an alternative to large-lot developments, Clustered Subdivisions shall be permitted within the Lake Protection zoning district. Clustered Subdivisions shall:

- Contain a minimum of 60% contiguous open space preserved in perpetuity and comprised of such things as preservation and conservation features, Special Development Zones, undeveloped uplands, passive recreation areas, and storm water facilities designed as a community amenity;
- Be developed at a maximum density of two (2) dwelling units per gross acre; and,
- Be served by central water and sewer systems.

7. A volume control based stormwater treatment standard shall be required for all development and redevelopment within the Lake Protection land use category. This standard shall ensure that runoff volumes in excess of the pre-development runoff volume shall be retained for all storm events up to a 100-year, 24-hour duration storm. To encourage redevelopment in the Lake Protection category, a partial credit may be applied toward existing impervious surface on previously developed sites.

8. Additional development standards deemed necessary to protect Lake Jackson from further degradation and/or improve existing water quality may be included in the land development code.

9. Existing, lawfully established, non-residential uses within the Lake Protection land use category that are compatible with surrounding uses and meet all water quality standards for the Lake Jackson Basin shall be considered permitted uses.

Strategy 2.4.4 – Conservation Element: The Conservation Element shall include additional policies for the conservation, use, and protection of natural resources in the area, including air, water, water recharge areas, wetlands, watercourses, estuarine marshes, soils, beaches, shores, flood plains, rivers, bays, lakes, harbors, forests, fisheries and wildlife, marine habitat, minerals, and other natural and environmental resources, including factors that affect energy conservation.

Strategy 2.4.5: Evaluate the natural features of Leon County, as delineated in the future land use and conservation elements, to avoid fragmenting and degrading regionally significant natural resources, wildlife corridors, greenways, and aquifers when planning new or expanding existing transportation facilities

Standard 2.6 – Urban Forests:

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

Strategy 2.6.1 – Priority Planting Sites: The City of Tallahassee and Leon County shall identify priority planting sites to guide the planting of trees, reduce urban forest fragmentation, and provide for the preservation or creation of connected wooded and environmental corridors. Connected environmental corridors provide an avenue for wildlife movement, native plant distribution, improved water quality, and protection of natural resources.

Strategy 2.6.2 – Species Suitability: The City of Tallahassee and Leon County shall maintain lists of tree species that minimize hardscape conflicts, minimize overhead utility conflicts, and are wind resistant. These lists will be used to promote the planting of suitable species for different site locations and scenarios,

Strategy 2.6.3 – Public Tree Inventory: The City of Tallahassee and Leon County shall explore opportunities and funding to expand the Public Tree Inventory as a mean to gain data to better manage urban forests.

Strategy 2.6.4: Protect existing trees of suitable species value and health condition during transportation system development and maintenance. Preserved trees should provide screening, landscape, runoff control, and provide shade without compromising safety or urban forest quality.

Standard 2.7 – Green infrastructure:

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

Strategy 2.7.1 – Community Wide Green Infrastructure: For private development, incentivize green infrastructure as a connected network of natural areas that provide habitat, flood protection, cleaner air, and cleaner water. Examples of some strategies include:

- Create green streets and alleys by retrofitting streets and alleys as part of any repair, maintenance, or other disturbance to the road, sidewalk, or transportation right-of-way that would provide an opportunity for street-level stormwater management. The land development code shall identify the range of retrofits that qualify for these incentives.
- Implement green parking standards such as requiring parking facilities to have certain percentages of shaded parking; ~~or, those proposed by the U.S. Green Building Council (USGBC), which require:~~
 - ~~○ For new nonresidential buildings and multiunit residential buildings, either do not build new off-street parking lots, or locate all new off-street surface parking lots at the side or rear, leaving building frontages facing the circulation network free of surface parking lots (alleys may be exempted).~~
 - ~~○ Use no more than 20% of the total development footprint area for all new off-street surface parking facilities, with no individual surface parking lot larger than 2 acres (0.8 hectare). Surface parking facilities include ground-level garages unless they are under habitable building space. Underground or multistory parking facilities can be used to provide additional spaces. On-street parking spaces are exempt from this limitation.~~
 - ~~○ Provide carpool or shared use vehicle parking spaces equivalent to at least 10% of the total off-street parking spaces for each non-residential and mixed-use building on the site. Such parking spaces must be marked and within 200 feet (60 meters) walking distance of entrances to the building served.~~
- Ensure a robust urban tree canopy within the City of Tallahassee through adherence to the Urban Forest Master Plan, or its successor.
- Land Conservations
- National models, including the Green Infrastructure standards of the United States Green Building Council (USGBC).

Strategy 2.7.2 – Site Specific Green Infrastructure: Implement the following green infrastructure stormwater management systems, in the land development regulations and/or form-based code, which mimic nature to soak up and store water:

- Downspout Disconnection
- Rainwater Harvesting
- Rain Gardens
- Planter Boxes
- Bioswales
- Permeable Pavements

- Green Streets and Alleys
- Green Parking
- Green Roofs
- Urban Tree Canopy
- Land Conservation

Strategy 2.7.3 – Design Guidelines for Green Infrastructure: [Develop guidelines for public infrastructure changes that include when to create/implement green infrastructure]

Strategy 2.7.4 – Reporting Green Infrastructure Implementation:

The Tallahassee-Leon County Planning Department shall coordinate with the City's Underground Utilities and Public Infrastructure Department, Leon County's Public Works Department, and Blueprint to calculate the annual increase in linear distance of streets retrofitted to green streets and the increase in green stormwater management systems.

Standard 2.8 – Climate Adaptation and Community Resilience:

[Update this objective based on the resiliency plan being developed by the City] Plan for the resiliency, including mitigation and adaptation, of natural and human systems based on projected increases in the frequency of extreme weather events, increased air and water temperatures, and long-term shifts in precipitation levels, growing season length, and associated changes in native vegetation and wildlife populations.

Strategy 2.8.1: The City of Tallahassee and Leon County shall develop land development regulations that include strategies and design standards for compact development and green building techniques to reduce greenhouse gas emissions from energy generation and transportation.

These regulations shall be implemented to conserve land; promote livability, walkability, and transportation efficiency, including reduced vehicle distance traveled; to leverage and support transit investments; and to reduce public health risks by encouraging daily physical activity associated with walking and bicycling.

Strategy 2.8.2: The City of Tallahassee and Leon County shall incentivize the reuse of existing infrastructure and buildings to take advantage of previous investments and the energy already used to build them. The City of Tallahassee and Leon County shall incentivize the redevelopment and/or restoration of value to contaminated or under-utilized land through the locating of projects on greyfields, brown fields, or other adaptive reuse/infill site. Require or Incentivize USGBC infill site standards, which are sites that meet any of the following four conditions:

- A. At least 75% of its boundary borders parcels that individually are at least 50% developed and that in an aggregate are at least 75% developed
- B. The site, in combination with bordering parcels forms an aggregate parcel whose boundary is 75% bounded by parcels that individually are at least 50% developed, and that in aggregate are at least 75% previously developed.
- C. At least 75% of the land area, exclusive of rights-of-way, within 1/2 mile of the project boundary is previously developed.
- D. The lands within 1/2 mile of the project boundary have a pre-project connectivity of at least 140 intersections per square mile.

