December 22, 2025

Ms. Donna Harris
Senior Plan Processor
State Land Planning Agency – Florida Commerce
Bureau of Community Planning & Growth
107 East Madison Street, MSC 160
Tallahassee, FL 32399

Re: Adopted 2025 Land Use and Mobility Element and Glossary Update (25-01ESR and 25-02ESR)

Dear Ms. Harris:

The Tallahassee-Leon County Planning Department hereby submits the adopted Land Use and Mobility Element and Glossary Update to amend the joint Tallahassee-Leon County 2030 Comprehensive Plan. These amendments are submitted pursuant to the December 9, 2025 Board of County Commissioners adoption public hearing and the December 10, 2025 City Commission adoption public hearing.

The amendment package consists of amendments adopted by ordinances, including Leon County Ordinance 25-17 and City of Tallahassee Ordinance 25-O-02AA that:

- Consolidate the Future Land Use and Mobility Elements into the Land Use and Mobility Element;
- Replace the Land Use Element text and maps, including the Future Land Use Map and Addendum;
- Replace the Mobility Element text and maps; and
- Revise the plan's Glossary of terms.

A further summary description of the adoption package and any amendments proposed but not adopted as well as a list of changes from the proposed amendments are included in Attachment #1. The amendments do not rescind concurrency for public facilities.

The appropriate state agencies have been copied on this letter and provided with a complete adopted amendments package in Portable Document Format (PDF).

If you have any questions concerning the adopted amendments, please contact Susan Poplin at (850) 891-6446; 300 South Adams Street, Tallahassee, FL 32301; e-mail Susan.Poplin@talgov.com.

Sincerely,

Susan Poplin, MSP, AICP
Acting Administrator of Comprehensive Planning
Tallahassee-Leon County Planning Department

cc:

Department of Agriculture and Consumer Services (w/attachments)
Department of Education (w/attachments)
Department of Environmental Protection (w/attachments)
Department of State (w/attachments)
Florida Fish and Wildlife Conservation Commission (w/attachments)
Department of Transportation, District Three (w/attachments)
Apalachee Regional Planning Council (w/attachments)
Northwest Florida Water Management District (w/attachments)

Chasity O'Steen (w/o attachments)
Lou Norvell (w/o attachments)

ATTACHMENT #1
SUMMARY OF ADOPTED AMENDMENTS

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LAND USE, MOBILITY ELEMENT AND GLOSSARY REVISIONS
COMPREHENSIVE PLAN UPDATE

Adopted the Land Use and Mobility Element replacing the existing Land Use Element and Mobility Elements, and Glossary Revisions to the 2030 Tallahassee-Leon County Comprehensive Plan

Staff Recommendation:
Approval

Local Planning Agency:
Approval

County Commission:
Approval

City Commission:
Approval

Adopted Amendment
The adopted amendment in strike-thru underline format is included as Attachment #2

Copies of executed ordinances
Executed Ordinances are included as Attachment #3

A copy of any data and analyses the local government deems appropriate:
Data and analysis supporting documentation previously submitted with the transmittal package continue to apply. Supplemental data and analysis including additions and updates for community services and facilities, mobility, community conditions and urban services area are included in Attachment #4.

Advertisement Certifications
Advertisement certifications are included as Attachment #5

List of additional changes made in the adopted amendment that Florida Commerce did not previously review from proposed 25-02ESR. Parentheticals indicate whether the change applies to the County (County), City (City) or both (City and County):

1. Policy 2.2.1(Urban Services Area) and the Future Land Use Map Series Urban Services Area is revised to adjust the Urban Services Area (USA) largely to include properties with urban densities (many of which have already been developed, previously subdivided parcels, or to include the totality of parcels currently split by the USA, east of Meridian Road. The change from the proposed amendment removes areas west of Meridian Road and includes areas north of Bannerman Road and east of Meridian Road. The addition to the existing Urban Services Area near Bannerman Road is approximately 1,485 acres (an additional approximately 700 acres from what was previously proposed, east of Meridian Road), and includes over 430 parcels, over 300 of which have already been developed to some degree. It is important to note that the allowable densities and intensities for the large majority of this area is not changing. (City and County).
2. Policy 2.8.2 Future Land Use Map and the Future Land Use Map in the map series is revised to:
    a. Redesignate approximately 40 acres (parcel 1111204800000), the Bexar Property, from Sub-Urban Neighborhood to Sub-Urban Mixed-Use Commercial to reflect a previously approved comprehensive plan amendment from 2019. (County)
    b. Fort Braden Rural Community future land use on the Future Land Use Map is revised to fully include two parcels on the east side that are currently split between Rural Community and Rural proposed land uses. (County)
3. Policy 2.8.2 text is revised to clarify that Public Schools, allowed in all future land use categories except Natural Areas, are directed to the Urban Services Area. (City and County)
4. Policy 2.8.3 for the Natural Areas future land use category is revised to indicate that state managed lands are subject to land management plans and may use prescribed fire. This revision responds to the Florida Department of Agriculture and Consumer Services (FDACS) comment regarding state managed lands. (City and County)
5. Policy 2.8.6 for the Rural Community future clarifies density standards by limiting properties without sewer to a maximum of two dwelling units per acre, to maintain consistency with

current adopted provisions of the plan, and maintaining up to eight units per acre where central sewer service is available, primarily within the Woodville area. (County)

6. Policy 2.8.7, Lake Protection Future Land Use Category (FLUC) is revised to clarify the density bonus for conservation subdivisions of 4 units per acre is only allowed where central water and sewer are available, and that residential densities up to 20 units per acre are available to Lake Protection Nodes on US 27 and that up to 8 dwelling units per acre are allowed at the Bull Headly Lake Protection Node which is the currently allowed density. (City and County)
7. Policy 2.8.8 is revised to reflect the existing provisions for the Residential Preservation FLUC with additions to address non-conforming uses. The proposed Urban and Sub-Urban Residential Preservation FLUCs are removed as directed by the City Commission on August 20, 2025 and accepted by the County Commission on November 18, 2025. (City and County)
8. Policies 2.8.9 and 2.8.11 Sub-Urban Neighborhood and Urban Neighborhood FLUCs retain language currently in the plan to reflect the intent not to apply these land uses within the interior of an existing established low density neighborhood, unless to correct, legal no-conforming uses and/or densities. (City and County)
9. Policy 2.8.12, Urban General FLUC is revised to include general intent language and land development prescription language to address multimodal usage. (City)
10. Policy 2.8.18 Planned Development FLUC is revised to confirm that existing Planned Developments—Southwood, Colin English, Welaunee and Capital Circle Office Complex — continue to be governed by their adopted master plans. (City and County)
11. Glossary revisions are proposed to remove outdated or no longer applicable terms including enterprise zones, federal uniform relocation act, and polygon connectivity index.(City and County)

List of changes reflected in the adopted amendment that Florida Commerce did not previously review as part of the proposed transmittal for amendment 25-01ESR, but reviewed as proposed amendment 25-02ESR:

The majority of the changes identified below were made as a result of fine tuning the policies, clarifying intents, making grammatical changes or revising after consultation with local departments that would be implementing them. Other changes were made in direct response to comments received from Florida Commerce (June 18, 2025) and Florida Department of Environmental Protection (June 16, 2025).

Goals Objectives and Policies

- All policies revised to include applicability to City and County, County only, or City only
- Policy 1.1.1 on geographic data added that the GIS system is “enabling and mapping spatial analyses”
- Policy 1.2.3 on environmental features in transportation corridors was revised to indicate the City and County shall “consider” beautification, etc., in facility and land development regulations and clarifies that it is for “site and adjacent” green spaces/open spaces.
- Policy 1.4.1 on priority plantings adds “to improve wildlife habitat by reducing” forest fragmentation.
- Policy 1.4.2 on tree species suitability indicates using species “that are not invasive, nonindigenous species” that are preferably native.

- Policy 1.4.4. on public development tree prioritization adds doing so "without compromising transportation safety."
- Policy 1.5.1. on green infrastructure was revised add feasibility to the green streets and removes land development regulation references since it is already mentioned earlier in the policy. Specific reference to the City is removed.
- Goal 2 is revised to add that it provides a "variety of " lifestyle and "housing choices"
- Policy 2.1.1 was revised to add the planning timeframes including 2025 to 2035 for the 10-year horizon and to add reference to the use of "relevant data and analysis of public facilities."
- Objective 2.2 Urban Services Area Map was revised – see adopted objective and map series
- Policy 2.2.5 on densities and intensities was revised for grammar and to add reference to the land use categories for density and intensity in addition to the Future Land Use map.
- Policy 2.2.6 was revised for grammar and moved the reference to Woodville Rural Community.
- Policy 2.2.9 on greyfields and brownfield was revised to indicate reuse opportunities "where appropriate."
- Policy 2.2.10 on corridor preservation was revised for grammar, to replace "building" with "development', to add that it ensures infrastructure occurs with the impact of development (concurrency), to specify that the included map and table are the basis for coordination on development of transportation facilities, and to move location alignments to state the actual location will be determined for specific corridor "alignment studies, engineering studies, or other" design studies. The Corridor Preservation Map is updated.
- Policy 2.3.2 on public infrastructure resilience is revised add reference to "evacuation zones."
- Policy 2.5.1 on suburban retrofit is revised to add reference to complete street design principles, roadway context classification and right-of-way, and interconnection streets.
- Policy 2.6.3 on the North Monroe corridor is revised to correct the number of a policy reference.
- Policy 2.6.6 for Bradfordville is revised to specify it is for development in the "unincorporated area of the Leon County" a policy reference.
- Policy 2.7.1 Multi-Modal Transportation District Implementation is revised to add reference to the Capital Improvements Schedule.
- Policy 2.7.5 on Transit removes an outdated reference to "energy efficient districts."
- Policy 2.8.2 on future land uses added language for Public Schools allowed in all land use categories except natural areas to be directed to the Urban Services Area, and revised the Future Land Use Map [described in changes under 25-02ESR]
- Policy 2.8.3 Natural Areas adds language for management of state lands per FDOACS comment [described in changes under 25-02ESR]
- Policy 2.8.5 on Rural Residential Future Land Use Category [FLUC] revises community facility language to be consistent with definitions in glossary and adds intensity standards [described changes under 25-02ESR]
- Policy 2.8.6 on Rural Community FLUC adds community facilities (which is currently an allowed use) and revises provision of traffic facilities to "provide for utility space minimums to avoid traffic interference."
- Policy 2.8.7 on Lake Protection FLUC is revised to remove the proposed Lake Protection Node at Bannerman Road/Orchard Pond Parkway and Meridian Road, add "achieving measurable reductions in nutrient pollutants and improving water quality," clarifies that 4 units per acre for conservation subdivisions applies where there is central water and sewer service, clarifies that Lake Protection Corridor zoning district (a new district) is allowed up to 8 dwelling units per acre where there is central water and sewer service and indicates it shall not include areas

within Special Development Zones, and that up to 20 dwelling units per acre is allowed for Lake Protection Node zoning on US 27, and 8 dwelling units per acre on Bannerman Road and Bull Headley Road. [described changes under 25-02ESR]. Other miscellaneous changes include revising the term "Clustered" to "Conservation" subdivision consistent with terminology, clarifying that 2 dwelling units per acre is the maximum density in a Conservation Subdivision when central services are not available. The provisions for Planned Development were removed.

- Policy 2.8.8 Residential Preservation FLUC replaces the initially proposed Sub-Urban Residential Preservation FLUC [previously FLUC policy 2.8.8] and Urban Residential Preservation FLUC [previously FLUC policy 2.8.11]. Standards in the Residential Preservation FLUC reflect the current Residential Preservation FLUC, and include language for "non-conforming" uses. [described in changes under 25-02ESR]
- Policies 2.8.9 and 2.8.11 Sub-Urban Neighborhood and Urban Neighborhood FLUCs retain language currently in the plan to reflect the intent not to apply these land uses within the interior of an existing established low density neighborhood, unless to correct, legal no-conforming uses and/or densities. For Urban Neighborhood allowed uses adds Community facilities which are allowed under the current plan.
- Policy 2.8.12 Urban General FLUC is revised to add language referencing walkability, bikeability or reduction of automobile use as well as language providing for multi-modal standards and general development descriptions.
- Policy 2.8.18 Planned Development Special District FLUC is revised to recognize existing master plans for Southwood, Colin English Properties, and the former Southside DRI lands, the Welaunee Critical Area Plan, and the Capital Circle Office Complex. [described in changes under 25-02ESR]
- Goal 3 revises the Community Services reference to Community Facilities to be consistent with terminology.
- Policy 3.5.1 on public infrastructure design is revised to indicate it would be for infrastructure relevant to transportation, to include complete streets, and to include safety of features.
- Policy 3.6.4 on density and intensity incentives sets a ceiling of 20% and as specified in the respective FLUC.
- Policy 3.6.6 regarding non-conforming uses revises the reference for mitigation or elimination to apply to "legally established" uses.
- Policy 3.7.3 design criteria is revised to change the term "community services" to "community facilities" as in other policies for consistency in use of terminology.
- Policy 4.2.3 on Transit Oriented Development is revised to remove reference to the deleted Urban Residential Preservation and Sub-Urban Residential Preservation FLUCs, and replace with reference to the Residential Preservation FLUC.
- Policies 5.3.1 and 5.3.3.on freight and cargo adds reference to "freight" as part of intermodal centers.
- Goal 6 on balanced transportation networks is revised to reference both roadway and multi-modal levels of service which exist in the current plan.
- Policy 6.1.1 on mitigating sprawl is revised to reference the Urban Services Area (USA) rather than Urban Boundary (which was from an early version of the update). The policy also adds that context classification applications will be "where design and environmental constraints allow" for efficient growth.

- Policy 6.1.3 on transportation corridors revises the reference to corridors to be "corridor maps" that are shown in the corridor planning policy of the update, and includes grammatical revisions that add consideration of new construction and improvements.
- Policy 6.2.2 on future right-of-way revises development review to reference "appropriate" processes.
- Policies 6.3.1, 6.3.2, and 6.3.3 on context classifications revise language on reference resources to be more general, to focus on life safety, to use FDOT context classification and functional classifications as references, and to establish a completion date by 2030 for development of context classification maps.
- Policy 6.3.9 on Multimodal Transportation District (MMTD) Areawide Levels of Service is revised to retain language regarding general intent to "prioritize a safe, comfortable and attractive pedestrian environment with convenient interconnection to transit", and to assess the MMTD LOS standards by 2030.
- Objective 6.4 on complete streets is revised for grammar including an "and" and "facilities".
- Policy 6.4.8 on traffic maintenance is revised to add the maintenance plans should be project specific and include transit.
- Policy 6.4.10 on complete streets applicability adds general reference to nationally accepted guidelines and standards and references Policy 6.4.12 that provides types of professionally accepted guidance resources (not exclusive).
- Policy 6.4.12 on resource standards for complete streets is revised to update or remove resource guides to provide more information.

Map Series

- Future Land Use map is revised to add two parcels to Bradfordville Rural Community FLUC and remove of approximately 1,056 acres from Planned Development along Old St. Augustine Road to be retained as Rural FLUC. [described in changes under 25-02ESR]
- Urban Services Area map is revised to remove areas previously proposed for expansion west of Meridian Road, add an additional approximately 700 acres from what was proposed for an approximate total expansion total of 1,485 acres north of Bannerman Road and east of Meridian road; and remove 4 parcels [31-11-20-001-0000, 31-11-20-022-0000, 31-12-20-012-0000, and 32-07-20-401-0000] along Old St. Augustine Road (see further explanation below).
- Potable Water Wells map was updated from the City of Tallahassee with the latest map.
- General Transportation Circulation maps were updated to remove the USA boundary.
- General Transportation Circulation maps were updated to show the future land use changes and the revised USA boundary.
- Map additions to respond to comments from Florida Commerce [reviewed as part of 25-02ESR] include:
    - FDOT Functional Classification maps
    - Planned Roadway Projects maps
    - FDOT Context Classification maps
    - Local Functional Classification maps
    - Number of Roadway Lanes maps

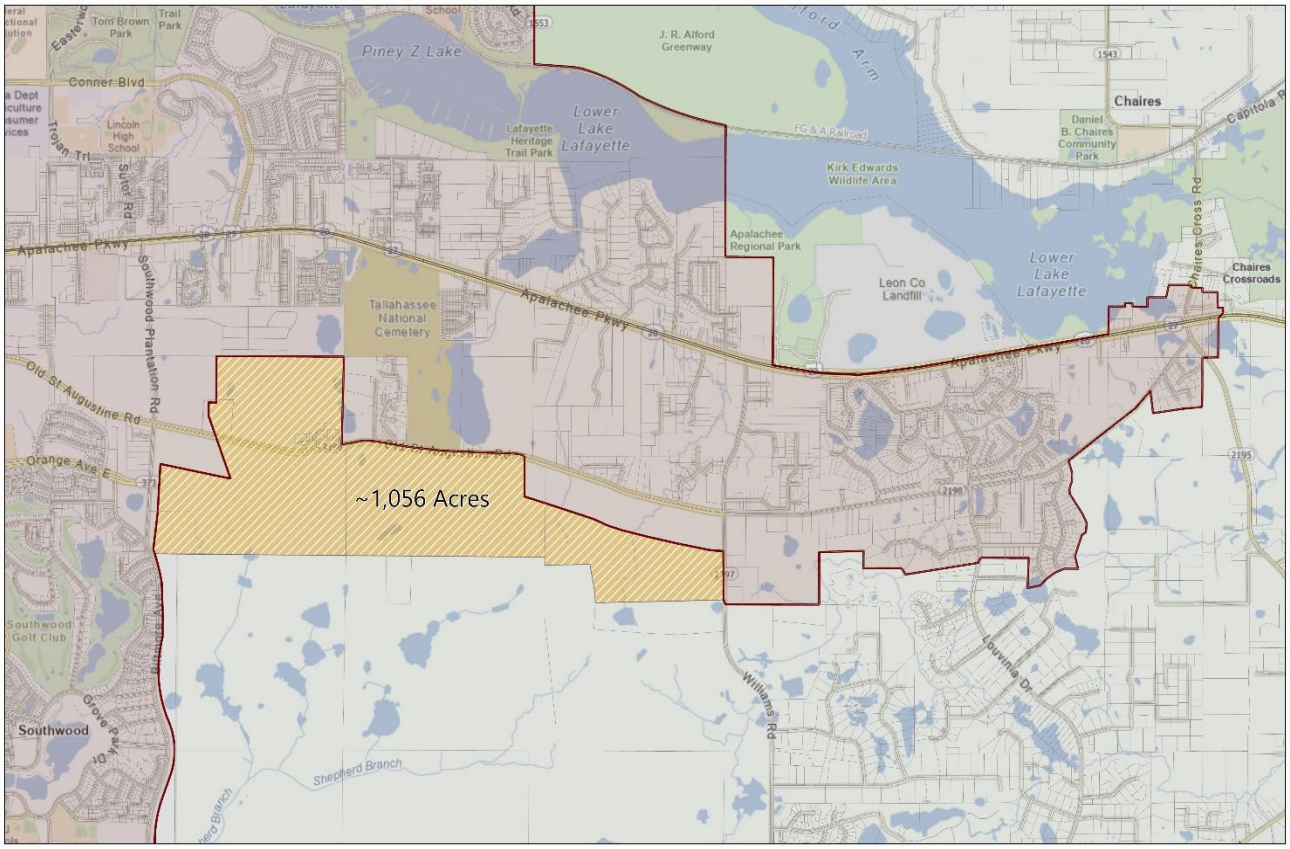
Glossary Update

- Glossary revisions included:
    - Removal of proposed definition for Neighborhood-Scale Accessory Commercial as the use was removed from the proposed FLUC.

- Removal of existing definitions for Enterprise Zone, Federal Uniform Relocation Act, and Polygon Connectivity Index because they no longer exist or are obsolete.

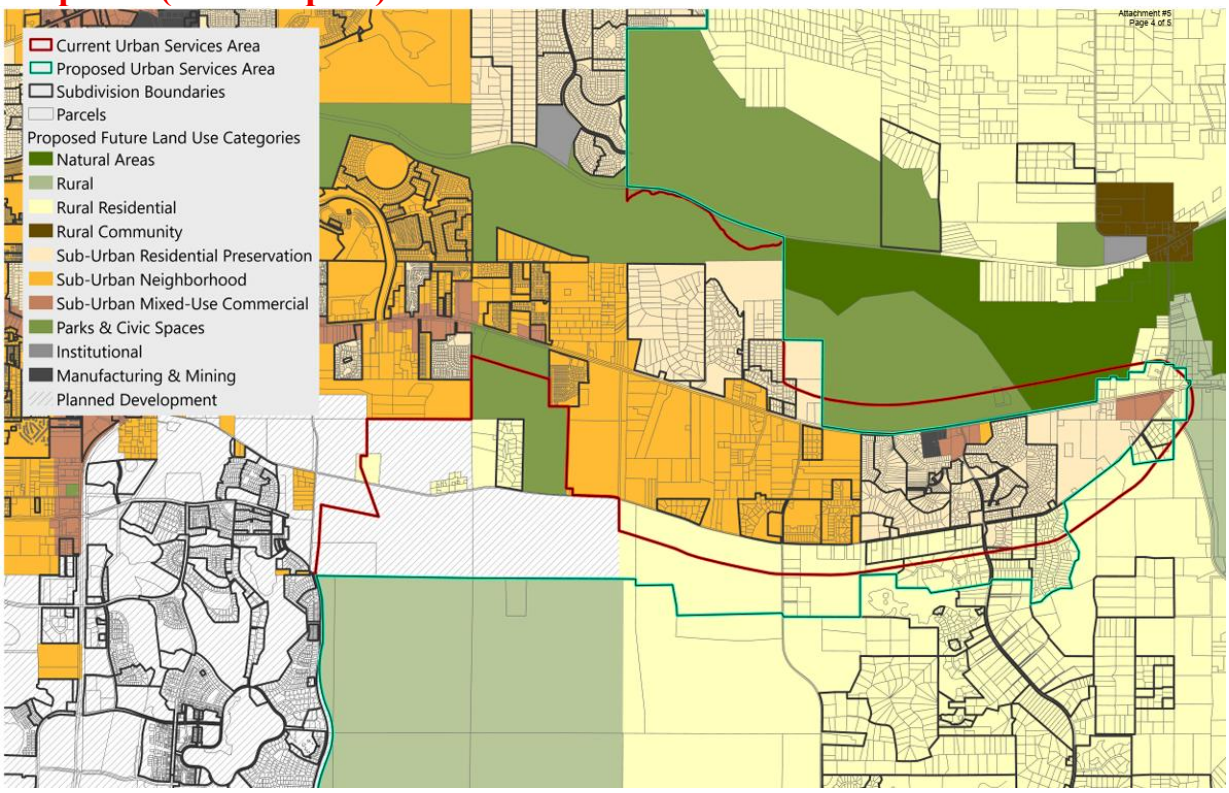
List of findings of the local governing body, if any, that were not included in the ordinance and which provided the basis of the adoption or determination not to adopt the proposed amendment:

Both Leon County Commission and the City of Tallahassee Commission did not adopt a proposed expansion to the Urban Services Area near Old St. Augustine Road that reflected expansion on 4 parcels [31-11-20-001-0000, 31-11-20-022-0000, 31-12-20-012-0000, and 32-07-20-401-0000] of approximately 1,056 acres, and designation of the Planned Development land use category to Rural areas.

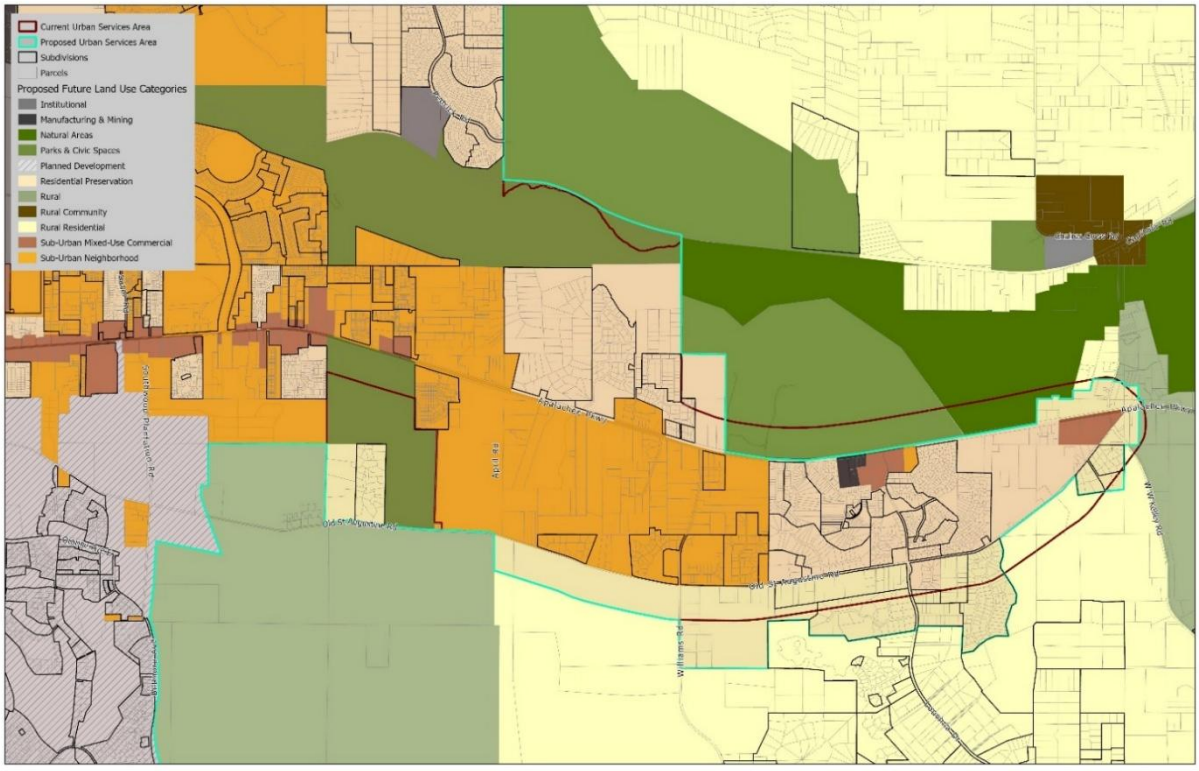


The County found that the area is under single-ownership and may be addressed through separate comprehensive plan amendment process in the future. This action would be consistent with the action taken on the expansion area near Bannerman Road west of Meridian Road, which was also removed at an earlier County meeting. Additionally, the County did not adopt land use changes redesignating areas on the above-reference parcels within the unincorporated area, from Rural to Planned Development. The actions by the County and City adopting the same Urban Services Boundary is in accordance with Policy 1.8.1 of the Intergovernmental Coordination Element.

Proposed (Not Adopted):



Adopted (Revised)



Statement indicating the relationship of the additional changes not previously reviewed by the Florida Commerce in response to the comment letters from Florida Commerce (FC), Florida Department of Environmental Protection (FDEP) and Florida Department of Agriculture and Consumer Services (FDACS).

Comments for 25-02ESR (City)

Florida Commerce

Public Facilities Data and Analysis Supporting Plan
This update addresses the technical assistance comment from Florida Commerce by including an additional set of data in the Community Services community conditions report found in Attachment #4 which is in addition to existing data in the Mobility Audit community conditions report and Fiscal Impact Analysis.

Florida Department of Environmental Protection

Lake Protection Land Use and Lake Jackson Basin Area
FDEP acknowledged the information provided regarding protection of natural resources and water quality, and the proposal to remove the Lake Protection Node at Bannerman Road, to remove the USA expansion west of Meridian Road, and to withdraw the proposal to revise the land uses. FDEP maintained their initial comments because there was not a specific decision on the USA provisions. Now that the proposed changes have been adopted, the revisions along with the supporting information address FDEP's comments.

The adopted Land Use and Mobility Element has the following revisions to respond to FDEP comments and for which FDEP maintained its comments through 25-02ESR proposed amendment review:

- Removal of the proposed Lake Protection Node at Meridian Road and Bannerman/Orchard Pond Road.
- Reduction of the propose Urban Services Area (USA) to exclude area west of Meridian Road that are closer to Lake Jackson and Carr Lakes.
- Withdrawal of proposed future land use map changes in the Bannerman Area resulting in no proposed density increases.

Florida Department of Agriculture and Consumer Services

State Managed Areas
FDACS commented that the Natural Areas FLUC included areas managed by the state including those with 10-year management plans that may use prescribed fire. To respond to the comment, Policy 2.8.3 for the Natural Areas future land use category is revised to indicate that state managed lands are subject to land management plans that may use prescribed fire.

Comments for 25-01ESR (County)

Florida Commerce

Planning Periods
Policy 2.1.1 was updated to provide the specific years covered by the short term 10-year planning period and specify that the planning periods are to be considered for amendment during the Evaluation and Appraisal Review process using relevant and appropriate data and analysis of public facilities. This update addresses the technical assistance comment on planning periods from Florida Commerce and for which no further comment was received when reviewed as part of the proposed 25-02ESR amendment.

Density and Intensity Incentives
Policy 3.6.4 was updated to establish a maximum density and intensity standard for proposed density bonuses that facilitate growth in areas that minimize and/or mitigate impacts on the natural environment or community character. This update addresses the technical assistance comment on density incentives from Florida Commerce and for which no further comment was received when reviewed as part of the proposed 25-02ESR amendment.

Future Transportation Maps
The map series was updated to include a functional classification map, a map of planned roadway improvements with lanes numbers, and a context classification map. This update addresses the technical assistance comment on transportation mapping from Florida Commerce and for which no further comment was received when reviewed as part of the proposed 25-02ESR amendment

Florida Department of Environmental Protection

Lake Protection Land Use and Lake Jackson Basin Area
The adopted Land Use and Mobility Element has the following revisions to respond to FDEP comments and for which FDEP maintained its comments through 25-02ESR proposed amendment review:

- Removal of the proposed Lake Protection Node at Meridian Road and Bannerman/Orchard Pond Road.
- Reduction of the propose Urban Services Area (USA) to exclude area west of Meridian Road that are closer to Lake Jackson and Carr Lakes.
- Withdrawal of proposed future land use map changes in the Bannerman Area resulting in no proposed density increases.

In reviewing the County's proposed amendments, FDEP raised concerns about the County's proposed FLUM modification from Rural to Lake Protection in proximity to the Lake Jackson Aquatic Preserve and the inclusion of the area within the Urban Services Area (USA). The City does not have jurisdiction over the FLUM designations in the unincorporated area but must jointly approve the location of the USA.

Based on the extent of the proposed USA boundary expansion over environmentally sensitive features within this area of the Lake Jackson basin, and comments from the State, the County recommended some changes to the unincorporated area FLUM and USA boundary. *These revisions included the removal of the proposed Lake Protection Node at Meridian Road and Bannerman Road/Orchard Pond Parkway, the reduction of area proposed for the inclusion in the Urban Services Area, the maintenance*

of lands designated rural on the Future Land Use Map in the vicinity of the lakes, and the removal of the Planned Development provision for Lake Protection.

These changes were made to address the potential impacts onto the environmentally sensitive features located within this area of Lake Jackson, and respond to the FDEP's comments that included acknowledging the environmental protections currently in place for Lake Jackson as required by the Leon County Land Development Code, and the newly adopted state stormwater rule (effective December 28, 2025) that introduces stricter nutrient loading standards (i.e., aimed at reducing nitrogen and phosphorus runoff).

Lake Jackson is protected under Section 10-4.301(d) of the Leon County Code, which requires developments to retain excess runoff from the 100-year, 24-hour storm events on-site. Additionally, redevelopment projects face even stricter standards: they must treat stormwater runoff based on the supposition that the site in its pre-development condition is in a natural\wooded condition. This significantly increases the volume of runoff that must be treated to meet water quality standards, thereby enhancing protection of the lake's fragile ecosystem. Furthermore, residential subdivisions exceeding four dwelling units per acre must meet stringent landscaping and natural area preservation requirements, aimed at minimizing impervious surfaces and promoting infiltration.

Additionally, Leon County's Special Development Zones A & B, as established in Section 10-4.323 of the Environmental Management Act (EMA), form a critical regulatory framework for protecting the Lake Jackson watershed. These zones impose strict limitations on site disturbance, mandate preservation of natural vegetation and buffers—especially within the most environmentally sensitive areas near the lake's shoreline. By restricting impervious surface expansion, prohibiting vehicle intrusion in Zone A, and requiring that at least 50% of Zone B be preserved in its natural state, these regulations are designed to minimize nutrient runoff, erosion, and habitat disruption.

Together, these regulations establish a comprehensive framework for limiting nutrient pollution, preserving hydrological function, and mitigating the impacts of high-density development around Lake Jackson. These provisions were acknowledged by FDEP and, coupled with the Commission actions on the comprehensive plan amendment, provide robust safeguards actively enforced by the County.

I. Stormwater and Environmental Standards

A. Leon County Stormwater and Environmental

The County minimum stormwater standards apply to the entirety of the County including areas within the City limits. Tallahassee-Leon County implements community-wide stormwater standards through Leon County land development regulation requirements in Chapter 10, Article IV, Division 3, Subsections 1 and 3.

Regulatory Programs and Stormwater Standards

- Water quantity (rate control)
- Operating Permit Program
- Protection of natural features

Leon County protects the water quality of its surface waters by enforcing stormwater standards for both water quality and rate control, implementing an operating permit program for permitted stormwater management facilities and delineating and protecting environmentally sensitive features during the development review process.

Stormwater design and treatment standards are intended to manage water volumes to minimize flooding and to provide treatment by filtration and/or settling of sediments. Detention standards hold the stormwater temporarily in the stormwater treatment facility and the facility recovers its volume by releasing the stormwater by either a control structure or a sand filter thereby allowing a discharge to downstream surface waters. Retention standards hold the stormwater in the stormwater facility and the stormwater is not released downstream. Retention of stormwater is much more efficient in removing nitrogen and phosphorous because these pollutants do not leave the site.

Leon County has adopted Minimum Countywide Environmental Regulations for stormwater treatment facility design and construction. There are four options for treatment, but the most commonly used standard captures the first 1.125 inches (1 1/8") of runoff. This standard is more than twice the volume of the State standard; however, the standard allows recovery of the treatment volume by filtration.

Water Quantity (rate control)
The County's minimum stormwater rate control standard requires peak post-development stormwater discharge rates not to exceed the pre-development rates for all duration storms with return period frequency of up to and including the 25-year storm period. A second requirement is that the stormwater discharge shall not cause flooding or other adverse impacts for downstream areas. This is accomplished by performing either a conveyance analysis or by meeting a restricted discharge.

Operating Permit Program
Every permitted and constructed stormwater facility must have an operating permit, which must be renewed every three years. During the renewal review process, an inspector will check the facility to ensure that it is operating as originally designed. In some cases, maintenance is required such as removing sediment, re-bedding sand filters, removing vegetation, etc., to ensure the facility is operating as originally permitted.

Protection of Natural Features
Natural waterbodies, watercourses, cultural resources, wetlands and floodplains as well as other features are protected during the development review process by requiring setback buffers and in some cases conservation easements.

Stormwater Treatment Standards

Water Quality Treatment Standards (§10-4.301)

State stormwater treatment requirement adoption. Water quality treatment shall be provided as a part of all development activity which requires a stormwater application under this division. Treated stormwater shall meet the applicable water quality standards set forth in F.A.C. chs. 62-4, 62-302, 62-520, 62-522, 62-550 and 62-346, and in this division. Design and performance standards set forth in such Florida Administrative Code chapters are hereby adopted and incorporated in this

division by reference. However, design and performance standards more stringent than those specified therein are also required in this section.

(b) *Stormwater treatment.* The following are minimum acceptable methods for stormwater treatment, provided that the discharges meet state water quality criterion. More stringent treatment methods may be required by the County Administrator or designee if discharges fail to meet state water quality standards. The drainage area for determining treatment volumes shall include all areas draining to the facility (on-site and off-site).

(1) *Wet detention.* Wet detention treatment volume shall be, at a minimum, the runoff from the first three inches of rainfall, or as an option for sites with drainage areas less than 100 acres, the first 1½ inches of runoff. One-half of the treatment volume must be discharged in 60 hours. Subsequently, the remaining one-half of the treatment volume must be discharged in 60 hours or more.

(2) *Off-line retention.* Off-line retention treatment volume shall be provided equal to 50 percent of the runoff from the first three inches of rainfall, or as an option for sites with drainage areas less than 100 acres, the first three-quarters-inch of runoff. The full treatment volume shall again be available within 72 hours following a storm event, with appropriate on-site soils tests submitted to verify the infiltration rate.

(3) *On-line retention.* For on-line retention or detention with filtration, treatment volume shall be equal to 75 percent of the runoff from the first three inches of rainfall, or as an option for sites with drainage areas less than 100 acres, the first 1.125 inches of runoff. For the filtration option, only systems that are capable of recovering the treatment volume within 36 hours shall be allowed.

(4) *Swales.* Swale treatment volume shall be percolation of 80 percent of runoff from a three-year, one-hour (2.6 inches) storm event. Calculations demonstrating percolation of this volume within the swale within 72 hours shall be submitted with the permit application.

(5) If site constraints require another method of water quality treatment, such other method may be approved by the County Administrator or designee if such method provides a level of treatment equivalent to off-line retention as specified in subsection (e)(1)b.2.(ii) of this section.

(c) *Closed basins and standards.*

(1) Closed basins meeting the following criteria shall be regulated in accordance with this subsection:

a. Any closed basin which has been identified and mapped as a regulated closed basin by the Board of County Commissioners; or

b. Any closed basin for which it can be shown by hydrologic analysis that cumulative increases in runoff volume from potential development patterns will cause a significant adverse impact on the frequency, duration, or extent of flooding.

(2) Volume control required. Runoff volumes within regulated closed basins in excess of the pre-development runoff volume shall be retained for all storm events up to a 100-year, 24-hour duration storm, except that if multiple development sites are located within the closed basin, the excess volume may be discharged from individual sites to an approved regional detention or retention facility located within the closed basin as may be allowed under other subsections

of this section and pursuant to section 10-4.305. Recovery of the retention volume shall comply with one of the following:

a. *Option 1.* One-half the required pond volume shall be recovered within seven days, and the full volume shall be recovered within 30 days.

b. *Option 2.* The stormwater management facility discharge volumes for all storm events during the years 1964 and 1994, shall demonstrate that post development volumes are restricted to pre-development volumes for all the individual storm events during those two critical years.

d. Additional Stormwater retention standards for the Lake Jackson Drainage Basin (§10-4.301). Runoff volumes in excess of the pre-development runoff volume shall be retained for all storm events up to a 100-year, 24-hour duration storm, except that if multiple development sites are located within the basin, the excess volume may be discharged from individual sites to an approved regional retention facility located within the basin. For redevelopment, pre-development runoff volume calculations shall be based on a natural condition. The retained volume shall be recovered in accordance with subsection (c)(2) of this section.

Stormwater rate provisions (§10-4.302)

(a) *Rate control.* Peak post-development stormwater discharge rates shall not exceed the peak pre-development rates for all duration storms with return period frequency of up to and including the 25-year storm period. When redevelopment is occurring on a site, the analysis of pre-development runoff shall use the current site conditions. These rate control requirements shall not apply to discharges made to off-site stormwater facilities, as provided for in section 10-4.305, or to approved discharges directly into waterbodies, watercourses, wetlands and constructed conveyances which are of sufficient size and capacity to receive the discharges without significant adverse effects. Direct discharge shall also have to comply with the provisions of section 10-4.321(d). Stormwater software models shall be acceptable to the County Administrator or designee.

(b) *No off-site impact.* The stormwater discharge shall not cause flooding or other adverse impacts for the downstream areas. For some sites, if there is an immediate downstream flooding problem, then an analysis of the downstream impacts may be necessary regardless of the discharge flow rate or size of project. Flooding problems may require the extent of the analysis to be moved further downstream and/or a continuous analysis be performed based on actual rainfall data. Prior to submitting a conveyance analysis, the limits of such analysis must be discussed and formally agreed to by the County Administrator or designee.

(1) *Conveyance analysis.* If a site is greater than two acres, and its discharge is greater than 2½ percent of the flow in the conveyance structure at the discharge point for the critical storm, then an analysis shall be completed to show that no adverse impacts occur downstream. The analysis shall include all storms up to and including the 25-year frequency. If there are flooding problems within the analysis area defined above, then an analysis of the storms up to and including the 100-year frequency may be required; or

(2) *Restricted discharge.* The stormwater management facility shall be designed such that post-development discharge is restricted to the critical duration two-year pre-development discharge rate for all duration and return frequencies up to and including the 25-year, 24-hour storm event. The total required detention volume shall again be available within 90 hours following a rainfall event. At the discretion of the County Administrator or designee, a conveyance analysis shall be required if problem areas have been identified downstream.

Stormwater management design standards (§10-4.303) [Excerpts].

The design and construction of stormwater management systems shall be consistent with the following minimum standards:

(1) *Treatment prior to discharge.* Stormwater shall be treated in accordance with the provisions of section 10-4.301(a) before it is discharged off-site, unless the stormwater is approved for discharge into a permitted regional stormwater treatment facility. All treatment facilities shall be designed and constructed so as to remain completely functional during the 25-year flood.

(2) *Additional pretreatment for intensive land uses.* Any post-development land use involving as a principal activity: The sale or handling of petroleum products; the repair, maintenance, or cleaning of motor vehicles; the outside storage of fertilizers; or the production, distribution or use of any hazardous material regulated by any federal, state, or local government agency; shall include a separate and distinct stormwater management system to treat the runoff from those areas where such activities are conducted, so as to provide intensive pre-treatment and removal of such products or pollutants from the runoff prior to discharge into the stormwater treatment system serving the other areas of the site. Routine maintenance must be specified and a maintenance plan must be provided. The maintenance plan must address removal and approved disposal of products and pollutants to be performed at specific maintenance intervals. A separate operating permit is required if the project is part of a stormwater facility serving more than one parcel.

(3) *Runoff buffers.* For sites which will contain less than 10,000 square feet or ten percent of impervious surface, whichever is less, alternatives to stormwater detention or retention facilities that utilize landscaped buffers or natural areas as a means of attenuating rate of runoff may be allowed and are encouraged, provided the applicant can demonstrate, to the satisfaction of the County Administrator or designee, that adequate water quality treatment can be provided and no significant adverse impacts will result and that the purposes and standards of this division are met by the proposed alternative. Runoff buffers are not allowed for treatment of roadway runoff.

(4) *Interbasin transfer restrictions.* Transfer of stormwater runoff from one drainage basin to another, including stormwater runoff from closed basins, shall only be allowed where an assessment of impacts has been made, to the satisfaction of the County Administrator or designee, indicating minimal negative impacts to the receiving watershed relative to water quality, quantity and rate of discharge. The assessment of impacts to the receiving watershed shall be in the form of a detailed study which addresses not only the specific impacts of the immediate development activity proposed, but also the potential cumulative impact on the receiving watershed and waterbodies which would result from continued interbasin transfers within the watershed. The proposed interbasin transfer shall meet either subsection (9)a or b of this section:

a. The interbasin transfer is necessary for a public sector project, or a private/public joint venture, either of which must benefit a broad segment of the community; or

b. The interbasin transfer mitigates an existing stormwater problem.

(5) *Landscape credit availability.* Credit can be given toward the landscape area requirements of section 10-4.344, if the holding pond meets the criteria of sections 10-4.350 and 10-7.352(e)(6).

(6) *Recovery for rate and volume retention.* All facilities that provide retention for rate and volume control shall:

a. Recovery shall be in accordance with section 10-4.301(c)(2). More restrictive recovery times may exist for particular standards, including, but not limited to the Bradfordville Study Area and the Northwest Florida Water Management District Environmental Resource Permitting;

b. Provide soil borings to a depth of 3½ times the depth of the pond extended below the proposed bottom of pond elevation (one boring if pond is less than one-half acre, two borings if pond is greater than one-half acre but less than one acre and one additional boring for each additional acre of pond);

c. Substantiate percolation rates by providing stabilized double ring percolation tests, or other tests approved by the County Administrator or designee, located one foot below the proposed pond bottom and in each soil strata indicating low permeability (one test if pond is less than one-half acre, two tests if pond is greater than one-half acre but less than one acre and one additional test for each additional acre of pond).

d. Substantiate recovery: a geotechnical report, prepared and certified by a licensed professional engineer qualified to do such a report, pursuant to F.S. ch. 471, shall demonstrate recovery by addressing the following:

1. The saturated soil infiltration rate below the retention facility;
2. Whether confining layers exist below the proposed retention facility that will restrict infiltration;
3. Whether groundwater mounding is likely to occur in the retention facility;
4. The recommended design infiltration rate to be used for the design of the proposed retention facility. The recommended design infiltration rate shall consider impacts from construction operations, groundwater mounding and long term operation of the retention facility to the satisfaction of the County Administrator or designee.

e. Site specific conditions may dictate stormwater facility testing, as determined by the County Administrator or designee, to demonstrate that the design recovery rate is being met, prior to allowing development activity to proceed beyond the construction of the stormwater management facility.

(7) *Trash screen.* The discharge orifice or weir in the stormwater pond shall be protected from clogging by a submerged trash screen and shall be designed for self cleaning.

(8) For all new developments within the Lake Protection Node zoning district, the initial construction activities shall be restricted to that necessary for construction of the stormwater management facility (SWMF). The SWMF shall be tested in accordance with standard engineering practices and the engineer of record (EOR) shall evaluate and verify compliance with the design parameters. Once compliance has been verified the EOR shall provide a signed/sealed certification to the County Administrator or designee that such facility functions as designed. Further development at the site cannot proceed until a written clearance has been provided by the Leon County Environmental Services.

Sec. 10-4.323. Special development standards for environmentally sensitive zones.

(a) *Special development standards designation.* The Board of County Commissioners may designate special development standards for environmentally sensitive zones adjacent to watercourses or receiving waterbodies and in other environmentally sensitive areas within any watershed where additional or more stringent minimum design and development standards shall apply. Design and development standards shall be established to minimize the adverse environmental impacts associated with both the extent of development activity and the type of land uses permitted within or adjacent to sensitive environmental features such as watercourses, waterbodies, wetlands, and areas subject to periodic flooding.

(b) *Lake Jackson special development zone.* Special development zones adjacent to Lake Jackson are hereby designated within which the following minimum design and development standards shall apply, notwithstanding any less restrictive provisions in any state law or regulation or local ordinance:

(1) Zone A. Wetland and floodplain ecotone, from elevation 89 feet NGVD or the water's edge, whichever provides the greater area of protection, to 100 feet NGVD:

a. *Development area limitations.*

1. Clearing, soil disturbance, and building area shall not exceed the greater of 4,000 square feet or five percent of that part of the development site located within zone A above 89 feet NGVD, hereafter referred to as the base square footage. For purposes of calculating this base square footage, the septic tank and drainfield area shall not be included and gravel driveways kept on grade will be considered as 50 percent disturbed.

2. No cut and fill and no fill except as necessary and specifically authorized for permitted impervious areas.

3. No structures at or below elevation 96.5 feet NGVD, unless specifically approved based on compliance with the provisions of section 10-4.503, or unless approved for a previously platted lot or lot of record existing on January 15, 1990, when used for single-family residential use. Single-family residential use includes accessory structures such as pools, tennis courts, storage sheds, and gazebos which are customarily incidental and subordinate to the single-family dwelling.

4. Reasonable minimum clearing for docks and access to these docks accessory to a single-family use may be permitted as an exception when constructed in accordance with state and local permit criteria.

b. *On-site sewage disposal system.* On-site sewage disposal system standards shall be in compliance with chapter 18.

1. Minimum lot size of one acre, net usable land, exclusive of all paved areas, public rights-of-way, and prepared road beds within easements, and exclusive of streams, lakes, drainage ditches, marshes, or other such bodies of water, and wetlands as determined by the state department of environmental protection or the County Administrator or designee.

2. No portion of any on-site sewage disposal system shall be located within 75 feet upland of elevation 89 feet NGVD, within 75 feet of any waterbody or watercourse or the jurisdictional limit of a wetland as determined by the state department of

environmental protection or the County Administrator or designee, or within any 100-year floodplain area.

3. An existing, previously platted, lot or lot of record existing on January 15, 1990, when used for single-family residential use, shall be exempt from the standards of this subsection but shall comply with all other applicable laws, ordinances and regulations relating to septic tanks. Existing septic tanks may be replaced by the same size or larger units as required by other applicable laws, ordinances, and regulations relating to septic tanks, except where sanitary sewer is available.

c. *Natural vegetation protection zone.* All vegetation shall be protected in a natural state from the water's edge or the normal high water line, whichever provides the greater area of protection, to a minimum distance of 50 feet upland from elevation 89 feet NGVD, except that established lawns existing on developed single-family lots prior to January 15, 1990, may continue to be maintained. Annual (or less frequent) cutting of woody plants and controlled burning within the natural vegetation protection zone is allowed, as well as selective removal of species which are intrusive to the native species, and planting of native species, such as to improve the environmental function of the area.

d. *Motor vehicle prohibition.* Automobiles, motorcycles, dune buggies, or other wheeled motorized or tracked vehicles shall not be allowed within any portion of zone A, including any portion of lake bottom periodically exposed as a result of natural or artificial drawdown, except as follows:

1. Entry shall be allowed into those areas which must be entered to provide reasonable access to structures, to approved boat launching areas, to public parks, to approved rights-of-way, or to public roadways.

2. Lawn mowers shall be allowed in areas within zone A which lie landward of the natural vegetation zone, and within the latter zone if permitted pursuant to subsection (b)(1)c of this section, unless otherwise prohibited by this subdivision.

3. Entry shall be allowed where associated with bona fide public uses, such as agency research, law enforcement, and approved lake restoration and management activities.

(2) Zone B. Transitional ecotone, from elevation 100 feet to 110 feet NGVD. Development area limitations: A minimum of 50 percent of the area of each site within zone B shall remain natural and unaltered.

(3) Regional stormwater facilities may be located within the Lake Jackson Special Development Zones and the lake's undisturbed 100-year floodplains, wetlands and native forest for the purpose of addressing existing stormwater problems provided the following criteria are met:

a. All other reasonable options have been considered, and there is no other location that can be utilized given the stormwater flow patterns.

b. The stormwater facility is designed to retrofit an existing stormwater problem.

c. The stormwater facility must be initiated by the local government and shall demonstrate a net benefit in water quality which offsets the loss of the 100-year floodplain, wetlands, and native forest.

d. This retrofit option is only available if the lake has an adopted retrofit plan.

(4) Lake protection area. An area based on the Lake Jackson basin boundary, adjusted to primarily include undeveloped areas and existing less intensely developed areas, as specified in the Tallahassee-Leon County Comprehensive Plan, land use element, and related overlays included therein:

Upon presentation of competent technical evidence that a proposed development site within the lake preservation area lies within a closed basin which does not naturally or artificially discharge to the Lake Jackson basin, such development site shall not be subject to the limitations of the Lake Jackson area special development zone, provided that the following conditions are met:

a. The closed basin must be certified by a qualified professional to the effect that there are no artificial or natural discharges from it.

b. Increases in the post-development stormwater runoff above the pre-development volumes shall be either retained on-site or filtered through an approved regional stormwater management facility.

c. All other applicable development standards outlined within the Tallahassee-Leon County Comprehensive Plan, matrix, and this subdivision, are met, including special requirements and restrictions specified for the particular zone if the development site is located within zone A or B.

(5) *Prohibited land uses.* See section 10-6.707.

[See Chapter 10 Article IV, Division 3, Subdivisions 1 and 3, of the Leon County Land Development Code for full provisions on Stormwater and Special Development Zones]

B. State Nutrient Performance Criteria Effective December 28, 2025

The effective statewide stormwater rule has deadlines in 2025 that members should note. Inspection requirements for non-MS4 entities will be effective June, 28, 2025, and nutrient performance criteria will be effective December 28, 2025. Applicants Handbook Volume 1 provides further details on nutrient performance criteria.

[Excerpt Applicants Handbook Volume I]

8.3 Stormwater Quality Nutrient Permitting Requirements

Exemptions from these requirements are as set out below and in **section 3.1.2(e) of this volume.** For a major permit modification requested for an existing stormwater management system, permitted before June 28, 2024, where the purpose of the modification is solely to bring the system into compliance with applicable design and performance criteria that were applicable at the time of the current permit's issuance, such modification shall not require the system to comply with the performance criteria listed in **sections 8.3.2 through 8.3.5** of this volume.

The requirements in **section 8.3** shall not apply to public transportation projects which have completed a PD&E Study prior to June 28, 2026, or which are in the design or construction phases, as defined in FDOT's Project Development and Environment (PD&E) Manual2 as of June 28, 2024. For public transportation projects that have completed a PD&E Study or are in the design or construction phases, stormwater design and performance criteria in effect prior to June 28, 2024, shall apply. The

requirements of section 8.3 shall apply to public transportation projects commencing the PD&E study phase, as described in PD&E Manual, after June 28, 2024.

8.3.1 Performance Standard Requirements

*Each applicant shall demonstrate, through modeling or calculations as described in Section 9, that their proposed stormwater management system is designed to discharge to the required treatment level based on the performance standards described in **Sections 8.3.2 through 8.3.5** below. For the purposes of this section, annual loading from the proposed project refers to post-development loads before treatment, as calculated in **Section 9** of this volume. Stormwater treatment systems shall be designed to achieve at least an 80 percent reduction of the average annual post-development total suspended solids (TSS) load, or 95 percent of the average annual post-development TSS load for those proposed projects located within a HUC 12 sub-watershed containing an Outstanding Florida Water (OFW) and located upstream of that OFW. There is a rebuttable presumption that this standard is met when structural stormwater best management practices (BMPs) are designed to meet the applicable design standards in **Sections 8.3.2 through 8.3.5** below.*

8.3.2 Minimum Stormwater Treatment Performance Standards for All Sites

Except as described in sections **8.3.4 through 8.3.6** below, all stormwater treatment systems shall provide a level of treatment sufficient to accomplish the greater of the following nutrient load reduction criteria:

(a) an 80 percent reduction of the average annual loading of total phosphorus (TP) and a 55 percent reduction in the average annual loading of total nitrogen (TN) from the proposed project; or

(b) a reduction such that the post-development condition average annual loading of nutrients does not exceed the predevelopment condition nutrient loading.

8.3.3 Minimum Performance Standards for Outstanding Florida Waters (OFWs)

Stormwater treatment systems located within a HUC 12 subwatershed containing an OFW and located upstream of that OFW, shall provide a level of treatment sufficient to accomplish the greater of the following nutrient load reduction criteria:

(a) a 90 percent reduction of the average annual loading of TP and 80 percent reduction in the average annual loading of TN from the proposed project; or

(b) a reduction such that the post-development condition average annual loading of nutrients does not exceed the predevelopment condition nutrient loading.

8.3.4 Minimum Performance Standards for Impaired Waters

(a) Stormwater treatment systems located within a HUC 12 subwatershed which contains an impaired water, and located upstream of that impaired water, shall provide a level of treatment sufficient to accomplish:

1. an 80 percent reduction of average annual loading of TP and TN from the proposed project, or a 95 percent reduction of average annual loading of TP and TN from the proposed project where located within such a HUC 12 subwatershed containing an OFW and located upstream of that OFW; and

2. a reduction such that the post-development condition average annual loading of nutrients does not exceed the predevelopment condition nutrient loading; and *the post-development condition average annual loading, of those pollutants not meeting water quality standards, that is less than that of the predevelopment condition.*

(b) In lieu of the specific requirements of **section 8.3.4(a)** above, where the stormwater treatment system is located upstream of and within a HUC 12 subwatershed which contains an impaired water where basin-specific design and performance criteria for load reductions of nonpoint sources of stormwater were included in order to achieve an adopted Total Maximum Daily Load (TMDL), Basin Management Action Plan (BMAP), an approved alternative restoration plan pursuant to Rule 62-303.600, F.A.C., or other watershed management plan, the applicant shall provide a level of treatment sufficient to accomplish:

1. the level of treatment for the basin-specific design and performance criteria prescribed in such TMDL, BMAP, approved alternative restoration plan, or other watershed management plan; and

2. *the post-development condition average annual loading, of those pollutants not meeting water quality standards, that is less than that of the predevelopment condition.*

For purposes of this Section, the term "basin-specific design and performance criteria" must be specific to stormwater treatment systems as regulated hereunder and does not refer to general or categorical TMDL, BMAP, alternative restoration plan, or other watershed management plan loading allocations.

8.3.5 Alternative Performance Standards for Redevelopment

*Stormwater treatment systems serving redevelopment activities shall either meet the requirements of Sections 8.3.2 through 8.3.4 or provide an alternative level of treatment sufficient to accomplish:

(a) an 80 percent reduction of the post-development average annual loading of TP and a 45 percent reduction of the post-development average annual loading of TN from the project area; and

(b) for stormwater systems located within a HUC 12 sub-watershed containing an OFW and located upstream of that OFW, a 90 percent reduction of the post-development average annual loading of TP and a 60 percent reduction of the post-development average annual loading of TN from the project area; and

(c) for stormwater treatment systems located within a HUC 12 sub-watershed which contains an impaired water and located upstream of that impaired water, a level of treatment sufficient to accomplish a post-development condition average annual loading, of those pollutants not meeting water quality standards, that is less than that of the predevelopment condition.*

8.3.6 Exemption from Minimum Performance Standards for Redevelopment

Redevelopment sites that are under one acre may qualify for an exemption from permitting requirements as described in **section 3.2.7** of this handbook and section 373.406(6), F.S. These projects may qualify for this exemption if the site is not located within a HUC 12 subwatershed containing a nutrient-impaired water body or OFW and if the site is not upstream of that waterbody. This exemption only applies to redevelopment sites that also result in reduced impervious surface or reduced pollutant loading. Requests shall include supporting information that demonstrates the performance standards cannot be met (such as drainage basins, percolation rates, seasonal high water or mean high tide elevation for receiving waters, and site area limitations, etc.). Requests shall be submitted in writing to the applicable Agency and will be reviewed on a case-by-case basis, pursuant to section 373.406(6), F.S. Such activities shall not commence without a written determination from the Agency confirming qualification for the exemption.

ATTACHMENT #2
STRIKE-THROUGH UNDERLINE

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LAND USE AND MOBILITY ELEMENT

GOALS, OBJECTIVES AND POLICIES

Goal 1 [LM] – A Healthy Environment:

Our community will maintain a healthy environment with drinkable water, breathable air, unpolluted lakes, rivers, and soils, renewable energy sources, conservation areas that protect valuable or irreplaceable natural resources, and open spaces available and accessible to all residents and visitors to our community.

To achieve this goal, our community will:

- Identify natural resources that contribute to a healthy environment and human well-being. Prioritize the preservation of natural areas (including conservation areas, environmentally sensitive features, and water resources) when making land use and transportation decisions.
- Provide access and opportunities for passive and active open spaces that promote healthy active lifestyles for all citizens.
- Coordinate between the City and County, with neighboring jurisdictions, and with regional, state, and federal agencies to cooperatively support protection of natural resources that extend beyond jurisdictional boundaries.

Objective 1.1 – Identification of Natural Resources and Historic Features (City of Tallahassee/Leon County):

Identify natural, cultural, archaeological, and historic resources that contribute to human well-being and community character.

Policy 1.1.1 – Geographic Data (City of Tallahassee/Leon County):

Local governments shall maintain a geographic information system enabling mapping and spatial analyses that includes, at a minimum, the following data:

- Wetlands, waterbodies, watercourses
- Floodplains and floodways
- Significant and severe grades
- Drainage basins and related features
- High quality successional and native forests
- Active and other karst features
- Significant trees
- Canopy road corridors
- Local soil types and conditions
- Known operating and abandoned landfill sites
- Known active and former mining sites
- Historic resources of national, state and local significance
- Florida Ecological Greenway Network Primary Springs Protection Zone
- Perpetual conservation easements

Policy 1.1.2 – Designated Canopy Roads (City of Tallahassee/Leon County):
Local governments shall maintain a map and spatial data that identify and depict designated canopy roads.

Policy 1.1.3 – Historic District Boundaries and Historically Significant Properties (City of Tallahassee/Leon County): Local governments shall maintain a map and spatial data that identify and depict historic district boundaries and historically significant properties meriting protection. This map shall be included in the Land Use Addendum and updated with current data during the Evaluation and Appraisal Review process or as needed.

Policy 1.1.4– Soils and Water Features (City of Tallahassee/Leon County):
Local governments shall maintain a map and spatial data that identify and depict surface water features, the primary springs protection zone and soils. These maps shall be included in the Land Use and Mobility Element Addendum and updated with current data during the Evaluation and Appraisal Review process or as needed.

Objective 1.2 – Preservation of Natural Areas (City of Tallahassee/Leon County):
Preserve important natural areas, including conservation areas, environmentally sensitive features, and water resources through a combination of identification, analysis, designation of resources on the Future Land Use Map, policies in the Conservation Element, land development regulations, and acquisition. Prioritize the protection of these areas when making decisions regarding land use, transportation, and infrastructure location and expansion.

Policy 1.2.1 – Acquisition of Conservation and Preservation Lands (City of Tallahassee/Leon County):
The City and County shall monitor existing and potential funding sources for the acquisition of land to restore, connect, and protect natural habitats and sensitive lands. The Planning Department shall coordinate with the appropriate departments, agencies, or partners to support application and securing of funding for priority acquisition areas.

Policy 1.2.2 – Environmental Analysis (City of Tallahassee/Leon County):
Planning Department staff shall conduct an environmental analysis when amendments to the Comprehensive Plan are proposed. The analysis shall include natural resources and geographic features, including those listed in Policy 1.1.1, that contribute to human well-being and community character and identify the potential impacts to environmental and human health.

Policy 1.2.3 – Transportation Impact Mitigation (City of Tallahassee/Leon County):
The planning and design of new or the expansion of existing local transportation facilities shall account for natural, cultural, and historic resources and existing neighborhoods. These projects shall prioritize avoiding and minimizing impacts to those features. Where avoidance and minimization are not feasible or practical, impacts to the features shall be mitigated.

Policy 1.2.4 – Transportation Corridor Environmental Features (City of Tallahassee/Leon County):
The City and the County shall consider context-based beautification, landscaping, and stormwater facility and land development regulations that provide environmental protection measures for transportation corridors, where feasible by:

a. Increasing the amount of site and adjacent green spaces/open spaces.
b. Utilizing native or adapted vegetation and natural systems, such as bioswales, to control runoff.

c. Maintaining and/or enhancing ground cover, canopy, and understory vegetation where new roads are built.
d. Protecting designated canopy roads by designing public infrastructure improvements to minimize development impacts consistent with the Conservation Element and Canopy Roads Management Plan.
e. Enhancing the character of transportation corridors and gateways to the community through access management strategies, preserved green space for landscaping, and consolidated signage.

Policy 1.2.5 – Connected Open Space (City of Tallahassee/Leon County):
Open space that is proposed in a development application shall be organized in a manner that prioritizes natural areas with sensitive onsite environmental features and creates continuous and contiguous open space areas to the greatest extent possible to minimize habitat fragmentation. Where feasible, the siting of open space shall occur in a manner that creates cohesive and connected open space across property boundaries to ensure interconnected greenspaces.

Policy 1.2.6 – Conservation Element (City of Tallahassee/Leon County):
Should conflicts arise between implementation of policies in the Land Use and Mobility Element and the Conservation Element on matters of natural resources, the Conservation Element policies shall take precedent.

Objective 1.3 – Access to Parks and Recreation (City of Tallahassee/Leon County):
Provide equitable public access to existing and future recreation areas, open spaces, greenways, and parks.

Policy 1.3.1 – Greenways and Trails Master Plan (City of Tallahassee/Leon County):
The Planning Department shall maintain a Greenways and Trails Master Plan that identifies opportunities to expand or create a network of shared use paths that connect areas of the City and County. The master plan shall guide the implementation of the local greenway system, in coordination with the State of Florida and other conservation funding, managing, and landholding entities. The master plan shall be updated at least every 10 years to reflect completed projects, new additions and opportunities, and other changes to the greenway system.

Policy 1.3.2 – Urban Recreation Spaces (City of Tallahassee/Leon County):
Urban recreation spaces shall be developed and maintained to provide accessible opportunities for skateboarding, art installations and exhibitions, and nature-based experiences. These spaces may include educational elements such as signage or kiosks.

Policy 1.3.3 – Bicycle Parking at Parks and Civic Spaces (City of Tallahassee/Leon County):
All parks shall have bicycle parking facilities co-located with park amenities. Local government land development regulations shall specify requirements, including amount and location, for bicycle parking.

Policy 1.3.4 – Multimodal Access to Parks and Recreation (City of Tallahassee/Leon County):
All new and substantial improvements to parks and recreational facilities within the Urban Services Area shall provide public sidewalks in accordance with applicable streetscaping requirements, accessible pedestrian connections, for users of varying abilities, from amenities to all adjacent public street frontages, and pathway, trail and bicycle facility interconnections to all adjacent trails, public facilities, and neighborhoods. Coordination with StarMetro for evaluating new stop facilities or improving existing bus stop facilities shall be required within the City limits.

Objective 1.4 – Urban Forests (City of Tallahassee/Leon County):
Using the best available data, manage urban forests through strategies that address preservation of trees, planting of new trees, removal of unhealthy trees or trees in unsuitable locations for that species, maintenance of existing trees, and minimization of infrastructure conflicts.

Policy 1.4.1 – Priority Planting Sites (City of Tallahassee/Leon County):
The City and County shall identify priority planting sites to guide the planting of trees to improve wildlife habitat by reducing urban forest fragmentation, and provide for the preservation or creation of connected, wooded, and environmental corridors. The general recommendations of the Urban Forest Master Plan shall be used to inform the priority planting sites.

Policy 1.4.2 – Species Suitability (City of Tallahassee/Leon County):
The City and County shall maintain lists of tree species that are not invasive, nonindigenous species, that minimize hardscape conflicts, minimize overhead utility conflicts, and are wind resistant. These lists will be used to guide and promote the planting of suitable and preferably native species for different site locations and scenarios.

Policy 1.4.3 – Public Tree Inventory (City of Tallahassee/Leon County):
The City shall support the maintenance and updating of the Public Tree Inventory to gain data to better manage urban forests, including through identifying and securing funding opportunities.

Policy 1.4.4 – Public Development Tree Prioritization (City of Tallahassee/Leon County):
Public transportation projects shall prioritize the protection of existing high-quality trees during transportation systems planning, development, and maintenance without compromising transportation safety. Protected and preserved trees should be of a suitable species for their location, be in good health, and provide screening, landscape, runoff control, and shade without compromising safety or urban forest quality.

Policy 1.4.5 – Private Development Tree Standards (City of Tallahassee/Leon County):
Local government land development regulations shall prioritize and incentivize protection of high-quality trees through requirements for tree preservation and removal. Regulations shall include methods of relief from other development standards that commonly conflict with preservation of existing trees to reduce the need for deviations when preserving qualifying trees.

Objective 1.5 – Green infrastructure (City of Tallahassee/Leon County):
Implement green infrastructure strategies, where feasible, as a cost-effective, resilient approach to reduce flooding and treat stormwater while delivering environmental, social, and economic benefits.

Policy 1.5.1 – Community Wide Green Infrastructure (City of Tallahassee/Leon County):
The City and County shall incorporate the use of green infrastructure into their land development regulations as a viable and preferred option for achieving a connected network of natural areas that provide habitat, flood protection, cleaner air, and cleaner water. Strategies include those that:

- Create green streets and alleys by retrofitting streets and alleys as part of any repair, maintenance, or other disturbance to the road, sidewalk, or transportation right-of-way that would provide a feasible opportunity for street-level stormwater management.

- Implement green parking standards such as requiring parking facilities to have certain percentages of shaded parking.
- Ensure a robust urban tree canopy through implementation of the Urban Forest Master Plan and Canopy Road Management Plan, or their successors.
- Support off-site regional stormwater solutions for new or infill walkable development.
- Reference national models, including the Green Infrastructure standards of the United States Green Building Council (USGBC).
- Supporting transit and alternative transportation modes.

Policy 1.5.2 – Site Specific Green Infrastructure (City of Tallahassee/Leon County):
Local governments shall incentivize the use of green infrastructure stormwater management systems in the land development regulations and/or form-based code by reducing minimum green space requirements or offering other incentives in exchange for the provision of green infrastructure. Green infrastructure mimics nature to soak up and store water and may include strategies such as rain gardens, planter boxes, bioswales, and green roofs.

Policy 1.5.3 – Design Guidelines for Green Infrastructure (City of Tallahassee/Leon County):
Local governments shall establish guidelines for incorporating the use of green infrastructure techniques in public infrastructure and private development applications. Guidelines should identify the appropriate conditions for applying green infrastructure techniques, minimum and maximum design thresholds, and contemplate variations in design for urban/suburban/rural contexts.

Objective 1.6 – Community Resilience (City of Tallahassee/Leon County):
Foster community resilience by strengthening the reliability of our infrastructure and encouraging sustainable building practices, protecting a robust natural environment and local economy, and empowering self-sufficiency across the community.

Policy 1.6.1 – Energy Efficiency (City of Tallahassee/Leon County):
The City and County shall develop regulations and design standards for compact development and encourage green building techniques to reduce greenhouse gas emissions from energy generation and transportation. These regulations shall be implemented as prescribed in the land development codes to conserve land; to promote livability, walkability, and transportation efficiency, including reduced vehicle distance traveled; to leverage and support transit investments; and to reduce public health risks by encouraging daily physical activity associated with walking and bicycling.

Policy 1.6.2 – Multimodal Connectivity (City of Tallahassee/Leon County):
Within the Urban Services Area, the City and County shall use zoning and development standards for subdivision and planned unit developments to promote the location of homes, jobs, stores, parks, schools, and other destinations within 20 minutes walking distance of each other so that people can easily walk, bike, use public transit, or drive shorter distances. Development standards shall provide for interconnected pedestrian, bicycle, and transit amenities and account for the potential for future connection and expansion of pedestrian and bicycle networks on adjacent properties.

Policy 1.6.3 – Smart Growth Strategies for Community Resilience (City of Tallahassee/Leon County):
The City and County shall develop smart growth strategies to help our community adapt to the effects of climate change, natural disasters, and other events that may challenge the resilience of the City of Tallahassee and Leon County. Such strategies may include hardening infrastructure; constructing stormwater conveyance systems with greater capacity; developing complete, walkable streets; supporting agriculture and local food production; reducing indoor and outdoor water use; reducing pollutant emissions; supporting transit; and increasing renewable energy production.

Policy 1.6.4 – Urban Heat Islands (City of Tallahassee/Leon County):
The local governments shall develop strategies that minimize effects of heat islands, such strategies may include:

a. Tree and vegetation cover.
b. Green roofs and rooftop gardens.
c. Roof coatings or materials with high albedo that significantly reflect heat away from a building.
d. Alternative pavements that mitigate heat island effects.

Policy 1.6.5 – Resiliency of Transportation Facilities (City of Tallahassee/Leon County):
Design, construct, and maintain transportation facilities to prevent flooding, minimize pollution, and maintain natural stormwater runoff volume, timing, rate, and direction of flow characteristics consistent with the adopted Stormwater Level of Service Standard.

Policy 1.6.6 – Urban Forests and Climate Resilience (City of Tallahassee/Leon County):
Ensure the urban forest is managed within the urban core to balance and reduce conflicts, when feasible, between long-term urban forest health and coverage and above-ground utilities.

Objective 1.7 – Intergovernmental Coordination (City of Tallahassee/Leon County):
Coordinate with neighboring jurisdictions to effectively address and support the protection of natural resources that extend beyond jurisdictional boundaries.

Policy 1.7.1 – Key Regional Partners (City of Tallahassee/Leon County):
Coordinate with key partners, such as the Northwest Florida Water Management District (NWFWMD), and Florida Department of Environmental Protection (FDEP) on the protection and management of water resources and other environmentally sensitive features.

Policy 1.7.2 – Colleges and Universities (City of Tallahassee/Leon County):
Florida State University, Florida A&M University, and Tallahassee State College shall be subject to environmental protections identified within the Comprehensive Plan. This will be accomplished through the statutorily required campus master planning process for Florida State University and Florida Agricultural and Mechanical University.

Goal 2 [LM] – Distinct Urban and Rural Areas:

Our community will provide residents with diverse options for where they live or visit by maintaining a distinction between rural, sub-urban, and urban areas.

By maintaining a distinction between these areas, our community will:

- Provide a variety of lifestyle and housing choices while reducing sprawl.
- Foster economic development in urban areas and identified activity centers.
- Promote efficient development patterns.
- Support revitalization and redevelopment efforts within the Urban Services Area.
- Reduce infrastructure costs.
- Protect agricultural and forest management uses.
- Preserve and create natural resource-based activities, ecosystem functions and ecosystem services, and scenic vistas and pastoral landscapes.

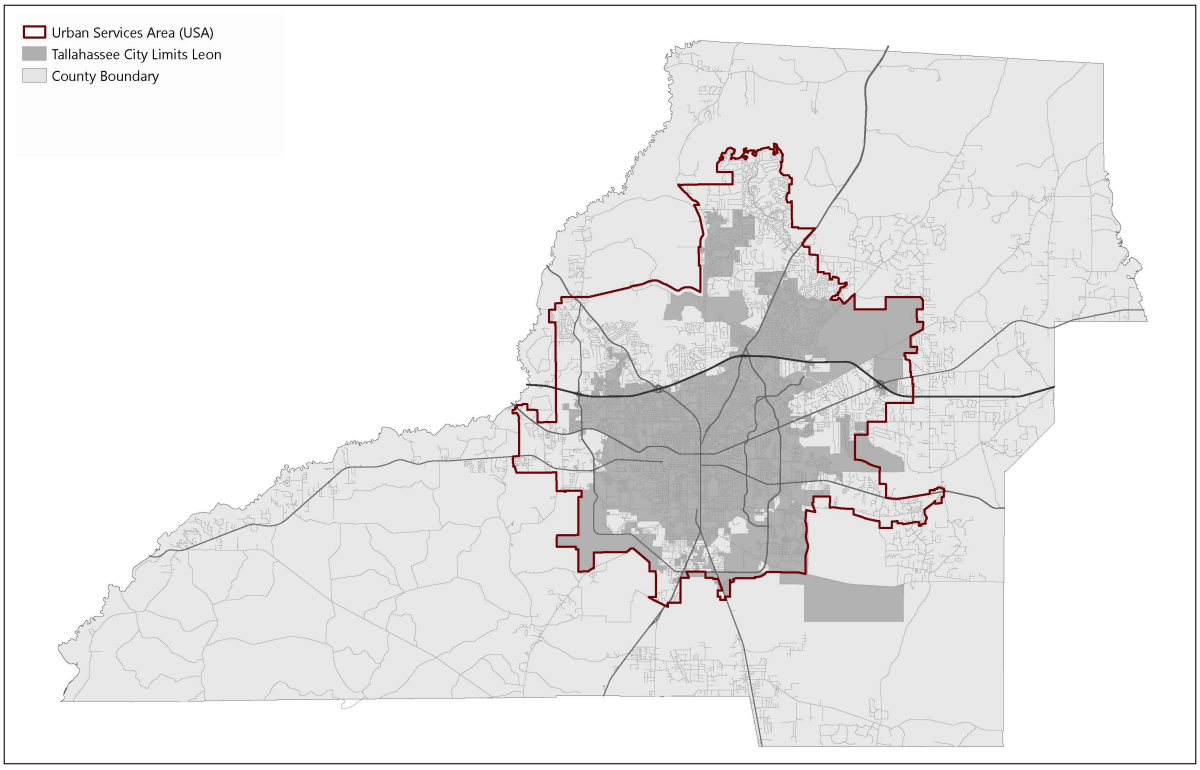
Objective 2.1 – Growth and Population Accommodation (City of Tallahassee/Leon County):
Tallahassee and Leon County will accommodate our population growth in a responsible manner. A growth and development strategy that provides for well-managed, orderly growth that preserves natural resources and promotes fiscal responsibility shall be leveraged to maximize economic and environmental stewardship while accommodating the increased population.

Policy 2.1.1 – Comprehensive Planning Periods (City of Tallahassee/Leon County):
The comprehensive plan shall have two planning periods. The short-term planning period shall be for a 10-year horizon from 2025 to 2035. The long-term planning period shall be the year 2050. The long-term planning period shall be amended during the Evaluation and Appraisal Review (EAR) process to reflect available population projections and relevant data and analysis of public facilities.

Policy 2.1.2 – Population Projections (City of Tallahassee/Leon County):
Population growth for the long-term planning period shall be based on University of Florida's Bureau of Economic and Business Research (BEBR) medium population projections.

Objective 2.2 – Efficient Growth (City of Tallahassee/Leon County):
To support the projected population growth, infrastructure shall be provided economically and efficiently while protecting surrounding forestry uses and agricultural lands from unwarranted and premature conversion to urban land uses. Growth and development shall be directed toward areas with existing or planned infrastructure in a manner that maintains distinct natural, rural, sub-urban, and urban areas.

Policy 2.2.1 – Urban Services Area (USA) (City of Tallahassee/Leon County):



To provide for well-managed, orderly growth that preserves natural resources and promotes fiscal responsibility, the City and County's growth management strategy shall include an Urban Services Area (USA). The USA shall include all areas where public facilities and services, including central water and sewer, are available or are identified in the 5-year schedule of capital improvements. The USA will be sized to include approximately 50% more vacant and developable land than is necessary to accommodate the projected population growth expected within the USA by the long-term planning horizon and will account for both the ability to provide urban infrastructure and the presence of environmentally sensitive lands and water bodies.

Policy 2.2.2 – Improvement of Capital Infrastructure (City of Tallahassee/Leon County):

Capital infrastructure improvements shall be targeted for areas within the Urban Services Area within the long-term planning period. These improvements shall be phased incrementally through annual updates to the Capital Improvements Schedule.

Policy 2.2.3 – Planning for Urban Services (City of Tallahassee/Leon County):

Local government infrastructure master plans, and updates to master plans, shall account for the Urban Services Area when determining where to provide sewer, water, electricity, paved streets, sidewalks, and other related urban services.

Policy 2.2.4 – Urban Services Outside of the Urban Services Area (City of Tallahassee/Leon County):

Urban services may be provided outside of the Urban Services Area where necessary to address critical environmental issues, critical public health issues, and/or other critical hazard vulnerabilities. Exceptions shall be substantiated in the capital improvement planning process. Emergency repairs and improvements necessary to maintain the public health, safety, and well-being shall be allowed without inclusion in the capital improvement planning process.

Policy 2.2.5 – Densities and Intensities (City of Tallahassee/Leon County):
Residential densities and non-residential intensities are established in the Future Land Use Categories and reflected on the Future Land Use Map, and are supported by available capital infrastructure. New growth shall be directed to areas within the Urban Services Area. Residential density and/or non-residential intensity of development allowed for individual site shall be determined by the infrastructure capacity to serve each proposed development, adopted levels of service, and/or the ability to implement conditions of approval or mitigation of potential impacts for the proposed development.

Policy 2.2.6 – Exceptions to the Urban Services Area (City of Tallahassee/Leon County):
Properties in southern Leon County designated Rural or Rural Residential on the Future Land Use Map that are located either between the Urban Services Area and Rural Community in Woodville or west of the Rural Community in Woodville may be designated with a higher density land use when central sewer service is available without requiring an amendment to the Urban Services Area. Any development that utilizes this provision must connect to central sewer.

Policy 2.2.7 – Roadway Improvements (City of Tallahassee/Leon County):
The planning, design, and construction of new streets and roads and the widening of existing streets and roads shall be consistent with the priority of urban services, the Future Land Use Map, and the Urban Services Area.

Policy 2.2.8 – Adaptive Reuse, Infill Development, and Redevelopment (City of Tallahassee/Leon County):
The City of Tallahassee and Leon County shall incentivize brownfield reclamation, building reuse, and the adaptive reuse of existing structures through land development regulations. These measures will support efficient growth, preserve historic buildings, protect natural resources, maintain affordable housing, and prevent the premature conversion of rural and agricultural land into suburban and urban development. Incentives may include density and intensity bonuses of up to 25%, modified development review thresholds, prioritized permitting, and fee waivers to encourage redevelopment and sustainable land use as specified in the land development code.

Policy 2.2.9 – Greyfields & Brownfields (City of Tallahassee/Leon County):
The local governments may incentivize the redevelopment and/or restoration of value to contaminated or under-utilized land on greyfield, brownfield, or other adaptive reuse/infill sites through strategies including possible density bonuses where appropriate, waiver of development fees or some combination of the two.

Policy 2.2.10 – Transportation Corridors (City of Tallahassee/Leon County):
Identify right-of-way (ROW) needed for planned future transportation improvements—in accordance with Florida Statutes Section 163.3177(6)(b)1., Section 337.273, and Section 334.03(29)—and protect it from development encroachment as development occurs to preserve the corridor for transportation use, to maintain transportation level of service standards and ensure that infrastructure occurs concurrent with the impact of development, meet concurrency, to improve coordination between land use and transportation, and to minimize the adverse social, economic, and environmental impacts of transportation facilities.

The future right-of-way needs for selected transportation corridors designated for improvement in the Tallahassee-Leon County Comprehensive Plan are depicted in the table below. This map,

table and corresponding land development regulations are intended to provide a basis for coordinating new development with the provision of transportation facilities by designating corridors where the construction and improvement of transportation facilities is expected

Future Right-of-Way Needs WITHOUT an Existing Corridor Alignment	
Functional Classification	**ROW Width (ft.)[1-3]**
Blueprint Principal Arterial	230
Principal Arterial	200
Minor Arterial	176
Major Collector	146
Minor Collector	100

1) Widths represent maximum anticipated ROW needs for generalized corridors; not precise alignments. Actual road location and design will be determined by specific corridor alignment studies, engineering studies, or other design studies.

2) Alternative widths may be established by the local government, in consultation with other affected agencies, pursuant to an adopted Critical Area Plan or based upon an analysis of existing constraints, community planning objectives, and other considerations unique to the roadway or surrounding land development.

3) In addition to the number of travel lanes, the following are important considerations in the determination of right-of- way needs for future corridors:

   a. Space for sidewalks to provide safe and convenient movement of pedestrians.

   b. The provision of bike lanes or separate bike paths.

   c. Space for current or future location of utilities so that, when necessary, they can be safely maintained without undue interference with traffic. The utility strip needs to be of sufficient width to allow placement of a water main so that in the case of rupture, neither the roadway pavement nor adjacent property will be damaged.

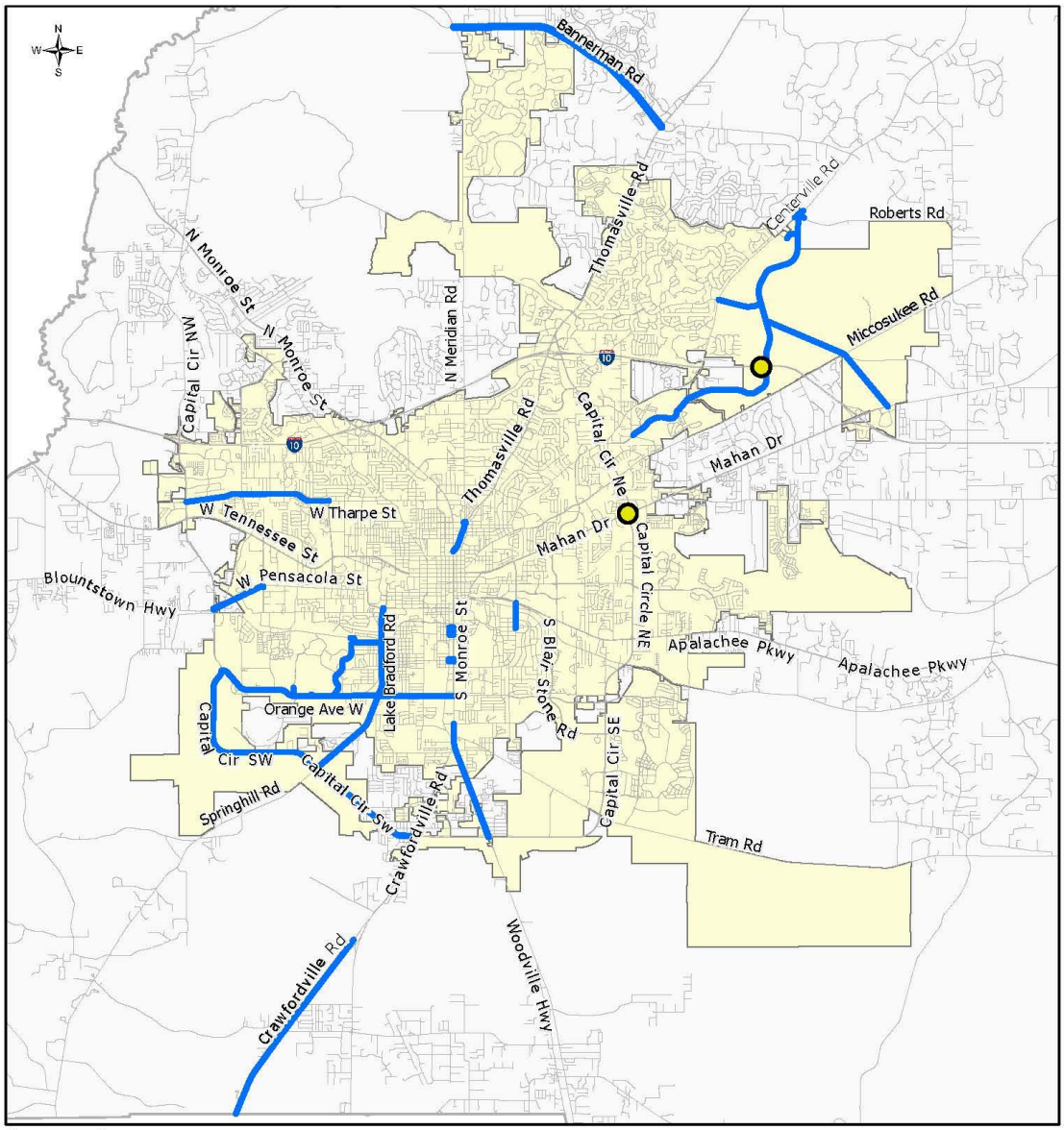
   d. Accommodation of stormwater at the surface or in storm drains.

   e. Accommodation of auxiliary lanes at intersections.

   f. Placement of trees to improve the aesthetic qualities of the roadway, to shade pedestrians, and improve community appearance. The space needs to be adequate to accommodate tree growth without damaging sidewalks, abutting development, or curb and gutter.

   g. Allowing changes in the paved section, utilities, or other modifications that may be necessary to meet unseen changes in vehicle, pedestrian, bicycle, or other transportation needs resulting from changes in land use and activity patterns.

Corridor Preservation Map



Objective 2.3 – Public Infrastructure (City of Tallahassee/Leon County):
Provide public infrastructure, public facilities, and public services that are necessary for public health, safety, and well-being efficiently, effectively, and equitably.

Policy 2.3.1 – Public Facilities Siting (City of Tallahassee/Leon County):
Public facilities, including community services, light infrastructure, and post-high school educational uses that provide for the operation of and provision of services on property owned or operated by local, state and federal government shall be allowable in any future land use category. Public infrastructure facilities may include public services and uses provided by private entities operating on property owned by the local, state, or federal government.

Policy 2.3.2 – Public Infrastructure Resilience (City of Tallahassee/Leon County):
To maintain resiliency and assist with post-disaster continuity of government, the siting of public infrastructure and facilities shall account for hazards by locating outside of hazard areas and evacuation zones or mitigating against potential impacts.

Policy 2.3.3 – School Siting Review & Criteria (City of Tallahassee/Leon County):
All proposals to site public or private schools shall be reviewed for consistency with the Comprehensive Plan.

Objective 2.4 – Preservation of Rural Areas (City of Tallahassee/Leon County):
Protect and create agricultural and silvicultural uses, natural resource-based activities, ecosystems, scenic vistas, and pastoral landscapes by preserving rural areas of the community and preventing the premature conversion of rural lands into low density, single-use districts.

Policy 2.4.1 – Transfer of Development Rights (City of Tallahassee/Leon County):
A transfer of Development Rights program may be established to transfer development rights from areas designated Rural on the Future Land Use Map to areas designated Rural Community or Rural Residential on the Future Land Use Map where central sewer service is available. In no instance shall the level of development be inconsistent with the provisions of the Utilities and Conservation Elements.

Policy 2.4.2 – Criteria for Urban Service Area Expansion (City of Tallahassee/Leon County):
To avoid premature conversions of rural areas to higher density and intensity uses, expansions to the Urban Services Area shall be contiguous with the Urban Service Area boundary, shall demonstrate the availability of or ability to provide central water and sewer service, and shall be based on an analysis of population projections and growth trends and an analysis of developable vacant land currently within the Urban Services Area.

Objective 2.5 – Reconnecting Urban Sprawl (City of Tallahassee/Leon County):
Mitigate the impacts of automobile-oriented, single-use developments by leveraging transportation connectivity, land use, and urban design principles that focus on reducing environmental impacts, incorporating a mix of uses, reducing vehicle miles traveled, and improving mobility, especially for people walking, riding bicycles, and using transit.

Policy 2.5.1 – Suburban retrofit (City of Tallahassee/Leon County):

The City of Tallahassee and Leon County shall develop and maintain land development regulations that encourage and incentivize redeveloping suburban areas to:

- Adaptively reuse vacant and underutilized buildings for new uses.
- Reconstruct degraded wetlands and watercourses to either "natural" functionality or repurpose them to complimentary functionality with additional community-use features.
- Build compact, walkable, mixed-use developments using Complete Streets design principles.
- Reduce block sizes to improve walkability.
- Establish more continuous streetscapes with liner buildings close to the street.
- Retrofit streets with appropriate design elements and sidewalks based on the designated Roadway Context Classification and available right-of-way.
- Interconnect street networks.
- Include more diversity in residential building types.
- Provide transit amenities.

Objective 2.6 – Recognizable Places (City of Tallahassee/Leon County):

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

Policy 2.6.1 – Beautifying Public Spaces (City of Tallahassee/Leon County):

The local governments shall provide land use regulations that require investment in the streetscape by adding features such as benches, planters, bike racks, tree boxes with trees with a healthy canopy; and providing space for public art installations where appropriate for a given context.

Policy 2.6.2 – Gateway Corridors (City of Tallahassee/Leon County):

Encourage the redevelopment and improvement of Gateway Corridors by providing higher density and intensity land uses along with design standards that promote complete streets and require enhanced landscaping along the corridors. Where appropriate and feasible, Gateway Corridors shall be evaluated for other improvements, including regional stormwater, parking facilities, brownfield remediation, and infrastructure improvements. Gateway Corridors include South Monroe Street, North Monroe Street, West Pensacola Street, West Tennessee Street, Thomasville Road, Mahan Drive, Apalachee Parkway, Lake Bradford Road, South Adams Street, Orange Avenue, and Springhill Road.

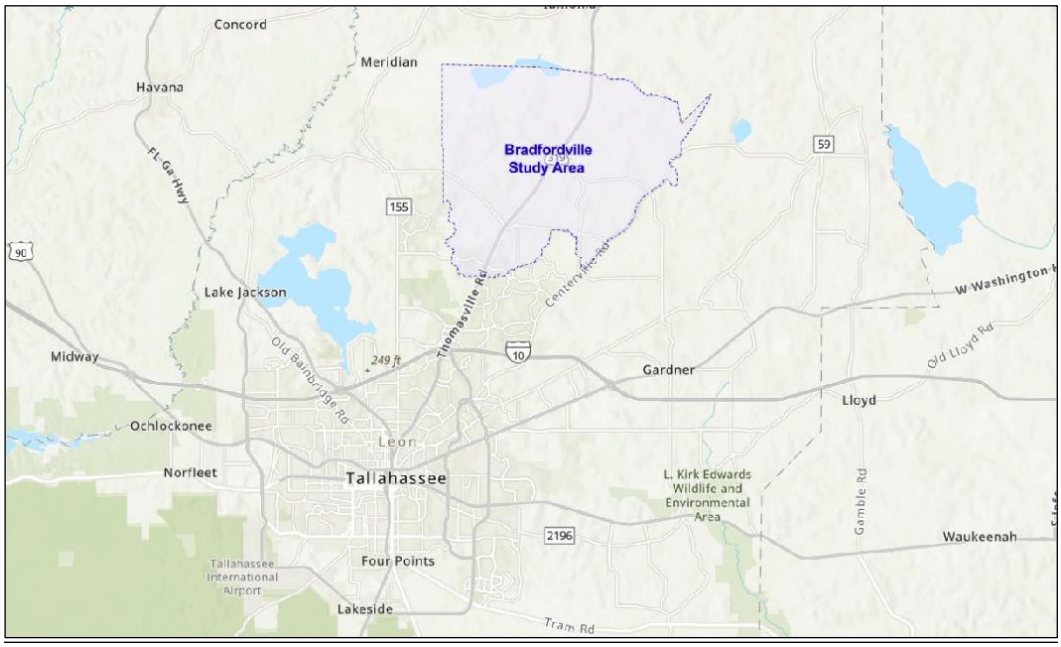
Policy 2.6.3 – North Monroe Corridor (City of Tallahassee/Leon County):

In addition to the Gateway Corridor components identified in Policy 2.6.2, encourage the redevelopment of the North Monroe Corridor by establishing and maintaining the Lake Protection Corridor zoning district for areas north of Interstate-10 that are within the Lake Jackson Basin. Land development regulations shall also provide provisions for non-conforming uses and properties in the Lake Protection land use category to be deemed conforming when redevelopment or site improvements result in the site meeting the design standards and water quality standards for the Lake Jackson basin established in land development regulations.

Policy 2.6.4 – Woodville Sense of Place (Leon County):
Upon the adoption of the Woodville Sense of Place Plan by the Board of County Commissioners, the Tallahassee-Leon County Planning Department shall evaluate the need for updates to the Comprehensive Plan and land development regulations to implement the recommendations of the plan.

Policy 2.6.5 – Future Downtown Development (City of Tallahassee):
The City of Tallahassee shall incorporate design standards in the land development regulations that require complementary development and redevelopment in the Downtown area, specifically with regard for the historic context and support for multi-modal transportation.

Policy 2.6.6 – Bradfordville Study Area (Leon County):
The Bradfordville Study Area is defined in the Bradfordville Sector Plan, as adopted by the Leon County board of County Commissioners on July 11, 2000, and is depicted on the following map. Development in the unincorporated area of Leon County in the Bradfordville Study Area shall continue to be subject to the development standards for the area included in Leon County land development regulations based on the Bradfordville Area Plan.



Objective 2.7 (City of Tallahassee) – Multimodal Transportation District (MMTD):
Facilitate the safe and comfortable use of multiple modes of transportation through the use of urban design standards to develop and maintain healthy neighborhoods and thriving businesses where travel by foot, bicycle, and transit will be easy and practical to reduce automobile reliance and vehicle miles traveled.

Policy 2.7.1 – MMTD Implementation (City of Tallahassee):
The Multimodal Transportation District (MMTD), established in 2009 under the requirements of Florida Statute Section 163.3180(15) (2009) for the purpose of promoting walking, bicycling, and transit use, shall be maintained, updated, and implemented by relevant City and County departments through the Multimodal Transportation District Land Development Code and the project programming of the Capital Improvements Schedule.

Policy 2.7.2 Land Use Within the MMTD (City of Tallahassee):
The City of Tallahassee and Leon County shall periodically review the Future Land Use Map and land development regulations within the MMTD and modify them as necessary to facilitate appropriate densities, intensities, and mixture of land uses to support the goals of the district, based on the following targets:

a. Central nodes consisting of employment and services, relatively high density residential, and public spaces all oriented around convenient access to public transit facilities.

b. Areas designated primarily for residential uses should be no more than ½ mile from areas designated for shopping, services, and employment uses.

Policy 2.7.3 – Land Development Regulations in the MMTD (City of Tallahassee):
Adopt and maintain context-based land development regulations that ensure new development and redevelopment will contribute to walkable urban development patterns. Additionally, these regulations shall include and/or address the following:

a. Building placement.

b. Block size standards shall encourage small blocks and an interconnected street network.

c. Sidewalks with widths based on context.

d. Facade transparency.

e. Parking location.

Policy 2.7.4 – Minimum Parking Requirements (City of Tallahassee):
Minimum parking requirements shall not be applied to areas designated Urban Center of the Future Land Use Map and shall be significantly reduced, removed, or made otherwise flexible for other areas in the MMTD.

Policy 2.7.5 – Transit in the MMTD (City of Tallahassee):
The MMTD shall be well-connected via transit to major trip generators and attractors both inside and outside the areas where feasible; transit stops and waiting areas shall be safe, accessible, and comfortable, and intermodal connections shall be made.

Policy 2.7.6 – Transportation Mitigation (City of Tallahassee):
Transportation mitigation funds collected within the MMTD shall be used for projects within the MMTD with priority given to bicycle, pedestrian, or transit projects.

Policy 2.7.7 – MMTD Evaluation (City of Tallahassee):
The MMTD code shall be evaluated for opportunities to incorporate FDOT Context Classification along state roads, consideration of implementation through form-based code, and opportunities to streamline infill development and redevelopment within the Urban Center land use category.

Objective 2.8 – Community Context (City of Tallahassee/Leon County):

Identify natural, rural, sub-urban, and urban context areas based on distinguishing characteristics of the different locations across the community. The distinguishing characteristics used to identify the context areas will include existing development patterns, future development patterns based on land use and zoning, natural features, access to infrastructure, adjacent roadway classifications and proximity to employment centers, universities and schools, transit lines, trails and multi-modal facilities. The context areas shall be used as the basis for planning and design of land uses, transportation facilities, public facilities, and infrastructure in the City of Tallahassee and Leon County.

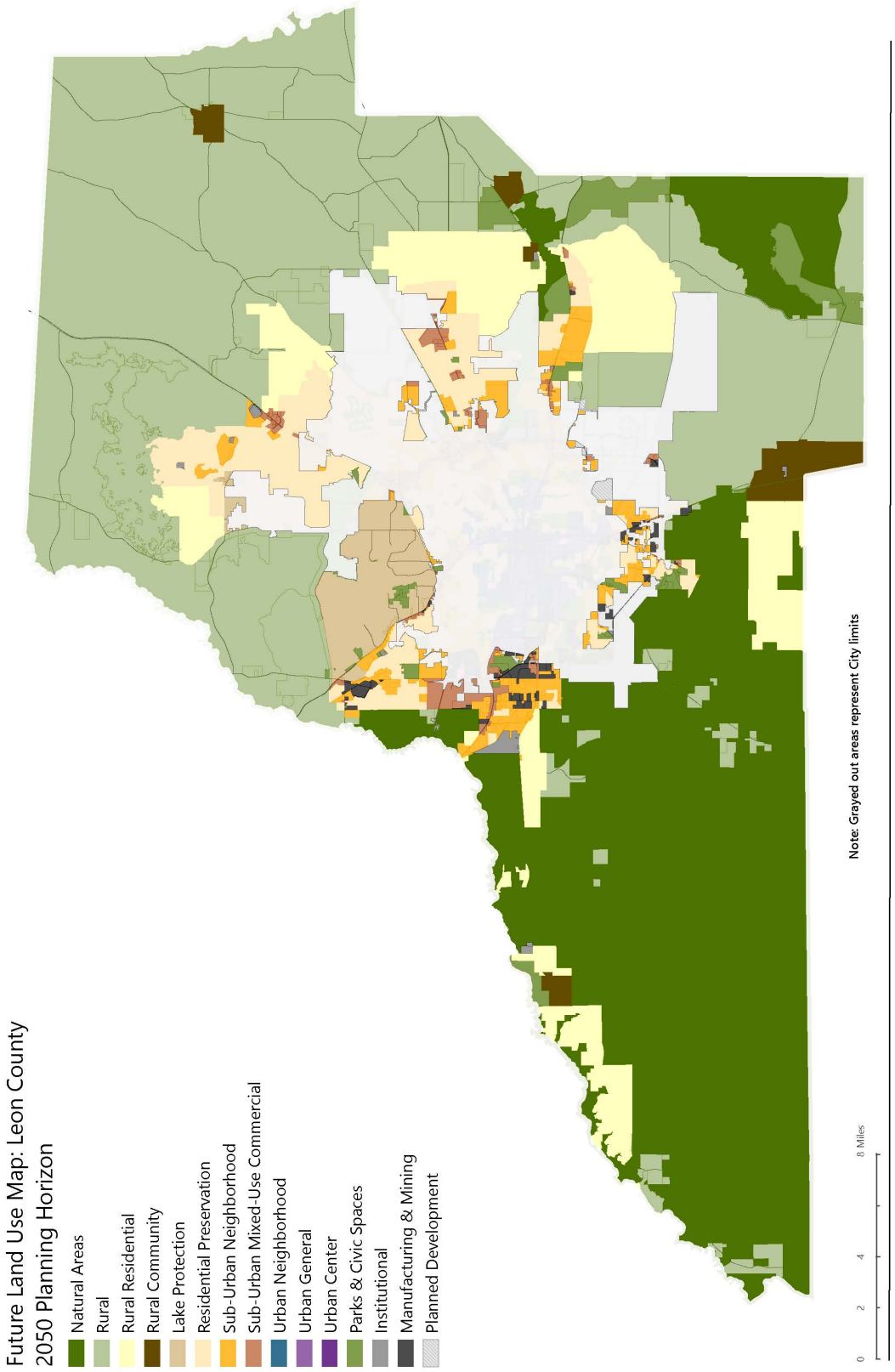
Policy 2.8.1 – Tallahassee-Leon County Future Land Use Map (City of Tallahassee/ Leon County):

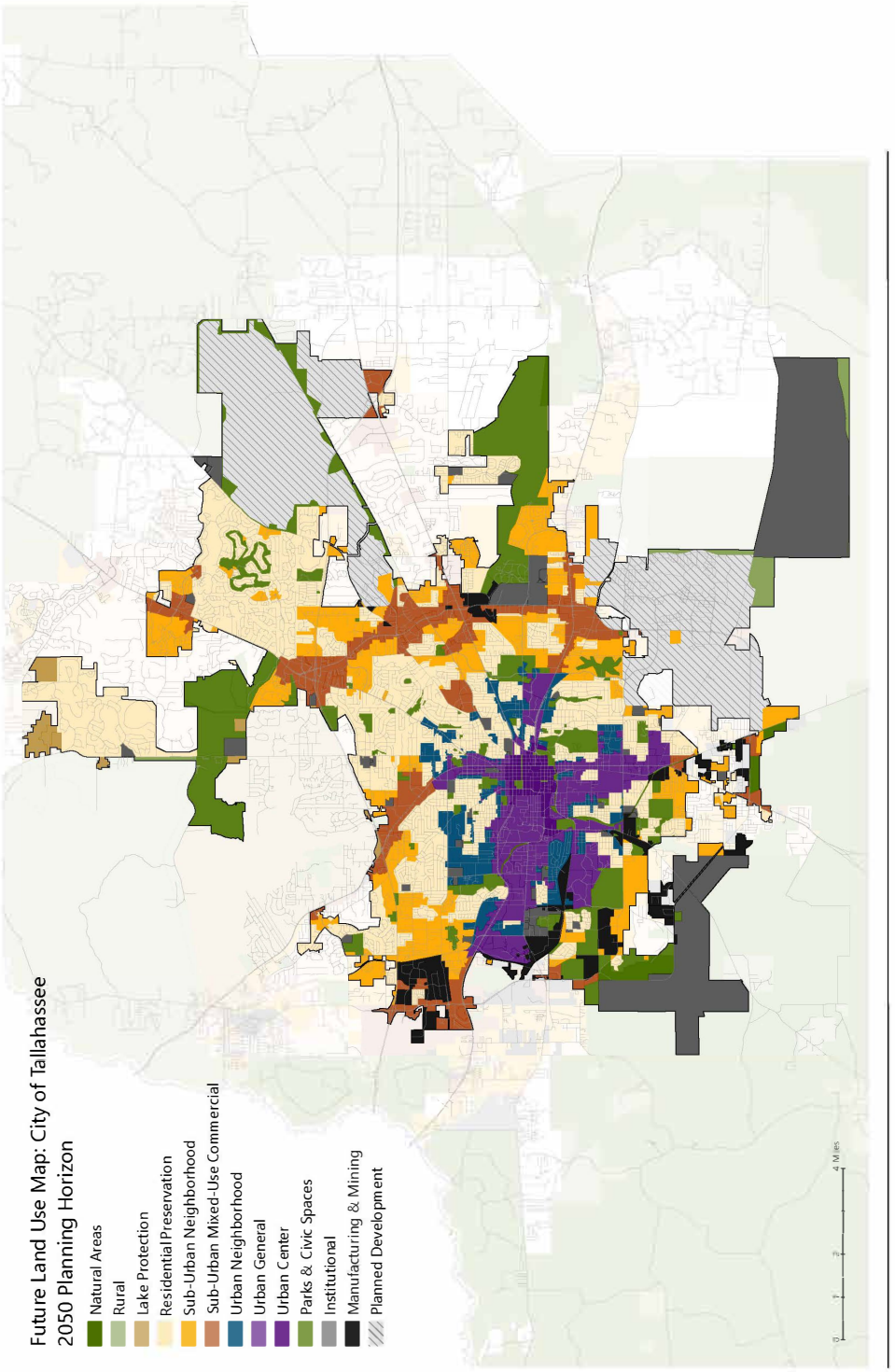
Identify the distribution, extent, and location of the different uses of land in the City of Tallahassee and Leon County in a manner that reflects community context and the vision for the community's future.

Policy 2.8.2 – Context Area Densities, Intensities and Mix of Uses (City of Tallahassee/Leon County):

The Future Land Use Map and Zoning Atlas shall include uses, densities, and intensities consistent with concentrating development within the Urban Services Area. Land uses and zoning within the Urban Context Areas shall have higher allowable densities and intensities than the Sub-Urban Context Areas, which shall have higher allowable densities and intensities than the Rural Context Areas. To ensure a mixture of uses in mixed-use land use categories, a minimum of 5% open space (which may include landscaping and stormwater facilities subject to land development regulations) is required and residential or non-residential land uses may develop from a range of 5% up to 95%. Public Schools are an allowable use in all future land use categories within the Urban Services Area with the exception of the Natural Areas land use. This provision is intended to provide sufficient lands proximate to residential areas to allow existing and future school siting considerations.

Future Land Use Map




Future Land Use Map: City of Tallahassee
2050 Planning Horizon
Natural Areas
Rural
Lake Protection
Residential Preservation
Sub-Urban Neighborhood
Sub-Urban Mixed-Use Commercial
Urban Neighborhood
Urban General
Urban Center
Parks & Civic Spaces
Institutional
Manufacturing & Mining
Planned Development
0
1
2
4 Miles

Future Land Use Categories (FLUCs)

Policy 2.8.3 – Natural Areas Future Land Use Category (City of Tallahassee/Leon County):

State and national forests, wildlife management areas, and other managed natural areas serve to sustain the health, diversity, and productivity of valuable ecosystems while integrating public use of these resources. The Natural Areas land use category represents conservation and preservation areas protected from development.

Natural Areas consist of lands approximating or reverting to wilderness conditions, including lands unsuitable for settlement due to topography, hydrology, or vegetation. Areas designated as Natural Areas shall be protected from development except for community services, light infrastructure, and recreational uses that are compatible with the natural surroundings. Silviculture (the growth and cultivation of trees) shall be allowed.