The circulation network does not constitute previously developed land; it is the status of property on the other side of the segment of circulation network that matters. For conditions A. and B. above, any fraction of the perimeter that borders a water body is excluded from the calculation.

For a parcel to qualify as “bordering” under this Policy, it must share a linear section of boundary; a parcel that adjoin the project at only a single point is not considered bordering.

Strategy 2.8.3: Locate homes, jobs, stores, parks, schools, and other destinations within 20 minutes walking distance of each other so that people can easily walk, bike, use public transit, or drive shorter distances.

Strategy 2.8.4: Preserve green space to sequester carbon dioxide through the conservation of ecologically valuable land, and direct development to previously developed areas.

Strategy 2.8.5: Require or incentivize smart growth strategies to help our community adapt to the effects of climate change, natural disasters, and other events that may challenge the resiliency of the City of Tallahassee and Leon County. Such strategies include: developing complete, walkable streets; supporting local food production; reducing indoor and outdoor water use; increasing renewable energy production; using recycled or reclaimed materials for new infrastructure.

Strategy 2.8.6 – Urban Heat Islands: The utilization of strategies that minimize effect of heat islands shall be incentivized. Such strategies include:

- A. Increasing tree and vegetation cover.
- B. Growing a vegetative plant layer on rooftops, known as “green roofs,” “rooftop gardens,” or “eco-gardens.”
- C. Installing roof coatings or materials with high-albedo that significantly reflect heat away from a building.
- D. Using “cool pavements” made from materials that reflect more solar energy.

Strategy 2.8.7: Design, construct, and maintain transportation facilities to prevent flooding, minimize pollution, and maintain natural stormwater quantity, timing, rate, and direction of flow characteristics consistent with the adopted Stormwater Level of Service Standard.

Strategy 2.8.8 – Reporting Community Resilience:

The Tallahassee-Leon County Planning Department shall coordinate with the City's Sustainability and Community Preservation Department, Leon County's Office of Sustainability, the City's Growth Management Department, the Leon County Department of Development Support and Environmental Management, the City's Underground Utilities and Public Infrastructure Department, Leon County's Public Works Department, and Blueprint to calculate the annual increase in redeveloped brownfields and grayfields, the number of properties adaptively reused, the utilization of urban heat island mitigation incentives, and ____ [based on resiliency plan].

Principle 3 – Resilient Economy:

Ensure that the community is prepared to deal with both positive and negative changes in its economic health and to initiate sustainable urban development and redevelopment strategies that foster green business growth and build reliance on local assets.

Principle 4 – Interwoven Equity:

Ensure equity in providing for the housing, services, health, safety, and livelihood needs of all citizens and groups.

Standard 4.1 – Southside Investment Strategy:

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

Strategy 4.1.1 - Southside Investment Strategy Area Map: The objective and policies for the Southside Investment Strategy apply to the following area: [Insert map]

Strategy 4.1.2: The City and County Capital Improvement schedule will include an equitable distribution of projects in the southside investment strategy area, when compared to the rest of the community.

Strategy 4.1.3: When new State roadways are built or existing roadways resurfaced in the Southside Investment Strategy area, the Planning Department shall invest in public

infrastructure improvements and public safety, incentivize increased employment opportunities within the Southside Investment Strategy area via the Office of Economic Vitality and other programs, and provide urban infrastructure that supports private investment and redevelopment.

Strategy 4.1.4: Every three years, the Planning Department and the Office of Economic vitality, or their successors, shall update the State of the Southside Investment Strategy report. This report shall contain evaluations of future land use categories and zoning districts, and demographic data. The report will also will track public and private investments made in the area, and shifts in socioeconomic conditions since the previous update to the report. The report shall utilize the best available data and estimates from private, federal, state, and local sources.

Strategy 4.1.5: The evaluation of future land use categories and zoning districts shall assess whether the entitlements allow for a variety of housing opportunities, opportunities for economic growth and the expansion of local businesses, and the attraction of Tallahassee-Leon County's target industries.

Strategy 4.1.6: The State of the Southside Investment Strategy report shall be provided to the Local Planning Agency, the City Commission, the County Commission, and local government departments to consider during the budget development process.

Principle 5 – Healthy Community:

Ensure that public health needs are recognized and addressed through provisions for healthy foods, physical activity, access to recreation, health care, environmental justice, and safe neighborhoods.

Standard 5.1 – Access and Opportunities for Parks and Recreation:

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

Strategy 5.1.1 – Greenways and Trails Master Plan: Maintain a Greenway and Trails Master Plan that identifies opportunities to expand or create a network of shared use paths that connect various parts of the City and County. This plan shall guide the continuing implementation of the local greenway system, in coordination with the State of Florida and other conservation funding, managing, and landholding entities. This plan shall be updated every 10 years to reflect completed projects, new additions and opportunities, and other changes to the greenway system.

Strategy 5.1.2 – Regional Parks and Civic Spaces Special District (SD): [Move Regional Parks and Civic Spaces language here?]

Strategy 5.1.3 – Bicycle Parking at Regional Parks and Civic Spaces: All Regional Parks and Civic Spaces shall have bicycle parking facilities co-located with other park amenities. Bicycle parking requirements shall be laid out in greater detail in the land development regulations.

Strategy 5.1.4 – Recreation and Open Space Element: The Recreation and Open Space Element shall indicate a comprehensive system of public and private sites for recreation, including, but not limited to, natural reservations, parks and playgrounds, parkways, beaches and public access to beaches, open spaces, waterways, and other recreational facilities.

Standard 5.2 – Safety:

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

Policy 2.11.1: The land development code shall require developments to include infrastructure that provides for safety based on context-based design standards. This infrastructure may include sidewalks, street trees, and on-street parking.

Policy 2.11.2: Public infrastructure shall be designed to increase the safety of its users through the application of context-based design and design speed, complete streets, CPTED, and other nationally recognized strategies.

Principle 6 – Responsible Regionalism:

Ensure that local proposals account for, connect with, and support the plans of adjacent jurisdictions and the surrounding region.

Standard 6.1 – Intergovernmental Coordination:

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

Strategy 6.1.1: Intergovernmental Coordination Element:

The Intergovernmental Coordination Element shall include policies showing relationships and stating principles and guidelines to be used in addressing and managing natural resources that extend beyond jurisdictional boundaries.

Strategy 6.1.2: Key Regional Partners:

In order to coordinate the protection and management of water resources and other environmentally sensitive features throughout the panhandle of Florida, the Northwest Florida Water Management District and Apalachee Regional Planning Council shall be key partners.

Strategy 6.1.3 A functional transportation network shall be coordinated and maintained with the Florida State University, Florida A&M University, and Tallahassee Community College master plans to link those educational institutions and provide access to transit and surrounding supporting land uses.

Principle 7 – Planning for Specific Geographic Areas:

....

Standard 7.1 – Downtown:

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

Strategy 7.1.1: Incentivize/Provide density and parking requirement bonuses

Strategy 7.1.2: Parking minimums shall no longer be utilized Downtown.

Strategy 7.1.3 – Beautifying Public Spaces:

The land use regulations for the Urban Center Transect shall require investment in the streetscape by adding features such as benches, planters, bike racks, tree boxes with trees with a healthy canopy; and providing space for public art installations.

Strategy 7.1.4 — Activate Empty Spaces In the Short Term: Develop a program to allow for temporary uses of vacant or under-utilized publicly owned spaces and properties; consider the public leasing of available retail space for short term “pop-up” shops that allow business owners to experiment in a new location without high up-front costs of building out a new retail space.

Strategy 7.1.5 — Cultural Amenities: Support and promote cultural amenities such as continuing established downtown markets; encouraging the growth of monthly “First Fridays” to include parts of the Downtown area; considering incentives for arts industries to locate Downtown to retain students and increase the availability of cultural employment opportunities downtown. Leverage historic resources to continue to grow a sense of place Downtown.

Strategy 7.1.6 – South Monroe Corridor: Prioritize infrastructure improvement and redevelopment/infill development incentives for the South Monroe corridor connecting Downtown to the Southside Investment Area, to ensure a vibrant connection between the central urban core to a historically under-resourced area.

Strategy 7.1.7 – Develop incentive programs that encourage residents to live Downtown. Such incentives may include homeownership grants that assist with closing costs or down payments for residential properties located Downtown, and/or live where you work grants that partners with employers to provide financial incentives to employees to live in close proximity to their place of employment.

Strategy 7.1.8 – Future Downtown Development: Future downtown development and redevelopment shall utilize design standards that match the historic context of Downtown Tallahassee and the Urban Center context-classification. Development that will support mass-transit, bicycles, and pedestrian transportation shall be prioritized.

Strategy 7.1.9: Newly constructed parking facilities or redeveloped surface parking facilities shall meet the design requirements of the Urban Center context classification.

Strategy 7.1.10: Urban Core Land Use INTENT

The Urban Core Land Use is characterized by the greatest variety of uses, the highest residential densities, and the tallest building heights in the community. The development standards for the Urban Core shall prioritize pedestrian comfort, convenience, safety, and access to create a compact, pedestrian-oriented environment that offer a mixture of uses to provide for people’s daily needs. Streets will have steady street tree plantings and buildings that are set close to wide sidewalks. It may have larger blocks. The Urban Core contains the state capitol and other civic buildings of regional importance.

ALLOWABLE USES, DENSITIES, AND INTENSITIES

C6 – Urban Core: The Urban Core shall be characterized by retail, office, multi-family residential, institutional, entertainment, civic, and cultural uses. Residential density shall not be less than 16 dwelling units per acre and shall not exceed 150 dwelling units per gross acre. Building heights shall not be less than 2 stories and shall not exceed 12 stories.

Design standards for the urban core shall detail the placement of developments with highest density and tallest buildings along arterial roadways, lower densities and building heights along collector roadways, and the lowest densities and building heights in the Urban Core along local streets. The design standards shall also provide building placements with shallow or no setbacks, buildings oriented to the street, a defined street wall, and no parking minimums. Parking shall not be allowed between the building façade and the back of curb along primary frontages. Building frontages may include stoops, dooryards, forecourts, shopfronts, galleries, and arcades.

SPECIAL CONDITIONS

The following special conditions shall apply to the Urban Core future land use category:

1. For capitol complex and civic buildings of regional importance, block perimeters shall be limited to a maximum of 2,500 feet (3,000 feet maximum with parking structures) and block length shall be limited to 660 feet.
2. For the remainder of the Urban Core, block perimeters shall be limited to a maximum of 1200 feet and block lengths shall be limited to 450 feet.
3. Bicycle and pedestrian paths and drive aisles that directly connect to the parallel street may be counted as block end points, provided they include pedestrian facilities and accommodations that are required along frontages.

Strategy 7.1.11 – Reporting Downtown Sense of Place:

The Tallahassee-Leon County Planning Department shall coordinate...

1. **Strategy 7.1.12 – Reporting Downtown Strategies:** [Need to include baseline data such as: Dataset of parking facilities located in the Urban Core Context Classification Area, Existing Land Use GIS Dataset for the Urban Core Context Classification Areas, 5-year ACS metrics relating to the Urban Core Context Classification Area, including housing characteristics. Need to include reporting metrics such as: Amount of surface parking converted into context-appropriate parking facilities, Number or dollar value of new streetscape features installed annually, Amount of new pedestrian, bike, and transit facilities built/installed/created annually, Calculate the percentage mix of land use for new development /redevelopment Downtown annually, Calculate percentage of public dollars devoted to South Monroe corridor and the rest of Downtown, Track and report

on the increase in residential development In the Urban Core context classification area; increase in the occupancy of residential units as measured by the American FactFinder dataset of the US Census, or other best available data, Maintain a form-based code for the Urban Center Context Classification]

Standard 7.2 – Bradfordville:

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

Strategy 7.2.1 – Bradfordville Study Area: As defined in the Bradfordville Sector Plan as adopted by the Leon County board of County Commissioners on July 11, 2000, the Bradfordville Study area is area depicted on the following map:
[Insert Bradfordville Study Area Map]

Strategy 7.2.2 – Bradfordville Development: Development in the Bradfordville Study Area shall be subject to the development standards for the area included in the land development regulations.

Strategy 7.2.3 – Reporting Bradfordville Strategies: The Tallahassee-Leon County Planning Department shall coordinate with the Leon County Department of Development Support and Environmental Management, to maintain and update the Bradfordville Sector Plan, evaluating it every five years. [Need to include: Calculate and report the amount and type of new development and redevelopment in the Bradfordville Study Area. (TLC Planning, TLH GM, LC DSEM), Track and report on water quality preservation in the Bradfordville Study Area (TLC Planning, LC Public Works), Calculate the acreage of land converted to a more intense land use in the Bradfordville Study Area. (TLC Planning)]

**Leon County
Board of County Commissioners**

**Notes for Workshop
Agenda Item #3**

Joint County-City Workshop on the Comprehensive Plan

Workshop Item #3

March 23, 2021

To: Honorable Chairman and Members of the Board

From: Vincent S. Long, County Administrator

Title: Proposed Community Engagement Strategy for Update to the Southern Strategy Area

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, Department of PLACE Cherie Bryant, Director, Tallahassee-Leon County Planning Department
Lead Staff/ Project Team:	Devan Leavins, Administrator, Special Projects, Tallahassee-Leon County Planning Department

Statement of Issue:

As a result of recent updates provided to both the City and County Commissions, this item provides a strategy for community engagement necessary to provide a meaningful outcome in the Southern Strategy Area update. The proposed three-phased approach for community engagement and data analysis will be used to develop a Southside Action Plan report and policy recommendations, which is expected to be completed and presented to the Board of County Commissioners and City Commission in late 2021.

Fiscal Impact:

This item has no fiscal impact.

Staff Recommendation:

Option #1: Approve the community engagement strategy for update to the Southern Strategy Area.

Background:

As a result of recent updates provided to both the City and County Commissions, this item provides a strategy for community engagement necessary to provide a meaningful outcome in the Southern Strategy Area (SSA) update. This item provides a three-phased approach for community engagement and data analysis that will be used to develop a Southside Action Plan report and policy recommendations to be completed and presented to the City Commission and Board of County Commissioners in late 2021. Upon acceptance of this community engagement plan, staff is prepared to immediately initiate Phase I of the Southside Action Plan community engagement strategy.