Residential uses shall be limited to hosts and resident volunteers involved in the maintenance or operation of the managed natural areas. No residential uses shall exceed a density of one dwelling unit per 10 acres.

The following special conditions shall apply to the Natural Areas future land use category:

1. Ecotourism uses and structures ancillary to ecotourism uses (such as trailheads, interpretive kiosks, boat ramps, canoe/kayak launches, and campsite amenities) are allowable provided the structures preserve the scenic and natural character of this category.
2. Accessory uses directly associated with the operation of silvicultural, wildlife conservation, and recreational hunting shall be allowed.
3. Light infrastructure shall be allowed within the Natural Areas future land use category, provided there is no reasonable alternative location outside of Natural Areas future land use areas that provide the same public benefit.
4. State forests managed by the Florida Forest Service may be managed with frequent prescribed fire to meet ecological restoration and maintenance, wildlife habitat improvement, forest pest prevention, access and aesthetic control, and hazardous fuel reduction objectives in accordance with their respective 10-year Land Management Plans (F.s. 253.034).

Policy 2.8.4 – Rural Future Land Use Category (City of Tallahassee/Leon County):

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

The Rural land use category shall allow single family residential uses at a maximum density of one dwelling unit per 10 acres.

Non-residential uses functionally related to and directly in support of agriculture, the growth and cultivation of trees, and other natural resource-based activities, including ecotourism activities, may be permitted at a maximum intensity of 2,000 square feet per acre. The location of such uses shall be limited to the intersection of major collector and arterial or the intersection of two arterial designated roadways with development standards provided in land development code regulations for these nodes, except for non-residential uses supporting ecotourism activities, which shall be allowed near the waterbodies and natural features that are the focus of the ecotourism activity.

Community services, light infrastructure, and recreational uses may be permitted provided they are compatible with the natural and rural surroundings. Facilities associated with these uses may be permitted at a maximum intensity of 5,000 square feet per acre, with the primary structure not to exceed 7,500 square feet.

Active recreational uses not functionally related to or supportive of agriculture, silviculture, or natural resource-based ecotourism activities are prohibited. This includes, but is not limited to, golf course, drag strips, and racetracks.

To ensure that such uses are developed in a manner that is compatible with the rural nature of the area, additional design standards and limitations shall be included in the land development code.

The following special conditions shall apply to the Rural Land Use category:

1. Development proposals within the Rural Land Use category shall be evaluated for compatibility with adjacent agricultural and silvicultural uses and shall consider the land management activities associated with such uses, including prescribed fires which result in smoke. Development that is incompatible with agricultural uses, or has the potential to fragment, encroach upon, or displace such uses, shall not be permitted.
2. Property within the Rural Land Use category shall not be converted to a more intense land use category unless the subject site adjoins the Urban Services Area or a designated Rural Community.
3. Non-residential development shall be subject to design standards that preserve the scenic and rural character of this category and protect existing rural residential development from offsite impacts of non-residential development. Design standards shall include, but not be limited to, signage, lighting, parking, landscape buffers, and building materials.
4. Existing uses and structures listed on the local or national historic register as of July 6, 2015, shall be considered conforming.
5. Because urban services are not planned or programmed for areas within the Rural land use category, the Rural land use category shall not be applied to properties within the Urban Services Area.

Policy 2.8.5 – Rural Residential Future Land Use Category (Leon County):

The intent of the Rural Residential category is to provide the opportunity for very low-density residential areas mixed with open space and agricultural activity on the periphery of the Urban Services Area.

Residential land uses in Rural Residential shall be permitted at a density of up to one dwelling unit per three acres except in Conservation Subdivisions developed in accordance with the special conditions for the Rural Residential land use.

Community facilities, minor commercial activities, and minor offices are permitted. The maximum allowable gross square footage in Rural Residential may not exceed 20,000 square feet per acre for minor commercial and 100,000 square feet per acre for neighborhood commercial and shall be further detailed in the land development code.

Industrial, office, and more intensive commercial land uses are prohibited due to lack of present infrastructure services or potential negative environmental impacts. Present or future agricultural, silviculture and forestry activities may be allowed.

The following special conditions shall apply to the Rural Residential Land Use category:

1. To promote a mix of residential areas and perpetually protected open space and agricultural lands, Conservation Subdivisions are allowed and encouraged. Conservation Subdivision design in the Rural Residential land use may be permitted at a gross density of up to one unit per three acres with units clustered on no more than 50% of the site. Conservation Subdivisions must also permanently set aside at least 50% of the total site as open space and restrict development to the least environmentally sensitive and otherwise significant portions of the land. Residential lot size shall be a minimum of 0.5 acre.
2. To protect rural areas from premature development, facilitate infill and redevelopment inside the Urban Services Area, and in recognition of the significant area already mapped as Rural Residential, no additional lands designated Rural or Rural Residential shall be converted to a more dense or intense land use category unless it is within the Urban Services Area and adjoining lands are also within the designated Urban Services Area.
3. Existing, lawfully established, non-residential uses within the Rural Residential land use category that are compatible with surrounding uses shall be considered permitted uses.
4. Existing lots of record shall be considered vested for the purposes of single-family residential use regardless of lot size or density provided all other development standards can be met.
5. Drive-in and drive-thru facilities are not permitted in Rural Residential.

Policy 2.8.6 – Rural Community Future Land Use Category (Leon County):
The intent of the Rural Community land use is to distinguish long-established unincorporated communities located outside of the urban service area. These unincorporated rural communities have historically grown independently as communities outside of the Tallahassee urban area and are not extensions of urban sprawl. The Rural Community land use represents geographically compact concentrations of developed areas, including many historic towns, immediately surrounded by rural and natural areas.

Residential uses within the Rural Community land use are allowed at a base maximum density of 2 dwelling units per acre. Where central sewer is available, the maximum density allowed is 8 dwelling units per acre.

Community facilities, minor offices and small to moderate-sized commercial development that provide local and surrounding rural residents access to basic shopping opportunities are limited to a maximum intensity of 10,000 square feet per acre. Maximum building size shall not exceed 50,000 square feet. The Land Development Code shall incorporate standards to minimize potential adverse effects of non-residential uses on surrounding residential property, encourage clustering of businesses to discourage "strip" development, provide for utility space minimums to avoid traffic interference, limit building mass, and encourage pedestrian access.

The following special conditions shall apply to the Rural Community Land Use category:

1. Water and wastewater systems used to serve areas designated Rural Community shall be designated for lower density service as this category is not intended to create an area that attracts regional development.
2. Rural Communities within the Primary Springs Protection Zone shall implement development provisions per the Conservation and Utilities Elements.

Policy 2.8.7 – Lake Protection Future Land Use Category (City of Tallahassee/Leon County):

Lake Jackson, designated both an Outstanding Florida Water (OFW) and Aquatic Preserve, is one of the most unique waterways in Florida. The intent of the Lake Protection category is to ensure that development within the Lake Jackson basin occurs in a sustainable and environmentally sound manner, achieving measurable reductions in nutrient pollutants and improving water quality. The bounds of this category are to be based on the Lake Jackson basin boundary. The boundaries of the Lake Protection category may be applied to areas outside but adjacent to the Lake Jackson basin where application of the category promotes cohesive development patterns along a mixed-use corridor or node.

The Lake Protection category shall allow for residential uses at a density of one dwelling unit per two acres. To encourage compact and efficient development, three density bonus options are available for properties within the category:

- A residential density of up to 4 dwelling units per acre may be permitted within developments designed as a Conservation Subdivision, where served by central water and sewer systems.
- A residential density of up to 8 dwelling units per acre may be permitted within the Lake Protection Corridor (LPC) zoning district, where served by central water and sewer systems.
- A residential density of up to 20 dwelling units per acre may be permitted for properties on US Highway 27 within the Lake Protection Node (LPN) zoning district, where served by central water and sewer systems, and where design standards, including buffering to adjacent low and density residential, as established in the land development code is met.

Non-residential and mixed-use development within the Lake Protection category may only be permitted within areas designated with the LPN and LPC zoning districts. Within these districts, single use, non-residential development shall be allowed at a maximum intensity of 10,000square feet per acre in the LPC zone and 20,000 square feet per acre in the LPN zone where buffering to low-density residential as established in the land development code is met. Projects containing a vertical mixture of uses, including any combination of office, commercial and residential uses, may receive a bonus of 2,500 square feet per acre in the LPC zone and a bonus of 10,000 square feet per acre in the LPN zone.

Community services, light infrastructure, and recreational uses shall be permitted. Facilities associated with these uses shall be allowed at a maximum intensity of 10,000 square feet per acre.

The following special conditions shall apply to the Lake Protection Future Land Use category:

1. The local governments shall implement the Lake Protection Land Use Category with a minimum of three zoning districts, including Lake Protection, LPC, and LPN.
2. The LPN zoning district shall only be permitted at the following intersections:
    a. Highway 27 North and Sessions Road
    b. Highway 27 North and Capital Circle NW/Old Bainbridge Road
    c. Highway 27 North and Fred George Road
    d. Bannerman Road and Bull Headley Road

    The exact extent of these Nodes shall be specified in the City of Tallahassee and Leon County land development regulations but generally shall not extend beyond 0.25 miles from the respective intersection and shall not include areas within a Special Development Zone (SDZ) or existing single-family subdivisions.
3. The LPC zoning district shall only be permitted along Highway 27. The exact extent of the LPC shall be specified in the City of Tallahassee and Leon County land development regulations but generally shall not extend beyond 0.25 miles from the centerline of Highway 27 and shall not include areas within a Special Development Zone (SDZ).
4. As an alternative to large-lot developments, Conservation Subdivisions shall be permitted within the Lake Protection land use category and shall include the following:
    a. Contain a minimum of 60% open space preserved in perpetuity through a conservation easement and comprised of such things as preservation and conservation features, Special Development Zones, undeveloped uplands, passive recreation areas, and storm water facilities designed as a community amenity; and
    b. Be developed at a maximum gross density of two dwelling units per acre or a maximum gross density of four dwelling units per acre when served by central water and sewer systems.
5. Land development regulations shall include stormwater treatment standards for all development and redevelopment within the Lake Protection land use category. To

encourage redevelopment in the Lake Protection category, land development regulations may provide for a partial credit applied toward existing impervious surface on previously developed sites.

6. Minimum open space requirements, Low Impact Development strategies, and maximum building footprints shall be included as development standards for the zoning districts implementing the Lake Protection land use category. Additional development standards deemed necessary to protect Lake Jackson from further degradation and/or improve existing water quality may be included in the land development code.
7. The land development regulations shall provide provisions for legally established non-conforming uses and properties in the Lake Protection land use category to be deemed conforming when redevelopment or site improvements result in the site meeting the design standards, including buffering to adjacent low-density uses, and water quality standards for the Lake Jackson basin established in land development regulations.

Policy 2.8.8 – Residential Preservation Future Land Use Category (City of Tallahassee/Leon County):

Characterized by existing homogeneous residential areas within the community that are predominantly accessible by local streets. The primary function is to protect existing stable and viable residential areas from incompatible land use intensities and density intrusions greater than 6 units per acre. Future development primarily will consist of infill due to the built-out nature of the areas. Commercial, including office as well as any industrial land uses, are prohibited. Future arterials and expressways should be planned to minimize impacts within this category. Single family, townhouse, duplexes and cluster housing may be permitted within a range of up to six units per acre. Notwithstanding the maximum densities in this policy, existing legally established residential uses exceeding 6 units per acre shall be deemed conforming. Such uses may rebuild to existing building lot coverage percentage and density. Expansion of residential uses exceeding 6 units per acre or other non-conforming uses are prohibited. Nonresidential uses, other than community facilities and recreational facilities are not permitted. Community facilities are limited to a maximum of 60% impervious surface.

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

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

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

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

New or redeveloped commercial uses adjoining residential preservation designated areas shall mitigate potential impacts by meeting land development regulation requirements for buffers, screenings, landscaping, noise, setbacks and stepbacks to be compatible with low density residential development in terms of size and appearance. The factors cited in paragraph (d) below shall be used when determining the compatibility and design techniques. The design and layout of adjoining commercial uses shall be oriented to place the section of the development with the least potential negative impacts next to the residential preservation area.

b) Limitations on existing light industry adjoining residential preservation neighborhoods.

Expanding or redeveloped light industrial uses adjoining low-density residential areas within the residential preservation land use category shall mitigate potential negative impacts and provide screening or buffering between the light industrial uses and the low and medium density residential uses. The factors cited in paragraph (d) below shall be considered when determining compatibility and design techniques.

The design and layout of expanding or redeveloping light industrial uses adjoining residential preservation areas shall be oriented to place the section of the development with the least potential negative impacts in the area next to the existing and/or future low density residential area in the residential preservation land use category. New light industrial uses shall prevent or mitigate off-site impacts in accordance with the Institutional Special District or the Manufacturing and Mining Special District t and applicable Land Development Regulations.

c) Additional development requirements for allowed community facilities when adjoining low density residential areas, except for cemeteries or religious facilities to be used solely for religious functions.

Such development requirements will also apply to ancillary facilities when proposed in conjunction with religious facilities and are to result in effective visual and sound buffering (either through vegetative buffering or other design techniques) between the community facilities and the adjoining residential preservation area.

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

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

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

Policy 2.8.9 – Sub-Urban Neighborhood Future Land Use Category (City of Tallahassee/Leon County):

The intent of the Sub-Urban Neighborhood land use category is to allow for neighborhood-scale development that provides a mix of housing types and neighborhood scale commercial within a walkable and bikeable area. It is not intended to be applied within the interior of an existing established low-density neighborhood, unless to correct, legal non-conforming uses and/or densities. Principal uses within the district shall include residential development, neighborhood commercial, and neighborhood supportive facilities such as community facilities, recreational amenities, and light infrastructure.

The Sub-Urban Neighborhood category shall allow for residential uses at a maximum density of 20 dwelling units per acre. Allowed residential building types are single-family detached, single-family attached, duplexes, triplexes, fourplexes, multiplexes, multi-family, and live-work units.

Office, commercial, and community service uses are allowed up to 20,000 square feet per acre. The intensity of all non-residential land uses shall be kept minimal to reduce the intrusive impact upon the predominant residential land use. Land development regulations shall include development standards to maintain low traffic volumes, vehicular speeds, and parking for non-residential uses.

The following special conditions shall apply to the Sub-Urban Neighborhood Future Land Use category:

1. Urban design standards, buffering standards, and screening standards shall be included in the City of Tallahassee and Leon County land development regulations to ensure compatibility between residential and non-residential uses within the Sub-Urban Neighborhood land use.
2. If central sanitary sewer is not available, non-residential development is limited to a maximum of 900 gallons of wastewater flow per day. Community service facilities are limited to no more than 5,000 square feet, or a sewage flow not to exceed 900 gallons per day. Also, refer to Sanitary Sewer Policies 1.2.3 and 2.1.2 of the Utilities Element of the Comprehensive Plan for additional requirements.

Policy 2.8.10 – Sub-Urban Mixed-Use Commercial Future Land Use Category (City of Tallahassee/Leon County):

The intent of the Sub-Urban Mixed Use Commercial Land Use Category is to establish activity centers and mixed-use nodes that provide community wide or regional commercial activities and housing. This land use category promotes the efficiency of the transportation system through consolidation of trips and discouragement of the unabated sprawl of commercial activities. An integrated pedestrian and bicycle access system shall be provided to afford safe and accessible foot and bike travel between the land uses. The district is intended to facilitate efficient traffic flow by allowing only land uses developed with comprehensively planned access, egresses, and internal circulation systems through the land development review and approval process.

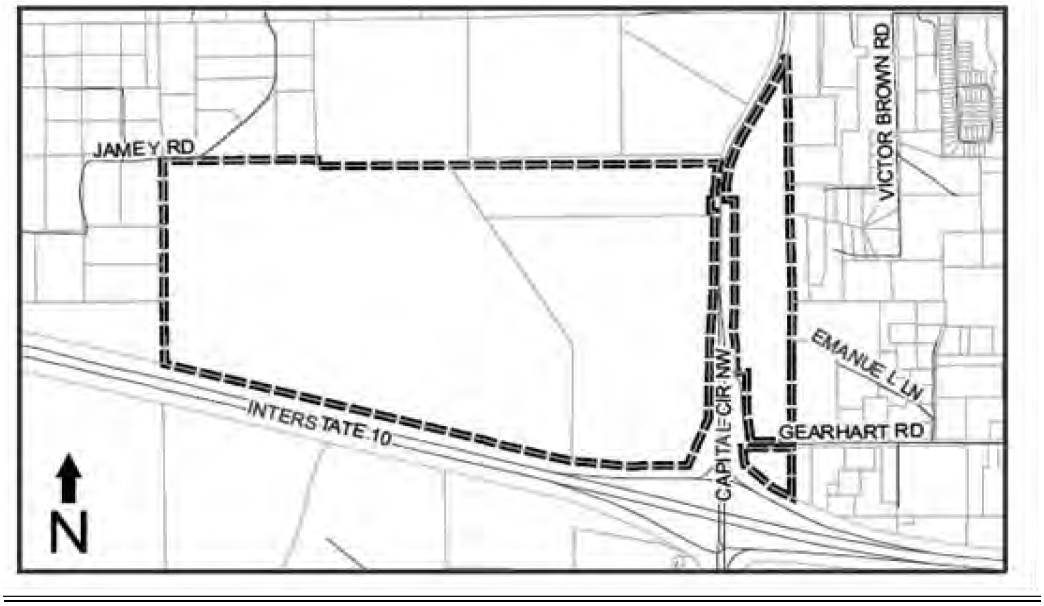
Residential land uses at a maximum density of up to 45 dwelling units per acre shall be allowed in the Sub-Urban Mixed Commercial Land Use Category. Recreational opportunities, cultural activities, commercial goods and services should be located nearby to complement residential

uses. Mass transit stops should be located at large commercial centers with appropriate connections established between commercial and residential areas to reduce the automobile dependency of residents and employers. For infill development and redevelopment projects, a variety of residential types, employment, office, and commercial uses should be incorporated.

Non-residential uses including office, recreation, light infrastructure, community services, and educational facilities shall be allowed up to 25,000 square feet per acre except for in the scenarios outlined in the special conditions below.

The following special conditions shall apply in the Sub-Urban Mixed Use Commercial Land Use Category:

1. Except within mixed-use centers, larger-scale commercial development shall be buffered from residential neighborhoods.
2. If development within the Sub-Urban Mixed Use Commercial Land Use Category only contains residential land uses, at least 5% of the gross site must be used for passive or active open space such as pocket parks, green space, or trails. The required 5% of the site shall be contiguous.
3. Non-residential development that is a part of a mixed-use development that includes medical centers may have an intensity of up to 80,000 square feet per acre, and up to 176,000 square feet per acre if it includes a hospital.
4. Park Place is a designated Regional Activity Center subject to the increased Development of Regional Impact guidelines and standards consistent with Rule 28-24.014(10)(a), Florida Administrative Code.



Park Place meets the parameters for a Regional Activity Center as defined in Rule 28-24.014(10)(c)2, Florida Administrative Code, and is depicted on the map above. Multi-use land uses for a Regional Activity Center can be accommodated by the currently designated Planned Development future land use category and development shall occur

consistent with the guiding land use policies within the local comprehensive plan and the land development code.

Policy 2.8.11 – Urban Neighborhood Future Land Use Category (City of Tallahassee):
The intent of the Urban Neighborhood Land Use is to provide medium density housing, live/work housing, and a mix of uses set within small to medium blocks that are defined by walkable streets characterized by narrow travel lanes, on-street parking, sidewalks, and planter strips. It is not intended to be applied within the interior of an existing established low-density neighborhood, unless to correct legal non-conforming uses and/or densities. The Urban Neighborhood area shall be characterized by a mix of uses on small lots, with residential uses being the predominant type, and a street network that generally connects to residential neighborhoods along corridors or behind the uses fronting major collectors or arterial roadways. Non-residential neighborhood-scale uses are allowed and intended to integrate into the surrounding neighborhood. Pedestrian safety and comfort shall be prioritized over vehicle speed.

Allowed land uses include residential and neighborhood-scale non-residential uses. The scale of all non-residential land uses shall remain accessible to pedestrians living in surrounding residences. Emphasis on commercial uses shall be limited to convenience goods and services, small to moderate scale grocery stores, and small pharmacies and offices. Community facilities, office, and commercial development in scale with surrounding residential areas are appropriate.

A maximum gross density of 26 dwelling units per acre is allowed. Residential development should include a mix of densities and housing types and be located to maximize pedestrian access to shops, public facilities and recreational opportunities that are passive or active.

A maximum intensity for commercial uses of 30,000 square feet per acre and a maximum intensity for office uses of 30,000 square feet per acre are allowed. Traffic volumes and speeds shall be kept low, and parking for nonresidential uses shall be small in scale. The number of parking spaces may be reduced to reflect increased pedestrian access.

The following special conditions shall apply to the Urban Neighborhood Land Use Category:

1. Design and development standards for the Urban Neighborhood area shall detail the placement, scale, and relationship between buildings and the street, including landscaping standards, to support an area of high pedestrian comfort and a continuous walkable street network throughout the district.
2. Urban design standards, buffering standards, and screening standards shall be included in the City of Tallahassee and Leon County land development regulations to ensure compatibility between residential and non-residential uses within the Urban Neighborhood land use category.

Policy 2.8.12 – Urban General Future Land Use Category (City of Tallahassee):
The intent of the Urban General Land Use is to provide a mixture of uses including a variety of residential land uses, employment (including light manufacturing), office and commercial activities that are arranged in a manner to promote walkability and bikeability, or reduce automobile use. This category includes a variety of building types, short setbacks, wide sidewalks,

and a street scape with trees, typically defining medium-sized blocks within walking distance of high activity or employment centers; essentially a walkable urban area with a mix of housing options and significant non-residential uses related to and supporting housing. The land use category provides higher density residential opportunities near university campuses and the downtown area. Infill and potential redevelopment and/or rehabilitation activity are encouraged.

Allowed land uses include residential, commercial, office, and community facilities.

A maximum gross density of 50 dwelling units per acre is allowed.

A maximum intensity for commercial uses of 60,000 square feet per acre and a maximum intensity for office uses of 60,000 square feet per acre are allowed.

Development in this category located along public frontages shall incorporate uses that emphasize and encourage pedestrian foot traffic and contribute towards a visually-interesting environment for the adjacent public realm. This can be achieved through methods such as high percentage of transparency, frequent pedestrian opening with connections to adjacent streetscapes, and human-scaled architectural details. Development that is primarily served by automobile traffic and generates low foot traffic shall be subject to a maximum intensity of 30,000 square feet per acre.

The following special conditions shall apply to the Urban General Land Use Category:

1. Design and development standards in the land development regulations for the Urban General area shall detail the placement, scale, and relationship between buildings and the street to support an area of high pedestrian comfort and safety, and a continuous walkable street network throughout the district.
2. Development standards in the Tallahassee Land Development Code may not require minimum parking requirements for uses in the Urban General land use category.
3. Street access by nonresidential uses may be permitted within the City limits of Tallahassee so long as site design complies with land development regulations to mitigate potential incompatibility with residential uses within the land use district.
4. Development at universities and colleges shall be regulated by the respective campus master plans and development agreements. Coordination on development in the proximity of universities and colleges shall be subject to development agreements.
5. The land development regulations shall include standards for development that do not incorporate uses that emphasize and encourage pedestrian foot traffic or contribute towards a visually-interesting environment for the adjacent public realm. Standards shall include requirements such as enhanced bicycle and pedestrian amenities and streetscaping features, building façade enhancements, and building placement.

Policy 2.8.13 – Urban Center Future Land Use Category (City of Tallahassee):

The intent of the Urban Center land use category is to be a vibrant, 18-hour urban activity center with quality development that includes a variety of residential and nonresidential uses at high densities and intensities. The land use is characterized by buildings in close proximity to one another, featuring retail on the ground floor and residential units above, wide sidewalks, consistent street trees, and a strong emphasis on pedestrian activity. The emphasis in this area, which is within the Multimodal Transportation District, is to facilitate a shift from cars to

pedestrian, bike and transit modes of transportation. The land use intends to promote a mix of uses and higher densities and intensities within its Urban Center, while promoting multiple modes of transportation.

Allowed land uses include residential, commercial, office and community facilities.

A maximum gross residential density of 150 dwelling units per acre is allowed. Development intensity in Urban Center is up to 100% lot coverage. Land development regulations may establish more restrictive lot coverage, building heights, and design standards for different locations, neighborhoods, and special character districts within the Urban Center land use.

Intensity for nonresidential uses shall be identified in the Downtown regulating land development code that shall include lot coverage and maximum building height.

The following special conditions shall apply to the Urban Center Land Use Category:

1. The development regulations within the Urban Center area shall establish Design Guidelines for the land use in order to allow for more mixed-use, pedestrian, bike and transit- oriented development.
2. Future Expansion of the Urban Center land use shall be subject to the following requirements.
    a. The proposed parcels shall be:
        i. Within the existing Downtown Overlay; and
        ii. Contiguous to the existing Urban Center FLUM area.
        iii. Served by available and adequate infrastructure to support the densities and intensities allowed in the Urban Center land use.
        iv. Demonstrated to exhibit a need for the expansion (e.g.: parcel of sufficient size not available in the Central Core FLUM for the proposed development).

Policy 2.8.14 – Special Development Districts (City of Tallahassee/Leon County):
The following Special Development Districts are created to address unique uses and areas throughout the community:

- Manufacturing and Mining – Heavy industrial land uses that do not, typically, have a defined intensity or density and may have the potential to create significant offsite impacts to surrounding areas, have specific federal and/or state requirements and must receive federal and/or state approval in addition to local government approval. Impacts such as noise, lighting, traffic, and vibrations that are not regulated by federal and/or state laws shall be regulated by the City and County.
- Institutional - Heavy infrastructure community facilities which may be public or privately owned or established that provide significant public benefit but may have the potential to create off-site impacts.
- Parks and Civic Spaces – City, County, State and Federal areas utilized for passive and/or active recreation uses. The principal land use will not, typically, have a defined density

or intensity.

- Planned Development – Large, undeveloped land areas within the Urban Services Boundary that are generally under single ownership that are required to be master planned prior to development.

Special Development Districts shall be subject to the provisions of the Comprehensive Plan except where otherwise specified by federal and state laws.

Policy 2.8.15 – Manufacturing and Mining Special District (City of Tallahassee/Leon County):

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

Manufacturing and mining uses intended for the distribution of manufactured goods should be encouraged in areas with access to the Tallahassee International Airport or the Florida Department of Transportation's (FDOT) Strategic Intermodal System (SIS) facilities. The Manufacturing and Mining Special District shall not be applied to areas outside the Urban Services Area.

Because heavy industrial uses vary in their operations and potential for offsite impacts, performance and locational criteria shall be established in the City and County land development codes for the implementing zoning districts.

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

- Light Industrial – Light Industrial uses shall be permitted at a maximum intensity of 30,000 square feet of gross building floor area per acre. Ancillary residential uses (intended for caretaking, maintenance, the temporary lodging of employees, or security) may not exceed two units per acre.
- Mining – Mining uses shall be permitted subject to applicable landscaping and natural area requirements and the dimensional standards included in land development regulations. A land reclamation plan shall be submitted demonstrating that upon termination of the activity, the land shall be returned to a condition that will allow an effective reuse compatible with surrounding properties.
- Heavy Industrial – Heavy Industrial uses shall be permitted at a maximum intensity of 30,000 square feet of gross building floor area per acre. These areas shall have stringent locational criteria and require extensive buffering and/or relative distance from other land uses. These uses may require employment of techniques to prevent impacts offsite or require mitigation and/or minimization techniques for impacts. Ancillary commercial

uses designed to serve adjacent workers may be permitted.

The following special conditions shall apply to the Manufacturing and Mining Special District:

1. Noise, vibrations, smoke, dust and particulate matter, odor, and lighting resulting from industry and mining uses shall be prevented or mitigated to avoid negative impacts on properties in the vicinity of these uses. The City and Leon County Land Development Code shall provide minimum mitigation standards.
2. Administrative offices that support and are functionally related to onsite activities are allowed in any of the implementing zoning districts for the Industry and Mining Special District.
3. Site plans must demonstrate the protection of adjacent non-industry and non-mining properties through development standards outlined in the land development codes.
4. A plan for vehicular access to and from the site addressing heavy trucks and equipment must be submitted with site plans and must demonstrate compatibility with adjacent land uses.
5. Hydraulic fracturing, proppant fracturing, acid fracturing, matrix acidizing, and similar activities, commonly referred to as fracking, are not permitted uses in the Industry and Mining Land Use.

Policy 2.8.16 – Institutional Special District (City of Tallahassee/Leon County):
The purpose of this Special District is to provide lands for heavy infrastructure community facilities that must obtain federal and/or state approvals to be located, modified and/or expanded within the community. Institutional facilities and uses may be public or privately owned or established but must provide significant public benefit.

Principal uses for institutional facilities and uses may not have a defined density or intensity. Generally, facilities and accessory uses shall not occupy more than 90 percent of the entire site when located within the Urban Service Boundary or 75 percent of the entire site when located outside of the Urban Services Boundary. Primary buildings for institutional uses shall be permitted at a maximum intensity of 30,000 square feet of gross building floor area per acre.

The following special conditions shall apply to the Institutional Special District:

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

Policy 2.8.17 – Parks and Civic Spaces Special District (City of Tallahassee/Leon County):

The Parks and Civic Spaces Special District may be applied to publicly or privately owned lands and is intended to provide areas within the community for the resource conservation and recreational facility needs of the community. Non-residential uses that enhance parks with active recreational facilities, such as a clubhouse at a golf course or restaurant and retail uses at parks in urban areas, are allowed if designed to complement the park's intended use.

The maximum intensity for non-residential uses in areas designated Parks and Civic Spaces Special District is 1,000 square feet per acre. Residential uses shall be limited to hosts and resident volunteers involved in the maintenance or operation of the parks and civic spaces.

The following special conditions shall apply to the Parks and Civic Spaces Special District:

1. Commercial active recreation land uses shall be established through the Planned Unit Development process.
2. Because commercial active recreation land uses vary in their operations and potential offsite impacts, the Planned Unit Development shall establish standards to address the potential offsite impacts, including, but not limited to noise, lighting, and traffic access and congestion.

Policy 2.8.18 – Planned Development Special District (City of Tallahassee/Leon County):

The Planned Development Special District is intended to identify large, undeveloped land holdings that will be developed with various mixes of land uses for which more detailed planning is required to establish the appropriate mixture and arrangement of uses. Undeveloped areas within the Urban Service Area that, as of January 1, 2007, are predominantly in the same ownership or control and encompassing more than 200 acres shall be defined as a Planned Development Special District. These Planned Development Special Districts shall require, prior to subdivision or development, a Master Plan approved by the jurisdiction in which the Planned Development Special District is located.

The Planned Development Special District allows intensities of 25,000 square feet per acre and densities shall not exceed 20 dwelling units per acre. Storage areas within buildings, warehouses, mini-warehouses and self-storage facilities may have a gross floor area up to 50,000 square feet per acre.

The following special conditions shall apply to the Planned Development Special District:

1. Master Plans shall show the location, intensity and mix of proposed land uses, as well as the transportation network necessary to serve the proposed development. To provide for a more self-supporting development pattern that is less oriented to the use of automobiles, the Master Plan area shall include at least four different land uses (e.g., residential, office, commercial, recreation, light industrial, public or private open space) that are integrated with each other, as well as with the unique characteristics of the development area.
2. Master Plans shall identify the following:
    a. Boundary of area subject to Planned Development.
    b. General depiction of mix, location and intensities of future land uses.
    c. Activities permitted within each land use.

d. Total dwelling units.

e. Total square footage of non-residential development.

f. How natural resources on-site will be protected.

g. Major transportation system improvements that are consistent with adopted transportation plans.

h. Capacity maintenance, bicycle, and pedestrian accessibility, impacts to surrounding areas and protection of canopy roads, if applicable.

i. Address mass transit, if transit facilities are available or planned within the plan horizon for the Tallahassee-Leon County Comprehensive Plan to serve the Planned Development.

j. Facilities and development requirements to provide alternative modes of transportation, such as bicycle and pedestrian mobility and, if available, mass transit.

k. An infrastructure plan which identifies the type, demand, and general location of needed utilities in relation to existing and scheduled utilities in the areas of the development.

l. The location and adequacy of proposed schools, parks, and open space.

m. How the development will reduce transportation demand by allowing for internal trip capture at project build-out through a mixture of land uses.

n. How the development will comply with applicable affordable housing policies and/ordinances.

o. How the unique characteristics of the area, including cultural and historic resources, preservation and conservation features, and greenways, will be addressed.

p. A set of development guidelines that will direct the development of implementing PUD/PUDs. These guidelines shall address, but not be limited to, building height, setbacks, the interrelationships of uses, energy efficiency, pedestrian access. The guidelines shall include basic design elements that generally address crime prevention, such as landscaping and lighting considerations, Crime Prevention through Environmental Design (CTPED) principles, or other design concepts intended to improve safety and deter crime.

3. Previous approved Comprehensive Plan Area Plans shall constitute a Master Plan as required by this policy. The Southeast Sector Plan serves as the Master Plan for Southwood, Colin English Properties, and the former Southside DRI lands. The Welaunee Critical Area Plan serves as the Master Plan for the Welaunee Toe, Heel, and Arch. The Capital Circle Office Complex Planned Unit Development Master Plan Concept shall serve as the Master Plan for this area, and shall be exempted from the four use requirement of this policy.

4. Approved Master Plans are to be implemented by one or more Planned Unit Developments. Minimum size requirements for Planned Unit Developments within the district shall be established in the land development code. Minor and major amendments to the Master Plan may be approved through the Planned Unit Development requirements and procedures. The Planned Unit Development may serve as the Master Plan if it meets the requirements for a Master Plan enumerated in this policy.

5. Easements, right-of-way and other improvements located throughout the Planned Development District boundary may be required to be dedicated in conjunction with proposed development applications to ensure adequate facilities can be constructed consistent with the Master Plan.

6. Subdivision of a portion of a Planned Development District for sale or donation to a public or quasi-public entity for the purpose of conservation, preservation, or passive resource-based recreation use shall not be contingent upon the adoption of a Master Plan or PUD.
7. Subdivision and development of a portion of a Planned Development area for sale or donation for the purpose of providing schools (pre-kindergarten through twelfth grade) and/or infrastructure to serve primarily offsite needs shall not, likewise, be contingent upon the adoption of a Master Plan or PUD. The land development code shall establish the process and requirements for siting and development of new schools and the expansion of existing schools. The conservation, preservation, passive recreation, educational facilities and types of infrastructure that are intended to be accessible by the public shall be designed for integrated auto, pedestrian and bicycle access, and shared access. The school facilities and infrastructure shall include adequate buffering for the remainder of the Planned Development. If any of these public acquisitions reduce the remaining acreage of the Planned Development below 200 acres, the Planned Development provisions of this Plan shall apply to all remaining acreage.
8. Separate Master Plans may be approved for each Planned Development District that is divided by an interstate or arterial highway that limits integration across the entire development.
9. As demands from a rapidly increasing population may require the expansion of the Urban Service Boundary in the future, additional areas will be identified as Planned Development Areas upon their inclusion within the Urban Service Area.
10. Upon expansion of the Urban Service Area, properties that meet the definitions for Planned Development areas shall be designated as Planned Development on the adopted Future Land Use Map and Zoning Map.

Goal 3 [LM] – Healthy Neighborhoods and Vibrant Places:

Our community will plan for the development of healthy neighborhoods, vibrant places, and places of employment that are designed and built to be lively, inclusive, safe, and sustainable to ensure the equitable treatment and involvement of all citizens, recognize the importance of public spaces and private property, address the importance of civic and institutional uses, and account for community context.

These places will provide for:

- Recreational opportunities.
- Pedestrian and bicycle facilities.
- Healthy food options.
- Health services.
- Community facilities, including schools, community centers, and libraries.

Objective 3.1 – Residential Character (City of Tallahassee/Leon County):
Provide for connectivity and a balanced mix of residential uses that allow for greater housing diversity while protecting the character of existing, viable residential areas and neighborhoods.

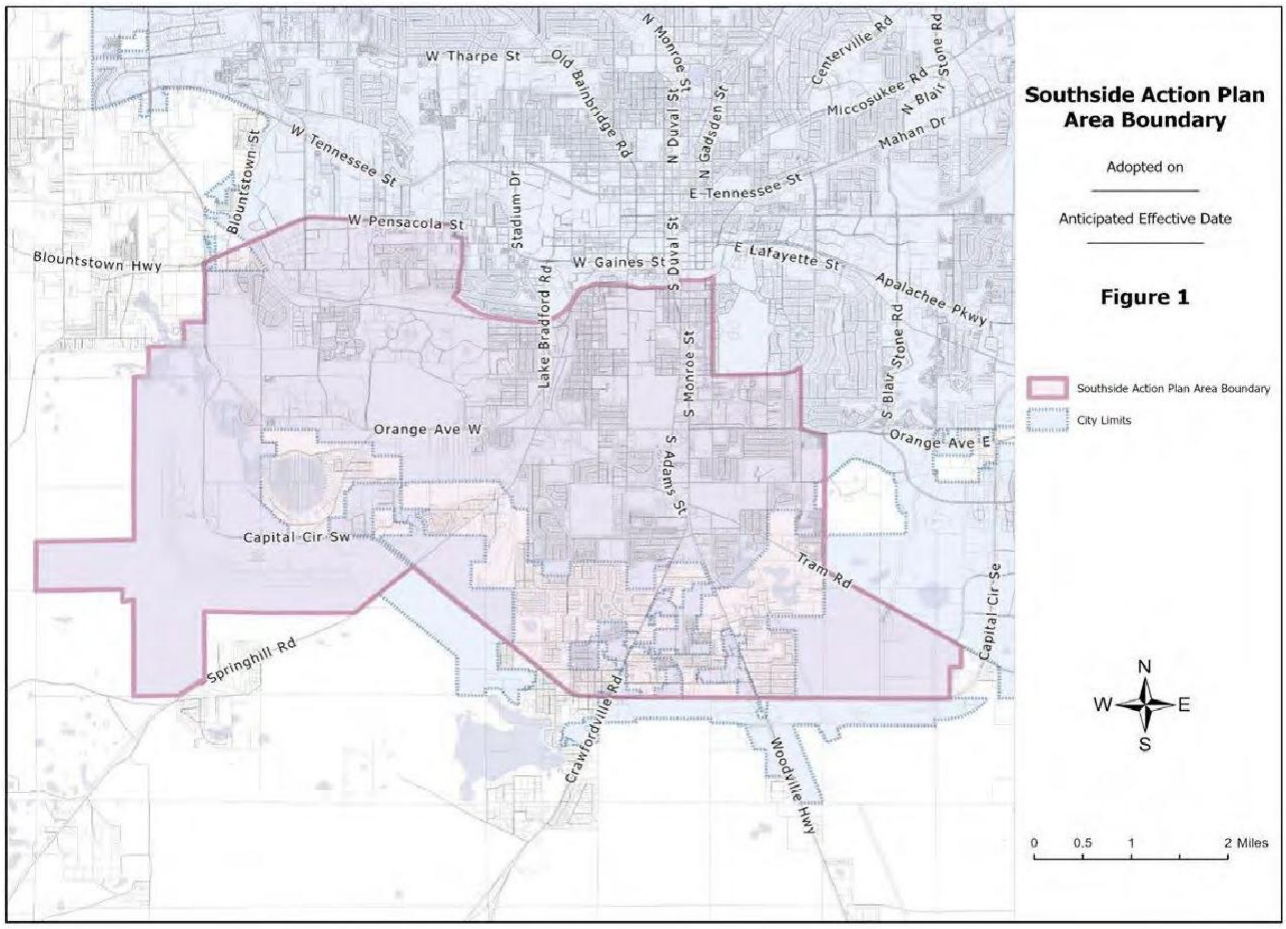
Policy 3.1.1 – Residential Character Criteria (City of Tallahassee/Leon County):
Maintain land development code regulations that protect existing residential areas from encroachment of incompatible uses. These regulations shall include context-based requirements for setbacks, buffering, open space, landscaping, tree protection, stormwater, and access management. Development proposals shall be reviewed for compliance with these requirements during the site plan review process.

Policy 3.1.2 – Housing Diversity (City of Tallahassee/Leon County):
Maintain a viable mix of available residential densities to accommodate a variety of housing types.

Policy 3.1.3 – Healthy Food Options (City of Tallahassee/Leon County):
The land development regulations shall foster healthy food options by promoting community public gardens and supporting neighborhood scale grocery uses within and adjacent to residential areas.

Objective 3.2 – Southside Action Plan (City of Tallahassee/Leon County):
Develop and monitor the Southside Action Plan to align with the community's desire for a framework of action in the southern part of the Tallahassee urban area. To achieve this objective, the local governments shall develop a Southside Action Plan that complements long term public and private investment with small scale visible improvements that are relatable and community driven. This approach recognizes that the vision of Southside citizens is essential to guiding the development, redevelopment, and rehabilitation of the Southside; and that the community's vision focuses on three main areas of improvement: Beautification, Investment, and Engaged and Activated Citizens.

Policy 3.2.1 – Southside Action Plan Area (City of Tallahassee/Leon County):
The objective and policies for the Southside Investment Strategy apply to the designated Southside Action Plan area.



Policy 3.2.2 – Beautification (City of Tallahassee/Leon County):
Focus local government beautification efforts in shared public spaces by frequently maintaining and enhancing existing public areas. Support citizen and business investment on private property and shared spaces.

Policy 3.2.3 – Investment (City of Tallahassee/Leon County):
Identify projects that initiate further investment opportunities in the Southside Community. Support partnerships across federal, state, city and county governments with non-profits and private organizations to identify resources for housing, homeownership, business, and infrastructure for the public. Investment within the Southside Action Plan area shall not occur at the expense of the natural environment or water quality in a manner which is found to be inconsistent with local government initiatives, policies, rules or regulations.

Policy 3.2.4 – Active and Engaged Citizens (City of Tallahassee/Leon County):
Encourage citizens, neighborhoods, and businesses in the Southside to be engaged and actively involved in community-led projects. Promote projects, empower residents, and connect efforts with resources.

Policy 3.2.5 – Southside Action Plan Evaluation and Update (City of Tallahassee/Leon County):
The local governments will monitor project implementation of the Southside Action Plan by reporting annually, or as requested by the City Commission or County Commission, on Southside Action Plan policies.

Objective 3.3 – Connectivity Access Management (City of Tallahassee/Leon County):
Require effective interconnectivity and access management to reduce vehicle trip demand, increase access and safety for bicyclists and pedestrians, and preserve the integrity of the transportation system.

Policy 3.3.1 – Access Management Design (City of Tallahassee/Leon County):
The City of Tallahassee and Leon County shall adopt and maintain access management standards and supporting design guidelines to control the location, spacing, operation and design of access connections and median openings. Development access shall be designed to protect the maximum service volume, safety, and operating characteristics of transportation facilities that it impacts, taking into account impacts to all modes and users of transportation.

Policy 3.3.2 – Intersection and Interchange Restrictions (City of Tallahassee/Leon County):
Restrict vehicular access connections (e.g., driveways) close to the intersection of streets, roads, and highway interchanges. Regulations specifying the appropriate location and spacing of access connections from intersections and interchanges will be provided in the land development regulations or local policies.

Policy 3.3.3 – Unified Access and Circulation Plans (City of Tallahassee/Leon County):
Alternative access connections and unified access and circulations plans shall be used to minimize access connections on arterial roadways. All development plans shall provide circulation systems that create multimodal access to and from the proposed development, as well as access to surrounding developments.

Policy 3.3.4 – Access Management Improvements (City of Tallahassee/Leon County):
Improve access management to support the movement of through traffic, reduced crashes, and decrease vehicle conflicts by implementing standards and strategies that:

1. Address the transition of vehicles from arterial roadways to internal circulation systems.
2. Prioritize the redesign of median openings that are inadequately designed.
3. Require the closure or modification of excessive, overly wide, or unsafe driveway connections during resurfacing, repair, and rehabilitation projects.

Policy 3.3.5 – State Road Access Management (City of Tallahassee/Leon County):
The local governments shall coordinate with the Florida Department of Transportation and utilize access management and permitting policies adopted, or recommended, by FDOT on state highways.

Policy 3.3.6 – Neighborhood Through-Traffic (City of Tallahassee/Leon County):
Utilize context sensitive roadway design and traffic calming to allow connectivity while mitigating the effects of through-traffic on neighborhoods and supporting complete streets policies.

Policy 3.3.7 – Consolidated Properties (City of Tallahassee/Leon County):
Properties under the same ownership, consolidated for development, or part of phased development plans shall be considered one property for the purposes of access management. Access points to such developments shall be the minimum necessary to provide reasonable access.

Policy 3.3.8 – Development Near Interchanges (City of Tallahassee/Leon County):
Circulation systems for new development and redevelopment at interstate interchange areas shall be designed to provide safe and efficient multimodal traffic flow through the implementation of strategies and standards such as access spacing or the utilization of service roads.

Policy 3.3.9 – Access Management Deviations (City of Tallahassee/Leon County):
Flexibility shall be provided in the administration of access spacing standards to accommodate minor deviations, where safe and appropriate, and to ensure that no property is denied reasonable access to the transportation system. Major deviations from access spacing standards shall not be granted until every feasible option for meeting access management standards has been explored and deemed impractical.

Objective 3.4 – Equitable Distribution of Land Uses (City of Tallahassee/Leon County):
Provide for the geographic distribution of land uses in a manner that meets the needs of a growing and diverse population while ensuring that the benefits and burdens of public sector projects are shared across the community equitably.

Policy 3.4.1 – Distribution of Land Uses (City of Tallahassee/Leon County):
The Future Land Use Map shall provide for the balanced and orderly growth and development of the community with a distribution of land uses that allow residential, commercial, office, institutional, and manufacturing uses throughout the community while accounting for natural resources, the geology and geography of the community, and available transportation facilities.

Policy 3.4.2 – Public Investments (City of Tallahassee/Leon County):
The City and County will strive to distribute major infrastructure projects and other public investments geographically across the community with consideration given to the unique and specific infrastructure needs of different areas.

Objective 3.5 – Safety (City of Tallahassee/Leon County):
Prioritize safety as a foundational principle in the development and amendment of policies and guidelines. Apply best practices and best available data to land development regulations, street design, and urban design to enhance and promote the safety of all people regardless of age or ability.

Policy 3.5.1 – Public Infrastructure Design (City of Tallahassee/Leon County):
Public infrastructure, relevant to transportation, shall be designed to increase the safety of its

users through strategies such as the application of context-based design and design speed, Complete Streets principles, Crime Prevention through Environmental Design (CPTED), and other nationally recognized strategies. This infrastructure design shall include sidewalks, street trees, and on-street parking. For roadways, public infrastructure including signalization, pedestrian facilities, on-street parking, and associated streetscaping elements such as lighting, pavement markings, and crosswalks shall follow design principles that increase the safety of its users. To support the goal for zero deaths and serious injuries on our roadways, design shall follow a Safe System Approach and utilize Proven Safety Countermeasures

Objective 3.6 – Land Development Regulations (City of Tallahassee/Leon County):
Maintain specific and detailed land development regulations that implement and are consistent with the goals, objectives, and policies of the Tallahassee-Leon County Comprehensive Plan.

Policy 3.6.1 – Criteria for Amendments to Land Development Regulations (City of Tallahassee/Leon County): Proposed amendments to the City of Tallahassee and Leon County Land Development Regulations shall be evaluated for consistency with the overall intent of the adopted Goals, Objectives, and Policies of each Element of the Comprehensive Plan.

Policy 3.6.2 – Implementing Zoning Districts (City of Tallahassee/Leon County):
Each Future Land Use Map Category shall be implemented by one or more zoning districts that are consistent with the intent of that respective land use category. Each zoning district shall specify allowable land uses and activities with appropriate development and design standards, including density and intensity of development, as applicable.

Policy 3.6.3 – Site Requirements (City of Tallahassee/Leon County):
Land development regulations shall include requirements for:

- Context-based stormwater management
- Open space
- Setbacks
- Buffers
- Screening
- On-site traffic circulation
- Roadway access
- Context-based transit amenities
- Land uses
- Subdivision of land
- Signage
- Standards for the regulation of development within and adjacent to areas subject to seasonal or periodic flooding compliant with state and federal regulations
- Areas known to be vulnerable to natural or human-caused hazards
- Lighting
- Noise mitigation

Policy 3.6.4 – Density and Intensity Incentives (City of Tallahassee/Leon County):
Land development regulations shall include incentives for greater development density and intensity to facilitate growth in areas that minimize and/or mitigate impacts on the natural environment or community character. These incentives shall allow densities or intensities that exceed unincentivized limits set out in the respective Future Land Use Category by up to 20%. Incentives for greater density and intensity up to 25% will be permitted for developments along Gateway Corridors as defined in Policy 2.6.2 of this Element within the Urban Services Area for developments that incorporate urban design standards resulting in more attractive developments.

Policy 3.6.5 – Planned Unit Developments (City of Tallahassee/Leon County):
The City of Tallahassee or Leon County Land Development Regulations shall provide for the creation of Planned Unit Developments (PUD) zoning districts to accommodate development proposals that are consistent with the Comprehensive Plan but are not provided for or allowed in the zoning districts otherwise established. Planned Unit Developments may establish site-specific standards by ordinance.

Policy 3.6.6 – Non-Conforming Uses (City of Tallahassee/Leon County):
The City of Tallahassee and Leon County Land Development Regulations shall provide a procedure to substantially mitigate or eliminate legally established non-conforming land uses or deem an existing use to be conforming. These procedures shall include a process for evaluating and determining eligibility for a waiver of non-conforming status based on:

- The impact of the non-conformity to conforming land uses adjacent to the non-conformity.
- A determination that the non-conformity is not detrimental to public health, safety, and welfare.
- The ability to prevent or substantially mitigate impacts of the non-conformity.

The development regulations shall distinguish between non-conforming uses which are to be terminated or amortized, and legally established non-conforming uses in nonresidential designations which may continue, but not be expanded.

Policy 3.6.7 – Previously Vested Development (City of Tallahassee/Leon County):
Any development approved under earlier comprehensive plan versions, but not yet commenced, shall still have that approval vested as such until the expiration of the approved development or until development is approved under the current comprehensive plan.

Policy 3.6.8 – Landfill Redevelopment (City of Tallahassee/Leon County):
Local governments shall adopt and maintain land development regulations that ensure redevelopment of mapped landfill sites will not adversely impact health, safety, or welfare.

Objective 3.7 – Urban Design (City of Tallahassee/Leon County):
Incorporate urban design standards and design guidelines into the City of Tallahassee and Leon County Land Development Regulations to support distinctive and adaptable places that promote engaging,

accessible, and safe public spaces.

Policy 3.7.1 – Design Principles and Priorities (City of Tallahassee/Leon County):
General urban design principles included in land development regulations shall prioritize pedestrian safety and comfort within an interconnected network of small blocks supported by a mixture of land uses and housing types in urban areas. Outside of urban areas, design principles shall prioritize conservation and preservation of natural resources.

Policy 3.7.2 – Crime Prevention through Environmental Design (City of Tallahassee/Leon County):
Land development regulations shall incorporate principles of Crime Prevention Through Environmental Design (CPTED) to:

- Incorporate landscaping, walkways, fencing, signage, and/or other design elements that are intended to provide visual cues on whether property is public, semi-public, or private.
- Selectively place entrances and exits, fencing, lighting, and landscaping to control access to private spaces.
- Place physical features, activities, and amenities in ways that maximize the visibility of public spaces and their users.
- Standards shall be designed taking all people into consideration, regardless of age, physical ability, or mental ability.
- CPTED principles shall be applied thoughtfully and equitably so that the implementation of the principles does not reduce quality of life or inequitably burden any part of the community.

Policy 3.7.3 – Design Criteria for Mobility Hubs (City of Tallahassee/Leon County):
New developments or redevelopment projects shall contribute to providing a safe, convenient, comfortable, and aesthetically pleasing transportation environment that promotes walking, cycling, and transit use. Mobility Hubs, that offer multiple transportation options in a centralized area, promoting the use of public transit, cycling, car-sharing, micro-mobility and other sustainable modes of transportation available to users of all ages and abilities, will be encouraged through incentives to increase access to community facilities and employment opportunities, including those for underserved communities. Design standards and incentives for including mobility hubs shall be adopted into land development regulations.

Goal 4 [LM] – Greater Housing Diversity:

Our community will strive for greater housing diversity that expands affordable housing opportunities and housing options for people with varying income levels, offers more flexibility for people in different stages of life and with different abilities, and promotes options that are supported by transit, on-demand transportation, and non-motorized forms of transportation.

While working toward greater housing diversity, our community will:

- Protect the character of existing, viable residential areas through neighborhood design, building types, buffering, and screening.
- Promote development practices to support:
    - Neighborhoods that are diverse in use and population.
    - Communities that are designed for people walking, riding bicycles, and using transit as well as driving motorized vehicles.
    - Places that offer inclusive access to public spaces and community institutions.

Objective 4.1 – Missing Middle Housing (City of Tallahassee/Leon County):
Ensure diverse housing options along a spectrum of affordability and housing types in residential areas to support walkable neighborhoods, neighborhood commercial uses, and multimodal transportation options. Allow for diverse housing options in new and existing neighborhoods to ensure that the housing types are not homogeneous and provide a solution to the mismatch between the available housing stock, shifting demographics, and growing demand for walkability.

Policy 4.1.1 – Accessory Dwelling Units (ADUs) (City of Tallahassee/Leon County):
Maintain land development regulations that allow and encourage the development of accessory dwelling units in most residential and mixed-use zoning districts to attract young graduates, support families with aging parents and grandparents, and provide additional income for homeowners.

Policy 4.1.2 – Missing Middle Housing as Conforming Uses (City of Tallahassee/Leon County):
Existing, legally established single-family detached dwellings, accessory dwelling units, single-family attached dwellings or townhomes, and two-family homes or duplexes shall be deemed conforming uses notwithstanding any density or permitted use provisions of the Comprehensive Plan or land development regulations.

Policy 4.1.3 – Community Character Analysis (City of Tallahassee/Leon County):
In order to facilitate the development of diverse housing options, form-based zoning districts may be developed indicating a specific range of housing types that are permitted. Form-based zoning districts will be based on a Community Character Analysis to identify a range of housing types appropriate accounting for the existing physical development patterns.

Policy 4.1.4 – Pattern Books (City of Tallahassee/Leon County):
Pattern books shall be developed to identify a specific range of housing types allowed for different land use categories. These pattern books would serve as a tool to provide predictability of the housing types allowed in various areas of the community and to provide residents, developers, and homebuilders with an understanding of allowable housing types in the community.

Objective 4.2 – Mobility-Based Housing Incentives (City of Tallahassee/Leon County):
Provide density bonuses and other incentives that encourage compact, mixed-use communities near transit and trail corridors and mobility hubs.

Policy 4.2.1 – Coordinate Transit with Land Use (City of Tallahassee):
As transit centers are planned, the Planning Department shall evaluate adjacent land uses for opportunities to implement Transit-Oriented Development.

Policy 4.2.2 – Transit-Oriented Development (TOD) Design Standards (City of Tallahassee/Leon County):
Land development regulations shall include design standards to encourage the following principles around transit centers:

- Site centers in locations with highest ridership potential and development opportunities.
- Designate 0.5-mile radius around centers as higher density, mixed-use, walkable development.
- Create a range of densities with highest at centers, tapering down to existing neighborhoods.
- Design centers for seamless pedestrian connections to surrounding development.
- Create public plaza directly fronting one or more sides of the center building where feasible.
- Create retail and cafe streets leading to center entrances along main pedestrian connections where feasible.
- Reduce parking at centers and locate parking in areas that direct pedestrian flow along retail streets.
- Enhance multi-modal connections, making transfers easy, direct, and comfortable.
- Incorporate bikeshare, a comprehensive bikeway network, and large ride-in bike parking areas.
- Use centers as catalysts for major redevelopment of area and create placemaking around centers.

Policy 4.2.3 – Transit-Oriented Development (TOD) Density Bonus (City of Tallahassee/Leon County):
Land development regulations may include provisions that allow for densities up to 20% higher than otherwise allowable in a given land use category with a minimum density bonus of one additional unit for development located within ¼ mile of a transit stop. This density bonus shall

not apply to the Residential Preservation land use category. This density bonus may be applied in addition to other eligible density bonuses. Total density bonuses shall not exceed 30% of the residential density allowed in the underlying land use category.

Policy 4.2.4 – Coordinate Trails with Land Use (City of Tallahassee/Leon County):
As shared use paths and protected bike lanes are planned and designed, adjacent land uses shall be evaluated by the Planning Department for opportunities to implement trail-oriented development.

Policy 4.2.5 – Trail-Oriented Development (TrOD) Design Standards (City of Tallahassee/Leon County):
Trail Oriented Development shall be mixed-use areas and feature a Mobility Hub connected to the trail network to serve as a focal point that brings multiple modes of personal mobility together.

Policy 4.2.6 – Trail-Oriented Development (TrOD) Density Bonus (City of Tallahassee/Leon County):
Land development regulations shall include provisions that allow for densities up to 20% higher than otherwise allowable in a given land use category with a minimum density bonus of one additional unit for development located within 1/2 miles of a trailhead. This density bonus may be applied in addition to other eligible density bonuses. Total density bonuses shall not exceed 30% of the residential density allowed in the underlying land use category.

Objective 4.3 – Affordability (City of Tallahassee/Leon County):
Provide density bonuses and other incentives that expand affordable housing opportunities and options for people with varying income levels, including opportunities and options not adequately supplied by the market.

Policy 4.3.1 – Inclusionary Housing Policy (City of Tallahassee/Leon County):
As part of an overall affordable housing strategy, the City and County shall develop and maintain inclusionary housing policies in their respective land development regulations in order to increase private development of affordable housing. The inclusionary housing policies may include a range of incentives, including density bonuses up to 30% greater density than otherwise provided by the applicable zoning district.

Policy 4.3.2 – Establishing Community Land Trusts (City of Tallahassee/Leon County):
To support long-term affordable homeownership, prioritize the use of Community Land Trusts (CLTs) when possible. In doing so, give preference to CLTs over other affordable housing models that:

- Do not include resale restrictions, or
- Include resale restrictions that are temporary, forgiven, or set to expire over time, or
- Rely on local government land donations without long-term affordability guarantees.

Policy 4.3.3 – Requirements of Community Land Trusts (City of Tallahassee/Leon County):
To qualify for local government assistance, Community Land Trusts shall:

- Require permanent affordability.
- Require that owners live in the homes as their primary residence.
- Include resale formulas in land leases.

Policy 4.3.4 – Affordable Housing Design Standards (City of Tallahassee/Leon County):
Develop design standards for affordable housing, including Aging in Place design that could be incorporated into the County and City's Housing Programs.

Policy 4.3.5 – Affordable Housing Density Bonus (City of Tallahassee/Leon County):
Land development regulations shall include provisions that allow for densities up to 25% higher than otherwise allowable in a given land use category with a minimum density bonus of one additional unit for the provision of affordable housing units. Land development regulations may include qualifying criteria, design standards, and site design flexibility for the implementation of the density bonus.

Objective 4.4 – Family Heir Subdivisions (City of Tallahassee/Leon County):
Provide a hardship provision by which owners of property outside of the Urban Services Area who meet defined eligibility requirements may have the ability to create smaller parcels of land for family members for use as homesteads.

Policy 4.4.1 – Family Heir Subdivision Eligibility (City of Tallahassee/Leon County):
The use of a parcel of property solely as a homestead by an individual who is the grandparent, parent, stepparent, adopted parent, sibling, child, stepchild, adopted child, or grandchild of the person who conveyed the parcel is permitted per this policy, notwithstanding the density or intensity of use assigned to the parcel by the Future Land Use Map and official zoning atlas. The parcel to be subdivided must be in the same configuration as it was on February 1, 1990; or the parcel must have been created through subdivision pursuant to the family heir provision and the applicant is an originally intended heir or an heir through successive generations of the originally intended heir. The parcel shall be conveyed within 90 days of subdivision approval to the intended heir, who shall hold uninterrupted title for at least two years.

Goal 5 [LM] – A Robust Economy:

Our community will facilitate the development, attraction, and cultivation of innovative businesses and associated job creation to position the local economy for sustained, directed growth, raise the quality of life for residents, and alleviate poverty in the community.

Our community will foster a robust economy by:

- Supporting target industry cluster development and innovation districts.
- Retaining and creating new employment opportunities emphasizing Tallahassee-Leon County's target industries.
- Reducing barriers to starting and growing businesses.
- Increasing access to job opportunities and training.
- Ensuring adequate and suitable lands are designated for commercial and industrial uses.

Objective 5.1 – Economic Health (City of Tallahassee/Leon County):
Initiate community planning, urban development, and redevelopment strategies that prepare businesses, production facilities, trades, and related activities that provide the livelihoods of the population to take advantage of positive opportunities and withstand negative changes in the economy and to continue providing jobs and incomes to support the community.

> **Policy 5.1.1 – Economic Development Strategic Plan (City of Tallahassee/Leon County):**
> The Tallahassee-Leon County Office of Economic Vitality (OEV) shall maintain a strategic plan that includes, at a minimum, target industries and objectives for business development and job creation. During development project reviews, the Planning Department and OEV shall coordinate on issues of land use and development to support economic health consistent with the OEV strategic plan.

Objective 5.2 – Airport Access (City of Tallahassee):
Provide access to the Tallahassee International Airport to ensure the movement of people and commerce while maintaining the safety and security of the airport.

> **Policy 5.2.1 – Airport Master Plan (City of Tallahassee):**
> The airport master plan developed for the Tallahassee International Airport shall account for transportation facilities and access to both the General Aviation and the Commercial Service facilities at the airport. The airport master plan shall be coordinated with the plans of the US Army Corps of Engineers, the Federal Aviation Administration, FDOT, and the CRTPA. The planning, design, and construction of transportation facilities in the vicinity of the Tallahassee International Airport shall account for existing airport access as well as planned development at the airport.

Objective 5.3 – Freight and Cargo (City of Tallahassee/Leon County):
Provide a network of transportation facilities that are coordinated across different modes of travel to support the movement of freight and cargo.

Policy 5.3.1 – Intermodal Centers (City of Tallahassee/Leon County):
The City of Tallahassee and Leon County shall maintain an inventory of intermodal freight centers, including the locations, types of facilities, and activities of the centers.

Policy 5.3.2 – Tallahassee International Airport (City of Tallahassee/Leon County):
Coordinate land uses adjacent to the Tallahassee International Airport, access to the airport, and access to other transportation facilities to enhance the express shipment, transfer, and movement of air cargo, including air freight and mail.

Policy 5.3.3 – Transportation Access (City of Tallahassee/Leon County):
Industrial uses and other freight-related uses shall be located in proximity to and have direct access to major transportation routes and intermodal freight centers, or other freight transfer locations.

Objective 5.4 – Resilience Planning (City of Tallahassee/Leon County):
Plan for post-disaster recovery and redevelopment to help resume economic activities following damage or destruction by a natural or human-made disaster.

Policy 5.4.1 – Post Disaster Redevelopment Plan (City of Tallahassee/Leon County):
The community shall maintain a countywide post-disaster redevelopment plan to better prepare the community for long-term recovery and redevelopment after a disaster. The post-disaster redevelopment plan shall address business resumption and economic redevelopment; infrastructure restoration and mitigation; housing repair and reconstruction; sustainment of services; sustainable land use; and financial management.

Policy 5.4.2 – Local Mitigation Strategy (City of Tallahassee/Leon County):
The community shall maintain the Local Mitigation Strategy to identify those strategies and projects that improve the resiliency of critical public infrastructure assets of the community based on potential hazards.

Objective 5.5 – Intergovernmental Coordination (City of Tallahassee/Leon County):
Increase the economic strength of the Tallahassee Metropolitan Statistical Area (MSA) by leveraging opportunities, programs, land uses, and transportation facilities across the region to grow existing businesses and attract new businesses.

Policy 5.5.1 – Regional Economic Development Coordination (City of Tallahassee/Leon County):
The Department of PLACE shall coordinate economic development projects and programs with the State of Florida, Apalachee Regional Planning Council, Capital Region Transportation Planning Agency, and/or appropriate neighboring jurisdictions to leverage opportunities, programs, land uses, and transportation facilities across the region to support business retention and expansion, and to attract new businesses.

Policy 5.5.2 – Grant Funding Opportunities (City of Tallahassee/Leon County):
Local governments shall pursue grant opportunities for projects or programs of regional significance.

Goal 6 [LM] – A Balanced Transportation Network:

Our community will support a balanced and viable transportation network with convenient and context-sensitive options, so pedestrians, bicyclists, motorists, and public transportation users of all ages and abilities can travel safely around the community.

The transportation network shall:

- Include streets, sidewalks, bicycle lanes, shared use paths, trails, aviation facilities, rail lines, transit, and on-demand transportation options.
- Account for land use context, right-of-way constraints, and the short-term and long-term costs of transportation infrastructure.
- Account for emerging technologies and best practices.
- Discourage the negative effects roadway widening can have on neighborhoods and community character.
- Provide safe routes to schools and options for the transportation disadvantaged and vulnerable road users.
- Maintain adopted roadway level of service (LOS) measures and retain multimodal level of service targets.
- Be coordinated between the local governments, with neighboring jurisdictions, and with regional, state, and federal agencies to cooperatively plan and manage transportation systems that are within the community but managed by FDOT.

Objective 6.1 – Land Use and Transportation Coordination for Livability (City of Tallahassee/Leon County):

Coordinate land use and transportation systems to foster vibrant communities across context areas with compact urban forms and a mixture of uses to minimize travel distances, reduce greenhouse gas emissions, and enhance pedestrian, bicycle, and transit mobility.

Policy 6.1.1 – Mitigate Sprawl (City of Tallahassee/Leon County):

New and substantial improvements to roadways, shall be identified and programmed consistent with the context (Context Classification) where design and environmental constraints allow that supports the Urban Services Area policies to promote efficient growth and urban infill, and discourage urban sprawl.

Policy 6.1.2 – Context-Based On-Site Facilities (City of Tallahassee/Leon County):

Development projects shall contribute to a safe, convenient, and comfortable transportation environment that promotes walking, cycling, and transit use consistent with the development's context-classification. Land development regulations shall specify the conditions and standards for provision of on- and off-site roadway extensions, sidewalk and trail connections, and transit facilities. Context-appropriate improvements or enhancements shall be required as a condition of development approval, such as, but not limited to sidewalks and bicycle facilities, plantings, and building configuration, buffers, setbacks and stepbacks. Development shall mitigate impacts to the multi-modal transportation network.

Policy 6.1.3 – Tallahassee-Leon County Transportation Corridors (City of Tallahassee/Leon County):
Transportation corridor maps showing the future land uses shall be developed and maintained to reflect the enhanced coordination between land use and transportation including new construction and improvements, reflecting the intended context classification.

Policy 6.1.4 (City of Tallahassee/Leon County) – Retrofit for Livability:
Roadways with design characteristics inconsistent with their assigned Context-Classification shall be inventoried and prioritized for retrofit including but not to limited lane width adjustments, street lighting, stormwater management retrofits, and streetscape improvements such as sidewalks, bicycle lanes, shared-use paths, transit amenities, and plantings to improve livability for the adjacent land uses consistent with the Future Land Use Map.

Objective 6.2 – Network Connectivity Improvement (City of Tallahassee/Leon County) :
Improve the balance of transportation options, connectivity, and capacity of the multimodal transportation network.

Policy 6.2.1 – Enhance Connectivity (City of Tallahassee/Leon County):
Local governments shall identify, prioritize, and engage in the necessary collaboration to establish crossings that connect road and trail networks across interstates, railroads, and other dividing features such as stormwater ditches. Locations where informal crossing regularly occurs shall be prioritized and where appropriate mid-block crossing may be assessed and implemented. Locations where high-quality and/or sensitive natural features exist shall be deprioritized.

Policy 6.2.2 – Future Right-of-Way Needs (City of Tallahassee/Leon County):
Local governments shall secure anticipated right-of-way needs, including supporting stormwater management, for additional travel lanes and/or turn lanes, as well as multimodal facilities, through appropriate development review and other processes, targeted acquisitions, or other suitable means to address motor vehicle traffic volume on roadway segments that will be impacted by targeted development areas within the long-term planning period. Roadways shall not be constructed to accommodate development anticipated beyond the long-term planning period.

Policy 6.2.3 – Build and Enhance the Network (City of Tallahassee/Leon County):
Where appropriate, create new minor and major collector roadways to relieve motor vehicle traffic congestion and increase network connectivity. Additionally, include network-enhancing local and minor collector street projects. All development plans shall contribute to developing a local and collector street and unified circulation system that will allow multimodal access to and from the proposed development, as well as access to surrounding developments.

Policy 6.2.4 – Corridor Management and Preservation (City of Tallahassee/Leon County):
Transportation corridors requiring additional right of way and/or corridor management are designated for preservation and management as provided in §337.273, F.S.

Policy 6.2.5 – Interconnectivity for Development (City of Tallahassee/Leon County):
Require vehicle, pedestrian, and bicycle interconnections between adjacent, compatible development; and require these interconnections between adjacent, incompatible developments when such connection has the potential to reduce the vehicular traffic on the external street system.

Policy 6.2.6 – Continuation of Streets (City of Tallahassee/Leon County):
All development plans shall incorporate and continue all sub arterial streets stubbed to the boundary of the development plan by previously approved development plans or existing development.

Policy 6.2.7 – Interconnectivity to Adjacent Uses (City of Tallahassee/Leon County):
Require private developers within the Urban Service Area to include bikeways, pathways, or sidewalks in their proposed developments, with connections to nearby properties and land uses.

Objective 6.3 – Context Based Mobility (City of Tallahassee/Leon County):
Plan, design, and build the transportation system to reflect the existing context areas and what the context areas will be based on future land use and zoning.

Policy 6.3.1 – Local Context Classification and Safe Systems (City of Tallahassee/Leon County):
A Local Context Classification system shall be implemented for all publicly maintained streets and roads that reflects Future Land Use and zoning, and follows nationally accepted professional guidelines to best identify and classify facilities. Additional criteria shall be developed for local streets. The Context Classification system shall incorporate design characteristics that reflect Safe Systems approaches using proven safety countermeasures and complete streets design principles. These measures shall aim for zero deaths and serious injuries along roadways and recognize that transportation systems users inherently make mistakes and ensure that the transportation system will be constructed in a manner that mitigates frequency and severity of crashes when errors occur.

Policy 6.3.2 – Context Classification Application (City of Tallahassee/Leon County):
The context classification system shall be applied to City and County roadway resurfacing and enhancement projects in a manner that reflects the future vision and context of the area, and considers available rights-of-way and environmental constraints where the project is located by accounting for the Future Land Use map, zoning, and Context Classification. Land Development Regulations shall provide for the implementation of context classification design standards as a requirement or condition of development approval.

Policy 6.3.3 – Context Classification Map (City of Tallahassee/Leon County):
By 2030, a Local Context Classification map shall be developed and maintained through the planning timeframe that recognizes local roadway functional classification and context classification in addition to land use context. The Local Context Classification map shall be updated concurrently with amendments to the Local Functional Classification Map and the Future Land Use Map. As part of map series, the FDOT context classification and functional classification maps are included as a reference and resource document.

Policy 6.3.4 – Downtown Traffic (City of Tallahassee/Leon County):
By 2035, in alignment with the vision of a vibrant 18-hour Downtown, strategies to reduce the negative effect of high-volume multi-lane through traffic in the Urban Core including managing speed and streetscaping shall be implemented.

Policy 6.3.5 – Lane Repurposing (City of Tallahassee/Leon County):
Evaluate the need for road lane repurposing to accommodate existing and future capacity, land uses, and multi-modal demand through the planning timeframe. Reducing, narrowing, or repurposing automobile lanes to support multimodal or travel by modes other than by automobile will not require transportation concurrency mitigation. Outside of the Multimodal Transportation District (MMTD), an analysis of transportation and land use impacts on parallel roadways must be conducted prior to implementation.

Policy 6.3.6 – One-Way Pair Studies (City of Tallahassee/Leon County):
Studies completed by the City and/or County for one-way pairs shall evaluate potential safety, operational, and aesthetic improvements. Improvements considered in the studies may include pedestrian crossings, speed reduction, one-way pair conversions, landscaping, and other potential improvements. The policy aims to strengthen neighborhood connectivity, support local businesses, and foster a more livable urban environment. Reduced levels of service due to improvements shall be acceptable within the Multimodal Transportation District (MMTD), prioritizing safety and complete networks for pedestrians and bicyclists over traffic efficiency.

Policy 6.3.7 – Speed Management (City of Tallahassee/Leon County):
By 2035, the City and County shall implement speed management programming based on the most recent American Association of State Highway and Transportation Officials (ASHTO), Federal Highway Administration (FHWA), Florida Department of Transportation (FDOT), and National Association of City Transportation Officials (NACTO) guidelines to reduce the frequency and severity of crashes and collisions. Additional speed management criteria shall be established in the land development code for local streets.

Policy 6.3.8 – Level of Service (LOS) (City of Tallahassee/Leon County):
Peak Hour Roadway Level of Service is established below and shall be assessed during the Evaluation and Appraisal Report every 7 years.

Functional Classification	Inside the Urban Service Area	Outside the Urban Services Area
Interstate, Intrastate, Limited Access Parkways	C	B
Principal Arterials	D	C
Minor Arterials	D/E*	C
Major and Minor Collectors	D/E*	C
Local Streets	D	D

*For Minor Arterials, and Major and Minor Collectors located inside the Urban Service Area and south of U.S. 90, the Level of Service shall be "D" for purposes of establishing priorities for programming transportation improvements, and "E" for meeting concurrency requirements, to support the Southside Action Plan. Roads north of U.S. 90 shall be LOS D for both programming improvement and concurrency purposes.

Policy 6.3.9 – Multimodal Transportation District Area Wide Level of Service (LOS) (City of Tallahassee):
In order to create community design that supports mobility and prioritizes a safe, comfortable and attractive pedestrian environment with convenient interconnection to transit, the following performance standards are targeted for the Multimodal Transportation District:

MMTD Areawide Multimodal Level of Service Standards

Areawide Multimodal Level of Service Standards Pursuant to F.S. 163.3180(5)(f)2			
Pedestrian	**Transit**	**Bicycle**	**Automobile**
C	C	D	E+50%

By 2030, assess MMTD Areawide LOS standards to determine if revisions to the measures should be made.

Objective 6.4 – Complete Streets (City of Tallahassee/Leon County):
Design, construct, and operate streets and roads, consistent with context-sensitive design principles, to provide safe and convenient facilities, and access for pedestrians, bicyclists, motorists, and public transportation users of all ages and abilities.

Policy 6.4.1 – Project Evaluation (City of Tallahassee/Leon County):
Road projects, including resurfacing projects, shall be evaluated for the inclusion of bicycle lanes or paved shoulders, sidewalks, shared use paths, appropriate sidewalk shade plantings, right-sized traffic lanes, on-street parking, stormwater management, street lighting, utility improvements, and transit amenities where they did not previously exist. Where design criteria allow, bicycle and pedestrian facilities shall be separated from vehicular traffic.

Policy 6.4.2 – Share Transportation Information (City of Tallahassee/Leon County):
The City and County shall share information across departments and with policy makers and the general public regarding the health benefits and existing laws related to motor vehicle, bicycle and pedestrian operation and interaction.

Policy 6.4.3 – Bicycle and Pedestrian Network (City of Tallahassee/Leon County):
The City and County shall maintain and enhance the local system of bicycle lanes, sidewalks, and shared-use paths in conjunction with the Greenways and Trails Master Plan. Enhancements shall be prioritized in the vicinity of schools, community facilities, parks, recreation facilities, and mixed-use areas with a retail and service focus.

Policy 6.4.4 – Bicycle and Pedestrian Master Plan (City of Tallahassee/Leon County):
In coordination with the Capital Region Transportation Planning Agency, the City and County shall maintain a bicycle and pedestrian master plan through the planning timeframe that identifies projects to address bicycle and pedestrian network connectivity and safety feature

upgrades, and pursue implementation funding. The bicycle and pedestrian master plan shall identify gaps where facilities do not exist in the bicycle and sidewalk networks.

Policy 6.4.5 – Safe Routes to Schools (City of Tallahassee/Leon County):
Provide a safe, accessible environment and support active living for students by developing and maintaining programs to increase biking, walking, and transit to schools, prioritizing sidewalk and bicycle infrastructure within a two-mile radius of schools, and continuing to identify, fund and build Safe Routes to Schools projects.

Policy 6.4.6 – Community Gateways (City of Tallahassee/Leon County):
Designate preferred entrance corridors into and connecting Tallahassee and Leon County. City and County departments with interests in the public right-of-way shall identify funding sources to convert these corridors into shaded bicycle and pedestrian ways to create attractive gateways into the community. These entrance corridor gateways shall include an appropriate gateway from the airport to Downtown, the Capitol Center, and University destinations.

Policy 6.4.7 – Scenic Roadway Assessments (City of Tallahassee/Leon County):
In the planning and construction of new roads in the suburban and rural areas and for needed improvement of existing roads, the City and County shall require a scenic roadway assessment, environmental assessment, and landscape component for the purposes of preserving those scenic features, protecting natural resources and providing interesting and aesthetically preferred places.

Policy 6.4.8 – Maintenance of Traffic (City of Tallahassee/Leon County):
When construction or repair work infringes on regular corridor operation, a project specific Maintenance of the Traffic Plan shall be developed that specifies one or more alternate routes accounting for all modes of transportation, including vehicles, bicycles, pedestrians, transit and freight.

Policy 6.4.9 – Multi-Modal Safety and Access (City of Tallahassee/Leon County):
Development shall provide safe and convenient access to transportation facilities for pedestrians, cyclists, and transit users, with the following exceptions:

- For emergency repair and routine maintenance.
- In locations where specific users are prohibited, such as interstate freeways or pedestrian malls. In these instances, a safe and convenient alternate route shall be identified and, if needed, prioritized for improvement or construction.
- A documented absence of current or future need.
- Procedures and criteria for approving exceptions will be identified in the Land Development Code.

New transportation facilities shall follow generally accepted or adopted design standards when implementing improvements intended to fulfill this Complete Streets policy and shall use innovative or non-traditional design options where a comparable level of safety for users is present.

Policy 6.4.10 – Applicability (City of Tallahassee/Leon County):
All new roadway facilities, whether publicly or privately designed and constructed, shall comply with this Complete Streets Objective and associated policies, in coordination with standards of the designated Context Classification, shall follow nationally accepted or recommended Complete Street design standards as specified in Policy 6.4.12. When circumstances do not allow for full compliance, innovative or nontraditional design options may be utilized, provided a comparable level of safety for users is present.

Policy 6.4.11 – Equity (City of Tallahassee/Leon County):
The implementation of Complete Streets shall reflect equity by facilitating safe streets for all users, regardless of ability or income, and that enables travel to destinations with or without a car.

Policy 6.4.12 – Design Standards (City of Tallahassee/Leon County):
Land Development Codes that apply to all development policies and programs shall be revised by 2030 to use the latest professionally accepted design guidance, standards, and recommendations for Complete Streets in coordination with the designated context classification Guidance resources shall include, but need not be limited to:

- Federal Highway Administration's Manual on Uniform Traffic Control Devices
- Florida Department of Transportation (FDOT) Context Classification Guide, Complete Streets Handbook, FDOT Design Manual, and Manual of Uniform Minimum Standards for Design, Construction and Maintenance for Streets and Highways (the Florida Greenbook)
- National Association of City Transportation (NACTO) published guidelines
- American Association of State Highway and Transportation Official (AASHTO) published guidelines
- U.S. Department of Transportation's National Roadway Safety Strategy (NRSS), including the Safe System Approach

Policy 6.4.13 – Pavement Markings and Signage (City of Tallahassee/Leon County):
All projects, whether public or private, that provide vehicle, bicycle, and/or pedestrian infrastructure shall provide proper pavement markings and signage to enhance recognition of infrastructure elements such as bicycle lanes, neighborhood bikeways, and pedestrian crossings. The City and County shall identify, prioritize, and install or update any such pavement markings or signage that are absent or out of date with current practices during the course of required maintenance.

Policy 6.4.14 – Two-Way Left Turn Lane Replacement (City of Tallahassee/Leon County):
Identify and prioritize replacement of existing continuous two-way left turn lanes with raised medians and exclusive turn lanes on multi-lane arterials. Replacement shall be contingent upon funding availability.

Policy 6.4.15 – Measuring Progress (City of Tallahassee/Leon County):
The success of this Complete Streets Objective shall be measured by the Planning Department

with assistance by the City and County during the Evaluation and Appraisal Review process, using but not limited to, the following performance measures:

- Total miles of new designated bike lanes
- Total miles of new shared-use paths (paved and natural surface)
- Total miles of neighborhood bikeways signed, marked, or constructed
- Linear feet of new and repaired sidewalk and other pedestrian accommodations (paths, trails, etc.)
- Number and type of crosswalk and intersection improvements and new installations
- Number of revenue service miles traveled by transit vehicles
- Rates of crashes, injuries, and fatalities by mode, as available
- Identification and updates to existing codes, policies, or programs to incorporate updated guidance from FDOT, FHWA, NACTO, AASHTO, and other best practices.
- Number of exceptions to this policy granted

The Joint City-County Bicycle Working Group and Advisory Committee for Quality Growth may review these measures and make recommendations annually.

Policy 6.4.16 – Coordination with Placemaking Plans (City of Tallahassee/Leon County):
Implementation of Complete Streets policies for development shall be coordinated with the existing placemaking plans by including reference to those that are applicable.

Objective 6.5 – Bicycle Facilities (City of Tallahassee/Leon County):
Develop a network of bicycle facilities that provides safe, comfortable, and direct connections for all users throughout the community.

Policy 6.5.1 – Build Bike Facilities Concurrent with Maintenance (City of Tallahassee/Leon County):
All roadway or trail resurfacing, restoration, and rehabilitation projects shall be evaluated for the ability to add bicycle facilities where they currently do not meet bicycle facility selection and design standards.

Policy 6.5.2 – Bicycle Facilities in New Development (City of Tallahassee/Leon County):
New development shall prioritize the provision of and maintain continuous bicycle networks, including connections to transit stops and adjacent properties, and to provide bicycle parking at all non-residential uses, multi-family uses and other key destinations. Bicycle and trail connections shall be required consistent with and coordinated with the Leon County Greenways Master Plan per the City or the County when development contains or is adjacent to planned greenway projects.

Objective 6.6 – Pedestrian Facilities (City of Tallahassee/Leon County):
Improve walkability by designing and providing facilities that create an environment where walking is useful, safe, comfortable, and aesthetically interesting. Prioritize the pedestrian network over other transportation modes in the Multimodal Transportation District within the most urbanized and densely populated areas of the community.

Policy 6.6.1 – Pedestrian Level of Comfort (City of Tallahassee/Leon County):
As part of development review and approval, pedestrian level of comfort shall be enhanced through planting of shade trees and other amenitization including but not limited to installation of water fountains, benches, overhead pavilions, street and trail lighting, and installation of wayfinding signage.

Policy 6.6.2 – Crosswalks (City of Tallahassee/Leon County):
Programming of sidewalks projects in the budget and capital improvement schedule shall include provisions for crosswalk installations to provide regular crossings that align with the roadway's Local Context Classification.

Policy 6.6.3 – Pedestrian Infrastructure for New Development (City of Tallahassee/Leon County):
New development shall maintain continuous pedestrian networks, including connections to transit stops, adjacent lots, and between building entrances and the internal and external sidewalk network. Land development regulations shall include alternative options such as payment in lieu, the dedication of easements, and the dedication of right-of-way and shall identify when the alternative scenarios may apply.

Objective 6.7 – Mobility Hubs (City of Tallahassee/Leon County):
Support and incentivize the creation of mobility hubs to serve as connection points between public and private shared mobility services and multimodal options.

Policy 6.7.1 – Implementation of Mobility Hubs (City of Tallahassee/Leon County):
Implement a network of mobility hubs in partnership with transit providers, incorporating transit with other shared mobility services, such as bikeshare and car-share where feasible.

Policy 6.7.2 – Mobility Hubs Location Coordination (City of Tallahassee/Leon County):
The City and County shall work with community-based organizations to ensure the appropriate geographic placement of mobility hubs and outreach regarding transportation options.

Policy 6.7.3 – Mobility Hubs Design Guidelines Requirements (City of Tallahassee/Leon County):
Amend the land development regulations by 2028 to provide mobility hub design guidelines to support mobility hub implementation and provide flexibility for change as technology and travel behavior and patterns evolve over time.

Objective 6.8 – Transportation Demand Management (City of Tallahassee/Leon County):
Leverage transportation and parking demand management strategies to promote system efficiencies and alternate modes of travel and to spread the travel demand across more hours of the day that result in minimizing impacts on natural resources and neighborhoods and reducing vehicle miles traveled.

Policy 6.8.1 – Encourage Alternate Transportation Modes (City of Tallahassee/Leon County):
Through the planning timeframe, the use of alternate transportation modes through the promotion of public transit, provision of or coordination with on-demand, micromobility or car-share and van-share or pool programs, investment in bicycle and pedestrian infrastructure, and support for telecommuting policies shall be encouraged by public and private sector transportation entities.

Policy 6.8.2 – Enhance Bicycle and Pedestrian Infrastructure (City of Tallahassee/Leon County):
City and County shall prioritize bicycle and pedestrian enhancements in high-traffic areas, mixed use areas, and near transit stops for both public and private projects to ensure biking and walking are a safe, comfortable, and convenient alternative to driving.

Policy 6.8.3 – Land Development Patterns (City of Tallahassee/Leon County):
The City and County shall propose or maintain land development regulations that promote development patterns that reduce the need for personal automobile ownership including mixed use development, Transit Oriented Development (TOD), and pedestrian friendly design strategies.

Policy 6.8.4 – Shared Parking Criteria (City of Tallahassee/Leon County):
Private shared parking arrangements may be allowed as a method to meet parking requirements for development. Eligibility criteria may be adopted regarding proximity of sites, timing of peak parking demand, requirements for a written and recorded parking agreement, availability of parking spaces, availability transit amenities, and other criteria that ensure the effectiveness of shared parking arrangements.

Policy 6.8.5 – Parking Reduction for Certain Development Types (City of Tallahassee/Leon County):
City and County land development regulations, if adopting minimum or maximum parking requirements, shall provide for reduced minimum parking requirements for mixed use developments, Transit Oriented Development (TOD), Trail Oriented Development (TrOD), and other development types that have a reduced parking need. Reductions from standard parking requirements shall be based on the peak parking demand for the mix of uses and account for mode shift.

Policy 6.8.6 – Private Parking Lots (City of Tallahassee/Leon County):
City and County land development regulations shall include provisions for privately owned and operated parking lots as a principal use in urban center and urban mixed use land use categories. Development and design criteria shall be adopted with regard to minimum and/or maximum size, location relative to intersections or distance between such facilities, demonstration of parking demand within a walkable area, minimum landscaping requirements to reduce visual impact and enhance aesthetics especially adjacent to public rights-of-way, lighting, and minimum requirements for safe and convenient pedestrian connections.

Policy 6.8.7 – Drop-Off & Pick-Up Zones (City of Tallahassee/Leon County):
The City and County shall adopt or maintain land development regulations through the planning timeframe for the provision of drop-off and pick-up zones to accommodate the increase in use of ride share services and autonomous vehicle use. Requirements shall apply to certain uses such as restaurants, bars, hotels, office parks, religious facilities, community facilities, sporting facilities, parks, and other uses with a high frequency of drop-off and pick-up activity. Criteria shall be with regard to size of the use, provide design standards, location on site, and the availability of porte cocheres or valet operations that meet the design requirements.

Policy 6.8.8 – Intelligent Transportation Systems (ITS) (City of Tallahassee/Leon County):
City and County transportation strategies, to the extent possible, shall incorporate intelligent transportation systems strategies including speed management programming, traffic signal control, and variable driver real-time messaging, to minimize environmental effects of congestion and improve safety.

Policy 6.8.9 – Traffic Operations Management (City of Tallahassee/Leon County):
The transportation management system in the land development code shall be maintained or revised to reduce demand for wider roads by evaluating traffic operations to maximize efficiency of the existing street system capacity and support modal shifts to public transit, bicycling, and walking.

Objective 6.9 – Transportation for the Disadvantaged (City of Tallahassee/Leon County):
Coordinate transportation options to empower members in the community who are unable to provide their own transportation to vital services, including seniors, and individuals with disabilities, people with low incomes, and children at risk.

Policy 6.9.1 – Human Services Transportation (City of Tallahassee/Leon County):
Through the planning timeframe, applicable projects shall comply with federal and state requirements regarding planning and coordination of human services transportation in meeting the needs of the Transportation Disadvantaged.

Policy 6.9.2 – Transport to Destinations (City of Tallahassee/Leon County):
Through the planning timeframe, the transit provider shall ensure Transportation Disadvantaged program services continue to provide transport to local goods and services, including medical services for all users.

Policy 6.9.3 – Affordable and Cost-Effective Service (City of Tallahassee/Leon County):
Transit providers, the Capital Region Transportation Planning Agency, Community Transportation Coordinator, and the Apalachee Regional Planning Council shall support innovative ways, such as utilizing emerging technology or negotiating fees and services with on-demand providers, to reduce costs and provide superior service for the transportation disadvantaged that also increases efficiency and provide local government savings.

Policy 6.9.4 – Transportation Disadvantaged Needs Assessment (City of Tallahassee/Leon County):

A needs assessment of the Transportation Disadvantaged shall be developed/updated every 5 years or as required by federal and state laws. This assessment of existing public and private transit programs shall be undertaken with an analysis to determine needs. A strategy to meet identified needs of the Transportation Disadvantaged shall be developed.

Objective 6.10 – Transit (City of Tallahassee/Leon County):

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

Policy 6.10.1 – Transit Development Plan (City of Tallahassee):

Through the planning timeframe, the Transit Development Plan shall identify transit improvements needs and capital improvements plans shall prioritize funding for transit projects that increase the availability, speed, frequency, duration, and reliability of transit. Development shall be consistent with and support the Transit Development Plan.

Policy 6.10.2 – Pedestrian Infrastructure Connectivity (City of Tallahassee/Leon County):

The annual infrastructure capital improvements list maintained by City and County shall prioritize sidewalks and pedestrian facilities that provide connectivity to transit stops.

Policy 6.10.3 – Southside Transit (City of Tallahassee/Leon County):

The City, County, and CRTPA shall prioritize improved transit service on the Southside by including, where appropriate and feasible, projects in the Transit Development Plan that would have a positive impact on the area.

Policy 6.10.4 – Employment and Activity Center Service (City of Tallahassee):

Systematically prioritize the extension and/or route modifications within the City limits to provide access to major employment, shopping, and business, recreational, and other activity centers. Transit service outside of City limits are not the responsibility of the City of Tallahassee.

Policy 6.10.5 – Transit Corridors (City of Tallahassee/Leon County):

Incentives shall be developed to encourage the donation of transit rights-of-way to establish and maintain transit corridors. Development agreements and land use regulations shall be used when available and in the best interest of transit service to preserve future transit corridors.

Objective 6.11 – Aviation (City of Tallahassee/Leon County):

Provide aviation facilities to meet the demand for commercial service, general aviation, freight and cargo, advanced air mobility, and military services and to enhance aviation and airport development opportunities.

Policy 6.11.1 – Adjacent Land Use Compatibility (City of Tallahassee/Leon County):
Protect the Tallahassee International Airport from the encroachment of incompatible land uses and the creation or establishment of airport hazards to ensure the continuation of normal airport operations, including landing and takeoff of aircraft, in order to promote public health, safety, and general welfare by implementing airport land use compatibility zoning regulations that include potential noise and safety impacts to surrounding land uses.

Policy 6.11.2 – Airport Master Plan (City of Tallahassee):
The Tallahassee International Airport shall maintain an airport master plan that establishes a logical set of development parameters and timelines that coincide with the airport's needs for general aviation, commercial service, freight and cargo, and advanced air mobility through the planning horizon.

Policy 6.11.3 – Compatibility of Land Use (City of Tallahassee/Leon County):
Airport land use compatibility zoning regulations shall include provisions for existing aviation facilities as well as planned aviation facilities identified in the airport master plan. The City and County shall coordinate with Airport staff to develop any additional regulations needed that are not identified in the airport master plan, such as for locations off-airport suitable for development under these categories and for advanced air mobility facilities and services.

Policy 6.11.4 – Compatibility for Noise and Safety (City of Tallahassee/Leon County):
Airport land use compatibility zoning regulations shall include potential noise and safety impacts to surrounding land uses.

Policy 6.11.5 – Advanced Air Mobility (City of Tallahassee/Leon County):
Advanced Air Mobility facilities, including any public-use vertiport facilities, shall be directed to appropriate areas and not located within areas that may create compatibility issues. Land development regulations shall identify zoning districts and/or areas where Advanced Air Mobility facilities are either prohibited or restricted uses and include appropriate development standards for Advanced Air Mobility facilities.

Objective 6.12 – Rail (City of Tallahassee/Leon County):
Accommodate and mitigate impacts of existing rail-based freight and cargo services, support opportunities for commercial passenger service, and coordinate with rail owners to enhance the safety of existing crossings and seek additional safe crossings for pedestrian and bicycle users.

Policy 6.12.1 – Railroad Crossings (City of Tallahassee/Leon County):
Coordinate with the Federal Highway Administration and railroad companies to ensure railroad crossings are constructed and maintained to ensure safe crossings for drivers, pedestrians, and cyclists. Pedestrian crossings shall be constructed and maintained to ensure compliance with the Americans with Disabilities Act and other Federal and State Standards. Deficient crossings and new crossings of railroads shall be inventoried and prioritized in programming of the transportation network and trail system.

Objective 6.13 – Intergovernmental Coordination (City of Tallahassee/Leon County):
Coordinate with neighboring jurisdictions, the Florida Department of Transportation, and the Capital Region Transportation Planning Agency to effectively plan and manage transportation systems that extend beyond jurisdictional boundaries.

Policy 6.13.1 – Consistency with State Transportation Plans (City of Tallahassee/Leon County):

Maintain consistency with and support state transportation plans, including the Florida Transportation Plan and the Strategic Intermodal System Plan.

Policy 6.13.2 – Consistency with Regional Transportation Plans (City of Tallahassee/Leon County):

Maintain consistency with and support regional transportation plans, including the Capital Region Transportation Planning Agency's Regional Mobility Plan, Transportation Improvement Plan, and any future regional transit plans.

Policy 6.13.3 – Consistency with Local Transportation Plans (City of Tallahassee/Leon County):

Maintain consistency with other transportation plans for Leon County and the City of Tallahassee, including the Bicycle and Pedestrian Master Plan.

Policy 6.13.4 – Signal Coordination Plans (City of Tallahassee/Leon County):

Require conformance of new signals with signal coordination plans and FDOT signal spacing standards for the state highway systems.

Policy 6.13.5 – Project Planning Partnerships (City of Tallahassee/Leon County):

Forge partnerships and effectively coordinate with modal providers, state and regional agencies, and other local governments in mobility planning and project development.

Policy 6.13.6 – Evacuation Routes (City of Tallahassee/Leon County):

Coordinate with the Florida Department of Transportation to ensure that the transportation network provides the capability to facilitate the evacuation of the coastal population in the event of an impending natural disaster.

Policy 6.13.7 – Emerging Technology (City of Tallahassee/Leon County):

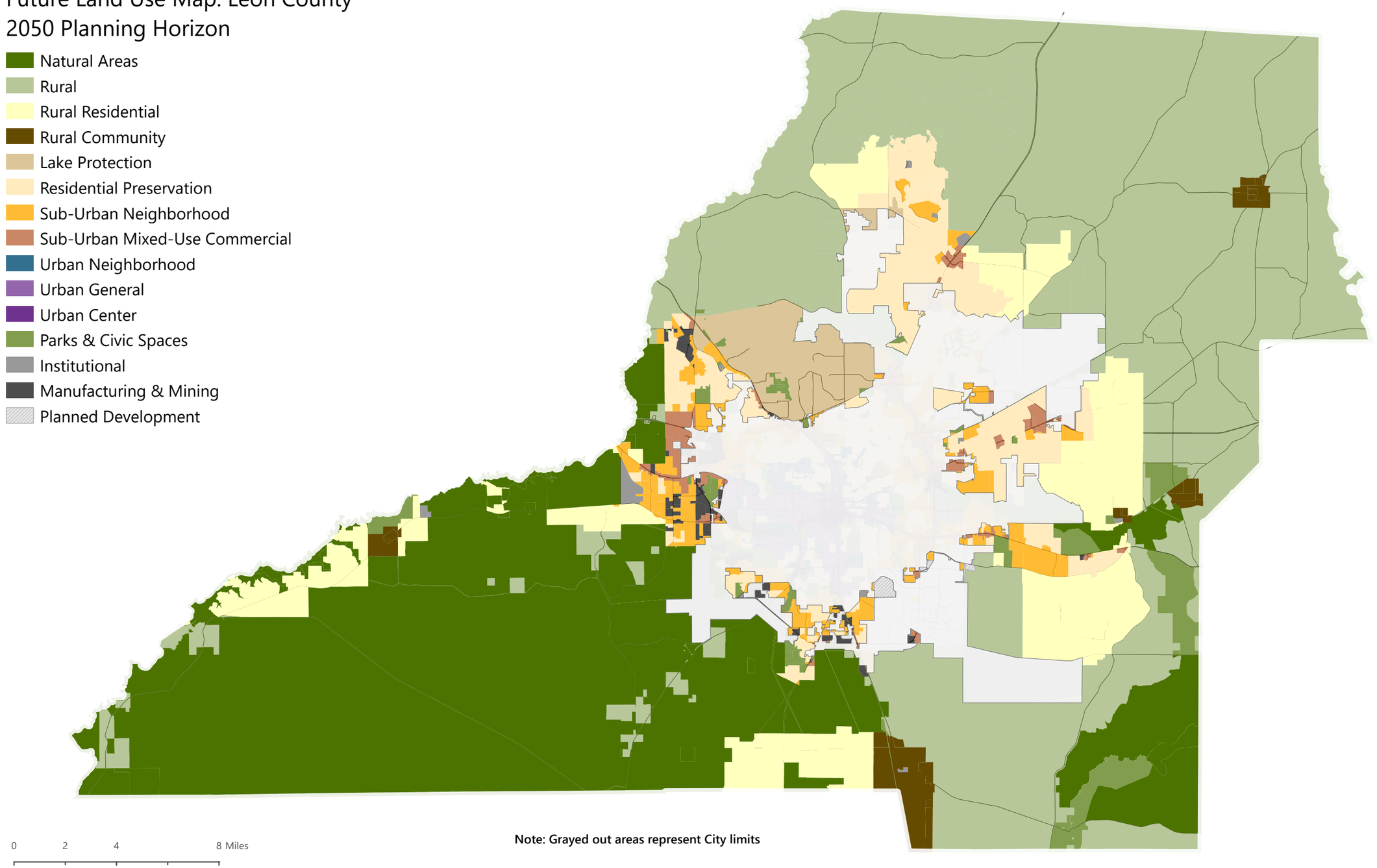
New advancements in transportation and mobility technologies shall be monitored for identification of potential infrastructure and safety needs, and implementation of these emerging technologies shall be coordinated with federal, state, regional, and local transportation authorities.

Maps Series: Future Land Use Map

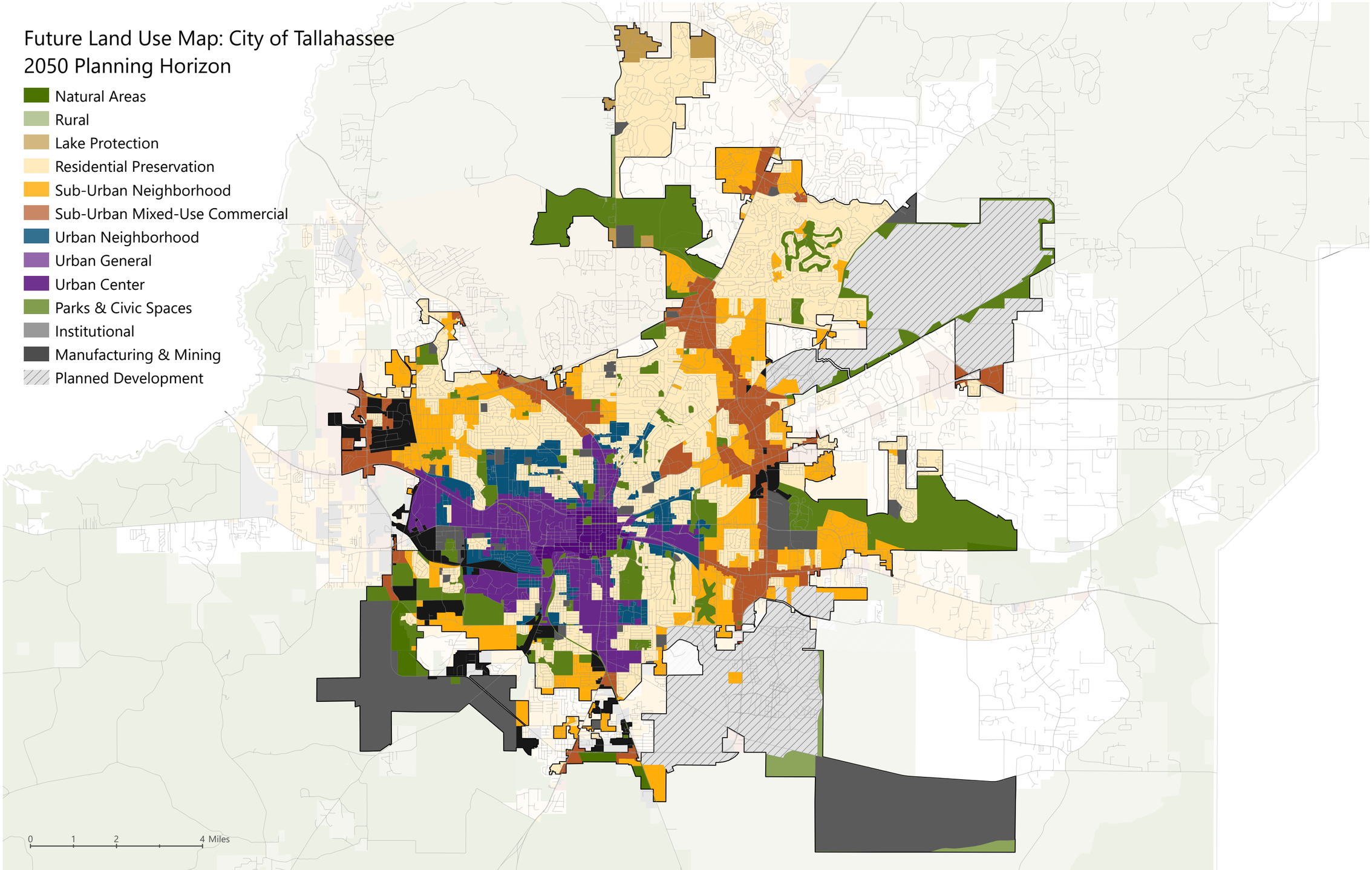
Maps and Data are maintained through GIS: https://tlcgis.org/

The Future Land Use Map is included in the map series for illustrative purposes. The official Future Land Use Map is adopted as Policy 2.8.1 of the Land Use and Mobility Element.