Analysis:

The strategy for community engagement provided in this item specifically addresses Goal 11 of the Tallahassee-Leon County Comprehensive Plan (Comprehensive Plan) Land Use Element for improvements to the area identified as the "Southern Strategy Area" (Attachment #1). Goal 11 of the Comprehensive Plan Land Use element outlines policies and objectives, "to encourage quality land development and redevelopment which results in increased population growth toward the southern part of the Tallahassee urban area, to retain and increase employment opportunities, and to attain an income mix in the Southern Strategy Area that is comparable to the remainder of the urbanized County."

Policy 11.2.1 of the Comprehensive Plan also requires regular updates on the SSA to be brought to the City Commission and Board of County Commissioners every three years. Since the adoption of the SSA in 1998, there have been six updates, the most recent being the Southside Area comprehensive Report (2016) and the Southside Investment Update (2018).

In the two decades since the SSA policies were adopted, our community has changed significantly, with population growth, new infrastructure investments, and updated technology. However, the pace of quality redevelopment in the Southside that are identified as goals in the SSA policies of the Comprehensive Plan have not met expectations.

At the January 13, 2021 City Commission Retreat and the February 16, 2021 Board of County Commissioners meeting, staff presented an update on the Southern Strategy Area (SSA) Land Use Element Goal of the Tallahassee-Leon County Comprehensive Plan (Attachment #2). Both Commissions accepted the update. The City Commission moved to recommend renaming the SSA to the Southside Action Plan, and appointed Commissioner Diane Williams-Cox as the City Commission liaison for this effort.

Now is the time to evaluate the existing policies and objectives of the SSA Goal in the Comprehensive Plan Land Use element and engage with members of the Southside community to identify additional strategies to move the Southside forward and achieve the goal of "quality land development and redevelopment" that improves the quality of life and employment opportunities for those who live, work, and build a living in the Southside community.

The first step in developing the Southside Action Plan is the proposed community engagement strategy, to occur over a seven-month period, that will collect a broad range of public input from members of the community about their wants and needs for the Southside. Information gleaned

from the public engagement process will provide direct insight and will supplement existing data sources. This information will be used to develop revised policies for the Commissions' consideration.

Some key topics that will be analyzed and discussed with the public during engagement process will include:

- Housing trends over time.
- Past and Planned Infrastructure projects (including water, sewer, stormwater, and roadways).
- Review of public and private development over time.
- Incentives (a review of existing incentives to promote growth and recommendations for new incentives).
- Infrastructure needs (water and sewer) and impediments, such as unincorporated areas that limit access to City/urban services.
- Identification of other constraints that limit growth and redevelopment.
- Analysis of existing Comprehensive Plan policies and objectives and recommended changes to further the goals of the SSA.
- Explore incentives that will promote the type of development the community wants to see.
- Tools to protect the character of existing communities, such as specialized zoning codes focus on compatible building form.
- Review of the existing zoning districts and an evaluation of whether or not zoning districts exclude certain type of housing that might hinder the community from building more affordable types of housing.
- Understanding the population density needed to support transit in the Multi-Modal Transportation District.
- Explore the use of additional annexation in order to fill in infrastructure gaps within the SSA.
- Analysis on the possible expansion of the USA.
- Evaluate the roll of Sector and Neighborhood Planning in the SSA.

Southside Action Plan Community Engagement Strategy

Planning staff has developed a community engagement process that will begin in April 2021 and will continue throughout the summer and fall, with the anticipation of bringing back a final report identifying specific recommended actions to both the City Commission and Board of County Commissioners in December 2021.

Phase I- Introduction to the Southside (Initial Assessment)

- April 2021- First round of engagement with the community. The goal of this phase is to understand and identify the community's needs, constraints, and opportunities.
- May - June 2021- Analyze information received from first round of engagement

Phase 2- Understanding the Southside (Community Feedback)

- June - July 2021- Second round of engagement with the community, bringing information received from Phase 1 back to the community. This phase will provide a summary of the initial community feedback and ideas. The goal in this step will be to seek comments on the summary and receives any additional information the community would like to provide.
- August - September 2021- Organize and analyze information received from second round of engagement
- Provide update to the County and City Commissions

Phase 3 - Southside in Action (Policy Review)

- October 2021- Draft policy updates for review with community stakeholders for feedback
- November 2021- Incorporate the feedback into Draft Policies and Recommendations
- December 2021- Bring Draft Policies and Recommendations to the County and City Commissions for consideration.

Throughout the engagement process, staff will use various methods to receive input from the Southside Community. Engagement methods will include a website and online surveys, and virtual and in-person meetings. Staff will also seek to assemble a core group of community leaders that can assist with disseminating information and assisting with community engagement to ensure maximum participation of the community. Staff will also survey existing community meetings and events in the Southside to bring information and engagement opportunities to these venues and organizations where people may already be meeting.

In response to ongoing health and safety concerns resulting from COVID-19, the types of engagement will be varied enough to reach a broad audience of community stakeholders, and designed in a way to meet CDC guidelines to ensure the health and safety of participating community members and staff.

Next Steps

Following acceptance of this update, the Southside Action Plan community engagement process will be initiated with the launch of a website and online survey. Additional community-wide engagement opportunities for April 2021 will be announced shortly thereafter.

Following the seven-month community engagement and data analysis process, staff will bring the results of the Southside Action Plan and recommended policy updates for the Tallahassee-Leon County Comprehensive Plan to the County and City Commissions for consideration.

Options:

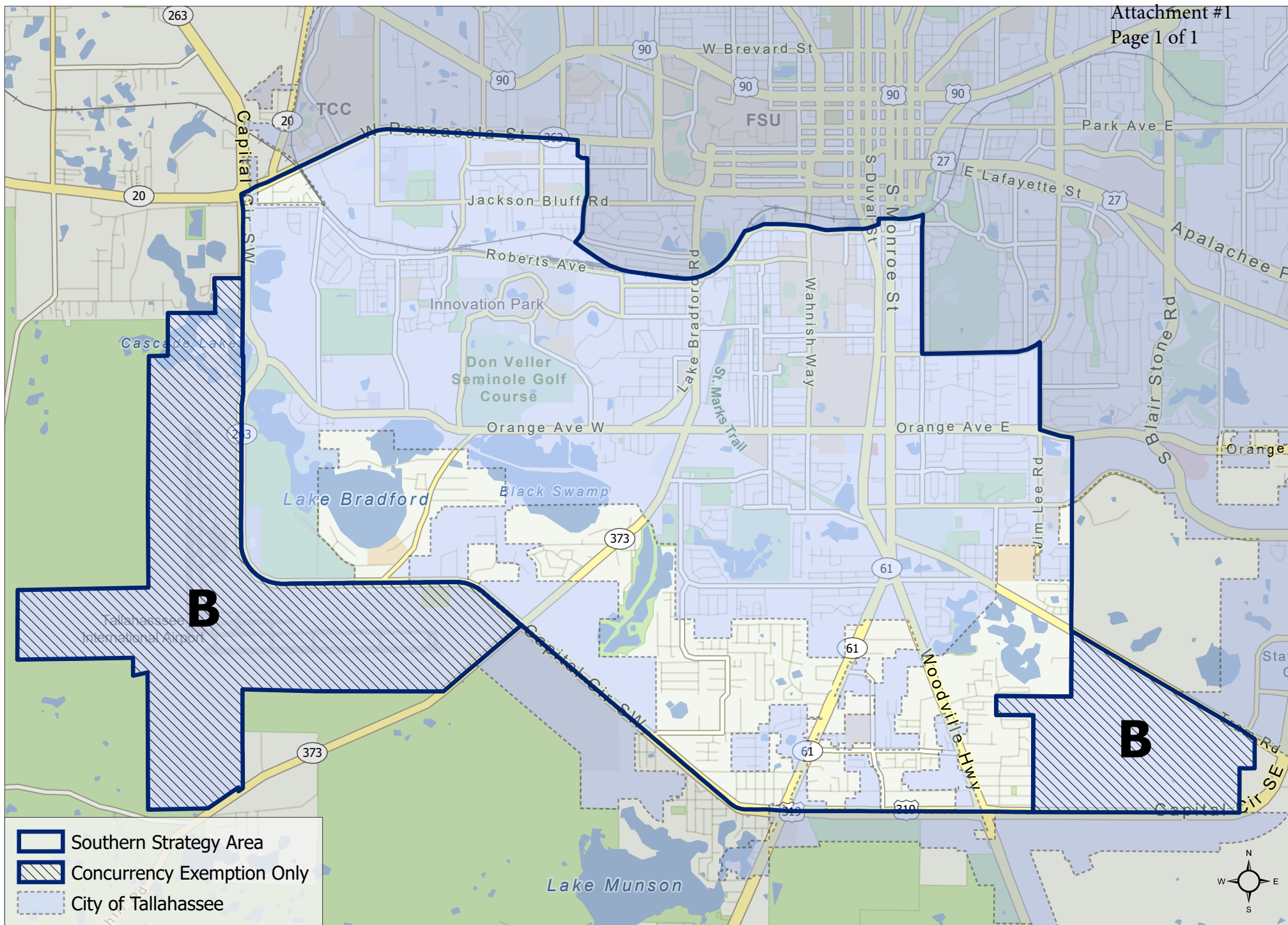
1. Approve the community engagement strategy for update to the Southern Strategy Area.
2. Board direction.

Recommendation:

Option #1

Attachments:

1. Southern Strategy Area Map
2. February 16, 2021 Status Report on the Southern Strategy



Leon County Board of County Commissioners

Agenda Item #13

February 16, 2021

To: Honorable Chairman and Members of the Board

From: Vincent S. Long, County Administrator

Title: Status Report on the Process to Review and Update the Southern Strategy Goal of the Land Use Element of the Joint County/City Comprehensive Plan During the Forthcoming 2021 Comprehensive Plan Amendment Cycle

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, Department of PLACE Cherie Bryant, Director, Tallahassee-Leon County Planning Department
Lead Staff/ Project Team:	Devan Leavins, Administrator, Special Projects, Tallahassee-Leon County Planning Department

Statement of Issue:

This item provides a status report regarding the Southern Strategy Goal of the Land Use Element of the Joint County/City Comprehensive Plan and an overview of the upcoming review process to expand and stimulate quality land development and redevelopment in the Southern Strategy Area (SSA) which will be considered at the March 23, 2021 Joint County/City Comp Plan Amendment Workshop.

Fiscal Impact:

This item has no fiscal impact.

Staff Recommendation:

Option #1: Accept the Southern Strategy Area Objective Status Report.

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Background:

Consistent with the requirements of the Comprehensive Plan, this item provides a status report to the Board regarding the Southern Strategy Goal of the Land Use Element of the Joint County/City Comprehensive Plan (Comp Plan). As discussed in detail below, the Southern Strategy Area (SSA) is Goal 11 of the Land Use Element of the Comp Plan. The goal of the SSA is to encourage quality land development and redevelopment which results in increased population growth toward the southern part of the Tallahassee urban area. Moreover, the goal of this section of the Comp Plan is also to retain and increase employment opportunities and to attain an income mix in the SSA that is comparable to the remainder of the urbanized County.

Achievement of the SSA goals is performed through land development decisions, capital investments, and public policies, by all levels of government, acting as a catalyst for private sector investment in the area. Specifically, Policy 11.2.1 of the Land Use Element of the Comp Plan directs staff to evaluate, every three years, the “State of the Southern Strategy” by analyzing land use, demographic, and other data as necessary to provide elected officials, staff, and other citizens a clear assessment as to the progress being made in improving conditions in the Southern Strategy Area. The full text of Goal 11, and all Comp Plan policies specific to the SSA, is included as Attachment #1.

The purpose for the review is to present data that objectively gauges progress toward SSA goal achievement that occurred during the reporting period. The review also assists in developing any modifications to the Land Use Element of the Comp Plan that may further enhance the goals of quality land development, employment expansion and improved quality of life outcomes within the boundaries of the Southern Strategy Area.

This SSA review commensurate with the annual Comp Plan Amendment Cycle and leads to the generation of a “State of the Southern Strategy Report.” Each report, including the one to be generated at the end of the forthcoming 2021 Comp Plan Amendment Cycle, is intended to provide a clear “snapshot” of existing conditions within the SSA. The report serves as the basis for future Board and City Commission efforts to build on the potential of the SSA via its investment and policy decisions. Moreover, and to be reviewed and updated (at least) once every three years, this SSA review process is intended to:

- Reaffirm and reiterate the vision of the SSA of the Comp Plan;
- Analyze progress of development within the boundaries of the SSA compared to the baseline year (2001);
- Outline conclusions for the reporting period based upon the objective data;
- Establish new measures for monitoring further improvements in the quality of life within the SSA;
- Provide a structured mechanism for new components to the SSA to be added to address emerging and/or systemic issues hindering achievement of the SSA goals stated in the paragraph above (and also found in Attachment #1).

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For full documentation on past findings and reviews, historical State of the Southern Strategy Reports (2001-2016) are included as Attachment #2.

The next Comp Plan amendment cycle for the required SSA review is 2021, and planning staff has included this SSA item in that amendment cycle process. Included in the analysis section below is a historical overview of the SSA and likely areas for further refinement in 2021. Additional information related to the forthcoming SSA Comp Plan review process, which will begin at the Joint County/City Comp Plan Amendment Workshop scheduled for March 23, 2021 is also presented. Finally, the analysis section presents an update on recent City Commission action on this matter and key next steps to occur throughout 2021, including extensive public engagement, related to the forthcoming SSA review process.

Analysis:

When the Comprehensive Plan was adopted in 1990, the Board of County Commissioners and the City Commission recognized an unbalanced development pattern occurring over several decades and decided both Leon County and Tallahassee needed a “Southern Strategy” within the Comp Plan to help counterbalance growth trends occurring more in the northern and eastern areas of the Tallahassee urban area. Exhibit 1 below illustrates the Southern Strategy Area (SSA) Boundary, and which portions are located within the County and City limits. As detailed further in Exhibit 1, the boundaries comprising the Southern Strategy Area encompass roughly 14,323 acres, of which about 2,720 acres (19%) are in the unincorporated limits of Leon County and about 11,603 acres (81%) are within the City Limits.