Future Land Use Map: Leon County
2050 Planning Horizon



Note: Grayed out areas represent City limits


Future Land Use Map: City of Tallahassee
2050 Planning Horizon
Natural Areas
Rural
Lake Protection
Residential Preservation
Sub-Urban Neighborhood
Sub-Urban Mixed-Use Commercial
Urban Neighborhood
Urban General
Urban Center
Parks & Civic Spaces
Institutional
Manufacturing & Mining
Planned Development
0
1
2
4 Miles

Maps Series: Urban Services Area

Maps and Data are maintained through GIS: https://tlcgis.org/

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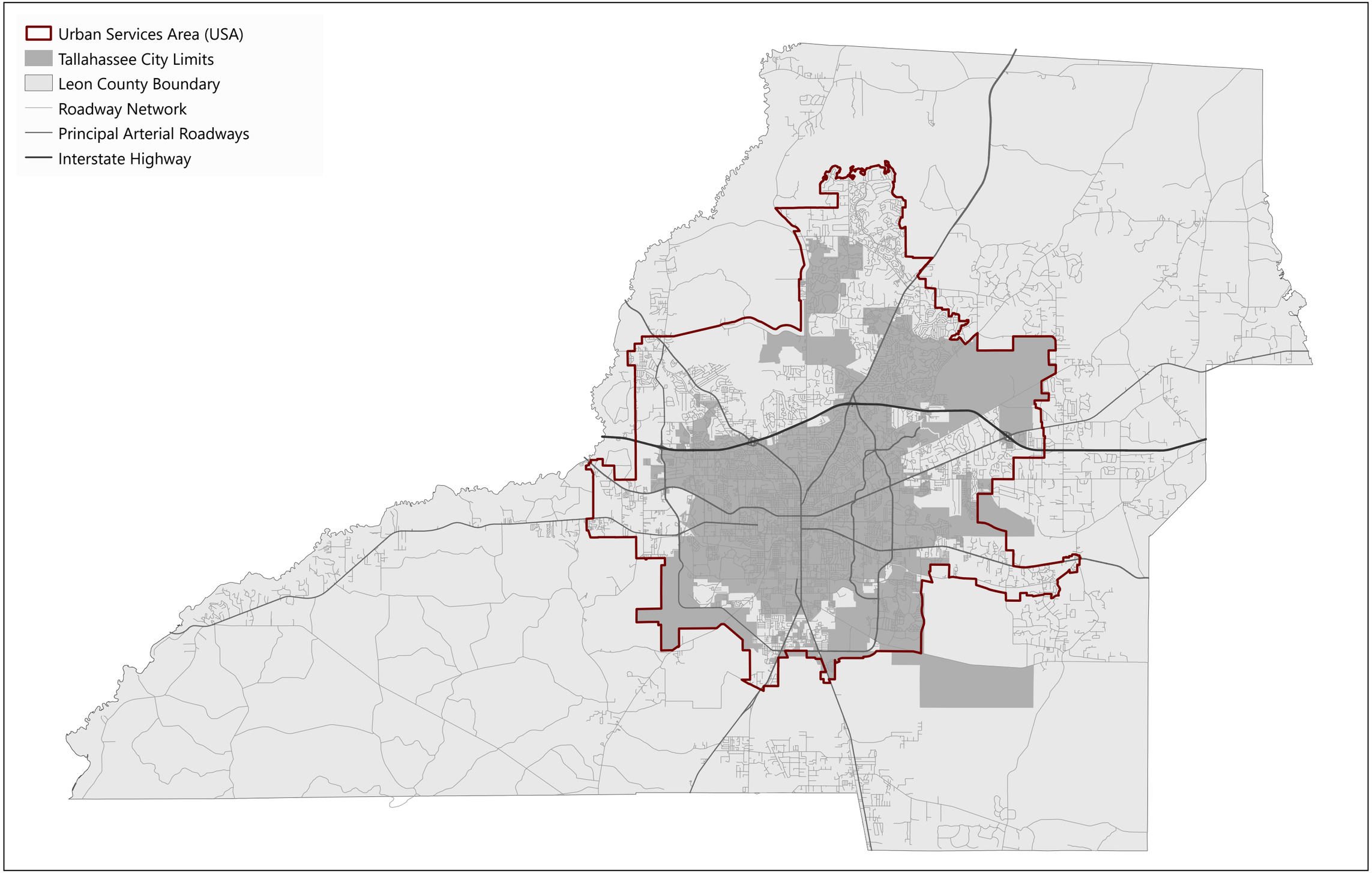

Urban Services Area (USA)
Tallahassee City Limits
Leon County Boundary
Roadway Network
Principal Arterial Roadways
Interstate Highway

Maps Series: Natural and Historic Resources

Maps and Data are maintained through GIS: https://tlcgis.org/

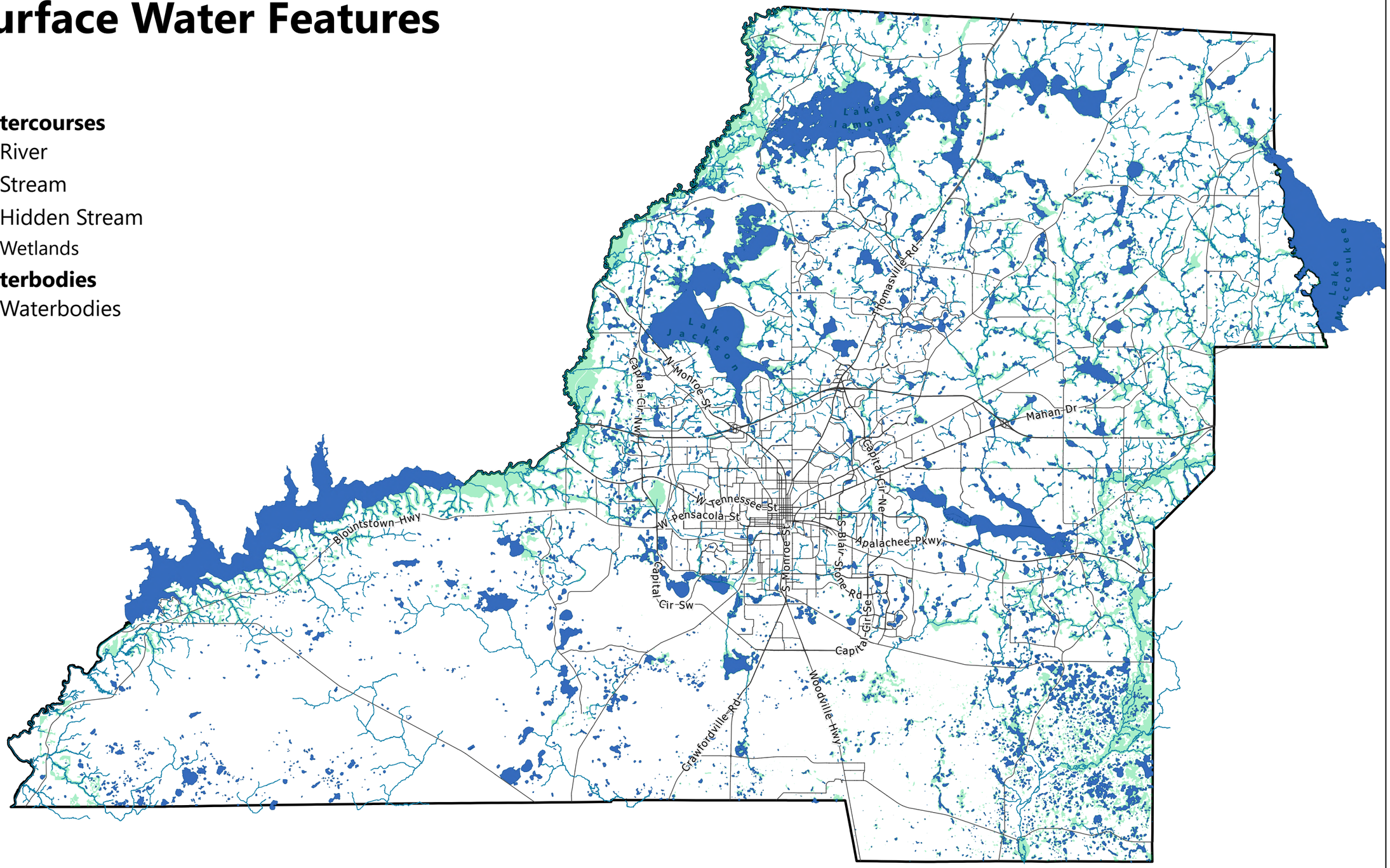
Surface Water Features

Watercourses

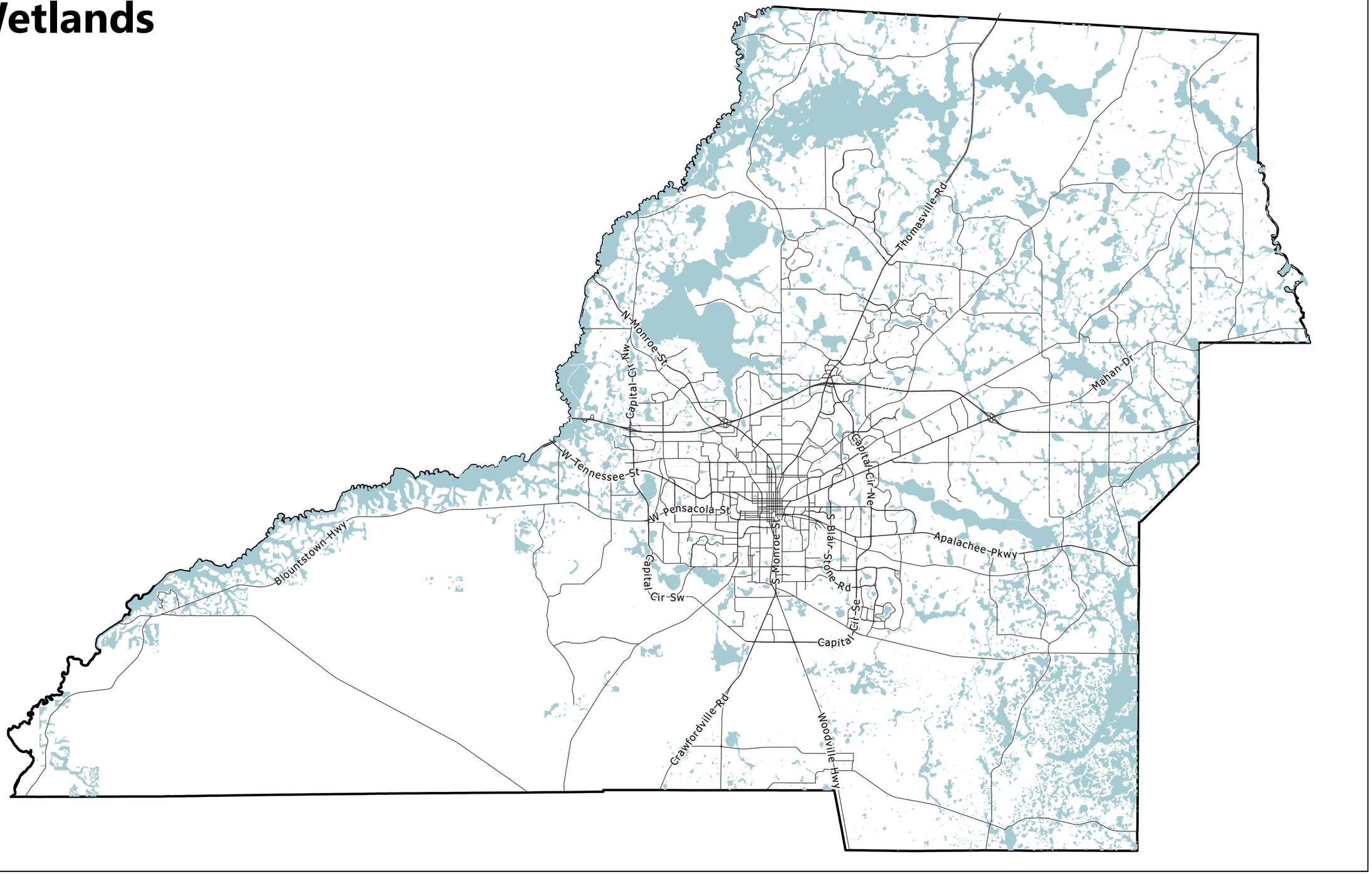
- River
- Stream
- Hidden Stream
- Wetlands

Waterbodies

- Waterbodies

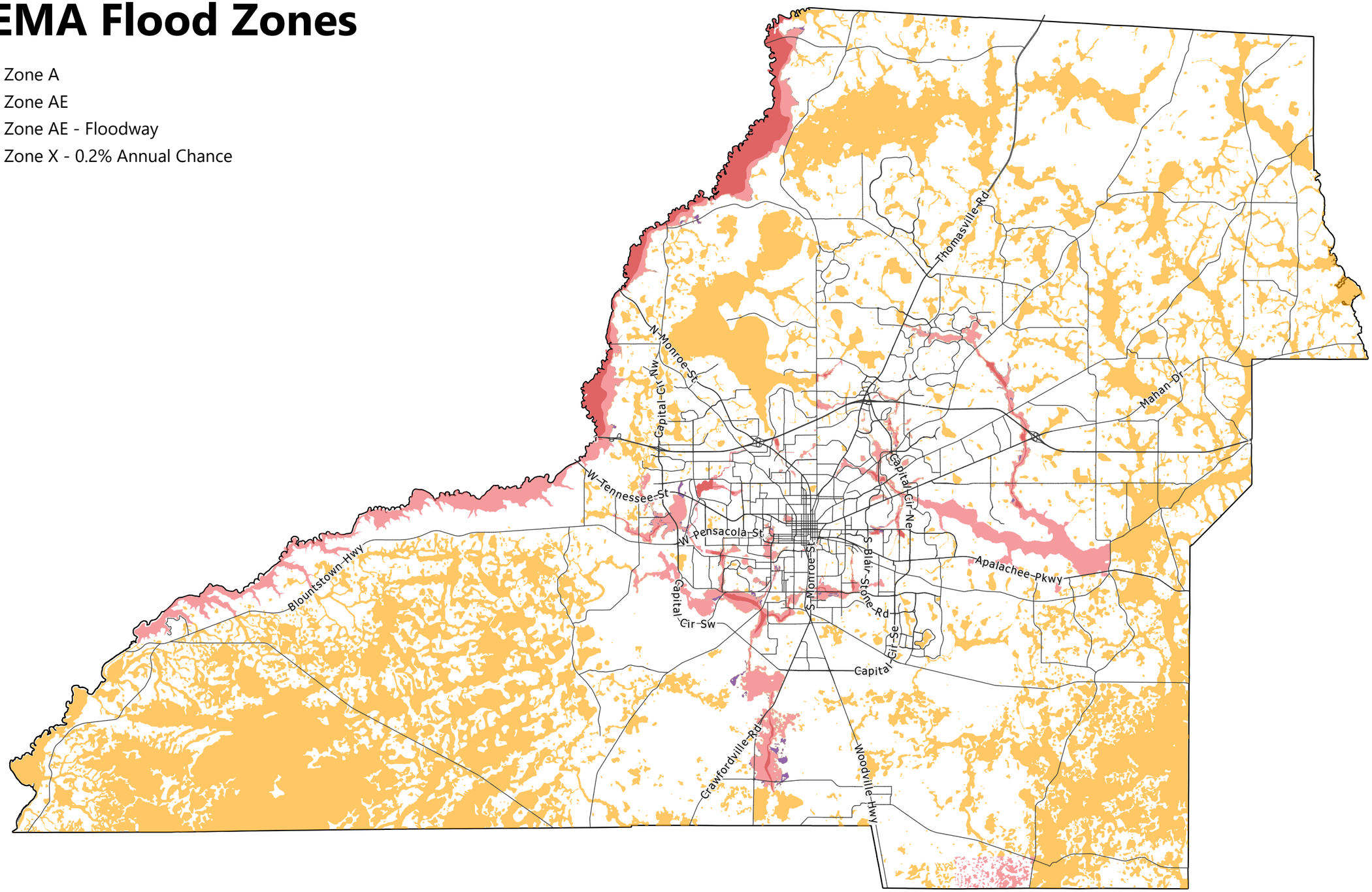


Wetlands


Thomasville Rd
N Monroe St
Capital Cir NW
W Tennessee St
W Pensacola St
Capital Cir NE
Mahan Dr
S Monroe St
S Blair Stone Rd
Apalachee Pkwy
Capital Cir SW
Capital Cir SE
Blountstown Hwy
Crawfordville Rd
Woodville Hwy

FEMA Flood Zones

- Zone A
- Zone AE
- Zone AE - Floodway
- Zone X - 0.2% Annual Chance



Soils of Tallahassee-Leon County

Soils by Hydrologic Group

- Group A
- Group B
- Group C
- Group A/D
- Group B/D
- Group C/D
- No Group Indicated

Group A - Group A soils consist of deep, well drained sands or gravelly sands with high infiltration and low runoff rates.

Group B - Group B soils consist of deep well drained soils with a moderately fine to moderately coarse texture and a moderate rate of infiltration and runoff.

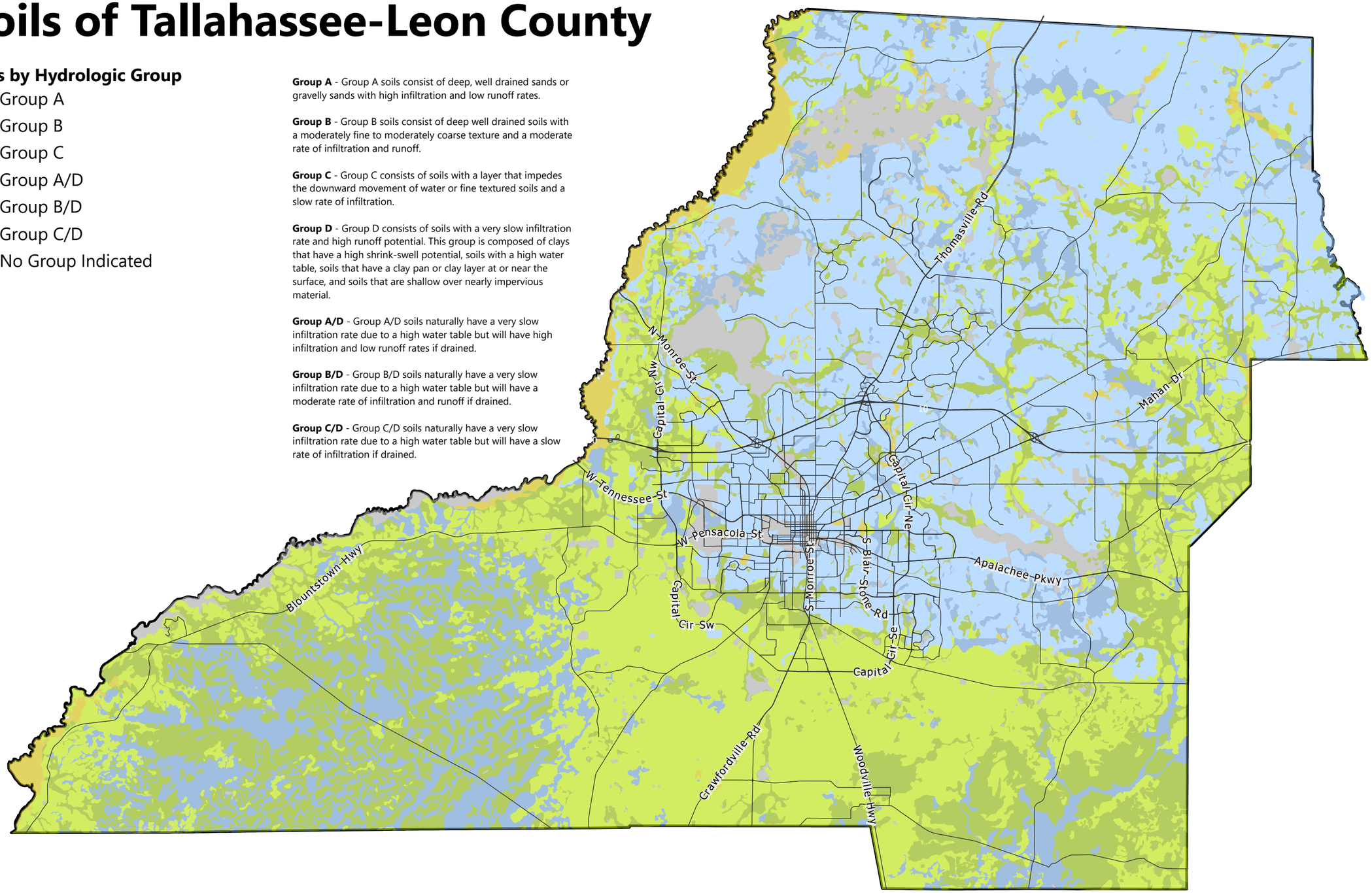
Group C - Group C consists of soils with a layer that impedes the downward movement of water or fine textured soils and a slow rate of infiltration.

Group D - Group D consists of soils with a very slow infiltration rate and high runoff potential. This group is composed of clays that have a high shrink-swell potential, soils with a high water table, soils that have a clay pan or clay layer at or near the surface, and soils that are shallow over nearly impervious material.

Group A/D - Group A/D soils naturally have a very slow infiltration rate due to a high water table but will have high infiltration and low runoff rates if drained.

Group B/D - Group B/D soils naturally have a very slow infiltration rate due to a high water table but will have a moderate rate of infiltration and runoff if drained.

Group C/D - Group C/D soils naturally have a very slow infiltration rate due to a high water table but will have a slow rate of infiltration if drained.



Designated Canopy Roads

Meridian Road from its intersection with Seventh Avenue to the state fine.

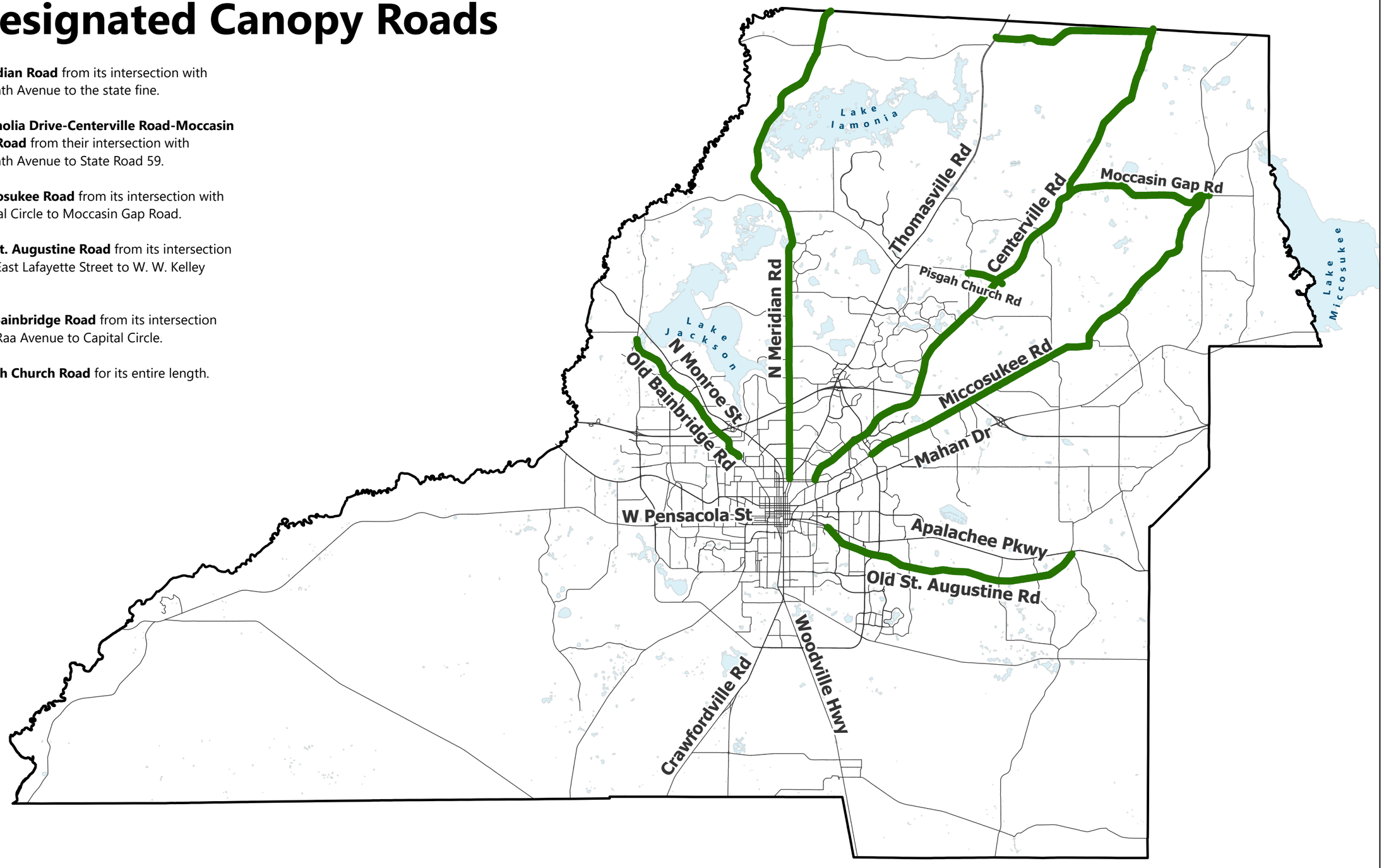
Magnolia Drive-Centerville Road-Moccasin Gap Road from their intersection with Seventh Avenue to State Road 59.

Miccosukee Road from its intersection with Capital Circle to Moccasin Gap Road.

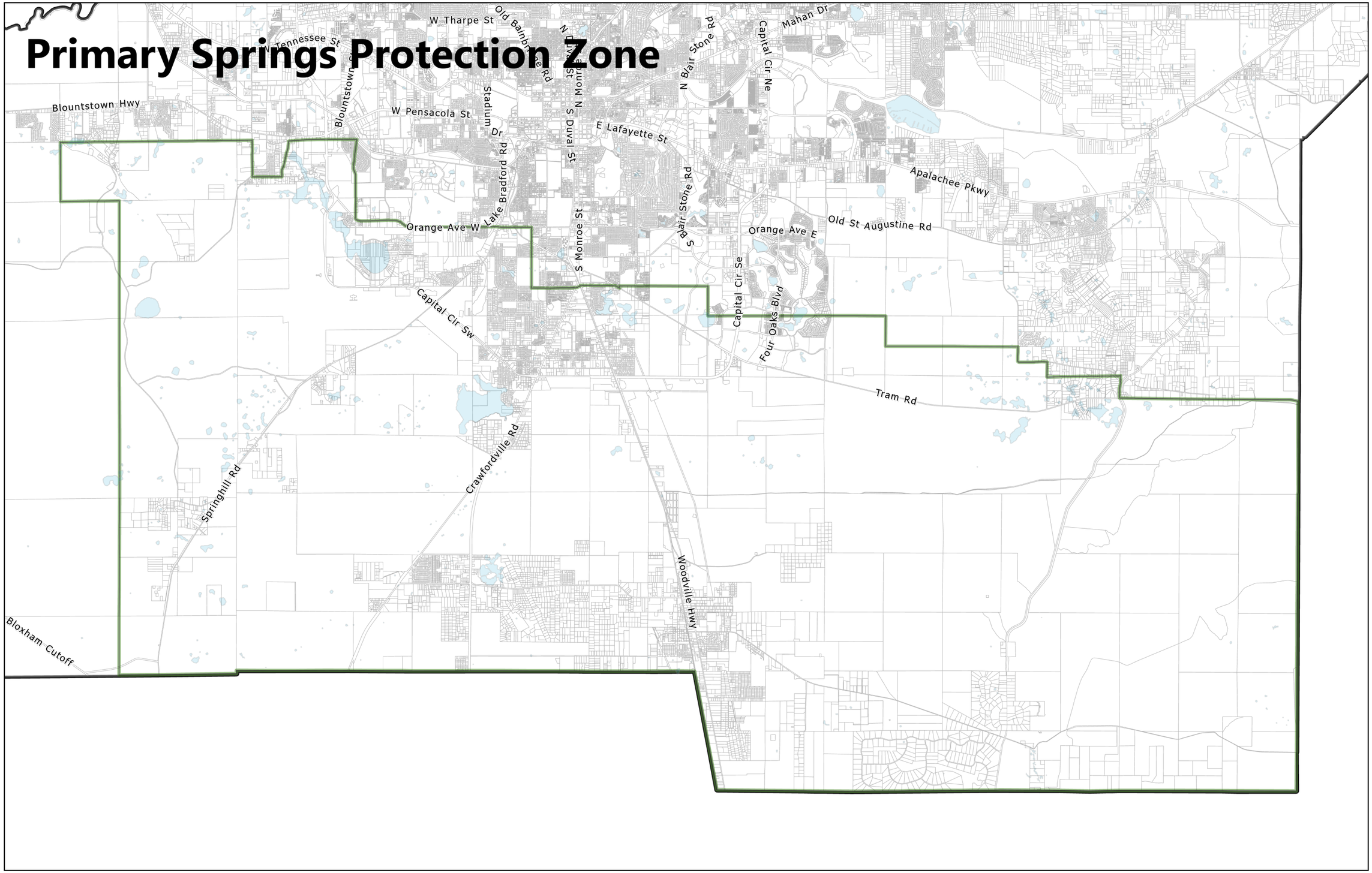
Old St. Augustine Road from its intersection with East Lafayette Street to W. W. Kelley Road.

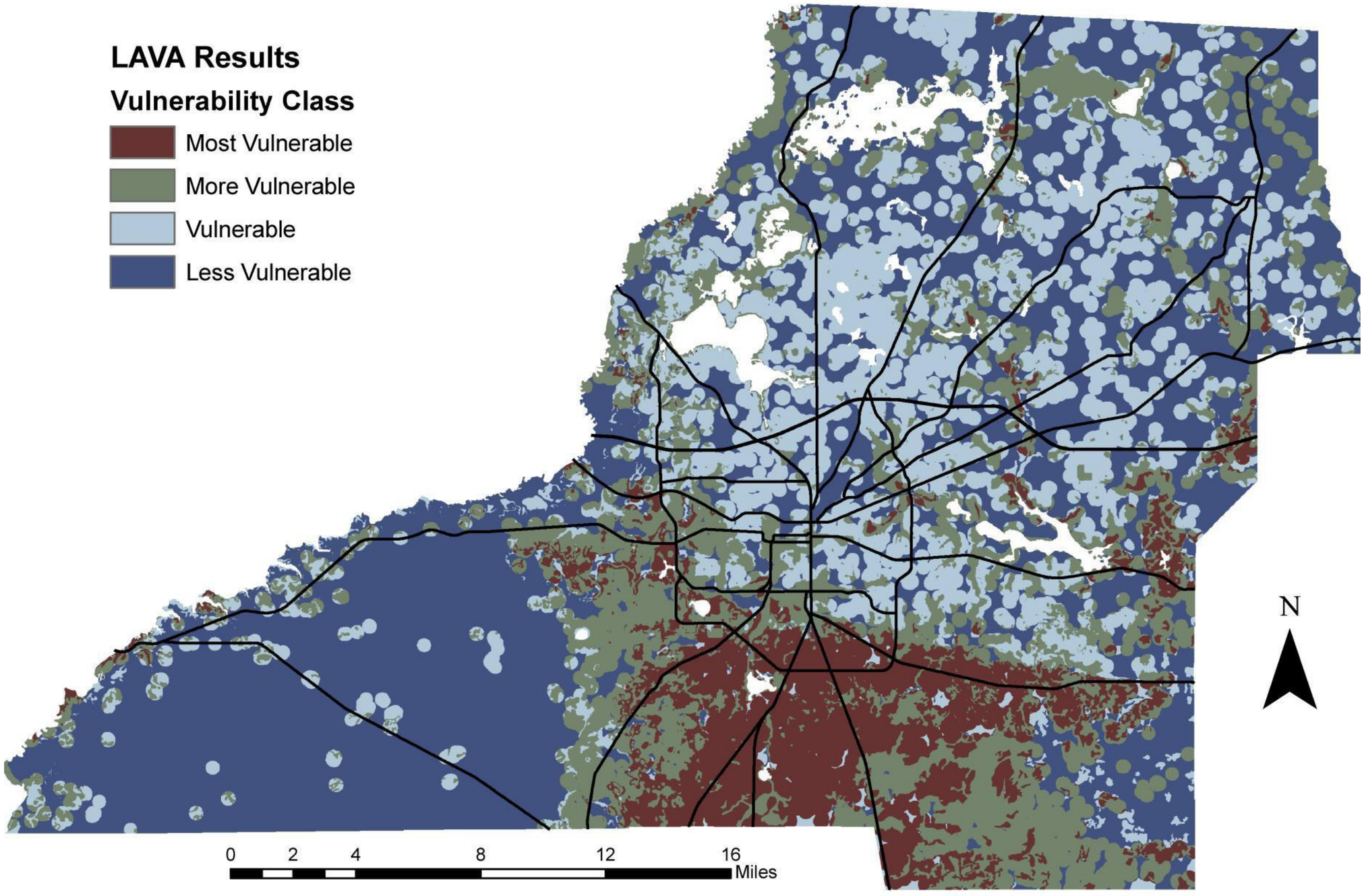
Old Bainbridge Road from its intersection with Raa Avenue to Capital Circle.

Pisgah Church Road for its entire length.

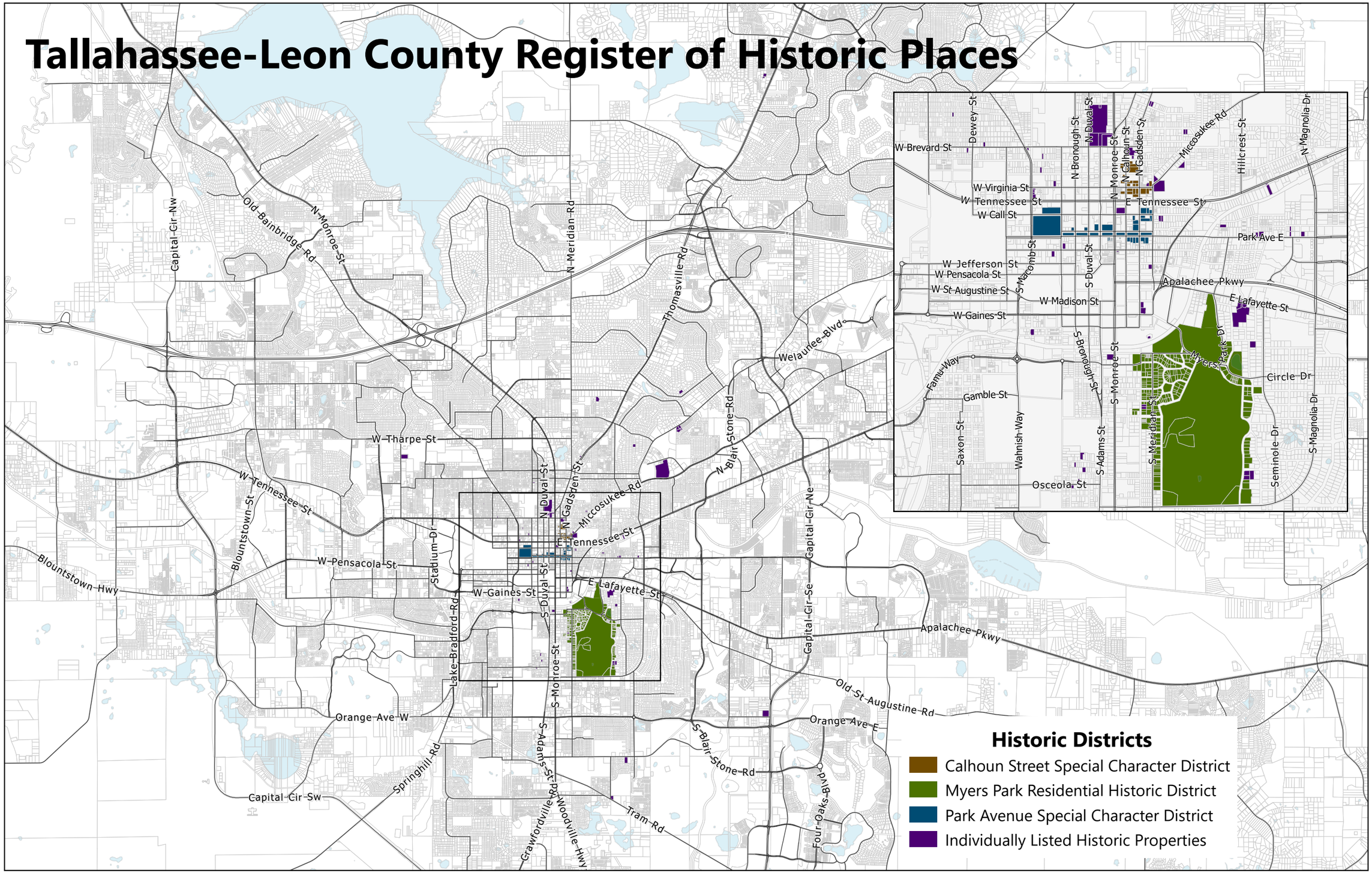


Primary Springs Protection Zone

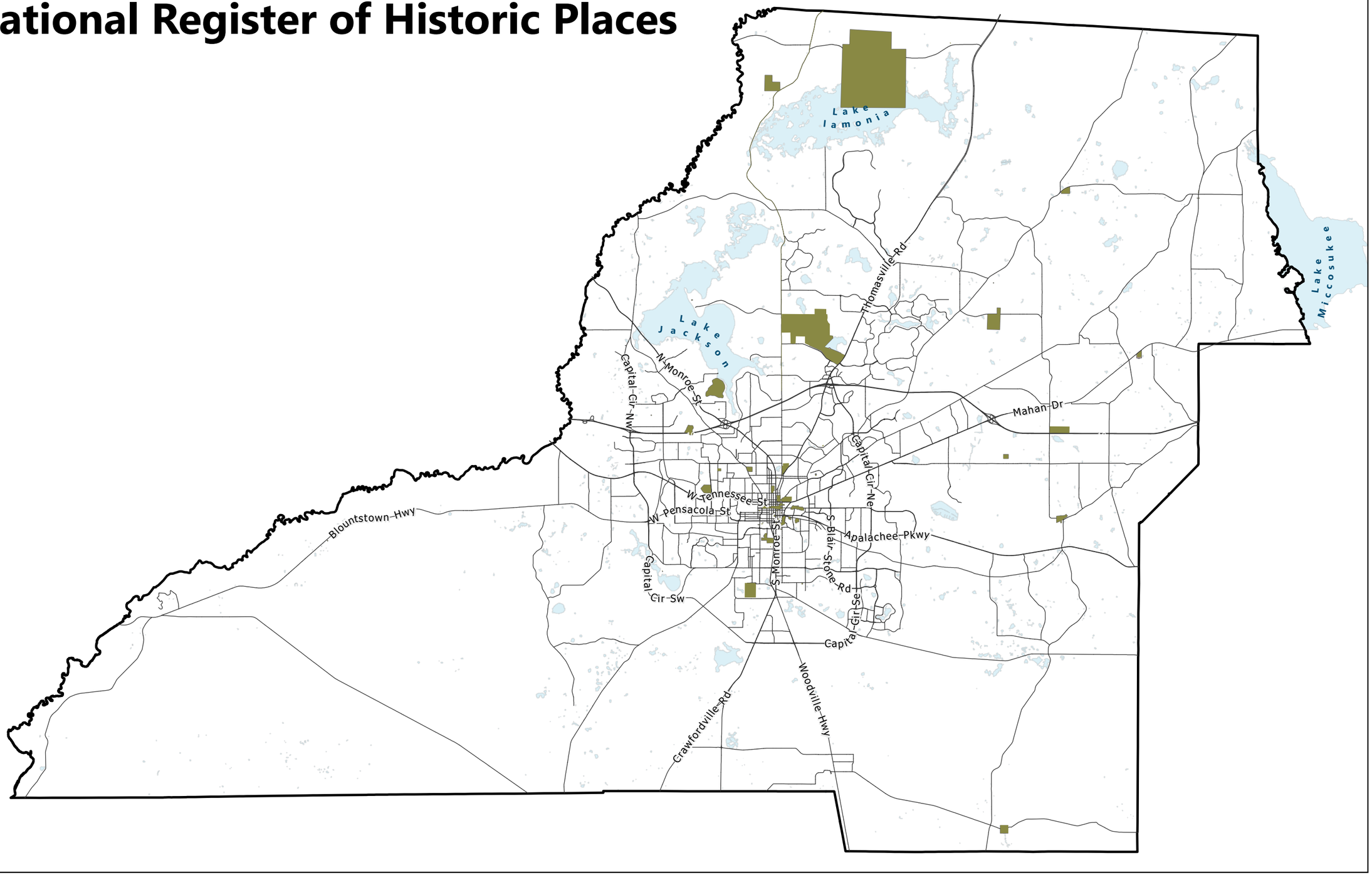


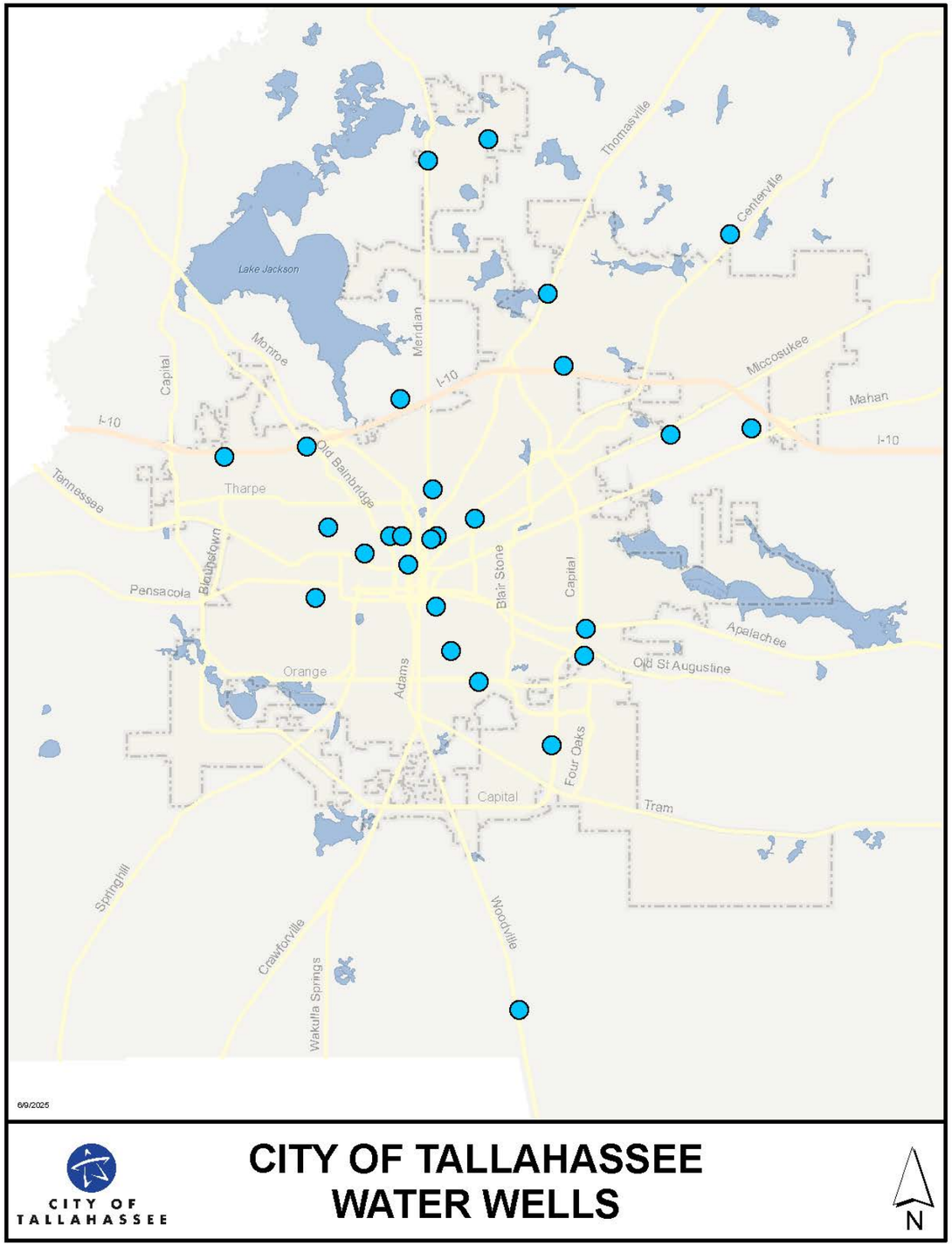

LAVA Results
Vulnerability Class
Most Vulnerable
More Vulnerable
Vulnerable
Less Vulnerable
0
2
4
8
12
16
Miles
N

Tallahassee-Leon County Register of Historic Places



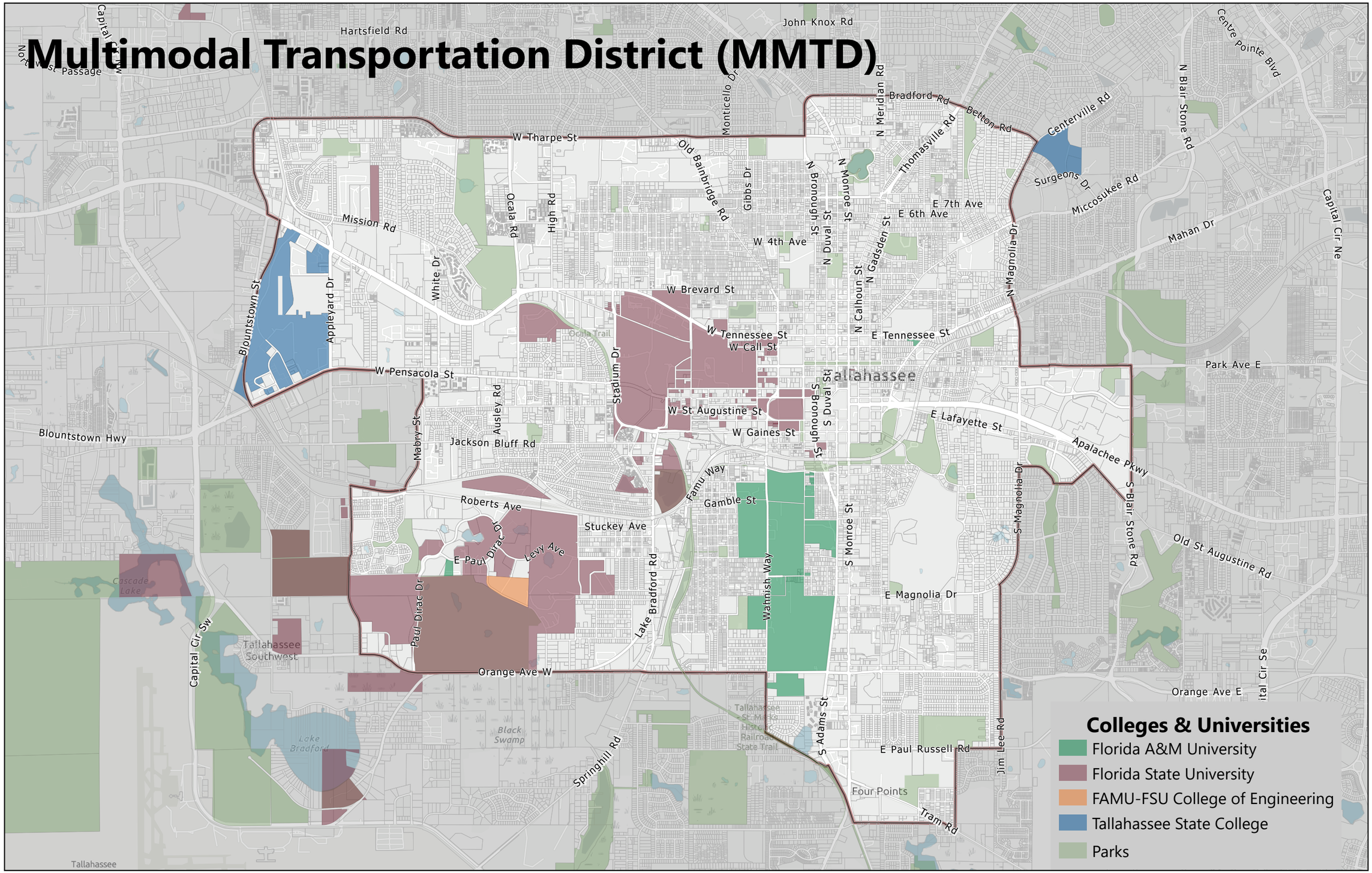
National Register of Historic Places




Thomasville
Centerville
Lake Jackson
Meridian
Monroe
Capital
I-10
Miccosukee
Mahan
I-10
I-10
Old Bainbridge
Tharpe
Tennessee
Bloxham
Pensacola
Blair Stone
Capital
Apalachee
Old St Augustine
Orange
Adams
Four Oaks
Capital
Tram
Springhill
Crawfordville
Wakulla Springs
Woodville
6/9/2025
CITY OF TALLAHASSEE
WATER WELLS
CITY OF TALLAHASSEE
N

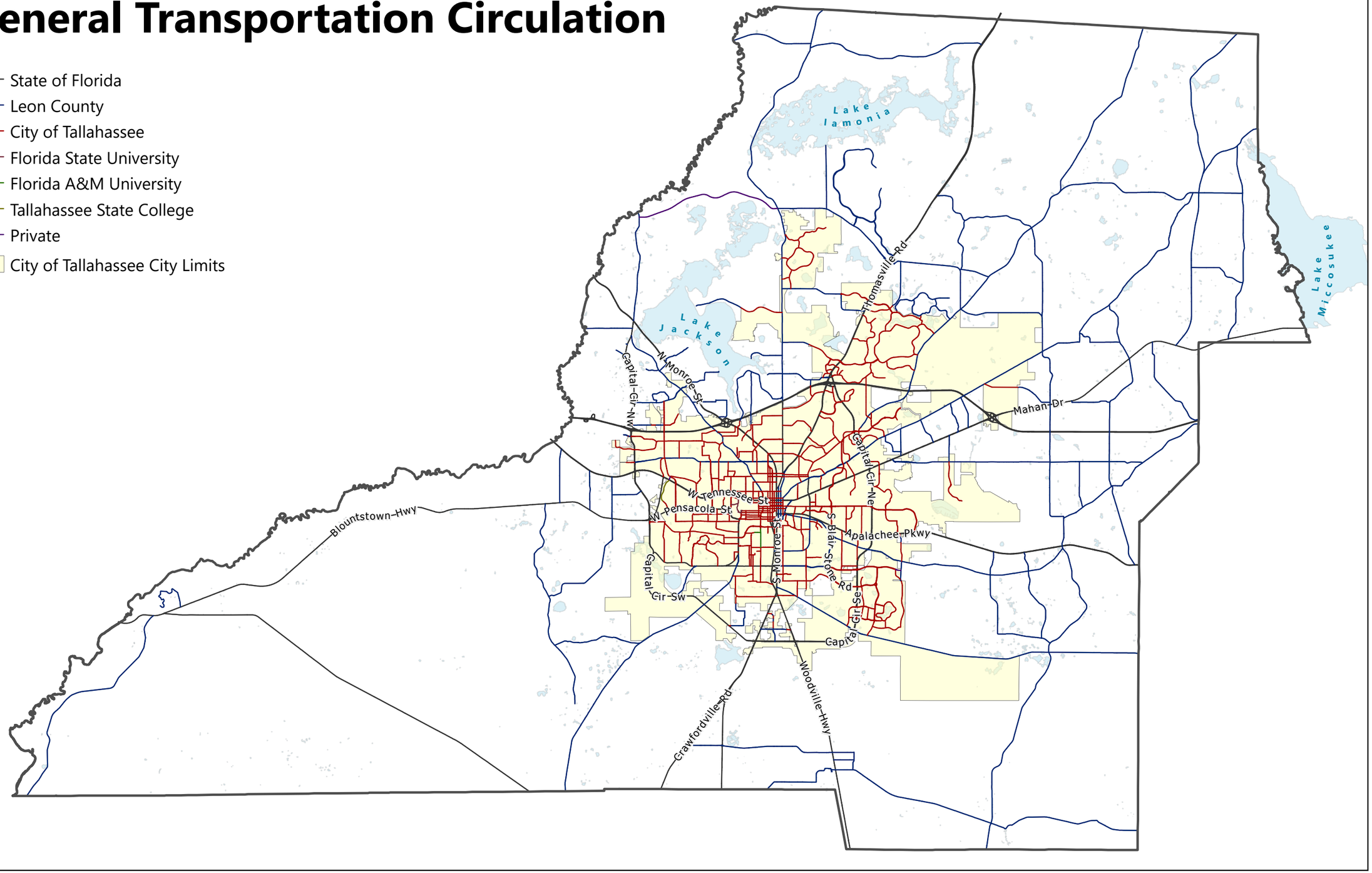
Mobility Maps

Multimodal Transportation District (MMTD)



General Transportation Circulation

- State of Florida
- Leon County
- City of Tallahassee
- Florida State University
- Florida A&M University
- Tallahassee State College
- Private
- City of Tallahassee City Limits



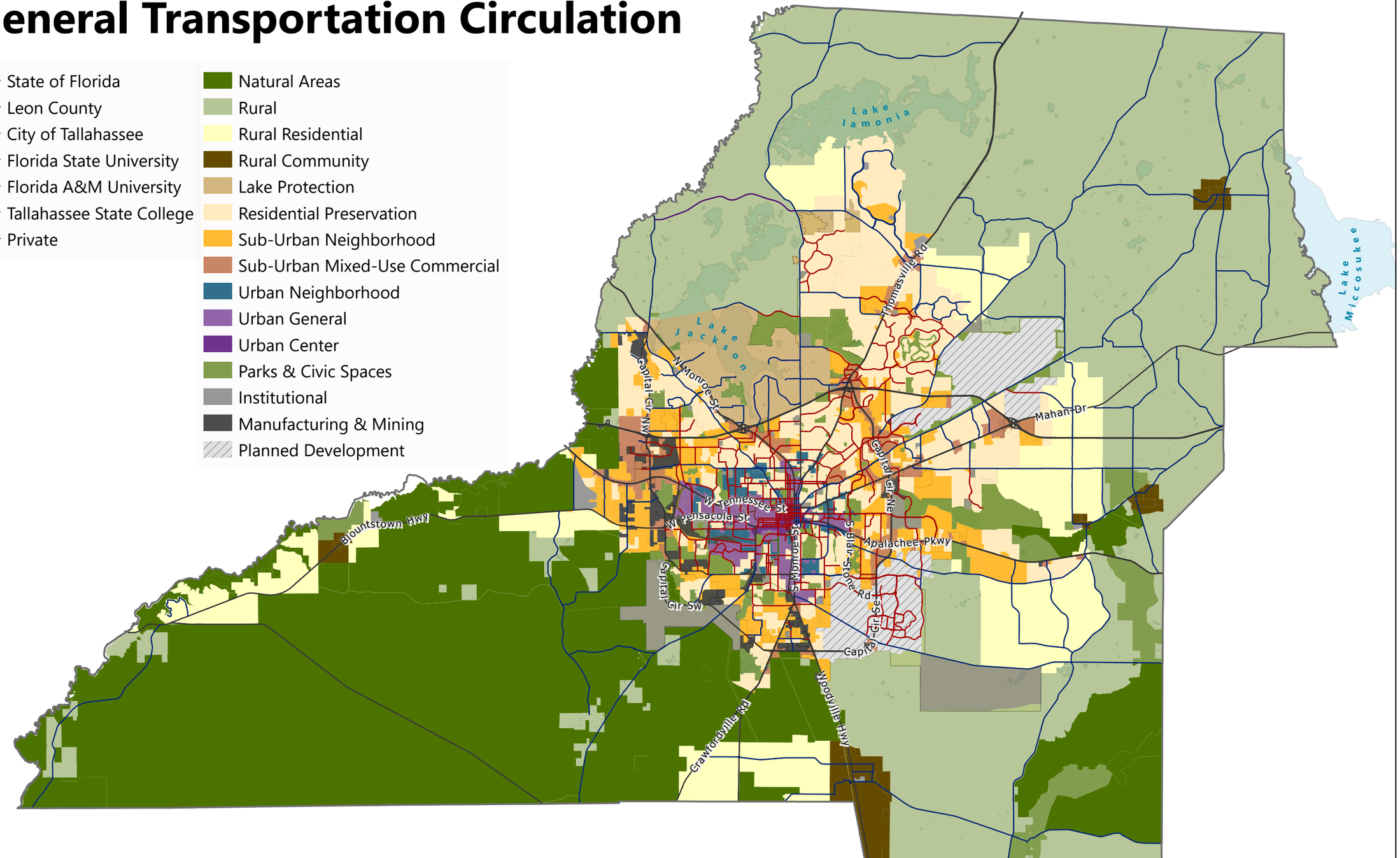
General Transportation Circulation

- State of Florida
- Leon County
- City of Tallahassee
- Florida State University
- Florida A&M University
- Tallahassee State College
- Private
- City of Tallahassee City Limits

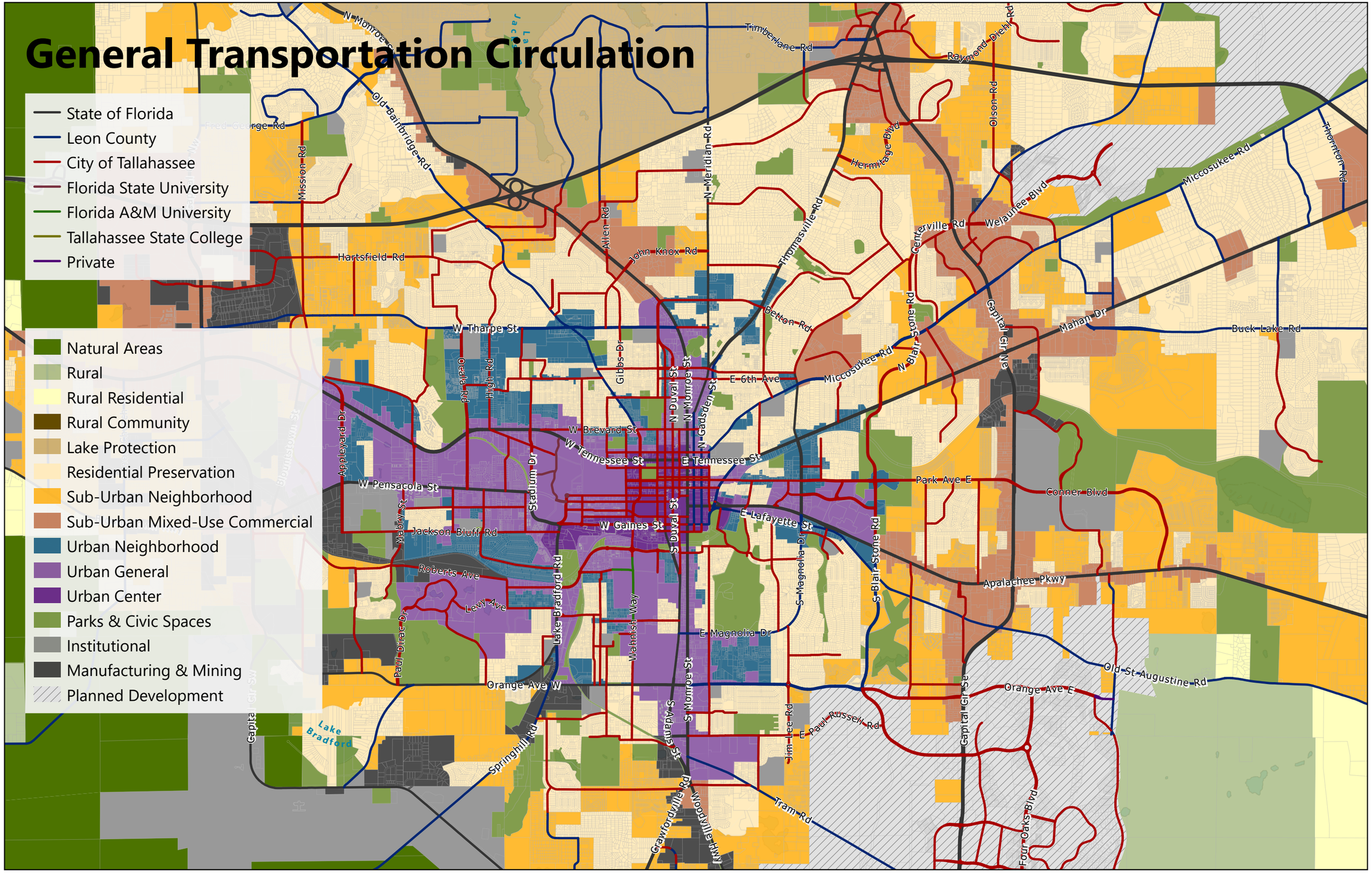
General Transportation Circulation

- State of Florida
- Leon County
- City of Tallahassee
- Florida State University
- Florida A&M University
- Tallahassee State College
- Private

- Natural Areas
- Rural
- Rural Residential
- Rural Community
- Lake Protection
- Residential Preservation
- Sub-Urban Neighborhood
- Sub-Urban Mixed-Use Commercial
- Urban Neighborhood
- Urban General
- Urban Center
- Parks & Civic Spaces
- Institutional
- Manufacturing & Mining
- Planned Development

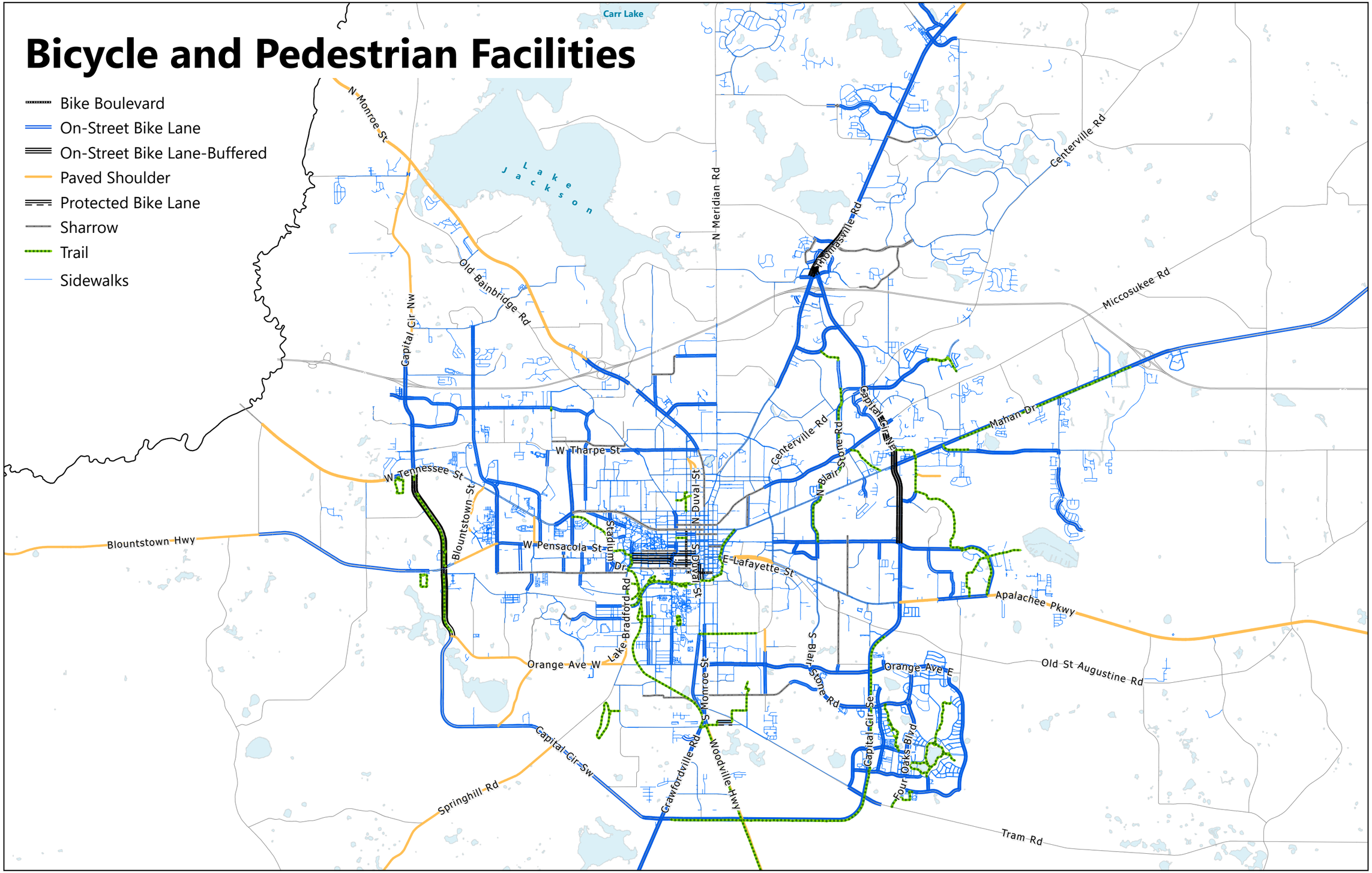


General Transportation Circulation



Bicycle and Pedestrian Facilities

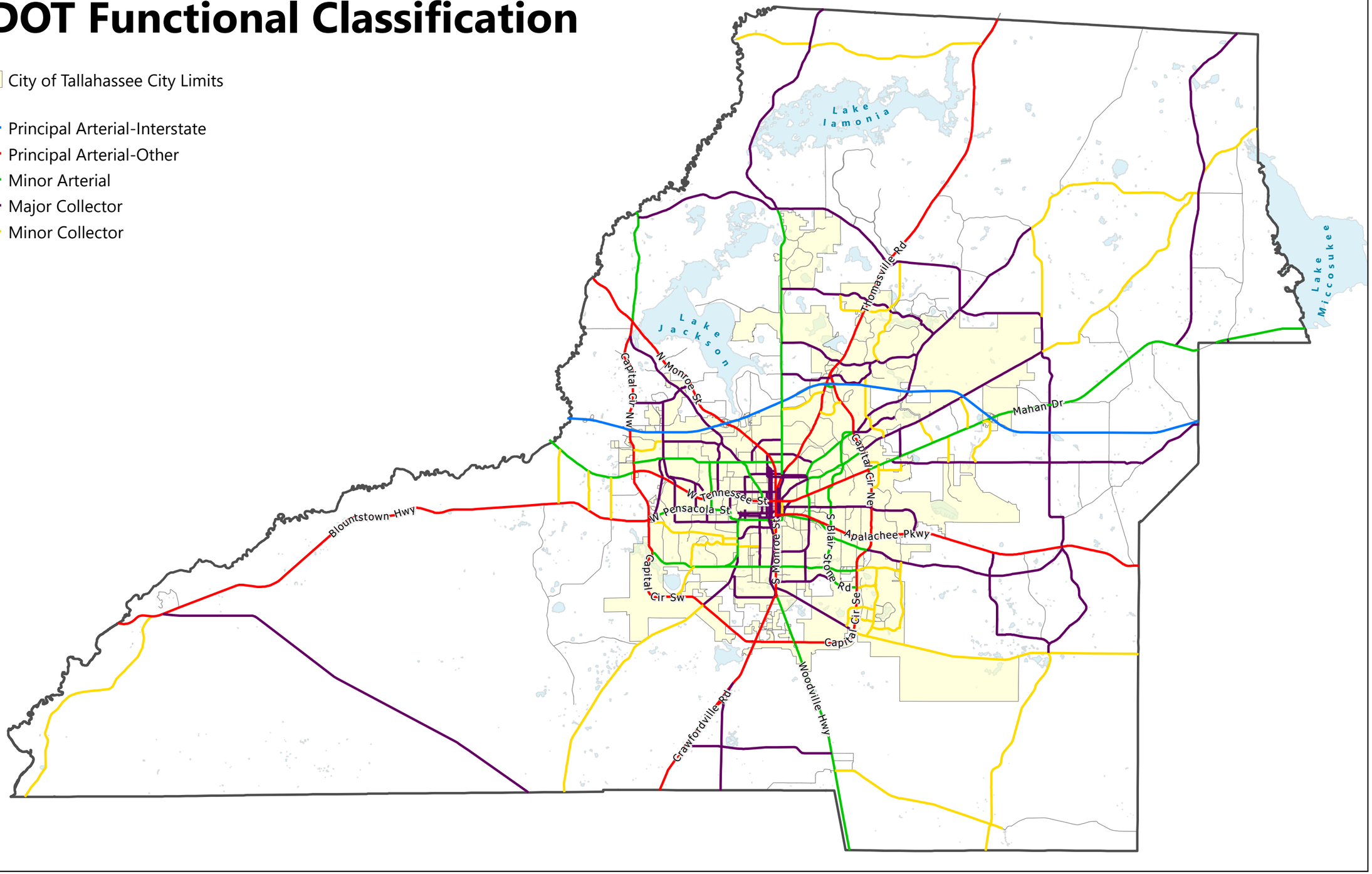
- Bike Boulevard
- On-Street Bike Lane
- On-Street Bike Lane-Buffered
- Paved Shoulder
- Protected Bike Lane
- Sharrow
- Trail
- Sidewalks



FDOT Functional Classification

City of Tallahassee City Limits

Principal Arterial-Interstate
Principal Arterial-Other
Minor Arterial
Major Collector
Minor Collector



FDOT Functional Classification

City of Tallahassee City Limits

Principal Arterial-Interstate
Principal Arterial-Other
Minor Arterial
Major Collector
Minor Collector

Planned Roadway Projects

City of Tallahassee City Limits

Planned Roadway Projects

FDOT Functional Classification

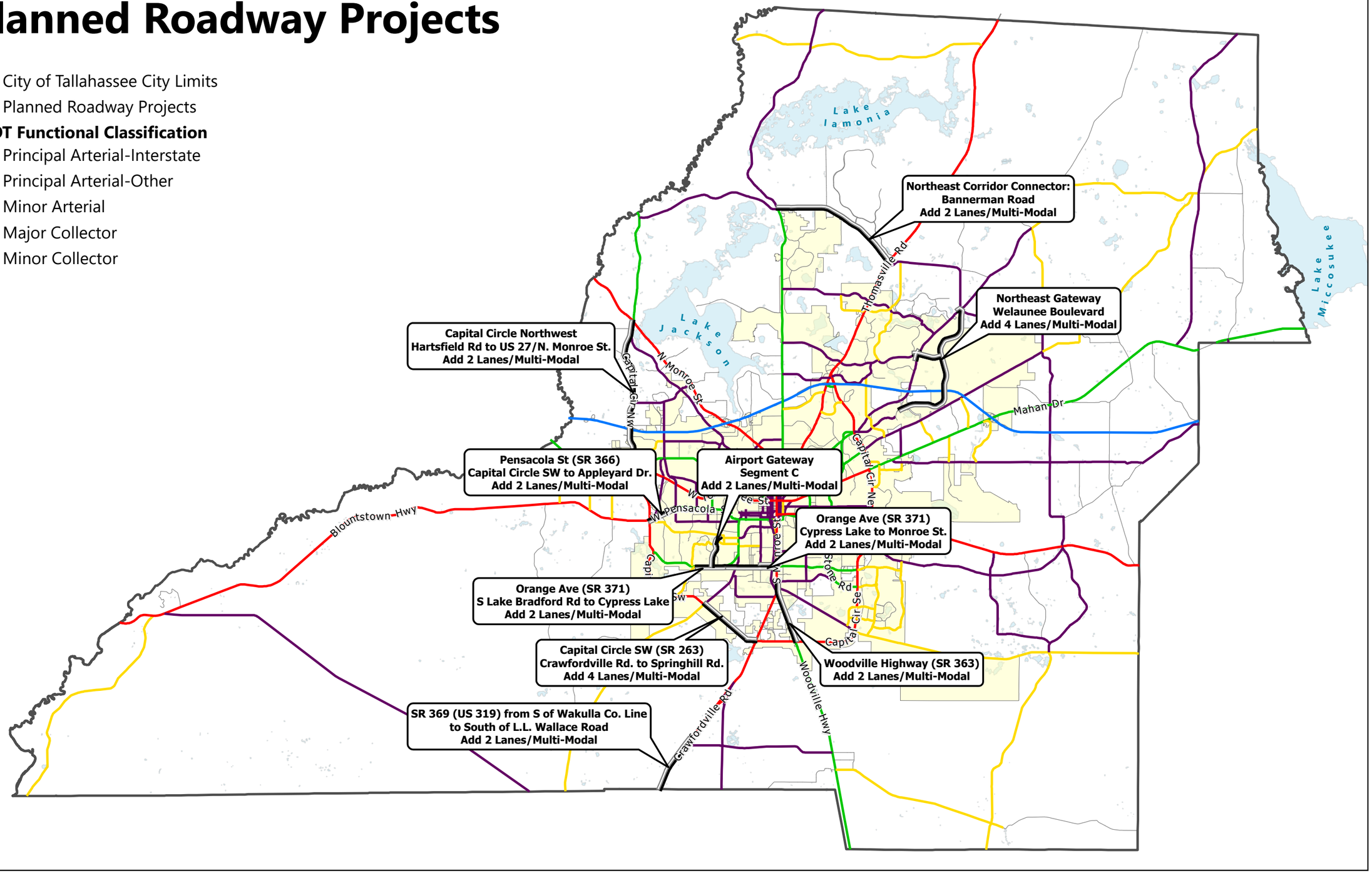
Principal Arterial-Interstate

Principal Arterial-Other

Minor Arterial

Major Collector

Minor Collector



Planned Roadway Projects

City of Tallahassee City Limits

Planned Roadway Projects

FDOT Functional Classification

- Principal Arterial-Interstate
- Principal Arterial-Other
- Minor Arterial
- Major Collector
- Minor Collector

Capital Circle Northwest
Hartsfield Rd to US 27/N. Monroe St.
Add 2 Lanes/Multi-Modal

Northeast Gateway
Welaunee Boulevard
Add 4 Lanes/Multi-Modal

Pensacola St (SR 366)
Capital Circle SW to Appleyard Dr.
Add 2 Lanes/Multi-Modal

Airport Gateway
Segment C
Add 2 Lanes/Multi-Modal

Orange Ave (SR 371)
Cypress Lake to Monroe St.
Add 2 Lanes/Multi-Modal

Orange Ave (SR 371)
S Lake Bradford Rd to Cypress Lake
Add 2 Lanes/Multi-Modal

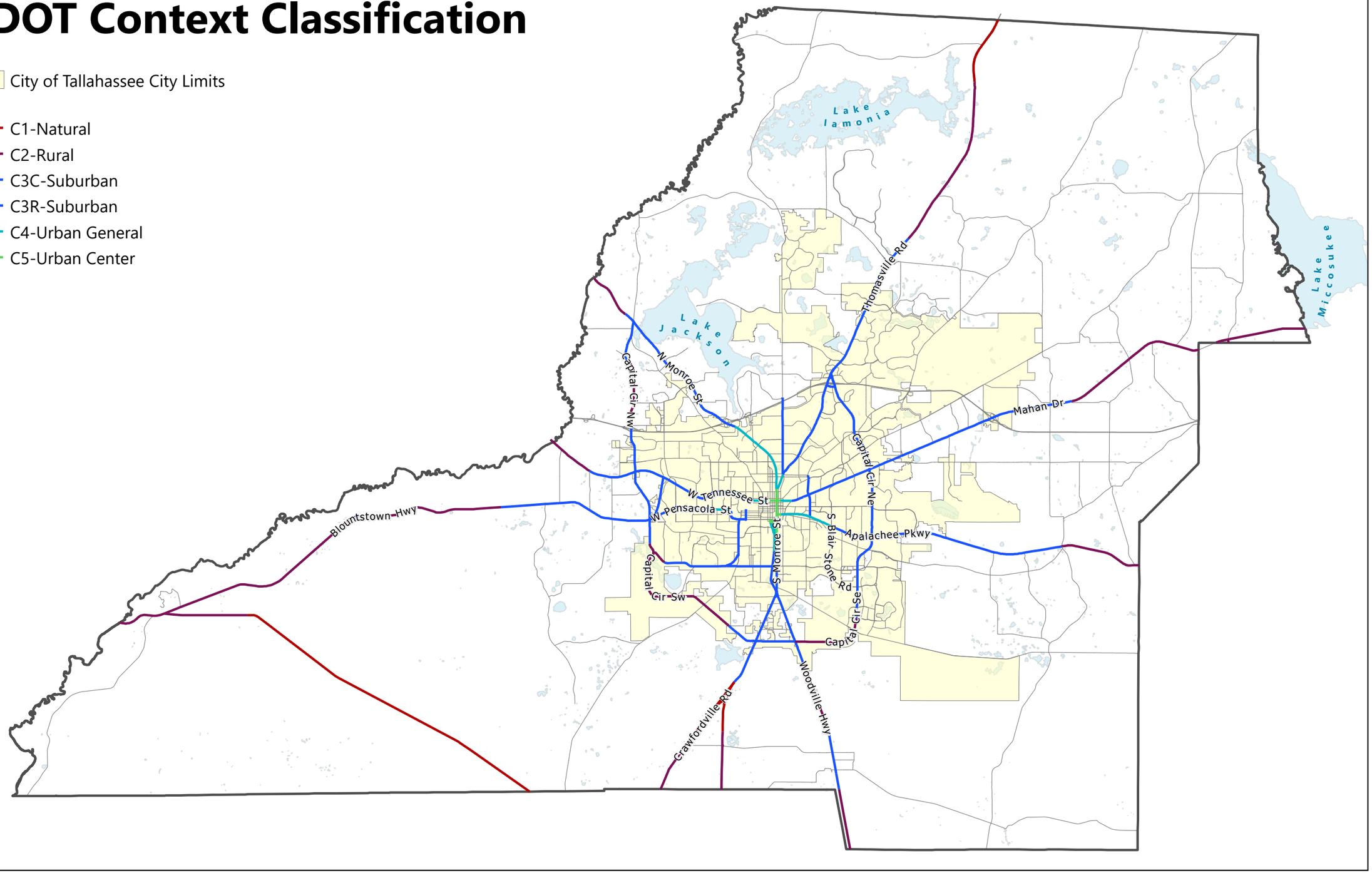
Capital Circle SW (SR 263)
Crawfordville Rd. to Springhill Rd.
Add 4 Lanes/Multi-Modal

Woodville Highway (SR 363)
Add 2 Lanes/Multi-Modal

FDOT Context Classification

City of Tallahassee City Limits

- C1-Natural
- C2-Rural
- C3C-Suburban
- C3R-Suburban
- C4-Urban General
- C5-Urban Center



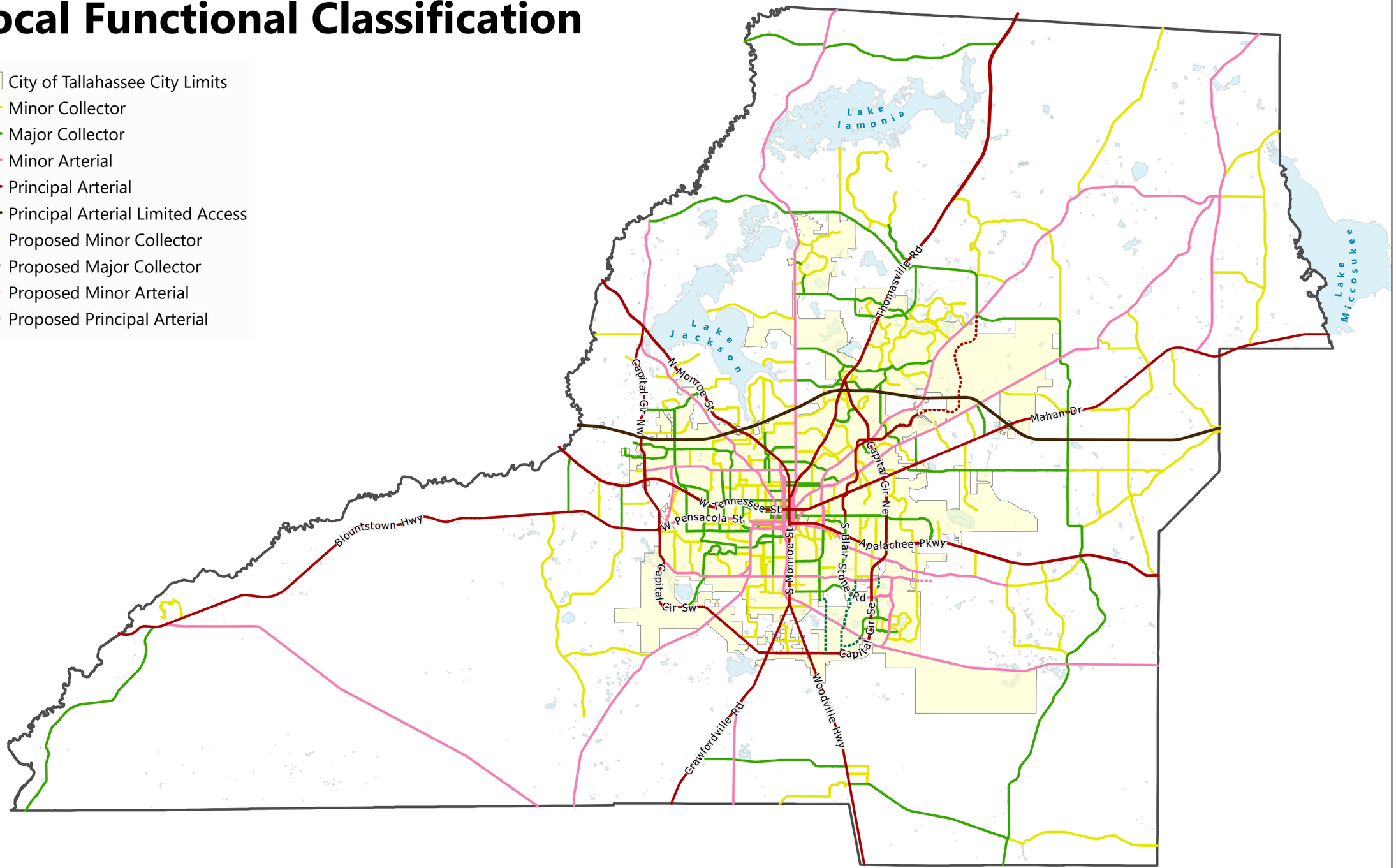
FDOT Context Classification

City of Tallahassee City Limits

- C2-Rural
- C3C-Suburban
- C3R-Suburban
- C4-Urban General
- C5-Urban Center

Local Functional Classification

- City of Tallahassee City Limits
- Minor Collector
- Major Collector
- Minor Arterial
- Principal Arterial
- Principal Arterial Limited Access
- Proposed Minor Collector
- Proposed Major Collector
- Proposed Minor Arterial
- Proposed Principal Arterial

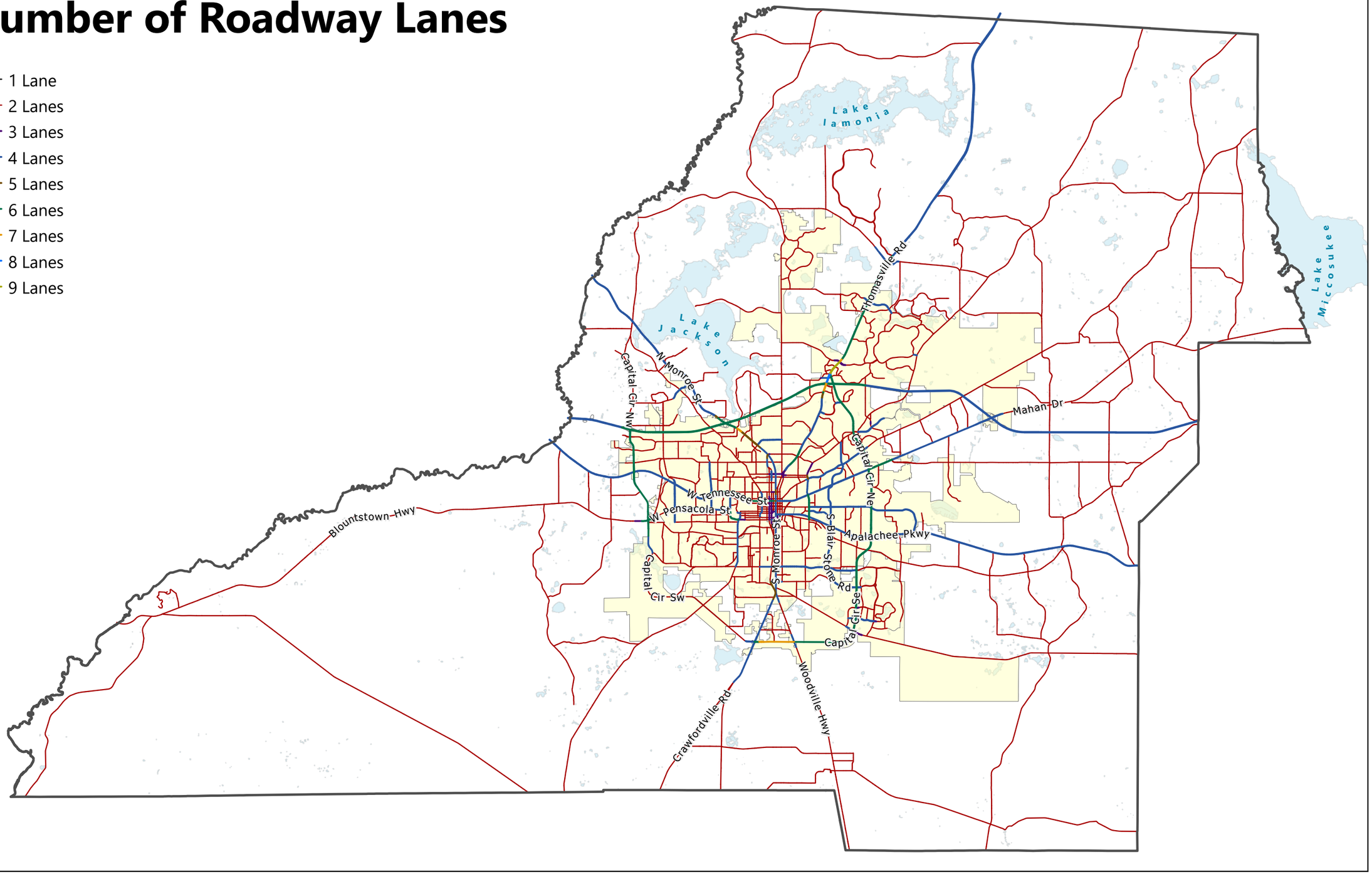


Local Functional Classification

- City of Tallahassee City Limits
- Minor Collector
- Major Collector
- Minor Arterial
- Principal Arterial
- Principal Arterial Limited Access
- Proposed Minor Collector
- Proposed Major Collector
- Proposed Minor Arterial
- Proposed Principal Arterial

Number of Roadway Lanes

- 1 Lane
- 2 Lanes
- 3 Lanes
- 4 Lanes
- 5 Lanes
- 6 Lanes
- 7 Lanes
- 8 Lanes
- 9 Lanes



Number of Roadway Lanes

- 1 Lane
- 2 Lanes
- 3 Lanes
- 4 Lanes
- 5 Lanes
- 6 Lanes
- 7 Lanes
- 8 Lanes
- 9 Lanes

LAND USE

GOALS, OBJECTIVES AND POLICIES

Goal 1: [L] (EFF. 7/16/90)

The Comprehensive Plan shall protect and enhance the quality of life in this community by providing economically sound educational, employment, cultural, recreational, commercial, industrial and professional opportunities to its citizens while channeling inevitable growth into locations and activities that protect the natural and aesthetic environments and residential neighborhoods.

GROWTH MANAGEMENT/ URBAN SERVICES AREA

Objective 1.1: [L] (EFF.7/16/90; REV. EFF. 7/26/06; REV. EFF. 12/24/10)

Direct development to those areas which have in place, or have agreements to provide, the land and water resources, fiscal abilities, and the service capacity to accommodate growth in an environmentally acceptable manner. This shall be accomplished in part through the establishment and maintenance of an Urban Service Area (USA) concept. This Urban Service Area (USA) concept is based upon a desire to have Tallahassee and Leon County grow in a responsible manner, with infrastructure provided economically and efficiently, and surrounding forest and agricultural lands protected from unwarranted and premature conversion to urban land use. An urban service strategy provides for well managed, orderly growth, which preserves natural resources and promotes fiscal responsibility. The location and size of the USA shall be depicted on the Future Land Use Map and is based upon the area necessary to accommodate 90% of new residential dwelling units within the County by the Plan Horizon; the ability to provide urban infrastructure; and, the presence of environmentally sensitive lands and water bodies, requiring protection from the impacts of urban development.

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

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

Policy 1.1.2: [L] **(REV. EFF. 12/10/91)**

Improvement of capital infrastructure shall be provided within the designated urban service area and shall be phased over the life of the plan.

Policy 1.1.3: [L] **(REV. EFF. 12/10/91; REV. EFF. 7/26/06)**

Capital infrastructure designed to support urban density outside the Urban Service Area shall be prohibited except as described below. Capital infrastructure which is designed or intended to provide services to the population of the Urban Service Area may be located outside the Urban Service Area. This policy includes but is not limited to landfill, spray irrigation facilities, and inter-county transportation roadways.

Capital improvement projects or expenditures designed to support urban density outside of the Urban Service Area will not occur outside the designated Urban Service Area unless a demonstrated hardship can be shown to occur for existing development or residents as of February 1, 1990. A demonstrated hardship refers to:

- Replacement of existing facilities due to deterioration or destruction from natural disaster.
- A public health and/or safety problem if no improvements are made (example - contaminated water wells).
- Potential of severe environmental degradation if no improvements are made (example - failing septic tanks).

The capacity of these facilities shall be limited to that necessary to serve development existing on or prior to February 1, 1990.

Policy 1.1.4: [L] **(REV. EFF. 7/20/05)**

Central water and sewer may be provided in areas designated as Rural Community, Woodville Rural Community, and enclaves within the Woodville Rural Community designated for Residential Preservation on the future land use map.

Policy 1.1.5: [L] **(EFF. 7/16/90; REV. EFF. 7/26/06)**

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

Policy 1.1.6: [L] **(EFF. 7/16/90)**

Areas within the urban service area will receive urban level capital facilities and services according to the schedule established in the Capital Improvements Element.

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

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

Policy 1.1.8: [L] **(EFF. 7/26/06; REV. EFF. 12/24/10)**

The size of the USA is related to the projected fiscal capacity of the local government to provide urban infrastructure. An assessment of changing conditions over the 20-year period of the plan is built in through the required seven year Evaluation and Appraisal Report (EAR) and the annual capital improvements process. The integrity of the USA concept is maintained by strict adherence to the premise of not funding or scheduling major capital improvement projects outside the USA, Rural Communities or the Woodville Rural Community in conjunction with a policy of discouraging premature use and underutilization of land designated for urban development. Additionally, the size of the USA should be limited to reflect the ability of the public to provide infrastructure, limitations of environmental constraints and existing development and to provide for a phasing mechanism to the Plan Horizon.

The area within the USA is sized to accommodate approximately 50% more vacant land than is necessary to accommodate the population growth expected within the USA from 1993 to the Plan Horizon. It is expected that a USA sized 50% larger than our vacant land needs will provide sufficient constraint for growth management policies to be effective, while not over constraining the supply of vacant land.

Policy 1.1.9: [L] **(EFF. 7/26/06)**

In order to achieve efficient and effective use of infrastructure and land, residential density within the USA shall average no less than 2 dwelling units per gross acre. Some future land use categories may establish higher minimum densities and minimum intensity requirements for nonresidential development. Attainment of minimum densities and intensities will be measured and reported annually and be evaluated at a minimum during subsequent Evaluation and Appraisal Reports and adjustments to the Comprehensive Plan necessary to achieve this measure will be recommended as warranted in the future.

Policy 1.1.10: [L] **(EFF.7/16/90; RENUMBERED EFF. 7/26/06; FORMERLY POLICY 1.1.8.)**

Compliance with the Conservation Element shall be met prior to consideration of requirements in the Land Use Element.

Policy 1.1.11: [L] **(REV. EFF. 3/14/07; REV. EFF. 1/7/10)**

The growth management strategy of the Tallahassee-Leon County Comprehensive Plan is designed to be implemented by a series of instruments which include:

1) An **Urban Service Area** strategy to guide and coordinate land use densities and intensities with the availability of capital infrastructure and to discourage urban sprawl.

2) A **Land Use Map** to graphically distribute broad categories of land use and allowable densities and intensities. In conjunction with the Land Use Map, an environmental overlay system has been included which depicts the general

location of environmental features which are to be preserved as required by the Conservation Element, or to which development limitations will apply as identified in the Conservation Element.

3) A **Future Right-of-Way Needs Map** to graphically represent planned future transportation projects in the City of Tallahassee (City) and Leon County (County) and a table of projects indicating the project termini and access classifications. This map, table, and corresponding land development regulations are intended to provide a basis for coordinating new development with the provision of transportation facilities by designating corridors where the construction and improvement of transportation facilities is expected. Objectives and policies related to the Future Right-of-Way Needs Map are provided in the Transportation Element. **(EFF. 7/1/04)**

4) **Commercial Site Location** standards, which apply to certain Future Land Use Categories other than Central Core, Central Urban, Village Mixed Use, Suburban, Bradfordville Mixed Use, Planned Development and Woodville Rural Community shall be implemented through the Land Development Regulations, are intended to integrate commercial land uses into the transportation network and development patterns in order to assure accessibility by the general public. **(REV. EFF. 3/14/07; REV. EFF. 1/7/10)**

5) **Land Use Category Summaries** for each Future Land Use which in conjunction with the land use map provide the allowable densities and intensities of uses use on specific sites.

6) The **Planned Development Future Land Use Category** applies to large land holdings that will be developed for a mix of land uses. **(REV. EFF. 3/14/07)**

7) Descriptions of eight different **Mixed Use development patterns** which establish development pattern intent, allowed density and intensity, development pattern location criteria, and development pattern access criteria within the Bradfordville Mixed Use Category (see Objective 1.7) **(REV. EFF. 3/14/07)**

8) **Goals, Objectives and Policies** which further add guidance by outlining courses of action to be taken in conjunction within the instruments listed above to further assure implementation.

These instruments do not act independently of each other. Rather, they combine to form a set of parameters in which land use decisions are made consistent with a growth management strategy designed to address the issues important to the community.

Policy 1.1.12: [L] **(EFF. 8/9/12)**

The parcel shown on the map below at the intersection of I-10 and US Highway 90 is within the designated Urban Service Area (USA), as defined in Section 163.3164(50), Florida Statutes, having public services and facilities, including, but not limited to, central water and sewer capacity and roads. As a parcel within a designated statutory USA, proposed development within the parcel is exempt from the development of regional impact process pursuant to Section 380.06(29)(c)3, Florida Statutes. As part of this

exemption, any future development on the subject parcels shall, in addition to applicable Comprehensive Plan policies, address the following objectives:

(a) Provide opportunities for a "main street" component that allows on street parking,

(b) Provide landscaping, buffering and screening or any of the three options for aesthetic enhancements if building facades are not oriented towards Thornton Road and US 90,

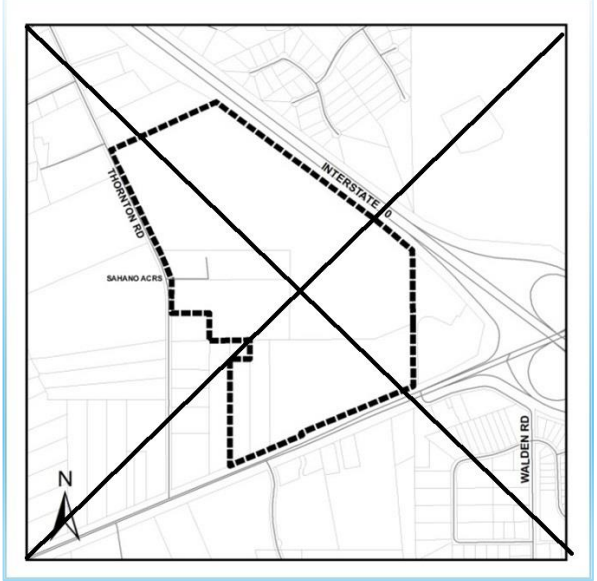
(c) Incorporate storm water management facilities and natural features as amenities into the project's overall design concept,

(d) Incorporate a consistent design theme for freestanding signage throughout the property,

(e) Coordination of appropriate location for mass transit stops and pedestrian connections to development on the property at the time of development,

(f) Buildings will incorporate architectural features and patterns that provide visual interest such as building facades that are not uniform in mass or scale and height and pedestrian scale facade treatments such as canopies, overhangs, arcades, gabled entryways, and porticos.

Map 1: I-10 and Mahan US 90 DRI Exemption Area



DEVELOPMENT IN RELATION TO ENVIRONMENTAL CONSTRAINTS

Objective 1.2: [L](EFF. 7/16/90; REV. EFF. 4/10/09)

Coordinate the location of land uses with local soil conditions, topography, and aquifer vulnerability as well as available services.

Policy 1.2.1: [L] Leon County only **(EFF. 7/16/90)**

Emphasize land use location that minimizes topographical changes. The proposed land use should fit the site location. The location should not be substantially altered to fit the proposed land use.

Policy 1.2.1: [L] City of Tallahassee only **(REV. EFF. 7/1/04)**

Emphasize land use location that minimizes topographical changes. The proposed land use should fit the site location. The location should not be substantially altered to fit the proposed land use, unless an off-site mitigation plan for the development of a site with significant grades has been approved. Such off-site mitigation plans shall recognize the contribution of preserved significant grades to community character, ameliorating the impacts of stormwater, and providing conditions for native plant communities.

Policy 1.2.2: [L] Leon County only **(REV. EFF. 9/19/91)**

The type, intensity and structural design of any development proposed for a site shall be appropriate to the existing natural topography. Site alterations will be limited to the absolute minimum necessary to develop a site safely. Design criteria in the land development regulations will emphasize site designs that fit the topography, not changing the topography to fit the design. Minimum grade changes typically associated with site development include those necessary for the safety of a building including parking, road right-of-way, handicapped access or utilities. Criteria for approval of development in areas with significant and severe grades will be limited to the type of land use that requires the least disturbance of sloped areas.

Policy 1.2.2: [L] City of Tallahassee only **(REV. EFF. 7/1/04)**

The type, intensity and structural design of any development proposed for a site shall be appropriate to the existing natural topography. Site alterations will be limited to the absolute minimum necessary to develop a site safely. Design criteria in the land development regulations will emphasize site designs that fit the topography, not changing the topography to fit the design, unless an off-site mitigation plan for the development of a site with significant grades has been approved. Minimum grade changes typically associated with site development include those necessary for the safety of a building including parking, road right-of-way, handicapped access or utilities. Criteria for approval of development in areas with significant and severe grades will be limited to the type of land use that requires the least disturbance of sloped areas.

Policy 1.2.3: [L] **(REV. EFF. 12/7/99)**

(a) The local governments shall maintain a map indicating the locations of all known operating and abandoned land fill sites. As the location of additional abandoned land fill sites become known, this map shall be revised accordingly.

(b) By 2001, local government will include requirements in their land development regulations that the development of any property within a mapped landfill site shall be required to submit information relating to the subsurface geology of the property necessary to assure that future development of the site will not adversely impact the health, safety or welfare of the public.

(c) By 2001, local governments will include requirements in their land development regulations that regulate the location of stormwater facilities or conveyance systems within any abandoned landfills.

Policy 1.2.4: [L] **(EFF. 4/10/09)**

By 2010, local government shall adopt in the Land Development Regulations a mapped Primary Spring Protection Zone for Wakulla Springs based on the Leon County Aquifer Vulnerability Assessment. Accompanying land development regulations for the Primary Spring Protection Zone shall be developed as indicated in Policy 4.2.5 of the Conservation Element to aid in the protection of Wakulla Springs. These efforts shall be coordinated with Wakulla County.

Policy 1.2.5: [L] **(EFF. 4/10/09)**

1. By 2014, local government shall develop and maintain as part of the local geographic information system database areas of known hazards.

2. By 2014, local government will include requirements in their land development regulations that mitigate and/or prevent future development in areas of known hazards. The land development regulations shall also contain provisions for the mitigation of existing development in areas of known hazards so as to prevent repetitive hazard losses.

LEVEL OF SERVICE (REGULATIONS)

Objective 1.3: [L] **(EFF. 7/16/90)**

Achieve and maintain the adopted level of service standards set forth within the Tallahassee-Leon County Comprehensive Plan.

Policy 1.3.1: [L] **(EFF. 7/16/90)**

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

Policy 1.3.2: [L] **(REV. EFF. 12/16/94)**

Residential density and/or non-residential intensity of development allowed for individual sites shall be determined by the degree of compliance with the goals, objectives and policies of the Comprehensive Plan and the land use development matrix, which is intended to be a pictorial representation of existing policies in the plan, as implemented by the land development regulations. Overall densities and intensities should be consistent with capital facilities and services being available at the adopted level.

Policy 1.3.3: [L] **(REV. EFF. 12/10/91)**

Environmental and development ordinances shall include the following:

(a) Explicit and strict protection of environmentally sensitive areas, thus minimizing future costs to taxpayers by prohibiting unsound uses; and

(b) Availability and use of the conservation and preservation overlays as detailed in the Conservation Element prior to the issuance of development orders.

(c) Apportioning development costs so that those fees collected from the existing population be applied to elimination of current "deficits" in levels of service, while those fees collected in new developments are applied to maintain levels of service established by the entire community. Maintenance and enhancements to the adopted levels of service shall be the responsibility of both. This policy shall not preclude new development paying toward current deficits if such an arrangement can be worked out between the local government and the developer.

(d) Policies and procedures in the land development regulations shall ensure that the range of development types by percentage distribution are monitored and maintained.

This policy shall not preclude new development paying toward current deficits if such an arrangement can be worked out between the local government and the developer.

Policy 1.3.4: [L] **(DEL. EFF. 3/14/07)**

Reserved

LAND DEVELOPMENT REGULATIONS

Objective 1.4: [L] **(REV. EFF. 7/20/05)**

Maintain a set of specific and detailed Land Development Regulations, which implement and are consistent with the goals, objectives and policies of the Tallahassee-Leon County Comprehensive Plan.

Policy 1.4.1: [L] **(REV. EFF. 12/10/91)**

Density and intensity incentives shall be established within the required land development regulations to encourage growth in areas which minimize and mitigate development's negative impact on the natural and aesthetic environment.

Policy 1.4.2: [L] **(REV. EFF. 12/16/94; REV. EFF. 1/7/10)**

The Comprehensive Plan shall establish guidelines for the application of traditional zoning districts in order to implement a future land use regulatory system that is more predicable than area-wide application of mixed use performance zoning. These traditional zoning districts shall specify a range of allowable land use within each district. In certain land use designations, mixed use performance zoning will be retained to integrate land uses which may be otherwise incompatible. Development regulations shall include development and design standards. Allowed land uses within a future land use category shall be implemented by one or more specific zoning districts consistent with the intent of a future land use category. The development and application of specific zoning districts to a zoning map implementing the Comprehensive Plan shall be based upon furthering the intent of the Comprehensive Plan:

(a) Zoning district use classifications shall be developed, based upon the Comprehensive Plan, existing land use patterns, previous zoning which continues to direct land use and development standards, and accepted guidelines for land use impact classifications and service requirements;

(b) Specific zoning districts shall be implemented through the application of the zoning district classification system as guided by the Comprehensive Plan.

(c) All zoning decisions will be made by the governing Commission based upon a finding of the furthering of and consistency with the intent of the Comprehensive Plan, in recognition of Land Use Policy 1.1.10, which establishes the supremacy of the Conservation Element.

(d) Specific zoning districts will be applied within the Urban Service Area except for University Transition, Activity Center, Central Urban, Central Core land use designations and Mixed Use parcels greater than 200 acres in area. Extension of site specific zoning beyond the Urban Service Area and to other areas is consistent with the intent of the Comprehensive Plan.

Policy 1.4.3: [L] **(DEL. EFF. 7/25/03)**

Reserved

Policy 1.4.4: [L] **(DEL. EFF. 7/20/05)**

Reserved

Policy 1.4.5: [L] **(REV. EFF. 3/14/07)**

The Tallahassee-Leon County Comprehensive Plan, its future land use map and future land use categories as defined within the Plan, the land use summary charts which are intended to be a pictorial representation of existing policies in the comprehensive plan, and land development regulations adopted by local government as provided in the Plan shall in combination provide a unified system for the regulation of land use. Land use

regulations shall be consistent with the intended functions, land uses and intensity of the land use category designated on the future land use map.

(a) Any requested text amendment to the Comprehensive Plan shall be evaluated for consistency with the overall intent of the adopted Goals, Objectives, and Policies of the Plan;

(b) Any requested amendment to the Future Land Use Map shall be evaluated for consistency with the adopted Goals, Objectives, and Policies of the Plan as well as consistency with and the furtherance of the intent of the requested future land use category;

(c) Any request for a change in zoning use classification and specific zoning district mapping within a future land use category shall be evaluated for consistency with the adopted Goals, Objectives, and Policies of the Plan as well as consistency with and the furtherance of the intent of the future land use category in which it is located;

(d) The determination that a particular land use is permitted within a zoning district shall be made based upon a listing of allowable land uses within a zoning district or that an unlisted land use is substantially similar to allowable uses within the same district.

Policy 1.4.6: [L] **(EFF. 7/16/90; REV. EFF. 4/10/09)**

By 2014, land development regulations will include standards for the regulation of future land use categories, subdivision, signage, and areas subject to seasonal or periodic flooding and areas of known hazards. Regulations concerning areas subject to seasonal or periodic flooding shall be consistent with all applicable state and federal regulations.

Policy 1.4.7: [L] **(EFF. 7/16/90)**

The adopted land development regulations shall include requirements for stormwater management, open space, and convenient on-site traffic flow (including need).

Policy 1.4.8: [L] **(EFF. 7/16/90)**

The land use development matrix shall be adopted as part of the comprehensive plan and shall in conjunction with the future land use map and the goals, objectives and policies contained within the individual elements be used in evaluating future land use decisions.

Policy 1.4.9: [L] **(EFF. 7/16/90)**

Changes in classification of highways and streets that affect the allowable uses of property as set forth in the land development matrix and the comprehensive plan shall be considered plan amendments and shall be required to follow the plan amendment process.

Policy 1.4.10: [L] **(REV. EFF. 12/16/94)**

The land development regulations shall provide for zoning districts which shall indicate which land uses are allowed, prohibited, or conditional with specified constraints consistent with the criteria set forth in the narrative intent of the future land use categories, the land use development matrix which is intended to be a pictorial representation of existing policies in the Comprehensive Plan, and the Goals, Objectives, and Policies of the Comprehensive Plan.

(a) In those future land use categories that encourage a mixing of land uses, the land development regulations shall contain provisions that facilitate multiple land uses within the same site, the same development, or the same structure.

(b) When appropriate, the land development regulations may provide for zoning districts that allow for two or more land use types, consistent with the intent of the future land use category.

(c) The land development regulations may also provide for zoning districts that further divide any of the allowed land use types into two or more subsets.

Policy 1.4.11: [L] **(EFF. 9/19/91)**

The land development regulations shall include standards and criteria such as minimum open space requirements (between 25% and 10% depending on the land use and existing vegetation), internal circulation and minimum setbacks and buffers for uncomplimentary land uses. These buffer requirements will contain buffer widths between land uses, required number of trees and shrubs per linear foot of buffer, opacity of the buffer, etc. Additional buffering requirements may be related to Planned Unit Developments (PUDs).

Policy 1.4.12: [L] **(EFF. 9/19/91)**

(a) The intent of Site Plan and PUD planning and design requirements shall be to encourage and require the development of urban living and work spaces that minimize impacts to the natural environment. Environmental impacts shall be minimized through the development and redevelopment of compact and efficient urban land use patterns that closely integrate living and work spaces while maintaining compatibility through specified performance design criteria. Neighborhood and inter-site compatibility shall be implemented through site planning and design criteria that require objectionable impacts of particular land use activities to be internally located within site or building designs, rather than relying exclusively on standard landscape and setback buffering methods to reduce perimeter oriented objectionable impacts.

(b) Objectionable impacts of service and delivery areas, refuse and recycling collection areas, as well as the outdoor storage and work areas generally associated with commercial and residential buildings shall be planned to minimize off-site impacts.

(c) Site Plan and PUD requirements shall minimize impacts to the natural environment resulting from urban sprawl by not only identifying and protecting

environmentally sensitive lands, but just as importantly by limiting urban sprawl into less environmentally sensitive lands through the implementation of compact and efficient urban development and redevelopment.

Policy 1.4.13: [L] **(REV. EFF. 3/14/07)**

The intent of designating roads as nonresidential is to recognize existing nonresidential development patterns and to allow for planned mixed-use or nonresidential developments. As such, street access requirements contained in the Land Use Summary Charts are waived for those streets designated as nonresidential by clearly defining areas where existing development patterns will be allowed to continue. It also serves to protect residential and residential components such as elementary schools and neighborhood parks from adverse impacts of nonresidential development as well as protecting nonresidential development from the encroachment of residential uses.

The designation of a nonresidential street does not exempt any potential development along the street from further concurrency or consistency review.

Roadway access limitations and locational criteria from the nonresidential road classification system do not apply to the Woodville Rural Community, Suburban, Bradfordville Mixed Use, Planned Development, Village Mixed Use and Urban Residential 2 Future Land Use Categories. Roadway access limitations and locational criteria for these categories shall be established in Land Development Regulations.

Policy 1.4.14: [L] **(EFF. 8/17/92)**

Compile a list and waive access standards for non-residential minor collector and local streets based on the following criteria:

a) It is part of a platted non-residential subdivision.

b) It is part of an approved PUD.

c) It has over 66% of its developed frontage in non-residential land uses and essentially functions as an access road for these developments. The designation of these streets is a recognition of existing development patterns and is intended to permit future development compatible with existing land uses and consistent with road capacity and design. These streets will be reviewed by the respective elected Commission on a case by case basis and may be designated as non-residential streets.

A segment of a road, meeting the above criteria, may be designated a non-residential if it will not result in non-residential traffic impacting residential areas on other segments of the road or in the adjacent area. (A segment is the road length between two intersecting roads).

Policy 1.4.15: [L] **(EFF. 8/17/92; REV. EFF. 5/31/18)**

Waive access standards for heavy industrial land uses within the Heavy Industrial Future Land Use category and Industry and Mining Future Land Use category. This will be done

in conjunction with adopting a policy which waives local and minor collector access standards for all planned industrial and commercial development.

Policy 1.4.16: [L] **(EFF. 8/17/92)**

Unless otherwise specifically stated, all time lines stated in the Comprehensive Plan are intended to mean by December 31 of the stated year.

Policy 1.4.17: [L] (City of Tallahassee only) **(EFF. 8/17/92; REV. EFF. 6/6/08)**

New minor office uses may be permitted access to a local residential street in the Central Urban and University Transition land use categories within the city limits of Tallahassee so long as site design complies with land development regulations to mitigate potential incompatibility with residential land use in the vicinity.

Policy 1.4.18: [L] (City of Tallahassee only) **(REV. EFF. 3/14/07; REV. EFF. 6/6/08)**

New minor commercial uses shall not be permitted access to a local residential street within the city limits of Tallahassee. This limitation shall not apply to the Bradfordville Mixed Use, Suburban, Planned Development, Central Urban, University Transition, and Village Mixed Use Categories which establish street access standards by Land Development Regulations.