The original Southside Study report resulted in the following recommendations:

- Infrastructure improvements
- Providing funding for amenities
- Encouraging business activity

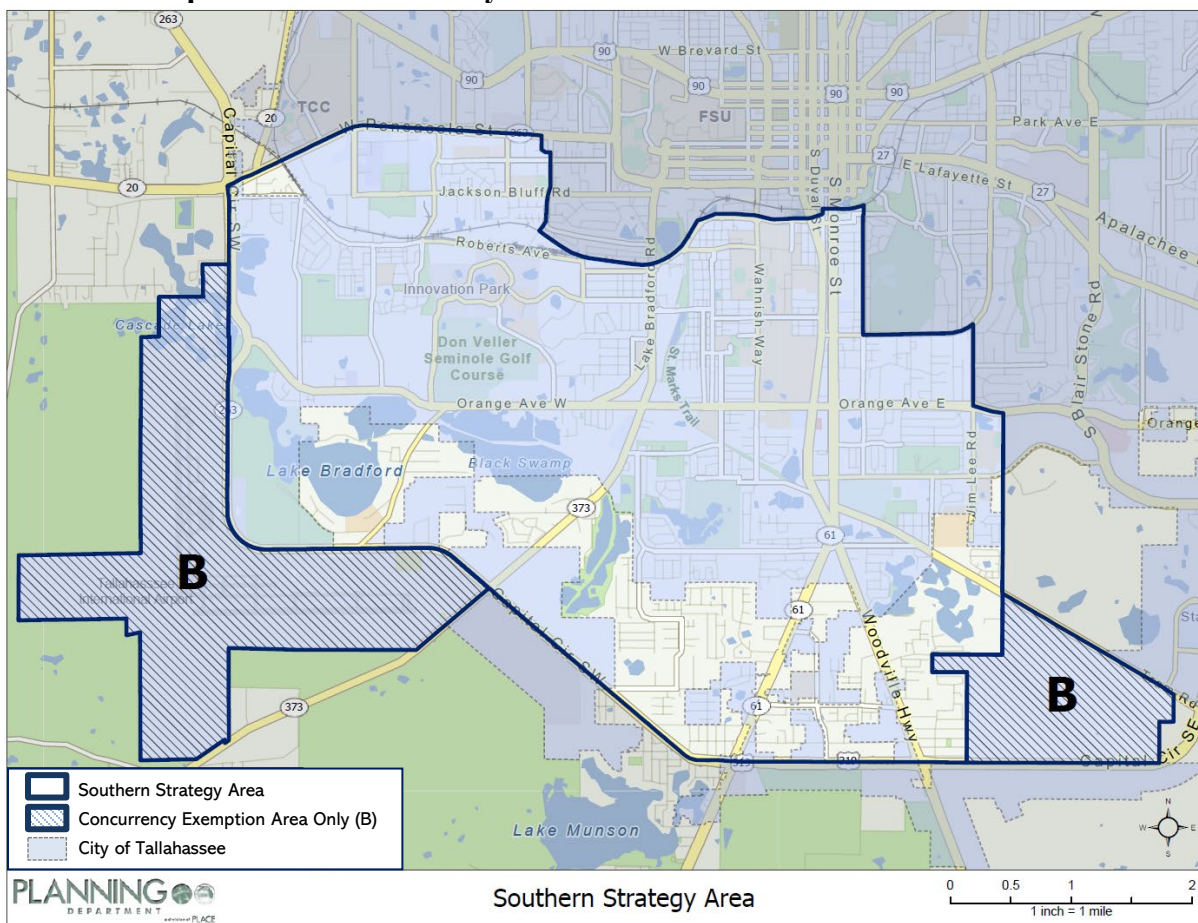
Subsequently, the SSA was approved and established as a component of the Tallahassee-Leon County Comprehensive Plan in 1998. The goal of the SSA was “to encourage quality land development and redevelopment which results in increased population growth toward the southern part of the Tallahassee urban area, to retain and increase employment opportunities, and to attain an income mix in the Southern Strategy Area that is comparable to the remainder of the urbanized County.” The result of this development and redevelopment would be increased population growth, increased employment opportunities and an income mix that is comparable to the other urbanized areas of the County. Methods to achieve the goals would be supported by land development decisions, capital investments and policies by all levels of government, so as to serve as a catalyst for private sector investment in the area. See Attachment #1 for all comprehensive plan policies related to the SSA.

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Exhibit 1 : Map of the SSA Boundary



Since its inception, the Southern Strategy has influenced decisions about public infrastructure, economic development, housing, and other policies. While most of the Southern Strategy Area is within the City, portions are also within the unincorporated County and both jurisdictions jointly adopt the SSA policy within the Land Use Element of the Comp Plan. Updates on the Southern Strategy have been brought to the Board and City Commission approximately every three years as required by those policies. The purpose of the SSA updates is to provide elected officials, staff, and other citizens a clear assessment of the progress being made in improving conditions in the Southern Strategy Area.

On December 11, 2018, the Board received its most recent update related to the SSA. That review covered the Orange Avenue Corridor Investment and on the Interim Placemaking Improvements at the Intersection of Meridian Street. Additionally, on March 8, 2016, the Board received a report on Southside Community Efforts and the Leon County Southside School Project. Attachment #2 is a summary of previous Southern Strategy Reports from 2001 to 2016.

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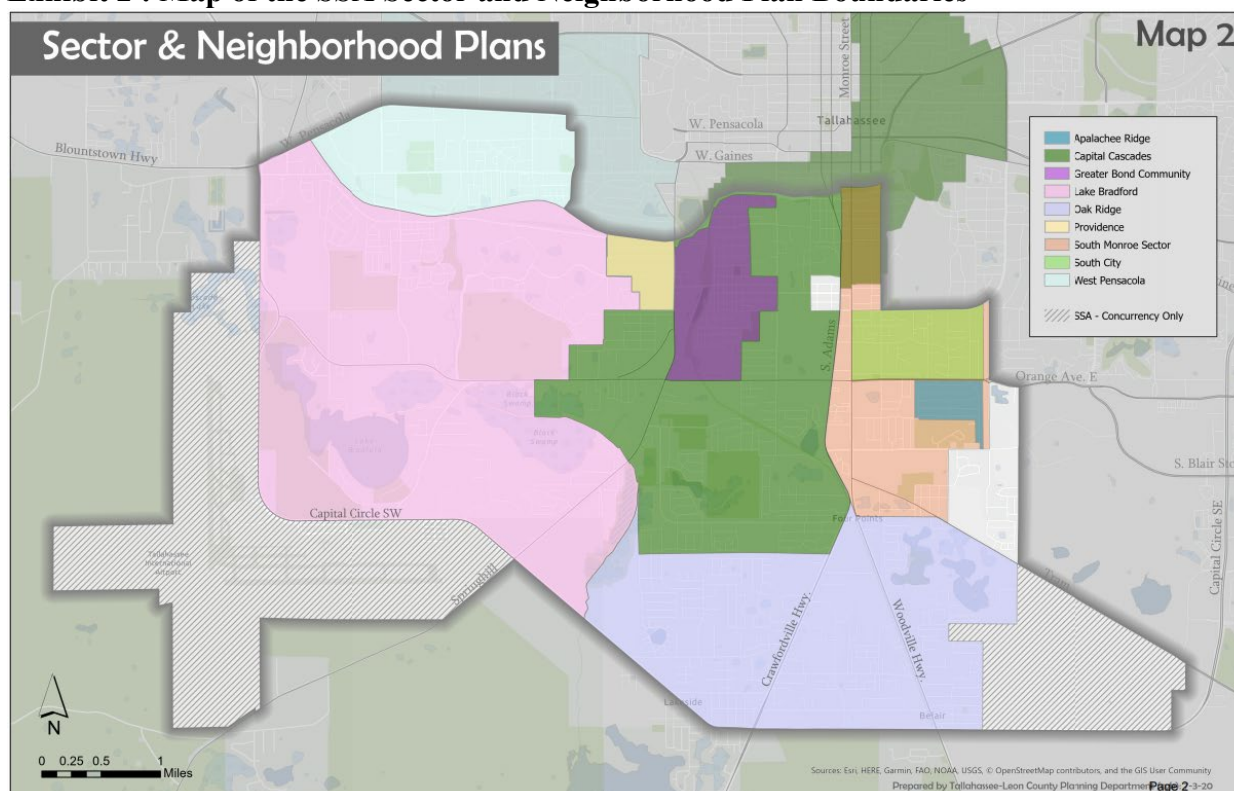
Sector and Neighborhood Plans