Policy 1.4.19: [L] **(EFF. 1/19/02)**

New commercial, office and residential land uses within the Gaines Street Corridor Study Area may be permitted access to any street classification or designation. Access limitations may be further restricted based on the Gaines Street Revitalization plan.

Policy 1.4.20: [L] **(REV. EFF. 7/25/03)**

Community services which are religious facilities to be used solely for religious functions, volunteer fire stations in the Rural or Agriculture/Silviculture/Conservation future land use categories, and community services that are operated by public agencies and are located outside of the Urban Service Area may be permitted access onto a local street only after a higher level of review as specified in the Land Development Regulations. Land development regulations shall require site design criteria addressing impacts which include, but are not limited to: peak use traffic, noise, building orientation and setbacks or any other potential negative impacts affecting adjacent residential uses or the residential character of the surrounding area. Religious facilities that have day care, recreation facilities, schools, or other similar ancillary activities shall not be permitted to access a local street.

Policy 1.4.21: [L] **(EFF. 7/1/94; REV. EFF. 7/20/05)**

The land development regulations shall provide for minor and major office uses, minor commercial uses, and low and medium density residential uses with access to minor collector streets and, in specific instances, to local streets, as well as the relaxation of parking, landscape, and buffering standards to encourage a wider variety of uses and greater range of economic development opportunities in the Central Urban future land use category, without creating conditions leading to the conversion of midtown residential enclaves, which although not meeting all of the criteria for inclusion in and protection by the Residential Preservation future land use category, remain viable for residential use and provide important housing opportunities in close proximity to the downtown area, the universities, and employment centers.

The intent of these land development regulations is to promote the infill of vacant blocks and tracts and/or the redevelopment of existing non-residential areas. These additional land development regulations shall also establish criteria to avoid creation of low-density residential enclaves for neighborhoods that satisfy some but not most of the general criteria for the Residential Preservation category.

To facilitate this, the land development regulations shall, at a minimum, provide the following techniques: allowing utilization of the Urban Planned Unit Development zoning district; allowing for the establishment of *Live-work units* with access to any (functional) classification of street; and, allowing for the establishment of proprietary zoning districts tailored to fit neighborhood or sub-neighborhood conditions, reflecting local preferences and incorporating applicable restrictions for mitigating impacts relating to allowable use, traffic circulation and access design, parking, building design, orientation, and height.

Policy 1.4.22: [L] **(EFF. 7/1/04)**

Waive all street access, intersection and adjoining use restrictions for allowed uses internal to the Activity Center future land use category. The exception to this policy is that access shall be prohibited to any local street within a recorded or unrecorded residentially platted subdivision. It is not the intent of this policy to waive landscaping or buffer requirements.

Policy 1.4.23: [L] **(EFF. 7/1/04)**

By 2005, the Tallahassee-Leon County Comprehensive Plan and the implementing City and County land development regulations shall include provisions relating to regional recreational facilities. These regulations shall establish a definition of regional recreational facilities and shall specify the Future Land Use Map categories and zoning districts that regional recreational facilities are allowable with and shall require a greater level of review and additional site design criteria to address the off-site impacts of regional recreation uses. Impacts addressed shall include, but be not limited to: peak use traffic, hours of operation, lighting, noise, building orientation, buffers and setbacks, or any other potential negative impacts of such uses affecting adjacent or nearby residential uses or residential character of the nearby area.

NON-CONFORMING USES AND NONCOMPLYING CHARACTERISTICS

Objective 1.5: [L] (EFF. 7/16/90)

Provide a procedure within the land development regulations which will substantially mitigate or lead to the eventual elimination of nonconforming land uses created by the adoption of this plan.

Policy 1.5.1: [L] (REV. EFF. 6/28/95)

Existing land uses which are nonconforming to the Comprehensive Plan may be reviewed by the local government at the request of the owner in order to determine the degree on nonconformity. The review may result in:

1) A determination that the impact of the nonconformity is minimal upon surrounding conforming land use and is not detrimental to the public health, safety and welfare and as a result, the nonconforming status is waived; or

2) A determination that the impact of the nonconformity may be substantially mitigated in which the development may attain conforming status by implementing the required mitigation steps; or

3) A determination that the nonconformity has substantial impacts which may not be overcome by any mitigation procedures and as such the development shall remain in a nonconforming status and such use shall terminate according to law.

Policy 1.5.2: [L] (EFF. 6/28/95)

A legally established single family residential use shall be considered a conforming use of land in all Comprehensive Plan land use designations. However, this conforming status shall not be interpreted to preclude the use of property adjoining a low density use for an otherwise permitted non-residential use if the low density residential use accesses an arterial or major collector roadway.

Policy 1.5.3: [L] (DEL. EFF. 8/1/07)

Reserved

Policy 1.5.4: [L] (EFF. 6/28/95)

The local government shall implement development regulations which distinguish between nonconforming uses which are to be terminated or amortized, and nonconforming uses in nonresidential designations which may continue, but not be expanded.

Policy 1.5.5: [L] (EFF. 6/28/95)

The local government shall implement development regulations which distinguish between nonconforming use of property and noncomplying physical characteristics or features of the use. This procedure shall allow for the continued conforming use of the

noncomplying physical features, and shall require correction of non-structural, noncomplying physical features prior to any conforming expansion of use.

Objective 1.6: [L] (Eff. 6/28/95; Del. Eff. 1/7/10)

Reserved

Bradfordville Mixed Use Development Patterns (applies to Bradfordville Study Area Only)

Objective 1.7: [L] (Rev. Eff. 3/14/07)

The Comprehensive Plan provides an overall vision for the community. The arrangement of land uses is a major factor in achieving this vision. Within the Bradfordville Mixed Use Future Land Use Category, land uses may be further separated to achieve efficient and environmentally sound development patterns and to promote the Plan's overall vision. This objective and its policies describe the development patterns associated with the Bradfordville Mixed Use Future Land Use Category.

The following statements of intent express, in part, the overall vision of the community as established in the Comprehensive Plan. These statements of intent explain the basis for the development patterns described in the following policies and shall be achieved through the zoning process and other Land Development Regulations as appropriate. Application of these development patterns in combination with each other is expected to achieve these intents. Individual development patterns may only partially achieve the following purposes:

a) Provide opportunity for residential, shopping, employment, education and recreation use within walking distance of each other;

b) Promote higher density housing and concentrations of nonresidential activity in close proximity to each other;

c) Provide for a range of housing opportunities which does not isolate families or individuals based upon age, income or race;

d) Ensure that mapping of zoning districts is consistent the long term protection of environmental features;

e) Ensure that mapping of zoning districts will be appropriate to location, access and surrounding land use;

f) Ensure that mapping of zoning districts is consistent with the phasing and availability of infrastructure;

g) Encourage a mix of complimentary land uses and concentrations of mixed use development in appropriate locations;

h) Promote development patterns which reduce trip length and/or the need for private automobile travel;

i) Ensure that zoning implementation does not promote sprawl development, nor concentrations of single use development; and

j) Scale development densities and intensities to provide a range of appropriately located development patterns.

Policy 1.7.1: [L] **(Rev. Eff. 3/14/07)**

Low Density Residential Development Pattern

INTENT–The low density residential development pattern is intended to provide for a wide range of housing types and opportunities within the low density range. It is also intended that community facilities (Recreation, Community Services and Light Infrastructure) related to residential use be allowed. Some low density residential areas may be restricted to limited density zoning due to existing development patterns, or environmental or utility constraints, while other areas may have zoning districts that allow for a broad range of density.

DENSITY/INTENSITY–Areas designated Low Density Residential shall not have a gross density greater than 8 dwelling units per acre. Nonresidential development shall not have a gross building area exceeding 10,000 square feet per acre.

LOCATION–Bradfordville Mixed Use Area is appropriate for zoning Low Density Residential development patterns. Other areas appropriate for zoning Low Density Residential activities may include: Areas in Bradfordville Mixed Use where intensity of uses is constrained or limited due to environmental features or lack of adequate infrastructure; and Bradfordville Mixed Use areas in proximity to Village Centers. Land Development Regulations shall establish access criteria for community facilities to assure their appropriate location.

ACCESS–Areas zoned for the Low Density Residential development pattern shall have public street access.

Policy 1.7.2: [L] **(Rev. Eff. 3/14/07)**

Medium Density Residential Development Pattern

INTENT–The Medium Density Residential development pattern is intended to encourage a wide range of medium density housing opportunities in close proximity to more intensive nonresidential uses, both which can be efficiently served by existing or planned infrastructure, including mass transit. It is also intended that community facilities (Recreation, Community Services and Light Infrastructure) related to residential use be allowed.

DENSITY/INTENSITY–Areas designated Medium Density Residential shall not have a gross density greater than 16 dwelling units per acre. Minimum density shall be 6 dwelling units per acre unless constraints of concurrency or natural features would preclude attainment of the minimum density. Nonresidential development shall not have a gross building area exceeding 20,000 square feet per acre.

LOCATION–Areas designated Bradfordville Mixed Use on the Future Land Use Map are appropriate for zoning of Medium Density Residential Areas. Additional criteria for zoning are as follows: Areas of existing medium density development; Areas of transition from more intensive use to Low Density Residential and Residential Preservation; Areas in proximity to higher intensity uses; Areas served by mass transit service; Areas in

proximity to community schools, parks, and public greenways; Areas along arterial and collector roadways; and Areas adjacent to the Village Center, Suburban Corridor, and Urban Pedestrian Center Mixed Use development patterns. Land Development Regulations shall establish access criteria for community facilities to assure their appropriate location.

ACCESS - Areas zoned for the Medium Density Residential development pattern shall have access to an arterial or collector roadway.

Policy 1.7.3: [L] **(REV. EFF. 3/14/07)**

Low Density Residential Office Development Pattern

INTENT–The Low Density Residential Office development pattern is intended to provide areas for office employment and residential uses in close proximity to each other. While conversion of existing residential structures on arterial and collector streets to office use is a situation where this development pattern will be applied, this development pattern should not be applied to such an extent that it would disrupt the viability of residential neighborhoods and adjacent residential properties. Zoning districts will be created to distinguish Residential Office areas by density and intensity, so that developments are scaled appropriately to their setting. It is also intended that community facilities (Recreation, Community Services and Light Infrastructure) related to residential or office use be allowed in a manner which would ensure the protection of adjacent uses.

DENSITY/INTENSITY–Redevelopment or reuse of existing residential or office uses in this development pattern shall have a maximum gross density of eight dwelling units per acre and/or an intensity not to exceed the floor area of the existing structure. New development in the Low Density Residential Office Development Pattern shall have a maximum gross density of eight dwelling units per acre and nonresidential gross building area shall not exceed 10,000 square feet per acre and non-residential gross building area shall not exceed 10,000 square feet per acre. For mixes of residential and non-residential development on one parcel an overall limit to building floor area will be set at 12,500 square feet per acre.

LOCATION–Bradfordville Mixed Use areas are appropriate for zoning of Low Density Residential Office for low density/low intensity uses. Additional criteria are as follows: Transition areas between Medium Density Residential, Village Center, and Urban Pedestrian Center Mixed Use development patterns to Low Density Residential and Residential Preservation; and Transitional land use areas along arterial and collector roadways and Areas of Low Density Residential Office as a principal land use along arterial and collector roadways.

ACCESS–Areas zoned for the Low Density Residential Office development pattern shall have access to an arterial or collector roadway.

Policy 1.7.4: [L] **(REV. EFF. 3/14/07)**

Medium Density Residential Office Development Pattern

INTENT–The Medium Density Residential Office development pattern is intended to provide areas for office employment and residential uses in close proximity to each other.

The Residential Office development pattern is intended in some locations to serve as an employment and residential area with medium densities and intensities. Zoning districts will be created to distinguish Medium Density Residential Office areas by density and intensity, so that developments are scaled appropriately to their setting. It is also intended that community facilities (Recreation, Community Services, Light Infrastructure and Post-Secondary Schools) related to residential or office use be allowed in a manner which would ensure the protection of adjacent uses. Ancillary first floor commercial use may also be permitted in Medium Density Residential Office.

DENSITY/INTENSITY–Residential use within this development pattern shall have a minimum density of 6 dwelling units per acre unless constraints of concurrency or natural features would preclude attainment of the minimum density and a maximum density of 16 dwelling units per acre in Bradfordville Mixed Use and nonresidential use shall not have a gross building area exceeding 20,000 square feet per acre.

LOCATION–Bradfordville Mixed Use areas are appropriate for zoning of Medium Density Residential Office density medium intensity uses. Additional criteria for mapping these areas are as follows: Areas of existing offices and multi-family uses; Areas adjacent to Medium Density Residential, Village Center, Suburban Corridor, and Urban Pedestrian Center Mixed Use development patterns; and Areas of Medium Density Residential Office as a principal land use along arterial and collector roadways.

ACCESS – Areas zoned for the Medium Density Residential Office development pattern shall have access to an arterial or collector roadway.

Policy 1.7.5: [L] **(REV. EFF. 3/14/07)**

Village Center Development Pattern

INTENT–The Village Center development pattern is intended to provide locations for offices and commercial uses which provide goods and services, that people frequently use, in close proximity to their homes. Village Centers are intended to be compact and not promote strip commercial development; therefore, zoning districts implementing this development pattern will include limitations on arterial and collector street frontage and maximum development pattern size, not to exceed 20 acres and 200,000 square feet of commercial use per parcel, except a Village Center may be as large as 30 acres if its gross square footage does not exceed 250,000 square feet. Village Centers are characterized by a scale and design that is compatible with nearby residential areas and zoning districts implementing this development pattern will include appropriate development standards. Zoning districts may include additional thresholds in order to size Village Centers in relation to the needs of the surrounding area. It is also intended that community facilities (Recreation, Community Services and Light Infrastructure) related to the principal use of this development pattern be allowed in a manner which would ensure the protection of adjacent uses.

DENSITY/INTENSITY–Nonresidential development shall not exceed 12,500 square feet of a gross building area per acre for Village Centers 20 acres and less. Nonresidential development shall not exceed 250,000 square feet of gross building area for Village Centers from 20 to 30 acres in size. Residential use is permitted on the second floor and

above, above office or commercial use, up to a maximum density of sixteen dwelling units per acre.

LOCATION–Bradfordville Mixed Use areas are appropriate for zoning Village Centers. Additional criteria for zoning these areas are as follows: Areas adjacent to low and medium density residential development; and Areas adjacent to the Residential Preservation Future Land Use category and Low Density Residential, Medium Density Residential, Suburban Corridor, and Urban Pedestrian Center Corridor Mixed Use development patterns.

ACCESS–Areas zoned for the Village Center development pattern shall have access to an arterial or collector roadway.

Policy 1.7.6: [L] **(REV. EFF. 3/14/07)**

Suburban Corridor Development Pattern

INTENT–The Suburban Corridor development pattern is intended to accommodate existing development patterns representing a broad range of commercial, light industrial, and office uses which typically serve a regional or sub-regional population. Office use, and commercial use up to 200,000 square feet per parcel is allowed. Medium density residential use is also appropriate within this development pattern in order to promote a living working environment and make efficient use of infrastructure. It is also intended that community facilities (Recreation, Community Services and Light and Heavy Infrastructure) be allowed. Suburban Corridors are characterized by a linear pattern of single use development along arterial roadways, low floor area ratios and large impervious surface parking areas which are generally larger than the use that they serve. This pattern of development makes inefficient use of infrastructure and has a disproportionate impact upon the environment. Increases in land area zoned for the Suburban Corridor to accommodate a single use development are inconsistent with the Comprehensive Plan, except for increases in areas zoned for Suburban Corridor which permit an allowed use with an existing structure to expand. The intent of this exception is to encourage the continued use of existing structures, rather than the relocation of business to outlying locations. Reusing existing single use sites for multiple use developments, adding new uses to single use sites and/or new multiple use developments in the Suburban Corridor that share parking facilities, have parking structures and/or have high floor area ratios shall be facilitated by Land Development Regulations.

DENSITY/INTENSITY–Nonresidential development shall not have a gross building area exceeding 25,000 square feet per acre. Residential use shall not exceed sixteen dwelling units per acre. Storage areas within buildings, warehouses, mini-warehouses and self-storage facilities may have a gross floor area up to 50,000 square feet per acre.

LOCATION–Bradfordville Mixed Use areas, which already exhibit the type of uses and intensity associated with the Suburban Corridor development pattern may be appropriate to be zoned Suburban Corridor. An increase in the area designated for Suburban Corridor may occur through limited expansion of the existing Suburban Corridors. In deciding whether to expand an existing Suburban Corridor, the following criteria shall be considered: Lack of suitably located land which can accommodate the Suburban Corridor development pattern; and Access to arterials with high traffic volumes, surrounded by

relatively low density and intensity uses, such as the Residential Preservation Future Land Use Category and Low Density Residential development pattern. Land Development Regulations shall establish access criteria for community facilities to assure their appropriate location. Expanding existing or establishing new Suburban Corridors shall require demonstration that more than one land use will be included in the expansion area.

ACCESS—Areas zoned for the Suburban Corridor development pattern shall have access to an arterial roadway.

Policy 1.7.7: [L] **(REV. EFF. 3/14/07; REV. EFF. 12/24/10)**

Urban Pedestrian Center Development Pattern

INTENT–The Urban Pedestrian Center is intended to encourage compact, linear and pedestrian scale urban development along arterial roadways that provide a wide range of uses and activities to serve both the corridor itself and surrounding areas. Although some areas within the Urban Pedestrian Center are currently of lower density and intensity, it is intended that Urban Pedestrian Centers will develop and redevelop with higher densities and floor area ratios. The arterial roadway along which the Urban Pedestrian Center is located is characterized by relatively high volume traffic with lower traffic speeds and served by mass transit. Zoning districts which implement the Urban Pedestrian Center will include urban design standards which establish criteria that will promote pedestrian activity. It is also intended that community facilities (Recreation, Community Services and Light Infrastructure) may also be allowed in a manner which would ensure the protection of the allowable uses within and adjacent to this development pattern. Residential use, office use, and commercial use up to 200,000 square feet per parcel is allowed.

DENSITY/INTENSITY–Nonresidential development in Bradfordville Mixed Use shall not exceed 20,000 square feet of gross building area per acre. Residential development in Bradfordville Mixed Use shall have a minimum density of 6 dwelling units per acre and shall not exceed sixteen dwelling units per acre. Building height shall not exceed six stories.

LOCATION–Bradfordville Mixed Use areas where the Urban Pedestrian Center is a transition between low density residential uses and more intensive uses may be appropriate for zoning of an Urban Pedestrian Center. Additional criteria for zoning these areas are as follows: Areas proximate to medium and high density residential land uses in urban areas; Areas proximate to higher intensity Mixed Use Development patterns, such as Medium Density Residential, Low and Medium Density Residential Office and Village Center; and Areas within walking distance of transit and along corridors designated for alternate transportation (per the most current adopted Long Range Transportation Plan).

ACCESS–Areas zoned for the Urban Pedestrian Center development pattern shall have access to an arterial roadway.

Policy 1.7.8: [L] **(REV. EFF. 3/14/07)**

Light Industrial Development Pattern

I. Land Use

INTENT–The Light Industrial development pattern is intended to provide areas for industrial and warehousing activities, including storage, service commercial, office and assembly activities. It is intended that regulations implementing this development pattern will preclude non-light industrial uses which would limit or interfere with industrial development. It is also intended that community facilities (Recreation, Community Services, Post-Secondary Schools, and Light and Heavy Infrastructure) may be allowed in a manner which would ensure the protection of the allowable uses within and adjacent to this development pattern. Office use, and commercial use up to 10,000 square feet per parcel, is allowed.

INTENSITY/DENSITY–Nonresidential development shall not exceed 25,000 square feet of gross building area per acre. Residential use (intended for a watchman or guard) shall not exceed one dwelling unit per industrial use. Storage areas within buildings, warehouses, mini-warehouses and self-storage facilities may have a gross floor area up to 50,000 square feet per acre.

LOCATION–Areas within Bradfordville Mixed Use that are currently developed with industrial uses may be appropriate for zoning as Light Industrial. New areas within Bradfordville Mixed Use that may be appropriate for zoning as Light Industrial include: Areas proximate to interstate and intrastate highways and highways which connect to cities in adjacent counties.

ACCESS—Areas zoned for the Light Industrial development pattern shall have access to an arterial roadway.

Policy 1.7.9: [L] **(REV. EFF. 3/14/07)**

Table 1: Bradfordville Mixed Use Development Patterns

BRADFORDVILLE MIXED USE	Development Patterns	Allowed Land Uses	Density	Intensity
Primary: (From 68 - 82%)	Low Density Residential	Residential, Recreation, Light Infrastructure & Community Service	Up to 8 UNITS/ACRE	10,000 SQ FT/AC
	Low Density Residential Office	Residential, Office, Recreation, Light Infrastructure & Community Service	Up to 8 UNITS/ACRE	10,000 SQ FT/AC
Secondary: (25% or less of Bradfordville Mixed Use)	Medium Density Residential	Residential, Recreation, Light Infrastructure & Community Service	8 to 16 UNITS/ACRE	20,000 SQ FT/AC
	Medium Density Residential Office	Residential, Office, Ancillary 1st Floor Commercial, Recreation, Light Infrastructure, Community Service & Post Secondary Schools	Up to 16 UNITS/ACRE	20,000 SQ FT/AC
	Village Center	Residential, Office, Commercial up to 200,000 SQ FT, Recreation, Light Infrastructure & Community Service	Up to 16 UNITS/ACRE	12,500 SQ FT/AC
Tertiary: (7% or less of Bradfordville Mixed Use)	Urban Pedestrian Center	Residential, Office, Commercial up to 200,000 SQ FT, Recreation, Light Infrastructure & Community Service	Up to 16 UNITS/ACRE (1)	20,000 SQ FT/AC
	Suburban Corridor	Residential, Office, Commercial up to 200,000 SQ FT, Recreation, Light & Heavy Infrastructure & Community Service	Up to 16 UNITS/ACRE	25,000 SQ FT/AC
	Light Industrial	Ancillary Residential, Office, Commercial up to 10,000 SQ FT, Light Industrial, Recreation, Light & Heavy Infrastructure, Community Service & Post Secondary Schools	1 unit / develop-ment	20,000 SQ FT/AC

Notes: (1) 8 units/acre minimum for exclusively residential

Goal 2: [L] (EFF. 7/16/90; REV. EFF. 7/26/06)

Provide for a high quality of life by planning for population growth, public and private development and redevelopment and the proper distribution, location and extent of land uses by type, density and intensity consistent with adequate levels of services and efficient use of facilities and the protection of natural resources and residential neighborhoods.

RESIDENTIAL LAND USE

Objective 2.1: [L] (REV. EFF. 7/20/05)

Enhance the livability of existing neighborhoods and in new neighborhoods provide for future mixed residential areas which will accommodate growth and provide a wide choice of housing types, densities and prices as well as commercial opportunities based on performance criteria. In furtherance of this, maintain a system of land development regulations and ordinances which will facilitate the implementation of the policies adopted in relation to residential land use. These shall include but not be limited to:

1) Setback requirements from natural waterbodies and wetlands
2) Buffering requirements
3) Open space requirements
4) Landscape requirements
5) Tree protection
6) Stormwater management requirements

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

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

a) Inclusion of a Residential Preservation category on the Future Land Use Map.

b) Limitations on future commercial intensities adjoining low density residential areas. Such limitations are to result in effective visual and sound buffering (either through vegetative buffering or other design techniques) between the commercial uses and the low density residential uses; and are to allow only those commercial activities which are compatible with low density residential development in terms of size and appearance.

c) Limitations on future higher density residential adjoining low density residential areas. Such limitations are to result in effective visual and sound buffering (either through vegetative buffering or other design techniques) between the higher density residential uses and the low density residential uses.

d) Limitations on future light industry adjoining low and medium density residential areas. Such limitations are to result in effective visual and sound buffering (either through vegetative buffering or other design techniques) between the light industrial uses and the low density residential uses.

e) Prevention or mitigation of off-site impacts from Industry and Mining uses.

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

Policy 2.1.2: [L] **(EFF. 7/16/90)**

Prohibit residential development where physical constraints or hazards exist, or require the density and design to be adjusted accordingly. Such constraints or hazards include but are not limited to flood, storm or slope hazards and unstable soil or geologic conditions.

Policy 2.1.3: [L] **(REV. EFF. 8/17/92)**

Require clustering of residential units on non-environmentally significant portions of parcels where conservation or preservation overlay districts exist elsewhere on the site. Net density on parcels where clustering is required on the developable portion of the parcel where the units are clustered shall not exceed double the allowable density for the land use category in which the parcel is located.

Policy 2.1.4: [L] **(EFF. 7/16/90)**

Residential densities shall not be permitted that would exceed the ability of local government or other providers to provide capital facilities and services in a cost effective manner.

Policy 2.1.5: [L] (City of Tallahassee) **(EFF. 7/16/90)**

Residential developments shall be designed to include a system of internal and inter-neighborhood circulation which promotes pedestrian and bicycle mobility. Within the Urban Service Area, sidewalks shall be required to provide pedestrian mobility.

Policy 2.1.5: [L] (Leon County) **(REV. EFF. 12/10/91)**

Bicycle facilities within residential developments shall only be required along major collectors or other streets with a higher functional classification.

Policy 2.1.6: [L] **(EFF. 7/16/90)**

Criteria shall be established within local development regulations which require within residential developments the provision of non-residential land uses such as parks, school sites and potential walk-to minor commercial and office opportunities.

Policy 2.1.7: [L] **(REV. EFF. 8/17/92)**

Criteria established within the subdivision ordinances shall set aside land for active and passive contiguous green space in order to provide for accessible recreation and/or open space areas for all neighborhoods.

Policy 2.1.8: [L] **(REV. EFF. 7/26/06; REV. EFF. 1/7/10)**

Maintain a viable mix of available residential densities to accommodate a variety of housing types. Current residential densities are summarized below:

RESIDENTIAL DENSITIES RANGE (REV. EFF. 12/15/11; REV. EFF. 7/19/13)

Table 2: Residential Densities Range

Future Land Use Category	Maximum Gross Density - Dwelling Units (DU)/Acre (Ac)[1]	Minimum Gross Density Dwelling Units (DU)/Acre (Ac)
Rural	1 DU/10 AC	No minimum
Urban Fringe	1 DU/3 AC (standard) or 1 DU/3 AC (Conservation subdivision)	No minimum
Urban Residential	10 DU/AC	4 DU/AC
Urban Residential 2	20 DU/AC [2]	No minimum
Village Mixed Use	20 DU/AC [2]	No minimum
Suburban	20 DU/AC [2]	No minimum
Planned Development	20 DU/AC [2]	No minimum
Bradfordville Mixed Use [2]	20 DU/AC	No minimum
Central Urban [2, 3]	45 DU/AC	No minimum
Activity Center [2, 3]	45 DU/AC	No minimum
University Transition [2, 3]	50 DU/AC	No minimum
Central Core [2, 3] **(EFF.1/7/10)**	150 DU/AC **(EFF. 1/19/02)**	No minimum
Rural Community	4 DU/AC	No minimum
Residential Preservation [2]	6 DU/AC	No minimum
Lake Talquin Recreation/Urban Fringe [4]	1 DU/3 AC (standard)	No minimum
Lake Protection [4]	1 DU/2 AC (standard)	No minimum

Notes:

[1] Maximum gross density is based on the gross acreage of the site and may not be achievable after addressing applicable land development regulations (e.g., parking, stormwater, and other regulations that may limit maximum development potential).

[2] Density ranges can be increased up to 25% above the maximum limits listed above for the purpose of providing affordable housing units, consistent with Policy 2.1.14 [LU].

[3] Density ranges can be increased up to 35% above the maximum limits listed above for the purpose of encouraging infill development and redevelopment, consistent with Mobility Element Policy 1.1.10 [M] (Eff. 12/15/11; Rev. Eff. 7/19/13)
[4] Clustering Option Available

Policy 2.1.9: [L] (Leon County) (REV. EFF. 6/6/08)

Either provision described in Policy 2.1.9 (a) and (b) below may apply only once to any individual, and may not be used in combination. Any parcel created through use of the non-family heir provision of this policy shall not be further divided using the family heir provision. Neither provision may be used to create a lot which is smaller than ½ acre in size. The provisions described below shall be further described and regulated within the implemented land development regulations.

a) Family Heir Subdivisions

The use of a parcel of property solely as a homestead by an individual who is the grandparent, parent, stepparent, adopted parent, sibling, child, stepchild, adopted child, or grandchild of the person who conveyed the parcel to said individual is permitted per this policy, notwithstanding the density or intensity of use assigned to the parcel within this Plan.

b) Non-Family Heir Subdivisions

To avoid a disproportionate impact on owners of small parcels of property, each parcel of property in single ownership as of February 1, 1990, in the Urban Fringe, and Rural and Lake Talquin Recreation/Urban Fringe areas may be developed at a maximum density of two units per acre, for the first six dwelling units on such parcel, including existing dwelling units. This provision for non-family heir subdivisions shall expire on February 1, 2010 at 12:01 a.m. when such subdivisions shall no longer be permitted.

Policy 2.1.9: [L] (City of Tallahassee) (REV. EFF. 6/6/08)

Either provision described in Policy 2.1.9 (a) and (b) below may apply only once to any individual, and may not be used in combination. Any parcel created through use of the non-family heir provision of this policy shall not be further divided using the family heir provision. Neither provision may be used to create a lot which is smaller than ½ acre in size. The provisions described below shall be further described and regulated within the implemented land development regulations.

a) Family Heir Subdivisions

The use of a parcel of property solely as a homestead by an individual who is the grandparent, parent, stepparent, adopted parent, sibling, child, stepchild, adopted child, or grandchild of the person who conveyed the parcel to said individual is permitted per this policy, notwithstanding the density or intensity of use assigned to the parcel within this Plan.

b) Non-Family Heir Subdivisions

To avoid a disproportionate impact on owners of contiguous property 25 acres or less in size in single ownership as of February 1, 1990, in the Urban Fringe, and Rural and Lake Talquin Recreation/Urban Fringe areas may be developed at a maximum density of two units per acre, for the first six dwelling units on such parcel, including existing dwelling units. This provision for non-family heir subdivisions shall expire on February 1, 2010 at 12:01 a.m. when such subdivisions shall no longer be permitted.

Policy 2.1.10: [L] **(DEL. EFF. 7/6/15)**

Reserved

Policy 2.1.11: [L] **(EFF. 1/19/02; REV. EFF. 6/6/08)**

Criteria for approval of Central Urban development shall be established in the Land Development Regulations.

Policy 2.1.12: [L] **(DEL. EFF. 6/6/08)**

Reserved

Policy 2.1.13: [L] **(EFF. 8/17/92)**

Existing adjoining land uses are not to be a factor in determining the suitability for residential development which would allow high and medium density residential uses to be located anywhere in the University Transitional land use category.

Policy 2.1.14: [L] **(EFF. 6/07/01; REV. EFF. 7/26/06)**

The land development regulations may contain provisions that allow for densities greater than otherwise provided in the respective future land use classifications specified within the Land Use Element in exchange for the construction of affordable housing units. These density bonuses shall be limited to a density no greater than 25% higher than would otherwise be allowed within the respective future land use classification. In addition, to ensure that the additional density does not create unacceptable adverse impacts, the land development regulations shall provide additional qualifying criteria which must be met in order to qualify for the density bonus. At a minimum, these criteria should ensure:

1) that the development seeking the density bonus will be providing affordable housing units;

2) that the development seeking the density bonus is located within the urban services area, in a location where zoning allows density of greater than 2 dwelling units per acre and where infrastructure, utilities, and public services are adequate and sufficient to meet the projected demands associated with the requested additional density; and,

3) ~~that the design and orientation of the development seeking the density bonus is compatible with the surrounding land use character, particularly with any low density residential neighborhoods. Building size and massing, site layout and design, architectural characteristics, and landscaping will be components of this criterion.~~

~~The land development regulations may further restrict the density bonus to be provided in proportion to the quantity of affordable housing units to be provided in the development seeking the density bonus.~~

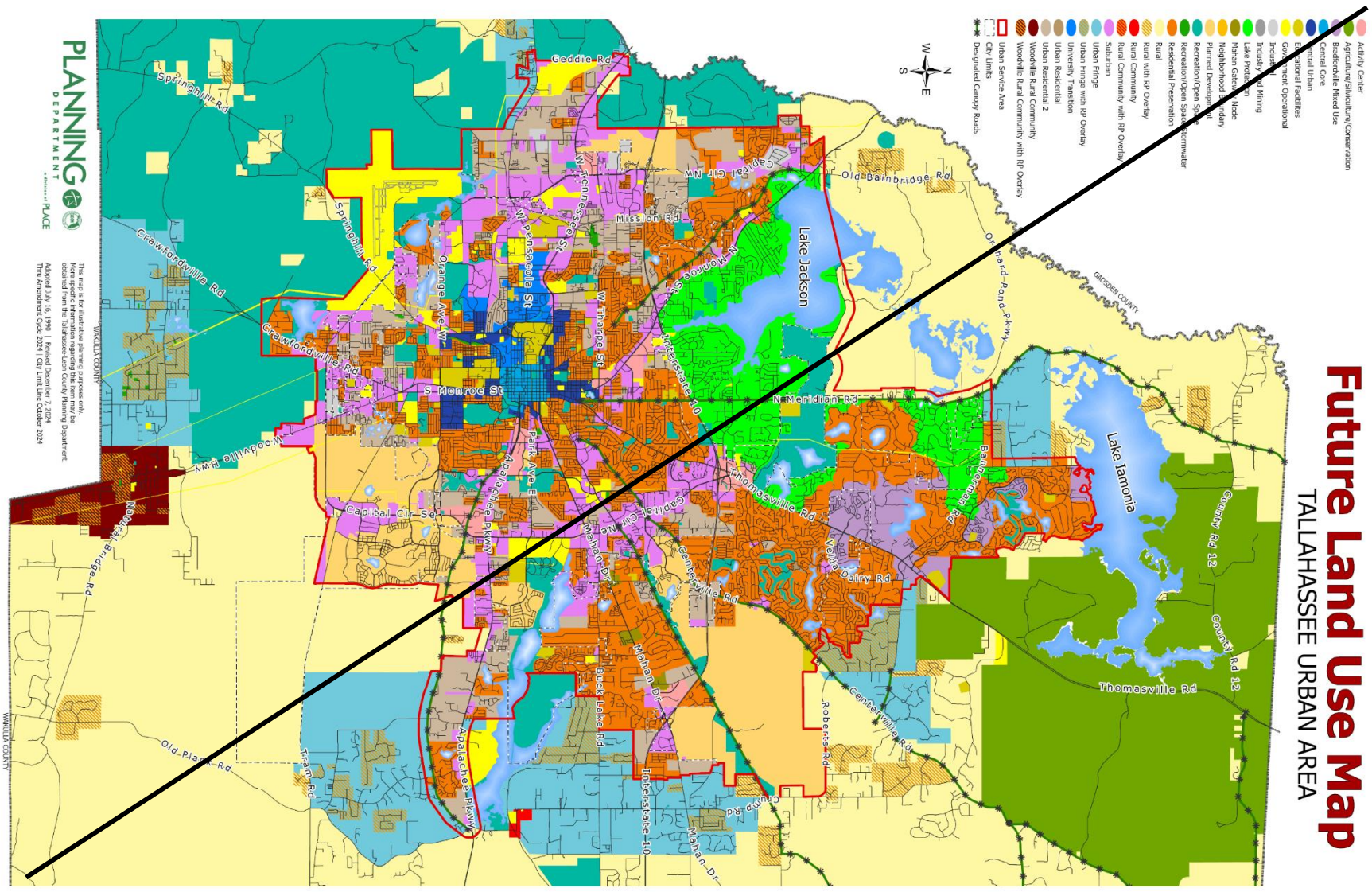
~~In addition, in order to provide the site design flexibility necessary to accommodate these density bonuses, the land development regulations shall contain provisions that allow for a reduction or elimination of requirements to set aside land for urban forest or landscaping, subject to the following criteria:~~

1) ~~the development meets all of the above criteria for density bonuses;~~
2) ~~no less than 10% of the dwelling units within the development will be affordable housing units;~~
3) ~~the reduction or elimination of requirements to set aside land for urban forest or landscaping shall not have an adverse impact to any Preservation or Conservation feature;~~
4) ~~the development shall provide the minimum landscaping necessary to ensure compatibility with adjoining land uses; and~~
5) ~~the development adheres to the general principles of Traditional Neighborhood Design, the Front Porch Florida program, and Crime Prevention Through Environmental Design (CPTED).~~

~~The land development regulations may base any reduction or elimination of requirements to set aside land for urban forest or landscaping on the quantity or percentage affordable housing units in the development and the proximity of the development to areas targeted for urban infill, redevelopment or more intensive land uses.~~

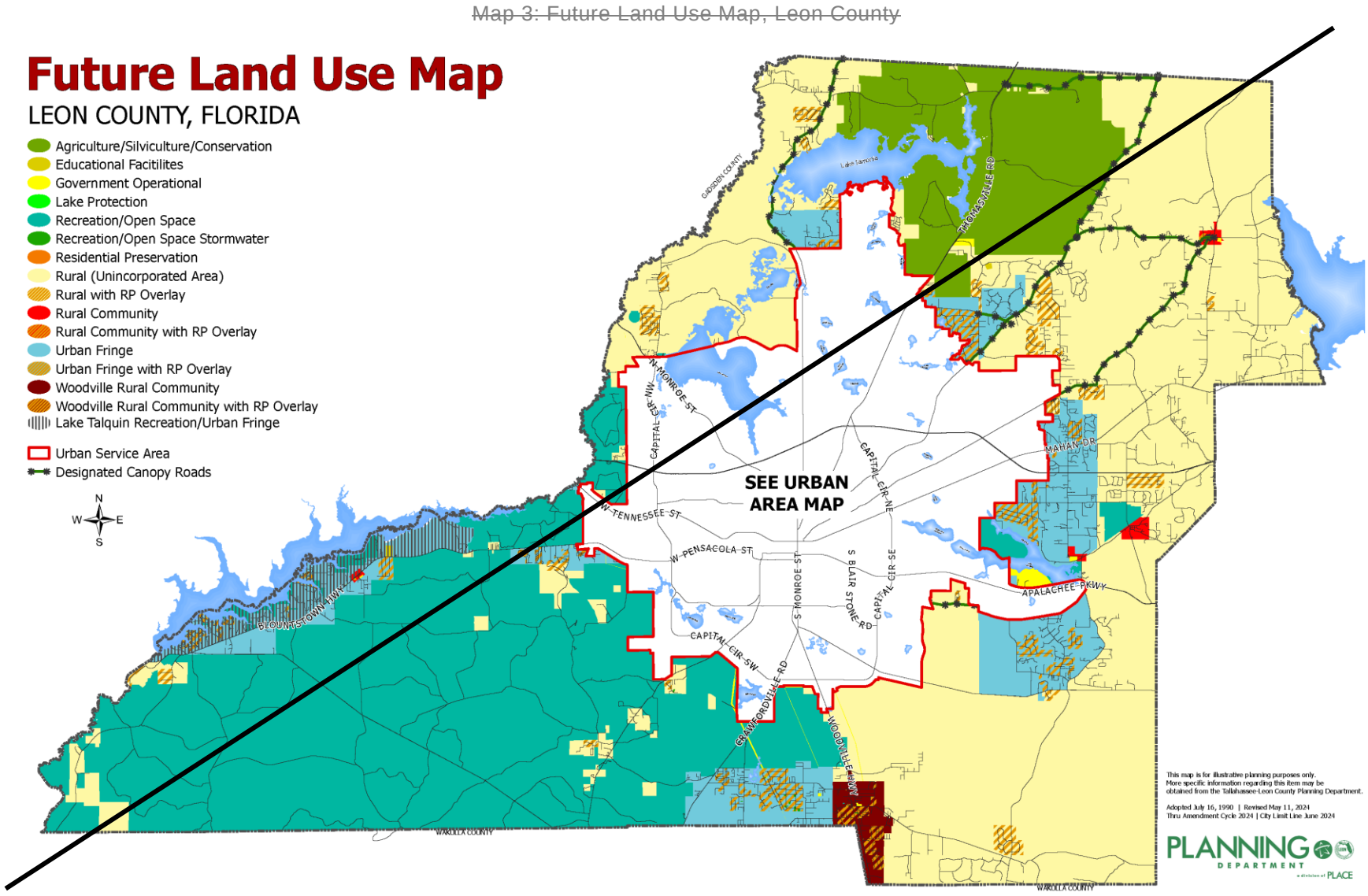
~~I. Land Use~~

~~Map 2: Future Land Use Map, Tallahassee Urban Area~~



~~I. Land Use~~

~~Map 3: Future Land Use Map, Leon County~~



FUTURE LAND USE MAP CATEGORIES

Objective 2.2: [L] (REV. EFF. 7/26/06)

To coordinate future land uses with suitable topography and soil conditions, the protection of natural resources and with the availability of adequate infrastructure through the establishment of a Future Land Use Map depicting appropriate land use categories. In order to fulfill this intent, the Land Use Plan establishes policies and guidance for the mapping of Future Land Use Categories, which are depicted on the Future Land Use Map. These categories are designed to promote a variety of land use types and patterns to meet the needs of the community.

The Tallahassee-Leon County Comprehensive Plan shall promote appropriate location of land uses and regulation of development

density and intensity based upon: (1) protection of conservation and preservation features; (2) compatibility with adjacent existing and future residential land uses; (3) access to transportation facilities in keeping with their intended function; and (4) the availability of infrastructure.

The Plan shall also establish policies and guidance for the mapping of Future Land Use Categories, which are depicted on the Future Land Use Map. These categories are designed to promote a variety of land use types and patterns to meet the needs of the community and are shown on the following maps:

NOTES APPLICABLE TO URBAN AREA FUTURE LAND USE MAP (REV. EFF. 3/14/07)

Parcels 21-26-35-C-0010, 21-26-35-C-0020, 21-26-35-C-130 may be developed as an independent living facility for the elderly only if a Planned Unit Development is approved which includes Parcels 21-26-51-000-0040, 21-26-51-000-0050, and 21-26-51-000-120. Development intensity on the vacant parcels is limited to 45 units and 34,000 square feet and building height is limited to three stories. If the Planned Unit Development is not completed or approved, the vacant parcels shall only be developed as low-density residential development allowed under the R-1 or R-2 zoning districts.

Parcel 11-08-20-630-0000 shall only be developed with general office that may include a lending institution with a drive-through facility on the first floor. The total amount of development is limited to 30,000 square feet. The architecture and site design must be consistent with the adjacent Thomasville Road/I-10 Planned Unit Development. Site plans must be submitted to the Live Oak Plantation and Piedmont Neighborhood Associations, the 1300 Live Oak Plantation Property Owners Association, as well as the developers of the Thomasville Road/I-10 Planned Unit Development for comments prior to submitting the site plan to the City.

The area designated University Transition with hatching is subject to Transportation Element Objective 2.2, which may limit density to less than the maximum permitted by the category.

NOTES APPLICABLE TO LEON COUNTY FUTURE LAND USE MAP (REV. EFF. 6/19/07)

The allowable density is limited to 200 single-family residential dwelling units on parcels 15-17-20-224-0000 and 15-20-20-034-0000 combined and no non-residential development is permitted on these parcels. Also, for these parcels at least 50% of the entire combined acreage must be placed in permanent open space. The permanent protection of this open space shall be further defined through the PUD process.
(Parcels) 12-02-20-602-0000 and 12-11-20-202-0000 will be developed at a cumulative density no greater than 81 residential detached units.

Policy 2.2.1: [L]

RURAL/AGRICULTURE (REV. EFF. 8/17/92; REV. EFF. 7/26/06; REV. EFF. 12/24/10; REV. EFF. 7/6/15; REV. EFF. 1/19/20)

INTENT

Leon County's agricultural and silvicultural lands have a long and productive history. They have served as both a source of food and materials for urbanized areas of the County and as a significant economic engine for the region. Decades of suburbanization have dramatically reduced the amount of arable land available for agriculture and silviculture within the County. These lands are now at a premium and require protection to ensure that they remain viable, unfragmented, and productive for future generations.

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

To promote infill and redevelopment within the Urban Service Area (USA) and Rural Communities, higher density residential, and non-residential activities that are not functionally related to and supportive of agriculture, silviculture and other natural resource based activities shall be prohibited within the Rural category.

ALLOWABLE USES, DENSITIES, AND INTENSITIES

1. Residential

   The Rural category shall allow for single family residential uses at a maximum density of one (1) dwelling unit per ten (10) gross acres.

2. Non-residential

   Agriculture, silviculture, and other natural resource based activities shall comprise the primary non-residential uses within the Rural category.

   Consistent with Florida's Right to Farm Act, bona-fide agricultural uses, on land classified as agricultural land by the Leon County Property Appraiser, shall not be subject to a non-residential intensity limitation.

Non-residential uses functionally related to and directly in support of agricultural, silvicultural, and other natural resource based activities, including ecotourism activities, may be permitted at a maximum intensity of 2,000 sq. ft. per gross acre. The location of such uses shall be limited to the intersection of major collector and arterial or arterial and arterial designated roadways. Total development at any one intersection shall not exceed 10,000 sq. ft.

To ensure that such uses are developed in a manner that is compatible with the rural nature of the area, additional standards and limitations shall be included in the land development code.

3. Community and Recreational Facilities

Community services and recreational uses may be permitted provided they are compatible with the natural and rural surroundings. Facilities associated with these uses may be permitted at a maximum intensity of 2,000 sq. ft. per gross acre.

Active recreational uses not functionally related to or supportive of agriculture, silviculture, natural resource based, or ecotourism activities, including, but not limited to golf courses, drag strips, and racetracks for motorized vehicles, are prohibited.

To ensure that such uses are developed in a manner that is compatible with the rural nature of the area, additional design standards and limitations shall be included in the land development code.

SPECIAL CONDITIONS

The following special conditions shall apply to the Rural future land use category:

1. Development proposals within the Rural area shall be evaluated for compatibility with adjacent agricultural uses and shall consider the land management activities associated with such uses. Development that is incompatible with agricultural uses, or has the potential to fragment, encroach upon, or displace such uses, shall not be permitted.
2. Property within the Rural category shall not be converted to a more intense land use category unless the subject site adjoins the Urban Service Area or a designated Rural Community.
3. Non-residential and light infrastructure development shall be subject to design standards that preserve the scenic and rural character of this category and protect existing rural residential development from offsite impacts of non-residential development. Design standards shall include, but not be limited to, signage, lighting, parking, landscape buffers, and building materials.
4. Existing uses and structures listed on the local or national historic register at the time of adoption of this amendment shall be considered conforming.

Policy 2.2.2: [L]

URBAN FRINGE* **(REV. EFF. 8/17/92; REV. EFF. 7/26/06; REV. EFF. 4/10/09; REV. EFF. 12/24/10; REV. EFF. 12/15/11)**

The Urban Fringe category is intended to provide the opportunity for very low-density residential areas mixed with open space and agricultural activity on the periphery of the Urban Service Area. To protect Rural areas from premature development, facilitate infill and redevelopment inside the Urban Service Area, and in recognition of the significant area already mapped as Urban Fringe, no additional lands designated Rural or Urban Fringe as of August 26, 2006 shall be converted to a more dense or intense land use category unless adjoining lands are also within the designated Urban Service Area boundary or the designated Woodville Rural Community. Conversions to the Woodville Rural Community designation shall be consistent with the Transfer of Development Units provision in Policy 4.2.5: [C].

Conventional subdivision of land in the Urban Fringe may be permitted at a density of up to one unit per three acres. To promote a mix of residential areas and perpetually protected open space and agricultural lands, Conservation Subdivision developments are allowed and encouraged. Conservation Subdivision design in Urban Fringe may be permitted at a density of up to one unit per three gross acres with units clustered on no more than 50% of the site. Conservation Subdivisions must also permanently set aside at least 50% of the total site as open space and restrict development to the least environmentally sensitive and otherwise significant portions of the land.

Appropriately sized minor commercial activities and minor offices are permitted. Industrial, office and more intensive commercial land uses are prohibited due to lack of present infrastructure services or potential negative environmental impacts. Present or future agricultural, silviculture and forestry activities may be allowed.

Policy 2.2.3: [L]

RESIDENTIAL PRESERVATION **(EFF. 7/16/90; REV. EFF. 7/26/06; REV. EFF. 4/10/09; REV. EFF. 5/31/18)**

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

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

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

1) Existing land use within the area is predominantly residential

2) Majority of traffic is local in nature

a) Predominance of residential uses front on local street
b) Relatively safe internal pedestrian mobility

3) Densities within the area generally of six units per acre or less

4) Existing residential type and density exhibits relatively homogeneous patterns

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

a) Degree of home ownership
b) Existence of neighborhood organizations

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

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

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

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

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

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

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

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

The design and layout of expanding or redeveloping light industrial uses and adjoining residential preservation areas shall be oriented to place the section of the development with the least potential negative impacts in the area next to the existing and/or future low density residential area in the residential preservation land use category. New light industrial uses shall prevent or mitigate off-site impacts in accordance with the Research and Innovation Land Use category or the Industry and Mining Land Use category and applicable Land Development Regulations.

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

e) Land use compatibility with low density residential preservation neighborhoods

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

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

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

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

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

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

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

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

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

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

Policy 2.2.4: [L]

VILLAGE MIXED USE **(REV. EFF. 12/23/96; REV. EFF. 7/26/06; REV. EFF. 3/14/07)**

To create traditional neighborhood developments with an emphasis on low to medium density residential land use, small to medium scale commercial shopping opportunities for area residents, schools and small to moderate scale churches, and recreational and leisure oriented amenities for the enjoyment of area residents. Development in this category shall require compliance with traditional neighborhood development standards to be established in the Land Development Regulations. New development in this category requires the establishment of a true, mixed-use project, either through buildings that integrate a mixture of uses or series of buildings that result in a compatible mix of uses. Integration includes the establishment of pedestrian connections, shared public spaces, streetscapes that focus on people before automobiles and parking designs that minimize their visibility. Commercial development shall be of a walkable scale and intensity. Residential development shall include a mix of housing densities and housing types.

Traditional neighborhood development regulations shall include specific criteria to ensure that development in this category results in walkable, mixed-use neighborhoods that satisfy a variety of housing needs and provide easy access to goods and services. The regulations shall require:

- A minimum of 40 acres per project unless the proposed project compatibly integrates with existing development abutting the project to establish an effective area of at least 40 acres that is consistent with traditional neighborhood development standards;
- A high degree of connectivity;
- Flexible greenspace requirements;

- Design and amenities that facilitates pedestrian access throughout each development;
- Minimum densities that are consistent with the Village Mixed Use Intensity Guidelines;
- Maximum setback requirements and standards that orient entrances and windows toward streets and pedestrian facilities;
- A mix of uses that is consistent with the Village Mixed Use Intensity Guidelines; and
- Requirements for public spaces that are readily accessible by pedestrians.

Development shall comply with the Village Mixed Use Intensity Guidelines. The scale of all nonresidential land uses shall be limited to preclude large automobile-oriented retail businesses and to ensure that non-residential uses remain accessible to pedestrians living in surrounding residences. Traffic volumes and speeds shall be kept low, and parking for nonresidential uses shall be small in scale. In village centers, the number of spaces may be reduced to reflect increased pedestrian access. These characteristics are reflective of the village life-style. Residential development should include a mix of densities and housing types and be located to maximize pedestrian access to shops, public facilities and recreational opportunities that are passive or active.

Village Mixed Use Intensity Guidelines **(REV. EFF. 3/14/07)**

Table 3: Village Mixed Use Intensity Guidelines

Minimum Percentage of Land Use by Acreage (1)	Development Patterns	*Allowed Land Uses (3)*	Residential Density (2)	Non-Res Intensity
10% of net area	Low Density Residential	Residential, Recreation, Light Infrastructure & Community Service	0 to 8 units/ acre	10,000 SQ. FT. per acre
5% of net area	Low Density Residential Office	Residential, Office, Recreation, Light Infrastructure & Community Service	0 to 8 units/ acre	13,000 to 20,000 SQ. FT. per acre
10% of net area	Medium Density Residential	Residential, Recreation, Light Infrastructure & Community Service	8 to 16 units/ acre	12,500 SQ. FT. per acre
5% of net area	Medium Density Residential Office	Residential, Office, Ancillary 1st Floor Commercial, Recreation, Light Infrastructure, Community Service & Post-Secondary Schools	8 to 16 units/ acre	17,000 to 25,000 SQ. FT. per acre

I. Land Use

Minimum Percentage of Land Use by Acreage (1)	Development Patterns	*Allowed Land Uses (3)*	Residential Density (2)	Non-Res Intensity
5% of net area	Village Center	Residential, Office, Commercial up to 50,000 SQ FT, maximum business size. Centers shall not be located closer than ¼ mile to another village center or commercial development including more than 20,000 SQ FT of floor area.	8 to 20 units/ acre	17,000 to 40,000 SQ. FT. per acre
10% of gross area	Public Spaces	Recreation and cultural facilities, plazas, trails, parks and other public gathering places		

Notes:

(1) All percentages except public spaces are based on net area to be defined in the land development regulations as excluding undevelopable land;

(2) Densities apply to residential acreage only.

(3) All projects in the Village Mixed Use category must have a discernible center with a minimum of 10,000 retail and/or office. The project must also have a minimum of 50 residential units in order to ensure a mixed use project is developed on site.

An essential component of Village Mixed Use is residential land use. The village also will require small shops and some services to serve nearby residents. Emphasis on commercial uses shall be limited to convenience goods and services, small to moderate scale grocery stores, and small pharmacies and offices. Office and commercial development in scale with surrounding residential areas are appropriate. Allowed land uses within the Village Mixed Use Future Land Use Category shall be regulated by zoning districts that implement the intent of this category, and reflect the unique land use patterns, character, and availability of infrastructure in the different Village Mixed Use areas. In areas lacking the necessary infrastructure, the Land Development Regulations may necessitate a lower intensity interim use that the maximum intensities established in this Plan. Any evaluation of a proposed change of zoning to a more intensive district shall consider, among other criteria, the availability of the requisite infrastructure, as well as compatibility with and appropriate connectivity to existing residential neighborhoods. Industrial development is prohibited in this Future Land Use Category.

Policy 2.2.5: [L]

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

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

areas inside the Central Core may be designated as appropriate based on existing land use pattern.

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

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

Suburban Intensity Guidelines **(EFF. 3/14/07; REV. EFF. 7/14/14; REV. EFF. 5/31/18)**

Table 4: Suburban Intensity Guidelines

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

I. Land Use

Development Patterns	Allowed Land Uses	Gross Residential Density	Non-Res Intensity	Percentage Mix of Uses
Medical Center	Residential, Office, Commercial, Recreation, Light Infrastructure & Community Service	6 to 20 UNITS/ ACRE (1)	80,000 SQ FT/ACRE (2)	
Business Park	Office, Residential and Commercial	Up to 16 UNITS/ ACRE	20,000 SQ FT/ ACRE	5-10%

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

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

Policy 2.2.6: [L]

BRADFORDVILLE MIXED USE **(REV. EFF. 12/23/96; REV. EFF. 7/26/06; REV. EFF. 3/14/07) (APPLIES TO BRADFORDVILLE STUDY AREA ONLY)**

The Bradfordville Mixed Use Category is depicted on the Future Land Use Map. The category establishes differing proportions of allowed land uses and land use densities and intensities and is intended to be implemented by zoning districts which will reflect eight different development patterns which are described in Objectives 1.7 and 6.1.

The Mixed Use Development patterns shall be applied through zoning and Land Development Regulations in a manner consistent with the Future Land Use Map delineation of Bradfordville Mixed Use. These eight different development patterns are not intended to be mapped as part of the Future Land Use Map, rather they are intended to serve as a mechanism to assure that the appropriate location and mixture of land uses occur within the category.

Commercial development allocations in the Bradfordville Mixed Use Future Land Use Category are intended to limit gross leasable square footage per parcel as defined in the Land Development Regulations.

Intended Function: Create a village atmosphere with an emphasis on low to medium density residential land use, small scale commercial shopping opportunities for area residents, schools and churches, and recreational and leisure-oriented amenities for the enjoyment of area residents.

The intensity of all nonresidential land uses shall be kept minimal to reduce the intrusive impact upon the residential land use. The intensity of all nonresidential land uses shall be kept minimal to reduce the intrusive impact upon the predominant residential land use. Traffic volumes and speeds shall be kept low, and parking for nonresidential uses shall be minimal. These characteristics are reflective of the village life-style.

The essential component of Bradfordville Mixed Use is residential land use. The low to medium density residential development will be located to provide for maximum land use compatibility and enjoyment of recreational and leisure opportunities (recreational land uses are included in the description of Community Facilities). The village will also allow small shops and some services to serve nearby residents. Emphasis on commercial uses shall be limited to convenience, grocery, and small pharmacies and offices. Office and commercial development in scale with and meeting the needs of the surrounding predominately residential area are appropriate.

It is also possible that appropriate sites within the area designated for Bradfordville Mixed Use may be developed for enclosed industrial uses. These are land uses that would usually be considered incompatible with the mixed use village, but due to site conditions, with careful design and facility planning, may be successfully integrated. Compatibility is also protected by allowing few such uses and limiting their size (development intensity).

All of the development patterns are appropriate within Bradfordville Mixed Use as described in Policy 1.7.9 [L]. The development pattern descriptions established under Objective 1.7 guide the density and intensity, location and access to areas of complementary land use.

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

Policy 2.2.7: [L]

HEAVY INDUSTRIAL **(Eff. 12/10/91; Rev. Eff. 7/26/06; Renumbered 3/14/07; Rev. Eff. 5/31/18)**

Contains industrial uses which have or may have substantial off-site impacts. These areas have locational criteria more stringent than residential or commercial. Off-site impacts

require extensive buffering and/or relative distance from other land uses. Ancillary commercial uses designed to serve adjacent workers may be permitted. Other commercial and residential land uses are prohibited due to the encroachment factor. No additional property shall be designated with the Heavy Industrial Land Use category. Amendments to the Future Land Use Map adopted for the purposes of developing heavy industrial uses shall be designated with the Industry and Mining Land Use category.

Policy 2.2.8: [L]

CENTRAL URBAN **(REV. EFF. 6/07/01; REV. EFF. 7/26/06; RENUMBERED 3/14/07; REV. EFF. 6/6/08)**

Characterized by older developed portions of the community that are primarily located adjacent to or in close proximity to the urban core and major universities. Intended to provide a variety of residential types (up to 45 DU/AC), employment (includes light manufacturing), office and commercial activities. Infill and potential redevelopment and/or rehabilitation activity should be encouraged. Actual siting of land uses within the category are dependent on implementing zoning districts. Roadway access standards are determined by application of land development regulations. Land use intensity is intended to be higher (up to 20,000 sq. ft. for minor commercial uses; up to 100,000 sq. ft. for neighborhood commercial uses; and up to 200,000 sq. ft. for community commercial uses) due to the presence of requisite capital infrastructure and location of employment and activity centers.

Policy 2.2.9: [L]

HIGH INTENSITY URBAN ACTIVITY CENTER**(EFF. 7/16/90; REV. EFF. 7/26/06; RENUMBERED 3/14/07)**

Designed to function as urban activity centers by primarily providing for community wide or regional commercial activities located in proximity to multi-family housing and office employment centers. Intended to provide large scale commercial activities to serve retail needs of large portions of the population. Promotes efficiency of the transportation system by consolidating trips and discouraging unabated sprawl of commercial activities. Planned, integrated development is required to promote synergy between the different allowable land uses. An integrated pedestrian mobility system designed to provide safe and accessible foot and bike travel between the land uses shall be stressed in granting development approvals. Access and egress to Activity Centers as well as internal vehicle travel shall be planned in a comprehensive manner in order to facilitate traffic movement. Residential development shall be permitted up to 45 dwelling units per acre.

Policy 2.2.10: [L]

CENTRAL CORE **(EFF. 1/19/02; REV. EFF. 7/26/06; RENUMBERED 3/14/07; REV. EFF. 1/7/10; REV. EFF. 7/19/13)**

The current Central Core of Tallahassee has a strong government presence. However, the character of this area has changed since 2002 to a more mixed use center with new office, commercial, retail and residential uses. The Central Core of Tallahassee is intended to

expand into a vibrant 18-hour urban activity center with quality development. The emphasis in this area is intended to shift from cars to pedestrian, bike and transit modes of transportation. The development regulations within the Central Core area have to be amended to allow for a more urban kind of development where the primary emphasis is on pedestrian, bike and transit modes of transportation. The Central Core area is within the Downtown Overlay. The City of Tallahassee intends to promote mix of uses and higher densities and intensities within its Central core, while promoting multiple modes of transportation. The City shall establish Design Guidelines for this area in order to allow for more mixed use, pedestrian, bike and transit oriented development. Residential development may be permitted up to 150 units per acre.

Any development with density of more than 10 dwelling units per acre shall be consistent with the design standards identified in Policy 1.1.10 [M] subject to further clarification in the Land Development Code.

The future expansion of the Central Core FLUM will be limited to only those parcels within the Downtown Overlay District when:

- The proposed parcels are contiguous to existing central core FLUM area;
- The proposed parcel has all the infrastructure available;
- The proposed parcel has to exhibit a need for the expansion (e.g.: parcel of sufficient size not available in the Central Core FLUM for the proposed development).

Policy 2.2.11: [L]

RURAL COMMUNITY***(REV. EFF. 6/28/02; REV. EFF. 7/26/06; RENUMBERED 3/14/07)**

The Rural Community future Land Use Designation is intended to distinguish long-established unincorporated communities located outside of the urban service area. These communities have existing concentrations of residential land use at densities typically less than those desirable within an urban area (gross densities are typically less than 2 dwelling units per acre and the most intensely developed portions rarely exhibit net densities above 4 dwelling units per acre). The intensity and layout of development within these communities more closely reflect rural design characteristics than urban design characteristics, with home sites and businesses typically being situated on larger lots, with greater setback than their urban counterparts, and while some commercial development in these communities occurs in the geographically compact "nodes", located at or near the intersections of major roads, it is also common to find established existing linearly developed commercial areas along limited portions of State Highway frontage. Communities so designated have grown as historically independent communities outside of the urban area and not extensions of urban sprawl. As such, this future land use designation recognizes that these communities typically have their own small, business-commercial "districts", where minor offices and small to moderate-sized commercial development provide local and surrounding rural residents access to basic shopping opportunities accordingly, the intensity of non-residential development is limited to a maximum of 50,000 square feet building and 50,000 square feet per parcel. Residential development may be permitted up to 4 dwelling units per acre. Development intensity

may be further limited according to the absence or presence of central water and sewer service, roadway capacity, and environmental limitations. Although some urban services may be available to serve development within areas designated Rural Community, urban services are not prerequisites for the limited development intensities allowed within these areas. Central sewer and water systems used to serve areas designated Rural Community shall be designated for lower density service as this category is not intended to create an area that attracts regional development or functions as a growth node.

Policy 2.2.12: [L]

WOODVILLE RURAL COMMUNITY* **(REV. EFF. 7/26/06; RENUMBERED 3/14/07; REV. EFF. 4/10/09)**

The Woodville Rural Community shares many of the same characteristics as other Rural Communities, but has experienced different types of growth pressures than the other areas designated as Rural Community. Therefore it has received a separate Future Land Use designation with specific objectives and policies to address the issues unique to Woodville. Non-residential development is limited to a maximum of 50,000 square feet per building and 50,000 square feet per parcel; residential development is limited to a density of 4 dwelling units per acre. Through the transfer of development units system provided for in Policy 4.2.5 [C] residential densities of up to 8 dwelling units per acre may be allowed.

*Category located outside of designated Urban Service Area.

Policy 2.2.13: [L]

EDUCATIONAL FACILITIES **(EFF. 8/17/92; REV. EFF. 7/26/06; RENUMBERED 3/14/07)**

This category contains:

(1) All public schools including elementary, middle school, high school, and post-secondary.

(2) All public lands for which educational facilities are proposed or planned.

(3) Private facilities with capacities for over three hundred students are also included in this category.

Permitted uses in this land use category are limited to educational facilities and ancillary community services to serve the student population, or the community in general. Allowed land uses within the Educational Facilities future land use category shall be regulated by zoning districts which implement the intent of this category.

Policy 2.2.14: [L]

RECREATION/OPEN SPACE **(EFF. 8/17/92; REV. EFF. 7/26/06; RENUMBERED 3/14/07)**

This category contains:

(1) Government owned lands which have active or passive recreational facilities, historic sites, forests, cemeteries, or wildlife management areas.

(2) Privately owned lands which have golf courses, cemeteries, or wildlife management areas.

Permitted uses include passive recreation and silviculture. Active recreation facilities are included if the site is within the USA or a rural community.

Policy 2.2.15: [L]

RECREATION/OPEN SPACE - STORMWATER FACILITY **(EFF. 7/2/99; REV. EFF. 7/26/06; RENUMBERED 3/14/07)**

This is a sub-category of the Institutional Recreation/Open Space category. This category is intended for government owned stormwater facilities.

Included in this category are the following:

(1) Government owned lands which serve as structural or non-structural stormwater facilities.
(2) The primary function of land in this category is stormwater attenuation, stormwater treatment for water quality, or stormwater conveyance.
(3) These areas may be used for passive parks that do not contain any permanent structure. Allowable open space uses include parks, nature preserves, cultivation, grazing, and unimproved pervious parking areas.

Policy 2.2.16: [L]

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

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

Airports*	Offices
Correctional Facilities	Outdoor Storage Facilities
Courts	Police/Fire Stations
Electric Generating Facilities	Sanitary Sewer Percolation Ponds
Electric Sub-Stations	Sanitary Sewer Pump Stations
Health Clinics	Sanitary Sewer Sprayfields
Libraries	Vehicle Maintenance Facilities

Incinerators	Waste to Energy
Materials Recovery Facilities	Water Tanks
Museums	Water Treatment Plants
Postal Facilities	Water Wells

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

Policy 2.2.17: [L]

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

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

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

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

Policy 2.2.18: [L]

LAKE PROTECTION **(REV. EFF. 12/22/95; REV. EFF. 7/26/06; RENUMBERED 3/14/07; REV. EFF. 7/14/14; REV. EFF. 7/6/15)**

INTENT

Lake Jackson, designated both an Outstanding Florida Water (OFW) and Aquatic Preserve, is one of the most unique waterways in Florida. Historically, the lake has suffered from water quality issues associated with rapid urbanization and large-scale roadway projects. Lake Jackson's water quality has improved since adoption of the Comprehensive Plan, due in large part to the adoption of stringent stormwater treatment standards and the implementation of capital projects; however, nutrient levels in the Lake remain elevated and the Lake continues to be designated "Impaired" by the Florida Department of Environmental Protection.

The intent of the Lake Protection category is to ensure that development within the Lake Jackson basin occurs in a sustainable and environmentally sound manner with minimal impact to water quality. The Lake Protection category is the basis for regulation and, where appropriate, limitation of development and redevelopment of land within the Lake Jackson Basin. The bounds of this category are to be the Lake Jackson basin boundary adjusted to include contributing watersheds but excluding existing, more intensely developed areas south of Interstate 10 and areas outside the Urban Service Area.

ALLOWABLE USES, DENSITIES, AND INTENSITIES

1. Residential

The Lake Protection category shall allow for residential uses at a base density of one (1) dwelling unit per two (2) gross acres.[1] To encourage compact and efficient development, two density bonus options are available for properties within the category:

i) A residential density of up to two (2) dwelling units per gross acre may be permitted within developments designed as a Clustered Subdivision.
ii) A residential density of up to eight (8) dwelling units per gross acre may be permitted within the Lake Protection Node (LPN) zoning district.

[1] (Leon County) Any development affecting real property located in whole or in part within the Lake Protection Future Land Use Map category west of US 27 North for which an initial Planned Unit Development Concept or Final Development Plan was approved before January 1, 2005 shall be vested for all uses, intensities and densities set forth in the PUD Concept Plan Ordinance. Said PUD shall be entitled to rely on the closed basin exemption previously set forth in this section if the Commission determined prior to January 1, 2005 that the PUD met the requirements for such closed basin exceptions and that such determination has not been overturned by a court of competent jurisdiction at the time vested rights are sought under this provision. If a court of competent jurisdiction invalidates such a PUD due to reasons unrelated to whether the property met the requirements for the closed basin exception, any new or modified PUD application relating to the same real property shall be vested for the uses, intensities and densities of the previously approved PUD. All development within said certified closed basins approved pursuant to this provision shall be approved through the PUD amendment process, except that in unincorporated Leon County a one-into-two residential lot split exemption shall be processed according to the established County procedures instead of the PUD process.

2. Mixed-use & Non-residential

Non-residential and mixed-use development (including, but not limited to, office and commercial uses) within the Lake Protection category may only be permitted within areas designated with the Lake Protection Node (LPN) zoning district. Within this district, single use, non-residential development shall be allowed at a maximum intensity of 10,000 square feet (S.F.) per gross acre. Projects containing a vertical mixture of uses, including any combination of office, commercial and residential uses, may receive a bonus of 2,500 S.F. per gross acre, for a total of 12,500 S.F. per gross acre.

3. Community and Recreational Facilities

Community services, light infrastructure, and recreational uses shall be permitted within the Lake Protection (LP) and Lake Protection Node (LPN) zoning districts. Facilities associated with these uses shall be allowed at a maximum intensity of 10,000 square feet (S.F.) per gross acre.

SPECIAL CONDITIONS

The following special conditions shall apply to the Lake Protection Future Land Use category:

1. The Lake Protection Node zoning district shall only be permitted at the following intersections:

- Highway 27 North and Sessions Road
- Highway 27 North and Capital Circle NW/Old Bainbridge Road
- Highway 27 North and Fred George Road
- Bannerman Road and Bull Headley Road

The exact extent of these Nodes shall be specified in the City of Tallahassee and Leon County land development regulations, but generally shall not extend beyond ¼ mile from the respective intersection and shall not include areas within a Special Development Zone (SDZ) or existing single-family subdivisions.

2. As an alternative to large-lot developments, Clustered Subdivisions shall be permitted within the Lake Protection zoning district. Clustered Subdivisions shall:

- Contain a minimum of 60% contiguous open space preserved in perpetuity and comprised of such things as preservation and conservation features, Special Development Zones, undeveloped uplands, passive recreation areas, and storm water facilities designed as a community amenity;
- Be developed at a maximum density of two (2) dwelling units per gross acre; and,
- Be served by central water and sewer systems.

3. A volume control based stormwater treatment standard shall be required for all development and redevelopment within the Lake Protection land use category. This standard shall ensure that runoff volumes in excess of the pre-development runoff volume shall be retained for all storm events up to a 100-year, 24-hour duration storm. To encourage redevelopment in the Lake Protection category, a partial credit may be applied toward existing impervious surface on previously developed sites.

4. Additional development standards deemed necessary to protect Lake Jackson from further degradation and/or improve existing water quality may be included in the land development code.
5. Existing, lawfully established, non-residential uses within the Lake Protection land use category that are compatible with surrounding uses and meet all water quality standards for the Lake Jackson Basin shall be considered permitted uses.

Policy 2.2.19: [L]

LAKE TALQUIN RECREATION/URBAN FRINGE* **(REV. EFF. 8/17/92; REV. EFF. 7/26/06; RENUMBERED 3/14/07)**

This is a category that is specific to the eastern shore area of Lake Talquin north of State Highway 20. This area has unique characteristics in that it has developed to a large extent with weekend or vacation homes along the lake. This category is intended to allow one unit per three acres or one unit per acre if the development is clustered on 25% of the site. This is intended to protect environmentally sensitive areas until the critical areas study is completed.

A critical areas study will be required for this area in order to ascertain the environmental impacts of further development in this area as well as a strategy to provide services. Once the critical areas study has been completed, allowable densities, based on the information from the study, will be reassessed.

*Category located outside of designated Urban Service Area.

Policy 2.2.20: [L]

AGRICULTURE/SILVICULTURE/CONSERVATION **(REV. EFF. 6/28/02; REV. EFF. 7/26/06; RENUMBERED 3/14/07; REV. EFF. 1/19/20; REV. EFF 7/25/24)**

Conserving large tracts of plantation and former plantation land, forest land, agriculture and silviculture lands and wildlife and conservation and recreational hunting areas is an efficient means of protecting natural resources that constitute important physical, social, aesthetic and economic assets to all of the residents of Leon County. The expansion of urban development into agriculture/ silviculture/ conservation areas creates conflicts between farm and urban activities that encourage the premature conversion of agricultural and silvicultural land to other uses, and results in the loss of open space and natural beauty. The designation of land as ASC substantially protects the continued existence of the land for agriculture, silviculture, forest wildlife conservation and recreational hunting purposes, and otherwise promotes the public health, safety and general welfare of the residents of Leon County.

Extensions of Community Services (libraries, religious facilities, and police/fire stations) and Light Infrastructure (water wells, water tanks, sewage pump stations, and electric substations) within all ASC areas is allowed. Solar facilities shall comply with the setback and landscape buffer area criteria for other similar uses in this land use category. Very low residential density not to exceed 1 unit per 10 acres, is also allowed within the entire

ASC land use category. Accessory uses directly associated with the operation of agriculture, silvicultural, wildlife conservation, recreational hunting and permitted residential uses shall be allowed.

Areas which meet the criteria for inclusion in the ASC category include, but are not limited to the tracts known as Foshalee, Cherokee and Horseshoe plantations, and the Tall Timbers Research, Inc. ownerships. These large ownership properties are in the Rural Zoning District and some of the smaller portions of the properties within the District currently have minor commercial uses or have had such in the past.

In recognition of the existence of those uses, the need to provide nodes of non-residential land use between long distances of rural plantation lands to serve the needs of pass-by traffic, and the need for a potential expansion of similar uses such as office uses that are currently not permitted in the Rural Land Use District portions of the properties lying within the ASC Land Use Category may be developed utilizing the Planned Unit Development process for rezoning to allow the expansion of uses permitted within a special development district provided that the proposed ASC PUD meets and addresses the following criteria:

(A) The development parcel and Planned Unit Development is located in only one quadrant of the intersection of a Minor Collector or Major Collector and an Arterial Roadway of parcels in excess of 200 acres in size; and
(B) Other quadrants must be dedicated as a conservation easement in perpetuity.
(C) The arterial road frontage of the lands surrounding the proposed development remains in its natural state for a minimum of 500 feet from the right of way in a Conservation Easement;
(D) The development area for the non-residential component of the PUD is a maximum of 30 acres; and
(E) The area to be dedicated as a Conservation Easement in perpetuity is conveyed prior to the issuance of Environmental Management permits; and
(F) The following site plan and design criteria are incorporated into the overall PUD:
    (1) Parking is buffered from the adjacent roadways;
    (2) Clustering of buildings and parking areas is utilized; and
    (3) A maximum of 10,000 square feet per structure not to exceed 50,000 gross square feet in total of non-residential is provided; and
    (4) Asphalt/concrete areas are minimized by providing grassed overflow parking, etc.; and
    (5) A limitation to a maximum of 30% total impervious area is utilized; and
    (6) Maximum building height is limited to two (2) stories; and
    (7) The overall PUD site is limited to one access entrance to the arterial roadway and one access to the collector roadway and provides internal connection to the overall parent parcel; and
    (8) There is an architecturally consistent theme that reflects the regional plantation vernacular throughout the development; and
    (9) The development incorporates an overall infrastructure plan (sewer, water, fire, sheriff, garbage, etc.) designed to serve the proposed development without extending existing services; and
    (10) Retail uses are limited to tourist-related retail, convenience stores (including gasoline sales), restaurants, and hotel/motel lodging. Office uses are limited

to civic and social organizations, offices serving primarily rural and agricultural/silvicultural needs, membership sports and recreations clubs, cultural and educational retreat facilities, and research and testing services related to agriculture/silviculture and plantations. Recreational uses are limited to museums, art galleries, and botanical and zoological gardens.

Policy 2.2.21: [L]

NEIGHBORHOOD BOUNDARY **(EFF. 7/25/03; REV. EFF. 7/26/06; RENUMBERED 3/14/07; REV. EFF. 11/26/20)**

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

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

Intensity/Density: Density and intensity standards for residential and non-residential development shall be established within the implementing zoning district's development standards. In no case shall the maximum density established exceed eighteen (18) dwelling units per acre. Non-residential structures are permitted up to a maximum of 20,000 square feet of gross building floor area per acre.

Design Standards: The land development regulations shall establish design standards to promote compatibility with adjacent residential development.

Location and Orientation: The location of this land use category shall either serve as a buffer between residential development and more intensive development or to establish mixed-use corridors, or nodes, with neighborhood-scale, non-residential uses and a variety of residential uses where identified in a City or County coordinated placemaking, sense of place, neighborhood, or sector plan. Those properties currently within the Lake Protection land use category may not be amended to the Neighborhood Boundary land use category.

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

Policy 2.2.22: [L] **(EFF. 1/7/10; MAHAN DRIVE LAND USE CATEGORIES DEL. 1/7/10)**

MAHAN GATEWAY NODE LAND USE CATEGORY

INTENT

The Mahan Gateway Node land use category is applicable only within the Mahan Drive Corridor Study area (see reference map below). The application of this land use category and associated implementation regulations to the Mahan Drive Corridor is intended:

- To preserve existing residential preservation neighborhoods;
- To create an attractive gateway into Florida's Capital City, Tallahassee;
- To foster an appropriate mix and location of land uses along the corridor to preserve the scenic and residential character of a majority of the corridor;
- To provide for the potential development of commercial and retail developments within designated nodes along the corridor;
- To prohibit strip commercial development along the corridor;
- To maximize and promote efficient use of infrastructure within the Tallahassee-Leon County Urban Service Area;
- To facilitate the development and provision of transit service along the corridor;
- To promote pedestrian activities by providing neighborhood-serving commercial and office uses within walking distance of one another, nearby to existing and future residential developments; and
- To promote shorter vehicular trips for adjacent neighborhood residents and to increase usage of non-vehicular transportation modes.

ALLOWABLE LAND USES, DENSITY AND INTENSITY

1. Residential

   The Mahan Gateway Node shall provide for low to medium density residential development, ranging in maximum permitted density from 4-16 dwelling units per acre. The maximum residential density shall be allowed in the mixed use zoning district(s) as defined below. Residential uses and types ranging from single family detached houses to multi-family residential structures shall be allowed.

2. Mixed-use & Non-Residential

   Mixed-use developments and non-residential uses such as a combination of commercial/office uses and residential uses, shall be allowed within the Mahan Gateway Node future land use category based on the following intensity standards.

   iii) Maximum non-residential uses shall not exceed 12,000 gross square feet per acre. The highest intensity of non-residential uses shall be allowed in mixed-use developments, which combine residential and non-residential uses in a common plan of development.

   iv) Mixed-use development must include a residential component. The land development regulations shall specify the percentage range for the residential component.

3. Community Facilities

The Mahan Gateway Node future land use category shall allow community facilities related to residential uses including but not limited to religious facilities, libraries, police/fire stations, elementary and middle schools. Leon County shall consider siting public community facilities needed to support development in the Mahan Drive corridor, within the Mahan Gateway Node future land use category. Density transfers shall be allowed for properties dedicated and accepted by the appropriate local government for the location of public community facilities within these nodes.

IMPLEMENTATION DISTRICTS

In order to achieve the intent of the Mahan Gateway Node future land use category, the future land use category shall be implemented through zoning districts, based on the criteria cited below and further defined in the land development regulations.

Mixed-use zoning district(s)

The Mahan Gateway Node future land use category shall include at least one mixed-use zoning district which shall allow for medium density residential uses, non-residential uses and a combination of medium density residential uses and non-residential uses (mixed-use developments).

Mixed-use zoning district(s) for Mahan Gateway Node shall be guided by the following requirements:

1. Location

i) The areas immediately surrounding the intersections of Mahan Drive and the following streets: Dempsey Mayo Road, Edenfield Road and Thornton Road and as further defined in the land development regulations.

ii) The properties designated Residential Corridor Node (Future Land Use Map Amendment 2005-2-M-015) east of Highland Drive and on the south side of Mahan Drive.

Mixed-use zoning district(s) shall have frontage on Mahan Drive and shall be limited in its extent along Mahan Drive as further defined in the land development. The depth of the district(s) shall be specified in the land development regulations.

2. Limitation on Non-Residential Uses: The land development regulations shall establish limits for the location of non-residential structures along the designated cross streets cited in subparagraph (a) above.

3. Access Management: Where feasible, practical and safe, access to Mahan Drive and the intersecting streets associated with each node shall be limited to one access driveway per node quadrant. Temporary access may be allowed until the desired interconnectivity for each node quadrant is achieved. The land development regulations shall specify criteria for access management, including, if necessary, the development of an access management plan.

4. Adjacency to Residential Preservation: Properties not currently designated Residential Corridor Node, as January 30, 2009, shall not be designated/zoned

~~in a manner to allow the mixed-use zoning district(s) to abut areas designated Residential Preservation. This provision is not applicable when the abutting properties in the Residential Preservation area have been developed with community facility uses. The mixed-use zoning district(s) are intended to be located in the core area of each designated node, around the identified arterial/collector roadway intersection with Mahan Drive.~~

5. ~~Incentives for Unified Master Plan: To encourage, within the maximum development density and intensity standards, the combined development of properties within the Mahan Gateway Node future land use category, Leon County and/or the City of Tallahassee shall provide development incentives to property owners/developers within a node quadrant who proposed a binding master plan for a significant amount of the acreage or multiple properties within a node quadrant. The land development regulations shall provide a framework and guiding principles for the development of master plan(s) under this policy and the incentives to be provided.~~

~~*Residential zoning district(s)*~~

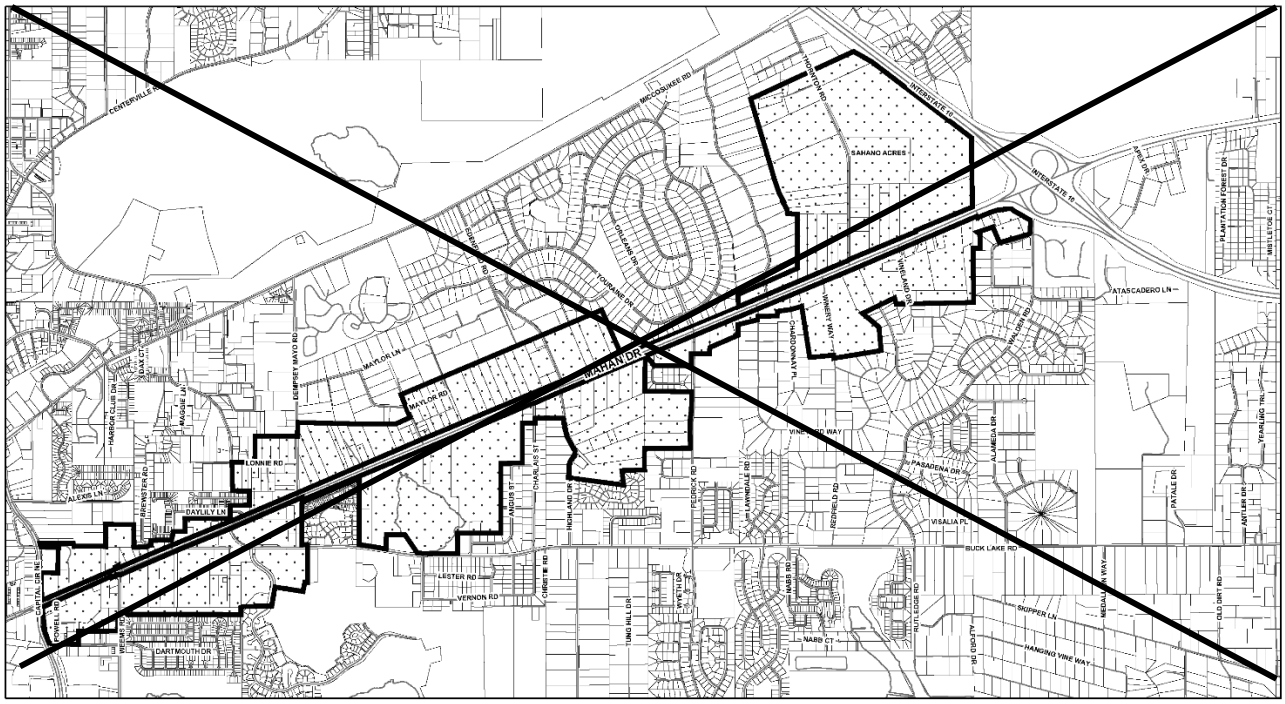
~~At least one residential zoning district shall be created and shall include all properties within the Mahan Gateway Node that are not designated mixed-use zoning district. The residential zoning district(s) shall develop primarily with residential uses and shall function as a transition area between the higher intensity/density uses allowed in the mixed-use zoning district(s) and the surrounding Residential Preservation areas. The residential zoning district(s) can also provide for community facilities and other neighborhood related uses as allowed by other policies in the comprehensive plan.~~

~~IMPLEMENTING LAND DEVELOPMENT REGULATIONS~~

~~The land development regulations may create density ranges to ensure compatibility with existing residential developments and other gateway development criteria. Standards addressing design elements to regulate development within the Mahan Gateway Node may include but are not limited to requirements addressing roofs, building scale, exterior building materials, building setbacks and height, fenestration, buffering, landscaping, solid waste disposal, parking lighting, transit oriented development, and signs. Such standards shall be included in the adopted land development regulations.~~

~~**I. Land Use**~~

~~Map 4: Mahan Drive Corridor Study Area~~



MAHAN DRIVE CORRIDOR STUDY AREA

Policy 2.2.23: [L]

URBAN RESIDENTIAL **(Eff. 7/20/05; Rev. Eff. 7/26/06; Renumbered 3/14/07; Rev. Eff. 1/22/16)**

The primary intent of the Urban Residential land use category, which is to be applied only within the Urban Services Area, is to encourage medium density (4-10 dwelling units per acre) housing, thereby promoting infill development, reducing urban sprawl, and maximizing the efficiency of infrastructure. The implementing zoning district shall contain design standards as well as locational criteria in order to accomplish these goals. The Urban Residential category allows townhouses, single-family detached, two-family, and multiple-family dwelling units as well as community facilities related to residential uses. The implementing zoning district(s) within the land development regulations shall further specify the allowable uses. Urban Residential may serve as a transition category between lower density residential categories and more intensive development such as higher density residential and/or office land uses or major roadways where alternative modes of transportation are available to support the increased residential densities. The category is not intended to be applied within the interior of an existing neighborhood, unless to correct, legal non-conforming uses and/or densities. The maximum residential density within the Urban Residential is 10 DU/AC and the minimum is 4 DU/AC.

Policy 2.2.24: [L]

URBAN RESIDENTIAL 2**(Rev. Eff. 7/26/06; Rev. Eff. 3/14/07; Rev. Eff. 1/22/16)**

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

Policy 2.2.25: [L]

PLANNED USE OVERLAY DISTRICT **(Eff. 7/25/03; Rev. Eff. 7/26/06; Renumbered 3/14/07)**

Planned Use Overlay District is an overlay district that may be applied on any specific property inside the Urban Service Area, except for those properties currently within the Lake Protection land use category. The regulatory conditions pertaining to this overlay district shall be adopted by ordinance as an amendment to the Future Land Use Map of this Comprehensive Plan.

The Planned Use Overlay District is created to allow the consideration of unique, innovative or narrowly defined land use proposals that, because of the specificity of the applied regulatory conditions, can be found compatible with the character of the surrounding land uses and the environmental conditions of the subject land. This district may allow residential and non-residential uses that might otherwise not be allowed in the underlying land use category, subject to unique design features or other regulatory conditions adopted to promote compatibility with adjacent areas. Such features include but are not limited to recreational areas, mixed use development, buffering, and landscaping. Development within this overlay shall result in an integrated plan of development. and each adopted Planned Use Overlay District designation shall address the following: the intent of the specific overlay district designation, density and intensity; permitted uses; access and interconnectivity by car, foot, bicycle, and transit; trip generation and trip capture; identification and protection of environmental features; open space; buffering of adjacent uses when necessary; and unique design features.

Applicants seeking amendment of the Future Land Use map in order to apply this overlay district to (a) specified parcel(s) shall be required to meet with those registered neighborhood association(s), if any, within ¼ mile circumference of the amendment site prior to the first scheduled public hearing regarding the specific development proposal. This meeting shall be in addition to the normal Comprehensive Plan amendment notice procedures and requirements. Due to the requirements above, applicants shall be required to request the application of the Planned Use Overlay District prior to the relevant Comprehensive Plan amendment application deadline. Planned Unit Development zoning shall be required to implement each Planned Use Overlay District and the entitlements granted through the application of the Planned Use Overlay District may be further limited by the Planned Unit Development zoning requirements. However, the minimum size requirement for Planned Unit Development shall not apply.

In the event that the Future Land Use Map overlay district has been applied to a site and no Planned Unit Development zoning has received approval by action of the City or County within 18 months of land use designation effective date, the Planned Use Overlay District shall be deemed null and void and shall be removed from the Future Land Use Map, leaving the original and underlying land use category in place. If, subsequent to the amendment to the Planned Unit Development (PUD) zoning district, the applicant seeks to rezone the property from PUD to another zoning district, the rezoning must be consistent with the underlying and existing Future Land Use Map category unless an amendment to the Future Land Use Map is also sought and approved. In instances where rezonings to zoning districts other than the required PUD zoning district and amendments to the Future Land Use Map, if necessary, are approved the Planned Unit Overlay District shall be deemed null and void.

Policy 2.2.26: [L]

LAND USE DEVELOPMENT MATRIX (REV. EFF. 7/26/06; REV. EFF. 3/14/07; REV. EFF. 6/6/08)

The land use development matrix depicts set performance criteria from which an individual can measure the development potential of any parcel of property. In effect the matrix provides guidance as to where a parcel would fall on the permittable development ranges outlined within the future land use categories. As mentioned earlier, the relationships within the matrix are based upon the policies included within the individual elements of the plan. The matrix measures a parcel's development potential based on the following land use principles:

(1) The parcel's designation on the future land use map.
(2) Its potential compatibility with surrounding existing land use.
(3) The degree of accessibility to the parcel (commercial uses only).
(4) Potential land use in relation to the function of the road which will carry traffic resulting from any subsequent development of the parcel.
(5) Environmental constraints on site.
(6) Availability of sewer and water.

The review standards outlined above are listed across the top of the matrix. Potential land uses beginning with minor commercial and ending with heavy industrial are listed vertically and are measured in relation to the review standards listed across the top. Each cell of the matrix contains an inherent policy based on the relationship between the proposed land use for that parcel (vertical axis) and a performance standard (horizontal axis). An "X" in that cell indicates the proposed use would be allowed. Conversely, an "O" indicates that the proposed use is not allowed. All cell blocks which are applicable to a proposed land use must contain an "x" in order for the proposal to be allowed. Thus an individual would locate the proposed land use along the vertical axis and review along the row of cells next to it in a left to right direction to determine which conditions would allow or prohibit the proposed use. As stated under the performance concept, each site is individually measured for suitability in relation to performance standards. As a result, growth management guidance is provided.

(Note: The Land Use Development Matrix does not apply to Bradfordville Mixed Use, Suburban, Research and Innovation, Industry and Mining, Urban Residential 2, Village Mixed Use, Planned Development, Central Core, Central Urban, University Transition, and Woodville Rural Community.) (REV. EFF. 6/28/02; REV. EFF. 3/14/07; REV. EFF. 6/6/08; REV. EFF. 1/7/10; REV. EFF. 5/31/18)

Policy 2.2.27: [L] **(EFF. 5/31/18)**

RESEARCH AND INNOVATION LAND USE

INTENT

Districts that support research and innovation are key components of an economic development strategy for the City of Tallahassee and Leon County. Maintaining lands used for research and innovation and expanding these uses in appropriate areas are necessary for job creation, flexibility to adapt to changing economic trends, and economic diversification essential for the community's future.

I. Land Use

The intent of the Research and Innovation Land Use category is to recognize the variety of uses that occur in these districts and to facilitate the location of jobs relative to the homes of people who can provide critical talent in skilled trades.

Research and Innovation uses should be encouraged in areas with access to transit, bicycle, and pedestrian facilities. Because of the need for infrastructure and public services, the Research and Innovation Land Use shall only apply to areas located within the Urban Services Area.

Allowable Land Uses, Densities, and Intensities

The Research and Innovation Land Use category accommodates a variety of uses that may have similar demands on public infrastructure. Research and Development and Innovation District uses are allowable in the Research and Innovation Land Use.

1. Research and Development – Research and Development uses shall be permitted at a maximum intensity of 45,000 square feet of gross building floor area per acre. Mixed use Research and Development projects may include commercial, office (other than the research and development uses), and residential uses. These ancillary uses may not exceed 40% of the total gross square footage of a Research and Development project.
2. Innovation District – Innovation Districts may include up to 45,000 square feet of gross building floor area per acre. The mixture of uses shall emphasize the technological and collaborative nature of these districts by including in the buildable square footage up to 80% in Innovation District, Research and Development, or compatible Light Industrial uses, up to 40% residential uses, and up to 40% in other non-residential support uses. Design standards detailed in the land development code shall provide for the protection of adjacent non-research and innovation properties by arranging the residential uses and non-research and innovation uses as a buffer or transition to adjacent properties.

Special Conditions

The following special conditions shall apply to the Research and Innovation Future Land Use category:

1. Administrative offices that support and are functionally related to onsite activities are allowed in any of the implementing zoning districts for the Research and Innovation Land Use.
2. Site plans must demonstrate the protection of adjacent non-research and innovation properties through development standards outlined in the land development codes.
3. A plan for vehicular access to and from the site addressing delivery trucks and specialized equipment must be submitted with site plans and must demonstrate compatibility with adjacent land uses.

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

INDUSTRY AND MINING LAND USE

INTENT

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

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

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

ALLOWABLE LAND USES, DENSITIES, AND INTENSITIES

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

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

I. Land Use

These areas shall have stringent locational criteria and require extensive buffering and/or relative distance from other land uses. These uses may require employment of techniques to prevent substantial impacts off-site or require mitigation and/or minimization techniques for impacts. Ancillary commercial uses designed to serve adjacent workers may be permitted.

SPECIAL CONDITIONS

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

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

~~I. Land Use~~

~~Table 5: Land Use Development Matrix, Tallahassee~~

TALLAHASSEE *

LAND USE DEVELOPMENT MATRIX

| PROPOSED LAND USE | TYPE | FUTURE LAND USES: NEIGHBORHOOD BOUNDARY | RURAL/AGRICULTURAL | URBAN FRINGE | ACTIVITY CENTER | RURAL COMMUNITY | LAKE PROTECTION | RESIDENTIAL PRESERVATION | LAKE TALQUIN | GOV. OPERATIONAL | REC./OPEN SPACE | EDUCATIONAL | HEAVY INDUSTRIAL | URBAN RESIDENTIAL | EXISTING ADJOINING LAND USES (A)(D)(G): COMMERCIAL: MINOR | NEIGHBORHOOD | COMMUNITY | REGIONAL | HIGHWAY | OFFICE: MINOR | MAJOR | PARK | RES.: LOW | MEDIUM | HIGH | REC.: PASSIVE | ACTIVE | EDUC.: ELEMENTARY | MIDDLE | HIGH | COMMUNITY FACILITIES: COMMUNITY SERVICE | LIGHT INFRASTRUCTURE | HEAVY INFRASTRUCTURE | POST SECONDARY | LGT. IND.: MINOR | PARK | HVY. IND. | TRANSPORTATION ACCESS (B)(J): INTERSECTION LOCATION (E): PRIN. ART/PRIN. ART | PRIN. ART/MAJ. COL. | PRIN. ART/MIN. COL. | PRIN. ART/MIN. ART | MAJ. ART/MAJ. COL. | MAJ. ART/MIN. COL. | MIN. ART/MIN. ART | MIN. ART/LOCAL | MAJ. COL./MAJ. COL. | MAJ. COL./MIN. COL. | MAJ. COL./LOCAL | MIN. COL./MIN. COL. | MIN. COL./LOCAL | LOCAL/LOCAL | STREET ACCESS (P): PRINCIPAL ARTERIAL | MINOR ARTERIAL | MAJOR COLLECTOR | MINOR COLLECTOR | LOCAL | ENVIRONMENTAL CONSTRAINTS (C): FLOOD/TRAVELWAY/DEAN/UNDEVELOPED | SEVERE GRADES | SIGNIFICANT GRADES 10 - 20% | WETLAND | REGULATED | CLOSED BASIN | HIGH QUALITY SUCCESSIONAL FOREST | NATIVE FOREST | GROUNDWATER RESOURCE PROTECTION | CANOPY ROAD | INFRASTRUCTURE: SEWER SYSTEM | SEPTIC TANK | WATER SYSTEM | WATER WELL |
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~~**I. Land Use**~~

~~Table 6: Land Use Development Matrix, Leon County~~

LEON COUNTY*

LAND USE DEVELOPMENT MATRIX

| PROPOSED LAND USE | TYPE | FUTURE LAND USES: NEIGHBORHOOD BOUNDARY | RURAL | URBAN FRINGE | ACTIVITY CENTER | RURAL COMMUNITY | LAKE PROTECTION | RESIDENTIAL PRESERVATION | LAKE TALQUIN | GOV. OPERATIONAL | REC. OPEN SPACE | EDUCATIONAL | HEAVY INDUSTRIAL | URBAN RESIDENTIAL | EXISTING ADJOINING LAND USES (A)(D)(G): COMMERCIAL: MINOR | NEIGHBORHOOD | COMMUNITY | REGIONAL | HIGHWAY | OFFICE: MINOR | MAJOR | PARK | RES.: LOW | MEDIUM | HIGH | REC.: PASSIVE | ACTIVE | EDUC.: ELEMENTARY | MIDDLE | HIGH | COMMUNITY FACILITIES: COMMUNITY SERVICE | LIGHT INFRASTRUCTURE | HEAVY INFRASTRUCTURE | POST SECONDARY | LGT. IND.: MINOR | PARK | HVY IND. | TRANSPORTATION ACCESS (B)(J): INTERSECTION LOCATION (E): PRIN. ART/PRIN. ART | PRIN. ART/MIN. ART | PRIN. ART/MAJ. COL. | PRIN. ART/MIN. COL. | PRIN. ART/LOCAL | MIN. ART/MIN. ART | MIN. ART/MAJ. COL. | MIN. ART/MIN. COL. | MIN. ART/LOCAL | MAJ. COL./MAJ. COL. | MAJ. COL./MIN. COL. | MAJ. COL./LOCAL | MIN. COL./MIN. COL. | MIN. COL./LOCAL | LOCAL/LOCAL | STREET ACCESS (F): PRINCIPAL ARTERIAL | MINOR ARTERIAL | MAJOR COLLECTOR | MINOR COLLECTOR | G | LOCAL | H | ENVIRONMENTAL CONSTRAINTS (C): FLOODPLAIN/FLOODWAY | FLOOD PRONE AREAS | SEVERE SLOPES | SIGNIFICANT GRADES 15-20% | WETLAND | REGULATED | OTHER MAJOR HIGH QUALITY | SUCCESSIONAL FOREST | NATIVE FOREST | GROUNDWATER RESOURCE PROTECTION | CANOPY ROAD | INFRASTRUCTURE: SEWER SYSTEM/PACKAGE PLANT | SEPTIC TANK | WATER SYSTEM | WATER WELL |
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Conservation Subdivisions

Objective 2.3: [L] (Eff. 7/1/04; Renumbered Eff. 7/26/06; Rev. Eff. 8/1/07)

Conservation Subdivision land development regulations in the County shall continue to provide design options and guidelines for the development of Conservation Subdivisions that advance environmental resource protection or restoration or promote infill and redevelopment. The City may adopt similar provisions.

Policy 2.3.1: [L] **(Eff. 7/1/04; Renumbered Eff. 7/26/06)**

To minimize the threat of premature conversion of rural land, including properties supporting bona fide agriculture and silviculture, the Conservation Subdivision option shall not be allowed within the Rural Future Land Use category, with the exception of those areas designated as Rural Residential within the Bradfordville Sector Plan.

Policy 2.3.2: [L] **(Eff. 7/1/04; Renumbered Eff. 7/26/06; Rev. Eff. 12/15/11)**

Within the land development regulations, local government shall define for various Future Land Use categories in which Conservation Subdivisions are allowed, any applicable density bonus incentives, and the minimum percentages of parent tract(s) to be protected as contiguous open space within Conservation Subdivisions. It shall be the intent to establish higher open space percentages for the less dense Future Land Use Map categories.

Policy 2.3.3: [L] **(Eff. 7/1/04; Renumbered Eff. 7/26/06)**

To better judge the impacts of Conservation Subdivisions on the demands for services and the effects of coordinating protected open space, local government may phase the implementation of Conservation Subdivisions within Future Land Use Categories more dense than Urban Fringe via the adoption of land development regulation provisions, beginning with Urban Fringe Future Land Use category and those areas designated as Rural Residential within the Bradfordville Sector Plan.

Policy 2.3.4: [L] **(Eff. 7/1/04; Renumbered Eff. 7/26/06)**

Conservation Subdivisions may be zoned as Planned Unit Developments (PUDs) or the land development regulations shall be otherwise crafted in order to provide the necessary flexibility with respect to setbacks, minimum lot sizes, street widths, and parking requirements etc. to increase the likelihood of employing this site design option and foster the long term viability and usefulness of the open space subject to the required conservation easement.

Policy 2.3.5: [L] **(Eff. 7/1/04; Renumbered Eff. 7/26/06)**

Preservation features defined in Policies 1.3.4 [C] and 1.3.5 [C] shall be incorporated into the open space of any Conservation Subdivision. Conservation features defined in Policy 1.3.1 [C], archaeological sites, bona fide agriculture and silviculture, viewsheds of canopy roads and of other open space shall be incorporated into the open space of a Conservation Subdivision to the greatest extent practicable.

The Planning and respective Growth Management departments shall encourage the use of Conservation Subdivisions wherever parent tracts have been demonstrated to contain bona fide agriculture and silviculture, environmentally significant features, historically or archaeologically significant resources, or direct connections with existing or planned greenway corridors identified in either the Tallahassee-Leon County Greenway Master Plan or the Blueprint 2000 Project Definitions Report.

Policy 2.3.6: [L] **(EFF. 7/1/04; RENUMBERED EFF. 7/26/06)**

In the implementation of Conservation Subdivisions, all critical on-site resources that are to be preserved shall be of adequate size and buffered to ensure protection of the resource.

Policy 2.3.7: [L] **(EFF. 7/1/04; RENUMBERED EFF. 7/26/06)**

Where possible, local government shall require protected open space(s) within conservation subdivisions to be established adjacent or contiguous with existing or planned greenspace, whether public or private.

Policy 2.3.8: [L] **(EFF. 7/1/04; RENUMBERED EFF. 7/26/06)**

In the implementation of Conservation Subdivisions, local government shall require open space and related resources to be placed under a permanent easement that runs with the land. Said easement may be assigned to (1) local government or (2) a local or national land trust that is a 501(c)(3) organization for which conservation of resources is a principal goal and which can provide reasonable assurance it has financial and staff resources to monitor and manage the easement in accordance with the intent of the Objective 2.2 [L] and its supporting policies.

Policy 2.3.9: [L] **(EFF. 7/1/04; RENUMBERED EFF. 7/26/06)**

Local Government shall require all applications for Conservation Subdivisions to prepare a management plan for all protected open space and a dedicated source of revenues to ensure that all appropriate management activities are undertaken on a regular basis and that all terms of the conservation easement are monitored and enforced.

Policy 2.3.10: [L] **(EFF. 7/1/04; RENUMBERED EFF. 7/26/06)**

Local and State Government shall be encouraged to enter into agreements with the managers of protected open space within Conservation Subdivisions where it would be

mutually advantageous to consolidate management activities between the subdivision and any adjoining public lands.

Policy 2.3.11: [L] **(EFF. 7/1/04; RENUMBERED EFF. 7/26/06)**

It shall be the policy of the Property Appraiser's office to assess at the minimum rate or charge the applicable fee to all land preserved within a Conservation Subdivision, including property in bona fide agricultural and silvicultural use. However, the appraised value of associated developed land shall reflect any added value provided by proximity to protected open space.

Policy 2.3.12: [L] **(EFF. 7/1/04; RENUMBERED EFF. 7/26/06)**

Conservation Subdivisions shall be encouraged to include a range of housing types and sizes, and shall not be exempt from any adopted applicable affordable housing provisions.

Goal 3: [L] (EFF. 7/16/90; REV. EFF. 7/26/06)

Tallahassee-Leon County should continue to grow with an emphasis on selected growth that pays for itself through the provision of well-paid jobs and economic leverage factors which enhance the quality of life of the community.

COMMERCIAL LAND USE

Objective 3.1: [L] (REV. EFF. 7/20/05)

Provide for convenient, aesthetically pleasing and environmentally sound commercial opportunities which are easily accessible through planned integration into the existing transportation network. In furtherance of this objective, maintain a system of land development regulations and/or ordinances which facilitate the implementation of the policies adopted in relation to commercial land use.

Policy 3.1.1: [L] **(EFF. 7/16/90; REV. EFF. 7/26/06)**

Commercial development shall occur only in locations that are appropriate to its service and trade area and that are compatible with adjacent existing and proposed land uses and with existing and programmed public services and facilities. Commercial sites are determined through the use of site location standards contained within policy 3.1.2 below. The intensity of the commercial use is dependent upon the land use category which the potential site is in and the functional roadway classification of the immediate adjacent roads. Individual road classifications are depicted on the functional roadway classification map found within the Transportation Element.

Policy 3.1.2: [L] (REV. EFF. 12/23/96; REV. EFF. 6/28/02; REV. EFF. 7/26/06)

Allowed commercial development in the Mixed Use Category shall be determined in accordance with Objective 1.7 and the development pattern policies. Allowed commercial development in the Woodville Rural Community Category shall be determined in accordance with Objective 3.4 and subsequent implementing policies. In other Future Land Use Categories, development type and location standards for minor, neighborhood, community, regional, and highway commercial sites shall be as outlined below. These requirements are intended to group commercial land use toward intersections to provide access and prevent strip commercialization. Stringent access criteria which may include increased design considerations or the construction of frontage or service roads for development approval may be applied for commercial sites not located according to the commercial site location standards.

A. COMMERCIAL CLASSIFICATIONS

1. MINOR COMMERCIAL
   a. Major Function
      Provide for sale of convenience goods and services to immediate residential area.
   b. Location
      1) On or near the intersection (access within 330 feet of the centerline of the intersection) of local and arterial, collector and arterial, collector and collector; or
      2) May be located within Planned Development provided it is located and designed to meet commercial needs of the majority of the residents of the development.
      3) If on a local street, only one quadrant of the intersection shall be used for commercial purposes.
   c. Trade Area
      Generally within one mile and not considered as an attractor.
   d. Site Area
      Two acres or less. One-half acre if located on a local street.
   e. Range of Gross Floor Area
      Less than 20,000 square feet. Maximum 10,000 sq. ft. if located on a local street.
   f. Design Standards
      1) Aesthetically compatible with adjacent uses.
      2) Adequate buffering, screening, landscaping and architectural treatment if integrated into neighborhood.
      3) Sufficient parking; properly designed and safe internal traffic circulation.
2. NEIGHBORHOOD COMMERCIAL
   a. Major Function
      Provide for the sale of convenience goods and personal services such as food, drugs, sundries and hardware items to one or more neighborhoods.

b. Leading Tenants (examples)
Supermarket, drugstore and postal substation.

c. Location*
At the intersection* of major collector and arterial or arterial and arterial or major collector and major collector. Only one neighborhood commercial development will be allowed at the intersection of a major collector and arterial road. Commercial development at the intersections of major collectors shall be restricted to 50,000 sq. ft. Planned integrated access to the transportation system is required.
* See definition of *Intersection* in Glossary.

d. Radius of Primary Trade Area
One to three miles.

e. Site Area
Minimum two acres.

f. Range of Gross Floor Area
20,000 to 100,000 square feet.

3. COMMUNITY COMMERCIAL
a. Major Function
Same functions of neighborhood commercial but on a large scale. Provide for sale of retail goods such as clothing, variety items, appliances and furniture, hardware and home improvement items.

b. Leading Tenants (examples)
Supermarket, drug store, minor department stores, home improvement center, variety or discount center.

c. Location
At the intersection of arterials. Prohibited on designated canopy roads. Planned integrated access to the transportation system required.

d. Radius of Trade Area
Five miles or 15 to 20 minutes driving time. Service distinct geographical quadrants or three or more combinations of neighborhoods within community.

e. Site Area
Minimum ten acres.

f. Range of Gross Floor Area
20,000 to 100,000 square feet.

4. REGIONAL COMMERCIAL
a. Major Function
Same functions of community center, provide full range and variety of shopping goods for comparative shopping such as general merchandise apparel, furniture and home furnishings.

b. Leading Tenants (examples)
One or more full line department stores.

c. Location

Integrated into local transportation system and accessible by combination of arterials, major collectors, expressways and interstate highways. Potential on-site and off-site transportation improvements which may include additional turn lanes, intersection improvements, and frontage roads, may be required to provide adequate ingress and egress. Prohibited on designated canopy roads. Restricted to high intensity urban activity center land use category.

d. Radius of Primary Trade Area

Regional

e. Site Area

Minimum thirty-five acres.

f. Range of Gross Floor Area

200,000 to 1 million square feet.

5. HIGHWAY COMMERCIAL

a. Major Function

Provide for consumer oriented retail services designed for drive-in convenience.

b. Leading Tenants (examples)

Fast food franchise, liquor store, automotive service (i.e. oil change), convenience stores.

c. Location

At the intersection of arterial or collector streets in accordance with the Land Development Matrix, with driveway access to those streets, or integrated into the transportation network through a system of shared access or an access road system.

Unless the proposed development is at an intersection, it must be accessed from a frontage or service road with parking in the rear, or screened from the road by substantial existing or landscape vegetation if located in the front or side of the commercial establishment. Shared access may be authorized by local government only if prior or existing development precludes the use of a frontage or service road.

Structural setbacks from the road in these situations must be sufficient to accommodate the access road, and any front parking and landscaping. If the site has existing commercial use on both sides, and has road frontage of no more than 150 feet, the access requirement does not apply.

d. Radius of Trade Area

May serve immediate area but relies heavily on passerby traffic.

e. Site Area

One-half to two acres.

f. Range of Gross Floor Area

1,000 to 10,000 square feet

g. Design Standards
1) Adequate setback
2) Aesthetic landscaping
3) Rear parking or substantial screening if located in front or side

Policy 3.1.3: [L] **(EFF. 7/16/90)**

Commercial development shall provide adequate and appropriate landscaping, open space and buffering and be architecturally designed so as to discourage criminal activity and to enhance the appearance of structures and parking areas.

Policy 3.1.4: [L] **(REV. EFF. 7/1/94; REV. EFF. 12/24/10)**

Commercial development shall be designed to protect the design volume of the roads and streets which it impacts. Design requirements may include but not be limited to:

1) Shared access
2) Acceleration and deceleration lanes
3) Right in and right out limited access and,
4) Access via frontage and/or service roads

During development of the Long Range Transportation Plan, the City of Tallahassee and Leon County will adopt ordinances incorporating specific criteria for the following policy provisions. The arterial and collector roadways which will incorporate front or rear service roads will be delineated.

Level One - Short Range Service Road Implementation:

Roadways designated for short range service road implementation will incorporate service roads as part of the development or coordinate, design and schedule implementation of the service road in conjunction with adjacent development.

Level Two - Long Range Service Road Implementation:

Roadways designated for long range service road implementation will provide development setbacks for future service roads but will in the interim incorporate ingress and egress access controls to minimize traffic friction entering and leaving the roadway system. Immediate implementation of frontage roads may be required on parcels with frontage exceeding 275 feet.

Policy 3.1.5: [L] **(REV. EFF. 8/17/92)**

Commercial site location access standards may be waived except in low density residential areas if:

a) Access to the proposed non-residential development from either an arterial or major collector shall be by way of a frontage road, rear service road or existing local road which serves as a frontage or service road, unless the site has existing commercial uses on both sides: and the proposed site has no more than 150 feet of frontage on the major collector or arterial; and,

b) Parking for the proposed site is in the rear or screened from the road by existing or landscape vegetation if located in front of the commercial establishment or,
c) The planned unit development process is utilized and the adjoining properties are commercially developed.

Policy 3.1.6: [L] **(Eff. 9/19/91)**

Development along federal and state highways will be limited so as to control the adverse effects of strip commercial land uses. The commercial location standards of Land Use Policy 3.1.2. and the design options of Land Use Policy 3.1.4. shall specifically apply, along with other plan policies that have the effect of protecting the design capacity of federal and state highways.

Objective 3.2: [L] (Eff. 6/28/95)

Provide for the convenient, aesthetically pleasing and compatible location of office uses to provide business and professional services and employment opportunities that are easily accessible through planned integration into the existing transportation network.

Policy 3.2.1: [L] **(Eff. 6/28/95)**

Unless otherwise provided for by specific policies for the future land use categories in this Plan, site location standards for the location of minor and major office development shall be consistent with the following minimum criteria:

Minor offices shall include converted residences at the existing size or newly constructed building less than 10,000 square feet and .25 floor area ratio or less. Maximum size shall be 2,500 square feet if located on a local street. Minor offices may access a local street in the unincorporated area. Within the City, minor offices may access a local street if it is a designated nonresidential street.

Major offices shall include office buildings that exceed one or more of the minor office thresholds and unless specifically permitted by other Plan policies, shall be limited to having access to a major collector or arterial road.

Bradfordville Mixed Use and Suburban Future Land Use Category Nonresidential Development Category

Objective 3.3: [L] (Eff. 12/23/96; Rev. Eff. 3/14/07)

Commercial and nonresidential development in the Bradfordville Mixed Use and Suburban Future Land Use Categories will be located consistent with the intended functions of the categories. The negative effects of commercial and nonresidential development on adjacent development and on roadway capacity will be mitigated through site design and locational standards in the land development regulations. Comprehensive Plan goals and objectives regarding the promotion of transit, bicycling and walking, and the preservation of roadway capacity will be incorporated into the design of commercial and nonresidential development.

Policy 3.3.1: [L] (EFF. 12/23/96; REV. EFF. 3/14/07)

Zoning for commercial development in the Suburban and Bradfordville Mixed Use Future Land Use Category shall occur only in locations that are compatible with adjacent existing and proposed land uses and with existing and programmed public services and facilities.

a. Regulation of Impacts

The Land Development Regulations shall establish zoning districts and development standards that mitigate the impacts of the allowed commercial uses. The impacts of commercial development that may require additional regulation include, but are not limited to, hours of operation, outdoor sales lots, night lighting, traffic volume and flow, noise, odor, signage, or other such impacts.

b. Location of Commercial and Nonresidential Zoning Districts

The Land Development Regulations shall establish zoning districts within Bradfordville Mixed Use and Suburban Future Land Use Categories that insure that the location of commercial and nonresidential zoning districts will provide for the appropriate integration of uses and the protection of residential areas consistent with Plan policies. Commercial zoning districts shall be geographically compact and located at or near the intersections of major roads or in a manner that reflects the existing linear development pattern.

Policy 3.3.2: [L] (EFF. 12/23/96)

The zoning districts which allow commercial and nonresidential development shall require adequate and appropriate landscaping, open space and buffering and be designed so as to discourage criminal activity and to enhance the appearance of structures and parking areas. In order to minimize the negative visual and off-site impacts of commercial development, the Land Development Regulations shall provide for development standards regulating commercial and nonresidential development as follows:

1) The Land Development Regulations shall provide for the following development standards for commercial and nonresidential development, which include, but are not limited to:

   a) Mass and height compatible with adjacent uses.
   b) Adequate buffering, screening, landscaping and architectural treatment if adjoining a residential area.
   c) Sufficient parking designed to minimize noise and visual impacts to adjoining residential areas, and safe internal vehicular and pedestrian circulation.
   d) Interconnections for vehicular and pedestrian traffic between adjacent nonresidential development
   e) Vehicular access to and from the site shall be designed to discourage traffic through adjoining residential areas.
   f) Provide for easy and safe pedestrian access to adjoining residential areas.

2) A commercial or nonresidential development accessing a minor collector, local street, or located adjoining a residential area shall be compatible with residential development in terms of its off-site impacts as defined in Land Use Policy 3.3.1.a.

The Land Development Regulations shall define as allowed uses the specific uses and provide for development standards which further the intent of this policy.

Policy 3.3.3: [L] **(EFF. 12/23/96)**

The Land Development Regulations shall regulate commercial development access to protect the safe and efficient operating characteristics of roads and streets. Commercial development shall meet access management criteria as set forth in the Land Development Regulations. In order to reduce the negative impact of commercial development to the volume of the road, the Land Development Regulations shall contain provisions which encourage the reduction in the number of commercial access points by requiring the sharing of access by two or more commercial developments for those uses that result in a large number of vehicular trips. Access management design requirements provided for in the Land Development Regulations may include but not be limited to:

a) Shared access;
b) Acceleration and deceleration lanes;
c) Right in and right out limited access and,
d) Access via frontage and/or service roads;
e) Minimum uninterrupted throat lengths for access drives;
f) Minimum lot width and depth requirements for allowing the full range of commercial uses;
g) Access provisions for transit and safe pedestrian movement both internal to the site and to adjacent properties.

COMMERCIAL (RETAIL, SERVICES, AND OFFICE) DEVELOPMENT IN THE WOODVILLE RURAL COMMUNITY FUTURE LAND USE CATEGORY

Objective 3.4: [L] **(EFF. 6/28/02)**

Commercial (retail, service, and office) development in the Woodville Rural Community Future Land Use Category will be consistent with the intended function of the Rural Community Future Land Use Category. The scale and intensity of commercial land use will reflect the location and size of the Rural Community in which it is situated; commercial and other non-residential development will be located, oriented, and designed in a manner that promotes compatibility with adjacent land uses and facilitates safe and efficient access for both vehicular and pedestrian traffic; and utilizes access management to protect the safe and efficient operation of the public highway and street system. Non-residential land use intensity is limited to 10,000 square feet per acre, not to exceed a maximum of 50,000 square feet per building and 50,000 square feet per parcel, except that principle structures for warehousing, storage, and mini-warehousing principal uses may have a gross floor area of no greater than 20,000 square feet per acre.

Policy 3.4.1: [L] **(EFF. 6/28/02)**

Objective 3.4 will be met through the enactment and implementation of land development regulations, including zoning district regulations, which address commercial development in the Woodville Rural Community Future Land Use Category.

Policy 3.4.2: [L] **(Eff. 6/28/02)**

Zoning Districts allowing commercial development in the Woodville Rural Community Land Use Category shall only be located where ensuing development can occur in a manner that would be compatible with adjacent existing and proposed land uses and with existing and programmed public services and facilities, in accordance with the following criteria:

a) Regulation of Impacts

The Land Development Regulations shall establish zoning districts and development standards that mitigate the impacts of the allowed commercial uses. The impacts of commercial development that may require additional regulation include, but are not limited to: outdoor sales lots, night lighting, traffic access, noise, signage, or other such impacts.

b) Location of Commercial Zoning Districts

The zoning districts that allow commercial land uses within the Woodville Rural Community Future Land Use Category shall ensure that commercial uses are located in a manner that minimizes the incompatible land use impacts. Commercial zoning districts shall be geographically compact and located at or near the intersections of major roads, with the sole exception of those zoning districts located in a manner that recognizes established linear commercially-developed areas along limited portions of State Highway frontage.

c) Access

The zoning districts that allow commercial land uses within the Woodville Rural Community Future Land Use Category shall establish access management standards that promote safe, convenient, and efficient movement of vehicular traffic within the public street system. These access management standards shall ensure the viability and safety of other modes of travel are not compromised for the purpose of limiting or controlling access. The zoning districts may allow access to a local street provided such access does not adversely impact residential areas or neighborhoods. The zoning districts shall prohibit commercial and non-residential access to a canopy road except as provided for by Conservation Policy 3.4.10.

Policy 3.4.3: [L] **(Eff. 6/28/02)**

In order to minimize the negative visual and off-site impacts of commercial development, the Land Development Regulations shall provide for development standards regulating commercial development. The Land Development Regulations shall establish specific regulations, standards, and/or limitations for commercial development and design aspects including, but not limited to:

- Mass and height compatible with adjacent uses.
- Adequate buffering, screening, landscaping and treatment of other design details as may be appropriate to further compatibility with adjoining residential areas.

- Location of parking facilities to minimize noise and visual impacts to adjoining residential areas, and facilitate safe internal vehicular and pedestrian circulation.
- Interconnections for vehicular and pedestrian traffic between adjacent non-residential development.
- Limitations on vehicular access to and from the site to discourage traffic through adjoining residential areas.

Policy 3.4.4: [L] **(Eff. 6/28/02)**

The Land Development Regulations shall regulate commercial development access. Commercial development shall meet access management criteria as set forth in the Land Development Regulations. The Land Development Regulations shall contain provisions which encourage the reduction in the number of commercial access points. Access management design requirements provided in the Land Development Regulations may include, but not be limited to:

a) Shared access;
b) Access provisions for safe pedestrian movement both internal to the site and to adjacent properties;
c) Limited direct access to commercial parking from residential streets.

Industrial Land Use

Objective 4.1: [L] (Rev. Eff. 7/20/05)

Provide opportunities for the location of industrial land uses in accessible areas with applicable available infrastructure while promoting protection from encroaching non-compatible land uses. To accomplish this, local government will maintain a system of land development regulations and/or ordinances which facilitate the implementation of the policies adopted in relation to industrial land use.

Policy 4.1.1: [L] **(Eff. 7/16/90)**

Industrial land shall be located in areas appropriate to its special needs and constraints including but not limited to consideration of: topography; choice and flexibility in site selection; access by truck, air or rail; commuter access for home-to-work trips; utilities; air and water quality considerations; proximity to supportive and related land uses; and compatibility with neighboring uses.

Policy 4.1.2: [L] **(Eff. 7/16/90)**

The timing and location of industrial development shall be permitted only with the availability and adequacy of existing or planned services and facilities.

Policy 4.1.3: [L] **(Rev. Eff. 12/23/96; Rev. Eff. 3/14/07; Rev. Eff. 5/31/18)**

Industrial development shall be located in such a manner as to prohibit industrial traffic through predominantly residential areas. Land Development Regulations shall address access standards for Industry and Mining uses to protect predominantly residential areas from traffic impacts traffic generated by industrial development.

Policy 4.1.4: [L] **(Eff. 7/16/90; Rev. Eff. 5/31/18)**

Environmental impacts, infrastructure availability, transportation and land use compatibility criteria, as pictorially depicted on the matrix, shall be major factors in reviewing and approving Industry and Mining Land Uses.

Public Facilities Land Use

Objective 5.1: [L] (Eff. 7/16/90)

Coordinate the future plans of State government, School Board, the institutions of higher learning, and other applicable entities with this Comprehensive Plan.

Policy 5.1.1: [L] **(Del. Eff. 8/16/07)**

Reserved

Policy 5.1.2: [L] **(Rev. Eff. 7/20/05)**

All proposals to site public schools, including post-secondary schools, shall be reviewed for consistency with the entire Comprehensive Plan. Such reviews shall be made in conjunction with the School Board to promote to the greatest extent possible, opportunities for residential, shopping, employment, education and recreation within walking distance of each other, and to encourage development patterns which reduce trip length and/or the need for private automobile trips.

Objective 5.2: [L] (Eff. 7/16/90)

By 1992, establish standards and regulations for the location of public facilities.

Policy 5.2.1: [L] **(Eff. 7/16/90; Rev. Eff. 4/10/09)**

Develop regulations that will apply to the siting of public facilities and buildings. By 2014, local government shall also develop regulations that ensure the siting of critical facilities from within hazard areas and include provisions for the mitigation of existing critical facilities located in hazard areas.

Policy 5.2.2: [L] **(Eff. 12/7/99; Rev. Eff. 5/31/18)**

Land development regulations shall establish the maximum allowable dimension of water distribution pipelines necessary to support urban intensity development. Water distribution pipelines that do not exceed this dimension shall be considered public facilities, necessary to support urban development, and allowed within all land use categories. New water distribution pipelines in excess of the established dimension limit for public facilities shall be considered as industrial uses and shall be required to be located within the Government Operational or Industry and Mining land use category.

Objective 5.3: [L] (Rev. Eff. 7/20/05)

All decisions regarding land requirements for future utility facilities shall be consistent with the goals, objectives, and policies of the plan so as to ensure the availability of suitable land for those facilities.

Policy 5.3.1: [L] (Eff. 7/16/90)

Based on population projections, master plans for future utility facilities shall include an assessment of land needs for those facilities, and the Capital Improvements Element shall be amended, in conjunction with the annual budget processes of the City and the County, to include costs and sources of revenues for those facilities.

Policy 5.3.2: [L] (Eff. 7/16/90)

By 1991, land development regulations shall include regulatory standards for the provision of public facilities.

Policy 5.3.3: [L] (Eff. 8/17/92)

All land uses permitted within the Educational Facilities, Recreation/Open Space, and Government Operational future land use categories shall, upon the transfer of land designated Institutional to an individual or private entity, require a future land use map amendment before any use other than existing, may occur.

Plan Implementation and Procedures
Critical Areas Study

Goal 6: [L] (Eff. 6/28/95)

The City and County will identify existing undeveloped areas within the Urban Service Area that are expected to undergo rapid development on a large scale. Planning guidelines will be developed for these areas on a systematic basis, with the planning implementation mechanism being dependent upon the size of the undeveloped area. By planning for undeveloped areas in a comprehensive manner, a mixture of integrated uses may be provided that are predominantly self-supporting, rather than predominantly dependent on public funding for additional infrastructure, and place a greater emphasis on pedestrian mobility and transportation alternatives. Nothing in this section shall negate the requirement for developments of regional impact to comply with Chapter 380 F.S.

Planned Development
Objective 6.1: [L](Rev. Eff. 12/23/96; Rev. Eff. 11/26/21)

This Future Land Use Category is intended to identify large land holdings that will be developed for various mixes of land uses, resulting in different types of commercial and residential neighborhoods. This category is assigned to large, undeveloped tracts of land for which more detailed planning is required to establish the most appropriate mix and arrangement of uses in accordance with this objective and the related policies. Developments in this category are intended to have a mix of uses that results in greater internal capture of automotive trips and a net fiscal benefit for local governments.

The intensities of development in planned development categories mirror the intensities authorized in the Suburban Future Land Use Category until a Planned Development Master Plan is completed and an amendment reflecting the Planned Development Master Plan is adopted into the Comprehensive Plan.

The mix of uses shall be established at the time of development through the planned unit development processes in accordance with this objective and related policies. Each Planned Development shall include a mix of residential unit types and complementary non-residential uses that, at build-out of the project, result in an internal capture of at least 20 percent of the trips generated by the development.

Policy 6.1.1: [L](Rev. Eff. 12/23/96; Rev. Eff. 3/14/07; Rev. Eff. 11/26/21)

Undeveloped areas within the Urban Service Area that, as of January 1, 2007, are predominantly in the same ownership, including contiguous parcels under the same ownership or control, and encompassing more than 200 acres shall be defined as Planned Development Areas. These Planned Development Areas shall require, prior to subdivision or development:

- Allocation of future land uses and intensities through the Comprehensive Plan amendment process in conjunction with approval of the Planned Development Master Plan;

- Approval of a Planned Development Master Plan for development of all contiguous land holdings as an area plan that is consistent with, but not formally adopted as part of the Comprehensive Plan. The Planned Development Master Plan shall show the location, intensity and mix of proposed land uses, as well as the transportation network necessary to serve the proposed development;
- Approval of a PUD, subject to Type D review as specified in the Zoning Code, that is consistent with the Planned Development Master Plan and identifies the specific criteria for development with the Planned Development. PUD approval may be granted in phases where a portion of the property is to be developed at any given time. If a Planned Unit Development is completed and approved for the entire contiguous Planned Development area along with the other Planned Development Master Plan requirements identified in Policy 6.1.2, the Planned Unit Development may serve as the Planned Development Master Plan once reflected in the Comprehensive Plan through a plan amendment.
- To provide for a more self-supporting development pattern that is less oriented to the use of automobiles, the Planned Development Master Plan area shall include at least four different land uses (e.g., residential, office, commercial, recreation, light industrial, open space, and/or public that are integrated with each other, as well as with the unique characteristics of the Planned Development Area.

*Policy 6.1.2: [L]***(Rev. Eff. 6/28/95; Rev. Eff. 3/14/07; Eff. 11/26/21)**

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

The Master Plan shall identify the following:

a) Boundary of area subject to Planned Development;
b) General depiction of mix, location and intensities of future land uses;
c) Activities permitted within each land use;
d) Total dwelling units;
e) Total square footage of non-residential development;
f) How natural resources on-site will be protected;
g) Major transportation system improvements that are consistent with adopted transportation plans and address the impacts to the surrounding area, including canopy roads and required interconnections. The plan shall address the issues of capacity maintenance, bicycle and pedestrian accessibility, and protection of

canopy roads, if applicable. The Master Plan will also address mass transit, if transit facilities are available or planned within the plan horizon for the Tallahassee-Leon County Comprehensive Plan to serve the Planned Development;

h) Facilities and development requirements to provide for alternative modes of transportation, such as bicycle and pedestrian mobility and, if available, mass transit;

i) A facilities plan which identifies the type, demand, and general location of needed utilities (including a master stormwater plan) in relation to existing and scheduled utilities in the areas of the development, as well as the location and adequacy of proposed schools, parks and open space;

j) How the development will reduce transportation demand by allowing for internal trip capture of at least 20% at project build-out through a mixture of uses that includes at least four of the following: residential; commercial; office; recreational, public, open space and light industrial;

k) How the development will comply with applicable affordable and inclusionary housing ordinances;

l) How the development will provide for the recreational needs of the community;

m) How the unique characteristics of the area, including cultural and historic resources, preservation and conservation features, and greenways, will be addressed;

n) A phasing plan showing the phasing of future land uses for the area and the minimum and maximum allowable densities and intensities, total dwelling units, and total square footage; and

o) A set of development guidelines that will direct the development of subsequent site specific development projects as part of a PUD. These guidelines shall address, but not be limited to, the interrelationships of uses, energy efficiency, pedestrian access. The guidelines shall include basic design elements that generally address crime prevention, such as landscaping and lighting considerations, Crime Prevention through Environmental Design (CTPED) principles, or other design concepts intended to improve safety and deter crime.

Policy 6.1.3: [L] **(REV. EFF. 12/7/99; REV. EFF. 3/14/07)**

a) A portion of a Planned Development Area not exceeding either 20% of the Planned Development Area or 200 acres, whichever is less, may be developed through the PUD process as established in the LDRs prior to the submittal of a Planned Development Master Plan for the remainder of the Planned Development. This advanced portion must include at least two different land uses (excluding public and recreation) unless the applicant can justify that the parcel size would not support that amount of uses. In this case, the applicant is still required to develop a mixed use project for the advanced portion. As part of the PUD approval, the applicant shall submit a map of all contiguous land holdings. Easements, right-of-way and other improvements located throughout and needed to serve the larger development may be required to be dedicated in conjunction with this development in advance of the Master Plan. This option shall not be used to reduce the overall area below the Planned Development threshold and any development authorized in advance of Master Plan approval must be included in the Master Plan. This option shall not be utilized by subsequent property owners resulting from the use of this option;

b) It is the intent of local government to allow timely installation of facilities and infrastructure recognized by the City and/or County Commission as being important for the orderly growth of the community. Subdivision of a portion of a Planned Development for sale or donation to a public or quasi-public entity for the purpose of conservation, preservation, or passive resource based recreation use shall not be contingent upon the adoption of a Master Plan and PUD Districts, but the applicant shall be required to submit a management plan to be approved by the local government in lieu of a PUD or site plan. Subdivision and development of a portion of a Planned Development for sale or donation for the purpose of providing schools (pre-kindergarten through twelfth grade) and/or infrastructure to serve primarily offsite needs shall not, likewise, be contingent upon the adoption of a Master Plan and PUD Districts, but shall be required to follow the review procedures for a PUD. Onsite infrastructure needed primarily for the future development of the Planned Development shall not be included as part of the advance development option provided in this paragraph. The educational facilities and types of infrastructure that are intended to be accessible by the public shall be designed for integrated auto, pedestrian and bicycle access, and shared access. The school facilities and infrastructure shall include adequate buffering for the remainder of the Planned Development. If any of these public acquisitions reduces the remaining acreage of the Planned Development below 200 acres, the Planned Development provisions of this Plan shall apply to all remaining acreage.

Policy 6.1.4: [L] (EFF. 12/7/99; REV. EFF. 3/14/07)

For Planned Developments that are split by an interstate highway that limits integration across the entire development, separate Master Plans and implementing PUDs may be adopted for each side. Subdivision or development of an area on one side of the interstate shall be dependent upon the prior adoption of a Master Plan for that side of the interstate only.

Policy 6.1.5: [L] (EFF. 6/28/95; REV. EFF. 3/14/07)

Local governments are authorized to adopt Land Development Regulations necessary to implement the Planned Development provisions as set forth in this objective and related policies. Planned Development Master Plans *(*including major modifications and minor amendments*)* shall be approved by the governmental entity having legal jurisdiction. The implementing PUDs shall also be approved by that governmental entity having legal jurisdiction for the lands included in the PUD.

Policy 6.1.6: [L] (EFF. 3/14/07)

The City of Tallahassee and Leon County shall establish a process in their respective land development codes, which provides for review and comment of Planned Development Master Plans by adjacent local governments and the Leon County School Board. The process shall establish for review and comment by state and regional agencies, if appropriate, and a pre-application meeting for City, County, and School Board staff to discuss proposed development impacts; and shall contain time frames for processing a Planned Development Master Plan approval.

I. Land Use

Policy 6.1.7: [L] **(EFF. 6/28/95; REV. EFF. 3/14/07)**

Planned Developments which are to be developed at urban densities and provided with urban services shall be considered appropriate for annexation.

Policy 6.1.8: [L] **(EFF. 3/14/07)**

Those lands included in the Southeast Sector Plan and the Welaunee Critical Area Plan, which were approved consistent with the Critical Area Plan provisions of the Comprehensive Plan, are not subject to this section and are entitled to all uses, densities and intensities set forth in those plans. Any major modifications or increases in overall density/intensities would require these projects to conform to the Planned Development requirements.

FUTURE PLANNED DEVELOPMENT AREAS

Objective 6.2: [L]**(EFF. 6/28/95; REV. EFF. 3/14/07)**

As demands from a rapidly increasing population may require the expansion of the Urban Service Area in the future, additional areas will be identified as Planned Development Areas upon their inclusion within the Urban Service Area.

Policy 6.2.1: [L] **(EFF. 12/23/96; REV. EFF. 3/14/07)**

Upon expansion of the Urban Service Area, properties that meet the definitions for Planned Development Areas shall be designated such as part of the adopted Future Land Use Map and Zoning Map.

I. Land Use

Southside Sector Plan

Goal 7: [L] (Del. Eff. 7/20/05)

Reserved

Objective 7.1: [L] (Del. Eff. 7/20/05)

Reserved

Policy 7.1.1: [L] (Del. Eff. 7/20/05)

Reserved

Southside Study Area Map (Del. Eff. 7/20/05)

Bradfordville Study Area

Goal 8: [L] (Del. Eff. 8/4/03)

Reserved

Objective 8.1: [L] (Del. Eff. 8/4/03)

Reserved

Policy 8.1.1: [L] (Del. Eff. 8/4/03)

Reserved

DOWNTOWN OVERLAY DISTRICT (EFF. 7/1/94; Objective 9.1: [L] REV. EFF. 1/7/10; REV. EFF. 7/6/15)

Promote revitalization, reinvestment and redevelopment characterized by site design which is pedestrian friendly and contains a mix of land uses which are designed to achieve compatibility.

Policy 9.1.1: [L] (EFF. 7/1/94; REV. EFF. 1/7/10; RENUMBERED 7/6/15)

Within those areas of the overlay that have a Residential Preservation land use designation, the Downtown Overlay designation is not intended to allow the development of nonresidential, or higher density than the Residential Preservation designation.

Policy 9.1.2: [L] (REV. EFF. 1/7/10; RENUMBERED 7/6/15)

Those parcels within the Downtown Overlay (except Gaines Street Corridor Study Area) are eligible to be added to the Central Core FLUM when

- The proposed parcels are contiguous to existing Central Core FLUM area;
- The proposed parcel has all the infrastructure available;
- The proposed parcel has to exhibit a need for the expansion (e.g.: parcel of sufficient size not available in the current Central Core FLUM for the proposed development).

Policy 9.1.3: [L] (REV. EFF. 1/7/10; RENUMBERED 7/6/15)

The City shall establish special design standards in this overlay district in order to encourage more urban development. These regulations include but are not limited to:

- Pedestrian oriented design standards;
- Reduced parking requirements;
- Flexibility in landscape, and buffer standards;
- Increased sidewalk and streetscape requirements.

Policy 9.1.4: [L] (REV. EFF. 1/7/10; RENUMBERED 7/6/15)

The City shall adopt Land Development Regulations to establish eligibility criteria (Such as minimum density) for developments in order to receive the incentives allowed under the Downtown Overlay goal.

REDEVELOPMENT

Objective 9.2: [L](FORMERLY OBJ. 1.6; REV. EFF. 1/7/10)

Provide a strategic framework to encourage redevelopment within the City of Tallahassee. The strategies should be implemented in such a manner as to convey an economic

advantage for redevelopment without compromising the urban design and environmental quality of the community.

Policy 9.2.1: [L] **(EFF. 6/28/95; REV. EFF. 1/7/10)**

As part of the Redevelopment Strategy, the Gaines Street Corridor Study Area is designated as an Urban Infill and Redevelopment Area for the purpose of targeting economic development, housing, transportation, community revitalization and preservation, and land use incentives to encourage urban infill and redevelopment within the urban core of the community. This area is depicted on the Downtown Overlay map as "Gaines Street Corridor Study Area Urban Infill and Redevelopment Area."

Policy 9.2.2: [L]

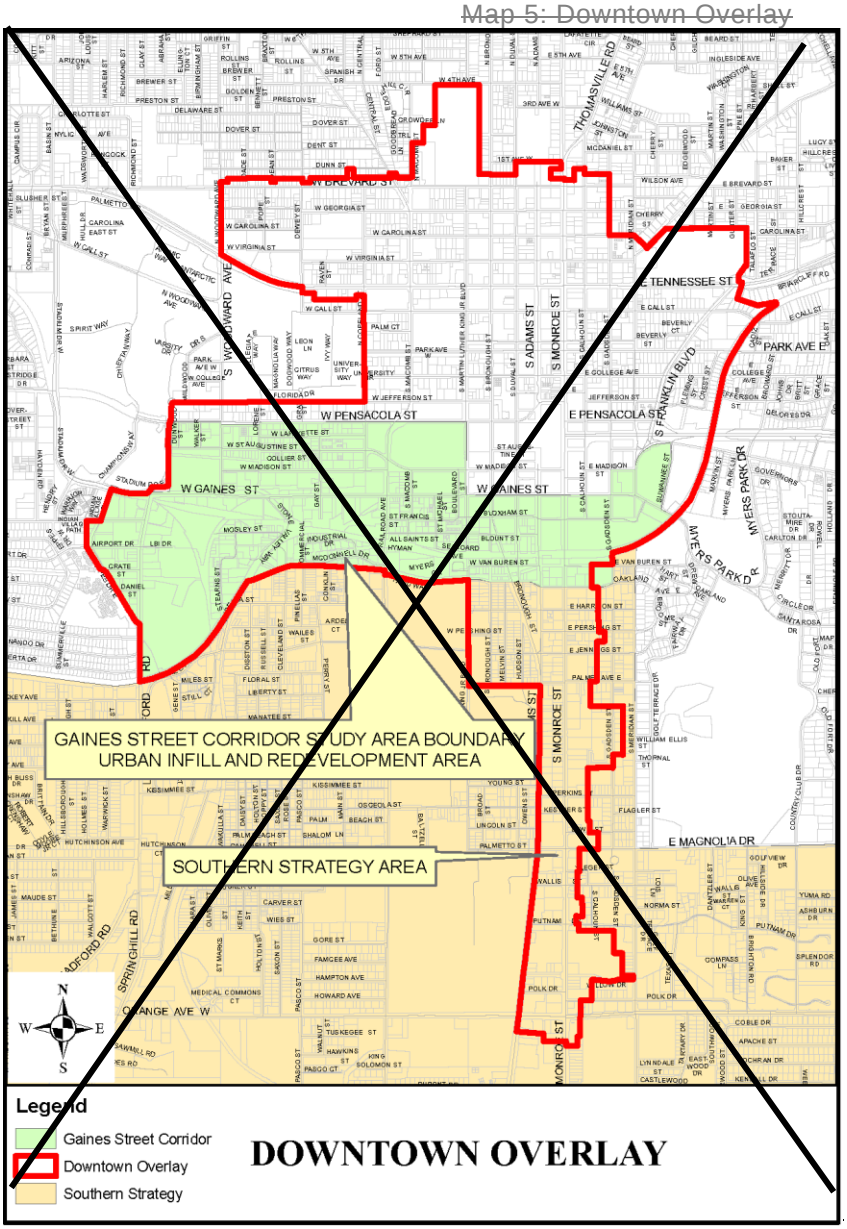
Reserved

Policy 9.2.3: [L] **(EFF. 12/8/00; FORMERLY POL. 1.6.4; REV. EFF. 1/7/10)**

For the Gaines Street Corridor Study Area the maximum density permitted is 100 dwelling units per acre. Densities within specific districts may be further restricted based on the Gaines Street Revitalization plan.

~~I. Land Use~~

~~Map 5: Downtown Overlay~~



~~DRI THRESHOLDS FOR A REGIONAL ACTIVITY CENTER~~

~~Objective 9.3: [L] (EFF. 1/7/10)~~

~~To encourage functional mixed use development, and to encourage revitalization and redevelopment, the Commissions may choose to designate specific land as a statutory "Regional Activity Center" (RAC), pursuant to Chapter 380.06(2)(e), F.S. and Rule 28-24.014(10)(a), F.A.C., to allow development of the specified land at greater density and intensity without necessarily obligating the developer to proceed through the Development of Regional Impact (DRI) process.~~

I. Land Use

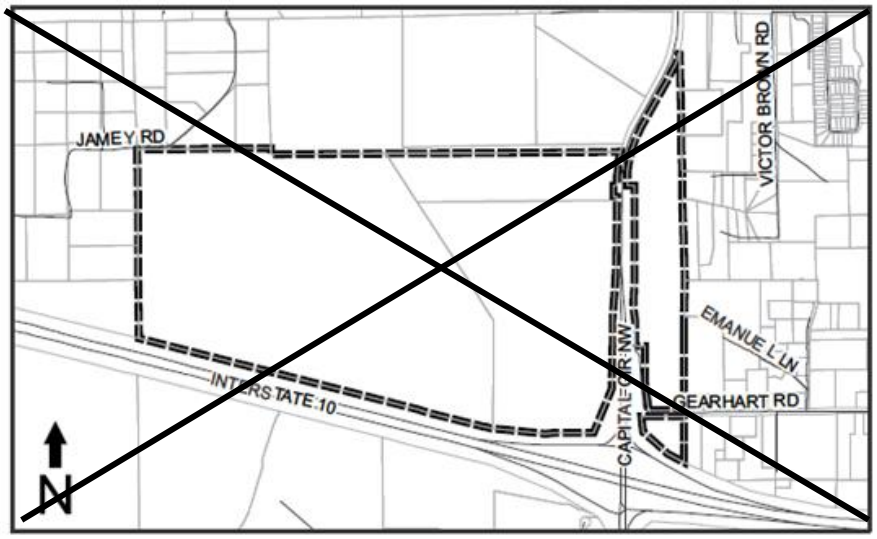
Policy 9.3.1: [L] **(EFF. 1/7/10)**

After the City of Tallahassee or Leon County designates a statutory Regional Activity Center (RAC, pursuant to Chapter 380.06(2)(e), F.S. and Rule 28-24.014(10)(a), F.A.C.), subsequent development approvals will include requirements for developers to provide necessary transportation system, drainage, protection of environmentally sensitive areas as defined in the Conservation Element, and utility infrastructure to support the RAC densities and intensities.

Policy 9.3.2: [L] **(EFF. 8/9/12)**

It is the intent of the local government to designate Park Place as a Regional Activity Center pursuant to Objective 9.3 [L] to use the increased Development of Regional Impact guidelines and standards consistent with Rule 28-24.014(10)(a), Florida Administrative Code. Park Place meets the parameters for a Regional Activity Center as defined in Section 380.06(2)(e), Florida Statutes, and in Rule 28-24.014(10)(c)2, Florida Administrative Code, and is depicted on the following map. Multi-use land uses for a Regional Activity Center can be accommodated by the currently designated Planned Development future land use category and development shall occur consistent with the guiding land use policies within the local comprehensive plan.

Map 6: Park Place Activity Center



SOUTHEAST SECTOR PLAN

Objective 10.1: [L] - Southeast Sector Plan (EFF. 5/20/96; REV. EFF. 8/25/08)

In keeping with the City's and County's commitment to promote the Southern Strategy, and to satisfy the Comprehensive Plan requirements for a comprehensive development plan for the Southwood property within the urban service area, the local governments hereby adopt the Southeast Sector Planned Development, known as the Southeast Sector Plan, that is consistent with Objective 6.1 [L] and its associated policies and with the Comprehensive Plan's Urban Service Area policies, that promotes innovative planning, promotes compact development strategies and protects the natural resources of the area. This plan shall contain design standards that promote compact commercial development, walk to shopping, higher density housing in close proximity to offices, commercial uses and employment centers. The same attention will be given to alternate modes of transportation and pedestrian mobility as is given to automobile transportation. Innovative ways may be developed to protect natural resources, the major focus being on the continued protection of conservation and preservation areas within the Southeast Sector Planning Area (Figure 10.A).

Policy 10.1.1: [L] - Southeast Sector Plan Overview **(REV. EFF. 7/7/99; REV. EFF. 8/25/08; REV. EFF. 11/26/21)**

The Southeast Sector Plan is hereby developed for an area in southeast Tallahassee and Leon County (see the Southeast Sector Planning Area map, Figure 10.A). For the Southwood, Colin English Properties, and the former Southside DRI lands, the Southeast Sector Plan shall constitute the Planned Development Master Plan consistent with Objective 6.1 [L] and its associated policies.

The following densities, intensities and development standards are hereby established for the Southeast Sector Planning Area:

A. Percent Mix of Land Uses Required:

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

(1) 40-60% of the land area in residential development

(2) 10-30% of the land area in commercial, office and/or industrial development

(3) 10-15% of the land area in community facilities/services and utility easements and recreational facilities.

(4) 20-30% of the land in open space/greenways. Open space shall comprise a minimum of 22% of each of the Southwood PUD and Colin English properties.

B. Densities and Intensities:

I. Land Use

(1) The maximum densities and intensities for development within the Southeast Sector Planning Area are established in Policy 10.1.2.

C. Phasing:

(1) The Southeast Sector Planning Area will be permitted to develop in phases.

(2) Southwood has an approved Development of Regional Impact DRI development order and Planned Unit Development PUD zoning. These approvals establish the development entitlements and master plan for the Project. For this reason, the Southwood entitlements and development phasing are not identified in Table A below. The maximum and minimum densities and intensities for the Implementing Land Use Districts for Southwood are established in Policy 10.1.2.

(3) Additional development beyond Phase I of the English lands shall require a comprehensive plan amendment supported by adequate data and analysis if the Phase I lands (approximately 601 acres) have not been built consistent with the mix of uses established herein.

(4) No particular percent mix of uses within Phase I for the English properties will be required to meet or exceed the percent requirements for the total Southeast Sector Plan acreage and percentage of mix amounts.

TABLE A: ENGLISH PROPERTY DENSITIES, INTENSITIES AND PHASING **(REV. EFF. 8/25/08; REV. EFF. 11/26/21)**

	Maximum Residential Units	**Minimum Residential Densities**	**Maximum Non-Residential**	**Hotel**	**Hospital**
Phase I					
Colin English Phase I (603 acres)	6,030	As required by Policy 10.1.2 [L]	3,606,000 GSF		
Phase II					
Colin English Phase II (458 acres)	4,580	As required by Policy 10.1.2 [L]	2,740,000 GSF		

Notes:

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

D. Land Use Location Criteria:

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

(2) Office development, and commercial (retail/possible hotel) uses to be located primarily in the northwest quadrant of the Southeast Sector Planning Area (English property, primarily utilizing Blair Stone Road) and surrounding the Capital Circle Office Center.

(3) Medium Density Residential to be located primarily, but not solely limited to areas adjacent to the Capital Circle Office Center and interspersed with office development in the northwest quadrant. Priority shall be given to areas adjacent to the Capital Circle Office Center.

(4) Low Density Residential to develop primarily in the northeast quadrant of the Southeast Sector Planning Area (Old St. Augustine Road vicinity), and secondarily in the northwest and southeast quadrants (perhaps as golf course communities).

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

(6) Community Facilities and Services to be located within each quadrant of the Southeast Sector Planning Area;

E. Affordable Housing:

Development must comply with applicable affordable and inclusionary housing ordinances.

F. Additional Requirements:

(1) A school site parcel for an elementary school at thirty (30) acres shall be set aside on the English Property, based on a projected build-out population of approximately 30,000. One elementary school shall be located on the English property and the other two schools shall be located on the Southwood property, provided that each of the public school sites on the Southwood property may be the location of a pre-kindergarten through grade 8 facility with the agreement of the Leon County School Board. The school site shall be located proximate to residential areas and shall be collocated with other compatible public facilities to the extent possible.

(2) In accordance with community wide requirements of the Comprehensive Plan, the Capital Improvements Element shall be amended to reflect the 5 year plan for the provision of urban services in accordance with this sector plan.

(3) Parcel # 31-03-20-602-000-0 and that portion of parcel # 31-11-20-001-000-0 which is directly south of parcel #602 shall be designated as low density residential and be limited to no more than three units per acre.

(4) No additional acreage within the Urban Service Area may be added to the Southeast Sector Planning Area except by a Comprehensive Plan Amendment. Any addition to the Southeast Sector Planning Area must be in conformance with the guidelines and standards of the Southeast Sector Plan Objective 10.1 and implementing policies 10.1.1 through 10.1.7.

Policy 10.1.2: [L] SESP Implementing Land Use Districts **(REV. EFF. 7/7/99; REV. EFF. 8/25/08; REV. EFF. 11/26/21)**

I. Land Use

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

(A) NEIGHBORHOOD VILLAGE CENTER - VC

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

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

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

Development in the VCs may obtain a waiver from the requirements in the Environmental Management Ordinance/Environmental Management Act (EMO/EMA) for natural area, landscaping and buffers as long as a landscape plan is prepared that meets established minimum requirements provided it is consistent with the requirements in the Comprehensive Plan. Stormwater detention and treatment facilities for TNDs and VCs shall be designed in accordance with applicable standards and shall be located outside of a TND or a VC in order to promote a compact pedestrian-oriented arrangement of land uses, except in situations where alternative sites for stormwater facilities are available that are consistent with the intent of the VC district. Local government shall conduct an environmental assessment at the time of an application for development or prior to rezoning consistent with Conservation Policy 1.1.1, in a TND or VC district prior to designating the boundaries of conservation and preservation areas, if present, within a TND or VC to determine the extent and location of conservation and preservation features. TNDs and VCs shall be located so as to minimize the impact on conservation and preservation features consistent with Conservation Policy 1.3.11 [C].

Allowed Uses:

- Community facilities: Community Services and Light Infrastructure
- Office uses
- Commercial land uses
- Residential uses in conformance with the Medium Density standards
- Agriculture and silviculture uses are allowable interim uses until development approval is granted for a subject parcel, consistent with SESP Policy 10.1.8
- Assisted Living Facilities

Residential Densities:
Minimum Density 4 DU/AC
Maximum Density 16 DU/AC
Maximum Floor Area Ratio:

1.0 for parcels larger than 20,000 sq. ft.
2.0 for parcels 20,000 sq. ft. or smaller

Minimum Floor Area Ratio:
0.5 F.A.R.

Clustering may be permitted provided maximum densities are not exceeded.

(B) TRADITIONAL NEIGHBORHOOD DISTRICT - TND

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

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

TNDs will locate close to Village Centers, parks and recreation, employment; allow for a variety of housing types which promote increased density; use energy saving concepts in block and building designs; be located within close proximity to Village Centers, High Intensity Urban Centers and Mixed Use Office Parks; and be designed for bicycle and pedestrian accessibility.

Allowed Uses:

- Community facilities: light infrastructure.
- Restricted to mid-rise, multi-unit townhouses and row houses, attached residential units and single-unit townhouses and row houses.
- Agriculture and silviculture uses are allowable interim uses until development approval is granted for a subject parcel, consistent with SESP Policy 10.1.8.
- Accessory commercial use which is subordinate to the principal residential use.
- Specific densities and intensities, ratio of uses and implementation criteria shall be contained in the zoning code.

Residential Densities:
Minimum Density 4 DU/AC
Maximum Density 16 DU/AC

Clustering may be permitted provided maximum densities are not exceeded.

Development in the TNDs may obtain a waiver from the requirements in the EMO and EMA for natural area, landscaping and buffers as long as a landscape plan is prepared that meets established minimum requirements, provided it is consistent with the requirements in the Comprehensive Plan. Stormwater detention and treatment facilities for TNDs and VCs shall be designed in accordance with applicable standards and shall be located outside of a TND or VC in order to promote a compact pedestrian oriented arrangement of land uses except in situations where alternative sites for stormwater are available consistent with the intent of the TND district. Local government shall conduct at the time of an application for development or prior to rezoning, consistent with Conservation Policy 1.1.1 in a TND or VC district, an environmental assessment prior to designating the boundaries of conservation and preservation areas, if present, within a TND to determine the extent and location of conservation and preservation features. TNDs shall be located so as to minimize the impact on conservation and preservation features consistent with Conservation Policy 1.3.11 [C].

(C) MEDIUM DENSITY RESIDENTIAL - MDR

Provides moderate-density housing located within walking and biking distance of civic facilities, retail, schools and employment.

- Design of MDR shall use energy saving concepts and maximize roadway connections.
- Elementary schools shall be provided within close proximity and land will be reserved.
- All collectors and arterials shall have bike and pedestrian paths.
- It is the intent to have bike and pedestrian facilities as important as automobiles in regard to mobility when designing MDR areas.

Allowed Uses:

- Multi-family residential.
- Single-family attached and detached residential.
- Golf courses and recreation facilities.
- Agriculture and silviculture uses are allowable interim uses until development approval is granted for a subject parcel, consistent with SESP Policy 10.1.8.
- Community facilities: community services and light infrastructure.
- Community parks and recreation areas shall be located within close proximity to the residential uses.
- Neighborhood-scale commercial uses are allowed on corner lots to promote walk-to shopping. This use is intended to be the same scale, design and materials as the surrounding neighborhood. It is intended for the convenience of the surrounding neighborhood and the design, parking, and signage should reflect this intent.
- Assisted Living Facilities

Residential Densities:
Minimum Density 4 DU/AC
Maximum Density 20 DU/AC

Clustering may be permitted provided the maximum density is not exceeded.

Specific densities and intensities, ratio of uses and implementation criteria will be contained in the zoning code.

(D) Low Density Residential - LDR

Provides for low-density residential units which are not necessarily convenient to shopping and employment areas. Density shall be between 2 to 8 units per acre.

Allowed Uses:

- Detached and attached single-family residential
- Parks, golf courses, recreational facilities
- Agriculture and silviculture uses are allowable interim uses until development approval is granted for a subject parcel, consistent with SESP Policy 10.1.8.
- Community facilities: community services and light infrastructure
- Neighborhood-scale commercial uses are allowed on corner lots to promote walk-to shopping. This use is intended to be the same scale, design and materials as the surrounding neighborhood. It is intended for the convenience of the surrounding neighborhood, and the design, parking and signage should reflect this intent.

Residential Densities:
Minimum Density 2 DU/AC
Maximum Density 8 DU/AC

Clustering may be permitted provided the maximum densities are not exceeded.

Specific densities and intensities, ratio of uses and implementation criteria will be contained in the zoning code.

(E) Large Lot Single Family Residential - LSF

Provide single-family residential uses in keeping with the rural character of outlying areas. This category is most likely not located conveniently to shopping and employment. Minimum size of lots will be 1/3 acre; maximum size of lots shall be 5 acres.

Allowed Uses:

- Detached single-family residential
- Golf courses and recreational facilities
- Agriculture and silviculture uses are allowable interim uses until development approval is granted for a subject parcel, consistent with SESP Policy 10.1.8.
- Community facilities: community services and light infrastructure.

Residential Densities:
Minimum Density 1 DU/5 AC
Maximum Density 3 DU/AC
Clustering may be permitted provided maximum densities are not exceeded.

(F) Mixed Use Office/Commercial - MUOC

Provides for higher-intensity commercial uses that are more intense than uses located in Village Centers. Intended as activity centers and shall include public plazas and other amenities.

- Uses and intensities shall be designed for maximum internal capture of shopping and business trips.
- Maximum pedestrian accessibility internal to the office/commercial centers.
- Centers shall be designed to blend with TND/MDR districts.
- Provide mass transit accessibility if transit is available, and
- May have regional stormwater facilities.

Allowed Uses:

- Community facilities: community services, light infrastructure and post-secondary educational facilities
- Community Commercial uses (100,000 to 200,000 square feet)
- Regional Commercial (200,000 to 1 million square feet)
- Office- Allows office uses 10,000 square feet or greater. The intent is to allow commercial and service-oriented uses as an accessory use within an office building.
- Medium Density Residential in association with nonresidential uses.
- Hotels
- Medical facilities and institutional uses, including assisted living facilities. Hospitals may be permitted if based on design criteria such as access and building scale in relation to adjacent uses, as described in the LDRs.
- Golf Courses
- Agriculture and silviculture uses are allowable interim uses until development approval is granted for a subject parcel, consistent with SESP Policy 10.1.8.

Maximum Floor Area Ratios:
2.0 F.A.R.

(G) Mixed Use Industrial - MUI

Provides for the location of manufacturing, warehouses, distribution centers, and research and development uses, with some commercial uses allowed that are designed to accommodate the needs of the industrial park work force.

- Commercial uses shall be provided within walking distance of work place.
- Equal access for mass transit, automotive, bicycle and pedestrian modes of transportation shall be provided.

Allowed Uses:

- Community facilities
- Light and heavy industrial
- Research and development
- Showroom warehouses
- Office associated with industrial and distribution uses
- Retail designed to serve the work force of the industrial park
- Agriculture and silviculture uses are allowable interim uses until development approval is granted for a subject parcel, consistent with SESP Policy 10.1.8.

Maximum Floor Area Ratios:
1.0 for nonresidential uses

(H) OFFICE/RESIDENTIAL

The Office/Residential district shall contain a variety of office and residential uses that range from duplexes to townhouses to multi-family. The residential uses will be integrated with the office development. The Office/Residential district shall be located in areas where there is access to collector and arterial roadways, and where the emerging development pattern is not predominantly low-density residential. In order to provide for a more pedestrian-friendly environment that efficiently utilizes land area and provides for interaction between the uses, large expanses of surface parking will be discouraged in favor of shared parking, mid-block parking, and parking garages. Provision will be made to serve this district with mass transit. Commercial uses may be permitted as ancillary uses to the office uses and located within office buildings.

Agriculture and silviculture uses are allowable interim uses until development approval is granted for a subject parcel, consistent with SESP Policy 10.1.8.

Allowed Uses:

- Community facilities: community services, light infrastructure, and post-secondary
- Office uses- not to exceed 300,000 sq. ft.
- Commercial uses- not to exceed 10,000 sq. ft., contained within office building.
- Hotels- May be permitted based on design criteria such as access and scale of the building in relation to adjacent uses, as described in the LDRs.

Residential Densities:
Minimum Density 4 DU/AC
Maximum Density 16 DU/AC

Floor Area Ratio (F.A.R.):
Maximum F.A.R. of .25 for parcels greater than 20,000 sq. ft.
Minimum F.A.R. of 1.0 for parcels smaller than 20,000 sq. ft.

(I) SOUTHWOOD TOWN CENTER - TC

Designed to serve as the pedestrian-oriented urban center of Southwood, containing a wide range of commercial, entertainment, residential, office and community services at urban intensities.

Development in the TC district may obtain a waiver from the requirements in the Environmental Management Ordinance/Environmental Management Act (EMO/EMA) for natural area, landscaping and buffers as long as a landscape plan is prepared that meets established minimum requirements provided it is consistent with the requirements in the Comprehensive Plan. Stormwater detention and treatment facilities for the TC district shall be designed in accordance with applicable standards and shall be located outside of the TC district in order to promote a compact pedestrian-oriented arrangement of land uses, except in situations where alternative sites for stormwater facilities are available that are consistent with the intent of the TC district. Local government shall conduct an environmental assessment at the time of

an application for development or prior to rezoning consistent with Conservation Policy 1.1.1, in the TC district prior to designation of the boundaries of conservation and preservation areas, if present, within the TC district, to determine the extent and location of conservation and preservation features. The TC district shall be located so as to minimize the impact on conservation and preservation features consistent with Conservation Policy 1.3.11 [C].

Allowed Uses:

- Commercial, including retail, entertainment and hotel uses.
- Residential, including assisted living, at the full range of densities in LDR and MDR. Residential uses may be collocated with compatible nonresidential uses in the same buildings.
- Office.
- Institutional.
- Community Facilities, such as police/fire stations and churches.
- Agriculture and silviculture uses are allowable interim uses until development approval is granted for a subject parcel, consistent with SESP Policy 10.1.8.

Mixture of Uses:

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

- 60,000 square feet of commercial
- 200 residential units

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

Residential Densities:

Minimum Density 2 DU/AC (no minimum density for residential uses second story and above for commercial or office uses)
Maximum Density 20 DU/AC

Specific densities and intensities, ratio of uses and implementation criteria, including standards to promote pedestrian-scale mixed-use development, will be included in the zoning code.

Maximum Floor Area Ratio:

2.0 F.A.R.

Minimum Floor Area Ratio:

0.25 F.A.R.

(J) MIXED USE EDUCATIONAL/INSTITUTIONAL - MUEI

Provides for educational, institutional and civic uses, and related activities including residential, which includes assisted living, office, sports and recreation, and related commercial uses, which include inns and hotels.

Allowed Uses:

- Schools, colleges and universities, museums, and civic facilities.
- Residential, including assisted living at the full range of densities in LDR and MDR.
- Sports and recreation facilities.
- Related supporting commercial facilities, including office, retail, inns and hotels.
- Agriculture and silviculture uses are allowable interim uses until development approval is granted for a subject parcel, consistent with SESP Policy 10.1.8.

Residential Densities:
Minimum Density 2 DU/AC
Maximum Density 20 DU/AC

Maximum Floor Area Ratio:
1.0 F.A.R.

Minimum Floor Area Ratio:
0.25 F.A.R.

(K) HISTORIC HOUSE OVERLAY (HHO)

The existing main house on the Southwood property is a historical resource within the Southeast Sector Planning Area. In order to preserve the character of the house and its grounds while providing for its future use as a component of the development in the Southeast Sector Planning Area, the Southwood PUD shall establish an overlay zoning district on the house and surrounding grounds. The allowable uses within the overlay district shall be those uses allowed within the LSF district. The following additional uses shall also be allowed within the HHO district so long as the design is compatible with the surrounding LSF uses and the historic nature of the house:

- Bed and Breakfast Inn
- Restaurant
- Conference Center

Policy 10.1.3: [L] Transportation **(REV. EFF. 7/7/99; REV. EFF. 11/26/21)**

Transportation guidelines for the Southeast Sector Plan shall be as follows:

Transportation systems shall be designed to promote alternatives to single-occupancy vehicle travel and to capture internal trips. Emphasis will be placed on designing commercial, office, employment and higher-density residential areas to be pedestrian and bicycle friendly. Emphasis will also be placed on alternative transportation modes.

(a) Right of way shall be planned and dedicated for the ultimate lanecage needed based on total build-out of the plan.

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~~(b) If mass transit is available or planned within the plan horizon for the Tallahassee-Leon County Comprehensive Plan, Mass transit routes shall be included along major roadways in coordination with Star Metro.~~

~~(c) All land development shall provide for bicycle and pedestrian modes of transport.~~

~~(d) Traffic calming devices will be utilized along roadways in areas with high pedestrian activity.~~

~~(e) Access to canopy roads can only be permitted for uses other than medium or high density residential uses, commercial, office uses, and then only if there is no access to an alternative roadway and one cannot be secured. New access points must be configured to share access.~~

~~(f) Access management standards will be developed and implemented for all roadways.~~

~~(g) Use of roundabouts will be encouraged at intersections.~~

~~(h) A 100 foot tract on both sides of the centerline of Old St. Augustine Road shall be dedicated to the City of Tallahassee along the entire length of the property in excess of 200 acres in common ownership adjoining Old St. Augustine Road between Capital Circle and the Urban Service Area boundary. For properties in common ownership in excess of 200 acres, access to Old St. Augustine Road within the Southeast Sector Study Area will be limited to the following: 1) the tract of land referred to in Section I of Policy 10.1.2; 2) a new north-south roadway up to 1/2 mile west of Southwood Plantation Road. This intersection with Old St. Augustine Road will be a four-way stop unless a more efficient design can be developed that provides the maximum protection for the canopy on Old St. Augustine Road; 3) Southwood Plantation Road.~~

~~(i) The recommendations that are produced by the Scenic Vista and Conservation Easement Acquisition Plan will be taken under advisement by the developer when designing development adjacent to Old St. Augustine Road.~~

~~(j) The Transportation Element will be amended to reflect the transportation network needed to serve development within the Southeast Sector Planning Area.~~

~~(k) Any alignment of a limited access roadway/parkway shall be required to follow the Comprehensive Plan amendment process and be consistent with the Long Range Transportation Plan.~~

~~(l) In order to protect the traffic capacity of Capital Circle within the Southeast Sector Planning Area, the Capital Circle Access Points plan is established and shall be implemented by LDRs. Subdivisions adjoining Capital Circle shall not allow creation of parcels with sole access to Capital Circle (see Figure 10.B).~~

Policy 10.1.4: [L] - Open Space/Greenways **(REV. EFF. 7/7/99)**

The Southeast Sector Plan shall contain a pooled open space/greenway concept that will contain the majority of the open space requirements within a connected corridor. The following guidelines will be used in mapping the open space/greenway corridor:

(a) All conservation and preservation areas within the Southeast Sector Planning Area shall be mapped and protected consistent with Conservation Objective 1.3 and its implementing policies. In addition, the mapping of the open space/greenway corridor shall consider the location of conservation and preservation areas, except significant grades. Interconnected areas that best protect the conservation and preservation features of the area and provide open space will be included in the open space/greenway corridor. Consistent with the supporting data and analysis, such corridors shall constitute at least twenty-two percent of the Southeast Sector Planning Area. The City and the County will make all efforts to connect open space and greenways outside the Southeast Sector Planning Area to the open space/greenway system within the Southeast Sector Planning Area.

(b) Conservation and preservation areas shall be protected as required by the Comprehensive Plan.

(c) The mapped open space/greenway area will be generally mapped for the sector plan. Field verification of the exact delineation shall be conducted by a qualified biologist and approved by the Growth Management Department that has jurisdiction at the time development permits are sought.

(d) The following uses will be allowed and designated in the mapped open space/greenways areas:

(1) Passive recreation - Improvements that are natural resource-oriented, such as hiking and biking trails, boat landings and passive parks, may be constructed in passive recreation areas. Public access will be assured in designated passive recreation areas.

(2) Stormwater management facilities may be located in designated open space areas. This does not preclude the possible locating of stormwater facilities in preservation or conservation areas. Each facility and site must be evaluated individually in terms of impacts. The beneficial functioning of each preservation or conservation area is to be preserved. All stormwater facilities must meet the requirements of the EMA and EMO and must be consistent with the comprehensive plan.

(3) Wildlife management areas.

(4) Public roadways and utilities may cross through these areas if no alternative route can be secured.

(5) Golf courses (active recreation) are not permitted in conservation/preservation areas or in open space/greenways, but they may abut open space/greenways and conservation and preservation areas. Golf courses may cross these areas so long as the crossing does not adversely affect such areas and is consistent with the comprehensive plan.

All open space/greenway corridors shall have a management plan approved by the local government with jurisdiction that maintains these open space/greenway areas to protect the values for which these areas were designated. This may include but not be limited to: aesthetic open space, wildlife habitat, interconnection, preservation of floodplains and protection of conservation and preservation areas.

(c) Open space/greenway corridors may be privately owned or dedicated to the public by conveyance to a general or special purpose local governmental entity, or be designated as part of the statewide system of greenways and trails pursuant to State law. Privately owned, open space/greenway corridor areas shall, at a minimum, guarantee designated public trail access in perpetuity at the time of development.

It is also the intent to assure the long-term viability of open space areas and conservation and preservation areas through the proper management of these areas. Open space, conservation and preservation areas are valuable amenities to developing areas. It is intended that agriculture and silviculture uses will continue in the Southeast Sector Planning Area up to the point that individual tracts are converted to urban land uses. It is expected that agriculture and silviculture uses will be compatible with the long-term viability of planned open space, conservation, and preservation areas with proper management. It is also expected that the amenity value of those natural resources for urban development will be far greater than their agriculture or silviculture values.

Policy 10.1.5: [L] – Interrelationships **(REV. EFF. 7/7/99; REV. EFF. 8/25/08)**

The interrelationship between the sector plan, the Comprehensive Plan, and the implementing PUDs is defined as follows:

- The Southeast Sector Plan shall focus on land use decisions that avoid the promotion of strip commercial development along arterial roadways. The implementing PUDs for this sector plan shall be designed to avoid strip commercialization of arterial roadways. The sector plan shall reflect land uses along arterials, which do not promote strip commercial development.
- An objective and policies setting the guidelines for the development of the Southeast Sector Planning Area shall be adopted into the Comprehensive Plan.
- Within the implementing PUDs the Southeast Sector Planning Area may contain architectural controls, densities, intensities and criteria specific to each implementing PUD district provided for in Policy 10.1.2 [L].
- Specific criteria related to development districts, transportation, access management, architectural controls and specific development standards will be contained within the applicable LDRs implementing PUDs.
- The mapped open space requirements will count as the open space required in the EMO/EMA. Any open space dedicated outside the mapped area must meet all EMO/EMA requirements. The 10% site design alternative of the EMO/EMA will not be allowed in the Southeast Sector Planning Area

- Parcels that contain significant grades may be developed as long as best management practices are used, such as off-grade construction, minimum-grade changes and structures designed to accommodate the slopes.
- All land uses that border the study area shall be consistent with the adjacency requirements in the Comprehensive Plan.
- Access to canopy roads can only be permitted for low-density or large-lot single-family residential uses and only if there is no access to an alternative roadway and one cannot be secured. Roadways within the Southeast Sector Plan will be designed so that access to canopy roads will not be necessary.
- With the approval of the regulating authority, individual small closed basins within the DRI boundary may be aggregated into larger closed basin perimeters. The closed basin requirements of the Environmental Management Ordinance/Environmental Management Act (EMO/EMA) will apply within these larger closed basin areas, however, the Developer will have the flexibility to convey water between the smaller depressions within the boundary of the individual aggregated closed basin perimeters. Inter basin transfers out of any aggregated closed basin perimeter will not be allowed without a variance from the inter basin transfer restrictions in the EMO/EMA. Such a variance may be approved only if condition (c) of (3) of subsection 4.2.(3)(c) of the EMO/condition (c) of Article VII Section 10-188 of the EMA is met. If the receiving basin is itself a closed basin, pre/post volume control and all other closed basin requirements of the EMO/EMA will apply to the receiving basin.
- The applicant may request approval for a minor amount of development that may proceed prior to the issuance of the final development order. This development will consist of a sales office, limited commercial/office development and a limited number of model homes. This area will not exceed 25 acres (exclusive of right of way) and will meet access, environmental and Comprehensive Plan policy requirements. The specific amount of development that can occur pursuant to this policy shall be identified in the DRI Development Order.

Policy 10.1.6: [L] – Implementation **(Eff. 5/20/96; Rev. Eff. 8/25/08)**

A framework for detailed implementation of the development standards and requirements will be contained in the implementing PUDs. They shall include but not be limited to:

- Detailed definition of each district area in the zoning code. Also included will be design, development, transportation and density requirements for each district in sufficient detail to accomplish the intent of each district.
- Detailed criteria developed in order to adequately implement all the bicycle, pedestrian, access management and roadway design guidelines listed in the transportation guidelines policy (10.1.3).
- Access management criteria developed and implemented through the zoning code. It shall address access for all modes of transportation and shall include but not be limited to pedestrian, bicycle, mass transit, emergency vehicle, disabled, and car/van pooling.

- Unless otherwise specified in the Southeast Sector Plan amendment, the procedures and requirements in the Comprehensive Plan will be applicable to this area.

Policy 10.1.7: [L] - Specific Southeast Sector Land Development Regulations **(EFF. 5/20/96)**

The LDRs related to specific requirements will be amended to reflect any criteria or requirements related to environmental constraints specific to the Southeast Sector Plan guidelines, as adopted in the Comprehensive Plan.

Policy 10.1.8: [L] - Agriculture and Silviculture Uses **(REV. EFF. 7/7/99)**

It is the intent of the requirements in this amendment to ensure that land identified for urban development within the time frame of the Comprehensive Plan is available for development and will not be encroached upon by incompatible land uses. It is also the intent to assure the long-term viability of open space areas and conservation and preservation areas through the proper management of these areas. Open space, conservation and preservation areas are valuable amenities to developing areas. It is intended that agriculture and silviculture uses will continue in the Southeast Sector Planning Area up to the point that individual tracts are converted to urban land uses. It is expected that agriculture and silviculture uses will be compatible with the long-term viability of planned open space, conservation, and preservation areas through proper management. It is also expected that the amenity value of those natural resources for urban development will be far greater than their agriculture or silviculture values.

(1) Agriculture and silviculture will be recognized as an allowable interim use in all land use categories within the Southeast Sector Planning Area.

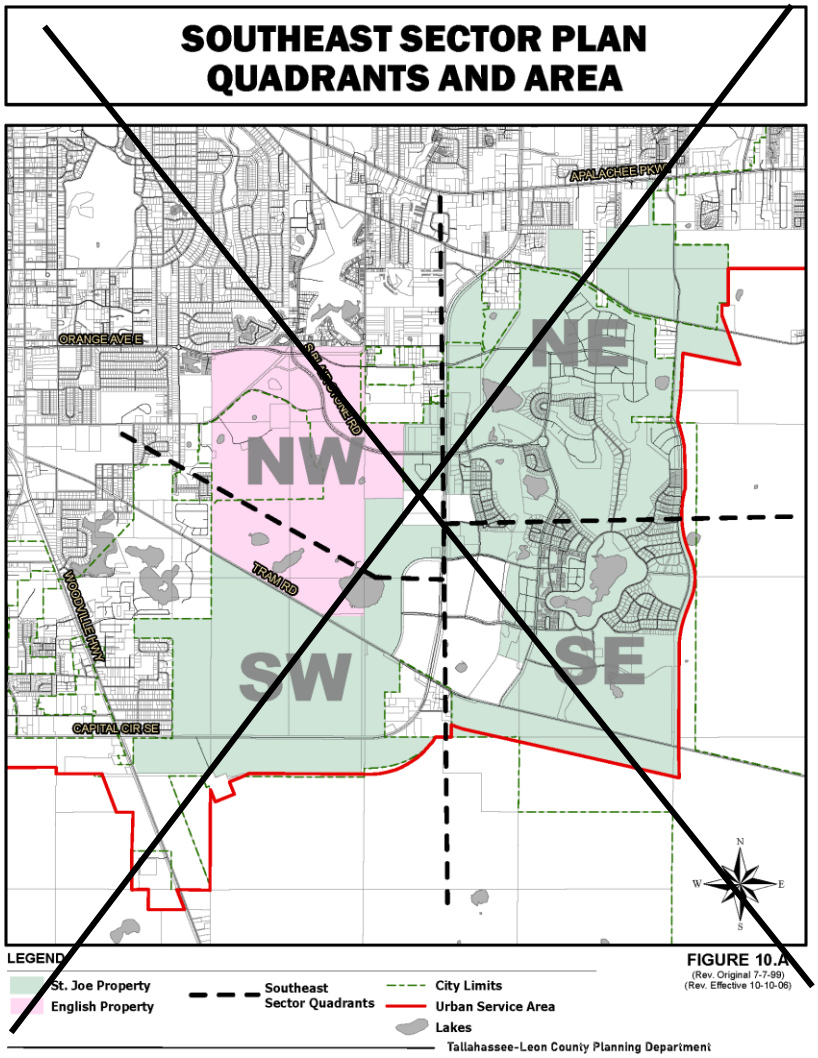
(2) As soon as local government site plan or subdivision approval is granted for any portion of property within the Southeast Sector Planning Area, agriculture and silviculture activities shall cease to be allowable activities on the land for which local government approval has been granted and shall be phased out as set forth in the development order approving the site plan or subdivision plat. This elimination of agriculture and silviculture uses is intended to apply to parcels of land identified within the subdivision or site plan and to all land included in these parcels, such as land proposed to serve as buffer or open space.

(3) Prior to subdivision or site plan approval, agriculture and silviculture uses shall be allowed to continue within the Southeast Sector Planning Area in accordance with "1993 Silviculture Best Management Practices," Florida Department of Agriculture and Consumer Services, or its successor, and existing local government ordinances.

(4) Timber harvesting activities shall not be conducted until such time as the landowner has obtained a timber harvesting permit in accordance with the environmental and stormwater management ordinances of the appropriate local government.

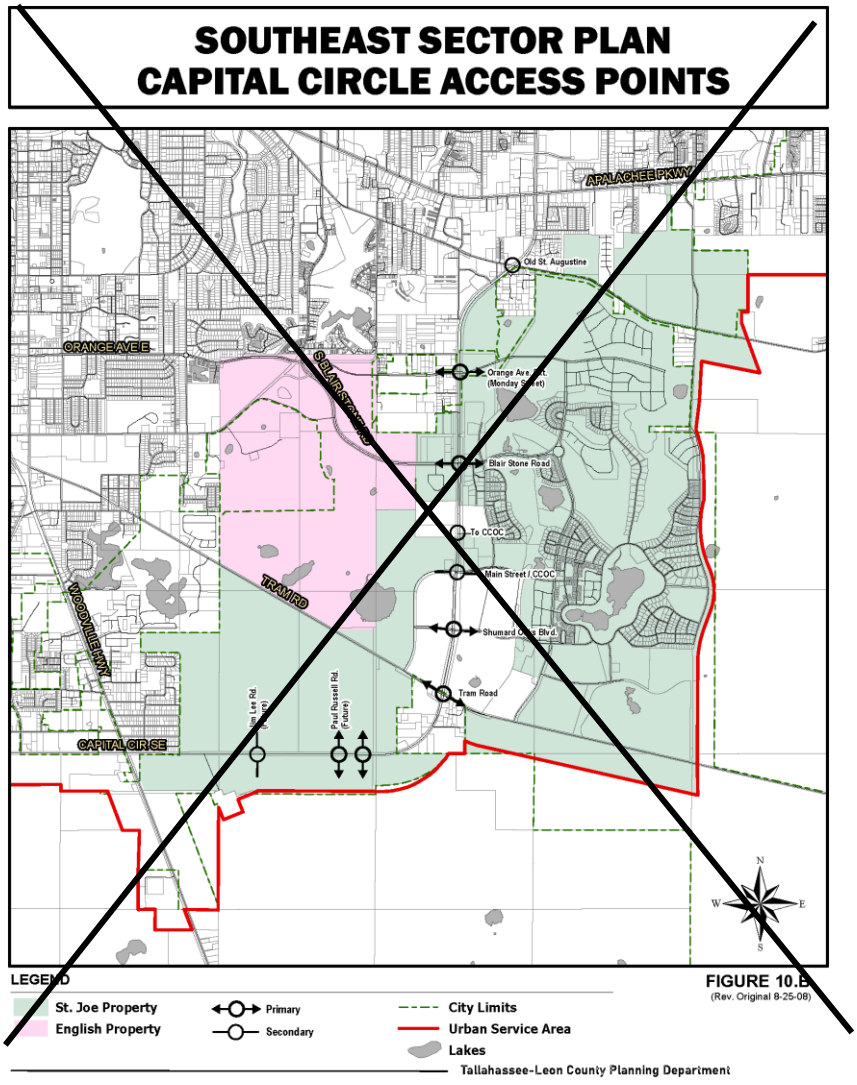
~~I. Land Use~~

~~Map 7: Southeast Sector Plan, Quadrants and Area~~



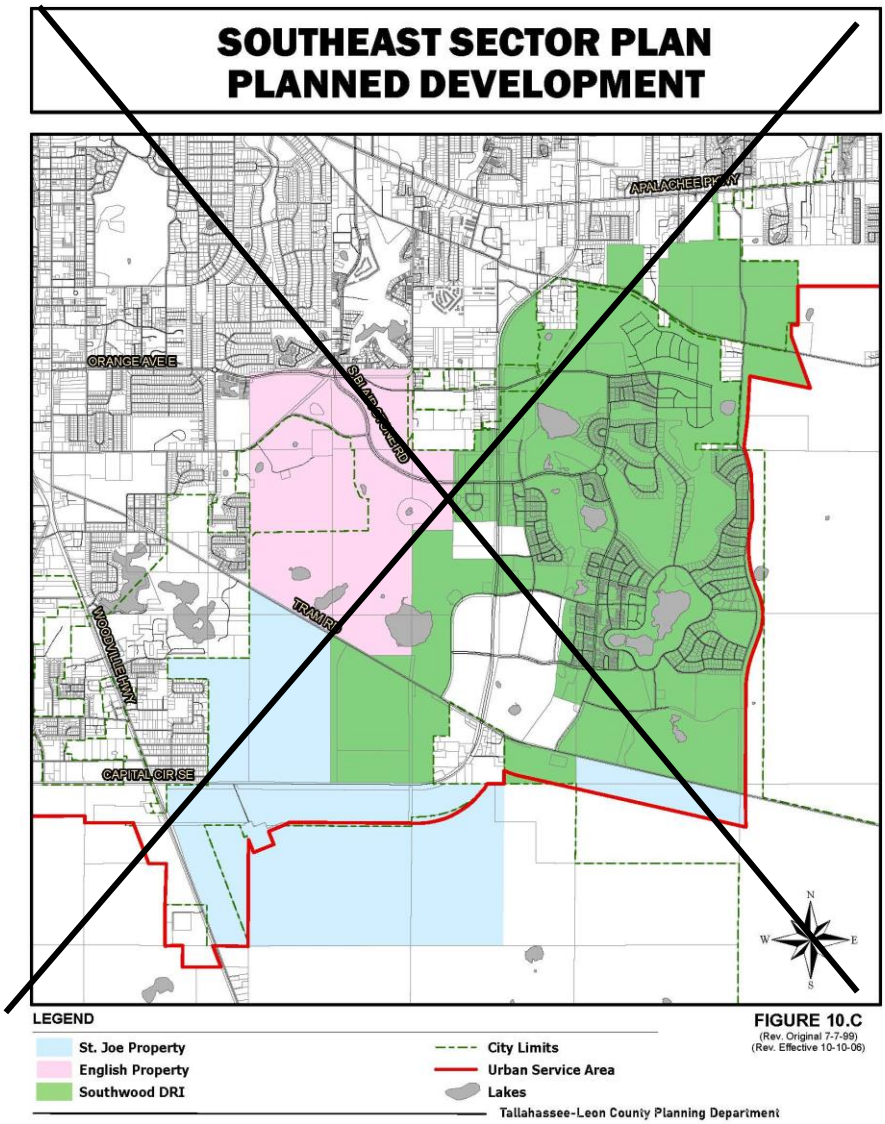
~~I. Land Use~~

~~Map 8: Southeast Sector Plan, Capital Circle Access Points~~



~~I. Land Use~~

~~Map 9: Southeast Sector Plan, Planned Development~~



~~Southside Action Plan~~

~~Goal 11: [L] – Southside Action Plan (Eff. 8/5/23)~~

~~A plan shall be developed and monitored to align with the community's desire for a framework of action in the southern part of the Tallahassee urban area. To achieve this goal, the local governments shall develop a Southside Action Plan that complements long term public and private investment with small scale visible improvements that are relatable and community driven. This approach recognizes that the vision of Southside citizens is essential to guiding the development, redevelopment, and rehabilitation of the~~

Southside; and that the community's vision focuses on three main areas of improvement: Beautification, Investment, and Engaged and Activated Citizens.

Objective 11.1 [L] – Beautification(Eff. 8/5/23)

Beautify and enhance both public and private spaces across the Southside Action Plan area by improving maintenance and increasing investment.

Policy 11.1.1: [L] (Eff. 8/5/23)

Focus local government beautification efforts in shared public spaces by frequently maintaining and enhancing existing public areas. Support citizen and business investment on private property and shared spaces.

Objective 11.2: [L] Investment (Eff. 8/5/23)

Direct collaborative efforts of both the public and private sectors towards an increase of homeownership, diverse development and redevelopment types, business variety, and infrastructure in the Southside Community.

Policy 11.2.1: [L] (Eff. 8/5/23)

Identify projects that initiate further investment opportunities in the Southside Community. Support partnerships across federal, state, city and county governments with non-profits and private organizations to identify resources for housing, homeownership, business, and infrastructure for the public.

Policy 11.2.2: [L] (Eff. 8/5/23)

Investment within the Southside Action Plan area shall not occur at the expense of the natural environment or water quality in a manner which is found to be inconsistent with local government initiatives, policies, rules or regulations.

Objective 11.3: [L] Engaged and Activated Citizens (Eff. 8/5/23)

Foster community involvement and celebration of the Southside.

I. Land Use

Policy 11.3.1: [L] **(EFF. 8/5/23)**

Encourage citizens, neighborhoods, and businesses in the Southside to be engaged and actively involved in community-led projects. Promote projects, empower residents, and connect efforts with resources.

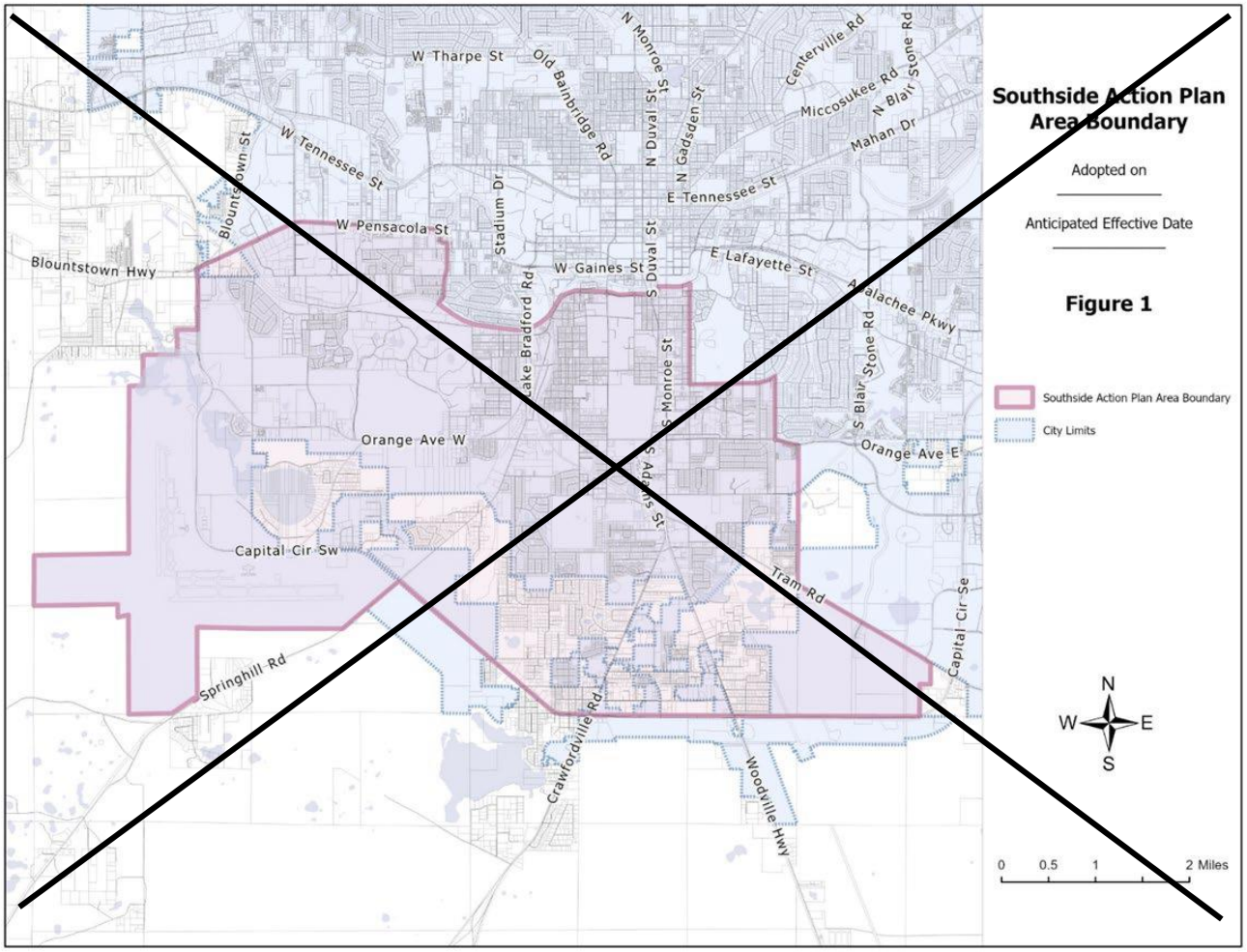
Objective 11.4: [L] Southside Action Plan Evaluation and Update; Relation to Other Goals, Objectives & Policies(EFF. 8/5/23)

Policy 11.4.1: [L] **(EFF. 8/5/23)**

The Tallahassee-Leon County Planning Department will monitor project implementation of the Southside Action Plan by reporting annually on Objective 11.1, 11.2, and 11.3; in coordination with the Leon County and the City of Tallahassee strategic plans.

~~**I. Land Use**~~

~~Map 10: Southern Strategy Area Boundary~~



~~CENTRAL CORE AREA~~

~~**Goal 12: [L] (DEL. EFF. 4/10/09)**~~

~~*Reserved*~~

~~CENTRAL CORE AREA (DEL. EFF. 4/10/09)~~

Welaunee Critical Area Plan

Goal 13: [L] (Eff. 12/10/02)

Guide planned development within the Welaunee Critical Planning Area through implementation of a critical area plan which includes a mixture of integrated land uses that are predominantly self-supporting rather than dependent upon public funding, places a greater emphasis on pedestrian mobility and transportation alternatives, provides new employment opportunities near major transportation arteries and protects natural systems in an urbanized setting.

Objective 13.1: Planned Development through 2020 (Eff. 12/10/02)

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

Policy 13.1.1: Plan Overview for Toe and Heel (Eff. 12/10/02; Rev. Eff. 7/20/05; Rev. Eff. 8/27/17)

The Toe and Heel shall develop as new mixed-use communities that provide employment opportunities, protect natural resources in an urbanized setting and emphasize pedestrian mobility and transportation alternatives. The intent of this policy is to locate employment and shopping in close proximity to residential land uses, provide activities that serve area residents as well as shoppers and employees from outside the area, offer housing to diverse socio-economic groups, establish recreation, educational, and cultural activities nearby, reduce automobile dependency of residents and employers, place public transportation facilities in population and employment centers, and protect natural systems within the context of a mixed-use built environment. The intent of this policy will be achieved through phased development consistent with these guidelines:

(1) A buildout population of approximately 5,950 for the Toe and 4,600 for the Heel.

(2) A buildout employment of approximately 1,240 jobs in the Toe and 3,560 jobs in the Heel.

(3) Development which reflects the following general allocation of land uses on an acreage basis:

(A) Residential uses on 35 percent to 45 percent of the Toe and 30 percent to 40 percent of the Heel.

(B) Retail and office uses on 3 percent to 8 percent of the Toe and retail, office and light industrial uses on 15 percent to 25 percent of the Heel.

(C) Primary open space and recreation uses (excluding the Miccosukee Canopy Road Greenway) on 15 percent to 25 percent of the Toe and 20 percent to 30 percent of the Heel.

(D) Community facilities and institutional, educational, civic and similar uses on 15 percent to 25 percent of the Toe and 10 percent to 20 percent of the Heel.

(4) The Toe and Heel may develop in phases consistent with necessary infrastructure and services and, for the Heel, consistent with the phasing schedules on Table 13-2, which is based on projections of densities and intensities of use derived from the corresponding acreage. Sub phases or stages of each phase may be developed in separate PUDs. The Toe and the Heel may be developed concurrently. Table 13-2 is attached as part of this Objective.

(5) A comprehensive plan amendment shall be required in order to exceed the projected total number of residential units or the projected total nonresidential square footage for the Heel, as set forth in Table 13-2. Such an amendment shall be consistent with the requirements of Objective LU 6.2 and its supporting policies.

(6) Development will comply with any ordinances in effect at the time of development that address the need for affordable housing. In addition, development shall comply with any other applicable requirements at the time of development.

(7) Specific guidelines and requirements for land use categories, transportation, access management, and other specific design standards shall be included in one or more PUD Concept Plans applicable to the Toe or Heel, respectively. Each PUD Concept Plan shall be adopted by the local government with jurisdiction before any development may take place on the parcel or tract included in the PUD Concept Plan, except as otherwise allowed pursuant to Policy LU 6.2.4. Each PUD Concept Plan shall be consistent with development guidelines and general design standards herein.

(8) Land Use Goal 13, its supporting objectives, policies and data and analysis, and all activities undertaken leading to and including adoption, is not intended to be considered evidence of a unified plan of development for purposes of §380.0651(4), F.S.

(9) The Toe and Heel will be developed with the infrastructure required to serve permitted development, including but not limited to water, sewer, stormwater management and on-site and off-site transportation mitigation, consistent with this Comprehensive Plan and all applicable regulations.

(10) Development within the Toe and Heel shall be aggregated under the City's concurrency regulations, as currently interpreted and applied by the City; unless, at some time in the future, the concurrency regulations are revised so that aggregation is not required for such development.

NOTE: Notwithstanding the above, the Heel may be developed under Policy LU 13.1.9, in which case the guidelines stated above will be adjusted to reflect the requirements of Policy LU 13.1.9.

Policy 13.1.2: Primary Open Space Systems and Greenways **(EFF. 12/10/02; REV. EFF. 7/20/05)**

The primary open space systems for the Toe and Heel are defined as connected, continuous networks of open space. They constitute fundamental building blocks of these planned communities and are intended to serve multiple purposes in an urbanized setting, including but not limited to protection of conservation and preservation areas. Primary open space systems may include but are not limited to conservation and preservation areas, buffers for environmentally sensitive areas, pathways to facilitate pedestrian and bicycle mobility, aesthetic open space, passive recreation opportunities and community gathering places. Primary open space systems, together with other green spaces set aside to meet the Urban Forest and landscape requirement shall also meet the requirements of the comprehensive plan, Chapter 5, Environmental Management, Tallahassee Land Development Code or the Leon County EMA, whichever is applicable. The intent of this policy will be achieved through implementation of the following guidelines:

(1) Prior to approval of the first PUD Concept Plan on the Toe or the Heel, except as allowed by policy LU 6.2.4, a Natural Features Inventory consistent with the requirements of Chapter 5, Environmental Management, Tallahassee Land Development Code and the Leon County EMA, whichever is applicable, shall be submitted for the entire Toe or the entire Heel respectively.

(2) Credits for open space, wetland mitigation, slope mitigation, stormwater management or urban forest requirements may be requested outside of individual parcels or tracts under review but elsewhere within the Toe, or Heel, respectively.

(3) Areas with severe and significant slopes that are not located in the primary open space systems shall be protected in site specific plans in accordance with the Comprehensive Plan, Chapter 5, Environmental Management, Tallahassee Land Development Code and the Leon County EMA, whichever is applicable.

(4) Wetlands, watercourses and water bodies, except Dove Pond, shall be protected by a 50-foot natural buffer from the jurisdictional wetland line where adjacent to developable land. If Dove Pond is not included as part of a regional stormwater management system to provide flood protection for downstream off-site properties as provided by Policy LU 13.1.5 and Policy LU 13.1.7, then Dove Pond shall be protected by a 50 foot natural buffer from jurisdictional wetlands where adjacent to developable land.

(5) The primary open space systems shall be open to the general public and be designed to provide connections with the Miccosukee Canopy Road Greenway at multiple locations, and to integrate internal recreational multi-use paths with the

greenway's trails. Connections to future regional greenways shall be considered in the design of the primary open space systems.

(6) The primary open space systems shall be designed to provide additional buffering as established in PUD Concept Plans for designated canopy road protection zones, in addition to the required 100-foot setback, where feasible.

(7) The primary open space system in the Heel may include a portion of the existing Miles Johnson Road with the consent of the local government with jurisdiction and construction of new roads adjacent to and on each side of the Miles Johnson Road roadbed and canopy.

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

(9) The primary open space systems shall each have a management plan approved by the local government with jurisdiction in order to protect the values for which they were designated. The management plans may be adopted in phases so long as they are consistent with one another. Protection of the primary open space systems, including any preservation or conservation areas located within them, shall be provided by conservation easements and other measures consistent with Chapter 5, Environmental Management, Tallahassee Land Development Code or the Leon County EMA, whichever is applicable, except as otherwise provided by Policy LU 13.1.5 and Policy LU 13.1.7. Conservation easements within the City will be required consistent with City Growth Management Department's written policy. Conservation and preservation areas placed in conservation easements may be used toward satisfying the urban forest/ landscaping requirements of Chapter 5, Environmental Management, Tallahassee Land Development Code or the Leon County EMA, whichever is applicable.

(10) Acreage in the primary open space systems shall be counted toward satisfying the open space requirement established in PUD Concept Plans as provided by Policy LU 13.1.7.

(11) The following guidelines shall apply to uses within the primary open space systems as established in PUD Concept Plans:

(A) Passive recreation improvements that are natural resource-oriented, such as hiking, biking and riding trails and passive parks, may be constructed in the primary open space systems. Also allowable are community facilities such as bandshells, amphitheaters, gazebos and other improved gathering places if designed for non-vehicular and pedestrian access only, provided these activities are reviewed and approved as part of the management plan required for the conservation easement, when these activities are located such that impact to the conservation and preservation area is minimized and at the same time the overall purpose of the conservation easement is protected.

(B) Wildlife management areas may be included in the primary open space systems with protective measures addressed in the management plans, in accordance with Chapter 5, Environmental Management, Tallahassee Land Development Code or the Leon County EMA, whichever is applicable.

(C) Public roads and utilities may cross through the primary open space systems if no alternative route can be secured and impacts are minimized. Except for existing roads and specifically located existing road access easements, subject to the requirements of Policy LU 13.1.4 (2)(B) (related to an additional access to Miccosukee Road), the location of the roads shown on Figures 13-3, Toe Generalized Transportation Plan and Figure 13-4, Heel Generalized Transportation Plan, are approximate.

(D) Stormwater management facilities may be located in the primary open space systems subject to design criteria in the PUD Concept Plans and consistent with protection of conservation and preservation features pursuant to the Comprehensive Plan and Chapter 5, Environmental Management, Tallahassee Land Development Code or the Leon County EMA, whichever is applicable. Dove Pond may be utilized as part of a regional stormwater management system to provide flood protection for downstream off-site property owners in the Tri-Basin Study Area as provided the criteria in Policy LU 13.1.5 (4) and Policy LU 13.1.7 are met. Each other stormwater management facility must be evaluated in terms of impacts and meet the requirements of the Comprehensive Plan and Chapter 5, Environmental Management, Tallahassee Land Development Code or the Leon County EMA, whichever is applicable. If stormwater facilities are contained within the primary open space, then the public or private agency responsible for maintenance shall be allowed to perform necessary maintenance of these facilities consistent with each facility's level of service. Conservation and preservation areas are not to be used as conveyances for increased stormwater rates from development. The Stormwater Facilities Master Plan shall identify areas where drainage easements will be needed for proper maintenance of stormwater conveyances located within conservation and/or preservation areas.

(E) Access facilities for canoes and other watercraft without internal combustion engines may be located in the primary open space system. Fueling facilities shall not be allowed. If access facilities are located in conservation or preservation areas these activities shall be reviewed and approved as part of the management plan required for the conservation easement, when these activities are located such that impact to the conservation and preservation area is minimized and at the same time the overall purpose of the conservation easement is protected.

(12) The cemetery in the Toe shall be protected as provided by state law. The churches owning the cemetery should fence the cemetery and prohibit disturbance.

Policy 13.1.3: Land Use **(EFF. 12/10/02; REV. EFF. 7/20/05; REV. EFF. 8/27/17)**

I. Land Use

The Toe and Heel shall contain an integrated mixture of uses that allows a broad range of residential, commercial, office, employment, recreation and civic, institutional and community uses with varying densities and intensities of use. The intent of this policy is to create a community pattern of multiple neighborhoods that are compact and walkable, with a mixture of uses, diversity of housing types and prices, and interconnected fine-grained street systems. A mix of uses should be encouraged throughout each phase of development and at buildout. Neighborhood densities and development intensities generally should be arranged in a hierarchical continuum radiating from center to edge. Pedestrian accessibility should be given precedence over automobile convenience as established in PUD Concept Plans.

(1) Land uses in the Toe and Heel shall be assigned on the basis of the following categories as established in PUD Concept Plans:

(A) EMPLOYMENT CENTER

Employment centers shall be located proximate to major transportation arteries in order to provide jobs for residents as well as regional employment opportunities. Employment centers are intended to contain a mix of uses and not be a single-use environment. They shall be designed with shared parking opportunities for nonresidential uses that have peak parking demands other than during normal office hours. An employment center shall range in size between 15 acres and 150 acres. Allowable uses include office, hotels and inns, light industrial, warehousing and distribution, laboratories, research, printing, banks, retail, restaurants and cafes, infrastructure including stormwater management facilities, civic, religious and institutional uses and educational uses. Residential uses shall not be allowed except when located above the ground floor in mixed-use office buildings.

Development intensities shall range from 8,000 square feet per acre to 15,000 square feet per acre. Ground-floor, pedestrian-friendly uses should be included to provide walk-to shopping opportunities. A minimum five percent on-site open space requirement shall be required for each preliminary plat in an employment center.

(B) TOWN CENTER

Town centers shall be planned as compact, efficient nodes. Traffic calming measures such as onstreet parking, buildings close to the road with parking in back, streetscape, and other such solutions shall be utilized to create a pedestrian-friendly, walkable center. A town center shall range in size between 10 to 30 acres and contain uses that serve surrounding neighborhoods as well as those traveling through the area. Uses shall be mixed horizontally and vertically to the maximum extent feasible. It is the design intent to plan for multiple storefronts and multiple retailers in town centers so all of the available retail space is not aggregated into one or two “big-box” stores. Allowable uses include office, retail, restaurants, bed and breakfasts, hotels and inns, theaters and other entertainment venues, specialty retail, grocery stores, residential, home occupational uses, and civic, religious and institutional uses (including day care services for children and adults).

Development intensities in town centers shall range from 8,000 square feet per acre up to 20,000 square feet per acre. Residential densities shall be allowed up to 16 dwelling units per acre with no minimum density required. Residential uses shall be encouraged above ground floor retail and other nonresidential uses. Town centers shall be planned on a block system with a gridded road network and on-street parking.

Stormwater management facilities shall be located outside of town centers to promote a compact, pedestrian-oriented development pattern except where alternative sites for stormwater facilities are not reasonably available. Community open space in the form of public squares and greens shall be planned as a focal point for a town center. No minimum on-site open space shall be required on each preliminary plat.

(C) NEIGHBORHOOD CENTER

Neighborhood centers shall allow small retail, specialty retail, office, restaurants, services, residential and other uses (including day care services for children and adults) that support residential uses within a neighborhood. These centers are also intended to function as a neighborhood focal point and are envisioned to have churches, town squares, and other civic, religious, and institutional uses. The neighborhood centers shall range in size from 5 to 8 acres and shall be designed to create a pedestrian-friendly environment. Traffic calming measures, such as on-street parking, buildings up close to the road with parking in back, streetscape, and other such solutions, shall be utilized to create a pedestrian-friendly, walkable center.

Development intensities in the neighborhood center shall range from 4,000 square feet per acre to 12,500 square feet per acre. The maximum residential density in the neighborhood center shall be 16 units per acre. No minimum density shall be required. Residential uses shall be encouraged above ground-floor retail and other nonresidential uses. Community open space in the form of village squares and village greens shall be planned as the focal point of a neighborhood center. No minimum on-site open space shall be required for each preliminary plat.

(D) MULTI-FAMILY RESIDENTIAL

Multi-family residential areas shall include residential units with a maximum density of 16 units per acre and a minimum density of 8 units per acre. Allowable uses include town homes, apartments, condominiums and other multi-family uses, single-family attached and detached residential units, office as a ground-floor use with residential uses above or in a live-work unit, civic, religious and institutional uses, infrastructure including stormwater management facilities, parks and recreation. A minimum 10 percent on-site open space shall be required on each preliminary plat.

(E) RESIDENTIAL HIGH DENSITY

Residential high-density areas should be within easy walking distance of town and neighborhood centers and/or arranged along either side of some of the internal roads. The maximum allowable density shall be 10 units per acre and

the minimum density should be 4 units per acre. Allowable uses include residential, civic, religious and institutional uses, parks and recreation, and infrastructure including stormwater facilities. A minimum of 10 percent on-site open space shall be required on each preliminary plat.

(F) RESIDENTIAL MEDIUM DENSITY

Residential medium density areas shall include single-family residential uses up to a maximum density of 4 units per acre with a minimum density of 2 units per acre. Allowable uses include residential, parks, open space and other recreational uses, civic, religious and institutional uses and infrastructure including stormwater facilities. These areas shall have an interconnected local road system with a range of lot sizes. A minimum of 15 percent on-site open space shall be required on each preliminary plat.

(H) RESIDENTIAL LOW DENSITY

Residential low-density areas shall include single-family residential uses with a maximum density of 2.5 units per acre and a minimum of 1 unit per acre. Allowable uses include residential, parks, open space and other recreational uses, civic, religious and institutional uses and infrastructure including stormwater facilities. A minimum of 15 percent on-site open space shall be required on each preliminary plat.

(I) RESIDENTIAL ESTATE

Residential estate areas shall include single family residential uses up to a density of up to 1 unit per acre. Allowable uses include residential, parks, open space and other recreational uses, civic, religious and institutional uses and infrastructure including stormwater facilities. A minimum of 15 percent on-site open space shall be required on each preliminary plat.

(J) SCHOOLS AND COMMUNITY USES

The school and community uses category is intended for public and private schools, as well as a broad range of community, civic, religious and institutional uses, including but not limited, to libraries, fire stations, police stations, civic educational centers, places of worship and supporting uses, community centers and clubhouses. School support facilities are also allowable, and include but are not limited to, play fields, gymnasiums, and other education-related uses. A minimum of 15 percent on-site open space shall be required on each preliminary plat.

(2) Land uses should develop on the Toe, shown in Figure 13-1, consistent with the following locational criteria as established in PUD Concept Plans:

(A) One or more town centers should be located at strategic points along Welaunee Boulevard with no more than one each in the eastern and western sections.

(B) One or more neighborhood centers should be located at strategic points along Welaunee Boulevard with no more than one each in the eastern and western sections.

(C) Town and neighborhood centers shall be located within a one-quarter mile walking radius from the majority of the denser residential areas.

(D) Town and neighborhood centers, higher-density residential areas and the primary open space system shall be located proximate to school and community uses when feasible.

(E) School and community uses shall be located proximate to town or neighborhood centers, higher density residential areas and the primary open space systems when feasible.

(F) Residential medium density areas generally shall be located within one-quarter mile walking distance from town and neighborhood centers.

(G) Residential low density and residential estate areas shall be located outside the one-quarter mile walking radius from town and neighborhood centers. Residential areas adjacent to the Miccosukee Canopy Road Greenway or along currently designated canopy roads shall be either residential low density or residential estate.

(H) Institutional uses (including but not limited to an elementary school, senior citizens' activity center, assisted living facility, adult living facility, rehabilitation center, and adult care/memory unit) may be located in any land use district in the Toe.

(3) Unless developed pursuant to Policy LU 13.1.9, land uses should develop on the Heel, shown on Figure 13-2, consistent with the following locational criteria as established in PUD Concept Plans:

(A) Employment centers should be located as follows:

(i) An employment center should be proximate to the interchange of Interstate 10 and U.S. 90 and be compatible with nearby residential and mixed-use development. This employment center shall have direct access to an arterial, which will traverse the Heel.

(ii) An employment center should be located in the southern section of the Heel with direct access to U.S. 90. To minimize traffic loadings on U.S. 90, this employment center shall be connected to the Heel by internal roadways.

(B) No more than one town center may be located in the central section of the Heel proximate to residential areas. Employment centers should be located preferably within a one-quarter mile walking radius of the town center to provide restaurants, services, retail and other uses for employees.

(C) No more than two neighborhood centers may be located in the northern section of the Heel within a one-quarter mile walking radius of nearby residential development. No more than one neighborhood center may be located in the central section of the Heel.

(D) Town or neighborhood centers shall be located at the center of a one-quarter mile walking radius from the majority of the denser residential areas.

(E) School and community uses shall be located proximate to town or neighborhood centers, higher density residential areas and the primary open space system when feasible.

(F) Residential areas adjacent to the Miccosukee Canopy Road Greenway or along currently designated canopy roads shall be either single-family residential low density or single-family residential estate.

(G) Residential estate areas should be located in the northeastern section of the Heel adjacent to existing estate-type rural residential areas on adjacent lands.

Policy 13.1.4: Transportation **(EFF.12/10/02; REV.EFF.7/20/05; REV. EFF. 8/27/17)**

The transportation systems on the Toe and Heel, in addition to the arrangement of land uses, shall be designed to capture internal trips, promote alternatives to single-occupancy vehicle travel and support a mixed-use development pattern. The transportation network for the Toe and Heel shall support and enhance livable community concepts while meeting level of service standards. It is the intent of this policy to create communities and supporting transportation systems that encourage walkability and pedestrian accessibility, provide a road network with connectivity on-site and to surrounding areas, relieve pressure on canopy roads, minimize environmental impacts and encourage transit and other modes of transportation. Except for existing roads and specifically located existing access easements, subject to the requirements of Policy LU 13.1.4 (2)(B) (related to an additional access to Miccosukee Road), the location of the roads shown on Figures 13-3 Toe Generalized Transportation Plan and Figure 13-4 Heel Generalized Transportation Plan are approximate.

(1) These general transportation guidelines shall apply on the Toe and Heel as established in PUD Concept Plans and shown in Figure 13-3 and Figure 13-4, respectively:

(A) A fine-grained network of internal roads shall provide alternative travel routes and ensure that all roadways operate at acceptable levels of service at buildout.

(B) All land uses shall provide for alternative modes of transportation, with connections to the transit hub and bus shelters. The nature of and extent of any required accommodations shall vary based upon business size.

(C) Recreational and alternative transportation multi-use paths shall be planned internally for bicycle and pedestrian travel and shall be incorporated into the primary open space systems when feasible. The paths shall accommodate bicyclists, pedestrians and other forms of recreational use and connect to the Miccosukee Canopy Road Greenway at multiple locations consistent with the Miccosukee Canopy Road Greenway Management Plan.

(D) Multi-modal facilities (for motorists, cyclists, and pedestrians) shall be provided on all collector and arterial roads.

(E) Traffic-calming measures shall be utilized on local roads where significant pedestrian activity is expected.

(F) All access roads through a designated canopy road protection zone shall minimize disturbance to the canopy and understory in consultation with the City's Urban Forester. Utilities shall be collocated in these access roads when feasible.

(G) Transit shall be encouraged through planning and design by focusing density in areas where transit can serve the largest number of potential passengers. Bus shelters shall be provided by the developer at locations designated by Taltran.

(H) The road network in the Toe shall:

(i) Promote and enhance a livable community pattern, including mixed use and a pedestrian environment;

(ii) Protect the adjacent canopy roads by relieving traffic pressure on them;

(iii) Enhance the scale and pedestrian accessibility of town and neighborhood centers along Welaunee Boulevard, and

(iv) Provide for adequate road capacity to serve the development.

(I) Whenever possible, neighborhoods need to be interconnected and not solely dependent upon Welaunee Boulevard for ingress and egress. The street pattern should be planned to accommodate the highest frequency of street crossings in the town and neighborhood centers with decreasing frequency through residential areas and the least number of crossings in low density or "country" areas.

(J) No residential driveways shall connect directly to Welaunee Boulevard or the Shamrock South extension on the Heel. Direct access to canopy roads shall not be permitted for any residential or non-residential uses. Roadways within the Toe and the Heel will be designed so road access through designated canopy road protection zones will not be necessary except as otherwise expressly allowed in Policy 13.1.4.

(2) The following transportation guidelines shall apply in the Toe as established in PUD Concept Plans and shown in Figure 13-3:

(A) A transit hub for the transfer of passengers between bus routes shall be provided in a town or neighborhood center. The transit hub shall include facilities to accommodate up to four buses on a site not to exceed two acres and which is adjacent to available parking that can accommodate park and ride vehicles.

(B) Road access to the Toe from Miccosukee Road shall occur only within the existing road access easements across the Miccosukee Canopy Road Greenway at Arendell Way and Edenfield Road. In addition, road access to the Toe from Miccosukee Road at Dempsey Mayo within the existing road access easement may be approved in a PUD Concept Plan if it is determined by the local government with jurisdiction, based on analysis, that such a connection would

have a desirable impact on the Miccosukee Canopy Road. All impacts to the canopy road protection zone from such access roads shall be minimized.

(C) Road access to the Toe from Fleischmann Road shall be provided in accordance with City standards and subject to City approval.

(D) Road access to the Toe from Centerville Road shall be provided at one location.

(E) Welaunee Boulevard shall be designed consistent with a mixed-use development pattern and a pedestrian-friendly environment.

(i) It is the intent to promote the Welaunee Boulevard corridor as a "livable" roadway that supports and enhances a pedestrian-friendly environment. The character of this roadway, and the land uses along it, should be protected to ensure that strip development and auto-dependent land uses do not occur. Welaunee Boulevard should be designed to minimize changes to the natural contours of the landscape and vegetated areas along its length. Welaunee Boulevard should be designed so that the character of the roadway changes along its corridor.