Since the adoption of the SSA in 1998, five sector plans and two neighborhood plans, all within the Southern Strategy Area boundaries, have also been conducted and completed to further detail, codify, and implement the goals of the Southern Strategy of the Land Use Element of the Comp Plan. The sector plans connect the policies outlined within the SSA with the specific needs and desires of the neighborhoods and businesses within a smaller sub area of the SSA. Sector planning is intended to promote the participation of affected residents, property owners, and businesses, identify specific needed improvements and changes, and focus investment.

The neighborhood plan takes these same ideas and focuses on the specific needs of a community on the neighborhood level. Numerous changes and investments have occurred within the Sector and Neighborhood Plan areas in the past 20 years. Zoning changes have occurred to support neighborhood character, Blueprint monies have been tagged for investment in infrastructure, and the City's Neighborhood First program is continuing coordination with and investment in the Providence Neighborhood.

A summary of the SSA's respective Sector and Neighborhood Plan(s), are included as Attachment #3. This attachment includes an overview of the dates adopted, key issues and objectives of each plan and its implementation status. Additionally, the map of the boundaries for each of these plans is depicted below in Exhibit 2.

Exhibit 2 : Map of the SSA Sector and Neighborhood Plan Boundaries



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2021 Comp Plan Amendment Cycle

The forthcoming review and update of the Southern Strategy of the Land Use Element of the Comp Plan, to occur during the 2021 Comp Plan Amendment Cycle, provides the Board and City Commission an opportunity to work with staff, citizens, and stakeholders to review what has been accomplished to advance the goals and objectives of the SSA since the last State of the Southern Strategy Report. Moreover, this review process, set to occur throughout 2021, will provide a routine, periodic structure to review all the progress that has been achieved to advance social and economic outcomes within the SSA since its creation in 1998. Additionally, the 2021 Comp Plan Amendment Cycle will provide the framework for the Board and Commission to collaborate effectively with area residents and businesses to identify any new focus areas for future inclusion in the Land Use Element.

In the two decades since these policies were adopted, our community has grown, significant infrastructure investments have occurred, and technology has evolved significantly. This process provides the anticipated and previously programmed opportunity, which is planned to occur each third year, to comprehensively evaluate the existing goals, objectives and policies of the SSA of the Land Use Element of the Comp Plan, engage with the Southside community, and identify additional strategic opportunities for the Southside to have comparable incomes, housing values and economic opportunities to the remainder of the urbanized portions of Leon County.

This expanded SSA update would be accomplished through the following key activities:

- Spring 2021 - A first round of public engagement and citizen outreach, including a number of meetings and online tools, to interact with residents, property owners and businesses within the SSA to review key metrics on the state of the SSA and identify opportunities and challenges for the future;
- Late spring 2021 – The information from this first round of outreach will be used to develop recommended policy updates.
- Summer 2021 – A second round of public engagement and citizen outreach will focus on reviewing the proposed policy updates.
- October 2021 – The 2021 State of the Southern Strategy Report shall be developed and presented, and related Comp Plan Text amendments will be presented for Board and Commission review. If approved, these Text amendments to update the Southern Strategy of the Land Use Element of the Comp Plan will be included as part of the next Comprehensive plan amendment cycle (in 2022).

It is important to note that each component of this Comp Plan Cycle Amendment Process, including for the SSA (as detailed above), will include routine and periodic agenda updates provided to the Board and Commission, respectively. An expanded public participation plan with further detail related to the SSA will be presented at the March 23, 2021 Joint Workshop. Also, as discussed later, the City Commission directed staff to include the vetting of a name change for the SSA in this process. Accordingly, that issue will also be discussed at the March 23rd Joint Workshop on the SSA.

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The following sections provide a brief overview of timely topics related to the ongoing improvement of outcomes within the SSA, and related goals within the SSA for achievement, likely to be considered during the forthcoming SSA review process.

Public Investment, Redevelopment and Displacement

In recent years, expanded public investment in infrastructure and, corresponding, major development projects have occurred within the SSA. The changes that have occurred in the SSA have long been sought after by community residents and stakeholders. Through public engagement, citizens are able to voice their needs and expectations for future investments and influence how they take shape. These public investments (such as better stormwater management, remediation of environmental hazards, trails, roadway enhancements and improvements to pedestrian mobility and transit service) and both public and private developments bring quality of life improvements that are the goal of the SSA. The previously mentioned, the December 11, 2018 status report to the Board regarding public investment in Southern Leon County provided a substantial overview of these public investments. Attachment #4 to this item includes a high-level overview of the private sector “major developments” within the SSA during the past two decades, and their current development status.

New development can also bring positive changes to the community, including new life to otherwise vacant parcels, the re-introduction of community service uses, and improvements to the physical environment through the implementation of code-required development standards. When these types of changes occur, it attracts attention from others outside of the existing community. You begin to see new residents and business owners coming into the area. New residents bring higher densities, which can be used to support community-oriented retail, such as grocery stores, and improved transit service with shorter headways.

However, this new investment and development pattern can also have an impact on the longtime residents of the area. Although many want to see their community flourishing and vibrant, they do not want to see displacement of their neighbors. Strong concentration must be given to how tenant displacement is mitigated. Mitigation of current resident displacement can be achieved through a number of strategies. Each of the following, as it relates to the SSA, will be included and fully analyzed in the forthcoming SSA Review Process:

- Ensuring adequate supply of affordable housing.
- Offering programs to support new qualifying homeowners.
- Increasing amenities and services to benefit residents that reduce cost of living in other ways.
- Developing incentives for landlords to rehabilitate properties meeting affordability requirements.
- Supporting incremental redevelopment of residential lots and a mix of housing types.

When residents speak about their vision of the Southside, it is very close to the AARP definition of a “livable community.” A livable community is one that is safe and secure, has affordable and appropriate housing and transportation options, and offers supportive community features and

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services. Once in place, those resources enhance personal independence; allow residents to remain in their homes and communities as they age; and foster residents' engagement in the community's civic, economic, and social life.