(ii) In the "town" sections, Welaunee Boulevard should have a narrower right-of-way with roadway sections to be determined at the time of the PUD Concept Plans which may include on-street parking. Buildings should be placed close to the right-of-way with parking located behind. Pedestrians should have priority in the town and neighborhood centers. The highest number of road connections from the adjacent street network should occur in the town sections. Higher density residential uses and non-residential uses should be planned in the town sections.

(iii) In the "country" sections, land uses along the roadway should be lower density residential or open space. In these country sections, the design of the road shall minimize environmental impacts by utilizing split profile sections and wide medians to respond to topography and preserve vegetation. Right-of-way width shall vary consistent with the character of the area it is traversing while meeting level of service demands. Right-of-way in these areas shall accommodate medians with landscaping and may provide for an "eyebrow" road or, if necessary, accommodate a split-section profile for the purpose of minimizing environmental impacts.

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

(G) Construction of Welaunee Boulevard shall be phased to accommodate transportation impacts from approved development of the Toe. The roadway phases shall be consistent with the Urban Services-Development Agreement

between the City of Tallahassee and Powerhouse, Inc. dated April 15, 1990 as may be amended from time to time (referred to as the Urban Services Agreement) and shall be established in PUD Concept Plans in a manner that complies with the adequate public facilities requirements of this comprehensive plan and the land development code.

(3) The following transportation guidelines shall apply in the Heel as established in PUD Concept Plans and shown in Figure 13-4:

(A) Road access to the Heel from U.S. 90 shall occur in compliance with Florida Department of Transportation rules including the Shamrock South extension, which will traverse the Heel.

(B) Contingent upon approval by the Tallahassee-Leon County M.P.O., the Shamrock South extension between Miccosukee Road and U.S. 90 will be shown on the 2025 updated long-range transportation plan as a component of the cost-feasible plan, consistent with the Urban Services-Development Agreement between the City of Tallahassee and Powerhouse, Inc. dated April 15, 1990 as may be amended from time to time (referred to as the Urban Service Agreement).

(C) Road access to the Heel from Miccosukee Road shall occur only at the existing Miles Johnson Road intersection and the Shamrock South extension, which will traverse the Heel, including the Miccosukee Canopy Road Greenway.

(D) Two roads may be constructed adjacent to the Miles Johnson Road roadbed and canopy if the local government with jurisdiction approves of incorporation of the existing Miles Johnson Road into the primary open space system.

(4) In PUD Concept Plans, the local government with jurisdiction shall require development on the Toe and Heel, respectively, to implement Transportation Demand Management (TDM) strategies, as appropriate, to reduce single-occupancy vehicle trips. Such strategies may include, but are not limited to, alternative work schedules, transportation allowances (carpool and vanpool programs), guaranteed ride home programs, telecommuting, transit supportive facilities (bus stops, shelters, etc.), and additional bicycle and pedestrian facilities and equipment.

Policy 13.1.5: Public Facilities **(EFF. 12/10/02; REV. EFF. 7/20/05)**

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

~~I. Land Use~~

~~(1) Potable water, sanitary sewer, electricity and natural gas service shall be provided to development on the Toe and Heel pursuant to the existing Urban Services-Development Agreement.~~

~~(2) All stormwater management facilities shall be designed to meet treatment standards for Outstanding Florida Waters (OFW) (i.e. the first .75 inches of rainfall) or the applicable local standard, whichever is greater. Maintenance responsibility for all stormwater management facilities shall be provided as established in the Stormwater Facilities Master Plan and the Urban Services Agreement. Facilities which are dedicated to the City must be constructed to City standards.~~

~~(3) Dove Pond may be incorporated into a regional stormwater management system and be utilized for the storage of treated stormwater to provide flood protection for downstream off-site property owners provided:~~

~~(A) It can be shown through the completion of an Environmental Impact Analysis (EIA) incorporated into a Stormwater Facilities Master Plan (SFMP) that, with any increase in flood volume or flood stage, the wetlands and associated conservation and preservation areas are minimally impacted.~~

~~(B) Such use may be undertaken only with the landowner's express approval.~~

~~(C) Public agencies shall pay a pro rata share of capital costs based on the off-site stormwater runoff to be stored in Dove Pond during flood events, provided the landowner makes available the necessary land or rights of use at no cost to the public contemporaneous with issuance of a final local development order which establishes and allocates buildout stormwater capacity for the Toe.~~

~~(D) Local government funding shall not be utilized for the portion of any stormwater management facilities necessary to accommodate on-site development.~~

~~(E) Criteria in Policy 13.1.7 are also achieved.~~

~~(4) To provide flood protection for downstream off-site property owners in the Tri-Basin Study Area, inter-basin transfers of stormwater may be permitted between sub-basins of the Welaunee Closed Basin and from the Welaunee Closed Basin to the Lafayette Oaks and Pedrick Closed Basins through a public conveyance system. Such transfers may occur only from Dove Pond as provided by this policy and Policy LU 13.1.7 and shall be deemed consistent with Policy 1.1.5 [SM], Policy 2.2.5 [C] and Chapter 5, Environmental Management, Tallahassee Land Development Code or the Leon County EMA, whichever is applicable, when they comply with these criteria:~~

~~(A) Approval by the local government with jurisdiction of a regional stormwater management plan for the Tri-Basin Study Area, based on a detailed assessment indicating minimal negative impacts to water quality, quantity and rate of discharge due to inter-basin transfers to the receiving watershed.~~

~~(B) Approval of public funding, in an adopted local government budget, for off-site stormwater management facilities required by the regional plan.~~

(5) Facilities which discharge to or from an isolated or aggregated closed basin shall provide storage for the post-development increase in runoff volume for the 100-year, 24-hour critical storm.

(6) Facilities which discharge to Lake Lafayette shall provide both treatment and attenuation for storms consistent with the requirements of Chapter 5, Environmental Management, Tallahassee Land Development Code or the Leon County EMA, whichever is applicable.

(7) The landowner shall reserve for future dedication, to the City of Tallahassee, a site for fire protection and emergency services, not to exceed two acres.

(8) Unless developed pursuant to Policy LU 13.1.9, a 24-acre site for a 500-pupil elementary school for Leon County Schools shall be reserved for future dedication to the Leon County School Board in the Heel proximate to residential areas, a town or neighborhood center and the primary open space system, with off-site stormwater management provided through a regional system. Impacts to existing public schools shall be addressed during the development review process as required by this comprehensive plan, provided that the fair market value of the school site, any off-site stormwater treatment and storage capacity and any other land or improvement to support a public school shall be a credit, on a dollar-for-dollar basis, against any fee or exaction for public school impacts.

(9) Public facilities and improvements necessary to serve development on the Toe and Heel may be financed, planned, established, acquired, constructed, reconstructed, enlarged, extended, equipped, operated or maintained by one or more community development districts subject to the requirements of Chapter 190, Florida Statutes.

(10) Prior to approval of the first PUD Concept Plan on the Toe or the Heel, except as allowed by Policy LU 6.2.4, a Stormwater Facilities Master Plan (SFMP) shall be prepared by the applicant and approved by the local government for the entire Toe and the entire Heel. The SFMP shall accommodate stormwater flows from full build out conditions from any upstream offsite property and the entire Toe or the entire Heel, as applicable. The SFMP shall, at a minimum, identify regional impacts to flood extents and stormwater conveyance, establish infrastructure requirements necessary to manage stormwater in compliance with local, state and federal regulations, document the phasing, implementation and easement reservations necessary to serve full build-out and facilitate environmental and stormwater permitting. To accomplish these goals, the SFMP shall provide analysis and design of the primary stormwater system based on detailed hydrologic and hydraulic modeling of existing and post-development conditions. The analysis shall incorporate existing land use, soils and topographic data, the conceptual land use plan, stage and water quality monitoring data and the applicable results and findings of the Natural Features Inventory and Environmental Impact Assessment. The design shall provide general parameters associated with the primary stormwater management facilities, drainage easements and conservation easements necessary to serve the development under full build-out conditions. Flood extents delineated by the SFMP shall allow identification of the 100-year flood exclusion area. No habitable structures shall be constructed within the post-

development (full build-out) 100-year floodplain. The SFMP's scope of work shall be approved by local government prior to development of the SFMP.

NOTE: Notwithstanding the above, the Heel may be developed under Policy LU 13.1.9, in which case the guidelines stated above will be adjusted to reflect the requirements of Policy LU 13.1.9.

Policy LU 13.1.6: General Design Standards **(EFF. 12/10/02; REV. EFF. 7/20/05)**

PUD Concept Plans shall incorporate design standards that will insure and guide mixed-use, integrated development that is pedestrian-friendly. In addition to the general design standards set forth in other policies, which support Land Use Objective 13.1, PUD Concept Plans shall be consistent with these general design standards:

(1) Sidewalks shall be provided throughout the Toe and Heel as follows:

(A) On both sides of Welaunee Boulevard. Sidewalks shall also be provided on both sides of collector roads and arterial roads in the Toe.

(B) On both sides of the Shamrock South extension which will traverse the Heel and on all other arterial and collector roadways in the Heel.

(C) On both sides of all streets in employment centers, town centers, and neighborhood centers.

(D) On one side in residential low-density and residential estate areas.

(E) On one side (fronting residences) of the two roads running parallel to Miles Johnson Road if it is closed to through traffic and incorporated into the primary open space system.

(F) Sidewalks shall be provided on both sides of streets in residential medium-density and residential high-density areas.

(2) On-street parking shall be accommodated where feasible in neighborhood and town centers and shall be credited toward parking requirements as specified in PUD Concept Plans.

(3) In town and neighborhood centers, parking shall be provided in the rear of buildings to the maximum extent feasible. Buildings shall be oriented to the street and designed with minimal setbacks from the road to promote a pedestrian-friendly environment. Criteria for a variance from build-to and setback lines may be established in PUD Concept Plans.

(4) PUD Concept Plans shall include integrated parking management strategies designed to achieve more efficient utilization of parking resources, mitigate peak travel demand and optimize the return on investments in public right-of-way. Integrated parking management strategies may include shared parking plans, short-term parking plans, parking areas "unbundled" from specific buildings, parking spillover prevention measures and time-limit strategies for on-street parking. Reductions from generally applicable parking space standards shall be granted in PUD Concept Plans when justified on the basis of integrated parking

management strategies, the mixed-use character of various portions of the development or other professionally accepted methodology.

(5) Town centers shall be designed as a marketplace for a variety of retailers to ensure that not all retail space is aggregated into one or two single "big-box" retail buildings.

(6) Building heights in town centers and neighborhood centers shall not exceed 65 feet from grade. Building heights in other land use categories shall be established in PUD Concept Plans at heights compatible with development in mixed-use centers and other land uses.

(7) Property signage in non-residential areas shall be provided in a coordinated manner that is compatible with the architectural vernacular and scale of development. It shall be consistent with a master signage plan established in PUD Concept Plans.

(8) Landscaping in common areas, residential areas, along roadways and in town, neighborhood and employment centers shall utilize only drought-resistant native plant species in an approved plant list established in PUD Concept Plans.

(9) Landscaping in town centers, neighborhood centers, employment centers and residential areas located within a one-quarter mile walking distance of those centers shall include street trees identified in an approved plant list established in PUD Concept Plans.

(10) Stormwater management facilities shall be designed consistent with the "Stormwater and Erosion and Sediment Control Best Management Practices for Developing Areas" as described in Chapter 6 of the FDEP Florida Development Manual, Appendix F of the Concurrency Manual and subject to local government approvals. During construction, sediment and erosion control shall be required as specified in Chapter 8 of the "Erosion and Sediment Control Handbook" (Goldman, Jackson, Bursztynsky).

(11) Constructed stormwater management facilities may be utilized to satisfy the open space requirements established in the PUD Concept Plans if the following general design standards are met:

(A) Stormwater management facilities shall be designed and constructed using predominantly non-angular, freeform, curvilinear contouring that visually integrates the facility into the overall landscape design.

(B) Retaining walls may be incorporated to maximize storage volume and to minimize excessive grade changes or tree removal, but may not exceed 50 percent of the limits of the facilities perimeter and may not exceed six feet in height. Terraced side slopes utilizing multiple retaining walls may be used when augmented with landscaping between retaining walls.

(C) Stabilized side slopes exceeding 4:1 slopes shall be planted with either artificial, erosion-resistant materials or with appropriate vegetative cover.

(D) Perimeter landscaping is a part of the design of the stormwater facility for dry retention/detention facilities as well as wet detention/treatment facilities.

(12) Integrated mixtures of land uses shall be located and designed to be consistent with comprehensive crime prevention strategies of natural surveillance, territorial reinforcement and natural access control.

Policy 13.1.7: Allowances **(EFF. 12/10/02; REV. EFF. 7/20/05)**

Development shall be designed on the Toe and the Heel to be consistent with the thresholds for impacts established in the Comprehensive Plan and Chapter 5, Environmental Management, Tallahassee Land Development Code or the Leon County EMA, whichever is applicable. Notwithstanding any other provisions of this Comprehensive Plan, development of the Toe and Heel may be subject to the following provisions as established in PUD Concept Plans:

(1) To reduce downstream flooding of off-site property owners in the Tri-Basin Study Area, Dove Pond may be utilized for the storage of treated stormwater as provided by this policy and Policy LU 13.1.5. If after the completion of the Environmental Impact Analysis (EIA) and Stormwater Facilities Master Plan (SFMP) it can be shown that impact to the wetlands and associated conservation and preservation areas have been minimized and that the impact to conservation and preservation areas is determined to be greater than 5 percent as allowed in Comprehensive Plan Policy 1.3.11[C], the Public Linear Infrastructure Variance process may be utilized to authorize the public regional stormwater management facility subject to the following:

(A) Local government approval of a regional stormwater plan for the Tri-Basin Study Area, based on a detailed assessment indicating minimal negative impacts to wetlands, water quality, quantity and rate of discharge both on-site and off-site due to inter-basin transfers to the receiving watershed.

(B) Approval of public funding, in an adopted local government budget, for off-site stormwater management facilities required by the regional plan.

(C) Impacts shall be permitted only when demonstrated to be the minimal impacts reasonably necessary to implement the regional plan.

(2) If Dove Pond is not utilized as a public regional stormwater management facility, then use of Dove Pond as a stormwater management facility must be evaluated in terms of impacts and meet the requirements of the Comprehensive Plan and Chapter 5, Environmental Management, Tallahassee Land Development Code or the Leon County EMA, whichever is applicable.

(3) To promote creation of the primary open space systems and their integration into the planned mixed-use communities with appropriate credit, the PUD Concept Plans shall establish an open space requirement which includes credit for the primary open space system, protected preservation and conservation areas, areas of constructed landscape and the minimum on-site landscaping required for individual sites set forth in Policy LU 13.1.2. Specific landscape standards and requirements shall be established in PUD Concept Plans. Such standards and requirements shall be designed to meet or exceed, on a cumulative basis, the

Landscape and Urban Forest requirements in Chapter 5, Environmental Management, Tallahassee Land Development Code or the Leon County EMA, whichever is applicable. These landscape standards shall include, but not be limited to, standards for provision of street trees in town centers and along public roadways, canopy trees and landscaped islands within parking lots, and special consideration of patriarch tree preservation. These standards will be developed to reflect the intent that town and neighborhood centers will be developed in an urban character with minimized setbacks and an emphasis on dense, mixed-use development. Various land uses in the Toe and the Heel shall satisfy the Urban Forest/Landscaping requirements based on thresholds established in the PUD Concept Plans. Such requirements shall be designed to meet or exceed, on a cumulative basis, the landscaping and urban forest requirements in Chapter 5, Environmental Management, Tallahassee and Development Code or the Leon County EMA, whichever is applicable.

Policy 13.1.8: Agricultural and Silvicultural Activities **(EFF. 12/10/02; REV. EFF. 7/20/05)**

It is the intent of this Policy to ensure that land identified for urban development within the time frame of the Comprehensive Plan is available for development and will not be encroached upon by incompatible land uses. It is also the intent to insure the long-term viability of open space areas and conservation and preservation areas through the proper management of these areas. Open space, conservation and preservation areas are valuable amenities to developing areas. It is intended that agriculture and silviculture uses will continue in the Toe and the Heel up to the point that individual tracts are converted to urban land uses. It is expected that agriculture and silviculture uses will be compatible with the long-term viability of planned open space, conservation, and preservation areas through proper management. It is also expected that the amenity value of those natural resources for urban development will be far greater than their agriculture or silviculture values.

(1) Agriculture and silviculture will be recognized as an allowable interim use in all land use categories within the Toe and Heel.

(2) As soon as local government site plan or subdivision approval is granted for any portion of property within the Toe and Heel, agriculture and silviculture activities shall cease to be allowable activities on the land for which local government approval has been granted and shall be phased out as set forth in the development order approving the site plan or sub-division plat. This elimination of agriculture and silviculture uses is intended to apply to parcels of land identified within the site plan or subdivision and to all land included in these parcels, such as land proposed to serve as buffer or open space.

(3) Prior to subdivision or site plan approval, agriculture and silviculture uses shall be allowed to continue within the Toe and Heel in accordance with the "2000 Silviculture Best Management Practices" as may be amended from time to time, Florida Department of Agriculture and Consumer Services, and existing local government ordinances.

(4) Timber harvesting activities shall not be conducted until such time as the landowner has obtained a timber-harvesting permit in accordance with the environmental and stormwater management ordinances of the appropriate local government.

Policy LU 13.1.9 Alternative Heel Program **(Eff. 7/20/05)**

Notwithstanding any other provision of this comprehensive plan, at the election of the landowner or an authorized developer as much as 800 acres in the Heel as depicted on Figure 13-5 may be developed as a separate project, without regard to other development in the Welaunee Critical Planning Area, with a land use designation of "Residential Estate" and a zoning designation of "Residential Acre." Such development shall be reviewed by the City as a residential subdivision and shall be required to meet all normal and customary requirements for such a development under the City's land development regulations, including but not limited to the EMO. Any portion of the Heel developed under this alternative program shall be exempt from the Critical Area Plan except for the following provisions:

(1) LU 13.1.1(6)
(2) LU 13.1.1(8)
(3) LU 13.1.1(9)
(4) LU 13.1.2(1)
(5) LU 13.1.3(1)(H)
(6) LU 13.1.4(1)(F)
(7) LU 13.1.4(1)(J)
(8) LU 13.1.4(3)(A)
(9) LU 13.1.4(3)(B)
(10) LU 13.1.4(3)(C)
(11) LU 13.1.4(3)(D)
(12) LU 13.1.5(1)
(13) LU 13.1.5(6)
(14) LU 13.1.5(10) as modified
(15) LU 13.1.6(8)
(16) LU 13.1.6(10)
(17) LU 13.1.6(11)
(18) LU 13.1.8

Any portion of the Heel depicted in Figure 13-5 not developed under this alternative program shall be subject to the Critical Area Plan as it otherwise would apply. Uses and maximum densities and intensities of use for such portion shall be allocated pro rata based on the uses and maximum densities and intensities of use on Table 5-2 of the data and analysis report for the "Welaunee Critical Area Plan – Toe and Heel" (Jan. 17, 2002).

Objective 13.2: Development Concept for the Welaunee Arch **(Eff. 12/10/02; Rev. Eff. 1/11/21)**

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

Policy 13.2.1: Concept. **(EFF. 1/11/21)**

This Welaunee Arch Master Plan satisfies the requirements of the Tallahassee-Leon County Comprehensive Plan for a planned development master plan in order to foster development on the Welaunee Arch with a region-serving, mixed-use activity center; residential areas with a strong sense of place and a range of diverse housing choices; transportation choices with linkage to commercial services and jobs; and planned recreation and open space.

Policy 13.2.2: Discourage Urban Sprawl. **(EFF. 1/11/21)**

The Welaunee Arch is located wholly within the Urban Services Area. Development within the Arch will discourage urban sprawl by, among other things, directing growth to a next-in-line area identified for future urban development since 1990; promoting walkable, connected neighborhoods that support a range of housing choices; implementing a multimodal transportation system that supports the internal capture of transportation trips; creating a balance of residential and nonresidential land uses through integrated, mixed-use centers and diverse housing types in close proximity to nonresidential uses; promoting the efficient and cost-effective provision or extension of public facilities and services; protecting and preserving natural resources; protecting environmentally sensitive lands; and providing public recreation and open space.

Policy 13.2.3: Implementation. **(EFF. 1/11/21)**

The Welaunee Arch Master Plan shall be implemented by one or more Planned Unit Development (PUD) Concept Plans, Regulating Plans with Form-based Codes, or other implementing plan as allowed by the Comprehensive Plan at the time of development. All such plans are referred to herein as Planned Development Concept Plans or PUD Concept Plans. Such PUD Concept Plans shall be consistent with this master plan and contain guidelines and requirements for land use categories, transportation facilities, access management, and other specific design standards. All PUD Concept Plans shall be consistent with the stormwater facility master plan and with transportation plans for the Phase of the Arch in which they are located, as developed and approved prior to or concurrent with the initial PUD Concept Plan for that Phase. The phasing of development in the Arch shall be consistent with necessary infrastructure and supporting services and the phasing requirements of Policy 13.2.5. Development Phases and PUD Concept Plans shall consider previously approved PUD Concept Plans within the Arch and anticipated development based on Figures 13-5 through 13-7 such that open space, stormwater, and transportation systems are planned and implemented consistent with the Policies in this Welaunee Arch Master Plan portion of the Welaunee Critical Area Plan.

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

LAND USE

Policy 13.2.4: Land Use Districts. (Eff. 1/11/21)

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

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

a. Activity Center. An activity center zone shall be a mixed-use zone including between 75 and 280 acres. The activity center zone shall be located east of the residential zone, as generally depicted on Figure 13-5, and no closer than 1,000 feet from the Buckhead subdivision. This zone shall contain a diverse mixture of region-serving commercial, office, hotel, and other non-residential uses with a trade area extending beyond the Welaunee Arch. This zone may also contain higher-density residential and public and civic uses that can contribute to the center's vitality and sustainability. Residential densities in this zone shall have a minimum of 10 dwelling units per acre and a maximum of 20 dwelling units per acre for residential development not in vertically mixed-use buildings. Non-residential intensities shall range from 4,000 square feet per acre to 30,000 square feet per acre. The mixture of uses shall be 10% to 55% residential and community services uses and 45% to 90% non-residential uses. The activity center shall be planned on a block system with a gridded road network to facilitate connectivity. Block lengths shall generally be less than 500 feet with block perimeters generally being less than 3,000 feet. Bicycle and Pedestrian paths and drive aisles that directly connect to the parallel street may count as block end points, provided they include pedestrian facilities and accommodations that are required along frontages. Traffic calming measures such as on-street parking, buildings close to the road with parking in back, streetscapes with street trees and landscaping, and other such solutions shall be utilized to create a pedestrian-friendly, walkable center.

b. **Employment Center.** An employment center zone shall be a mixed-use zone located proximate to major transportation arteries in order to provide jobs for residents as well as regional employment opportunities and shall contain 75 to 280 acres. Employment centers are intended to contain a mix of uses and not be a single-use environment. Allowable uses include office, hotels and inns, light industrial, warehousing and distribution, laboratories, research, printing, banks, retail, restaurants and cafes, infrastructure

including stormwater management facilities, civic, religious and institutional uses and educational uses. Residential uses shall not be allowed in Employment Center zones except when located above the ground floor in mixed-use buildings. Development intensities of non-residential uses in the employment center zone shall range from 8,000 square feet per acre to 40,000 square feet per acre. This zone shall be designed with shared parking opportunities for nonresidential uses that have peak parking demands other than during normal office hours. The development of a PUD Concept Plan that includes this zone shall include coordination with Star Metro to include preliminary plans for transit connectivity between this zone and other mixed-use zones in the Arch. The employment center shall be planned on a block system with a gridded road network to facilitate connectivity. Block lengths shall generally be less than 500 feet with block perimeters generally being less than 3,000 feet. Bicycle and Pedestrian paths and drive aisles that directly connect to the parallel street may count as block end points, provided they include pedestrian facilities and accommodations that are required along frontages. Traffic calming measures such as on-street parking, buildings close to the road with parking in back, streetscapes with street trees and landscaping, and other such solutions shall be utilized to create a pedestrian-friendly, walkable center.

c. **Residential.** A residential zone shall be located between the Buckhead subdivision and the mixed-use zones as generally depicted on Figure 13-5. This residential zone shall include between 30 and 100 acres. Residential development density shall be no less than 2 dwelling units per acre and not exceed 6 dwelling units per acre. Accessory dwelling units shall not count towards the residential density in this zone.

d. **Open Space/Greenway.** The Open Space and Greenway area within the Northeast Gateway District includes all open space within the district and may incorporate the adjacent primary open space system as depicted on Figure 13-5. This area shall be consistent with the development standards of Policy 13.2.37. Specifically, an open space zone shall be located along the border with the established Buckhead Neighborhood serving as a buffer between the existing Buckhead Neighborhood and new development in the Arch. This zone shall be no less than 250 feet wide and will include the Welaunee Greenway and existing utility easements. In total, a minimum of 20% of the gross area in Phase 1 shall be designated as Open Space.

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

from the mixed-use center increases. The West Arch District as identified on Figure 13-5 shall be comprised of:

a. Mixed-Use Center. Development of the West Arch District shall include a single mixed-use center designated as either a Town Center zone or Village Center zone.

b. Town Center. A town center zone shall be a mixed-use development planned as a compact, efficient node between 20 and 120 acres in size. A town center shall contain uses that serve surrounding neighborhoods as well as those traveling through the area. Allowable uses include office, retail, restaurants, bed and breakfasts, hotels and inns, theaters and other entertainment venues, specialty retail, grocery stores, residential, home occupational uses, open space, and civic, religious and institutional uses (including day care services for children and adults). The Town Center shall include uses mixed horizontally and vertically. It is the design intent to plan for multiple storefronts and multiple retailers in the town center, so all of the available retail space is not aggregated into one or two "big-box" stores.

Development intensities in the town center shall range from 4,000 square feet per acre up to 30,000 square feet per acre. Individual building footprints for non-residential uses shall not exceed 50,000 gross square feet. Residential densities shall be no less than 8 dwelling units per acre up to a maximum of 20 dwelling units per acre for residential development not in vertically mixed-use buildings. Residential uses shall be encouraged above ground-floor retail and other nonresidential uses. The mixture of uses shall be 10% to 55% residential and community services and 45% to 90% non-residential uses. Town centers shall be planned on a block system with a gridded road network to facilitate connectivity. Block lengths shall generally be less than 500 feet with block perimeters generally being less than 3,000 feet. Bicycle and Pedestrian paths and drive aisles that directly connect to the parallel street may count as block end points, provided they include pedestrian facilities and accommodations that are required along frontages. Traffic calming measures such as on-street parking, buildings close to the road with parking in back, streetscapes with street trees and landscaping, and other such solutions shall be utilized to create a pedestrian-friendly, walkable center. Community open space in the form of public squares and greens or urban forest canopy areas shall be planned as a focal point for a town center. No minimum on-site open space shall be required on each preliminary plat; however, exceptional specimen trees, patriarch trees, and trees of significant size for its species that are in very good health shall be protected.

e. **Village Center.** A village center zone shall allow small retail, specialty retail, office, restaurants, services, open space, residential and other uses (including day care services for children and adults) that support residential uses within the District. This zone is also intended to function as a neighborhood focal point and is envisioned to have churches, town squares, and other civic, religious, and institutional uses. The village center zone shall range in size from 5 to 50 acres and shall be designed to create a pedestrian-friendly environment. Traffic calming measures, such as on-street parking, buildings up close to the road with parking in back, streetscape with street trees and landscaping, and other such solutions, shall be utilized to create a pedestrian-friendly, walkable center. Block lengths shall generally be less than 500 feet with block perimeters generally being less than 3,000 feet. Bicycle and Pedestrian paths and drive aisles that directly connect to the parallel street may count as block end points, provided they include pedestrian facilities and accommodations that are required along frontages.

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

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

c. **Residential.** The Residential zone is intended to provide the opportunity for a range of housing choices in proximity to mixed-use land use zones that include nonresidential uses which can provide commercial shopping opportunities to meet daily needs. This zone is intended to provide a transition from the mixed-use center and neighborhood zones to existing development in the Killearn neighborhoods. Residential development shall be limited to a minimum of 2 dwelling units per acre with a maximum density of 10 dwelling units per acre, comparable to the maximum density of the Urban Residential land use category, mixed with open spaces and compatible with protected areas such as the Welaunee Greenway.

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

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

a. Mixed-Use Center. Development of the North Arch District shall include a single mixed-use center designated as either a Town Center zone or Village Center zone as defined in the West Arch District policy.

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

c. **Residential.** The Residential zone is intended to provide the opportunity for a range of housing choices in proximity to mixed-use land use districts that include nonresidential uses which can provide commercial shopping opportunities to meet daily needs. Residential development shall be a minimum of 2 dwelling units per acre and shall not exceed a density of 10

dwelling units per acre, comparable to the maximum density of the Urban Residential land use category, mixed with open spaces and compatible with protected areas such as the Welaunee Greenway. This zone is intended to provide a transition from the mixed-use center and neighborhood zones to existing development in the Killearn neighborhoods.

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

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

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

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

a. **Clustered Residential.** The cluster residential zone shall be comprised of clustered development that sets aside a minimum of 50% open space as a reserve area, comprised of such things as special development zones, preservation and conservation features, undeveloped uplands, oak-hickory forest, significant trees, passive recreation areas, and stormwater facilities designed as a community amenity. Adjacent open space as designated on

Figure 13-5 and consistent with Policy 13.2.37 may be included in the Conservation Design District reserve area calculations for cluster development. The development area shall be the area not set aside as reserve area and shall comprise no more than 50% of the total conservation design district. Within this district, development area shall be located on the least environmentally sensitive areas; be contiguous to the greatest extent practicable; and allow maximum open space to be easily maintained in the reserve area. The development area shall be developed at a minimum of two dwelling units per acre and a maximum of 12 dwelling units per acre. Planned Unit Developments may provide for a density bonus up to 20 dwelling units per acre where more area is set aside than required or where greenways, trails, or other passive recreational opportunities are provided in the reserve area.

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

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

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

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

i. Stormwater management facilities shall have side slopes of flatter than 4:1, and/or

ii. Stormwater management facilities shall have appropriate tree and plant species that visually integrates the stormwater facility into the overall reserve area.

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

b. **Village Center.** The Conservation Design District shall include a Village Center Zone subject to the design standards for a Village Center zone in the West Arch District Policy.

c. **Neighborhood.** The neighborhood zone is intended to provide the opportunity for a range of housing choices integrated with neighborhood scale, non-residential uses in proximity to a mixed-use land use districts that include nonresidential uses which can provide commercial shopping opportunities to meet daily needs. This zone shall be located within ¼ to ½ mile from the edge of the mixed-use center zone. In this neighborhood zone, residential development shall be no less than 4 dwelling units per acre and not exceed 14 dwelling units per acre. The maximum gross intensity allowed for new non-residential development is 20,000 square feet per acre. Building footprints for non-residential uses shall not exceed10,000 gross square feet.

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

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

Inventory approved by the City prior to approval of a PUD Concept Plan that includes this District.

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

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

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

the design and development criteria in Policy 13.2.37. The Conservation and Preservation Areas shall be subject to the design and development criteria of Policy 13.2.38.

Policy 13.2.5: Phasing. **(Eff. 1/11/21)**

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

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

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

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

I. Land Use

Table 1. Land Uses in the Welaunee Arch

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

I. Land Use

	Conservation Design Clustered Residential	Maximum 50% of Conservation Design District	n/a	2-12 DU/acre	
	Open Space	Min. 50% gross area as Reserve Area in Phase 2.			
Residential Reserve (Phase 3)	Residential Reserve Clustered Residential	40% of Residential Reserve District	n/a	0-6 DU/acre	
	Open Space	60% gross area as Reserve Area in Phase 3.			
Open Space[3,4]	Open Space	Minimum of 20% of Phase 1; 50% of Phase 2; no less than 60% of Phase 3; and no less than 40% of total area in Welaunee Arch. Open Space includes Conservation and Preservation Areas, Reserve Area, and Primary Open Space Areas.			
	Conservation/ Preservation[5]	Approximately 900 acres (19% of the Arch)			
	Other Open Space	Approximately 1000 acres (21% of the Arch)			

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

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

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

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

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

Policy 13.2.6: Development Totals. **(EFF. 1/11/21)**

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

Policy 13.2.7: Development Standards for Mixed-Use Zones. **(Eff. 1/11/21)**

The Activity Center, Employment Center, Town Center, and Village Centers (collectively "Mixed-Use Zones") shall be subject to the following development standards in addition to the requirements of Policy 13.2.4:

(1) PUD Concept Plans that include mixed-use zones shall include specific design standards, public facility standards, and building standards, such that the district develops as a compact, walkable urban district. At a minimum, the form-based code or design standards shall address relationship between building facades and the public realm, the form and mass of buildings in relation to one another, and the scale and types of streets and blocks. Design standards shall also minimize driveway cuts along sidewalks facilities by requiring alleys, shared access points, and/or structured parking facilities.

(2) Development in the Mixed-Use Zones may request a waiver from the requirements in the Environmental Management Ordinance for natural area, landscaping and buffers for the purpose of maximizing intensity and density within the mixed-use zone.

(3) Stormwater detention and treatment facilities for Mixed-Use Zones shall be designed in accordance with applicable standards and should be located outside of a Mixed-Use Zones in order to promote a compact pedestrian-oriented arrangement of land uses. Stormwater facilities may be located within mixed-use zones if alternative sites are not reasonably available outside of mixed-use zones or where stormwater facilities can be integrated with pedestrian friendly environments. PUD Concept Plans shall include design standards for stormwater facilities that are consistent with the intent of the zone.

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

Policy 13.2.8: Inclusionary housing. **(Eff. 1/11/21)**

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

Policy 13.2.9: Housing affordability. **(Eff. 1/11/21)**

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

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

Policy 13.2.10: Community Facilities. **(EFF. 1/11/21)**

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

Policy 13.2.11: Essential Services. **(EFF. 1/11/21)**

Mixed-use centers and residential neighborhoods shall be designed to facilitate essential services, such as fire, police, and emergency medical services consistent with generally accepted response times. PUD Concept Plans shall include the locations of essential services upon request by and through coordination and formal agreement with the City of Tallahassee and/or the Leon County School Board.

Policy 13.2.12: Landscaping. **(EFF. 1/11/21)**

All landscaped areas, except athletic playing fields and golf course fairways and greens, shall utilize drought-resistant native plant materials from the "Florida Friendly Landscaping™ Guide to Plant Selection and Landscape Design" or other regionally appropriate plant material guide approved by the City. Landscaping may not include invasive species listed by the Florida Exotic Pest Plan Council. Landscaping in mixed-use and neighborhood zones shall include shade trees planted as street trees. PUD concept plans may include incentives, such as reduced tree mitigation, for shade trees planted as street trees outside of mixed use and neighborhood zones.

Policy 13.2.13: Crime Prevention through Design. **(EFF. 1/11/21)**

Integrated mixtures of uses shall be located and designed consistent with comprehensive crime prevention strategies of natural surveillance, territorial reinforcement, and natural access control.

Policy 13.2.14: General Compatibility. **(EFF. 1/11/21)**

Development in the Welaunee Arch shall be compatible with adjoining land uses through measures including but not limited to density and height limitations, setbacks, and

vegetative and open space buffers. Unless otherwise specified in this master plan, buffers are not required between or within land use districts in the Welaunee Arch.

Policy 13.2.15: Compatibility with Existing Residential Development. **(EFF. 1/11/21)**

To facilitate compatibility with the existing residential developments located east of Centerville Road and west of Miccosukee Road that are designated as Residential Preservation or Urban Residential-2 on the Future Land Use Map, land in the Welaunee Arch that is within 1,000 feet of such neighborhoods as measured from the boundary of the neighborhood shall be limited to open space, greenways, and residential uses with a maximum density of 6 dwelling units per acre comparable to the Residential Preservation Land Use Category. Mixed Use Land Use districts shall extend no closer than 1,000 feet from these existing residential developments. The location and size of each specific use category shall be depicted on a Planned Unit Development (PUD) Concept Plan.

Policy 13.2.16: Interim Uses. **(EFF. 1/11/21)**

Agricultural and silvicultural uses, whether existing or new, shall be an allowed interim use in any area of the Welaunee Arch on which development is planned to occur, up to and until the start of actual construction on the applicable land.

TRANSPORTATION

Policy 13.2.17: Transportation System. **(EFF. 1/11/21)**

The Welaunee Arch shall be served by a transportation system designed to optimize mobility. Major thoroughfares shall be generally located as depicted on Welaunee Arch Transportation Map, Figure 13-7, with the final location and design to be based upon site-specific environmental, engineering, and related considerations. Thoroughfares connecting through the Arch to areas beyond the Arch shall be arterials designed as boulevards for high vehicular capacity and moderate speeds not to exceed a design speed of 45 miles per hour with sidewalks on both sides of the roadway and bicycle facilities. Thoroughfares connecting mixed use areas within the Arch shall be collectors designed as avenues with high vehicular capacity and low to moderate speeds not to exceed a design speed of 30 miles per hour with sidewalks on both side of the roadway and bicycle facilities. On thoroughfares, a shared use path of adequate width to accommodate bicycle and pedestrian traffic may substitute for the sidewalk on one side of the road and the bike lanes for that facility. Within mixed-use centers and neighborhoods, where feasible based on engineering design criteria and the protection of environmental features, a grid of interconnected streets will provide alternative travel paths. Energy efficiency shall be accomplished in areas that are intended for greater densities and intensities through support of frequent transit service and providing a safe, comfortable and attractive environment for pedestrians and cyclists. Transportation facility needs, including planned future corridors and projected deficiencies on existing facilities surrounding the Arch, resulting from projected development in the Arch as identified through traffic models completed as part of the I-10 Interchange PD&E and/or updates to MPO Long Range Transportation Plans shall be adopted into the applicable Mobility Element

policies and/or figures and updates to the Capital Improvements Element when applicable.

Policy 13.2.18: Internal Trip Capture. **(Eff. 1/11/21)**

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

Policy 13.2.19: Northeast Gateway/Welaunee Boulevard. **(Eff. 1/11/21)**

The Northeast Gateway, which is a major infrastructure project for the entire Welaunee Critical Planning Area, consists of region-serving roads to distribute traffic north, south, east and west from a potential I-10 interchange at Welaunee Boulevard, which was recommended in the Florida Department of Transportation (FDOT) Master Plan Update on February 28, 2013. North of I-10, the roadways that make up the Northeast Gateway include the extension of Welaunee Boulevard from south of I-10 north through the Arch, and the extension of Shamrock South from Centerville Road to U.S. 90 (Mahan Drive). Welaunee Boulevard and Shamrock South Extension are programmed to be constructed by the Blueprint Intergovernmental Agency consistent with the voter-approved Northeast Gateway project and may be phased based upon trip demand. Within the Arch, both Welaunee Boulevard and Shamrock South Extension shall be designed to function as a complete street to promote mobility for multiple users – pedestrians, bicyclists, motorists, and transit riders of all ages. No residential driveways shall connect directly to Welaunee Boulevard or Shamrock South Extension.

Policy 13.2.20: I-10 Flyover or Interchange. **(Eff. 1/11/21)**

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

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

prioritizes pedestrian mobility. Welaunee Boulevard may pass over Interstate 10 unless and until such time that a potential interchange is approved and constructed.

Policy 13.2.21: Right-of-Way Reservation. **(Eff. 1/11/21)**

The landowner shall reserve for future conveyance the right-of-way for Welaunee Boulevard, the Shamrock South Extension, and the I-10 Flyover or Interchange as generally depicted on Welaunee Arch Transportation Map, Figure 13-7. The terms of such reservation shall be consistent with the Urban Services-Development Agreement between the City of Tallahassee and Powerhouse, Inc. dated April 15, 1990, as restated and amended. Rights-of-way shall be restricted to transportation facilities and compatible infrastructure.

Policy 13.2.22: Complete Streets. **(Eff. 1/11/21)**

The transportation system shall be designed with complete streets in accordance with Objective 1.2 [M] and associated policies in the Mobility Element. A PUD Concept Plan shall provide in mixed-use centers for complete streets that include safe and convenient pedestrian facilities reasonably free from hazards and adequately separated from streets that carry high volumes of vehicular traffic and create a reasonable and direct route between destinations. Sidewalks shall be provided on both sides of local streets in mixed-use zones. Sidewalks shall be provided on at least one side of local streets in zones that allow only residential development.

Policy 13.2.23: Bicycle Facilities. **(Eff. 1/11/21)**

A PUD Concept Plan shall include a network of bicycle facilities, including on-street and off-street facilities, which should be coordinated with the open space areas of the Arch. The intent is to provide safe and convenient movement for bicycles reasonably free from hazard and providing a reasonable and direct route between destinations. Bicycle facilities shall be designed where practical to connect to similar facilities in other PUD Concept Plans. Where feasible, a shared-use path of adequate width to accommodate bicycle and pedestrian traffic may substitute for sidewalks and bike lanes. Protected bicycle lanes may be incorporated where feasible. Where bicycle, pedestrian, and/or shared use path facilities intersect the Welaunee Greenway, opportunities shall be provided to access the Greenway.

Policy 13.2.24: Parking in Mixed-Use Centers. **(Eff. 1/11/21)**

In mixed-use centers, vehicular parking shall be located on the street, in parking structures, or off-street at the street level. Off-street parking shall be provided in the rear of buildings where feasible based on engineering design standards and the protection of environmental features, or on the side of buildings and shall be limited in size and scale through such measures as shared parking, parking credits, and maximum parking limits. PUD Concept Plans may include incentives, such as reduced parking or setback requirements, for the use of building-mounted solar systems on parking structures.

Policy 13.2.25: Canopy Roads. **(EFF. 1/11/21)**

Direct access to Canopy Roads shall not be permitted for any residential or nonresidential uses except parks or open space. Road access to the Welaunee Arch shall be provided from Miccosukee Road at no more than three locations. Road access to the Arch shall be provided from Centerville Road in no more than two locations. Canopy Road Zones shall be provided along Miccosukee Road and Centerville Road in addition to the Welaunee Greenway. PUD Concept Plans may include incentives, such as reduced tree mitigation, in return for new roadways being designed and planted with shade trees consistent with the requirements for future canopy road designation.

Policy 13.2.26: Transit. **(EFF. 1/11/21)**

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

Policy 13.2.27: Electric, Connected and Automated Vehicles. **(EFF. 1/11/21)**

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

Policy 13.2.28: Transportation Concurrency. **(EFF. 1/11/21)**

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

PUBLIC FACILITIES AND SERVICES

Policy 13.2.29: Adequate Public Facilities and Services. **(EFF. 1/11/21)**

The supply and delivery of safe and adequate public facilities shall accommodate existing and future development consistent with the Comprehensive Plan. Development in the Welaunee Arch shall be served by adequate public facilities and services as required by law and consistent with the Welaunee Urban Services-Development Agreement, as restated and amended. Public facilities and services may be phased and financed, constructed, owned, operated, or maintained by any entity allowed by law, including but not limited to independent or dependent special districts, property owner associations, homeowner associations, or any combination of such entities. Any such entity may finance public facilities through any means allowed by law.

Policy 13.2.30: Utilities. **(EFF. 1/11/21)**

Potable water, sanitary sewer, and electricity service shall be provided by the City pursuant to the Welaunee Urban Services-Development Agreement, as restated and amended. Private providers shall provide telecommunications services. The installation of utilities may be phased consistent with the level-of-service and availability standards of the Tallahassee Leon County Comprehensive Plan. Utility infrastructure improvements shall occur consistent with the general timing of development, instead of the infrastructure being provided well before development occurs. This timing of infrastructure with development is intended to ensure that there is no stranded or early investment in infrastructure waiting for future development to occur.

Policy 13.2.31: Clean Energy. **(EFF. 1/11/21)**

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

Policy 13.2.32: Energy Efficient Environmental Design. **(EFF. 1/11/21)**

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

systems that generate threshold MW levels of electricity. This policy does not apply to the Residential Reserve Zone.

Policy 13.2.33: Stormwater Management. **(EFF. 1/11/21)**

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

The SFMP shall take into consideration stormwater flows from full build out conditions from any upstream, off-site property. However, nothing herein shall relieve the upstream, off-site properties from complying with applicable environmental ordinances or standards. The SFMP shall, at a minimum, identify regional impacts to flood extents and stormwater conveyance; establish infrastructure requirements necessary to manage stormwater in compliance with local, state, and federal regulations; document the phasing, implementation, and easement reservations necessary to serve projected full build out; and facilitate environmental and stormwater permitting. To accomplish these goals, the SFMP shall provide analysis and design of the primary stormwater system based on detailed hydrologic and hydraulic modeling of existing and post-development conditions. The analysis shall incorporate existing land uses, soils and topographic data, and the conceptual land use plan (Figures13-5 through 13-7). The design shall provide general parameters associated with the primary stormwater management facilities, drainage easements and conservation easements necessary to serve the development under projected full build-out conditions. Flood extents delineated by the SFMP shall identify the 100-year flood exclusion area under the full build-out condition. No habitable structures shall be constructed within the post-development, full build-out 100-year floodplains or 100-year flood exclusion areas. The SFMP shall incorporate low-impact design best management practices to encourage the disconnection of impervious surfaces and increase the removal of nutrients from stormwater discharges. The SFMP shall also evaluate the existing nutrient pollutant loading to Class III surface water resources and ensure net improvement in the post development condition. The SFMP scope of work must be approved by the City prior to development of the SFMP.

The Stormwater Facilities Master Plan shall identify the feasibility and location of regional stormwater facilities and how they should be designed and constructed as amenities within parks or publicly accessible areas. Stormwater facilities shall be located outside wetlands and floodplains. Stormwater facilities may be located in Open Space that is not wetland or floodplain subject to design standards in a PUD Concept Plan and consistent with protection of conservation and preservation lands required by the comprehensive plan and the Environmental Management Ordinance.

Policy 13.2.34. Wetlands and Floodplains. **(EFF. 1/11/21)**

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

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

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

Policy 13.2.35. Florida Springs and Aquifer Protection. **(EFF. 1/11/21)**

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

Policy 13.2.36: Schools. **(EFF. 1/11/21)**

Each PUD Concept Plan shall be analyzed for impacts on public schools based upon then-applicable pupil generation rates utilized by Leon County Schools. Schools shall be located in relation to neighborhoods in order to serve residents, provide a focal point for the neighborhoods, and be safely accessible by pedestrians and bicyclists. The co-location of schools, civic spaces, and active parks is encouraged. The City and County shall adhere to the Public School Concurrency and Facility Planning Interlocal Agreement, as required by Section 1013.33, F.S., which establishes procedures for, among other things, coordination and sharing of information; planning processes; school siting procedures; site design and development plan review; and school concurrency implementation. Prior

to site plan approval of the 500th residential dwelling unit in Phase 1, a 10-acre site shall be reserved for future dedication to the Leon County School Board proximate to residential areas, a Town or Village center and the primary open space system with off-site stormwater management provided through a regional system. Impacts to existing public schools shall be addressed during the development review process as required by this comprehensive plan, provided that the fair market value of the school site, any off-site stormwater treatment and storage capacity and any other land or improvement to support a public school shall be a credit, on a dollar-for-dollar basis, against any fee or exaction for public school impacts.

Policy 13.2.37: Fire and Emergency Services. **(EFF. 1/11/21)**

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

RECREATION, OPEN SPACE and CONSERVATION

Policy 13.2.38: Primary Open Space System. **(EFF. 1/11/21)**

The intent of the Open Space and Conservation strategy is to identify, conserve, manage, restore, and protect significant natural resources during and after development of the Welaunee Arch in accordance with the Conservation Element of the Tallahassee-Leon County Comprehensive Plan and consistent with this Master Plan. No less than 40% (no less than 37% if the Alternative Development Program is utilized per Policy 13.2.44) of the gross area in the Welaunee Arch shall be designated Open Space which shall include the Primary Open Space System, Conservation and Preservation Areas, Greenways, and other designated open space in each development District.

Open Space shall comprise no less than 40% (no less than 37% if the Alternative Development Program is utilized per Policy 13.2.44) of the total gross area within the Welaunee Arch, or approximately 1,900 acres. Of the Open Space, approximately 900 acres (19% of the total gross area of the Welaunee Arch) are designated Conservation or Preservation Areas as defined in policies 1.3.1 and 1.3.4 of the Conservation Element. The precise size and location of Conservation and Preservation Areas shall be determined through a Natural Features Inventory approved by the City prior to approval of a PUD Concept Plan that includes such Conservation and Preservation area. The remainder of the Open Space, approximately 1,000 acres (21% of the total gross area of the Welaunee Arch), shall be open space incorporated into the development plan for each District or part of the Primary Open Space System.

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

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

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

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

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

(3) The Open Space systems shall be open to the general public and be designed to include and provide connections with the Miccosukee Canopy Road Greenway and Welaunee Greenway at multiple locations and to integrate internal recreational

multi-use paths with the greenways trails. Connections to future regional greenways shall be considered in the design of open space.

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

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

(6) The open space systems shall be governed by one or more management plans approved by the City in order to protect the values for which they were designated. The management plans may be adopted in phases so long as they are consistent with one another. Protection of Conservation and Preservation areas shall be provided by conservation easements and other measures consistent with Chapter 5 — Environmental Management, Tallahassee Land Development Code. Conservation and Preservation areas placed in conservation easements may be used towards satisfying the urban forest and landscaping requirements of Chapter 5 – Environmental Management, Tallahassee Land Development Code. A single management plan may be adopted for all open space and conservation and preservation area lands.

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

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

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

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

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

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

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

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

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

and neighborhood centers will be developed in an urban context with minimal setbacks and an emphasis on dense, mixed use development. Various land uses in the Arch shall satisfy the Urban Forest/Landscaping requirements based on thresholds established in the PUD Concept Plans. Such requirements shall be designed to meet or exceed, on a cumulative basis, the landscaping and urban forest requirements in Chapter 5 – Environmental Management, Tallahassee Land Development Code.

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

Policy 13.2.39: Conservation and Preservation Lands. **(EFF. 1/11/21)**

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

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

Conservation and Preservation lands shall be subject to a management plan to be reviewed and approved concurrent with the PUD Concept Plan that includes the applicable Conservation and Preservation lands. Such management plan shall address wildlife preservation, maintenance of native species diversity, management of the natural environment, restoration of environmental resources where warranted, and responsibility for long term management. Such management plan shall include measures to protect the values for which such lands were designated, including wildlife habitat and corridors, and may include conservation easements and other measures consistent with the Environmental Management Ordinance. Conservation and Preservation lands may be

utilized for public access, including trails, subject to the Environmental Management Ordinance. To the extent allowed by local, state, or federal law, Conservation or Preservation lands may be utilized to achieve mitigation required by permits. A single management plan may be adopted for all open space and conservation and preservation area lands.

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

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

Policy 13.2.40: Recreation Areas. **(Eff. 1/11/21)**

A PUD Concept Plan shall provide for reasonable public access to parks, recreation areas, natural areas, and open space. A multi-use trail system will be included that will link these areas where feasible to residential neighborhoods, mixed-use centers, schools, civic spaces, employment, recreation and open space, parks, and the Welaunee Greenway and Miccosukee Canopy Road Greenway.

Policy 13.2.41. Historic and Cultural Resources. **(Eff. 1/11/21)**

Through the completion of Natural Features Inventories, Planned Unit Developments shall identify historic and cultural resources including archaeological sites, historic structures and districts, and historic cemeteries. PUDs shall include standards sensitive to locating, assessing, and avoiding

potential adverse impacts to these resources. At a minimum, these standards shall comply with applicable state and local regulations. Where feasible based on the geographic

location of the resource and appropriate given the historic and cultural context of resource, informational and interpretive signage may be considered for these resources.

Policy 13.2.42: Natural Area Resident Notifications. **(EFF. 1/11/21)**

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

Policy 13.2.43: Perpetual Drainage Easement. **(EFF. 1/11/21)**

The Perpetual Drainage Easement across the Welaunee Arch shall be subject to the Order Clarifying Definition of Perpetual Drainage Easement, entered by Leon County Circuit Court on March 13, 1997. Lands within the Perpetual Drainage Easement shall be considered Open Space and may be utilized for active and passive recreation facilities and activities, including but not limited to, walking and bicycle trails, and playgrounds associated with development of lands owned by the landowner within the altered or undisturbed floodplains so long as the function of the easement is not impaired.

Policy 13.2.44: Welaunee Greenway. **(EFF. 1/11/21)**

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

incentivized through the PUD process to provide pedestrian and bicycle connectivity to the Greenway, particularly where it interfaces with Open Space areas and associated trail systems.

Policy 13.2.45: Alternative Development Program. **(Eff. 1/11/21)**

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

(1) Open Space Requirement Offset. PUD Concept Plans in any District of Phase 1 or Phase 2 may offset the open space requirements for that District by preserving lands in the Residential Reserve District (Phase 3) as open space.
   a. The offset shall be calculated on a per acre basis with a 15% bonus, resulting in an exchange of a 1.15-acre reduction in the open space requirement of the receiving District for each 1-acre of preserved open space in the Residential Reserve District. This exchange shall reduce the overall open space requirement for the Welaunee Arch by the net bonus amount (0.15 acres for each 1 acre preserved).
   b. The reserve area requirements for cluster residential zones in Phase 2 shall be offset concurrently with the open space requirements for any PUD Concept Plan including a cluster subdivision.
   c. Under the Alternative Development Program, preservation or conservation areas in the Residential Reserve District may count towards the open space requirements in the Conservation Design District. Conservation and Preservation areas in the Residential Reserve District shall be integrated with the Welaunee Habitat Park.
   d. If this Alternative Development Program is exercised, total Open Space in Phase 1 shall not be less than 15%, the total Open Space in Phase 2 shall not be less than 25%, and the overall total Open Space in the Arch at buildout shall not be less than 37%.
   e. The open space offset shall not apply within the area 1,000 feet from the Buckhead Neighborhood as identified in Policy 13.2.15.

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

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

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

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

(5) Welaunee Habitat Park. Notwithstanding the phasing requirements in policy 13.2.5, at such time when all lands in in the Residential Reserve District have been preserved as open space under this alternative development program, or at such time when the final PUD Concept Plan for the Welaunee Arch is approved, the preserved Open Space in the Residential Reserve District, including the Conservation and Preservation lands, shall be designated as a Habitat Park. The Habitat Park shall be subject to the requirements of Policies 13.2.37 and 13.2.38. Prior to establishment of the Habitat Park, the existing uses of the property shall be permitted. Any previously established conservation easements shall remain in effect on lands in the Habitat Park. Passive recreation improvements that are

natural resource-oriented, such as hiking, biking and riding trails and passive parks, may be constructed in the Welaunee Habitat Park. Active Recreation uses are not permitted in the Welaunee Habitat Park.

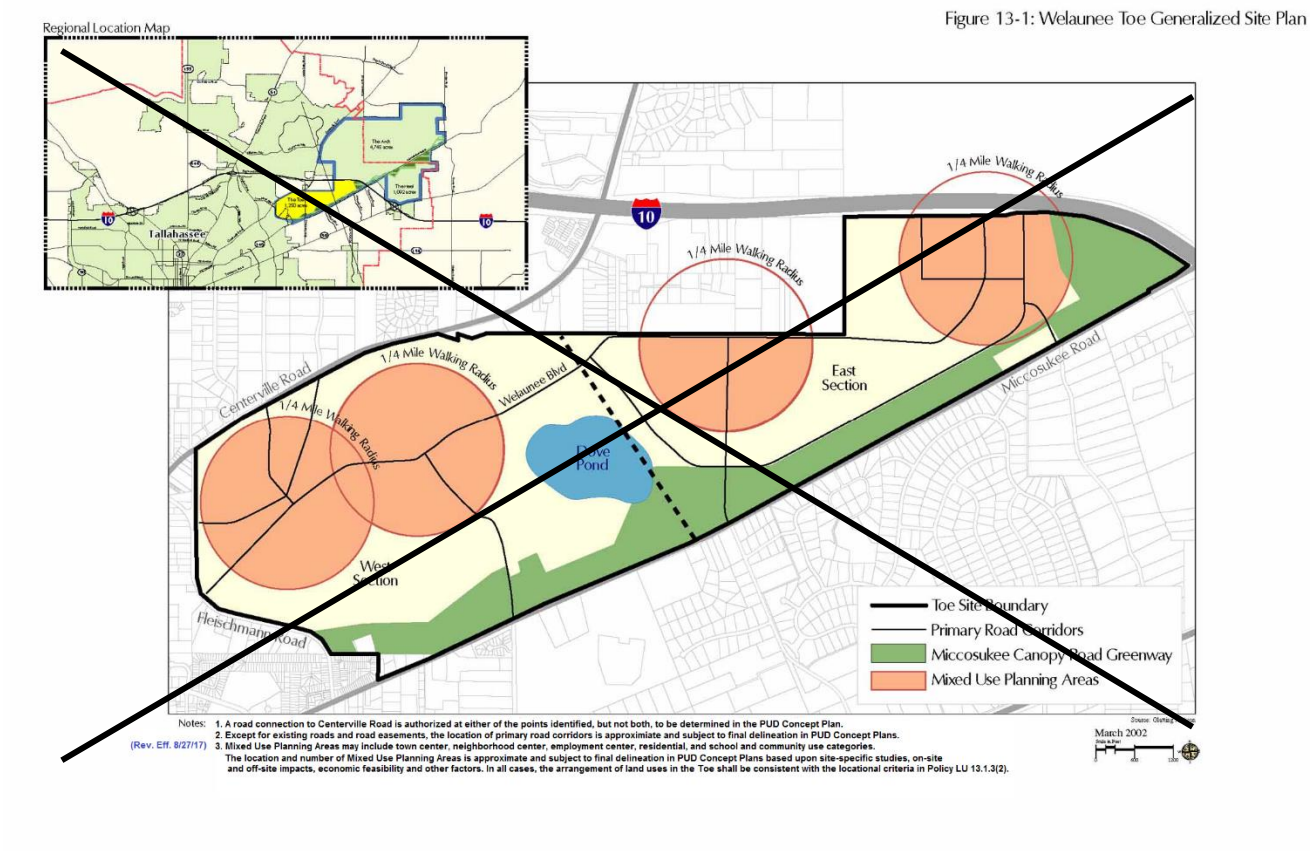
(6) By adoption of a separate ordinance, the City may create and administer a Welaunee Habitat Park credit bank. The Welaunee Habitat Park credit bank would facilitate the purchase of lands in the Residential Reserve District (Phase 3) and the sale of open space and tree mitigation credits in accordance with this development program. The Welaunee Habitat Park credit bank may be established independent of and prior to the creation of the Welaunee Habitat Park. If the City creates a Welaunee Habitat Park credit bank, consideration may be given to utilizing the credit bank to offset open space requirements and urban forest mitigation requirements associated with the development of properties located in other growth priority areas inside the Urban Services Area.

(7) If stormwater facilities are contained within the Residential Reserve District, then the public or private agency responsible for maintenance shall be allowed to perform necessary maintenance of these facilities consistent with each facility's level of service. The Stormwater Facilities Master Plan shall identify areas where drainage easements will be needed for proper maintenance of stormwater conveyances located within preserved open space and conservation or preservation areas.

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

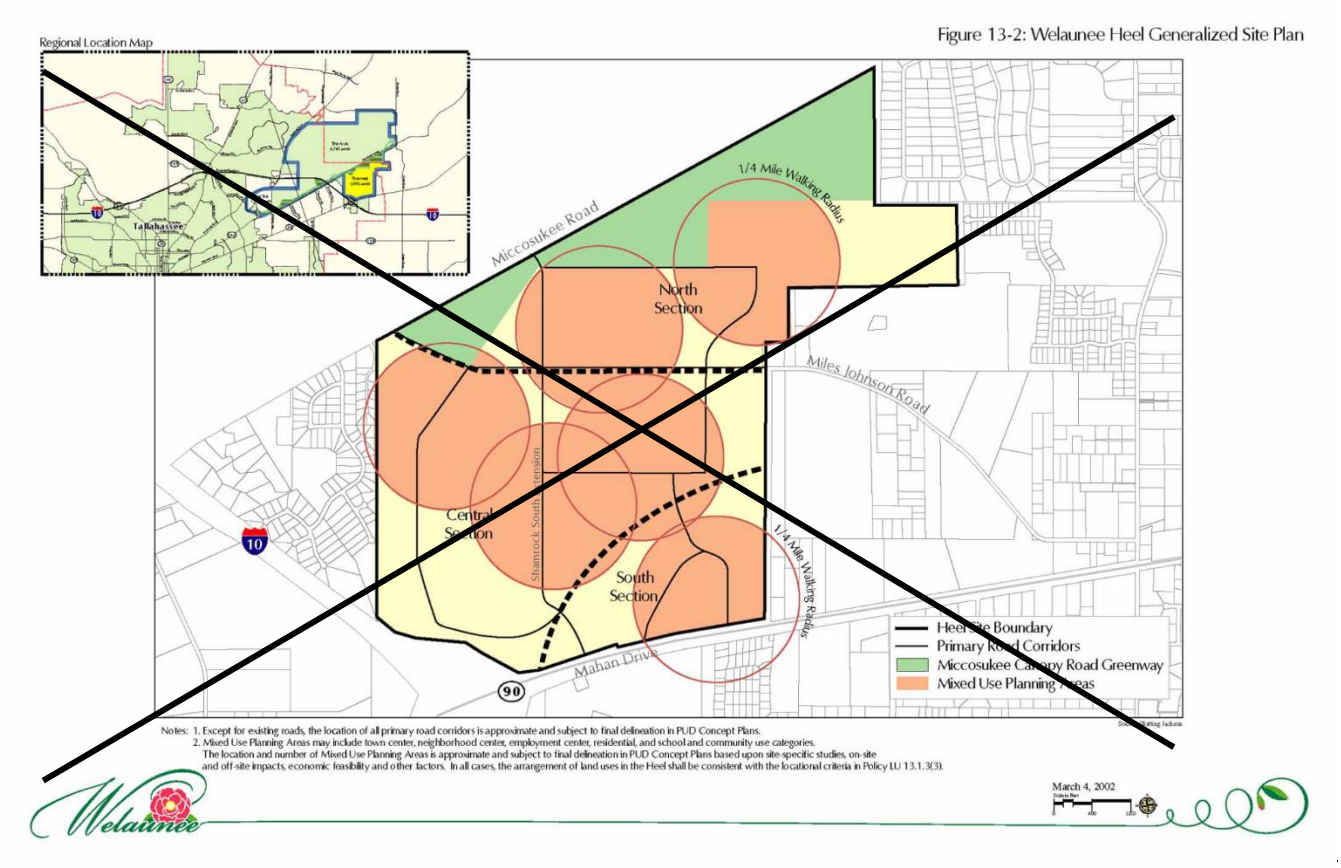
~~I. Land Use~~

~~Map 11: Welaunee Toe Generalized Site Plan~~



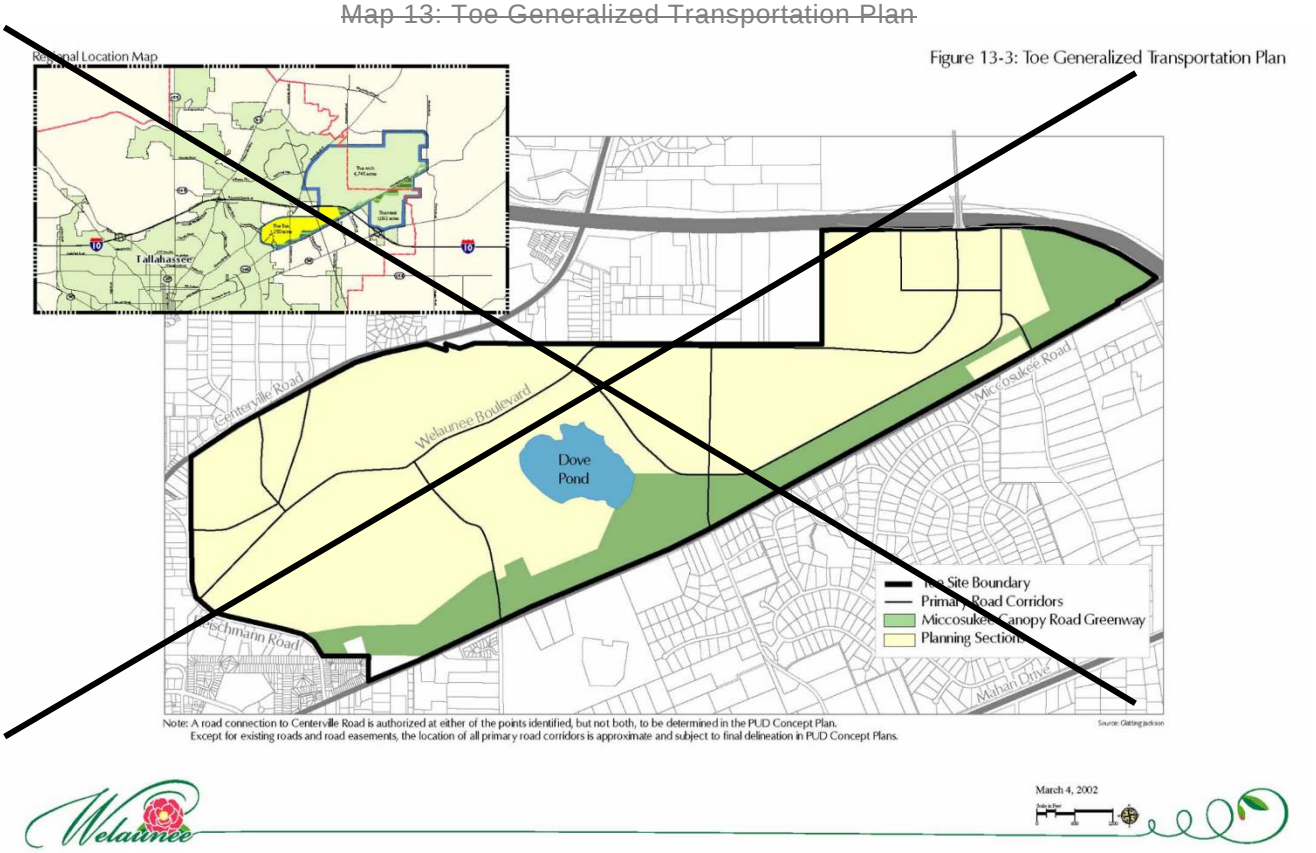
~~**I. Land Use**~~

~~Map 12: Welaunee Heel Generalized Site Plan~~



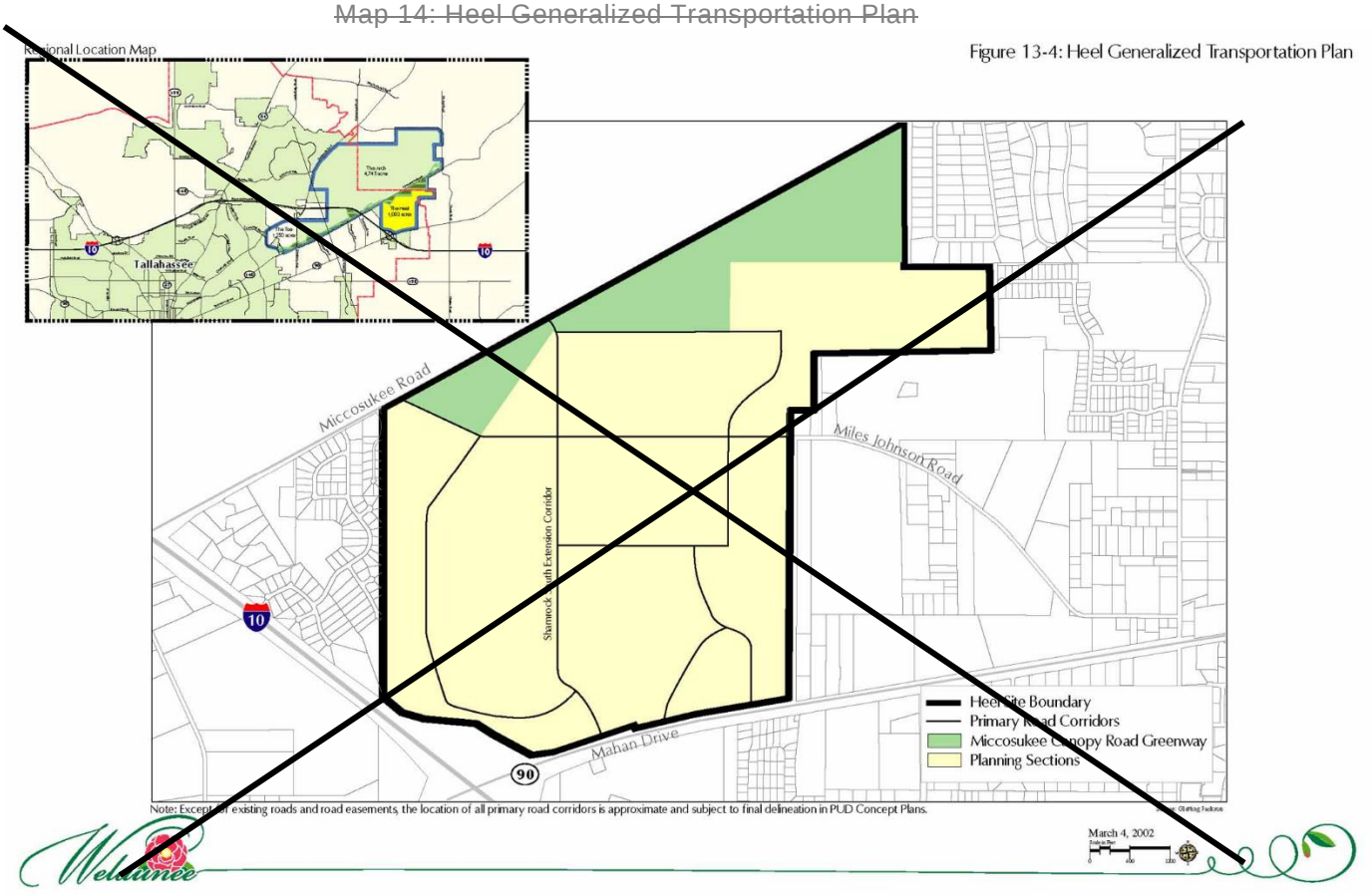
~~I. Land Use~~

~~Map 13: Toe Generalized Transportation Plan~~



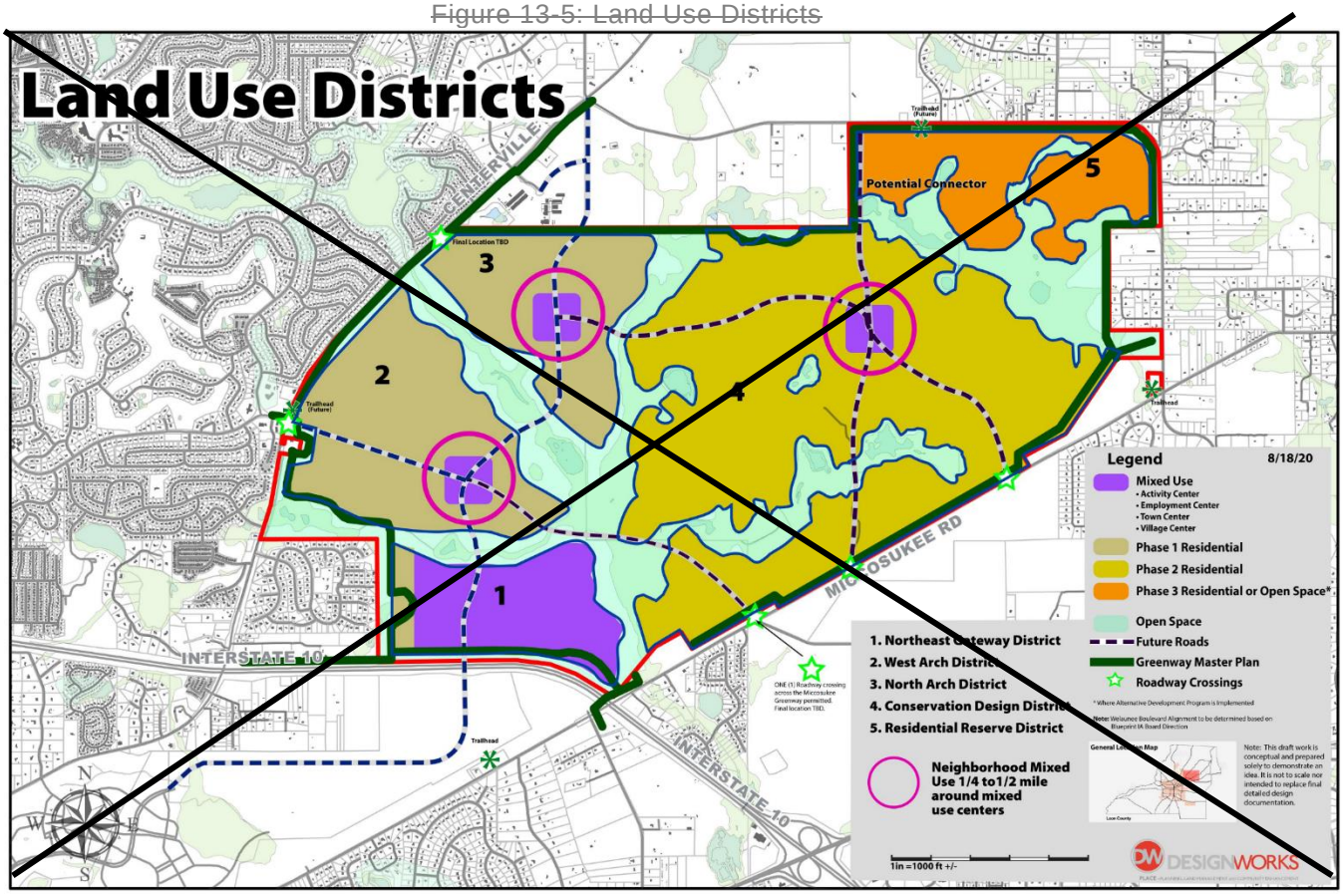
~~**I. Land Use**~~

~~Map 14: Heel Generalized Transportation Plan~~



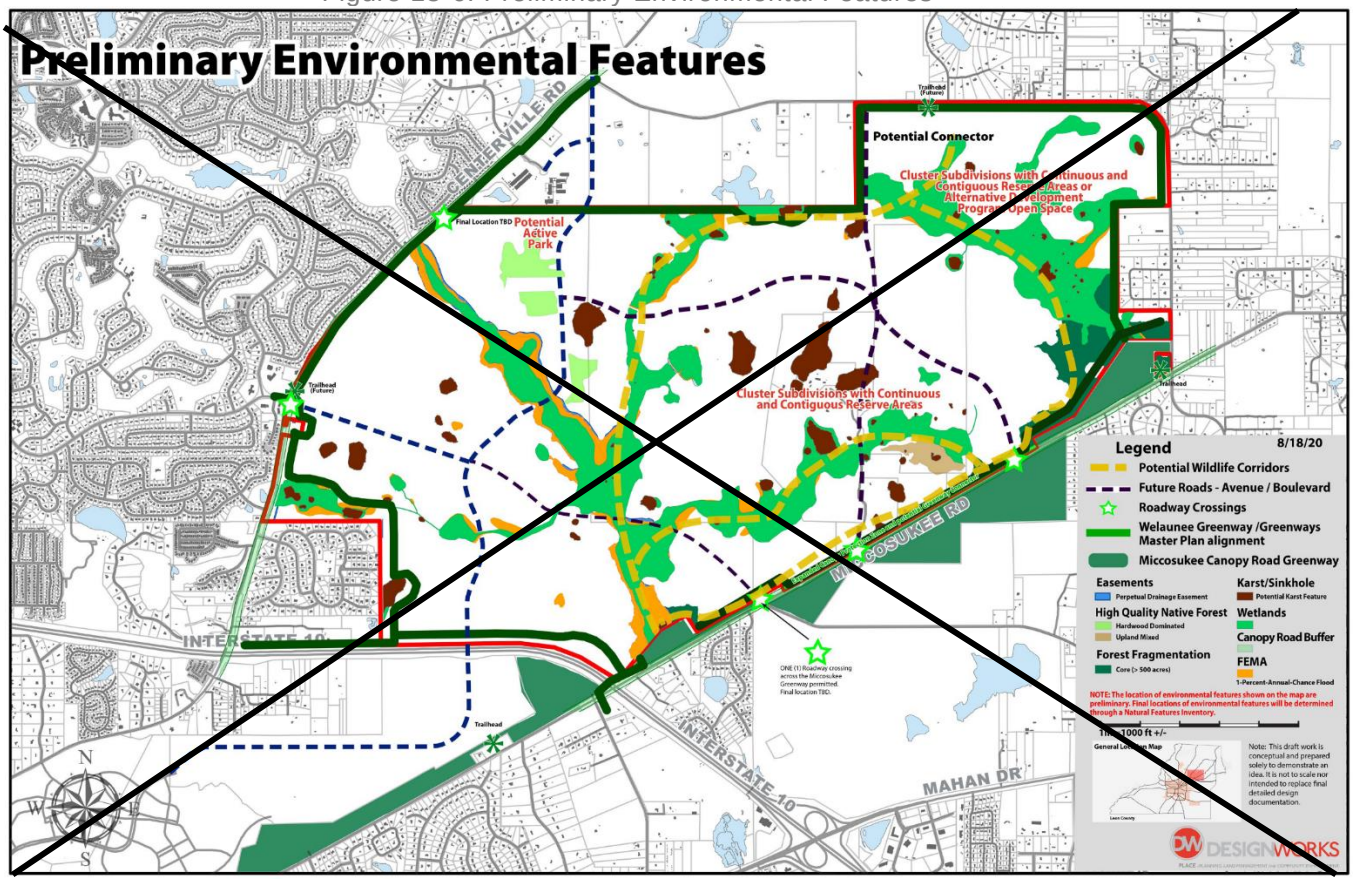
~~I. Land Use~~

~~Figure 13-5: Land Use Districts~~



~~**I. Land Use**~~

~~Figure 13-6: Preliminary Environmental Features~~



I. Land Use

Figure 13-7: Transportation

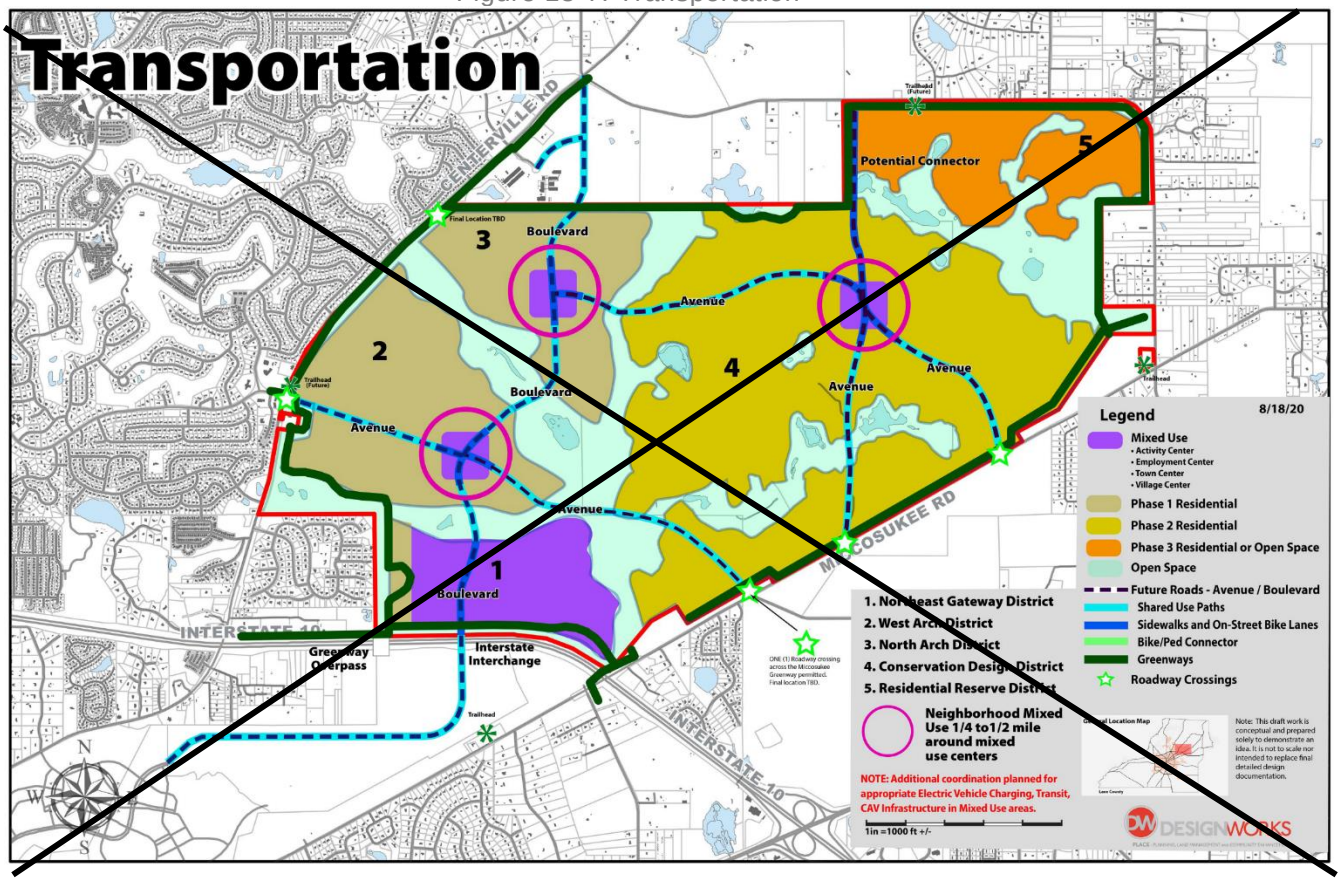


Table 7: Welaunee (Heel) Phasing Schedule by Land Use

TABLE 13-2. WELAUNEE (HEEL) PHASING SCHEDULE BY LAND USE

The density and intensity of development projected on Welaunee (Heel) is shown below:

(Eff. 12/10/02)

LAND USE	PHASE I (2002-2010)		PHASE II (2011-2020)		BUILDOUT	
	Acres[1]	DUs/GSF	Acres[1]	DUs/GSF	Acres[1]	DUs/GSF
Residential[2]	170	1,291 DUs	207	816 DUs	377	2,107 DUs
Town and Neighborhood Centers[3]	21	190,608 GSF	9	51,744 GSF	30	242,352 GSF
Employment Centers[4]	50	495,616 GSF	40	405,504 GSF	90	901,120 GSF
Educational/Institutional[5]	24				24	
Primary Open Space and Recreation	200		60		260	
Miccosukee Road Greenway[6]	189				189	
Other[7]	61		61		122	

I. Land Use

TOTALS	715	1,291 DUs 686,224 GSF	377	816 DUs 457,248 GSF	1,092	2,107 DUs 1,143,472 GSF

Notes:

1. Acreage totals are based on conceptual planning and are only approximate. Acreage totals may change based on final development review.

2. Residential land use includes above-street units in town and neighborhood centers. No acreage has been allocated to these units because they will be located above nonresidential uses.

3. Retail uses shall comprise between 50% and 70% of total Phase 1 development in town and neighborhood centers with office uses to comprise between 30% and 50%. At buildout, the mix of uses in town and neighborhood centers shall be approximately 67% retail and 33% office.

4. Office and light industrial uses shall comprise between 75% and 95% of total Phase 1 development in employment centers with retail uses to comprise between 5% and 25%. At buildout, the mix of uses in employment centers shall be approximately 90% office and light industrial with approximately 10% retail.

5. Total includes 24-acre site for Leon County School Board for a 500-pupil elementary school with stormwater management facilities in off-site regional systems. Institutional uses in town, neighborhood and employment centers are included in square footage totals for those areas.

6. Although under State ownership, the Miccosukee Canopy Road Greenway shall be considered within the Welaunee Critical Planning Area for planning purposes.

7. Total includes stormwater management facilities, road rights-of-way and other community infrastructure.

8. These figures may be modified pro rata to represent buildout if Heel is developed under Policy 13.1.9. (REV. EFF. 7/20/05)

Drainage Basin Study Areas

Goal 14 [L] (Leon County only) (Eff. 12/15/03)

Leon County and the City of Tallahassee will work cooperatively to further identify and address the special characteristics and needs of sub-areas of the City and County. This goal shall be implemented through the following objective and policy:

Objective 14.1 [L] (Leon County only) (Eff. 12/15/03)

By 2004, the City and County shall commence a process to evaluate the environmental conditions and issues relating to major drainage basin study areas of the county including but not limited to the following basins: Fred George, Lake Iamonia, Lake Jackson, Lake Lafayette, Lake Miccosukee, Lake Munson, Ochlockonee, St. Marks, and Woodville Recharge, to be used as one basis for sector plans and other major planning decisions of the local government. This evaluation shall address matters such as protection of conservation and preservation areas (as defined within this Plan), flooding, water quality, aquifer protection, and other issues as identified by the local governments. This evaluation shall be conducted cooperatively by the City and County, irrespective of jurisdictional boundaries, and the evaluation shall be based on technical and scientific information.

Policy 14.1.1 [L] (Leon County only) **(Eff. 12/15/03)**

Sector planning shall be implemented as determined appropriate by the City or County; however, sector planning involving a joint effort of both jurisdictions, shall be encouraged. These sector plans may address elements such as land use, transportation, housing, economic development, environmental protection, infrastructure phasing, development standards and any other matter as identified by the local government. These sector planning efforts shall take into consideration the data gathered through the implementation of Objective 14.1 and shall use this information as background environmental data necessary for the completion of sector planning efforts.

Policy 14.1.2 [L] (Leon County only) **(Eff. 12/15/03)**

The data collected or gathered through the implementation of Objective 14.1 shall be used as a basis for determining whether or not future amendment to the Comprehensive Plan or land development regulations is necessary. However, Goal 14 and its associated Objective 14.1 are not intended to replace existing Comprehensive Plan policies related to environmental protection or storm water management. Instead, this goal and its associated objective is intended to support and aid in the implementation of existing Comprehensive Plan policies and is to be considered additive in this regard.

~~**I. Land Use: Addendum**~~

~~Map 15: Major Surface Features~~

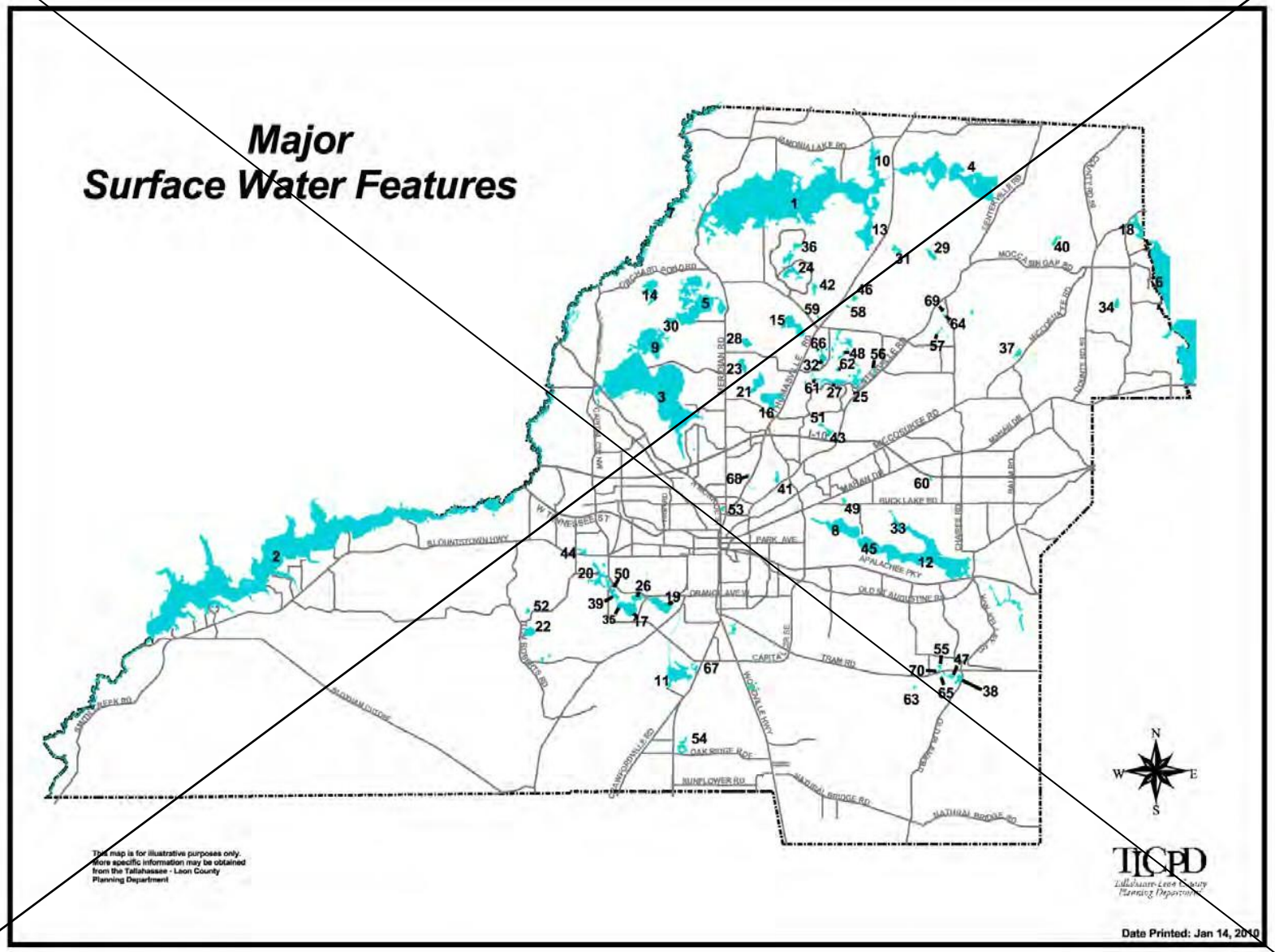
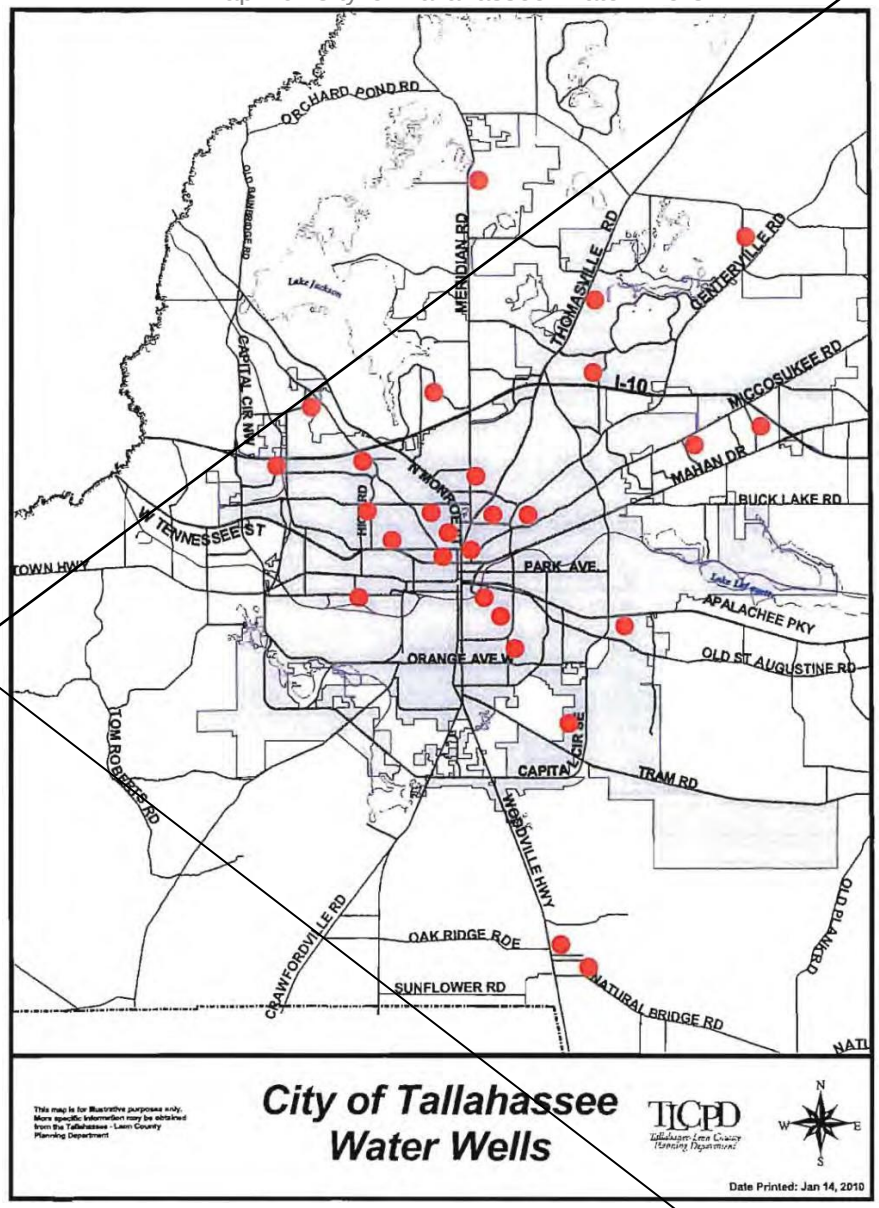


Table 8: Major Surface Water Features

Major Surface Water Features

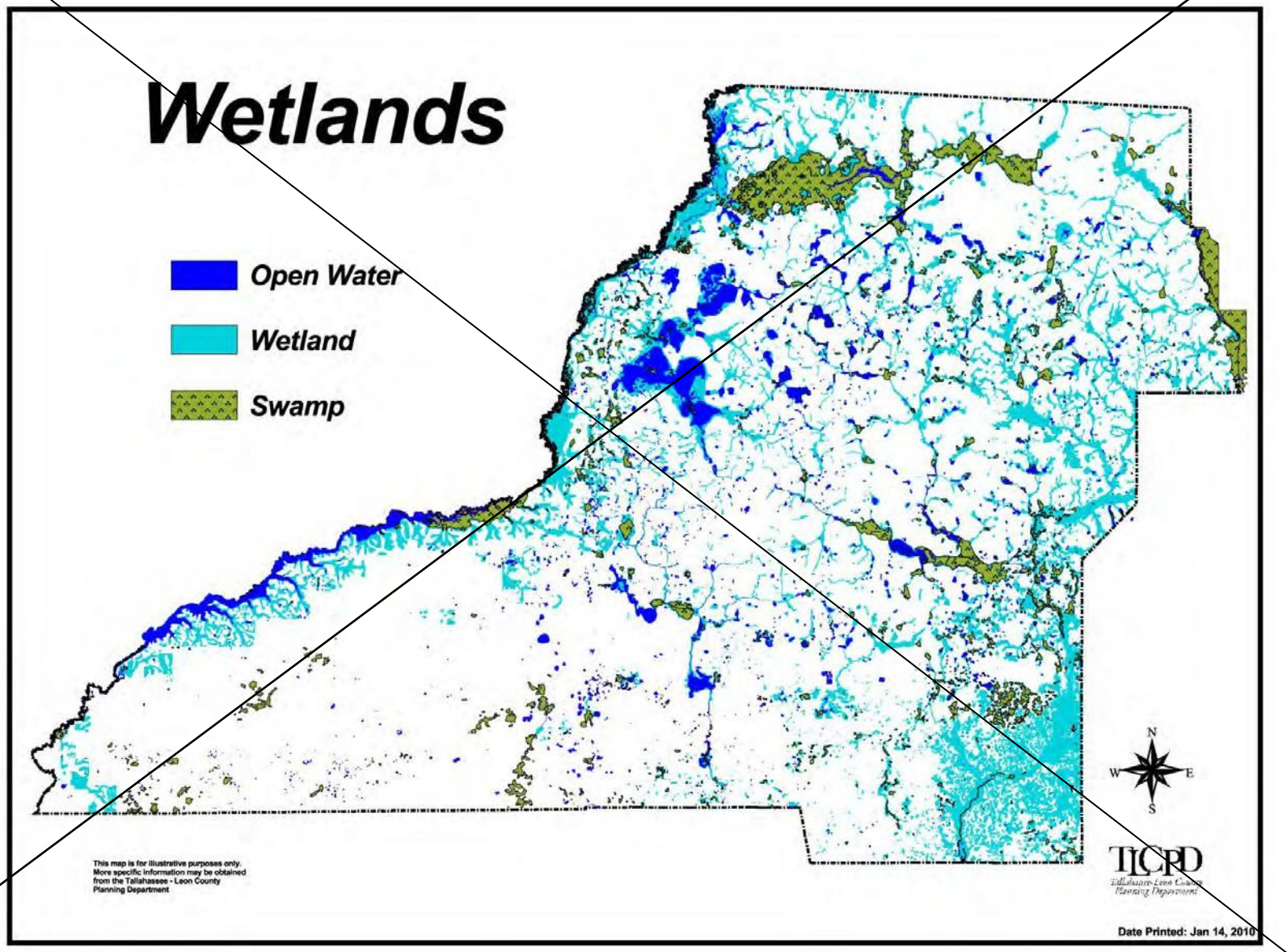
1. Lake Iamonia
2. Lake Talquin
3. Lake Jackson
4. Foshalee Lake
5. Carr Lake
6. Lake Miccosukee
7. Ochlockonee River
8. Lake Lafayette
9. Lake Jackson
10. Strickland Arm
11. Lake Munson
12. Lake Lafayette
13. Cromartie Arm
14. Orchard Pond
15. Lake Mcbride
16. Lake Hall
17. Lake Bradford
18. Lake Miccosukee
19. Black Swamp
20. Cascade Lake
21. Lake Overstreet
22. Moore Lake
23. Lake Elizabeth
24. Lake Diane
25. Lake Kanturk
26. Grassy Lake
27. Lake Killarney
28. Lake Mcbride
29. Huggle Pond
30. Carr Arm
31. Pickle Pond
32. Lake Tom John
33. Alford Arm
34. Ring Oak Plantation
35. Little Sir Echo
36. Monkey Business Pond
37. Gum Pond
38. Big Lake
39. Lake Hiawatha
40. Albert Lake
41. Goose Pond
42. Pine Hill Lake
43. Cascade Lake
44. Aenon Creek
45. Lake Lafayette (Piney Z)
46. Boat Pond
47. Lake Erie
48. Lake Kilkee
49. Buck Lake
50. Lake Minnehaha
51. Shakey Pond
52. Silver Lake
53. Lake Ella
54. Eight Mile Pond
55. Lake Weeks
56. Lake Belmont
57. Lake Neeley
58. Bradford Pond
59. Arrowhead Lake
60. Lake Cassie
61. Lake Kinsale
62. Lake Sheelin
63. Eagle Lake
64. Lake Mary
65. Lake Mattie
66. Lake Fae
67. Grassy Lake
68. Waverly Pond
69. Lake Nina
70. Lake Homer

Map 16: City of Tallahassee Water Wells



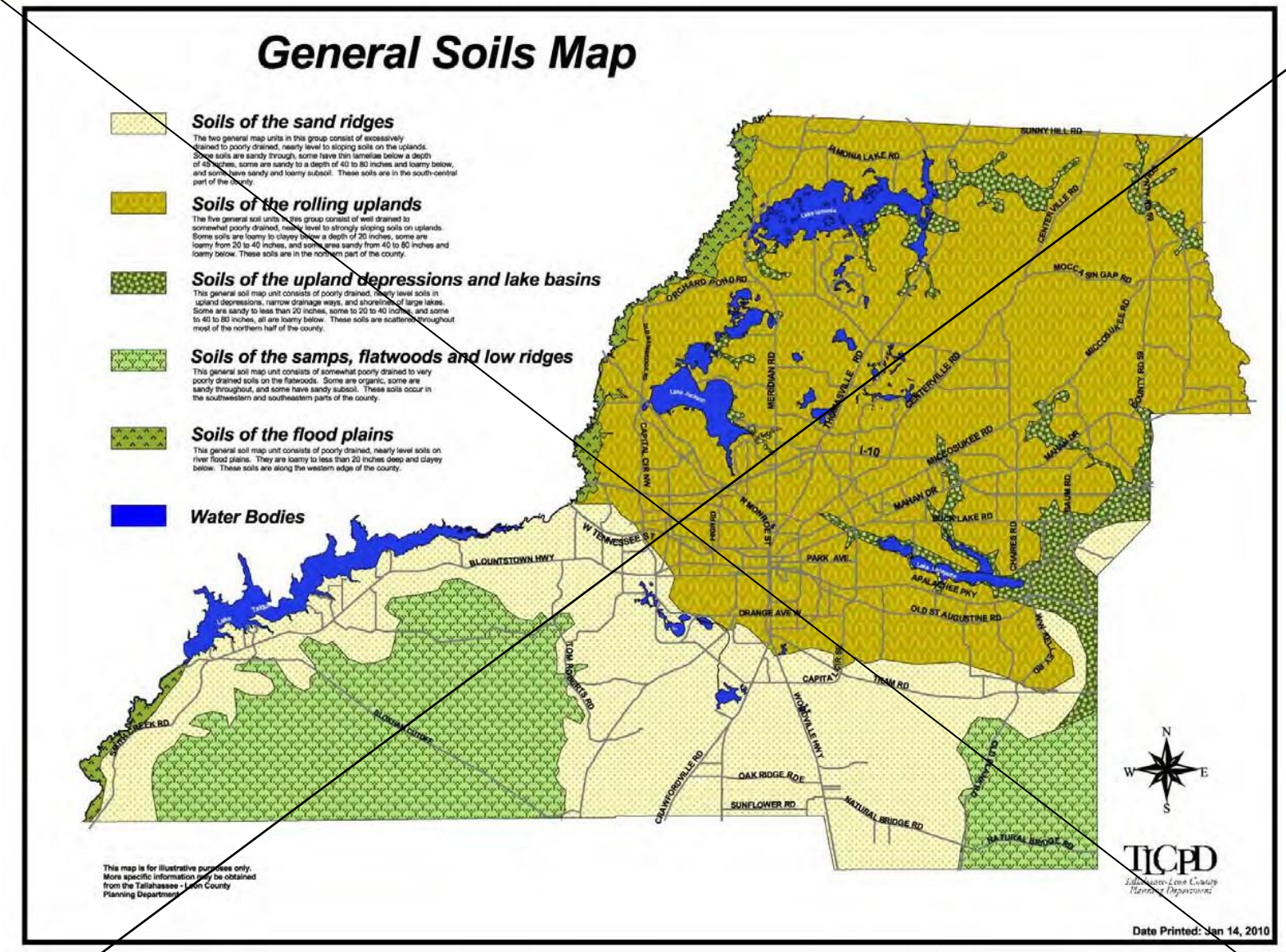
~~I. Land Use: Addendum~~

~~Map 17: Wetlands~~



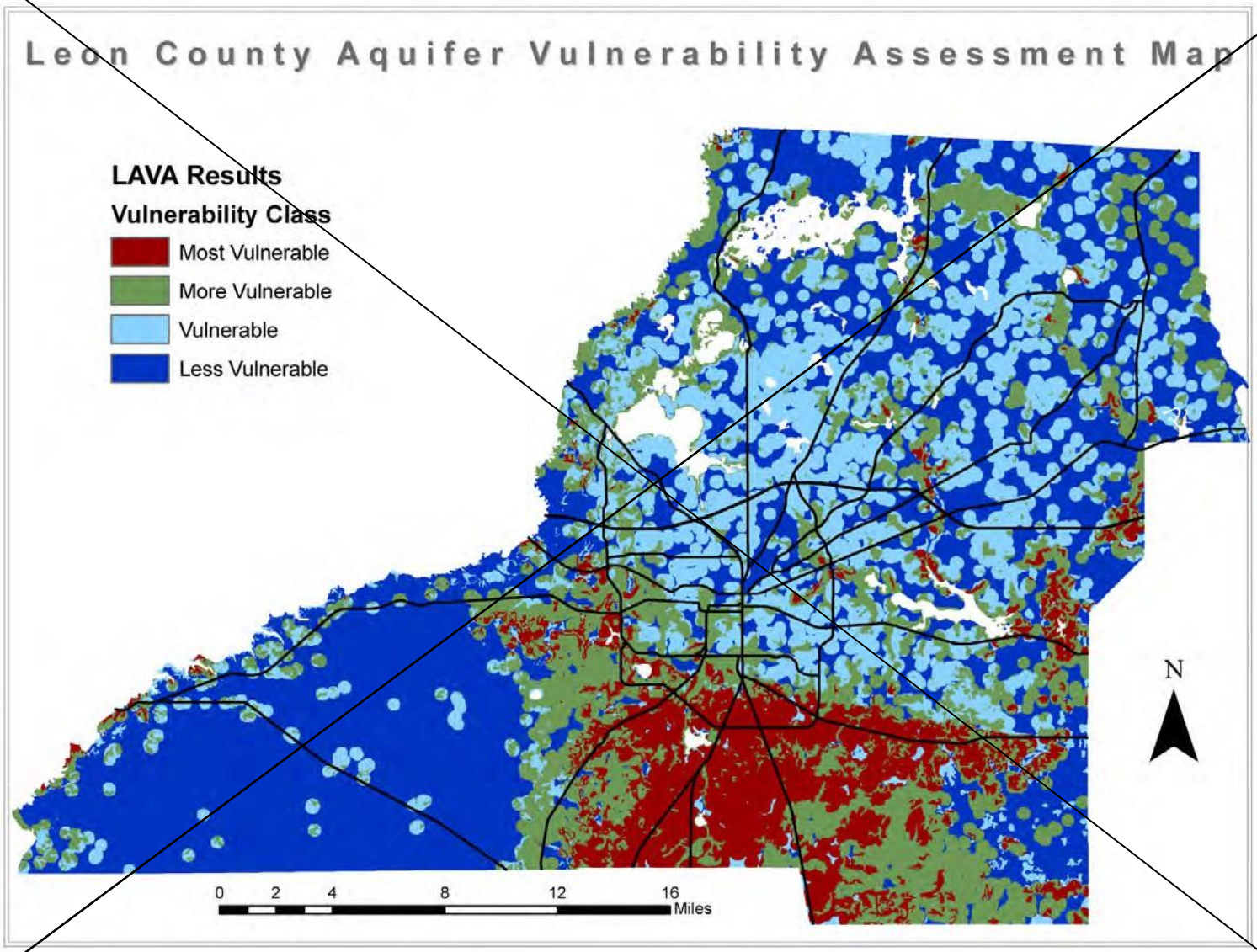
~~I. Land Use: Addendum~~

~~Map 18: General Soils Map~~



~~I. Land Use: Addendum~~

~~Map 19: Leon County Aquifer Vulnerability Assessment Map~~



MOBILITY

GOALS, OBJECTIVES AND POLICIES

Overall Goal (Eff. 12/15/11)

Establish a safe, energy efficient multi-modal transportation system that provides mobility for pedestrians, bicyclists, transit users, motorized vehicle users, users of rail and aviation facilities, supports public health through active living, and is sensitive to the cultural and environmental amenities of Tallahassee and Leon County.

Goal 1: [M] (Eff. 12/15/11)

Motorized, Bicycle, and Pedestrian Circulation

Establish and maintain a safe, convenient, energy efficient, and environmentally sound automobile, transit, bicycle and pedestrian transportation system, capable of moving people of all ages and abilities as well as goods.

Objective 1.1: [M] (Eff. 12/15/11)

Land Use and Transportation Coordination

Coordinate transportation and land use systems that foster vibrant communities with compact urban forms and a mixture of uses to minimize travel distances, reduce vehicle miles traveled and greenhouse gases, and to enhance pedestrian and bicycle mobility and transit accessibility.

Policy 1.1.1: [M] (Eff. 12/15/11)

Identification and programming of new road projects or substantial improvements to existing roads shall be consistent with the Future Land Use Element of the Comprehensive Plan and specifically the Urban Service Area strategy to promote urban infill and discourage urban sprawl.

Policy 1.1.2: [M] (Eff. 12/15/11)

Designate energy efficiency districts in areas that are intended for greater densities and intensities to support frequent transit service and where primary priority is to be placed on providing a safe, comfortable and attractive environment for pedestrians and cyclists. For each district:

1. evaluate and modify, if necessary, the zoning and land development regulations to ensure standards that will support compact, walkable, mixed-use development; and
2. adopt and maintain a connectivity plan identifying needed bicycle, pedestrian, roadway, and transit projects to increase connectivity and safety, minimize travel

distances for pedestrians and cyclists, and provide connections to other parts of the City, County, and Capital Region;

3. Coordinate with the Capital Region Transportation Planning Agency to include the Mobility District Plan priorities in Long Range Transportation Plan updates.

Policy 1.1.3: [M] **(EFF. 12/15/11)**

Promote the Downtown as an 18-hour activity center by supporting development of housing, restaurants, and cultural activities to encourage use beyond working hours.

Policy 1.1.4: [M] **(EFF. 12/15/11)**

Promote neighborhood parks to reduce the need for long distance trips for recreation.

Policy 1.1.5: [M] **(EFF. 12/15/11)**

Maintain a Greenways Master Plan that integrates pedestrian and bicycle mobility into a linear park and open space system that connects local, regional, and state facilities, with specific emphasis on connections within Downtown and energy efficiency districts.

Policy 1.1.6: [M] **(EFF. 12/15/11)**

A functional transportation network shall be coordinated and maintained with the Florida State University, Florida A&M University, and Tallahassee Community College master plans to link those educational institutions and provide access to transit and surrounding supporting land uses.

Policy 1.1.7: [M] **(EFF. 12/15/11)**

The City of Tallahassee and Leon County shall adopt and maintain ordinances providing for safe and convenient on-site traffic flow, considering motorized and non-motorized vehicle parking.

Policy 1.1.8: [M] **(EFF. 12/15/11)**

Development projects shall contribute to providing a safe, convenient, comfortable and aesthetically pleasing transportation environment that promotes walking, cycling, and transit use. Appropriate improvements or enhancements to the multimodal network shall be required as a condition of development approval, such as, but not limited to, the following:

a) Full accommodations for pedestrian access and movement, including shaded sidewalks, benches and enhanced crossings;
b) Full accommodations for bicycles, including lockers, showers, and racks;
c) Direct connections to the regional bicycle/pedestrian network;
d) Installation of shared use paths in accordance with FDOT recognized standards;
e) Well-designed accommodations for transfer of passengers at designated transit facilities;
f) Preferential parking for rideshare participants;

g) Well-designed access for motor vehicle passenger drop-offs and pick-ups at designated transit facilities and at commercial and office development sites;
h) Full accommodation for the mobility impaired, including parking spaces, sidewalks and ramps for handicapped access;
i) Weather protection at transit stops.

Policy 1.1.9: [M] **(EFF. 12/15/11)**

Designation of Multimodal Transportation District (MMTD). In accordance with the provisions of Florida Statute 163.3180(15), the City of Tallahassee and Leon County hereby establish a Multimodal Transportation District, as shown in the Multimodal District Boundaries Map, for the purpose of promoting walking, bicycling and transit use in order to reduce dependence on the automobile. Those roadways and associated rights-of-way shown as boundaries for the MMTD shall be considered part of the MMTD.

Policy 1.1.10: [M] **(EFF. 12/15/11; REV. EFF. 7/19/13)**

MMTD Residential Density Bonus. In order to increase redevelopment and infill development, residential densities within the MMTD may be increased up to 35% above the maximum allowed in the Residential Densities Range Table. This bonus shall not apply to lands designated Residential Preservation. Further bonuses may be applied to the Downtown. Eligibility criteria for these bonuses will be established within the land development regulations and shall include design standards facilitating pedestrian oriented site and building design with enhanced pedestrian access and amenities, urban scale development, innovative parking strategies, integrated mix of land uses, and other urban design features.

Policy 1.1.11: [M] **(EFF. 12/15/11)**

Land Use Within the MMTD. The City of Tallahassee and Leon County shall periodically review the Future Land Use Map and land development regulations within the district boundary(ies) and modify them as necessary to provide for appropriate densities, intensities and mixture of land uses to support 18-hour activity and multimodal transportation, based on the following targets:

a) A center(s) consisting of employment and services, relatively high density residential, and public spaces all oriented around convenient access to mass transit facilities;
b) Ratio of uses:
    i. Residential = 20%-60%
    ii. Nonresidential (office, commercial, light industrial, etc.) = 30%-70%
    iii. Public spaces (open space, parks, recreational, squares, etc.) = 5%-15%;
c) Specifically to facilitate walking and bicycling as an alternative to driving, areas designated primarily for residential uses should be no more than ½ mile from areas designated for shopping, services, and employment uses;
d) In order to support redevelopment in the urban center of Tallahassee that could support ten minute transit headways and/or light rail, an areawide (excluding open space) residential density of at least 20 units per acre, recognizing that some areas, such as Central Core, may have densities in excess of 150 units per acre and others in

established neighborhoods and areas designated Residential Preservation may have significantly less.

Policy 1.1.12: [M] **(Eff. 12/15/11)**

MMTD and Energy Efficiency District Urban Design and Land Development Regulations. Adopt and maintain land development regulations that ensure new construction and infill or redevelopment will contribute positively to the character and livability of the MMTD and energy efficiency districts, based on the following:

1. Buildings and blocks oriented to provide pedestrians and bicyclists easy access and a visually interesting environment;
2. Maximum block (length or perimeter);
3. Easy access to/from transit stops and surrounding land uses;
4. Recognition of more intense densities & intensities around center(s);
5. Special design considerations to support compatibility between uses, particularly between residential and non-residential uses;
6. Creating active sidewalks with buildings opening onto streets;
7. Transparency (i.e., windows) and active uses at ground levels;
8. Parking generally located to the sides and rear, internal to blocks, and/or in structured of off-site facilities;
9. Maximum parking standards that discourage single-occupant vehicle commuting and reinforce non-auto modes, but not so limited as to adversely impact the viability and vitality of the MMTD;
10. The use of shared parking;
11. For multifamily developments, pricing of parking separately from the units;
12. Recognizing that parking demand may change over time as more multimodal infrastructure and mixed uses are developed, building parking facilities such that they may be readapted for more active uses in the future.

Policy 1.1.13: [M] **(Eff. 12/15/11)**

Transit in the MMTD and Energy Efficiency Districts. The MMTD and energy efficiency districts shall be well-connected via transit to major trip generators and attractors both inside and outside of these areas, transit stops and waiting areas shall be safe and comfortable, and intermodal connections shall be made where feasible.

1. Priority should be given to funding of improvements that increase the availability, speed, frequency, duration and reliability of transit serving these areas.
2. StarMetro shall coordinate with the Capital Region Transportation Planning Agency regarding the provision of transit centers, super stops, and other facilities for the transfer of passengers to and from these areas through potential regional connections.
3. Benches, signage, lights, and covered or enclosed waiting areas shall be used to create safe, comfortable transit stops.
4. Bicycle parking at transit stops and bicycle racks on buses shall be provided as a means to interface bicycle travel with public transit.

Policy 1.1.14: [M] **(EFF. 7/17/21)**

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

Objective 1.2: [M] **(EFF. 12/15/11)**

COMPLETE STREETS

The transportation system shall be designed and operated to provide safe, convenient and context-sensitive access for pedestrians, bicyclists, motorists, and public transportation users of all ages and abilities.

Policy 1.2.1: [M] **(EFF. 12/15/11)**

Recognizing that urban, suburban, and rural areas have different needs, develop and maintain context sensitive design standards for transportation facilities to protect and enhance community character and enhance the safety and desirability of walking, cycling, and transit.

Policy 1.2.2: [M] **(EFF. 12/15/11)**

Safe and convenient facilities for pedestrians, cyclists and transit users shall be evaluated for all new road and road widening projects. Specifically, all road projects, including resurfacing projects, shall be evaluated for the addition of bicycle lanes or paved shoulders, and transit shelters where they did not previously exist.

Policy 1.2.3: [M] **(EFF. 12/15/11)**

Establish and maintain a safe and effective system of bicycle lanes, sidewalks, and shared-use paths in conjunction with existing and planned roadways and the Greenways Master Plan. Where design criteria allow and safe operation will occur, separate bicycle and pedestrian traffic from vehicular traffic. Provide adequate and secure bicycle parking facilities at major destinations.

Policy 1.2.4: [M] **(EFF. 12/15/11)**

In coordination with the Capital Region Transportation Planning Agency, maintain a bicycle and pedestrian master plan and pursue implementation funding.

Policy 1.2.5: [M] **(EFF. 12/15/11)**

Designate preferred entrance corridors into and connecting Tallahassee and Leon County, and adopt and maintain land development regulations to convert them into shaded pedestrian ways over time.

Policy 1.2.6: [M] **(Eff. 12/15/11)**

Require a scenic roadway assessment, environmental assessment, and landscape component in the planning and construction of new roads, and in the improvement of existing roads.

Policy 1.2.7: [M] **(Eff. 12/15/11)**

Require that all new or rebuilt multi-lane (four or six-lane) arterial and major collector streets be constructed with grassed and/or landscaped medians where sufficient right-of-way can be obtained, unless limited by environmental constraints.

Policy 1.2.8: [M] **(Eff. 12/15/11)**

Provide a safe, accessible environment and support active living for students by: developing and maintaining programs to increase biking and walking to schools; prioritizing sidewalk and bicycle infrastructure within a two mile radius of primary schools; and continuing to identify, fund and build Safe Routes to Schools projects.

Policy 1.2.9: [M] **(Eff. 12/15/11)**

Special consideration shall be given to areas with concentrations of students, seniors, low-income families or others that are more dependent on modes other than the automobile to provide a safe, accessible environment.

Policy 1.2.10: [M] **(Eff. 12/15/11)**

Educate the population on the health benefits of non-motorized modes of transportation. Increase safety to those who choose to walk or ride a bicycle by educating the public on existing laws related to motor vehicle, bicycle and pedestrian operation and interaction.

Policy 1.2.11: [M] **(Eff. 12/15/11)**

Enforce vehicle, bicycle and pedestrian regulations concerning obedience of traffic control signals and devices, use of pedestrian crosswalks, walking along the roadway, etc. Provide proper pavement markings and signage to enhance recognition of bicycle lanes and pedestrian crossings.

Policy 1.2.12: [M] **(Eff. 12/15/11)**

Adopt and maintain a City and County sign ordinance to control sign and billboard placement and limit lighted and motion activated sign usage.

Policy 1.2.13: [M] **(EFF. 12/15/11)**

Wherever feasible, bury utility lines. Priority should be given to areas where underground utilities can be incorporated into roadway construction and reconstruction projects.

Policy 1.2.14: [M] **(EFF. 12/15/11)**

Coordinate the transportation systems in Tallahassee and Leon County with one another and with the programs of the Capital Region Transportation Planning Agency and the Florida Department of Transportation to implement land use, transportation, and parking policies that promote transportation choice and to overcome identified deficiencies in the multimodal transportation network.

Objective 1.3: [M] **(EFF. 12/15/11)**

ENVIRONMENTAL AND NEIGHBORHOOD PROTECTION

Evaluate and minimize impacts of transportation projects on the natural environment and neighborhood integrity by using transportation demand reduction strategies to maximize existing roadway capacity, reduce the need for new roadway construction or expansion, reduce peak time traffic, reduce vehicle miles traveled, and reduce greenhouse gas emissions and other environmentally damaging pollutants.

Policy 1.3.1: [M] **(EFF. 12/15/11)**

Evaluate the natural features of Leon County, as delineated in the future land use and conservation elements, to avoid fragmenting and degrading regionally significant natural resources, wildlife corridors, greenways, and aquifers when planning new or expanding existing transportation facilities.

Policy 1.3.2: [M] **(EFF. 12/15/11)**

Reduce demand for more and wider roads by evaluating traffic operations to maximize efficiency of the existing street system capacity and support modal shifts to public transit, bicycling and walking.

Policy 1.3.3: [M] **(EFF. 12/15/11)**

Coordinate with Commuter Services of North Florida and state agencies regarding transportation demand reduction strategies such as staggered work hours for major employers, ridesharing, and parking fees.

Policy 1.3.4: [M] **(EFF. 12/15/11)**

Design, construct, and maintain transportation facilities to prevent flooding, minimize pollution, and maintain natural stormwater quantity, timing, rate, and direction of flow characteristics consistent with the adopted Stormwater Level of Service Standard.

Policy 1.3.5: [M] **(EFF. 12/15/11)**

Require an analysis that measures environmental and neighborhood impact prior to funding any new roadway alignments, construction, or changes to the traffic circulation system. The level and type of review may vary with the anticipated impact, and shall include community involvement.

Policy 1.3.6: [M] **(EFF. 12/15/11)**

Require tree plantings, where practical, for both new and old roads to increase screening, beauty, runoff control and reduction of summer heat. Existing trees shall be protected during transportation system development and maintenance.

Policy 1.3.7: [M] **(EFF. 12/15/11)**

Aesthetically enhance and provide added environmental protection to existing and new transportation corridors by the following methods which include but are not limited to:

a) Incorporating for new, or increasing for existing corridors, the number of green spaces/open spaces and pedestrian oriented areas.
b) Recognizing plantations as a significant part of the natural landscape when roads are being designed in areas of the County where they are present.
c) Encouraging the use of native vegetation and natural systems such as swales to control runoff.
d) Maintaining natural ground cover, canopy and understory where new roads are built.
e) Design public infrastructure improvements to minimize development impacts to protect designated canopy roads consistent with the Conservation Element.
f) Applying access management strategies that enhance the character of transportation corridors and gateways to the community by promoting shared access and consolidated signage and preserving green space for landscaping.

Objective 1.4: [M] **(EFF. 12/15/11)**

CONNECTIVITY & ACCESS MANAGEMENT

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

Policy 1.4.1: [M] **(EFF. 12/15/11)**

Require vehicular, pedestrian, and bicycle interconnections between adjacent, compatible development; and require these interconnections between adjacent, incompatible developments if it has the potential to reduce the vehicular traffic on the external street system without negatively impacting either development.

Policy 1.4.2: [M] **(Eff. 12/15/11)**

Utilize context sensitive roadway design and traffic calming to allow connectivity while mitigating the effects of through traffic on neighborhoods.

Policy 1.4.3: [M] **(Eff. 12/15/11)**

Within the Urban Service Area, require private developers to include bikeways and pathways or sidewalks within proposed developments and connecting to surrounding land uses.

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

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

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

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

Policy 1.4.6: [M] **(Eff. 12/15/11)**

Connections to and from energy efficiency districts. The transit, bike, and pedestrian networks within energy efficiency districts shall recognize the districts as activity nodes and thus logically interconnect with and service the surrounding areas.

Policy 1.4.7: [M] **(Eff. 12/15/11)**

Energy Efficiency District Network and Connectivity. Energy efficiency districts shall have a dense, interconnected network of local and collector streets, sidewalks, bikelanes, and shared-use paths in accordance with the following:

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

shopping areas, employment centers, transit stops, neighborhood parks, and schools.

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

Policy 1.4.8: [M] **(EFF. 12/15/11)**

The City of Tallahassee and Leon County shall adopt and maintain access management ordinances and supporting design standards to control the location, spacing, operation and design of access connections and median openings. Development access shall be designed to protect the maximum service volume, safety, and operating characteristics of transportation facilities that it impacts, considering impacts to all modes and users.

Policy 1.4.9: [M] **(EFF. 12/15/11)**

No new lot or parcel shall be platted or created along arterial or collector roadways that would result in connection spacing that does not comply with the applicable local or FDOT connection spacing standard.

Policy 1.4.10: [M] **(EFF. 12/15/11)**

Properties under the same ownership, consolidated for development, or part of phased development plans shall be considered one property for the purposes of access management. Access points to such developments shall be the minimum necessary to provide reasonable access, rather than the maximum available for that property frontage.

Policy 1.4.11: [M] **(EFF. 12/15/11)**

Service roads shall be used for access to development in the area surrounding new freeway interchanges and shall be separated from interchange ramps at a distance that conforms with the applicable FDOT or local access spacing standards, in order to preserve safe and efficient traffic operations in the interchange area. Circulation systems for interchange area development shall be continuous and designed to support both vehicular and pedestrian mobility.

Policy 1.4.12: [M] **(EFF. 12/15/11)**

Flexibility shall be provided in administration of access spacing standards to accommodate minor deviations, where appropriate, and to ensure that no property is denied reasonable access to the transportation system. Major deviations from access spacing standards shall not be granted until every feasible option for meeting access management standards has been explored and deemed impractical.

Policy 1.4.13: [M] **(EFF. 12/15/11)**

As Capital Circle is converted to a high capacity, multi-lane arterial, future access-points shall be limited so that the improved roadway will function more efficiently and safely for

its intended purpose. In order to protect traffic capacity of the improved roadway and to assure public safety, the following policies will apply:

1) No new parcel shall be platted nor created through subdivision that results in a parcel with sole access to Capital Circle. Consolidation of two or more parcels that currently have access to Capital Circle into a parcel with a single access to Capital Circle shall be permitted;
2) New development abutting Capital Circle shall contribute to the development of a supporting system of local or collector roads, service roads, and/or shared access systems (e.g. joint use driveways), as an alternative to individual driveway access.
3) Where individual driveways must be provided to preserve reasonable access to a development site, applicants shall enter an agreement to cooperate in any future project to consolidate access points or to share access with abutting properties as opportunities arise.

Objective 1.5: [M] **(EFF. 12/15/11)**

LEVELS OF SERVICE

Establish transportation level of service (LOS) standards in order to measure the impacts of new development on, and to prioritize improvements to, the transportation system.

Policy 1.5.1: [M] **(EFF. 12/15/11)**

The peak hour roadway level of service for Tallahassee and Leon County is established as follows:

Table 1: Peak hour roadway level of service

Functional Classification	**Inside the USA**	**Outside the USA**
Interstate, Intrastate, Limited Access Parkways	C	B
Principal Arterials	D	C
Minor Arterials	D / E*	C
Major and Minor Collectors	D / E*	C
Local Streets	D	D

*For Minor Arterials, and Major and Minor Collectors located inside the Urban Service Area and south of U.S. 90, the Level of Service shall be "D" for purposes of establishing priorities for programming transportation improvements, and "E" for meeting concurrency requirements, to support the Southern Strategy. Roads north of U.S. 90 shall be LOS D for both programming improvement and concurrency purposes.

Policy 1.5.2: [M] **(EFF. 12/15/11)**

The level of service on all roadway facilities on the state highway system operating at the state recommended adopted minimum level of service standard or better at the time of adoption of the Comprehensive Plan will be maintained at the state adopted minimum level of service standard or a more strict local standard for the facility (if required adopted as part of the Plan). Level of service will be based on revised peak hour data compiled after Plan adoption.

Policy 1.5.3: [M] **(EFF. 12/15/11, REV. EFF. 8/9/2012)**

The Roadway Level of Service Standards established under Goal 1.5, and as may be duplicated in the Capital Improvements Element, may be waived if a mobility fee program is adopted into the local concurrency management manuals by the City and/or County Commissions. If implemented, the mobility fee program shall:

1) account for the fact that development further from activity nodes creates greater fiscal and environmental costs to the community;
2) support compact, mixed use development and redevelopment within adopted energy efficiency districts.

Policy 1.5.4: [M] **(EFF. 12/15/11)**

The City of Tallahassee and Leon County Concurrency Management systems will accumulate all development impacts, both below and above threshold standards, to determine cumulative impact of individual development orders. Cumulative impacts of all development will be monitored in order to maintain adopted level of service standards.

Policy 1.5.5: [M] **(EFF. 12/15/11)**

MMTD Areawide Multimodal Level of Service Standards and Performance Targets. In order to create community design that supports mobility, the following performance standards are established for the Multimodal Transportation District.

Table 2: MMTD Areawide Multimodal Level of Service Standards

Areawide Multimodal Level of Service Standards (Pursuant to F.S. 163.3180(15)(c))			
Pedestrian	**Transit**	**Bicycle**	**Automobile**
C	C	D	E+50%

In addition, because areawide level of service measures based on computer models do not recognize the full breadth of conditions affecting pedestrian, cycling, and transit comfort, safety and convenience, the following performance targets are also established. It is recognized these targets may take more than the 20 year planning period of this document to achieve, but are provided as continuing guidance for plan updates and capital investments.

Table 3: MMTD Areawide Multimodal Performance Targets

a) Areawide modal split:		
	Trips that both originate & end within the district	Trips originating or ending outside the district (not including pass through trips)
Transit	40%	25%
Bike/pedestrian	30%	10%
Automobile	30%	65%
b) Bicycle and Pedestrian Mobility		
i)	Formally designated north/south & east/west bicycle routes functioning at LOS C or better are provided at 1½ mile intervals	
ii)	All buses are equipped with bicycle racks	

iii)	All sidewalk and bicycle facilities within ½ mile of StarMetro transfer points function at LOS C or better;
iv)	All superstops are equipped with bicycle parking
v)	All intersections within ½ mile of StarMetro transfer points incorporate features to support safe and comfortable crossing for pedestrians and cyclists
c) Transit Mobility	
i)	All employees and dwelling units are within ¼ mile of a transit stop
ii)	80% of transit routes operate with 20 minute headways or less
iii)	80% of employees and dwelling units are served by routes operating at least 16 hours a day
iv)	40% of transit stops include benches, signage, lights, and covered or enclosed waiting areas
v)	80% of employees and dwelling units are within 1 mile of a StarMetro transfer point.
d) In Relation to Educational Uses	
i)	All pedestrian and bicycle facilities within 2 miles of primary schools function at LOS C or better
ii)	50% of students at Florida State University (FSU), Florida A&M University (FAMU), and Tallahassee Community College (TCC) commute to campus via non-auto modes
iii)	At least three satellite parking facilities for students are located outside of the MMTD but within a 20 minute transit ride of FSU, FAMU, or TCC

Policy 1.5.6: [M] **(EFF. 12/15/11)**

Transportation Concurrency within the MMTD. Pursuant to F.S. 163.3180(15)(c), development permits may be issued in reliance upon all planned community design capital improvements that are financially feasible over the development or redevelopment timeframe for the MMTD, without regard to the period of time between development or redevelopment and the scheduled construction of the capital improvements. Reflecting the purpose of a MMTD to promote higher density infill and to create a safe, desirable environment for pedestrians, the capital improvements plan will reflect primary emphasis on bicycle, pedestrian, and transit projects.

Policy 1.5.7: [M] **(EFF. 8/9/12)**

Changes to roadway segment capacity that result from the reduction or restriction of automobile laneage from existing conditions in order to implement multimodal or other non-automobile-oriented comprehensive planning goals will not require transportation concurrency mitigation. An analysis shall be conducted of transportation and land use impacts on parallel roadways that would result from the lane changes.

Objective 1.6: [M] **(EFF. 12/15/11)**

CORRIDOR PRESERVATION

Identify right-of-way needed for planned future transportation improvements and protect it from building encroachment as development occurs to preserve the corridor for transportation use, to maintain transportation level of service for concurrency, to improve coordination between land use and transportation, and to minimize the adverse social, economic, and environmental impacts of transportation facilities on the community.

Policy 1.6.1: [M] **(EFF. 12/15/11)**

The City and County shall adopt and maintain corridor management ordinances, in accordance with subsection 337.273(6), F.S., which are designed to protect future transportation corridors designated in the Tallahassee-Leon County Comprehensive Plan from development encroachment, to provide for right-of-way acquisition, and to mitigate potential adverse impacts on affected property owners.

Policy 1.6.1(a): [M] **(EFF. 12/15/11)**

Development orders may require conveyance of transportation rights-of-way consistent with a Future ROW Needs Map and Future Right-of-Way Needs and Access Classifications Table, as a condition of plat or development approval, provided that any required dedication shall not exceed the amount of land that is roughly proportionate to the impacts of the development on the transportation network.

Policy 1.6.2: [M] **(EFF. 12/15/11)**

Acquire and maintain sufficient right-of-way when building new roads or widening old facilities in order to protect waterbodies, wetlands, and flood plains. Plan corridor alignments to avoid environmentally sensitive areas and where this is not possible, acquire wide roadside buffers and prohibit driveways by purchase of access rights, as necessary, to prevent development from occurring within the environmentally sensitive area, as a result of the roadway availability.

Policy 1.6.3: [M] **(EFF. 12/15/11)**

Future right-of-way needs for selected transportation corridors designated for improvement in the Tallahassee-Leon County Comprehensive Plan are generally depicted in the table below and in the Future Right-of-Way Needs Map and the Long Range Transportation Plan.

Table 4: Future Right-of-Way Needs Without an Existing Corridor Alignment

Future Right-of-Way Needs WITHOUT an Existing Corridor Alignment	
Functional Classification	**ROW (ft.)[1] [3]**
Blueprint Principal Arterial[4]	230
Principal Arterial	200
Minor Arterial	176
Major Collector	146
Minor Collector	100

Notes:

1) Widths represent maximum anticipated ROW needs for generalized corridors; not precise alignments. Where a specific alignment is established through alignment studies, engineering studies or design, such alignment shall apply for the purpose of development review. Actual road location and design will be determined by specific corridor and design studies.
2) Alternative widths may be established by the local government, in consultation with other affected agencies, pursuant to an adopted Critical Area Plan or based

upon an analysis of existing constraints, community planning objectives, and other considerations unique to the roadway or surrounding land development.

3) In addition to the number of travel lanes, the following are important considerations in the determination of right-of-way needs for future corridors:
   a. Space for sidewalks to provide safe and convenient movement of pedestrians.
   b. The provision of bike lanes or separate bike paths.
   c. Space for current or future location of utilities so that, when necessary, they can be safely maintained without undue interference with traffic. The utility strip needs to be of sufficient width to allow placement of a water main so that in the case of rupture, neither the roadway pavement nor adjacent property will be damaged.
   d. Accommodation of stormwater at the surface or in storm drains.
   e. Accommodation of auxiliary lanes at intersections.
   f. Placement of trees to improve the aesthetic qualities of the roadway, to shade pedestrians, and improve community appearance. The space needs to be adequate to accommodate tree growth without damaging sidewalks, abutting development, or curb and gutter.
   g. Allowing for changes in the paved section, utilities, or other modifications, that may be necessary in order to meet unseen changes in vehicular, pedestrian, bicycle, or other transportation needs as a result of changes in land use and activity patterns.

2) Planned ROW needs for Capital Circle from Centerview to W. Tennessee, as accepted by the Blueprint Intergovernmental Agency on November 19, 2001.

Policy 1.6.4: [M] **(EFF. 12/15/11)**

All proposed development plans on designated future transportation corridors shall be reviewed for consistency with the Future Right-of-Way Needs Map, the Long Range Transportation Plan, and any specific alignment or engineering studies and shall be consistent with identified right-of-way needs for designated future transportation corridors as a condition of development approval.

Policy 1.6.5: [M] **(EFF. 12/15/11)**

The Future Right-of-Way Needs Map shall be reviewed, and updated if necessary, every five years concurrent with the Long Range Transportation Plan update, or more frequently as necessary to address the growth and mobility needs of the local government.

Policy 1.6.6: [M] **(EFF. 12/15/11)**

City and County Staff shall consult with the Florida Department of Transportation in determining conceptual alignments, acquiring future right-of-way, and reviewing proposed development that substantially impacts state highways designated for improvement in the Tallahassee-Leon County Comprehensive Plan to ensure that local decisions are consistent with state and federal policy, and to ensure that development

activity does not substantially impair the viability of the future state transportation corridor.

Policy 1.6.7: [M] **(EFF. 12/15/11)**

Explore land banking policies, procedures and funding options to facilitate early acquisition of right-of-way for designated future transportation corridors.

Policy 1.6.8: [M] **(EFF. 12/15/11)**

Right-of-way acquisition shall be facilitated by the establishment of a program to identify, prioritize, and acquire needed right-of-way consistent with the Right-of-Way Needs Map and Capital Improvements Element.

Policy 1.6.9: [M] **(EFF. 12/15/11)**

Where needed right-of-way is identified in the energy efficiency district connectivity plans, such projects shall also be included on the Right-of-Way Needs Map and/or in the Long Range Transportation Plan.

Goal 2: [M] (EFF. 12/15/11)

TRANSIT

Capture a five to ten percent mode share through the development and improvement of the mass transit system so that transit is seen as a viable alternative to the automobile as a means of transportation.

Objective 2.1: [M] (EFF. 12/15/11)

IMPLEMENTATION STRATEGIES

In coordination with the Metropolitan Planning Organization, City of Tallahassee, Leon County and the Florida Department of Transportation, expand the integration of mass transit planning into the overall transportation delivery system by coordination of the short-range transit operations plan, Transit Development Plan, Bicycle and Pedestrian Master Plan and Long Range Transportation Plan development.

Policy 2.1.1: [M] **(EFF. 12/15/11)**

Land use regulations shall be developed which emphasize pedestrian movement and the use of transit.

Policy 2.1.2: [M] **(EFF. 12/15/11)**

Systematically extend and/or modify transit routes within the urban area to provide access to major employment, shopping, and business, recreational and other activity centers.

Policy 2.1.3: [M] **(EFF. 12/15/11)**

Coordinate the location and design of office parks to foster ride sharing and transit use.

Policy 2.1.4: [M] **(EFF. 12/15/11)**

Discourage single occupancy vehicle use through design criteria for new development and innovative programs such an employee pass program.

Policy 2.1.5: [M] **(EFF. 12/15/11)**

Encourage the elimination of the subsidy of public employee parking to encourage ride sharing and transit use.

Policy 2.1.6: [M] **(EFF. 12/15/11)**

Develop and maintain a marketing strategy and campaign to inform the public on mass transit and to increase ridership.

Policy 2.1.7: [M] **(EFF. 12/15/11)**

The potential impacts upon transit shall be determined and utilized in evaluating highway projects when planning new roads or capacity expansions to existing roads.

Policy 2.1.8: [M] **(EFF. 12/15/11)**

For purposes of evaluating transit level of service over the Plan Horizon and to implement the Regional Mobility Plan goal of a 10% modal split, the local government should expand coverage to serve 80 to 89 percent of the residential population within the Urban Service Area by a transit route along an arterial or collector roadway within approximately 1/2 mile.

Policy 2.1.9: [M] **(EFF. 12/15/11)**

Revisions to and expansion of transit service will be based on existing and major trip generators and densities to provide efficient mass transit services.

Policy 2.1.10: [M] **(EFF. 12/15/11)**

Future transit planning for Tallahassee and Leon County will include provisions for determining the location of transit regional transfer facilities and/or superstops.

Policy 2.1.11: [M] **(EFF. 12/15/11)**

To provide efficient transit for Tallahassee and Leon County, future transit planning will address provisions for efficient and frequent service based on trip generations and density of land uses, safe and convenient transit facilities and adaptation for the special needs of the transportation disadvantaged.

Objective 2.2: [M] **(EFF. 12/15/11)**

TRANSIT ALTERNATIVES

Adopt and maintain a plan for expanding the transit system beyond buses.

Policy 2.2.1: [M] **(EFF. 12/15/11)**

Initiate a study to evaluate the alternative types of transit in relation to their potential use in the City.

Policy 2.2.2: [M] **(EFF. 12/15/11)**

Develop a long-range master plan for building the transit system type determined to be most feasible in Policy 2.2.1.

Objective 2.3: [M] **(EFF. 12/15/11)**

PROTECTION OF FUTURE TRANSIT CORRIDORS

Develop and maintain a plan that identifies future transit rights-of-way and corridors and provides means of protecting and acquiring such areas.

Policy 2.3.1: [M] **(EFF. 12/15/11)**

Existing and future transit rights-of-way and corridors shall be identified as a part of the comprehensive plan for integrating transit into the existing transportation system.

Policy 2.3.2: [M] **(EFF. 12/15/11)**

Incentives to encourage the donation of transit rights-of-way and corridors shall be developed.

Policy 2.3.3: [M] **(EFF. 12/15/11)**

Development agreements and land use regulations shall be utilized to preserve future transit corridors.

Objective 2.4: [M] **(Eff. 12/15/11)**

Funding of Transit

By 2012, alternative and innovative funding sources shall be developed to support an effective transit system.

Policy 2.4.1: [M] **(Eff. 12/15/11)**

Transit shall be regarded as a vital public service with increased funding to allow it to compete with the private automobile on an equal basis.

Policy 2.4.2: [M] **(Eff. 12/15/11)**

Funding for transit operating expenses should include and should not be limited to the following sources: sales tax, property tax, future charter county surtax, gas tax, impact fees, and the significant benefits program.

Objective 2.5: [M] **(Eff. 12/15/11)**

Transportation for Disadvantaged

Provide for full implementation of the requirements of Chapter 427, Florida Statutes and Section 3046(a)(9) of the SAFETEA-LU Act regarding planning and coordination of human services transportation in meeting the needs of the transportation disadvantaged.

Policy 2.5.1: [M] **(Eff. 12/15/11)**

A needs assessment of the transportation disadvantaged shall be undertaken.

Policy 2.5.2: [M] **(Eff. 12/15/11)**

An assessment of existing public and private transit programs shall be undertaken with an analysis to determine unmet needs.

Policy 2.5.3: [M] **(Eff. 12/15/11)**

A strategy to meet identified unmet needs shall be developed with emphasis being given to meeting the needs of the transportation disadvantaged (i.e., those individuals who because of physical or mental disability, income status, or age are unable to transport themselves or to purchase transportation).

Goal 3: [M] (Eff. 12/15/11)

Aviation

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

Objective 3.1: [M] (Eff. 12/15/11)

Long Term Implementation Guidelines

Expand and improve on a phased, incremental basis, the aviation facilities at and the access to Tallahassee Regional Airport to meet the transportation needs of the Capital Region while maintaining consistency with all elements of the comprehensive plan. The Tallahassee Regional Airport Master Plan will be maintained and monitored on an ongoing basis to ensure that implementation of the plan meets the aviation needs of the area.

Policy 3.1.1: [M] (Eff. 12/15/11)

Implement the Tallahassee Regional airport Master Plan for the Year 2005 and implement the recommendations of the Tallahassee Regional Airport Noise Compatibility Plan.

Objective 3.2: [M] (Eff. 12/15/11)

Access to Airport

Access routes to the Tallahassee Regional Airport will be integrated with the street and highway planning process of the City, County, MPO, and Florida DOT. Alternative modal choices will be studied as part of the mass transportation planning process.

Policy 3.2.1: [M] (Eff. 12/15/11)

An appropriate gateway from the airport to Downtown/Capitol Center/University destinations shall be designated and improved. Such improvements shall consider roadway capacity, adjacent land uses, landscaping, and incorporation of future mass transportation facilities.

Policy 3.2.2: [M] (Eff. 12/15/11)

Conduct a feasibility study to determine the need for, type of, and proposed location of mass transportation services between the airport and priority destinations within the urban area.

Policy 3.2.3: [M] **(EFF. 12/15/11)**

The interface between the roadway network and the airport vehicle circulation system shall be designed, constructed, and signalized (when warranted) to provide efficient on-site and off-site traffic flow.

Policy 3.2.4: [M] **(EFF. 12/15/11)**

The City of Tallahassee will coordinate any aviation facilities plan with U.S. Army Corps of Engineers, the Federal Aviation Administration, the MPO, military service, the FDOT 5 Year Transportation Plan and the Continuing Florida Aviation System Planning Process.

Policy 3.2.5: [M] **(EFF. 12/15/11)**

The Traffic Circulation and Mass Transit sub-elements shall consider future airport access needs.

Objective 3.3: [M] **(EFF. 12/15/11)**

CRITERIA FOR OPERATION AND MODIFICATION TO AIRPORT

Operation of and modification to Tallahassee Regional Airport shall take into account impacts to adjacent land uses, the natural resources, and the community in general.

Policy 3.3.1: [M] **(EFF. 12/15/11)**

Future modifications to airport facilities shall take into account the potential for noise and safety hazards to surrounding land uses.

Policy 3.3.2: [M] **(EFF. 12/15/11)**

Future modifications to airport facilities shall be accomplished so as to be compatible with nearby natural resources.

Policy 3.3.3: [M] **(EFF. 12/15/11)**

Aviation and related facilities development and expansion shall be consistent with the conservation element.

Policy 3.3.4: [M] **(EFF. 12/15/11)**

Aviation and related facilities development and expansion shall mitigate structural and non-structural impact on adjacent natural resources.

Policy 3.3.5: [M] **(EFF. 12/15/11)**

Additional parking shall be provided in ways that minimize impervious surfaces and that maintain the appearance of the airport terminal.

Policy 3.3.6: [M] **(EFF. 12/15/11)**

Aesthetics shall be considered in any future airport facility design.

Objective 3.4: [M] **(EFF. 12/15/11)**

LAND USE IN ADJACENT AREAS

Development near the airport shall occur in ways and at locations compatible with the airport's operation and expansion and with sensitivity to protecting existing residential and natural resources adjacent to the airport.

Policy 3.4.1: [M] **(EFF. 12/15/11)**

Land use decisions in the vicinity of the Tallahassee Regional Airport shall only be permitted if compatible with the current and future operation of the airport facility and the future land use element.

Policy 3.4.2: [M] **(EFF. 12/15/11)**

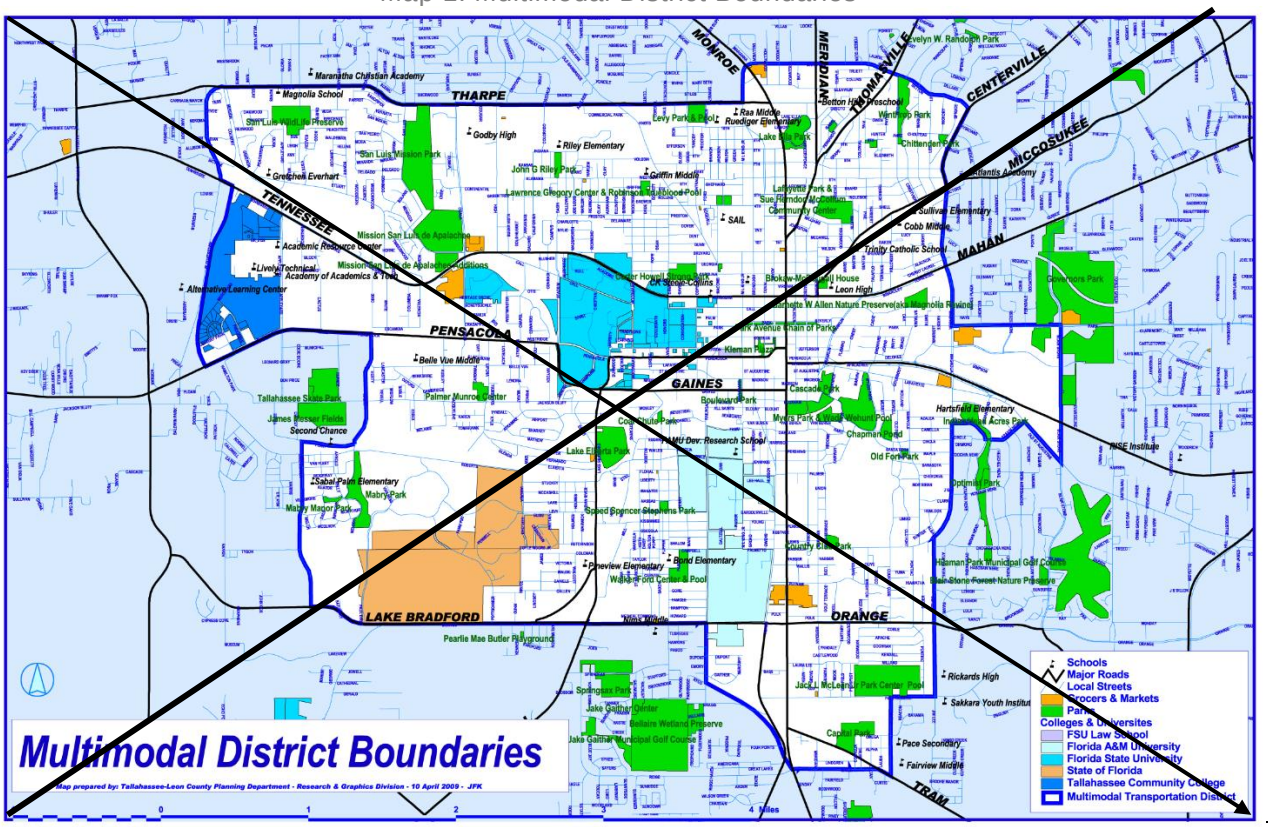
Residential development or other noise-sensitive land uses shall not be permitted within the predicted 65 Ldn noise contours without the use of mitigative noise control measures. Incompatible land uses in airport approach zones shall not be permitted. The high noise contours associated with the airport shall be publicized.

Policy 3.4.3: [M] **(EFF. 12/15/11)**

Additional land uses shall not be permitted in airport zones if, due to structural height, they hinder airport operation or reduce navigable airspace.

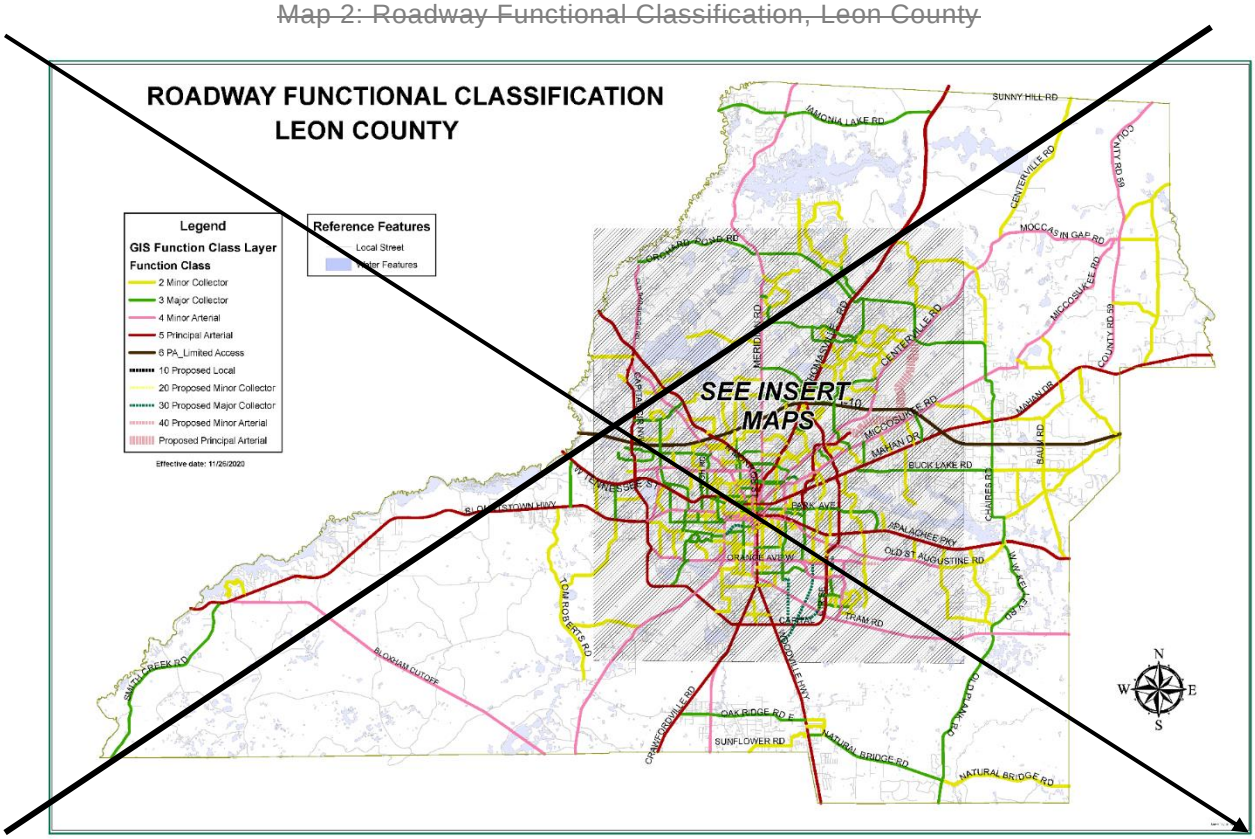
~~II. Mobility~~

~~Map 1: Multimodal District Boundaries~~



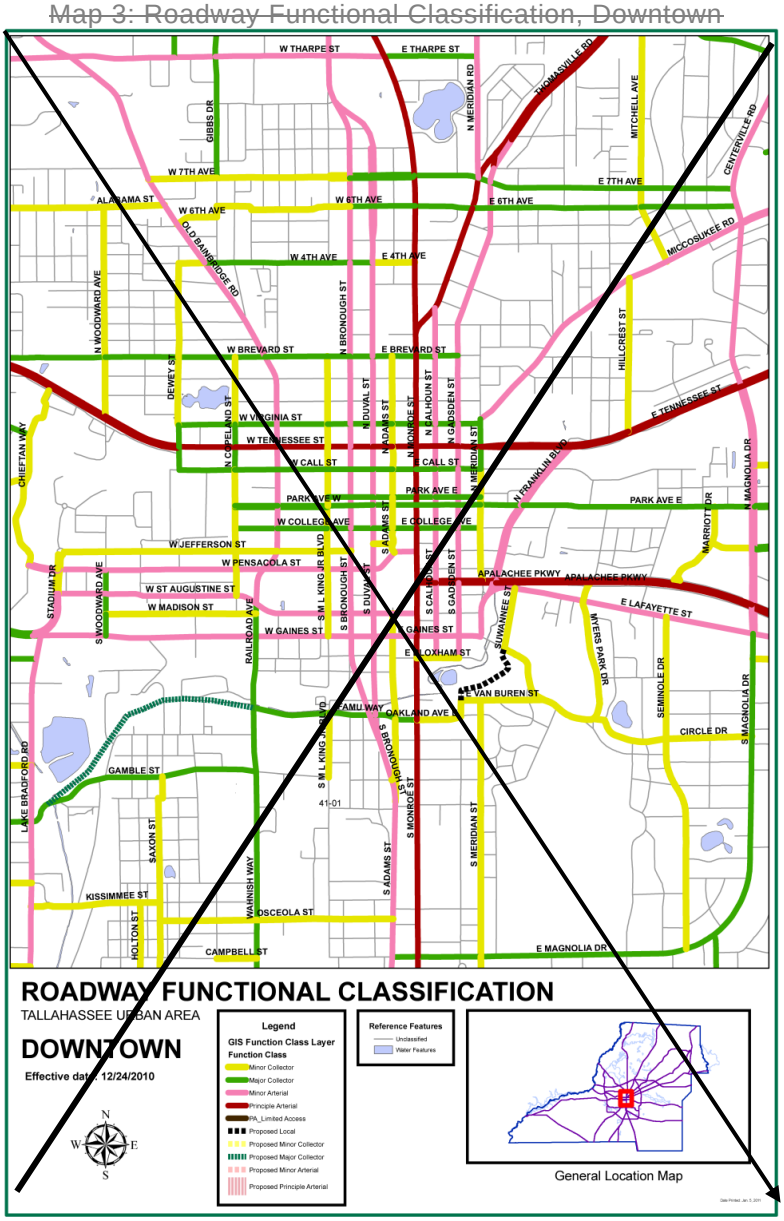
~~II. Mobility~~

~~Map 2: Roadway Functional Classification, Leon County~~



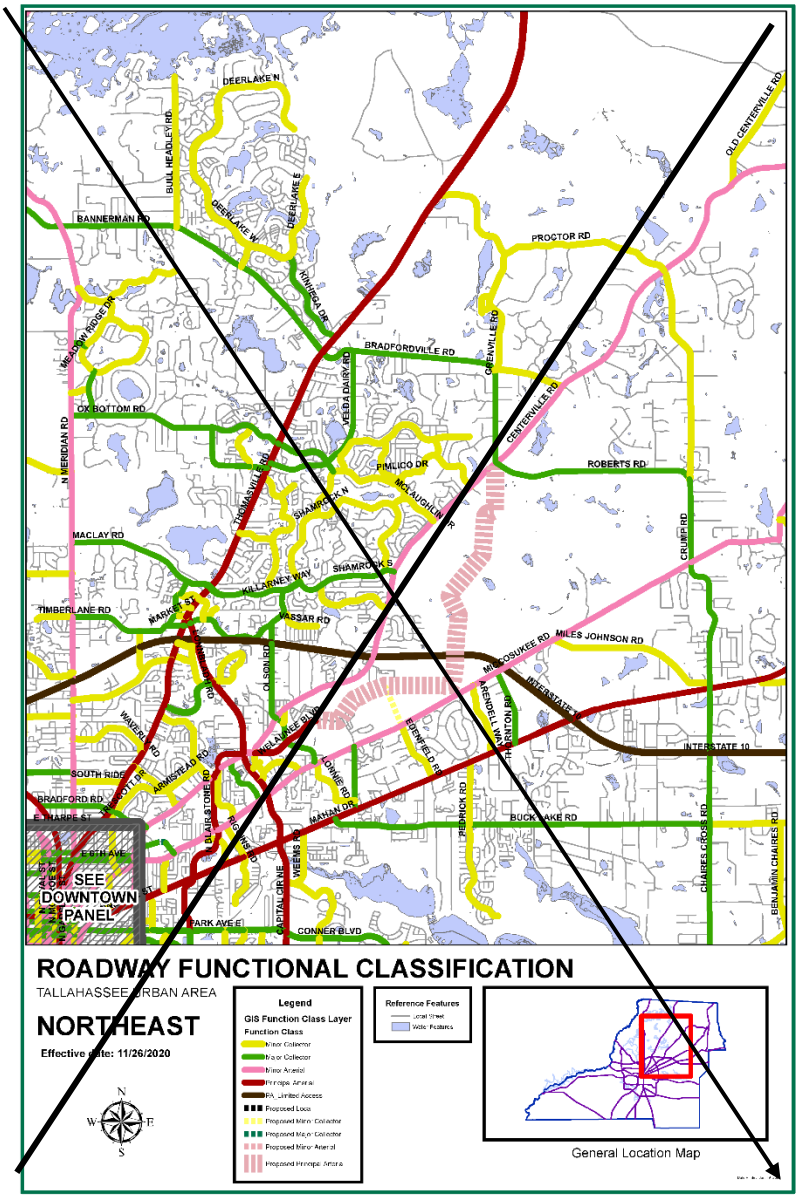
~~II. Mobility~~

~~Map 3: Roadway Functional Classification, Downtown~~



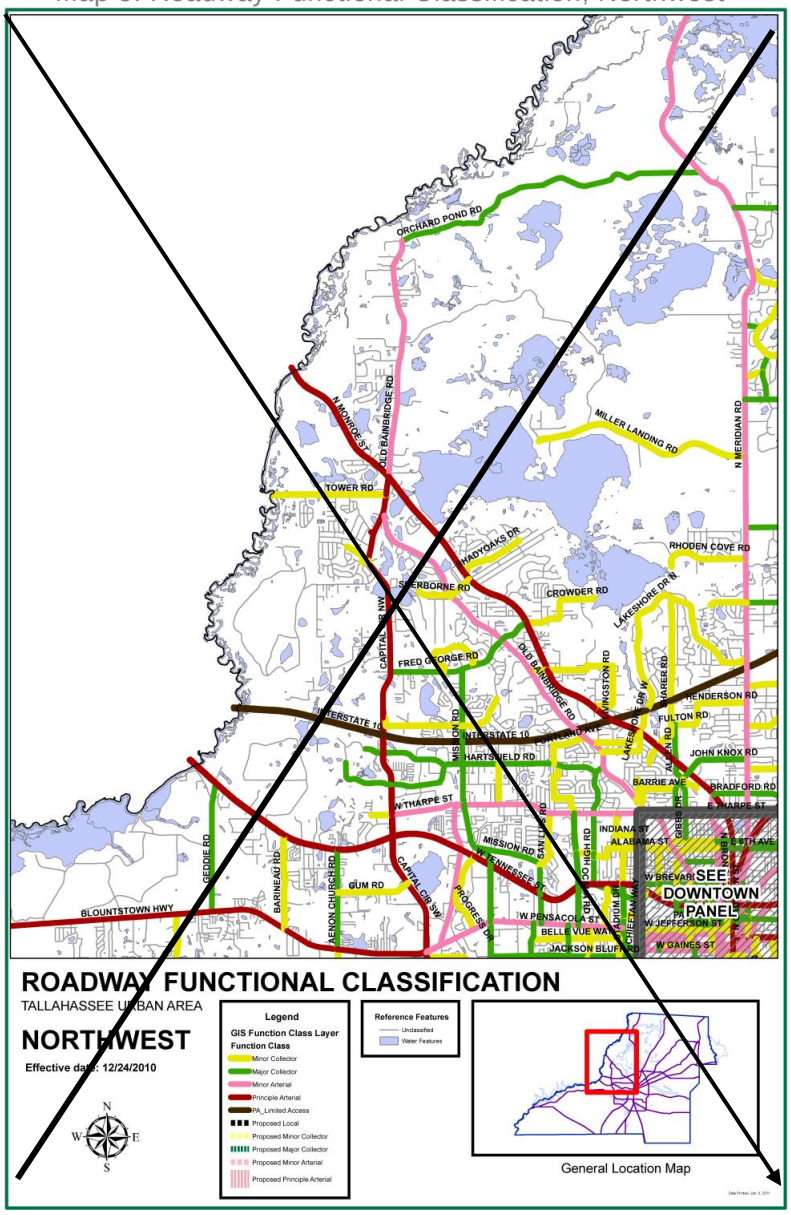
~~II. Mobility~~

~~Map 4: Roadway Functional Classification, Northeast~~



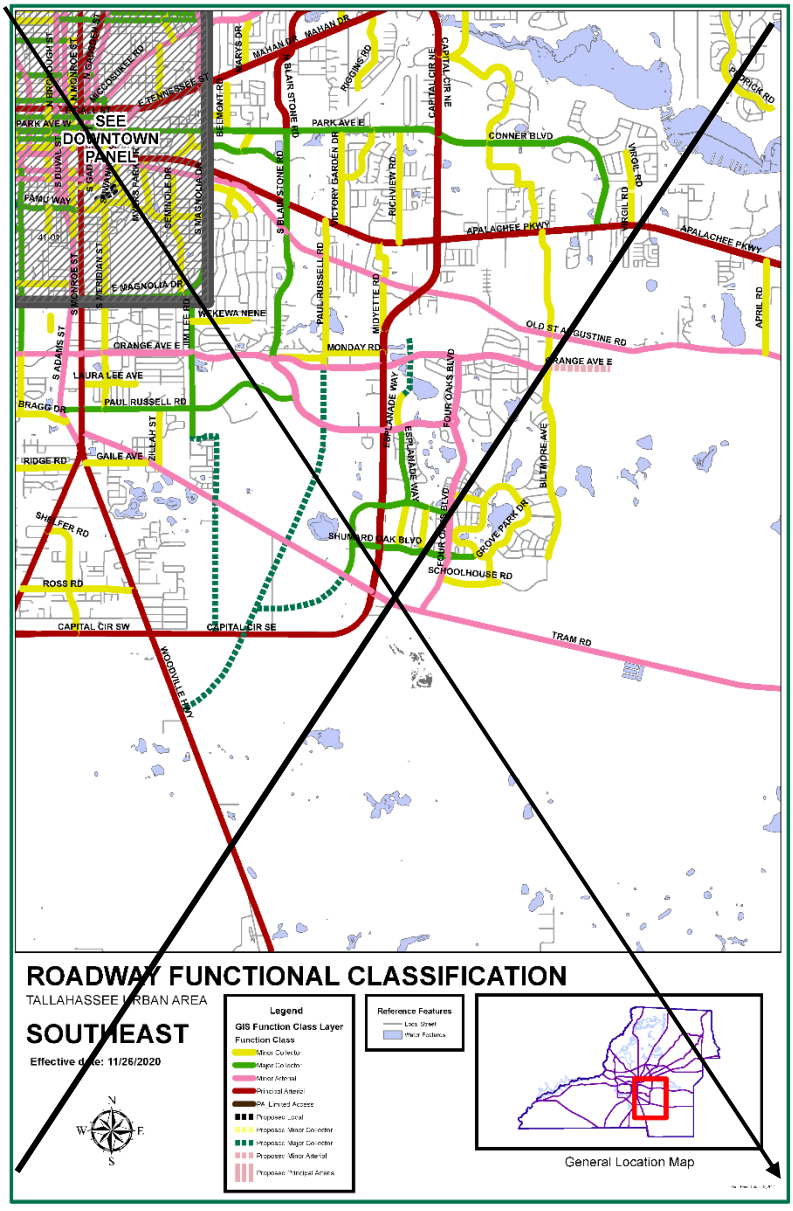
~~II. Mobility~~

~~Map 5: Roadway Functional Classification, Northwest~~



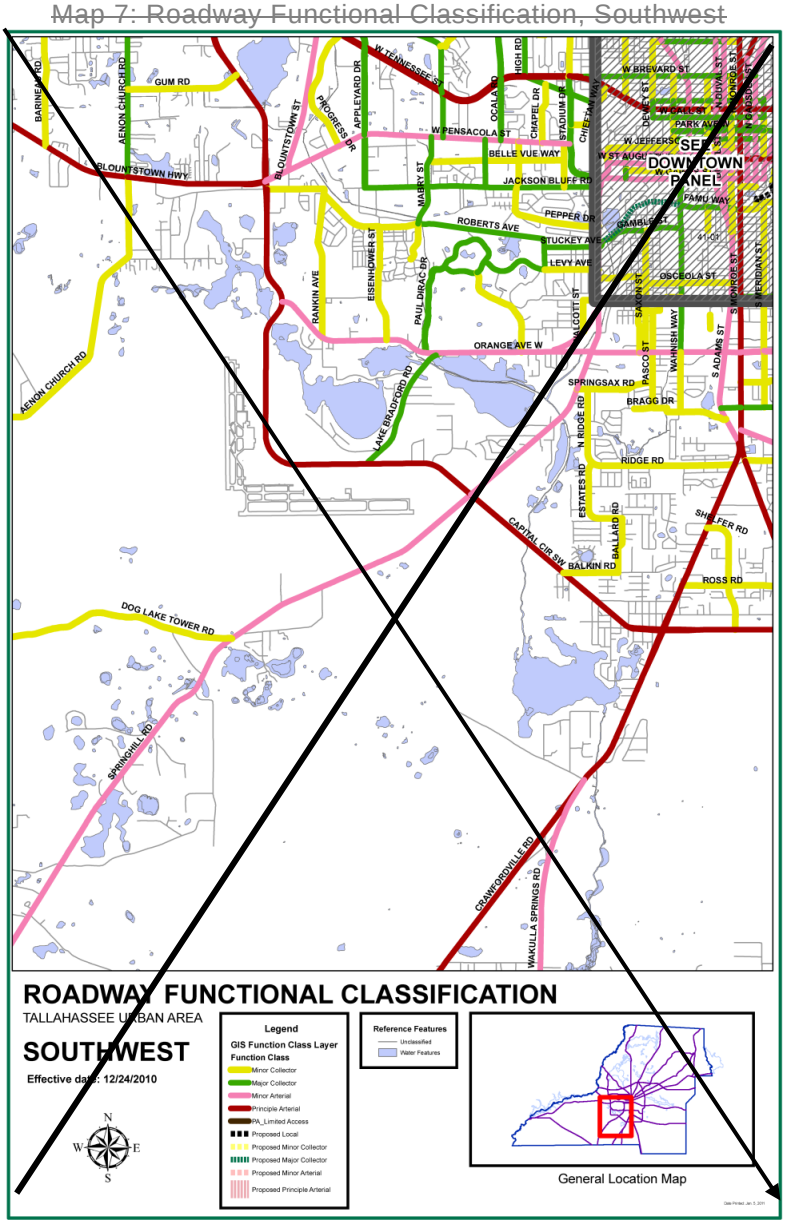
~~II. Mobility~~

~~Map 6: Roadway Functional Classification, Southeast~~



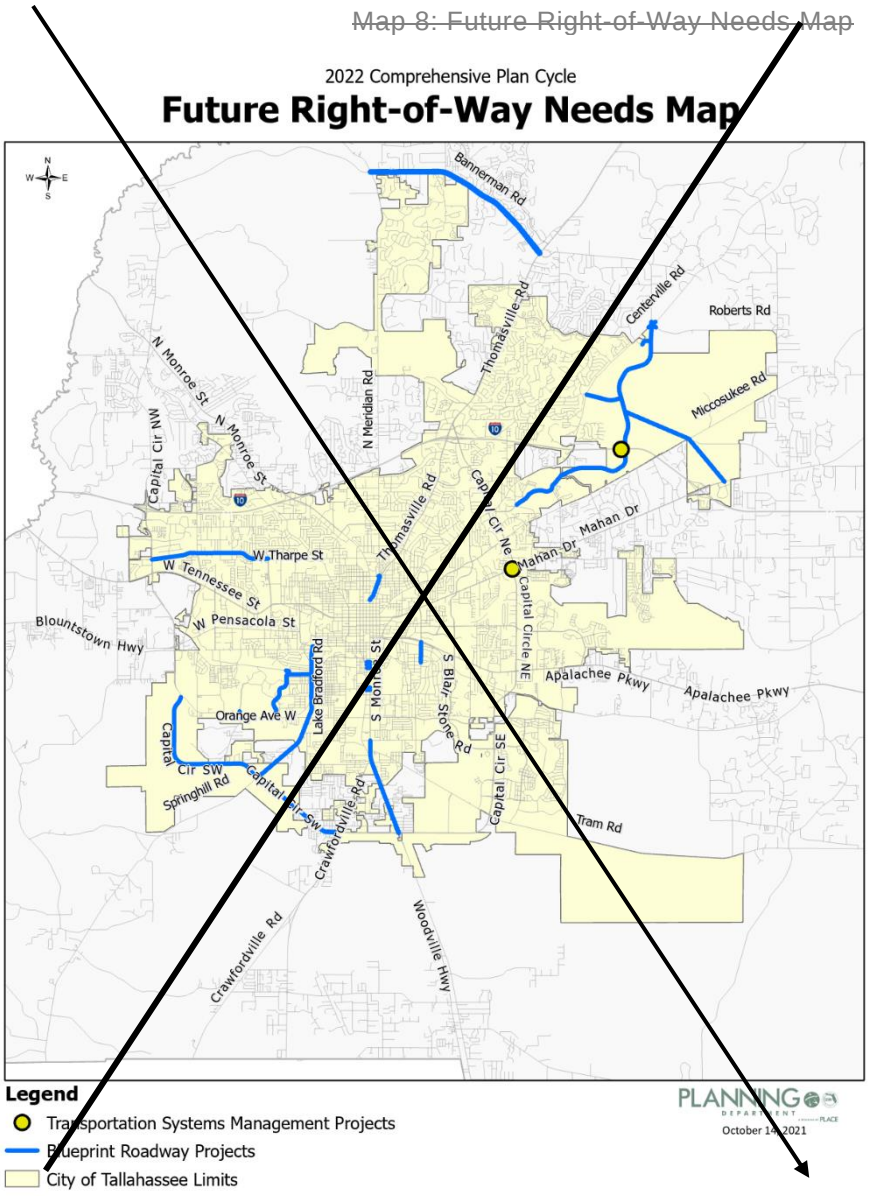
~~II. Mobility~~

~~Map 7: Roadway Functional Classification, Southwest~~



~~II. Mobility~~

~~Map 8: Future Right-of-Way Needs Map~~



GLOSSARY

ACCESS: **(EFF. 6/25/96)** The means of vehicular entry to or exit from property to or from a public or private road.

ACLF: **(EFF. 7/16/90)** Means adult congregate living facility as defined in Section 400.402 of the Florida Statutes.

ACQUISITION: **(EFF. 7/16/90)** Includes purchase, land exchange, donation, easement, assisting private owners in obtaining tax advantages, etc. "Purchase" shall include all acquisition costs, such as surveying and title insurance.

ACTIVE RECREATION FACILITY: **(EFF. 7/16/90)** Means those recreation lands and improvements that are facility oriented, i.e. swimming pools, ball fields, tennis courts.

ADJOINING LAND USES: **(EFF. 8/17/92)** Land uses on parcels which are touching or contiguous to each other, as distinguished from lying near to or adjacent. For purposes of this Plan, land uses on parcels that are separated from each other by a local or a minor collector street or roadway shall also be considered adjoining; land uses on parcels that are separated by a major collector or an arterial street or roadway or by a railroad right of way shall not be considered adjoining.

ADVANCED AIR MOBILITY: Vehicles and infrastructure associated with vertical take-off and landing (VTOL), air taxis, electric and hybrid short-to-medium distance aircraft. These vehicles may be piloted or autonomous and carry either passengers or cargo.

ADVANCED WASTEWATER TREATMENT: **(EFF. 4/10/09)** Treatment of sewage that goes beyond the secondary or biological wastewater treatment stage and includes the removal of nutrients such as phosphorus and nitrogen and a high percentage of suspended solids and biochemical oxygen demand.

AFFORDABLE HOUSING: **(REV. EFF. 7/20/05; REV. EFF. 12/24/10)** Housing that costs no more than 33% of the annual income of a household earning 80% or less of area median income (AMI) for homeownership and 60% AMI or less for rental housing, adjusted for the number of people in the household, as defined by the U.S. Department of Housing and Urban Development (HUD) annually.

AGRICULTURE: **(EFF. 7/6/15)** The production, keeping or maintenance, for sale, lease or personal use, of plants and/or animals useful to humans, including, but not limited to, the growing of crops, dairying, grazing, the raising and maintenance of poultry and other livestock, horticulture, nursery, forestry, and sod farms. Commercial feed lots, the raising of furbearing animals, riding academies, livery or boarding stables or dog kennels are not considered to be normal agricultural uses.

AGRITOURISM: **(EFF. 7/6/15)** Any agricultural related activity consistent with a bona fide farm or ranch or in a working forest which allows members of the general public to view or enjoy activities related to farming, ranching, historical, cultural or harvest-your-own attractions for recreational, entertainment or educational purposes.

ALTERED FLOODPLAINS: **(EFF. 7/16/90)** Areas within the 100 year floodplain that have been either ditched, drained, filled or have had structures built on them, any of which have diminished the flood storage capacity of the floodplain.

ALTERED WETLANDS: **(EFF. 8/17/92)** Wetlands that have been degraded to the extent their ecological function has been detrimentally impaired and the likelihood that they cannot be re-established except through a distinct program of man-made mitigation. Wetlands that can have beneficial function restored through natural processes will not be considered altered.

ARCHAEOLOGICAL SITE: **(EFF. 7/16/90)** A location that has yielded or may yield information on history or prehistory.

AREA PARK: **(EFF. 7/16/90)** Means those park facilities that serve the population of the urban service area, including but not limited to community parks and sports complexes.

BASIC LIVING SHELTER: **(EFF. 7/16/90)** Means a dwelling unit which, at a minimum, is structurally sound, includes indoor plumbing, has a functional heating source, and provides protection to its inhabitants from the elements.

BEST MANAGEMENT PRACTICES: **(EFF. 7/16/90)** Those practices and principles designed to reduce and manage non-point source pollution and in some cases, protect wildlife and habitat. These principles and practices are generally outlined in the latest updated version of various BMP manuals including “Silviculture Best Management Practices,” “Best Management Practices,” “A Landowners Handbook for Controlling Erosion for Forestry Operations,” “Management Guidelines for Forested Wetlands,” “DER: Florida Development Manual, A Guide to Sound Land and Water Management,” and other publications on best management practices that are accepted by the industries and regulatory bodies. The local government reserves the right to add to or alter BMPs in specific instances as part of development agreements or development orders.

BUFFER: **(EFF. 6/25/96)** Open spaces, planted areas, fences, walls, berms, any combination thereof, or any other structure or design mechanism that is used to physically separate or screen one land use from another so as to visually shield and/or mitigate potential negative impacts.

BUSINESS ACCELERATOR: **(EFF. 5/31/18)** An organization that offers a range of support services and funding opportunities for startup businesses, including capital and investment, mentorship, office space and supply chain resources.

BUSINESS INCUBATOR: **(EFF. 5/31/18)** Organizations that help new and startup companies develop by providing services such as management training or office space, and are often a good path to capital from investors.

CANOPY ROAD: **(EFF. 7/16/90)** Road designated by local government as having significant aesthetic, cultural and historical value.

CAPITAL FACILITIES: **(EFF. 7/16/90)** Means transportation systems or facilities, including roads, mass transit, bikeway, sidewalk and aviation facilities; sewer systems or facilities; solid waste systems or facilities; drainage and stormwater management systems or facilities; potable water systems or facilities; education systems or facilities; parks and recreation systems or facilities; and health systems or facilities.

CAPITAL INFRASTRUCTURE: **(REV. EFF. 8/17/92)** Consists of sewer and water, roads, mass transit, solid waste, drainage, and parks.

CAPITOL CENTER PLANNING COMMISSION: **(EFF. 8/17/92)** As defined by §272.12, Florida Statutes.

CDBG: **(EFF. 7/16/90)** Means the Community Development Block Grant, as authorized under Title I of the Housing and Community Development Act of 1974.

CLOSED BASIN: **(EFF. 7/16/90)** A naturally depressed portion of the earth's surface for which there is no natural outlet for runoff other than percolation, evaporation, or transpiration.

CLUSTERING: **(EFF. 12/7/99)** The grouping together of structures and infrastructure on a portion of a development site with the balance remaining undeveloped or reserved as green space, which may or may not be used for development at a later date.

COMMERCIAL: **(REV. EFF. 6/25/96)** Generally, an activity or business involving the sale of goods and/or services carried out for profit.

> **MINOR**: **(EFF. 7/16/90)** Provide for the sale of convenience goods and services to the immediate residential area. Gross floor area—less than 20,000 square feet except at a local street intersection where maximum allowable is 10,000 square feet.
>
> **NEIGHBORHOOD**: **(REV. EFF. 9/19/91)** Provide for the sale of convenience goods and personal services such as food, drugs, sundries and hardware items to one or more neighborhoods. Gross floor area—20,000 to 100,000 square feet. Except at intersection of collectors where maximum allowable is 50,000 square feet.

COMMUNITY: **(EFF. 7/16/90)** Same functions of neighborhood commercial but on a larger scale. Provide for sale of retail goods such as clothing, variety items, appliances and furniture, hardware and home improvement items. Gross floor area—100,000 to 200,000 square feet.

REGIONAL: **(EFF. 7/16/90)** Same functions of community center, provide full range and variety of shopping goods for comparative shopping such as general merchandise apparel, furniture and home furnishings. Gross floor area - 200,000 to 1,000,000 square feet.

HIGHWAY: **(EFF. 7/16/90)** Provide for consumer oriented retail services designed for drive-in convenience. Gross floor area - 1,000 to 10,000 square feet.

COMMERCIALIZATION CENTERS: **(EFF. 5/31/18)** Facilities designed to further develop technologies through research partnerships, assistance with patents, and support for delivering products to the market through licensing and the creation of companies.

COMMUNITY FACILITIES: **(REV. EFF. 8/17/92)** Facility or service which may be public or privately owned, established, and intended to provide significant public benefit.

COMMUNITY SERVICES: **(EFF. 7/16/90; REV. EFF. 8/27/17)** A facility owned or operated by a public or private entity or agency that provides a service or significant public benefit directly to the general public, such as libraries, religious facilities, police/fire stations, hospitals, museums, and schools.

LIGHT INFRASTRUCTURE: **(EFF. 7/16/90; REV. EFF. 1/19/20)** Water wells, water tanks, sewage pump stations, electric substations, and solar power stations and systems.

HEAVY INFRASTRUCTURE: **(EFF. 7/16/90; REV. EFF. 12/24/10; REV. EFF. 1/19/20)** Government operational facilities, which have significant off-site impacts. Also included are such facilities operated by semi-public or private utility providers. These facilities shall include but are not limited to:

Waste-to-energy facilities
Materials recovery facilities
Sanitary sewer facilities
Sanitary sewer percolation ponds
Sewage treatment plants
Airports
Power generating stations (non-solar powered)
Landfills
Sludge disposal facilities
Incinerators
Correctional facilities
Water treatment plants
Outdoor storage facilities
Vehicle maintenance facilities
Solid waste transfer station
Correctional facilities

POST-SECONDARY: **(EFF. 7/16/90)** Public or private - Universities, colleges, vocational/technical schools.

COMMUNITY PARK: **(EFF. 7/16/90)** Means those parks that serve several neighborhoods with total populations of up to 25,000 and have a service area of up to a three mile radius. "Ride-to" facilities that are also accessible to bicyclists and pedestrians shall be included.

COMPATIBILITY: **(EFF. 5/31/18)** A condition in which land uses or conditions can coexist in relative proximity to each other in a stable fashion over time such that no use or condition is unduly negatively impacted directly or indirectly by another use or condition.

CONSERVATION: **(EFF. 7/16/90)** Allowing only carefully planned development activities to occur on a site; development activities must be compatible with the perpetuation of the ecological resources on the site.

CONSERVATION SUBDIVISION: **(EFF. 7/1/04)** A residential or mixed-use development that has been developed utilizing a design approach in which a significant fraction of the parent tract(s) is reserved as permanently protected open space and the remaining fraction of the land is developed. Under this design approach, development is clustered or concentrated on the least environmentally or otherwise significant portions of the development site.

CONTEXT SENSITIVE DESIGN: Land use and streetscape design that prioritizes physical and social context, while also preserving scenic, aesthetic, historic, and environmental resources, to provide mobility and safety for all users in a way that is reflective of the specific area in which the development and/or roadway is constructed.

COUNTYWIDE PARK: **(EFF. 7/16/90)** Means those park facilities that serve the entire county population, including but not limited to regional parks, boat landings and parks, golf courses, state parks, including university recreation areas, and national forest lands.

COWORKING SPACES: **(EFF. 5/31/18)** Shared workplaces or offices that facilitate the social gathering of a group of people who are still working independently. Unlike in a typical office, those utilizing coworking spaces are usually not employed by the same organization. Coworking spaces are often attractive to work-at-home professionals, independent contractors, or people who travel frequently.

DENSITY: **(EFF. 12/7/99)** *see* Gross Density

DENSITY NEUTRAL: **(EFF. 7/1/04)** As applied to Conservation Subdivisions, means that the allowable density achieved through the utilization of the conservation subdivision design approach shall not exceed the maximum density established for the Future Land Use Map category and base zoning district applicable to the subject property or properties.

DEVELOPMENT: **(EFF. 7/16/90)** Any proposed change in the use or character of the land, including but not limited to, land clearing or the placement of any structure or site improvement on the land except for silviculture activities employing best management practices.

DILAPIDATED: **(EFF. 7/16/90)** Means a structure which does not provide safe and adequate shelter in its present condition and endangers the health, safety and well-being of the occupants. A structure in the dilapidated classification cannot be economically repaired. A house is dilapidated when it has one or both of the following conditions:

1) Inadequate original construction such that it does not provide adequate protection against the elements;
2) Defects which would cost over 50% of the total value of the shelter to repair.

DRAINAGE BASIN: **(EFF. 12/7/99)** The area defined by topographic boundaries which contributes stormwater to a watershed or drainage system, including all areas artificially added to the basin.

ECOTOURISM: **(EFF. 7/6/15)** Tourism that focuses on the appreciation of natural areas, wildlife, or cultural and historical resources and strives to minimize ecological impact or damage. This nature-based tourism involves education and interpretation of the natural environment and is managed to be ecologically sustainable. Activities may include cycling, camping, fishing, hunting, paddling, hiking, birding, visiting scenic byways, agritourism, and wildlife viewing.

ENDANGERED SPECIES: **(EFF. 7/16/90)** Are defined based on the same criteria and analogous to the state and federal list: Any species of fish and wildlife or plant naturally occurring in Florida, whose prospects of survival are in jeopardy due to modification or loss of habitat; over utilization for commercial, sporting, scientific or educational purposes; disease; predation; inadequacy of regulatory mechanisms; or other natural or man-made factors affecting his continued existence.

~~**ENTERPRISE ZONE**: **(EFF. 7/16/90)** Means an area in the state designated pursuant to Section 290 of the Florida Statutes and approved by the Secretary of the Department of Community Affairs.~~

ENVIRONMENTALLY SIGNIFICANT LANDS: **(EFF. 7/16/90)** Areas that provide breeding, wintering or foraging habitat, for federal, state, and locally listed plant and animal species; flood plains, wetlands, native forests and vegetated areas.

~~**FEDERAL UNIFORM RELOCATION ACT**: **(EFF. 7/16/90)** Means the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as passed and subsequently amended by the Congress of the United States.~~

FLOOD OR **FLOODING**: **(EFF. 1/23/09)** A temporary condition of partial or complete inundation of normally dry land or wetlands from the overflow of water bodies or watercourses in response to stormwater runoff, or from excessive overland flow of stormwater, or the accumulation of stormwater runoff in a closed basin.

FLOODPLAIN: **(EFF. 1/23/09)** An area of land susceptible to being flooded by stormwater. Floodplains are normally designated in terms of their probability of flooding with a specified period, such as one, ten, 25, 50, and 100 years.

FLOODWAY: **(EFF. 7/16/90; REV. EFF. 1/23/09)** That part of the floodplain associated with the channel of a river, steam, or other watercourse, or waterbodies and the adjacent land areas that must be reserved in order to discharge the base flood without cumulatively increasing the water surface elevation of the floodway.

FLOOR AREA RATIO: **(EFF. 6/25/96)** A measure of development intensity expressed as a ratio of the gross floor area of all buildings on a site divided by the total area of the site.

FLORIDA CAPITOL CENTER PLANNING DISTRICT: **(EFF. 8/17/92)** As defined by §272.12, Florida Statutes.

FLORIDA MASTER SITE FILE: **(EFF. 7/16/90)** A clearinghouse for information on archaeological sites, buildings and historic resource surveys. Inclusion in the Florida Master Site File does not necessarily mean that the resource possesses historic, architectural, archaeological or cultural significance, or is worthy of preservation.

FREEWAYS: **(EFF. 7/1/04)** Roadways that provide the highest level of mobility and are intended to carry the greatest amount of traffic at the highest speeds. Accordingly, freeway mainlanes provide no direct access to property and access to the freeway is provided only at interchanges and ramps.

FUNCTIONAL AREA OF AN INTERSECTION: **(EFF. 7/1/04)** The area beyond the physical intersection that comprises decision and maneuver distance, plus any required vehicle storage length, and is protected through corner clearance standards and connection spacing standards.

GREEN SPACE: **(EFF. 7/16/90)** Means that part of a lot open and unobstructed from its lowest level upward which is accessible to all residents on the lot, except as may be required for safety, and which is not used for off-street parking, streets, drives, refuse storage or other utility or building purposes.

GREEN INFRASTRUCTURE: Infrastructure that uses plants, soils, and other media to capture and treat stormwater. It relies on the natural processes of filtration, infiltration, and evapotranspiration to manage stormwater

GROSS DENSITY: **(EFF. 7/16/90)** Means the number of dwelling units per gross acre, an area of land containing forty three thousand, five hundred sixty (43,560) square feet including rights-of-way, common areas and the like. All residential densities referred to in the plan shall be gross densities unless otherwise noted.

GROUNDWATER RESOURCE PROTECTION: **(EFF. 7/16/90)** Areas determined to have high recharge to the aquifer and/or area where the potential for groundwater contamination is high.

GROUP HOME: **(EFF. 7/16/90)** Means a facility which provides a living environment for unrelated residents who operate as the functional equivalent of a family, including such supervision and care as may be necessary to meet the physical, emotional and social needs of the residents. Adult congregate living facilities comparable in size to group homes are included in this definition. It shall not include rooming or boarding homes, clubs, fraternities, sororities, monasteries or convents, hotel, residential treatment facilities, nursing homes, or emergency shelters.

HAZARD: **(EFF. 4/10/09)** Means a condition that exposes human life or property to harm from a man-made technological, or natural disaster.

HAZARD MITIGATION: **(EFF. 4/10/09)** Means any action taken to reduce or eliminate the exposure of human life or property to harm from a man-made or natural disaster.

HAZARDOUS WASTE: **(EFF. 7/16/90)** Means solid waste, or a combination of solid wastes, which because of its quantity, concentration, or physical, chemical, or infectious characteristics, may cause, or significantly contribute to, an increase in mortality or an increase in serious irreversible or incapacitating reversible illness, or may pose a substantial present or potential hazard to human health or the environment when improperly transported, disposed of, stored, treated, or otherwise managed.

HEAVY INDUSTRIAL: **(EFF. 7/16/90; REV. EFF. 5/31/18)** Heavy industrial uses have or may have substantial offsite impacts, such as noise, vibrations, smoke, dust and particulate matter, and noxious or odorous gases. Heavy industrial uses typically depend on access to Strategic Intermodal System (SIS) facilities, rail facilities, or airport facilities.

HIGH QUALITY SUCCESSIONAL FOREST: **(REV. EFF. 12/10/91; REV. EFF. 7/19/13)** High quality successional forest shall mean a medium quality natural plant community that is a forest type described in the Florida Natural Areas Inventory publication "Guide to the Natural Communities of Florida." These forests typically show signs of past disturbances, but still retain a good distribution of high quality indicator species. A medium quality natural community generally possesses the following characteristics:

1) The floristic composition contains many of the more common species typical of the natural community type, although most rare species are absent;
2) The community may contain invasive exotic plants that could be controlled through management;
3) The community has likely had some past disturbance, but not to the extent that the potential for recovery or restoration to a high quality natural community is significantly impaired (unauthorized activities in high quality successional forest areas resulting in a violation of the ordinances will not be excluded from protection as such).

HISTORIC RESOURCE: **(EFF. 7/16/90)** Means all areas, districts, or sites containing properties listed on the Florida Master Site File, the National Register of Historical Places, or designated by a local government as historically, architecturally or archaeologically significant.

HYDRAULIC FRACTURING: **(EFF. 5/31/18)** The process by which fractures are created by pumping fluids at high pressure into target rock formations to stimulate the flow of natural gas or oil, increasing the volumes that can be recovered.

INNOVATION DISTRICTS: **(EFF. 5/31/18)** Geographic areas that are physically compact, walkable, and transit-accessible where educational institutions, university-affiliated research and development facilities, and/or technology-focused companies cluster and connect with startup companies, business incubators, and business accelerators. Innovation Districts are mixed-use areas that provide housing, office, and retail in addition to the educational and business uses.

INTEGRATED ACCESS: **(EFF. 12/10/91)** The permitting of ingress and egress to a parcel of land in a manner which will minimize disruptions of the traffic flow due to turning movements on the local, collector, or arterial street on which the parcel fronts. Integrated access may include the requirement of shared access or the use of frontage or rear access roads.

INTENSITY: **(EFF. 12/7/99)** A measurement of the extent of land development, including the consumption or use of the space above, on, or below ground; examples of intensity measurement may include: the measurement of the use of or demand on facilities or services, allowed square footage or a floor area ratio of non-residential development, or the number of dwelling units per acre of residential development.

INTERMODAL: The term intermodal generally describes facilities that are used to move freight and cargo, as well as their transfer stations. Such facilities may include ports, railroad freight yards, freight/commercial airports, and the highways and railways that connect these facilities.

INTERSECTION: **(EFF. 6/25/96)** The point where the centerlines of two or more roads meet or cross and where allowance is made for the interchange of vehicular traffic.

LAND DEVELOPMENT REGULATIONS: **(EFF. 7/16/90)** Ordinances enacted by governing bodies for the regulation of any aspect of development, and including any local government zoning, rezoning, subdivision, building construction, or sign regulations, or any other regulations controlling the development of the land.

LDN: **(EFF. 7/16/90)** Means that measure of noise known as the Average Day-Night Sound Level rating which is the yearly energy average of the A-weighted sound level (to approximately the frequency response of the ear) integrated over a 24-hour period.

LEVEL OF SERVICE: **(EFF. 7/16/90)** Means an indicator of the extent or degree of service provided by, or proposed to be provided by a facility based on or related to the operational characteristics of the facility. Level of service shall indicate the capacity per unit of demand for each facility.

LEVELS OF SERVICE: (EFF. 7/16/90)

A Represents free flow. Individual users are virtually unaffected by the presence of others in the traffic stream.

B Is in the range of stable flow, but the presence of other users in the traffic stream begins to be noticeable.

C Is in the range of stable flow, but marks the beginning of the range of flow in which the operation of individual users becomes significantly affected by interactions with others in the traffic stream.

D Represents high density, but stable flow. Speed and freedom to maneuver are severely restricted.

E Represents operating conditions at or near the capacity level. All speeds are reduced. Freedom to maneuver within the traffic stream is extremely difficult.

LIGHT INDUSTRIAL: **(EFF. 7/16/90, REV. EFF. 5/31/18)** Light Industrial uses typically constrain potentially offensive impacts onsite, either through complete enclosure or a combination of enclosure and screening. Light Industrial uses shall include the finishing of products composed of previously manufactured component parts (such as the assembly of apparel or food processing excluding slaughter); and any manufacturing, storage, or distribution of products unlikely to cause any of the following impacts to be detected off-site: odor, noise, fumes or dispersion of waste, or radiation. Ancillary commercial uses designed to serve adjacent workers may be permitted. Light Industrial uses are not dependent upon direct access to rail facilities for off-loading and on-loading. Mixed Use Industrial sites allow light industrial uses supported by training facilities, offices, restaurants, small scale commercial storefronts, factory tours, retail, ancillary residential and/or open space uses.

LISTED SPECIES: **(EFF. 7/16/90)** Any plant or animal listed by the county, state or federal governments as an endangered or threatened species, or a species of special concern.

LIVE-WORK UNITS: **(EFF. 7/20/05)** Residential structures with their own lots, designed to accommodate and that include both living facilities and commercial/office components within the structure or on the same lot. The non-residential uses allowed in live-work units are “destination” businesses that do not rely on passerby and drive-by traffic, but more typically have visitation by appointment.

LOCALLY DESIGNATED HISTORIC RESOURCE: **(EFF. 7/16/90)** A resource that has been designated as historic under the Tallahassee-Leon County Zoning Code and that undergoes design review by the Tallahassee-Leon County Architectural Review Board.

LOCAL PARK: **(EFF. 7/16/90)** Means those park facilities that serve the population of the corporate city limits, including but not limited to neighborhood parks and passive recreation facilities.

LOCAL STREETS: **(REV. EFF. 7/1/04)** Local streets collect traffic from adjacent land uses and other minor streets (cul-de-sacs, loops, alleys, lanes) and channel it to the collector/arterial system. Local streets are intended to carry the lowest traffic volumes at the lowest speeds, discourage through traffic (usually do not carry traffic between two streets of a higher classification), and to provide access to abutting land.

LOW IMPACT DEVELOPMENT: **(EFF. 4/10/09)** A land planning and engineering design approach that focuses on minimizing adverse impacts of development on water quality. This approach is implemented by replicating the pre-development hydrologic regime of the development site through infiltrating, filtering, storing, evaporating, and detaining stormwater runoff close to its source.

MAJOR COLLECTOR: **(REV. EFF. 7/1/04)** Major collector roadways channel traffic between arterials, from other collector streets to the arterial system, and from a major activity center to the arterial street system. Major collectors may carry relatively high traffic volumes.

MAJOR DETERIORATION: **(EFF. 7/16/90)** Means a dwelling unit which has major defects requiring extensive repairs. The unit will not necessarily provide safe and decent shelter unless the repairs are made. These housing units usually have critical defects of a substantial nature, such as:

1) Holes, open cracks, rotted or missing materials over a large part of the foundation, walls, roof or chimney;
2) Substantial sagging of floors, walls or roof,
3) Extensive damage by storm, fire or flood.

MAKERSPACES: **(EFF. 5/31/18)** Collaborative work spaces with tools available for the purposes of enabling people to design, prototype and create manufactured works that typically would not be possible to create with the resources available to individuals working alone. Makerspaces are intended to provide access to equipment, community, and education. Makerspaces often have a variety of equipment, such as 3D printers, laser cutters, CNC (Computer Numerical Control) machines, soldering irons, or sewing machines.

MASS TRANSIT: **(EFF. 7/16/90)** Means passenger transportation service, usually local in scope, that is available to any person who pays a prescribed fare. It operates on established schedules along designated routes or lines with specific stops and is designed to move relatively large number of people at one time.

MICROMOBILITY: The term micromobility is used to describe emerging transportation alternatives such as e-scooters, e-bikes, and electric skateboards. It is frequently used in describing bikeshare and e-scooter share schemes.

MINING: **(EFF. 5/31/18)** Mining uses have the potential for substantial offsite impacts and alterations to the land structure on and around the mining site. Mining uses shall include the mining and quarrying of sand, gravel, clay, limestone, ceramic, and refractory minerals. Mining uses do not include hydraulic fracturing. Mining uses typically depend on a transportation system that can support large and heavy trucks.

MINOR ARTERIAL: **(REV. EFF. 7/1/04)** Minor arterial roadways interconnect with and augment the principal arterial system. They are similar in function to principal arterials, but accommodate trips of more moderate length and distribute travel to geographic areas smaller than that of the principal arterial system. Therefore, they provide a somewhat higher degree of property access than principal arterials.

MINOR COLLECTOR: **(REV. EFF. 7/1/04)** Minor collector roadways channel traffic from minor streets to the major collector/arterial system, between other collectors, and from activity centers to a street of higher classification. Minor collectors provide access to adjoining properties and generally have lower volumes, shorter trip lengths, and fewer through trips than major collectors.

MISSING MIDDLE HOUSING: This type of housing is represented as house-scale buildings with multiple units, such as duplexes, fourplexes, cottage courts, and cluster housing types, that fit seamlessly into existing residential neighborhoods, offering more housing options and supporting walkability. These types are frequently "missing" from the typical Florida housing market.

MITIGATION: **(EFF. 7/16/90)** To lessen or eliminate the impact of development on a significant historic resource. Mitigation can include the modification of project plans to ensure preservation of the significant resource, landscape buffering, adaptive use of a historic building, archaeological salvage, or historic or photographic documentation or the resource.

MSTU/MSBU: **(EFF. 7/16/90)** Means municipal service taxing units or municipal service benefit units, as authorized and defined in Florida Statutes, Chapter 125.01 (1)(q).

MULTIMODAL: The term multimodal describes supporting the presence of a variety of transportation options including but not limited to walking, biking, rolling (wheelchair et al.), micromobility (e-scooters et al.), freight, trolly, bus, train, etc. The term is generally used to emphasize alternatives to vehicular modes of transportation.

NATIONAL REGISTER OF HISTORIC PLACES: **(EFF. 7/16/90)** A federal listing of culturally significant buildings, structures, objects, sites and districts in the United States. This program was established by Congress in 1935 and is maintained by the United States Department of the Interior.

NATIVE FOREST: **(EFF. 7/16/90; REV. EFF. 7/19/13)** Native forest shall mean a high quality natural plant community that is a forest type described in the Florida Natural Areas Inventory publication "Guide to the Natural Communities of Florida." A high quality natural community generally possesses the following characteristics:

1) The plant species composition is dominated by high quality indicator species which are typical of their natural community type;
2) The community may contain invasive exotic plants that could be controlled through management;
3) Evidence of historical disturbance may be present, but the disturbance has not destroyed or prevented the re-establishment of a high quality natural community type.

NATURAL ACCESS CONTROL: **(EFF. 12/10/02)** A design concept directed primarily at decreasing opportunities for criminal activities by denying access to crime targets and creating a perception of risk for potential offenders. Natural access control is developed by designing streets, parking areas, sidewalks, building entrances, and neighborhood gateways, which clearly indicate public routes and discourage access to private areas with structural elements.

NATURAL SURVEILLANCE: **(EFF. 12/10/02)** A design concept directed primarily at identifying potential undesired r criminal activities. Natural surveillance is promoted by features that provide day and night visibility from windows, doors, and porches that oversee parking areas, pedestrian areas, play areas, building entrances, and similar areas.

NATURAL VEGETATION: **(EFF. 7/16/90)** The trees and plants occurring on a site prior to development, alteration or clearing of that site.

NEIGHBORHOOD PARK: **(EFF. 7/16/90)** Means those parks that serve as the focus for neighborhood units with a population of up to 5,000 and have a service area of approximately one-half mile and are accessible primarily to pedestrian and bicyclists.

NET ACRE: **(EFF. 7/16/90)** The amount of usable land area, exclusive of impervious areas and areas subject to environmental constraints.

NEW DEVELOPMENT: **(EFF. 7/16/90)** Means all land development activity subject to a development order after the adoption of this Comprehensive Plan, except those that shall be granted vested rights pursuant to the Plan itself.

OFFICE: **(REV. EFF. 6/25/96)** Generally, a room, group of rooms, or building used primarily for conducting the affairs of a business, profession, service, industry or government. An office shall not include the sale of goods for a profit as its primary use. For purposes of this Plan, the following are categories of office intensity:

MINOR: **(REV. EFF. 6/28/95)** Converted residence at the existing size or newly constructed building less than 10,000 square feet and .25 floor area ratio or less. Maximum of 2,500 square feet if located on a local street.

MAJOR: **(REV. EFF. 6/28/95)** An office building or buildings with more than a .25 floor area ratio, or at least 10,000 square feet. This includes a series of buildings within a subdivision that when combined is equal to or exceeds these thresholds.

OFF-SITE MITIGATION: **(EFF. 7/1/04) CITY OF TALLAHASSEE ONLY**—To compensate for the impacts of development on significant environmental resources in areas deemed important for infill or related conversions of land use by preserving, restoring and enhancing the environmental functions of ecosystems elsewhere.

ON-SITE SYSTEM: **(EFF. 7/16/90)** Means any sanitary sewer system designed and built to serve a single parcel of land, i.e. septic tank or package treatment plant with capacity sized to:

a) Meet the demand for a single parcel of land and its intended use
b) Meet the projected demand for a single parcel of land after its subdivision

An on-site system may serve more than one parcel but only to correct an existing environmental problem.

OPEN SPACE: **(EFF. 7/1/04)** Means undeveloped lands suitable for passive recreation or conservation uses. In the context of Conservation Subdivisions, Open Space refers to lands subject to a required conservation easement. These lands may include Conservation and Preservation features defined in this Plan, or agricultural or silvicultural properties, that are managed to preserve or promote environmental and aesthetic resources.

PASSIVE RECREATION FACILITY: **(EFF. 7/16/90)** Means those recreation lands and improvements that are natural resource oriented, i.e. hiking trails, boat landings, neighborhood parks.

PEAK HOUR: **(REV. EFF. 8/17/92)** Means the period during which the maximum amount of travel occurs. The period when demand for transportation service is heaviest.

PLANT COMMUNITY: **(EFF. 7/16/90)** A natural association of plants that is dominated by one or more prominent species, or possesses a characteristic physical and discernible attribute.

~~**POLYGON CONNECTIVITY INDEX**: **(EFF. 4/10/09)** A measure of connections within a transportation network. A polygon is created when elements of the transportation network connect and create closed loops, thus allowing a traveler to make a loop on its perimeter. The more polygons there are within an area, the more route options exist for a traveler. More polygons equal a higher connectivity index and a higher degree of mobility.~~

POPULATION ACCOMMODATION RATIO (PAR): **(EFF. 4/18/02)** The Population Accommodation Ratio (PAR) is the relationship between the supply of land available for development and the expected population growth over a period of time. A PAR of 2.00 means that there is twice the supply of land available for development compared to the expected population growth over a period of time. A PAR of 1.50 means there is 50% more land available for development than is needed for the expected population growth over a period of time.

PRESERVATION: **(EFF. 7/16/90)** Establishing strict requirements for the maintenance of significant ecological resources in a natural state. Activities should be in strict compliance with an effort to perpetuate the ecological value of the site or surrounding areas, including maintenance of listed plant and animal species.

PRESERVE AREAS: **(EFF. 7/16/90)** Vegetative areas required to be preserved by law.

PRINCIPAL ARTERIAL: **(REV. EFF. 7/1/04)** Principal arterial roadways are designed to carry the next highest level of mobility and are intended to carry substantial traffic volumes over relatively long distances and at relatively high speeds. Direct property access may be provided but must be carefully managed to avoid creating unsafe and congested conditions and to preserve mobility.

PRIVATE RECREATIONAL FACILITIES: **(EFF. 7/1/04)** Recreational resources provided by the private sector.

COMMERCIAL RECREATIONAL FACILITIES: **(EFF. 7/1/04)** Facilities operated by the private sector as for profit or not-for profit.

RESIDENTIAL RECREATIONAL FACILITIES: **(EFF. 7/1/04)** Facilities located within and associated with residential developments.

PROOF OF CONCEPT CENTERS: **(EFF. 5/31/18)** Facilities designed to provide services related to financial capital, business support, and university research to promote the adoption and further development of programs that aid technologies through phases between patenting and the creation of marketable products.

PUBLIC FACILITY: **(EFF. 7/16/90)** Means capital facilities that are owned by a governmental entity.

RECREATIONAL:

PASSIVE: **(EFF. 7/16/90)** Natural resource oriented, (hiking trails, boat landings, neighborhood parks).

ACTIVE: **(EFF. 7/16/90)** Facility oriented, (swimming pools, ball fields, tennis courts).

REGIONAL PARK: **(EFF. 7/16/90)** Means a large resource based area which serves the entire county. Such a park should serve a minimum of 100,000 population and be within a 30 minute driving time of that population.

REGULATED CLOSED BASINS: **(EFF. 7/16/90)** A naturally depressed portion of the earth's surface, at least 10 acres in size, for which there is no natural outlet for runoff other than percolation, evaporation, or transpiration.

REHABILITATION: **(EFF. 7/16/90)** The act or process of returning a property to a state of utility through repair or alteration which makes possible an efficient contemporary use while preserving those portions or features of the property which are significant to its historical, architectural, and cultural values.

RESEARCH AND DEVELOPMENT: **(EFF. 5/31/18)** Research and Development uses shall have minimal offsite impacts and include facilities for developing technologies related to the physical and life sciences. Facilities may include laboratories, wet laboratories, classrooms, commercialization centers, coworking spaces, makerspaces, craftsman studios, proof of concept centers, and related facilities. Active and passive recreation, open space, hotels, restaurants, and limited retail and residential are allowed as ancillary uses to support the collaborative nature of research and development centers.

RESIDENTIAL: **(REV. EFF. 6/25/96)** Land that is used for or proposed to be used for the principal purpose of providing dwelling unit(s) for human habitation.

LOW: **(EFF. 7/16/90)** 0-8 dwelling units per acre

MEDIUM: **(EFF. 7/16/90)** 8-16 dwelling units per acre

HIGH: **(EFF. 7/16/90)** 16-50 dwelling units per acre

URBAN: **(EFF. 1/19/02)** 51 units to 150 units

RESPONSIBLE MANAGEMENT ENTITY: **(EFF. 4/10/09)** A legal entity that has the technical, managerial, and financial capacity to ensure viable long-term, cost-effective, centralized management, operation, and maintenance of decentralized wastewater systems in accordance with appropriate regulations and generally accepted accounting principles. Viability is defined as the capacity of a responsible management entity to provide adequate technical, managerial, and financial resources to protect the public health and the environment consistently, in perpetuity, and at a minimal cost to taxpayers.

SANITARY SEWER FACILITIES: **(EFF. 7/16/90)** Means structures or systems designed for the collection, transmission, treatment, or disposal of sewage and includes trunk mains, interceptors, treatment plants and disposal systems.

SANITARY SEWER SERVICE: **(EFF. 7/16/90)** Means sewer service provided by sanitary sewer designed to serve a large service area and usually more than one land use type. These facilities have the intent and potential for expansion of their service areas.

SCHOOLS: **(EFF. 6/26/98)** Facilities intended primarily for the education of children pre-kindergarten through twelfth grade, children identified as exceptional regardless of age or grade, or for the vocational or community education of high school age students and adults. Unless otherwise stated elsewhere in the Plan, this term refers to public and private schools.

SECTION 8 PROGRAM: **(EFF. 7/16/90)** Means those programs authorized under the renumbered Section 8 of the United States Housing Act of 1937. These programs allow the Department of Housing and Urban Development to contract directly with the owner of existing, new, or rehabilitated units for the payment of the difference between a contract rent not exceeding a fair market rate for the dwelling and a specified percentage of the tenant's gross income.

SEVERE GRADES: **(EFF. 7/16/90)** Slopes greater than 20%.

SILVICULTURE: **(EFF. 7/6/15)** **A** practice, operation, or process following accepted forest management principles whereby the crops constituting forests are tended, harvested, and reforested.

SOLID WASTE: **(EFF. 7/16/90)** Means sludge from a waste treatment works, water supply treatment plant, or air pollution control facility or garbage, rubbish, refuse or other discarded material, including solid, liquid, semisolid, or contained gaseous material resulting from domestic, industrial, commercial, mining, agricultural, or governmental operations (as defined by Section 9J-5.002(88), F.A.C.).

SPECIAL NEEDS HOUSING: **(EFF. 7/16/90)** Means that part of the housing provision system designed to fulfill the demand of a household or individual who needs assistance, either permanent or temporary, in obtaining basic shelter, including but not limited to very low and low income handicapped individuals, homeless persons, group homes for persons with physical, emotional or cognitive disabilities, shelters for battered victims, adult congregate living facilities, and halfway houses for the non-criminal or non-delinquent.

SPECIES OF SPECIAL CONCERN: **(EFF. 7/16/90)** Are defined based on the same criteria and analogous to the state and federal list: A species, subspecies or isolated population which warrants special protection, recognition or consideration because it has an inherent significant vulnerability to habitat modification, environmental alteration, human disturbances, or substantial human exploitation which, in the foreseeable future may result in its becoming a threatened species; may already meet certain criteria for designation as a threatened species but for which conclusive data are limited or lacking; may occupy such an unusually vital and essential ecological niche that should it decline significantly in numbers or distribution, other species would be adversely affected to a significant degree, or has not significantly recovered from past population depletion.

STARTUP COMPANY: **(EFF. 5/31/18)** An entrepreneurial venture that is typically a newly emerged, fast-growing business that aims to meet a marketplace need by developing a viable business model around an innovative product, service, process or a platform.

SUBSTANDARD HOUSING: **(EFF. 7/16/90)** Means any structure which falls within the structural conditions defined as “major deterioration” and “dilapidated.”

SUPERSTOPS: **(EFF. 4/10/09)** Transit stops that will serve as transfer stations for two or more routes, removing the need for riders to go to a single, centralized location to make transfers.

TERRITORIAL REINFORCEMENT DESIGNS: **(EFF. 12/10/02)** Create or extend the spheres of influence of legitimate users of designed environments. Properly designed environments allow legitimate users to develop a sense of territorial control, while potential offenders (perceiving the legitimate user control of the environment) are discouraged from attempting criminal activities. Territorial reinforcement is promoted by features that distinguish private spaces from public spaces with the use of fences, gateways, hedges, and similar design strategies.

THREATENED SPECIES: **(EFF. 7/16/90)** Are defined based on the same criteria and analogous to the state and federal list: Any species of fish, wildlife and plants naturally occurring in Florida which exists in such small populations as to become endangered if it is subjected to increased stress as a result of further modifications of its environment.

THROUGH TRIPS: **(EFF. 6/07/01)** A through trip is one that has neither a beginning point nor a destination point contained within the subject area or on a particular roadway segment.

TRAIL ORIENTED DEVELOPMENT (TrOD): Trail Oriented Development is designed to locate buildings in immediate proximity to multi-use path transportation corridors with the intention of connecting or relating residences and businesses to the nearby trail facilities. Generally TrOd is compact, walkable, pedestrian and bike-oriented, and mixed-use.

TRANSIT ORIENTED DEVELOPMENT (TOD): Transit Oriented Development is designed to be compact, walkable, pedestrian-oriented, and mixed-use development that is centered near and around transit. TOD supports vibrant communities with a mix of commercial, residential, office and entertainment uses.

TRANSPORTATION CORRIDOR: **(EFF. 7/16/90)** Means a broad geographical band that follows a general directional flow or connects major sources of trips. It may contain a number of streets and highways and transit lines or routes.

TRANSPORTATION SYSTEM: **(EFF. 7/16/90)** Means a coordinated system made up of one or several modes of transportation serving a common purpose of the movement of people, goods, or both.

UNDEVELOPED FLOODWAY/FLOODPLAIN: **(EFF. 7/16/90)** A floodway/floodplain which has not been altered.

VULNERABLE ROAD USER: The term vulnerable road use describes transportation systems users outside of vehicles. It includes pedestrians, cyclists, wheelchair/powerchair users, micromobility users, et al

WATER BODY AND NATURAL WATER BODY: **(EFF. 7/16/90)** A water body is a depression in the ground that normally and continually contains surface water. This is opposed to a wet depression that holds water only intermittently. There are some types of wetlands that are examples of areas that hold water only certain times of the year. A natural water body is a depression in the ground existing in and produced by nature, not man-made, and occurring due to the operation of the ordinary course of nature that normally and continually contains surface water or has historically held surface water on a continuing basis.

WET LABORATORIES: **(EFF. 5/31/18)** Laboratories where chemicals, drugs, or other materials are handled in liquid solutions or volatile phases, requiring direct ventilation and specialized piped utilities (typically water and various gases).

WETLAND: **(REV. EFF. 6/28/02; REV. EFF. 7/19/13)** Wetlands mean those areas included within the landward extent of surface waters of the state, pursuant to applicable rules in the Florida Administrative Code, or any area which is inundated or saturated by surface water or groundwater at a frequency and duration sufficient to support, and which under normal circumstances does support a prevalence of vegetation typically adapted for life in saturated soils. Soils present in wetlands generally are classified as hydric or alluvial, or possess characteristics that are associated with reducing soil conditions. The prevalent vegetation in wetlands generally consists of facultative or obligated hydrophytic macrophytes that are typically adapted to areas having soils conditions described in this definition. These species, due to morphological, physiological, or reproductive adaptations have the ability to grow, reproduce, or persist in aquatic environments or anaerobic soil conditions. Florida wetlands generally include swamps and marshes, bayheads, bogs, cypress domes and strands, sloughs, wet prairies, riverine swamps and marshes, hydric seepage slopes, tidal marshes, mangrove swamps, and other similar areas. Florida wetlands generally do not include longleaf or slash pine flatwoods with an understory dominated by saw palmetto. The City of Tallahassee and Leon County intend to continue to protect isolated wetlands and wetlands on properties held by a single owner. Isolated wetlands and wetlands in one ownership must meet the State of Florida's definition for wetlands with regard to percent composition of wetland plant species, hydrologic indicators, and soils (Chapter 62-340, F.A.C.)