It should also be noted that the Greater Frenchtown/Southside Community Redevelopment Area (F/S CRA) is an existing tool for expanding economic opportunities and consists of over 1,858 acres of residential, commercial and industrial land uses located near the heart of downtown Tallahassee. In 2016, the CRA boundary was expanded to include 26 parcels and approximately 23 acres on the east side of South Monroe Street between Van Buren and Perkins Streets. In May 2018, the Greater Frenchtown/Southside (GFS) District was expanded by 552 parcels in the southside area of the district which included the South City neighborhood, the lower Bond neighborhood and areas along the west side of Lake Bradford and Springhill Roads to Orange Avenue. This expansion added 380 acres to the GFS District, increasing the total area to 1,858 acres. The impacts of the CRA toward the achievement of the goals of the SSA will be included in the forthcoming analysis and review process for the Board and Commission, jointly, as well.

City Commission Retreat

On January 13, 2021, the Status of the SSA Report (the topic of this item) was discussed at the City Commission annual retreat. In this meeting, the Commission identified the following focus areas for the development of the report this year. The BOCC may wish to provide additional direction to staff as part of this agenda item or provide further guidance at the upcoming joint workshop:

- Housing trends over time.
- Past and Planned Infrastructure projects (including water, sewer, stormwater, and roadways).
- Review of public and private development over time.
- Incentives (a review of existing incentives to promote growth and recommendations for new incentives).
- Infrastructure needs (water and sewer) and impediments, such as unincorporated areas that limit access to City/urban services.
- Identification of other constraints that limit growth and redevelopment.
- Analysis of existing Comprehensive Plan policies and objectives and recommended changes to further the goals of the SSA.

As part of the approved motion, the Commission also requested staff examine how the Urban Service Area could be expanded in the Southside, and to identify a new name for the Southern Strategy Area. While much of this was planned for inclusion in the forthcoming SSA review and update process, it is important to note that ALL of these topics will be included in the forthcoming SSA review process in 2021. Moreover, this process will include expansive public outreach and a policy development effort to engage community input; all of which will return to both the Board

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and City Commission later this year for consideration as Comprehensive Plan amendments and included within this Comp Plan Amendment Cycle process for the SSA update.

Annexation

Annexation is listed as a consideration to be given to properties within the SSA boundary, as part of the periodic SSA review and update, because this process allows a historically rural or undeveloped property to potentially receive enhanced urban services such as police, fire, water and sewer. Historically, municipalities have utilized annexation as a way to promote economic opportunity, social equity, expanded urban services. The March 23 Joint Comprehensive Plan workshop item and forthcoming review process will include an update on infrastructure in the SSA including Blueprint 2020 projects, changes in septic and sewer service, and the potential benefits and impacts of annexation within the SSA and its potential role to enhance goal achievement within the SSA.

Primary Springs Protection Zone & Significant Environmental Features

The Primary Springs Protection Zone (PSPZ) is an area that covers a significant portion of southern Leon County where soils are more permeable and pollutants on or near the land surface are more likely to find their way into the Floridan aquifer. This area was identified as having the most potential to impact water quality in Wakulla Springs based on the Leon County Aquifer Vulnerability Assessment (LAVA). In regard to new development in the PSPZ, the portion in the SSA is entirely in the Urban Services Area. In accordance with Comprehensive Plan Policy 4.2.5 4c of the Conservation Element, areas inside the Urban Services Area are exempt from this policy and may increase in allowed density when consistent with applicable Comprehensive Plan policies. Consideration of the PSPZ, as well as karst and water features, wetland areas, flood zones and special development areas, and other environmental features, will be an important factor in balancing growth and environmental preservation within the SSA.

Two additional documents have been included as attachments to this Status Report and add value to consideration of the forthcoming SSA update. Attachment #5 includes a Summary of Key Metrics that will be used as a baseline for staff analysis during the review process ahead. Attachment #6 is a set of Constraints and Opportunities Feature Maps within the SSA which will also be included in the forthcoming analysis, as well.

March 23 Joint Comprehensive Plan Workshop

At the March 23 Joint Workshop and expanding upon this Status Report to the Board, planning staff will present both the Board and the City Commission a comprehensive program of events and actions to occur during 2021 as part of the forthcoming SSA review and update. The agenda material for that workshop will include all of the items included in this Status Report item. Moreover, that workshop will serve as the joint platform for both the Board and City Commission to provide direction to staff for any additional objectives to pursue during the year ahead.

As the discussion evolves, it will be imperative that strong consideration be given to the topic of housing and the attraction of future development. Therefore, in addition to the items included

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above, staff also plans to include the following topics for review as part of the forthcoming 2021 SSA review and update:

- Explore incentives that will promote the type of development the community wants to see.
- Tools to protect the character of existing communities, such as specialized zoning codes focus on compatible building form.
- Review of the existing zoning districts and an evaluation of whether or not zoning districts exclude certain type of housing that might hinder the community from building more affordable types of housing.
- Understanding the population density needed to support transit in the Multi-Modal Transportation District.
- Explore the use of additional annexation in order to fill in infrastructure gaps within the SSA.
- Analysis on the possible expansion of the USA.
- Evaluate the roll of Sector and Neighborhood Planning in the SSA.

While not part of this process, the consideration of modifying the requirement of 1 housing unit per 10 acres in the rural zoning district will be considered as part of the Comprehensive Plan Update. As requested by the Board at the July 14, 2020 budget discussion, a Request for Information has been completed to help estimate the cost of updating the entire Comprehensive Plan. The results of this RFI will also be discussed at the March 23 Joint City/County Comprehensive Plan Workshop.

Next Steps

Upon acceptance of this Status Report, and any direction that may be given to staff by the Board, the following are key steps to the larger forthcoming SSA review process that will ultimately result in a revised Southern Strategy Goal 11 of the Land Use Element of the Comp Plan. As presented in the analysis, full approval of any such changes will occur during the 2022 Comp Plan Amendment Cycle and after extensive work during the current 2021 cycle, as per below:

- March 23, 2021 – staff will present the public participation plan at the end of the Joint City/County Comprehensive Plan Workshop.
- A spring round of resident and business input will be used to identify additional focus areas for review and policy development.
- A late summer round of resident and business input will review proposed policy updates.
- Any needed Comprehensive Plan amendments will be submitted in the next regular cycle, which begins in September of 2021.

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Summary

This SSA review offers an opportunity for meaningful dialogue with the Southside residents and business owners on the future opportunities and needs of the area. This item recommends conducting significant outreach with the community during 2021 to discuss such topics as characteristics of desirable development, transportation gaps and needs, housing, and quality of life. As the community is still dealing with COVID, the way in which community engagement occurs will be carefully considered to ensure the safety of all participants. Staff will also coordinate across multiple County and City departments to capture in the analysis any other ongoing or future infrastructure investments. Resulting policy recommendations will then be submitted as amendments to the Comprehensive Plan in fall 2021, to be reviewed and approved by the Board and City Commission in 2022.

Options:

1. Accept the Southern Strategy Area Objective Status Report.
2. Board direction.

Recommendation:

Option #1

Attachments:

1. All Comprehensive Plan Southern Strategy Area Policies
2. Previous Southern Strategy Report Updates (2001-2016)
3. Summary of Sector and Neighborhood Plans
4. All Southern Strategy Area Major Project Descriptions 1998-2019
5. Summary of Key Metrics
6. SSA Constraints and Opportunities Feature Maps