ATTACHMENT #3
EXECUTED ORDINANCES
ORDINANCE #s 25-17 (Leon County) and 25-O-02AA (City of Tallahassee)

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LEON COUNTY ORDINANCE NO. 25-17

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

RECITALS

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

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

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

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

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

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

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

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

WHEREAS, in exercise of its authority, the Board of County Commissioners of Leon County has determined it necessary and desirable to adopt the amendment to the comprehensive plan to preserve and enhance present advantages; encourage the most appropriate use of land, water and resources, consistent with the public interest; overcome present handicaps; and deal effectively with

future problems that may result from the use and development of land within Leon County, and to meet all requirements of law;

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

Section 1. Purpose and Intent.

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

Section 2. Text Amendment.

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

A. Consolidates the Future Land Use and Mobility Elements into the Land Use and Mobility Element;

B. Replaces the Land Use Element text and maps, including the Future Land Use Map and Addendum;

C. Replaces the Mobility Element text and maps; and

D. Revises the plan's Glossary of terms.

Section 3. Applicability and Effect.

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

Section 4. Conflict with Other Ordinances and Codes.

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

Section 5. Severability.

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

Section 6. Copy on File.

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

Section 7. Effective Date.

The effective date of this ordinance shall be after adoption by both the City Commission and County Commission and 31 days after the state land planning agency notifies the local governments that the plan amendment package is complete or as provided in section 163.3184(3)(c)(4), Florida Statutes.

DONE, ADOPTED, AND PASSED by the Board of County Commissioners of Leon County, Florida, this 9 day of December, 2025.

LEON COUNTY, FLORIDA

Signed by:

By:_____
648A6D1B8D6D412...
Christian Caban, Chairman
Board of County Commissioners

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

By:_____

APPROVED AS TO FORM:
Leon County Attorney's Office

DocuSigned by:

By:_____
BCE5E0EFD079484...
Chasity H. O'Steen, Esq.
County Attorney

EXHIBIT A

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LAND USE AND MOBILITY ELEMENT

GOALS, OBJECTIVES AND POLICIES

Goal 1 [LM] – A Healthy Environment:

Our community will maintain a healthy environment with drinkable water, breathable air, unpolluted lakes, rivers, and soils, renewable energy sources, conservation areas that protect valuable or irreplaceable natural resources, and open spaces available and accessible to all residents and visitors to our community.

To achieve this goal, our community will:

- Identify natural resources that contribute to a healthy environment and human well-being. Prioritize the preservation of natural areas (including conservation areas, environmentally sensitive features, and water resources) when making land use and transportation decisions.
- Provide access and opportunities for passive and active open spaces that promote healthy active lifestyles for all citizens.
- Coordinate between the City and County, with neighboring jurisdictions, and with regional, state, and federal agencies to cooperatively support protection of natural resources that extend beyond jurisdictional boundaries.

Objective 1.1 – Identification of Natural Resources and Historic Features (City of Tallahassee/Leon County):

Identify natural, cultural, archaeological, and historic resources that contribute to human well-being and community character.

Policy 1.1.1 – Geographic Data (City of Tallahassee/Leon County):

Local governments shall maintain a geographic information system enabling mapping and spatial analyses that includes, at a minimum, the following data:

- Wetlands, waterbodies, watercourses
- Floodplains and floodways
- Significant and severe grades
- Drainage basins and related features
- High quality successional and native forests
- Active and other karst features
- Significant trees
- Canopy road corridors
- Local soil types and conditions
- Known operating and abandoned landfill sites
- Known active and former mining sites
- Historic resources of national, state and local significance
- Florida Ecological Greenway Network Primary Springs Protection Zone
- Perpetual conservation easements

Policy 1.1.2 – Designated Canopy Roads (City of Tallahassee/Leon County):
Local governments shall maintain a map and spatial data that identify and depict designated canopy roads.

Policy 1.1.3 – Historic District Boundaries and Historically Significant Properties (City of Tallahassee/Leon County): Local governments shall maintain a map and spatial data that identify and depict historic district boundaries and historically significant properties meriting protection. This map shall be included in the Land Use Addendum and updated with current data during the Evaluation and Appraisal Review process or as needed.

Policy 1.1.4– Soils and Water Features (City of Tallahassee/Leon County):
Local governments shall maintain a map and spatial data that identify and depict surface water features, the primary springs protection zone and soils. These maps shall be included in the Land Use and Mobility Element Addendum and updated with current data during the Evaluation and Appraisal Review process or as needed.

Objective 1.2 – Preservation of Natural Areas (City of Tallahassee/Leon County):
Preserve important natural areas, including conservation areas, environmentally sensitive features, and water resources through a combination of identification, analysis, designation of resources on the Future Land Use Map, policies in the Conservation Element, land development regulations, and acquisition. Prioritize the protection of these areas when making decisions regarding land use, transportation, and infrastructure location and expansion.

Policy 1.2.1 – Acquisition of Conservation and Preservation Lands (City of Tallahassee/Leon County):
The City and County shall monitor existing and potential funding sources for the acquisition of land to restore, connect, and protect natural habitats and sensitive lands. The Planning Department shall coordinate with the appropriate departments, agencies, or partners to support application and securing of funding for priority acquisition areas.

Policy 1.2.2 – Environmental Analysis (City of Tallahassee/Leon County):
Planning Department staff shall conduct an environmental analysis when amendments to the Comprehensive Plan are proposed. The analysis shall include natural resources and geographic features, including those listed in Policy 1.1.1, that contribute to human well-being and community character and identify the potential impacts to environmental and human health.

Policy 1.2.3 – Transportation Impact Mitigation (City of Tallahassee/Leon County):
The planning and design of new or the expansion of existing local transportation facilities shall account for natural, cultural, and historic resources and existing neighborhoods. These projects shall prioritize avoiding and minimizing impacts to those features. Where avoidance and minimization are not feasible or practical, impacts to the features shall be mitigated.

Policy 1.2.4 – Transportation Corridor Environmental Features (City of Tallahassee/Leon County):
The City and the County shall consider context-based beautification, landscaping, and stormwater facility and land development regulations that provide environmental protection measures for transportation corridors, where feasible by:

a. Increasing the amount of site and adjacent green spaces/open spaces.
b. Utilizing native or adapted vegetation and natural systems, such as bioswales, to control runoff.

c. Maintaining and/or enhancing ground cover, canopy, and understory vegetation where new roads are built.
d. Protecting designated canopy roads by designing public infrastructure improvements to minimize development impacts consistent with the Conservation Element and Canopy Roads Management Plan.
e. Enhancing the character of transportation corridors and gateways to the community through access management strategies, preserved green space for landscaping, and consolidated signage.

Policy 1.2.5 – Connected Open Space (City of Tallahassee/Leon County):
Open space that is proposed in a development application shall be organized in a manner that prioritizes natural areas with sensitive onsite environmental features and creates continuous and contiguous open space areas to the greatest extent possible to minimize habitat fragmentation. Where feasible, the siting of open space shall occur in a manner that creates cohesive and connected open space across property boundaries to ensure interconnected greenspaces.

Policy 1.2.6 – Conservation Element (City of Tallahassee/Leon County):
Should conflicts arise between implementation of policies in the Land Use and Mobility Element and the Conservation Element on matters of natural resources, the Conservation Element policies shall take precedent.

Objective 1.3 – Access to Parks and Recreation (City of Tallahassee/Leon County):
Provide equitable public access to existing and future recreation areas, open spaces, greenways, and parks.

Policy 1.3.1 – Greenways and Trails Master Plan (City of Tallahassee/Leon County):
The Planning Department shall maintain a Greenways and Trails Master Plan that identifies opportunities to expand or create a network of shared use paths that connect areas of the City and County. The master plan shall guide the implementation of the local greenway system, in coordination with the State of Florida and other conservation funding, managing, and landholding entities. The master plan shall be updated at least every 10 years to reflect completed projects, new additions and opportunities, and other changes to the greenway system.

Policy 1.3.2 – Urban Recreation Spaces (City of Tallahassee/Leon County):
Urban recreation spaces shall be developed and maintained to provide accessible opportunities for skateboarding, art installations and exhibitions, and nature-based experiences. These spaces may include educational elements such as signage or kiosks.

Policy 1.3.3 – Bicycle Parking at Parks and Civic Spaces (City of Tallahassee/Leon County):
All parks shall have bicycle parking facilities co-located with park amenities. Local government land development regulations shall specify requirements, including amount and location, for bicycle parking.

Policy 1.3.4 – Multimodal Access to Parks and Recreation (City of Tallahassee/Leon County):
All new and substantial improvements to parks and recreational facilities within the Urban Services Area shall provide public sidewalks in accordance with applicable streetscaping requirements, accessible pedestrian connections, for users of varying abilities, from amenities to all adjacent public street frontages, and pathway, trail and bicycle facility interconnections to all adjacent trails, public facilities, and neighborhoods. Coordination with StarMetro for evaluating new stop facilities or improving existing bus stop facilities shall be required within the City limits.

Objective 1.4 – Urban Forests (City of Tallahassee/Leon County):
Using the best available data, manage urban forests through strategies that address preservation of trees, planting of new trees, removal of unhealthy trees or trees in unsuitable locations for that species, maintenance of existing trees, and minimization of infrastructure conflicts.

Policy 1.4.1 – Priority Planting Sites (City of Tallahassee/Leon County):
The City and County shall identify priority planting sites to guide the planting of trees to improve wildlife habitat by reducing urban forest fragmentation, and provide for the preservation or creation of connected, wooded, and environmental corridors. The general recommendations of the Urban Forest Master Plan shall be used to inform the priority planting sites.

Policy 1.4.2 – Species Suitability (City of Tallahassee/Leon County):
The City and County shall maintain lists of tree species that are not invasive, nonindigenous species, that minimize hardscape conflicts, minimize overhead utility conflicts, and are wind resistant. These lists will be used to guide and promote the planting of suitable and preferably native species for different site locations and scenarios.

Policy 1.4.3 – Public Tree Inventory (City of Tallahassee/Leon County):
The City shall support the maintenance and updating of the Public Tree Inventory to gain data to better manage urban forests, including through identifying and securing funding opportunities.

Policy 1.4.4 – Public Development Tree Prioritization (City of Tallahassee/Leon County):
Public transportation projects shall prioritize the protection of existing high-quality trees during transportation systems planning, development, and maintenance without compromising transportation safety. Protected and preserved trees should be of a suitable species for their location, be in good health, and provide screening, landscape, runoff control, and shade without compromising safety or urban forest quality.

Policy 1.4.5 – Private Development Tree Standards (City of Tallahassee/Leon County):
Local government land development regulations shall prioritize and incentivize protection of high-quality trees through requirements for tree preservation and removal. Regulations shall include methods of relief from other development standards that commonly conflict with preservation of existing trees to reduce the need for deviations when preserving qualifying trees.

Objective 1.5 – Green infrastructure (City of Tallahassee/Leon County):
Implement green infrastructure strategies, where feasible, as a cost-effective, resilient approach to reduce flooding and treat stormwater while delivering environmental, social, and economic benefits.

Policy 1.5.1 – Community Wide Green Infrastructure (City of Tallahassee/Leon County):
The City and County shall incorporate the use of green infrastructure into their land development regulations as a viable and preferred option for achieving a connected network of natural areas that provide habitat, flood protection, cleaner air, and cleaner water. Strategies include those that:

- Create green streets and alleys by retrofitting streets and alleys as part of any repair, maintenance, or other disturbance to the road, sidewalk, or transportation right-of-way that would provide a feasible opportunity for street-level stormwater management.

- Implement green parking standards such as requiring parking facilities to have certain percentages of shaded parking.
- Ensure a robust urban tree canopy through implementation of the Urban Forest Master Plan and Canopy Road Management Plan, or their successors.
- Support off-site regional stormwater solutions for new or infill walkable development.
- Reference national models, including the Green Infrastructure standards of the United States Green Building Council (USGBC).
- Supporting transit and alternative transportation modes.

Policy 1.5.2 – Site Specific Green Infrastructure (City of Tallahassee/Leon County):
Local governments shall incentivize the use of green infrastructure stormwater management systems in the land development regulations and/or form-based code by reducing minimum green space requirements or offering other incentives in exchange for the provision of green infrastructure. Green infrastructure mimics nature to soak up and store water and may include strategies such as rain gardens, planter boxes, bioswales, and green roofs.

Policy 1.5.3 – Design Guidelines for Green Infrastructure (City of Tallahassee/Leon County):
Local governments shall establish guidelines for incorporating the use of green infrastructure techniques in public infrastructure and private development applications. Guidelines should identify the appropriate conditions for applying green infrastructure techniques, minimum and maximum design thresholds, and contemplate variations in design for urban/suburban/rural contexts.

Objective 1.6 – Community Resilience (City of Tallahassee/Leon County):
Foster community resilience by strengthening the reliability of our infrastructure and encouraging sustainable building practices, protecting a robust natural environment and local economy, and empowering self-sufficiency across the community.

Policy 1.6.1 – Energy Efficiency (City of Tallahassee/Leon County):
The City and County shall develop regulations and design standards for compact development and encourage green building techniques to reduce greenhouse gas emissions from energy generation and transportation. These regulations shall be implemented as prescribed in the land development codes to conserve land; to promote livability, walkability, and transportation efficiency, including reduced vehicle distance traveled; to leverage and support transit investments; and to reduce public health risks by encouraging daily physical activity associated with walking and bicycling.

Policy 1.6.2 – Multimodal Connectivity (City of Tallahassee/Leon County):
Within the Urban Services Area, the City and County shall use zoning and development standards for subdivision and planned unit developments to promote the location of homes, jobs, stores, parks, schools, and other destinations within 20 minutes walking distance of each other so that people can easily walk, bike, use public transit, or drive shorter distances. Development standards shall provide for interconnected pedestrian, bicycle, and transit amenities and account for the potential for future connection and expansion of pedestrian and bicycle networks on adjacent properties.

Policy 1.6.3 – Smart Growth Strategies for Community Resilience (City of Tallahassee/Leon County):
The City and County shall develop smart growth strategies to help our community adapt to the effects of climate change, natural disasters, and other events that may challenge the resilience of the City of Tallahassee and Leon County. Such strategies may include hardening infrastructure; constructing stormwater conveyance systems with greater capacity; developing complete, walkable streets; supporting agriculture and local food production; reducing indoor and outdoor water use; reducing pollutant emissions; supporting transit; and increasing renewable energy production.

Policy 1.6.4 – Urban Heat Islands (City of Tallahassee/Leon County):
The local governments shall develop strategies that minimize effects of heat islands, such strategies may include:

a. Tree and vegetation cover.
b. Green roofs and rooftop gardens.
c. Roof coatings or materials with high albedo that significantly reflect heat away from a building.
d. Alternative pavements that mitigate heat island effects.

Policy 1.6.5 – Resiliency of Transportation Facilities (City of Tallahassee/Leon County):
Design, construct, and maintain transportation facilities to prevent flooding, minimize pollution, and maintain natural stormwater runoff volume, timing, rate, and direction of flow characteristics consistent with the adopted Stormwater Level of Service Standard.

Policy 1.6.6 – Urban Forests and Climate Resilience (City of Tallahassee/Leon County):
Ensure the urban forest is managed within the urban core to balance and reduce conflicts, when feasible, between long-term urban forest health and coverage and above-ground utilities.

Objective 1.7 – Intergovernmental Coordination (City of Tallahassee/Leon County):
Coordinate with neighboring jurisdictions to effectively address and support the protection of natural resources that extend beyond jurisdictional boundaries.

Policy 1.7.1 – Key Regional Partners (City of Tallahassee/Leon County):
Coordinate with key partners, such as the Northwest Florida Water Management District (NWFWMD), and Florida Department of Environmental Protection (FDEP) on the protection and management of water resources and other environmentally sensitive features.

Policy 1.7.2 – Colleges and Universities (City of Tallahassee/Leon County):
Florida State University, Florida A&M University, and Tallahassee State College shall be subject to environmental protections identified within the Comprehensive Plan. This will be accomplished through the statutorily required campus master planning process for Florida State University and Florida Agricultural and Mechanical University.

Goal 2 [LM] – Distinct Urban and Rural Areas:

Our community will provide residents with diverse options for where they live or visit by maintaining a distinction between rural, sub-urban, and urban areas.

By maintaining a distinction between these areas, our community will:

- Provide a variety of lifestyle and housing choices while reducing sprawl.
- Foster economic development in urban areas and identified activity centers.
- Promote efficient development patterns.
- Support revitalization and redevelopment efforts within the Urban Services Area.
- Reduce infrastructure costs.
- Protect agricultural and forest management uses.
- Preserve and create natural resource-based activities, ecosystem functions and ecosystem services, and scenic vistas and pastoral landscapes.

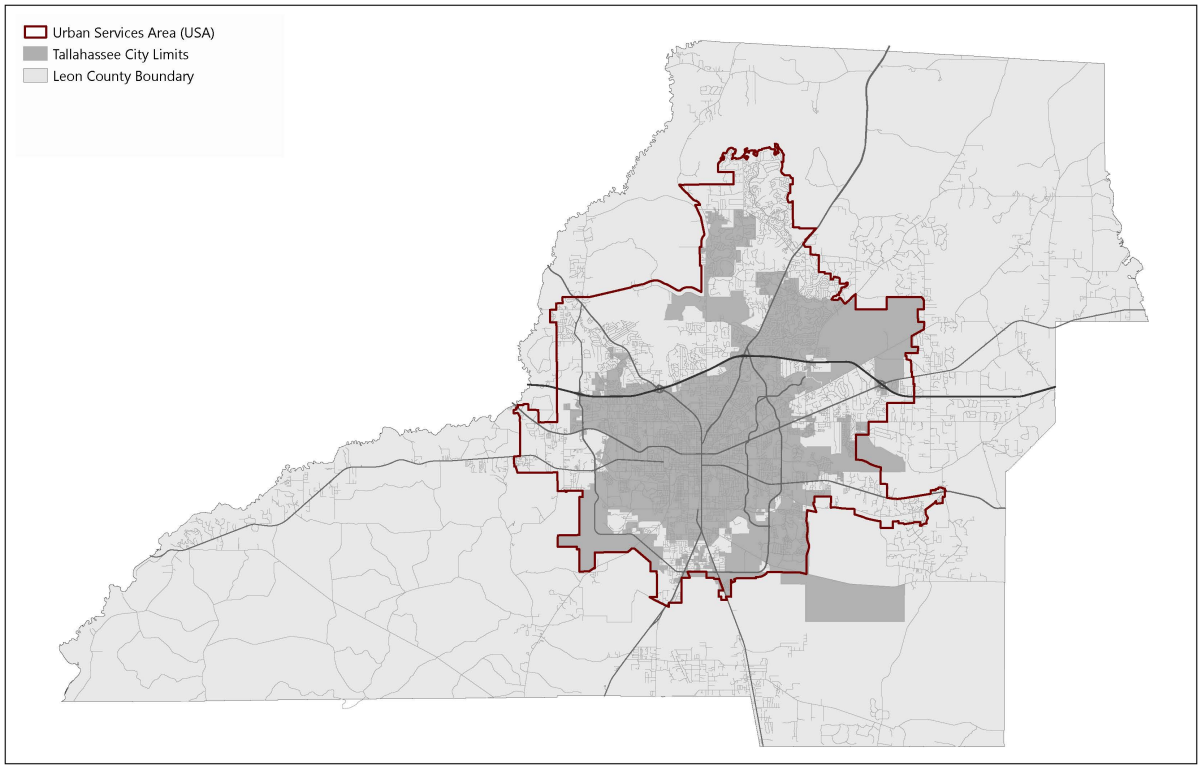
Objective 2.1 – Growth and Population Accommodation (City of Tallahassee/Leon County):
Tallahassee and Leon County will accommodate our population growth in a responsible manner. A growth and development strategy that provides for well-managed, orderly growth that preserves natural resources and promotes fiscal responsibility shall be leveraged to maximize economic and environmental stewardship while accommodating the increased population.

Policy 2.1.1 – Comprehensive Planning Periods (City of Tallahassee/Leon County):
The comprehensive plan shall have two planning periods. The short-term planning period shall be for a 10-year horizon from 2025 to 2035. The long-term planning period shall be the year 2050. The long-term planning period shall be amended during the Evaluation and Appraisal Review (EAR) process to reflect available population projections and relevant data and analysis of public facilities.

Policy 2.1.2 – Population Projections (City of Tallahassee/Leon County):
Population growth for the long-term planning period shall be based on University of Florida's Bureau of Economic and Business Research (BEBR) medium population projections.

Objective 2.2 – Efficient Growth (City of Tallahassee/Leon County):
To support the projected population growth, infrastructure shall be provided economically and efficiently while protecting surrounding forestry uses and agricultural lands from unwarranted and premature conversion to urban land uses. Growth and development shall be directed toward areas with existing or planned infrastructure in a manner that maintains distinct natural, rural, sub-urban, and urban areas.

Policy 2.2.1 – Urban Services Area (USA) (City of Tallahassee/Leon County):



To provide for well-managed, orderly growth that preserves natural resources and promotes fiscal responsibility, the City and County's growth management strategy shall include an Urban Services Area (USA). The USA shall include all areas where public facilities and services, including central water and sewer, are available or are identified in the 5-year schedule of capital improvements. The USA will be sized to include approximately 50% more vacant and developable land than is necessary to accommodate the projected population growth expected within the USA by the long-term planning horizon and will account for both the ability to provide urban infrastructure and the presence of environmentally sensitive lands and water bodies.

Policy 2.2.2 – Improvement of Capital Infrastructure (City of Tallahassee/Leon County):

Capital infrastructure improvements shall be targeted for areas within the Urban Services Area within the long-term planning period. These improvements shall be phased incrementally through annual updates to the Capital Improvements Schedule.

Policy 2.2.3 – Planning for Urban Services (City of Tallahassee/Leon County):

Local government infrastructure master plans, and updates to master plans, shall account for the Urban Services Area when determining where to provide sewer, water, electricity, paved streets, sidewalks, and other related urban services.

Policy 2.2.4 – Urban Services Outside of the Urban Services Area (City of Tallahassee/Leon County):

Urban services may be provided outside of the Urban Services Area where necessary to address critical environmental issues, critical public health issues, and/or other critical hazard vulnerabilities. Exceptions shall be substantiated in the capital improvement planning process. Emergency repairs and improvements necessary to maintain the public health, safety, and well-being shall be allowed without inclusion in the capital improvement planning process.

Policy 2.2.5 – Densities and Intensities (City of Tallahassee/Leon County):
Residential densities and non-residential intensities are established in the Future Land Use Categories and reflected on the Future Land Use Map, and are supported by available capital infrastructure. New growth shall be directed to areas within the Urban Services Area. Residential density and/or non-residential intensity of development allowed for individual site shall be determined by the infrastructure capacity to serve each proposed development, adopted levels of service, and/or the ability to implement conditions of approval or mitigation of potential impacts for the proposed development.

Policy 2.2.6 – Exceptions to the Urban Services Area (City of Tallahassee/Leon County):
Properties in southern Leon County designated Rural or Rural Residential on the Future Land Use Map that are located either between the Urban Services Area and Rural Community in Woodville or west of the Rural Community in Woodville may be designated with a higher density land use when central sewer service is available without requiring an amendment to the Urban Services Area. Any development that utilizes this provision must connect to central sewer.

Policy 2.2.7 – Roadway Improvements (City of Tallahassee/Leon County):
The planning, design, and construction of new streets and roads and the widening of existing streets and roads shall be consistent with the priority of urban services, the Future Land Use Map, and the Urban Services Area.

Policy 2.2.8 – Adaptive Reuse, Infill Development, and Redevelopment (City of Tallahassee/Leon County):
The City of Tallahassee and Leon County shall incentivize brownfield reclamation, building reuse, and the adaptive reuse of existing structures through land development regulations. These measures will support efficient growth, preserve historic buildings, protect natural resources, maintain affordable housing, and prevent the premature conversion of rural and agricultural land into suburban and urban development. Incentives may include density and intensity bonuses of up to 25%, modified development review thresholds, prioritized permitting, and fee waivers to encourage redevelopment and sustainable land use as specified in the land development code.

Policy 2.2.9 – Greyfields & Brownfields (City of Tallahassee/Leon County):
The local governments may incentivize the redevelopment and/or restoration of value to contaminated or under-utilized land on greyfield, brownfield, or other adaptive reuse/infill sites through strategies including possible density bonuses where appropriate, waiver of development fees or some combination of the two.

Policy 2.2.10 – Transportation Corridors (City of Tallahassee/Leon County):
Identify right-of-way (ROW) needed for planned future transportation improvements—in accordance with Florida Statutes Section 163.3177(6)(b)1., Section 337.273, and Section 334.03(29)—and protect it from development encroachment as development occurs to preserve the corridor for transportation use, to maintain transportation level of service standards and ensure that infrastructure occurs concurrent with the impact of development, meet concurrency, to improve coordination between land use and transportation, and to minimize the adverse social, economic, and environmental impacts of transportation facilities.

The future right-of-way needs for selected transportation corridors designated for improvement in the Tallahassee-Leon County Comprehensive Plan are depicted in the table below. This map,

table and corresponding land development regulations are intended to provide a basis for coordinating new development with the provision of transportation facilities by designating corridors where the construction and improvement of transportation facilities is expected

Future Right-of-Way Needs WITHOUT an Existing Corridor Alignment	
Functional Classification	**ROW Width (ft.)[1-3]**
Blueprint Principal Arterial	230
Principal Arterial	200
Minor Arterial	176
Major Collector	146
Minor Collector	100

1) Widths represent maximum anticipated ROW needs for generalized corridors; not precise alignments. Actual road location and design will be determined by specific corridor alignment studies, engineering studies, or other design studies.

2) Alternative widths may be established by the local government, in consultation with other affected agencies, pursuant to an adopted Critical Area Plan or based upon an analysis of existing constraints, community planning objectives, and other considerations unique to the roadway or surrounding land development.

3) In addition to the number of travel lanes, the following are important considerations in the determination of right-of- way needs for future corridors:

   a. Space for sidewalks to provide safe and convenient movement of pedestrians.

   b. The provision of bike lanes or separate bike paths.

   c. Space for current or future location of utilities so that, when necessary, they can be safely maintained without undue interference with traffic. The utility strip needs to be of sufficient width to allow placement of a water main so that in the case of rupture, neither the roadway pavement nor adjacent property will be damaged.

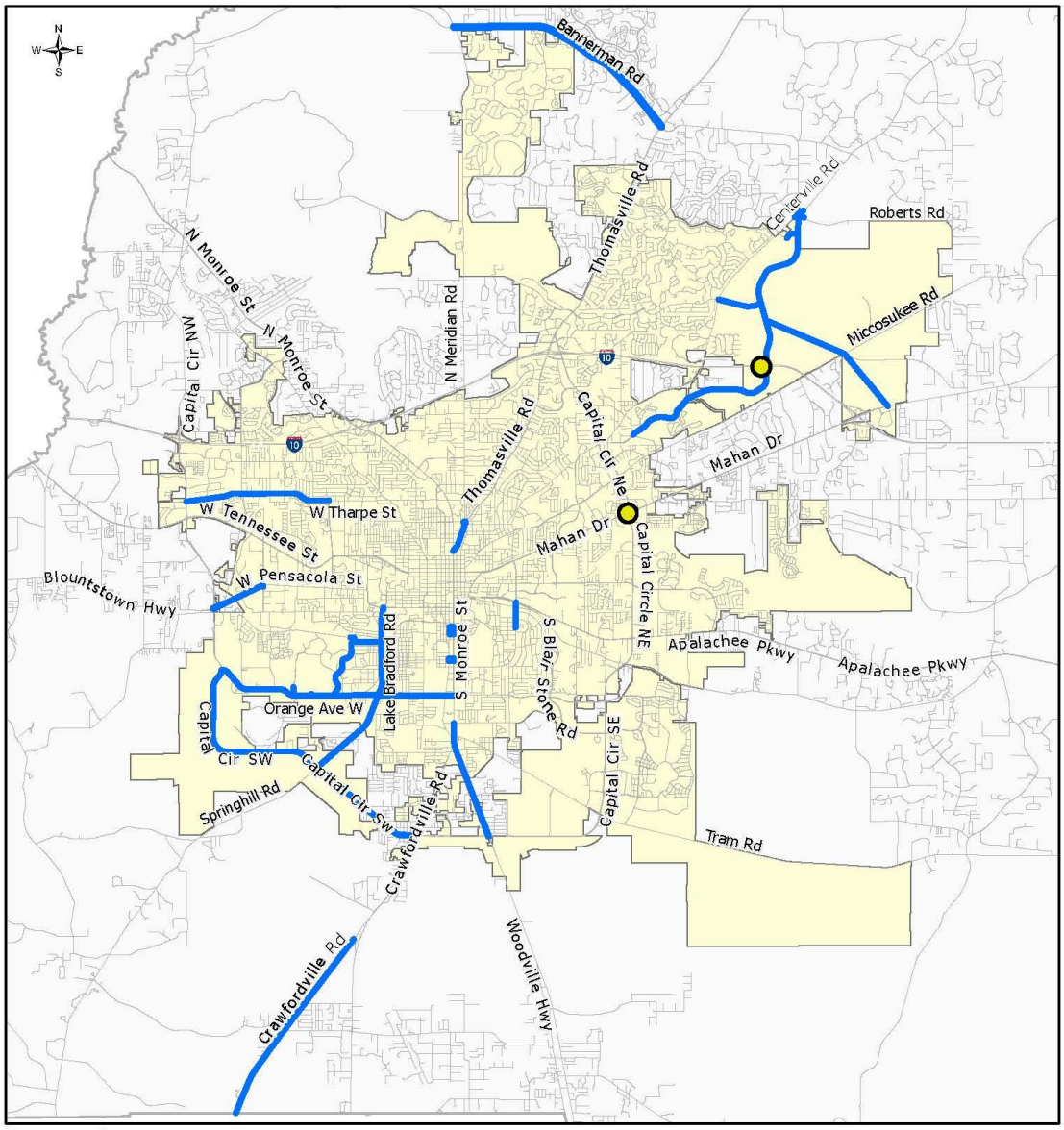
   d. Accommodation of stormwater at the surface or in storm drains.

   e. Accommodation of auxiliary lanes at intersections.

   f. Placement of trees to improve the aesthetic qualities of the roadway, to shade pedestrians, and improve community appearance. The space needs to be adequate to accommodate tree growth without damaging sidewalks, abutting development, or curb and gutter.

   g. Allowing changes in the paved section, utilities, or other modifications that may be necessary to meet unseen changes in vehicle, pedestrian, bicycle, or other transportation needs resulting from changes in land use and activity patterns.

Corridor Preservation Map



Objective 2.3 – Public Infrastructure (City of Tallahassee/Leon County):
Provide public infrastructure, public facilities, and public services that are necessary for public health, safety, and well-being efficiently, effectively, and equitably.

Policy 2.3.1 – Public Facilities Siting (City of Tallahassee/Leon County):
Public facilities, including community services, light infrastructure, and post-high school educational uses that provide for the operation of and provision of services on property owned or operated by local, state and federal government shall be allowable in any future land use category. Public infrastructure facilities may include public services and uses provided by private entities operating on property owned by the local, state, or federal government.

Policy 2.3.2 – Public Infrastructure Resilience (City of Tallahassee/Leon County):
To maintain resiliency and assist with post-disaster continuity of government, the siting of public infrastructure and facilities shall account for hazards by locating outside of hazard areas and evacuation zones or mitigating against potential impacts.

Policy 2.3.3 – School Siting Review & Criteria (City of Tallahassee/Leon County):
All proposals to site public or private schools shall be reviewed for consistency with the Comprehensive Plan.

Objective 2.4 – Preservation of Rural Areas (City of Tallahassee/Leon County):
Protect and create agricultural and silvicultural uses, natural resource-based activities, ecosystems, scenic vistas, and pastoral landscapes by preserving rural areas of the community and preventing the premature conversion of rural lands into low density, single-use districts.

Policy 2.4.1 – Transfer of Development Rights (City of Tallahassee/Leon County):
A transfer of Development Rights program may be established to transfer development rights from areas designated Rural on the Future Land Use Map to areas designated Rural Community or Rural Residential on the Future Land Use Map where central sewer service is available. In no instance shall the level of development be inconsistent with the provisions of the Utilities and Conservation Elements.

Policy 2.4.2 – Criteria for Urban Service Area Expansion (City of Tallahassee/Leon County):
To avoid premature conversions of rural areas to higher density and intensity uses, expansions to the Urban Services Area shall be contiguous with the Urban Service Area boundary, shall demonstrate the availability of or ability to provide central water and sewer service, and shall be based on an analysis of population projections and growth trends and an analysis of developable vacant land currently within the Urban Services Area.

Objective 2.5 – Reconnecting Urban Sprawl (City of Tallahassee/Leon County):
Mitigate the impacts of automobile-oriented, single-use developments by leveraging transportation connectivity, land use, and urban design principles that focus on reducing environmental impacts, incorporating a mix of uses, reducing vehicle miles traveled, and improving mobility, especially for people walking, riding bicycles, and using transit.

Policy 2.5.1 – Suburban retrofit (City of Tallahassee/Leon County):

The City of Tallahassee and Leon County shall develop and maintain land development regulations that encourage and incentivize redeveloping suburban areas to:

- Adaptively reuse vacant and underutilized buildings for new uses.
- Reconstruct degraded wetlands and watercourses to either "natural" functionality or repurpose them to complimentary functionality with additional community-use features.
- Build compact, walkable, mixed-use developments using Complete Streets design principles.
- Reduce block sizes to improve walkability.
- Establish more continuous streetscapes with liner buildings close to the street.
- Retrofit streets with appropriate design elements and sidewalks based on the designated Roadway Context Classification and available right-of-way.
- Interconnect street networks.
- Include more diversity in residential building types.
- Provide transit amenities.

Objective 2.6 – Recognizable Places (City of Tallahassee/Leon County):
Foster and protect distinctive, attractive places that are recognizable and important to the community.

Policy 2.6.1 – Beautifying Public Spaces (City of Tallahassee/Leon County):
The local governments shall provide land use regulations that require investment in the streetscape by adding features such as benches, planters, bike racks, tree boxes with trees with a healthy canopy; and providing space for public art installations where appropriate for a given context.

Policy 2.6.2 – Gateway Corridors (City of Tallahassee/Leon County):
Encourage the redevelopment and improvement of Gateway Corridors by providing higher density and intensity land uses along with design standards that promote complete streets and require enhanced landscaping along the corridors. Where appropriate and feasible, Gateway Corridors shall be evaluated for other improvements, including regional stormwater, parking facilities, brownfield remediation, and infrastructure improvements. Gateway Corridors include South Monroe Street, North Monroe Street, West Pensacola Street, West Tennessee Street, Thomasville Road, Mahan Drive, Apalachee Parkway, Lake Bradford Road, South Adams Street, Orange Avenue, and Springhill Road.

Policy 2.6.3 – North Monroe Corridor (City of Tallahassee/Leon County):
In addition to the Gateway Corridor components identified in Policy 2.6.2, encourage the redevelopment of the North Monroe Corridor by establishing and maintaining the Lake Protection Corridor zoning district for areas north of Interstate-10 that are within the Lake Jackson Basin. Land development regulations shall also provide provisions for non-conforming uses and properties in the Lake Protection land use category to be deemed conforming when redevelopment or site improvements result in the site meeting the design standards and water quality standards for the Lake Jackson basin established in land development regulations.

Policy 2.6.4 – Woodville Sense of Place (Leon County):

Upon the adoption of the Woodville Sense of Place Plan by the Board of County Commissioners, the Tallahassee-Leon County Planning Department shall evaluate the need for updates to the Comprehensive Plan and land development regulations to implement the recommendations of the plan.

Policy 2.6.5 – Future Downtown Development (City of Tallahassee):

The City of Tallahassee shall incorporate design standards in the land development regulations that require complementary development and redevelopment in the Downtown area, specifically with regard for the historic context and support for multi-modal transportation.

Policy 2.6.6 – Bradfordville Study Area (Leon County):

The Bradfordville Study Area is defined in the Bradfordville Sector Plan, as adopted by the Leon County board of County Commissioners on July 11, 2000, and is depicted on the following map. Development in the unincorporated area of Leon County in the Bradfordville Study Area shall continue to be subject to the development standards for the area included in Leon County land development regulations based on the Bradfordville Area Plan.



Objective 2.7 (City of Tallahassee) – Multimodal Transportation District (MMTD):

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

Policy 2.7.1 – MMTD Implementation (City of Tallahassee):

The Multimodal Transportation District (MMTD), established in 2009 under the requirements of Florida Statute Section 163.3180(15) (2009) for the purpose of promoting walking, bicycling, and transit use, shall be maintained, updated, and implemented by relevant City and County departments through the Multimodal Transportation District Land Development Code and the project programming of the Capital Improvements Schedule.

Policy 2.7.2 Land Use Within the MMTD (City of Tallahassee):

The City of Tallahassee and Leon County shall periodically review the Future Land Use Map and land development regulations within the MMTD and modify them as necessary to facilitate appropriate densities, intensities, and mixture of land uses to support the goals of the district, based on the following targets:

a. Central nodes consisting of employment and services, relatively high density residential, and public spaces all oriented around convenient access to public transit facilities.

b. Areas designated primarily for residential uses should be no more than ½ mile from areas designated for shopping, services, and employment uses.

Policy 2.7.3 – Land Development Regulations in the MMTD (City of Tallahassee):

Adopt and maintain context-based land development regulations that ensure new development and redevelopment will contribute to walkable urban development patterns. Additionally, these regulations shall include and/or address the following:

a. Building placement.

b. Block size standards shall encourage small blocks and an interconnected street network.

c. Sidewalks with widths based on context.

d. Facade transparency.

e. Parking location.

Policy 2.7.4 – Minimum Parking Requirements (City of Tallahassee):

Minimum parking requirements shall not be applied to areas designated Urban Center of the Future Land Use Map and shall be significantly reduced, removed, or made otherwise flexible for other areas in the MMTD.

Policy 2.7.5 – Transit in the MMTD (City of Tallahassee):

The MMTD shall be well-connected via transit to major trip generators and attractors both inside and outside the areas where feasible; transit stops and waiting areas shall be safe, accessible, and comfortable, and intermodal connections shall be made.

Policy 2.7.6 – Transportation Mitigation (City of Tallahassee):

Transportation mitigation funds collected within the MMTD shall be used for projects within the MMTD with priority given to bicycle, pedestrian, or transit projects.

Policy 2.7.7 – MMTD Evaluation (City of Tallahassee):

The MMTD code shall be evaluated for opportunities to incorporate FDOT Context Classification along state roads, consideration of implementation through form-based code, and opportunities to streamline infill development and redevelopment within the Urban Center land use category.

Objective 2.8 – Community Context (City of Tallahassee/Leon County):

Identify natural, rural, sub-urban, and urban context areas based on distinguishing characteristics of the different locations across the community. The distinguishing characteristics used to identify the context areas will include existing development patterns, future development patterns based on land use and zoning, natural features, access to infrastructure, adjacent roadway classifications and proximity to employment centers, universities and schools, transit lines, trails and multi-modal facilities. The context areas shall be used as the basis for planning and design of land uses,

transportation facilities, public facilities, and infrastructure in the City of Tallahassee and Leon County.

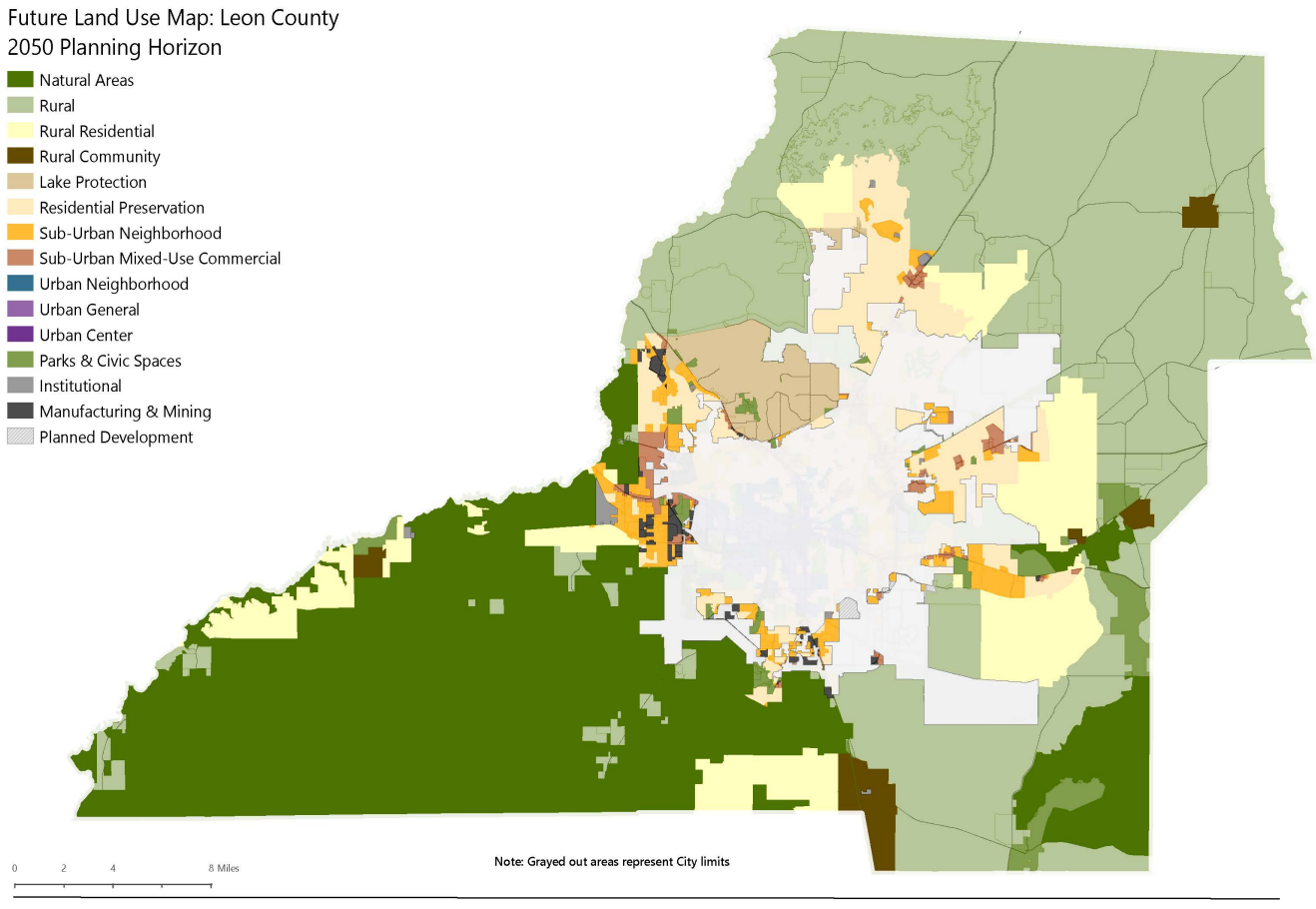
Policy 2.8.1 – Tallahassee-Leon County Future Land Use Map (City of Tallahassee/Leon County):

Identify the distribution, extent, and location of the different uses of land in the City of Tallahassee and Leon County in a manner that reflects community context and the vision for the community's future.

Policy 2.8.2 – Context Area Densities, Intensities and Mix of Uses (City of Tallahassee/Leon County):

The Future Land Use Map and Zoning Atlas shall include uses, densities, and intensities consistent with concentrating development within the Urban Services Area. Land uses and zoning within the Urban Context Areas shall have higher allowable densities and intensities than the Sub-Urban Context Areas, which shall have higher allowable densities and intensities than the Rural Context Areas. To ensure a mixture of uses in mixed-use land use categories, a minimum of 5% open space (which may include landscaping and stormwater facilities subject to land development regulations) is required and residential or non-residential land uses may develop from a range of 5% up to 95%. Public Schools are an allowable use in all future land use categories within the Urban Services Area with the exception of the Natural Areas land use. This provision is intended to provide sufficient lands proximate to residential areas to allow existing and future school siting considerations.

Future Land Map



Future Land Use Categories (FLUCs)

Policy 2.8.3 – Natural Areas Future Land Use Category (City of Tallahassee/Leon County):

State and national forests, wildlife management areas, and other managed natural areas serve to sustain the health, diversity, and productivity of valuable ecosystems while integrating public use of these resources. The Natural Areas land use category represents conservation and preservation areas protected from development.

Natural Areas consist of lands approximating or reverting to wilderness conditions, including lands unsuitable for settlement due to topography, hydrology, or vegetation. Areas designated as Natural Areas shall be protected from development except for community services, light infrastructure, and recreational uses that are compatible with the natural surroundings. Silviculture (the growth and cultivation of trees) shall be allowed.

Residential uses shall be limited to hosts and resident volunteers involved in the maintenance or operation of the managed natural areas. No residential uses shall exceed a density of one dwelling unit per 10 acres.
The following special conditions shall apply to the Natural Areas future land use category:

1. Ecotourism uses and structures ancillary to ecotourism uses (such as trailheads, interpretive kiosks, boat ramps, canoe/kayak launches, and campsite amenities) are allowable provided the structures preserve the scenic and natural character of this category.
2. Accessory uses directly associated with the operation of silvicultural, wildlife conservation, and recreational hunting shall be allowed.
3. Light infrastructure shall be allowed within the Natural Areas future land use category, provided there is no reasonable alternative location outside of Natural Areas future land use areas that provide the same public benefit.
4. State forests managed by the Florida Forest Service may be managed with frequent prescribed fire to meet ecological restoration and maintenance, wildlife habitat improvement, forest pest prevention, access and aesthetic control, and hazardous fuel reduction objectives in accordance with their respective 10-year Land Management Plans (F.s. 253.034).

Policy 2.8.4 – Rural Future Land Use Category (City of Tallahassee/Leon County):

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

The Rural land use category shall allow single family residential uses at a maximum density of one dwelling unit per 10 acres.

Non-residential uses functionally related to and directly in support of agriculture, the growth and cultivation of trees, and other natural resource-based activities, including ecotourism activities, may be permitted at a maximum intensity of 2,000 square feet per acre. The location of such uses shall be limited to the intersection of major collector and arterial or the intersection of two arterial designated roadways with development standards provided in land development code regulations for these nodes, except for non-residential uses supporting ecotourism activities, which shall be allowed near the waterbodies and natural features that are the focus of the ecotourism activity.

Community services, light infrastructure, and recreational uses may be permitted provided they are compatible with the natural and rural surroundings. Facilities associated with these uses may be permitted at a maximum intensity of 5,000 square feet per acre, with the primary structure not to exceed 7,500 square feet.

Active recreational uses not functionally related to or supportive of agriculture, silviculture, or natural resource-based ecotourism activities are prohibited. This includes, but is not limited to, golf course, drag strips, and racetracks.

To ensure that such uses are developed in a manner that is compatible with the rural nature of the area, additional design standards and limitations shall be included in the land development code.

The following special conditions shall apply to the Rural Land Use category:

1. Development proposals within the Rural Land Use category shall be evaluated for compatibility with adjacent agricultural and silvicultural uses and shall consider the land management activities associated with such uses, including prescribed fires which result in smoke. Development that is incompatible with agricultural uses, or has the potential to fragment, encroach upon, or displace such uses, shall not be permitted.
2. Property within the Rural Land Use category shall not be converted to a more intense land use category unless the subject site adjoins the Urban Services Area or a designated Rural Community.
3. Non-residential development shall be subject to design standards that preserve the scenic and rural character of this category and protect existing rural residential development from offsite impacts of non-residential development. Design standards shall include, but not be limited to, signage, lighting, parking, landscape buffers, and building materials.
4. Existing uses and structures listed on the local or national historic register as of July 6, 2015, shall be considered conforming.
5. Because urban services are not planned or programmed for areas within the Rural land use category, the Rural land use category shall not be applied to properties within the Urban Services Area.

Policy 2.8.5 – Rural Residential Future Land Use Category (Leon County):

The intent of the Rural Residential category is to provide the opportunity for very low-density residential areas mixed with open space and agricultural activity on the periphery of the Urban Services Area.

Residential land uses in Rural Residential shall be permitted at a density of up to one dwelling unit per three acres except in Conservation Subdivisions developed in accordance with the special conditions for the Rural Residential land use.

Community facilities, minor commercial activities, and minor offices are permitted. The maximum allowable gross square footage in Rural Residential may not exceed 20,000 square feet per acre for minor commercial and 100,000 square feet per acre for neighborhood commercial and shall be further detailed in the land development code.

Industrial, office, and more intensive commercial land uses are prohibited due to lack of present infrastructure services or potential negative environmental impacts. Present or future agricultural, silviculture and forestry activities may be allowed.

The following special conditions shall apply to the Rural Residential Land Use category:

1. To promote a mix of residential areas and perpetually protected open space and agricultural lands, Conservation Subdivisions are allowed and encouraged. Conservation Subdivision design in the Rural Residential land use may be permitted at a gross density of up to one unit per three acres with units clustered on no more than 50% of the site. Conservation Subdivisions must also permanently set aside at least 50% of the total site as open space and restrict development to the least environmentally sensitive and otherwise significant portions of the land. Residential lot size shall be a minimum of 0.5 acre.
2. To protect rural areas from premature development, facilitate infill and redevelopment inside the Urban Services Area, and in recognition of the significant area already mapped as Rural Residential, no additional lands designated Rural or Rural Residential shall be converted to a more dense or intense land use category unless it is within the Urban Services Area and adjoining lands are also within the designated Urban Services Area.
3. Existing, lawfully established, non-residential uses within the Rural Residential land use category that are compatible with surrounding uses shall be considered permitted uses.
4. Existing lots of record shall be considered vested for the purposes of single-family residential use regardless of lot size or density provided all other development standards can be met.
5. Drive-in and drive-thru facilities are not permitted in Rural Residential.

Policy 2.8.6 – Rural Community Future Land Use Category (Leon County):
The intent of the Rural Community land use is to distinguish long-established unincorporated communities located outside of the urban service area. These unincorporated rural communities have historically grown independently as communities outside of the Tallahassee urban area and are not extensions of urban sprawl. The Rural Community land use represents geographically compact concentrations of developed areas, including many historic towns, immediately surrounded by rural and natural areas.

Residential uses within the Rural Community land use are allowed at a base maximum density of 2 dwelling units per acre. Where central sewer is available, the maximum density allowed is 8 dwelling units per acre.

Community facilities, minor offices and small to moderate-sized commercial development that provide local and surrounding rural residents access to basic shopping opportunities are limited to a maximum intensity of 10,000 square feet per acre. Maximum building size shall not exceed 50,000 square feet. The Land Development Code shall incorporate standards to minimize potential adverse effects of non-residential uses on surrounding residential property, encourage clustering of businesses to discourage "strip" development, provide for utility space minimums to avoid traffic interference, limit building mass, and encourage pedestrian access.

The following special conditions shall apply to the Rural Community Land Use category:

1. Water and wastewater systems used to serve areas designated Rural Community shall be designated for lower density service as this category is not intended to create an area that attracts regional development.
2. Rural Communities within the Primary Springs Protection Zone shall implement development provisions per the Conservation and Utilities Elements.

Policy 2.8.7 – Lake Protection Future Land Use Category (City of Tallahassee/Leon County):

Lake Jackson, designated both an Outstanding Florida Water (OFW) and Aquatic Preserve, is one of the most unique waterways in Florida. The intent of the Lake Protection category is to ensure that development within the Lake Jackson basin occurs in a sustainable and environmentally sound manner, achieving measurable reductions in nutrient pollutants and improving water quality. The bounds of this category are to be based on the Lake Jackson basin boundary. The boundaries of the Lake Protection category may be applied to areas outside but adjacent to the Lake Jackson basin where application of the category promotes cohesive development patterns along a mixed-use corridor or node.

The Lake Protection category shall allow for residential uses at a density of one dwelling unit per two acres. To encourage compact and efficient development, three density bonus options are available for properties within the category:

- A residential density of up to 4 dwelling units per acre may be permitted within developments designed as a Conservation Subdivision, where served by central water and sewer systems.
- A residential density of up to 8 dwelling units per acre may be permitted within the Lake Protection Corridor (LPC) zoning district, where served by central water and sewer systems.
- A residential density of up to 20 dwelling units per acre may be permitted for properties on US Highway 27 within the Lake Protection Node (LPN) zoning district, where served by central water and sewer systems, and where design standards, including buffering to adjacent low and density residential, as established in the land development code is met.

Non-residential and mixed-use development within the Lake Protection category may only be permitted within areas designated with the LPN and LPC zoning districts. Within these districts, single use, non-residential development shall be allowed at a maximum intensity of 10,000square feet per acre in the LPC zone and 20,000 square feet per acre in the LPN zone where buffering to low-density residential as established in the land development code is met. Projects containing a vertical mixture of uses, including any combination of office, commercial and residential uses, may receive a bonus of 2,500 square feet per acre in the LPC zone and a bonus of 10,000 square feet per acre in the LPN zone.

Community services, light infrastructure, and recreational uses shall be permitted. Facilities associated with these uses shall be allowed at a maximum intensity of 10,000 square feet per acre.

The following special conditions shall apply to the Lake Protection Future Land Use category:

1. The local governments shall implement the Lake Protection Land Use Category with a minimum of three zoning districts, including Lake Protection, LPC, and LPN.
2. The LPN zoning district shall only be permitted at the following intersections:
    a. Highway 27 North and Sessions Road
    b. Highway 27 North and Capital Circle NW/Old Bainbridge Road
    c. Highway 27 North and Fred George Road
    d. Bannerman Road and Bull Headley Road

    The exact extent of these Nodes shall be specified in the City of Tallahassee and Leon County land development regulations but generally shall not extend beyond 0.25 miles from the respective intersection and shall not include areas within a Special Development Zone (SDZ) or existing single-family subdivisions.
3. The LPC zoning district shall only be permitted along Highway 27. The exact extent of the LPC shall be specified in the City of Tallahassee and Leon County land development regulations but generally shall not extend beyond 0.25 miles from the centerline of Highway 27 and shall not include areas within a Special Development Zone (SDZ).
4. As an alternative to large-lot developments, Conservation Subdivisions shall be permitted within the Lake Protection land use category and shall include the following:
    a. Contain a minimum of 60% open space preserved in perpetuity through a conservation easement and comprised of such things as preservation and conservation features, Special Development Zones, undeveloped uplands, passive recreation areas, and storm water facilities designed as a community amenity; and
    b. Be developed at a maximum gross density of two dwelling units per acre or a maximum gross density of four dwelling units per acre when served by central water and sewer systems.
5. Land development regulations shall include stormwater treatment standards for all development and redevelopment within the Lake Protection land use category. To

encourage redevelopment in the Lake Protection category, land development regulations may provide for a partial credit applied toward existing impervious surface on previously developed sites.

6. Minimum open space requirements, Low Impact Development strategies, and maximum building footprints shall be included as development standards for the zoning districts implementing the Lake Protection land use category. Additional development standards deemed necessary to protect Lake Jackson from further degradation and/or improve existing water quality may be included in the land development code.
7. The land development regulations shall provide provisions for legally established non-conforming uses and properties in the Lake Protection land use category to be deemed conforming when redevelopment or site improvements result in the site meeting the design standards, including buffering to adjacent low-density uses, and water quality standards for the Lake Jackson basin established in land development regulations.

Policy 2.8.8 – Residential Preservation Future Land Use Category (City of Tallahassee/Leon County):

Characterized by existing homogeneous residential areas within the community that are predominantly accessible by local streets. The primary function is to protect existing stable and viable residential areas from incompatible land use intensities and density intrusions greater than 6 units per acre. Future development primarily will consist of infill due to the built-out nature of the areas. Commercial, including office as well as any industrial land uses, are prohibited. Future arterials and expressways should be planned to minimize impacts within this category. Single family, townhouse, duplexes and cluster housing may be permitted within a range of up to six units per acre. Notwithstanding the maximum densities in this policy, existing legally established residential uses exceeding 6 units per acre shall be deemed conforming. Such uses may rebuild to existing building lot coverage percentage and density. Expansion of residential uses exceeding 6 units per acre or other non-conforming uses are prohibited. Nonresidential uses, other than community facilities and recreational facilities are not permitted. Community facilities are limited to a maximum of 60% impervious surface.

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

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

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

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

New or redeveloped commercial uses adjoining residential preservation designated areas shall mitigate potential impacts by meeting land development regulation requirements for buffers, screenings, landscaping, noise, setbacks and stepbacks to be compatible with low density residential development in terms of size and appearance. The factors cited in paragraph (d) below shall be used when determining the compatibility and design techniques. The design and layout of adjoining commercial uses shall be oriented to place the section of the development with the least potential negative impacts next to the residential preservation area.

b) Limitations on existing light industry adjoining residential preservation neighborhoods.

Expanding or redeveloped light industrial uses adjoining low-density residential areas within the residential preservation land use category shall mitigate potential negative impacts and provide screening or buffering between the light industrial uses and the low and medium density residential uses. The factors cited in paragraph (d) below shall be considered when determining compatibility and design techniques.

The design and layout of expanding or redeveloping light industrial uses adjoining residential preservation areas shall be oriented to place the section of the development with the least potential negative impacts in the area next to the existing and/or future low density residential area in the residential preservation land use category. New light industrial uses shall prevent or mitigate off-site impacts in accordance with the Institutional Special District or the Manufacturing and Mining Special District t and applicable Land Development Regulations.

c) Additional development requirements for allowed community facilities when adjoining low density residential areas, except for cemeteries or religious facilities to be used solely for religious functions.

Such development requirements will also apply to ancillary facilities when proposed in conjunction with religious facilities and are to result in effective visual and sound buffering (either through vegetative buffering or other design techniques) between the community facilities and the adjoining residential preservation area.

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

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

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

Policy 2.8.9 – Sub-Urban Neighborhood Future Land Use Category (City of Tallahassee/Leon County):

The intent of the Sub-Urban Neighborhood land use category is to allow for neighborhood-scale development that provides a mix of housing types and neighborhood scale commercial within a walkable and bikeable area It is not intended to be applied within the interior of an existing established low-density neighborhood, unless to correct, legal non-conforming uses and/or densities. Principal uses within the district shall include residential development, neighborhood commercial, and neighborhood supportive facilities such as community facilities, recreational amenities, and light infrastructure.

The Sub-Urban Neighborhood category shall allow for residential uses at a maximum density of 20 dwelling units per acre. Allowed residential building types are single-family detached, single-family attached, duplexes, triplexes, fourplexes, multiplexes, multi-family, and live-work units.

Office, commercial, and community service uses are allowed up to 20,000 square feet per acre. The intensity of all non-residential land uses shall be kept minimal to reduce the intrusive impact upon the predominant residential land use. Land development regulations shall include development standards to maintain low traffic volumes, vehicular speeds, and parking for non-residential uses.

The following special conditions shall apply to the Sub-Urban Neighborhood Future Land Use category:

1. Urban design standards, buffering standards, and screening standards shall be included in the City of Tallahassee and Leon County land development regulations to ensure compatibility between residential and non-residential uses within the Sub-Urban Neighborhood land use.
2. If central sanitary sewer is not available, non-residential development is limited to a maximum of 900 gallons of wastewater flow per day. Community service facilities are limited to no more than 5,000 square feet, or a sewage flow not to exceed 900 gallons per day. Also, refer to Sanitary Sewer Policies 1.2.3 and 2.1.2 of the Utilities Element of the Comprehensive Plan for additional requirements.

Policy 2.8.10 – Sub-Urban Mixed-Use Commercial Future Land Use Category (City of Tallahassee/Leon County):

The intent of the Sub-Urban Mixed Use Commercial Land Use Category is to establish activity centers and mixed-use nodes that provide community wide or regional commercial activities and housing. This land use category promotes the efficiency of the transportation system through consolidation of trips and discouragement of the unabated sprawl of commercial activities. An integrated pedestrian and bicycle access system shall be provided to afford safe and accessible foot and bike travel between the land uses. The district is intended to facilitate efficient traffic flow by allowing only land uses developed with comprehensively planned access, egresses, and internal circulation systems through the land development review and approval process.

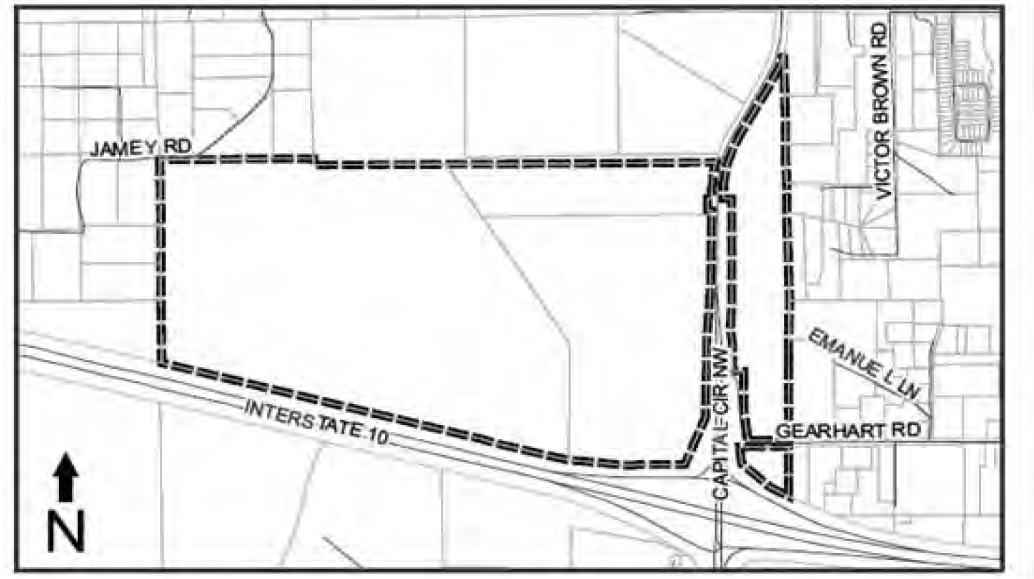
Residential land uses at a maximum density of up to 45 dwelling units per acre shall be allowed in the Sub-Urban Mixed Commercial Land Use Category. Recreational opportunities, cultural activities, commercial goods and services should be located nearby to complement residential

uses. Mass transit stops should be located at large commercial centers with appropriate connections established between commercial and residential areas to reduce the automobile dependency of residents and employers. For infill development and redevelopment projects, a variety of residential types, employment, office, and commercial uses should be incorporated.

Non-residential uses including office, recreation, light infrastructure, community services, and educational facilities shall be allowed up to 25,000 square feet per acre except for in the scenarios outlined in the special conditions below.

The following special conditions shall apply in the Sub-Urban Mixed Use Commercial Land Use Category:

1. Except within mixed-use centers, larger-scale commercial development shall be buffered from residential neighborhoods.
2. If development within the Sub-Urban Mixed Use Commercial Land Use Category only contains residential land uses, at least 5% of the gross site must be used for passive or active open space such as pocket parks, green space, or trails. The required 5% of the site shall be contiguous.
3. Non-residential development that is a part of a mixed-use development that includes medical centers may have an intensity of up to 80,000 square feet per acre, and up to 176,000 square feet per acre if it includes a hospital.
4. Park Place is a designated Regional Activity Center subject to the increased Development of Regional Impact guidelines and standards consistent with Rule 28-24.014(10)(a), Florida Administrative Code.



Park Place meets the parameters for a Regional Activity Center as defined in Rule 28-24.014(10)(c)2, Florida Administrative Code, and is depicted on the map above. Multi-use land uses for a Regional Activity Center can be accommodated by the currently designated Planned Development future land use category and development shall occur

consistent with the guiding land use policies within the local comprehensive plan and the land development code.

Policy 2.8.11 – Urban Neighborhood Future Land Use Category (City of Tallahassee):
The intent of the Urban Neighborhood Land Use is to provide medium density housing, live/work housing, and a mix of uses set within small to medium blocks that are defined by walkable streets characterized by narrow travel lanes, on-street parking, sidewalks, and planter strips. It is not intended to be applied within the interior of an existing established low-density neighborhood, unless to correct legal non-conforming uses and/or densities. The Urban Neighborhood area shall be characterized by a mix of uses on small lots, with residential uses being the predominant type, and a street network that generally connects to residential neighborhoods along corridors or behind the uses fronting major collectors or arterial roadways. Non-residential neighborhood-scale uses are allowed and intended to integrate into the surrounding neighborhood. Pedestrian safety and comfort shall be prioritized over vehicle speed.

Allowed land uses include residential and neighborhood-scale non-residential uses. The scale of all non-residential land uses shall remain accessible to pedestrians living in surrounding residences. Emphasis on commercial uses shall be limited to convenience goods and services, small to moderate scale grocery stores, and small pharmacies and offices. Community facilities, office, and commercial development in scale with surrounding residential areas are appropriate.

A maximum gross density of 26 dwelling units per acre is allowed. Residential development should include a mix of densities and housing types and be located to maximize pedestrian access to shops, public facilities and recreational opportunities that are passive or active.

A maximum intensity for commercial uses of 30,000 square feet per acre and a maximum intensity for office uses of 30,000 square feet per acre are allowed. Traffic volumes and speeds shall be kept low, and parking for nonresidential uses shall be small in scale. The number of parking spaces may be reduced to reflect increased pedestrian access.

The following special conditions shall apply to the Urban Neighborhood Land Use Category:

1. Design and development standards for the Urban Neighborhood area shall detail the placement, scale, and relationship between buildings and the street, including landscaping standards, to support an area of high pedestrian comfort and a continuous walkable street network throughout the district.
2. Urban design standards, buffering standards, and screening standards shall be included in the City of Tallahassee and Leon County land development regulations to ensure compatibility between residential and non-residential uses within the Urban Neighborhood land use category.

Policy 2.8.12 – Urban General Future Land Use Category (City of Tallahassee):
The intent of the Urban General Land Use is to provide a mixture of uses including a variety of residential land uses, employment (including light manufacturing), office and commercial activities that are arranged in a manner to promote walkability and bikeability, or reduce automobile use. This category includes a variety of building types, short setbacks, wide sidewalks,

and a street scape with trees, typically defining medium-sized blocks within walking distance of high activity or employment centers; essentially a walkable urban area with a mix of housing options and significant non-residential uses related to and supporting housing. The land use category provides higher density residential opportunities near university campuses and the downtown area. Infill and potential redevelopment and/or rehabilitation activity are encouraged.

Allowed land uses include residential, commercial, office, and community facilities.

A maximum gross density of 50 dwelling units per acre is allowed.

A maximum intensity for commercial uses of 60,000 square feet per acre and a maximum intensity for office uses of 60,000 square feet per acre are allowed.

Development in this category located along public frontages shall incorporate uses that emphasize and encourage pedestrian foot traffic and contribute towards a visually-interesting environment for the adjacent public realm. This can be achieved through methods such as high percentage of transparency, frequent pedestrian opening with connections to adjacent streetscapes, and human-scaled architectural details. Development that is primarily served by automobile traffic and generates low foot traffic shall be subject to a maximum intensity of 30,000 square feet per acre.

The following special conditions shall apply to the Urban General Land Use Category:

1. Design and development standards in the land development regulations for the Urban General area shall detail the placement, scale, and relationship between buildings and the street to support an area of high pedestrian comfort and safety, and a continuous walkable street network throughout the district.
2. Development standards in the Tallahassee Land Development Code may not require minimum parking requirements for uses in the Urban General land use category.
3. Street access by nonresidential uses may be permitted within the City limits of Tallahassee so long as site design complies with land development regulations to mitigate potential incompatibility with residential uses within the land use district.
4. Development at universities and colleges shall be regulated by the respective campus master plans and development agreements. Coordination on development in the proximity of universities and colleges shall be subject to development agreements.
5. The land development regulations shall include standards for development that do not incorporate uses that emphasize and encourage pedestrian foot traffic or contribute towards a visually-interesting environment for the adjacent public realm. Standards shall include requirements such as enhanced bicycle and pedestrian amenities and streetscaping features, building façade enhancements, and building placement.

Policy 2.8.13 – Urban Center Future Land Use Category (City of Tallahassee):
The intent of the Urban Center land use category is to be a vibrant, 18-hour urban activity center with quality development that includes a variety of residential and nonresidential uses at high densities and intensities. The land use is characterized by buildings in close proximity to one another, featuring retail on the ground floor and residential units above, wide sidewalks, consistent street trees, and a strong emphasis on pedestrian activity. The emphasis in this area, which is within the Multimodal Transportation District, is to facilitate a shift from cars to

pedestrian, bike and transit modes of transportation. The land use intends to promote a mix of uses and higher densities and intensities within its Urban Center, while promoting multiple modes of transportation.

Allowed land uses include residential, commercial, office and community facilities.

A maximum gross residential density of 150 dwelling units per acre is allowed. Development intensity in Urban Center is up to 100% lot coverage. Land development regulations may establish more restrictive lot coverage, building heights, and design standards for different locations, neighborhoods, and special character districts within the Urban Center land use.

Intensity for nonresidential uses shall be identified in the Downtown regulating land development code that shall include lot coverage and maximum building height.

The following special conditions shall apply to the Urban Center Land Use Category:

1. The development regulations within the Urban Center area shall establish Design Guidelines for the land use in order to allow for more mixed-use, pedestrian, bike and transit- oriented development.
2. Future Expansion of the Urban Center land use shall be subject to the following requirements.
    a. The proposed parcels shall be:
        i. Within the existing Downtown Overlay; and
        ii. Contiguous to the existing Urban Center FLUM area.
        iii. Served by available and adequate infrastructure to support the densities and intensities allowed in the Urban Center land use.
        iv. Demonstrated to exhibit a need for the expansion (e.g.: parcel of sufficient size not available in the Central Core FLUM for the proposed development).

Policy 2.8.14 – Special Development Districts (City of Tallahassee/Leon County):
The following Special Development Districts are created to address unique uses and areas throughout the community:

- Manufacturing and Mining – Heavy industrial land uses that do not, typically, have a defined intensity or density and may have the potential to create significant offsite impacts to surrounding areas, have specific federal and/or state requirements and must receive federal and/or state approval in addition to local government approval. Impacts such as noise, lighting, traffic, and vibrations that are not regulated by federal and/or state laws shall be regulated by the City and County.
- Institutional - Heavy infrastructure community facilities which may be public or privately owned or established that provide significant public benefit but may have the potential to create off-site impacts.
- Parks and Civic Spaces – City, County, State and Federal areas utilized for passive and/or active recreation uses. The principal land use will not, typically, have a defined density

or intensity.

- Planned Development – Large, undeveloped land areas within the Urban Services Boundary that are generally under single ownership that are required to be master planned prior to development.

Special Development Districts shall be subject to the provisions of the Comprehensive Plan except where otherwise specified by federal and state laws.

Policy 2.8.15 – Manufacturing and Mining Special District (City of Tallahassee/Leon County):

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

Manufacturing and mining uses intended for the distribution of manufactured goods should be encouraged in areas with access to the Tallahassee International Airport or the Florida Department of Transportation's (FDOT) Strategic Intermodal System (SIS) facilities. The Manufacturing and Mining Special District shall not be applied to areas outside the Urban Services Area.

Because heavy industrial uses vary in their operations and potential for offsite impacts, performance and locational criteria shall be established in the City and County land development codes for the implementing zoning districts.

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

- Light Industrial – Light Industrial uses shall be permitted at a maximum intensity of 30,000 square feet of gross building floor area per acre. Ancillary residential uses (intended for caretaking, maintenance, the temporary lodging of employees, or security) may not exceed two units per acre.
- Mining – Mining uses shall be permitted subject to applicable landscaping and natural area requirements and the dimensional standards included in land development regulations. A land reclamation plan shall be submitted demonstrating that upon termination of the activity, the land shall be returned to a condition that will allow an effective reuse compatible with surrounding properties.
- Heavy Industrial – Heavy Industrial uses shall be permitted at a maximum intensity of 30,000 square feet of gross building floor area per acre. These areas shall have stringent locational criteria and require extensive buffering and/or relative distance from other land uses. These uses may require employment of techniques to prevent impacts offsite or require mitigation and/or minimization techniques for impacts. Ancillary commercial

uses designed to serve adjacent workers may be permitted.

The following special conditions shall apply to the Manufacturing and Mining Special District:

1. Noise, vibrations, smoke, dust and particulate matter, odor, and lighting resulting from industry and mining uses shall be prevented or mitigated to avoid negative impacts on properties in the vicinity of these uses. The City and Leon County Land Development Code shall provide minimum mitigation standards.
2. Administrative offices that support and are functionally related to onsite activities are allowed in any of the implementing zoning districts for the Industry and Mining Special District.
3. Site plans must demonstrate the protection of adjacent non-industry and non-mining properties through development standards outlined in the land development codes.
4. A plan for vehicular access to and from the site addressing heavy trucks and equipment must be submitted with site plans and must demonstrate compatibility with adjacent land uses.
5. Hydraulic fracturing, proppant fracturing, acid fracturing, matrix acidizing, and similar activities, commonly referred to as fracking, are not permitted uses in the Industry and Mining Land Use.

Policy 2.8.16 – Institutional Special District (City of Tallahassee/Leon County):
The purpose of this Special District is to provide lands for heavy infrastructure community facilities that must obtain federal and/or state approvals to be located, modified and/or expanded within the community. Institutional facilities and uses may be public or privately owned or established but must provide significant public benefit.

Principal uses for institutional facilities and uses may not have a defined density or intensity. Generally, facilities and accessory uses shall not occupy more than 90 percent of the entire site when located within the Urban Service Boundary or 75 percent of the entire site when located outside of the Urban Services Boundary. Primary buildings for institutional uses shall be permitted at a maximum intensity of 30,000 square feet of gross building floor area per acre.

The following special conditions shall apply to the Institutional Special District:

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

Policy 2.8.17 – Parks and Civic Spaces Special District (City of Tallahassee/Leon County):

The Parks and Civic Spaces Special District may be applied to publicly or privately owned lands and is intended to provide areas within the community for the resource conservation and recreational facility needs of the community. Non-residential uses that enhance parks with active recreational facilities, such as a clubhouse at a golf course or restaurant and retail uses at parks in urban areas, are allowed if designed to complement the park's intended use.

The maximum intensity for non-residential uses in areas designated Parks and Civic Spaces Special District is 1,000 square feet per acre. Residential uses shall be limited to hosts and resident volunteers involved in the maintenance or operation of the parks and civic spaces.

The following special conditions shall apply to the Parks and Civic Spaces Special District:

1. Commercial active recreation land uses shall be established through the Planned Unit Development process.
2. Because commercial active recreation land uses vary in their operations and potential offsite impacts, the Planned Unit Development shall establish standards to address the potential offsite impacts, including, but not limited to noise, lighting, and traffic access and congestion.

Policy 2.8.18 – Planned Development Special District (City of Tallahassee/Leon County):

The Planned Development Special District is intended to identify large, undeveloped land holdings that will be developed with various mixes of land uses for which more detailed planning is required to establish the appropriate mixture and arrangement of uses. Undeveloped areas within the Urban Service Area that, as of January 1, 2007, are predominantly in the same ownership or control and encompassing more than 200 acres shall be defined as a Planned Development Special District. These Planned Development Special Districts shall require, prior to subdivision or development, a Master Plan approved by the jurisdiction in which the Planned Development Special District is located.

The Planned Development Special District allows intensities of 25,000 square feet per acre and densities shall not exceed 20 dwelling units per acre. Storage areas within buildings, warehouses, mini-warehouses and self-storage facilities may have a gross floor area up to 50,000 square feet per acre.

The following special conditions shall apply to the Planned Development Special District:

1. Master Plans shall show the location, intensity and mix of proposed land uses, as well as the transportation network necessary to serve the proposed development. To provide for a more self-supporting development pattern that is less oriented to the use of automobiles, the Master Plan area shall include at least four different land uses (e.g., residential, office, commercial, recreation, light industrial, public or private open space) that are integrated with each other, as well as with the unique characteristics of the development area.
2. Master Plans shall identify the following:
    a. Boundary of area subject to Planned Development.
    b. General depiction of mix, location and intensities of future land uses.
    c. Activities permitted within each land use.

d. Total dwelling units.

e. Total square footage of non-residential development.

f. How natural resources on-site will be protected.

g. Major transportation system improvements that are consistent with adopted transportation plans.

h. Capacity maintenance, bicycle, and pedestrian accessibility, impacts to surrounding areas and protection of canopy roads, if applicable.

i. Address mass transit, if transit facilities are available or planned within the plan horizon for the Tallahassee-Leon County Comprehensive Plan to serve the Planned Development.

j. Facilities and development requirements to provide alternative modes of transportation, such as bicycle and pedestrian mobility and, if available, mass transit.

k. An infrastructure plan which identifies the type, demand, and general location of needed utilities in relation to existing and scheduled utilities in the areas of the development.

l. The location and adequacy of proposed schools, parks, and open space.

m. How the development will reduce transportation demand by allowing for internal trip capture at project build-out through a mixture of land uses.

n. How the development will comply with applicable affordable housing policies and/ordinances.

o. How the unique characteristics of the area, including cultural and historic resources, preservation and conservation features, and greenways, will be addressed.

p. A set of development guidelines that will direct the development of implementing PUD/PUDs. These guidelines shall address, but not be limited to, building height, setbacks, the interrelationships of uses, energy efficiency, pedestrian access. The guidelines shall include basic design elements that generally address crime prevention, such as landscaping and lighting considerations, Crime Prevention through Environmental Design (CTPED) principles, or other design concepts intended to improve safety and deter crime.

3. Previous approved Comprehensive Plan Area Plans shall constitute a Master Plan as required by this policy. The Southeast Sector Plan serves as the Master Plan for Southwood, Colin English Properties, and the former Southside DRI lands. The Welaunee Critical Area Plan serves as the Master Plan for the Welaunee Toe, Heel, and Arch. The Capital Circle Office Complex Planned Unit Development Master Plan Concept shall serve as the Master Plan for this area, and shall be exempted from the four use requirement of this policy.

4. Approved Master Plans are to be implemented by one or more Planned Unit Developments. Minimum size requirements for Planned Unit Developments within the district shall be established in the land development code. Minor and major amendments to the Master Plan may be approved through the Planned Unit Development requirements and procedures. The Planned Unit Development may serve as the Master Plan if it meets the requirements for a Master Plan enumerated in this policy.

5. Easements, right-of-way and other improvements located throughout the Planned Development District boundary may be required to be dedicated in conjunction with proposed development applications to ensure adequate facilities can be constructed consistent with the

Master Plan.

6. Subdivision of a portion of a Planned Development District for sale or donation to a public or quasi-public entity for the purpose of conservation, preservation, or passive resource-based recreation use shall not be contingent upon the adoption of a Master Plan or PUD.
7. Subdivision and development of a portion of a Planned Development area for sale or donation for the purpose of providing schools (pre-kindergarten through twelfth grade) and/or infrastructure to serve primarily offsite needs shall not, likewise, be contingent upon the adoption of a Master Plan or PUD. The land development code shall establish the process and requirements for siting and development of new schools and the expansion of existing schools. The conservation, preservation, passive recreation, educational facilities and types of infrastructure that are intended to be accessible by the public shall be designed for integrated auto, pedestrian and bicycle access, and shared access. The school facilities and infrastructure shall include adequate buffering for the remainder of the Planned Development. If any of these public acquisitions reduce the remaining acreage of the Planned Development below 200 acres, the Planned Development provisions of this Plan shall apply to all remaining acreage.
8. Separate Master Plans may be approved for each Planned Development District that is divided by an interstate or arterial highway that limits integration across the entire development.
9. As demands from a rapidly increasing population may require the expansion of the Urban Service Boundary in the future, additional areas will be identified as Planned Development Areas upon their inclusion within the Urban Service Area.
10. Upon expansion of the Urban Service Area, properties that meet the definitions for Planned Development areas shall be designated as Planned Development on the adopted Future Land Use Map and Zoning Map.

Goal 3 [LM] – Healthy Neighborhoods and Vibrant Places:

Our community will plan for the development of healthy neighborhoods, vibrant places, and places of employment that are designed and built to be lively, inclusive, safe, and sustainable to ensure the equitable treatment and involvement of all citizens, recognize the importance of public spaces and private property, address the importance of civic and institutional uses, and account for community context.

These places will provide for:

- Recreational opportunities.
- Pedestrian and bicycle facilities.
- Healthy food options.
- Health services.
- Community facilities, including schools, community centers, and libraries.

Objective 3.1 – Residential Character (City of Tallahassee/Leon County):
Provide for connectivity and a balanced mix of residential uses that allow for greater housing diversity while protecting the character of existing, viable residential areas and neighborhoods.

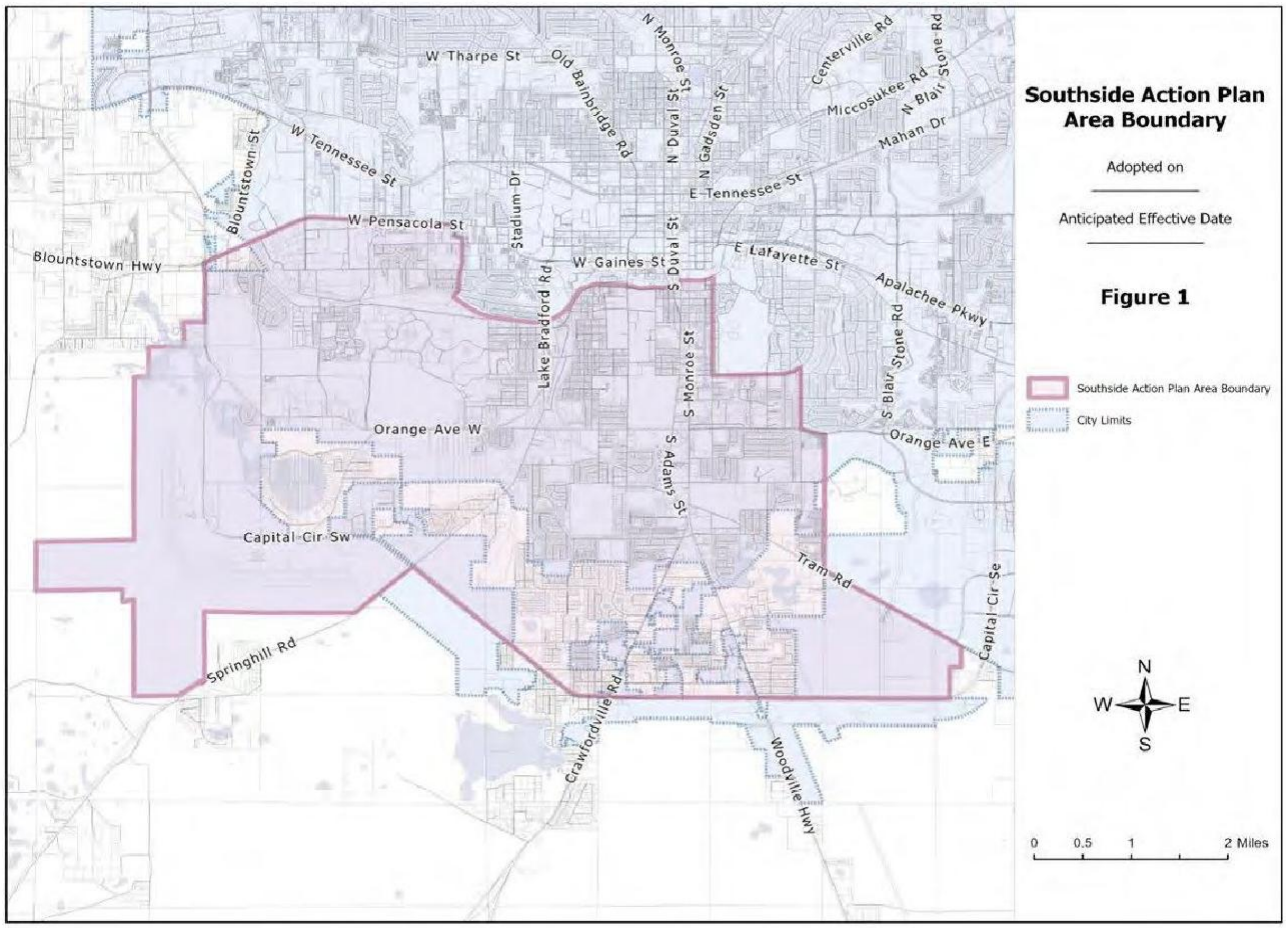
Policy 3.1.1 – Residential Character Criteria (City of Tallahassee/Leon County):
Maintain land development code regulations that protect existing residential areas from encroachment of incompatible uses. These regulations shall include context-based requirements for setbacks, buffering, open space, landscaping, tree protection, stormwater, and access management. Development proposals shall be reviewed for compliance with these requirements during the site plan review process.

Policy 3.1.2 – Housing Diversity (City of Tallahassee/Leon County):
Maintain a viable mix of available residential densities to accommodate a variety of housing types.

Policy 3.1.3 – Healthy Food Options (City of Tallahassee/Leon County):
The land development regulations shall foster healthy food options by promoting community public gardens and supporting neighborhood scale grocery uses within and adjacent to residential areas.

Objective 3.2 – Southside Action Plan (City of Tallahassee/Leon County):
Develop and monitor the Southside Action Plan to align with the community's desire for a framework of action in the southern part of the Tallahassee urban area. To achieve this objective, the local governments shall develop a Southside Action Plan that complements long term public and private investment with small scale visible improvements that are relatable and community driven. This approach recognizes that the vision of Southside citizens is essential to guiding the development, redevelopment, and rehabilitation of the Southside; and that the community's vision focuses on three main areas of improvement: Beautification, Investment, and Engaged and Activated Citizens.

Policy 3.2.1 – Southside Action Plan Area (City of Tallahassee/Leon County):
The objective and policies for the Southside Investment Strategy apply to the designated Southside Action Plan area.



Policy 3.2.2 – Beautification (City of Tallahassee/Leon County):
Focus local government beautification efforts in shared public spaces by frequently maintaining and enhancing existing public areas. Support citizen and business investment on private property and shared spaces.

Policy 3.2.3 – Investment (City of Tallahassee/Leon County):
Identify projects that initiate further investment opportunities in the Southside Community. Support partnerships across federal, state, city and county governments with non-profits and private organizations to identify resources for housing, homeownership, business, and infrastructure for the public. Investment within the Southside Action Plan area shall not occur at the expense of the natural environment or water quality in a manner which is found to be inconsistent with local government initiatives, policies, rules or regulations.

Policy 3.2.4 – Active and Engaged Citizens (City of Tallahassee/Leon County):
Encourage citizens, neighborhoods, and businesses in the Southside to be engaged and actively involved in community-led projects. Promote projects, empower residents, and connect efforts with resources.

Policy 3.2.5 – Southside Action Plan Evaluation and Update (City of Tallahassee/Leon County):
The local governments will monitor project implementation of the Southside Action Plan by reporting annually, or as requested by the City Commission or County Commission, on Southside Action Plan policies.

Objective 3.3 – Connectivity Access Management (City of Tallahassee/Leon County):
Require effective interconnectivity and access management to reduce vehicle trip demand, increase access and safety for bicyclists and pedestrians, and preserve the integrity of the transportation system.

Policy 3.3.1 – Access Management Design (City of Tallahassee/Leon County):
The City of Tallahassee and Leon County shall adopt and maintain access management standards and supporting design guidelines to control the location, spacing, operation and design of access connections and median openings. Development access shall be designed to protect the maximum service volume, safety, and operating characteristics of transportation facilities that it impacts, taking into account impacts to all modes and users of transportation.

Policy 3.3.2 – Intersection and Interchange Restrictions (City of Tallahassee/Leon County):
Restrict vehicular access connections (e.g., driveways) close to the intersection of streets, roads, and highway interchanges. Regulations specifying the appropriate location and spacing of access connections from intersections and interchanges will be provided in the land development regulations or local policies.

Policy 3.3.3 – Unified Access and Circulation Plans (City of Tallahassee/Leon County):
Alternative access connections and unified access and circulations plans shall be used to minimize access connections on arterial roadways. All development plans shall provide circulation systems that create multimodal access to and from the proposed development, as well as access to surrounding developments.

Policy 3.3.4 – Access Management Improvements (City of Tallahassee/Leon County):
Improve access management to support the movement of through traffic, reduced crashes, and decrease vehicle conflicts by implementing standards and strategies that:

1. Address the transition of vehicles from arterial roadways to internal circulation systems.
2. Prioritize the redesign of median openings that are inadequately designed.
3. Require the closure or modification of excessive, overly wide, or unsafe driveway connections during resurfacing, repair, and rehabilitation projects.

Policy 3.3.5 – State Road Access Management (City of Tallahassee/Leon County):
The local governments shall coordinate with the Florida Department of Transportation and utilize access management and permitting policies adopted, or recommended, by FDOT on state highways.

Policy 3.3.6 – Neighborhood Through-Traffic (City of Tallahassee/Leon County):
Utilize context sensitive roadway design and traffic calming to allow connectivity while mitigating the effects of through-traffic on neighborhoods and supporting complete streets policies.

Policy 3.3.7 – Consolidated Properties (City of Tallahassee/Leon County):
Properties under the same ownership, consolidated for development, or part of phased development plans shall be considered one property for the purposes of access management. Access points to such developments shall be the minimum necessary to provide reasonable access.

Policy 3.3.8 – Development Near Interchanges (City of Tallahassee/Leon County):
Circulation systems for new development and redevelopment at interstate interchange areas shall be designed to provide safe and efficient multimodal traffic flow through the implementation of strategies and standards such as access spacing or the utilization of service roads.

Policy 3.3.9 – Access Management Deviations (City of Tallahassee/Leon County):
Flexibility shall be provided in the administration of access spacing standards to accommodate minor deviations, where safe and appropriate, and to ensure that no property is denied reasonable access to the transportation system. Major deviations from access spacing standards shall not be granted until every feasible option for meeting access management standards has been explored and deemed impractical.

Objective 3.4 – Equitable Distribution of Land Uses (City of Tallahassee/Leon County):
Provide for the geographic distribution of land uses in a manner that meets the needs of a growing and diverse population while ensuring that the benefits and burdens of public sector projects are shared across the community equitably.

Policy 3.4.1 – Distribution of Land Uses (City of Tallahassee/Leon County):
The Future Land Use Map shall provide for the balanced and orderly growth and development of the community with a distribution of land uses that allow residential, commercial, office, institutional, and manufacturing uses throughout the community while accounting for natural resources, the geology and geography of the community, and available transportation facilities.

Policy 3.4.2 – Public Investments (City of Tallahassee/Leon County):
The City and County will strive to distribute major infrastructure projects and other public investments geographically across the community with consideration given to the unique and specific infrastructure needs of different areas.

Objective 3.5 – Safety (City of Tallahassee/Leon County):
Prioritize safety as a foundational principle in the development and amendment of policies and guidelines. Apply best practices and best available data to land development regulations, street design, and urban design to enhance and promote the safety of all people regardless of age or ability.

Policy 3.5.1 – Public Infrastructure Design (City of Tallahassee/Leon County):
Public infrastructure, relevant to transportation, shall be designed to increase the safety of its

users through strategies such as the application of context-based design and design speed, Complete Streets principles, Crime Prevention through Environmental Design (CPTED), and other nationally recognized strategies. This infrastructure design shall include sidewalks, street trees, and on-street parking. For roadways, public infrastructure including signalization, pedestrian facilities, on-street parking, and associated streetscaping elements such as lighting, pavement markings, and crosswalks shall follow design principles that increase the safety of its users. To support the goal for zero deaths and serious injuries on our roadways, design shall follow a Safe System Approach and utilize Proven Safety Countermeasures

Objective 3.6 – Land Development Regulations (City of Tallahassee/Leon County):
Maintain specific and detailed land development regulations that implement and are consistent with the goals, objectives, and policies of the Tallahassee-Leon County Comprehensive Plan.

Policy 3.6.1 – Criteria for Amendments to Land Development Regulations (City of Tallahassee/Leon County): Proposed amendments to the City of Tallahassee and Leon County Land Development Regulations shall be evaluated for consistency with the overall intent of the adopted Goals, Objectives, and Policies of each Element of the Comprehensive Plan.

Policy 3.6.2 – Implementing Zoning Districts (City of Tallahassee/Leon County):
Each Future Land Use Map Category shall be implemented by one or more zoning districts that are consistent with the intent of that respective land use category. Each zoning district shall specify allowable land uses and activities with appropriate development and design standards, including density and intensity of development, as applicable.

Policy 3.6.3 – Site Requirements (City of Tallahassee/Leon County):
Land development regulations shall include requirements for:

- Context-based stormwater management
- Open space
- Setbacks
- Buffers
- Screening
- On-site traffic circulation
- Roadway access
- Context-based transit amenities
- Land uses
- Subdivision of land
- Signage
- Standards for the regulation of development within and adjacent to areas subject to seasonal or periodic flooding compliant with state and federal regulations
- Areas known to be vulnerable to natural or human-caused hazards
- Lighting
- Noise mitigation

Policy 3.6.4 – Density and Intensity Incentives (City of Tallahassee/Leon County):
Land development regulations shall include incentives for greater development density and intensity to facilitate growth in areas that minimize and/or mitigate impacts on the natural environment or community character. These incentives shall allow densities or intensities that exceed unincentivized limits set out in the respective Future Land Use Category by up to 20%. Incentives for greater density and intensity up to 25% will be permitted for developments along Gateway Corridors as defined in Policy 2.6.2 of this Element within the Urban Services Area for developments that incorporate urban design standards resulting in more attractive developments.

Policy 3.6.5 – Planned Unit Developments (City of Tallahassee/Leon County):
The City of Tallahassee or Leon County Land Development Regulations shall provide for the creation of Planned Unit Developments (PUD) zoning districts to accommodate development proposals that are consistent with the Comprehensive Plan but are not provided for or allowed in the zoning districts otherwise established. Planned Unit Developments may establish site-specific standards by ordinance.

Policy 3.6.6 – Non-Conforming Uses (City of Tallahassee/Leon County):
The City of Tallahassee and Leon County Land Development Regulations shall provide a procedure to substantially mitigate or eliminate legally established non-conforming land uses or deem an existing use to be conforming. These procedures shall include a process for evaluating and determining eligibility for a waiver of non-conforming status based on:

- The impact of the non-conformity to conforming land uses adjacent to the non-conformity.
- A determination that the non-conformity is not detrimental to public health, safety, and welfare.
- The ability to prevent or substantially mitigate impacts of the non-conformity.

The development regulations shall distinguish between non-conforming uses which are to be terminated or amortized, and legally established non-conforming uses in nonresidential designations which may continue, but not be expanded.

Policy 3.6.7 – Previously Vested Development (City of Tallahassee/Leon County):
Any development approved under earlier comprehensive plan versions, but not yet commenced, shall still have that approval vested as such until the expiration of the approved development or until development is approved under the current comprehensive plan.

Policy 3.6.8 – Landfill Redevelopment (City of Tallahassee/Leon County):
Local governments shall adopt and maintain land development regulations that ensure redevelopment of mapped landfill sites will not adversely impact health, safety, or welfare.

Objective 3.7 – Urban Design (City of Tallahassee/Leon County):
Incorporate urban design standards and design guidelines into the City of Tallahassee and Leon County Land Development Regulations to support distinctive and adaptable places that promote engaging,

accessible, and safe public spaces.

Policy 3.7.1 – Design Principles and Priorities (City of Tallahassee/Leon County):
General urban design principles included in land development regulations shall prioritize pedestrian safety and comfort within an interconnected network of small blocks supported by a mixture of land uses and housing types in urban areas. Outside of urban areas, design principles shall prioritize conservation and preservation of natural resources.

Policy 3.7.2 – Crime Prevention through Environmental Design (City of Tallahassee/Leon County):
Land development regulations shall incorporate principles of Crime Prevention Through Environmental Design (CPTED) to:

- Incorporate landscaping, walkways, fencing, signage, and/or other design elements that are intended to provide visual cues on whether property is public, semi-public, or private.
- Selectively place entrances and exits, fencing, lighting, and landscaping to control access to private spaces.
- Place physical features, activities, and amenities in ways that maximize the visibility of public spaces and their users.
- Standards shall be designed taking all people into consideration, regardless of age, physical ability, or mental ability.
- CPTED principles shall be applied thoughtfully and equitably so that the implementation of the principles does not reduce quality of life or inequitably burden any part of the community.

Policy 3.7.3 – Design Criteria for Mobility Hubs (City of Tallahassee/Leon County):
New developments or redevelopment projects shall contribute to providing a safe, convenient, comfortable, and aesthetically pleasing transportation environment that promotes walking, cycling, and transit use. Mobility Hubs, that offer multiple transportation options in a centralized area, promoting the use of public transit, cycling, car-sharing, micro-mobility and other sustainable modes of transportation available to users of all ages and abilities, will be encouraged through incentives to increase access to community facilities and employment opportunities, including those for underserved communities. Design standards and incentives for including mobility hubs shall be adopted into land development regulations.

Goal 4 [LM] – Greater Housing Diversity:

Our community will strive for greater housing diversity that expands affordable housing opportunities and housing options for people with varying income levels, offers more flexibility for people in different stages of life and with different abilities, and promotes options that are supported by transit, on-demand transportation, and non-motorized forms of transportation.

While working toward greater housing diversity, our community will:

- Protect the character of existing, viable residential areas through neighborhood design, building types, buffering, and screening.
- Promote development practices to support:
    - Neighborhoods that are diverse in use and population.
    - Communities that are designed for people walking, riding bicycles, and using transit as well as driving motorized vehicles.
    - Places that offer inclusive access to public spaces and community institutions.

Objective 4.1 – Missing Middle Housing (City of Tallahassee/Leon County):
Ensure diverse housing options along a spectrum of affordability and housing types in residential areas to support walkable neighborhoods, neighborhood commercial uses, and multimodal transportation options. Allow for diverse housing options in new and existing neighborhoods to ensure that the housing types are not homogeneous and provide a solution to the mismatch between the available housing stock, shifting demographics, and growing demand for walkability.

Policy 4.1.1 – Accessory Dwelling Units (ADUs) (City of Tallahassee/Leon County):
Maintain land development regulations that allow and encourage the development of accessory dwelling units in most residential and mixed-use zoning districts to attract young graduates, support families with aging parents and grandparents, and provide additional income for homeowners.

Policy 4.1.2 – Missing Middle Housing as Conforming Uses (City of Tallahassee/Leon County):
Existing, legally established single-family detached dwellings, accessory dwelling units, single-family attached dwellings or townhomes, and two-family homes or duplexes shall be deemed conforming uses notwithstanding any density or permitted use provisions of the Comprehensive Plan or land development regulations.

Policy 4.1.3 – Community Character Analysis (City of Tallahassee/Leon County):
In order to facilitate the development of diverse housing options, form-based zoning districts may be developed indicating a specific range of housing types that are permitted. Form-based zoning districts will be based on a Community Character Analysis to identify a range of housing types appropriate accounting for the existing physical development patterns.

Policy 4.1.4 – Pattern Books (City of Tallahassee/Leon County):
Pattern books shall be developed to identify a specific range of housing types allowed for different land use categories. These pattern books would serve as a tool to provide predictability of the housing types allowed in various areas of the community and to provide residents, developers, and homebuilders with an understanding of allowable housing types in the community.

Objective 4.2 – Mobility-Based Housing Incentives (City of Tallahassee/Leon County):
Provide density bonuses and other incentives that encourage compact, mixed-use communities near transit and trail corridors and mobility hubs.

Policy 4.2.1 – Coordinate Transit with Land Use (City of Tallahassee):
As transit centers are planned, the Planning Department shall evaluate adjacent land uses for opportunities to implement Transit-Oriented Development.

Policy 4.2.2 – Transit-Oriented Development (TOD) Design Standards (City of Tallahassee/Leon County):
Land development regulations shall include design standards to encourage the following principles around transit centers:

- Site centers in locations with highest ridership potential and development opportunities.
- Designate 0.5-mile radius around centers as higher density, mixed-use, walkable development.
- Create a range of densities with highest at centers, tapering down to existing neighborhoods.
- Design centers for seamless pedestrian connections to surrounding development.
- Create public plaza directly fronting one or more sides of the center building where feasible.
- Create retail and cafe streets leading to center entrances along main pedestrian connections where feasible.
- Reduce parking at centers and locate parking in areas that direct pedestrian flow along retail streets.
- Enhance multi-modal connections, making transfers easy, direct, and comfortable.
- Incorporate bikeshare, a comprehensive bikeway network, and large ride-in bike parking areas.
- Use centers as catalysts for major redevelopment of area and create placemaking around centers.

Policy 4.2.3 – Transit-Oriented Development (TOD) Density Bonus (City of Tallahassee/Leon County):
Land development regulations may include provisions that allow for densities up to 20% higher than otherwise allowable in a given land use category with a minimum density bonus of one additional unit for development located within ¼ mile of a transit stop. This density bonus shall

not apply to the Residential Preservation land use category. This density bonus may be applied in addition to other eligible density bonuses. Total density bonuses shall not exceed 30% of the residential density allowed in the underlying land use category.

Policy 4.2.4 – Coordinate Trails with Land Use (City of Tallahassee/Leon County):
As shared use paths and protected bike lanes are planned and designed, adjacent land uses shall be evaluated by the Planning Department for opportunities to implement trail-oriented development.

Policy 4.2.5 – Trail-Oriented Development (TrOD) Design Standards (City of Tallahassee/Leon County):
Trail Oriented Development shall be mixed-use areas and feature a Mobility Hub connected to the trail network to serve as a focal point that brings multiple modes of personal mobility together.

Policy 4.2.6 – Trail-Oriented Development (TrOD) Density Bonus (City of Tallahassee/Leon County):
Land development regulations shall include provisions that allow for densities up to 20% higher than otherwise allowable in a given land use category with a minimum density bonus of one additional unit for development located within 1/2 miles of a trailhead. This density bonus may be applied in addition to other eligible density bonuses. Total density bonuses shall not exceed 30% of the residential density allowed in the underlying land use category.

Objective 4.3 – Affordability (City of Tallahassee/Leon County):
Provide density bonuses and other incentives that expand affordable housing opportunities and options for people with varying income levels, including opportunities and options not adequately supplied by the market.

Policy 4.3.1 – Inclusionary Housing Policy (City of Tallahassee/Leon County):
As part of an overall affordable housing strategy, the City and County shall develop and maintain inclusionary housing policies in their respective land development regulations in order to increase private development of affordable housing. The inclusionary housing policies may include a range of incentives, including density bonuses up to 30% greater density than otherwise provided by the applicable zoning district.

Policy 4.3.2 – Establishing Community Land Trusts (City of Tallahassee/Leon County):
To support long-term affordable homeownership, prioritize the use of Community Land Trusts (CLTs) when possible. In doing so, give preference to CLTs over other affordable housing models that:

- Do not include resale restrictions, or
- Include resale restrictions that are temporary, forgiven, or set to expire over time, or
- Rely on local government land donations without long-term affordability guarantees.

Policy 4.3.3 – Requirements of Community Land Trusts (City of Tallahassee/Leon County):
To qualify for local government assistance, Community Land Trusts shall:

- Require permanent affordability.
- Require that owners live in the homes as their primary residence.
- Include resale formulas in land leases.

Policy 4.3.4 – Affordable Housing Design Standards (City of Tallahassee/Leon County):
Develop design standards for affordable housing, including Aging in Place design that could be incorporated into the County and City's Housing Programs.

Policy 4.3.5 – Affordable Housing Density Bonus (City of Tallahassee/Leon County):
Land development regulations shall include provisions that allow for densities up to 25% higher than otherwise allowable in a given land use category with a minimum density bonus of one additional unit for the provision of affordable housing units. Land development regulations may include qualifying criteria, design standards, and site design flexibility for the implementation of the density bonus.

Objective 4.4 – Family Heir Subdivisions (City of Tallahassee/Leon County):
Provide a hardship provision by which owners of property outside of the Urban Services Area who meet defined eligibility requirements may have the ability to create smaller parcels of land for family members for use as homesteads.

Policy 4.4.1 – Family Heir Subdivision Eligibility (City of Tallahassee/Leon County):
The use of a parcel of property solely as a homestead by an individual who is the grandparent, parent, stepparent, adopted parent, sibling, child, stepchild, adopted child, or grandchild of the person who conveyed the parcel is permitted per this policy, notwithstanding the density or intensity of use assigned to the parcel by the Future Land Use Map and official zoning atlas. The parcel to be subdivided must be in the same configuration as it was on February 1, 1990; or the parcel must have been created through subdivision pursuant to the family heir provision and the applicant is an originally intended heir or an heir through successive generations of the originally intended heir. The parcel shall be conveyed within 90 days of subdivision approval to the intended heir, who shall hold uninterrupted title for at least two years.

Goal 5 [LM] – A Robust Economy:

Our community will facilitate the development, attraction, and cultivation of innovative businesses and associated job creation to position the local economy for sustained, directed growth, raise the quality of life for residents, and alleviate poverty in the community.

Our community will foster a robust economy by:

- Supporting target industry cluster development and innovation districts.
- Retaining and creating new employment opportunities emphasizing Tallahassee-Leon County's target industries.
- Reducing barriers to starting and growing businesses.
- Increasing access to job opportunities and training.
- Ensuring adequate and suitable lands are designated for commercial and industrial uses.

Objective 5.1 – Economic Health (City of Tallahassee/Leon County):
Initiate community planning, urban development, and redevelopment strategies that prepare businesses, production facilities, trades, and related activities that provide the livelihoods of the population to take advantage of positive opportunities and withstand negative changes in the economy and to continue providing jobs and incomes to support the community.

Policy 5.1.1 – Economic Development Strategic Plan (City of Tallahassee/Leon County):
The Tallahassee-Leon County Office of Economic Vitality (OEV) shall maintain a strategic plan that includes, at a minimum, target industries and objectives for business development and job creation. During development project reviews, the Planning Department and OEV shall coordinate on issues of land use and development to support economic health consistent with the OEV strategic plan.

Objective 5.2 – Airport Access (City of Tallahassee):
Provide access to the Tallahassee International Airport to ensure the movement of people and commerce while maintaining the safety and security of the airport.

Policy 5.2.1 – Airport Master Plan (City of Tallahassee):
The airport master plan developed for the Tallahassee International Airport shall account for transportation facilities and access to both the General Aviation and the Commercial Service facilities at the airport. The airport master plan shall be coordinated with the plans of the US Army Corps of Engineers, the Federal Aviation Administration, FDOT, and the CRTPA. The planning, design, and construction of transportation facilities in the vicinity of the Tallahassee International Airport shall account for existing airport access as well as planned development at the airport.

Objective 5.3 – Freight and Cargo (City of Tallahassee/Leon County):
Provide a network of transportation facilities that are coordinated across different modes of travel to support the movement of freight and cargo.

Policy 5.3.1 – Intermodal Centers (City of Tallahassee/Leon County):
The City of Tallahassee and Leon County shall maintain an inventory of intermodal freight centers, including the locations, types of facilities, and activities of the centers.

Policy 5.3.2 – Tallahassee International Airport (City of Tallahassee/Leon County):
Coordinate land uses adjacent to the Tallahassee International Airport, access to the airport, and access to other transportation facilities to enhance the express shipment, transfer, and movement of air cargo, including air freight and mail.

Policy 5.3.3 – Transportation Access (City of Tallahassee/Leon County):
Industrial uses and other freight-related uses shall be located in proximity to and have direct access to major transportation routes and intermodal freight centers, or other freight transfer locations.

Objective 5.4 – Resilience Planning (City of Tallahassee/Leon County):
Plan for post-disaster recovery and redevelopment to help resume economic activities following damage or destruction by a natural or human-made disaster.

Policy 5.4.1 – Post Disaster Redevelopment Plan (City of Tallahassee/Leon County):
The community shall maintain a countywide post-disaster redevelopment plan to better prepare the community for long-term recovery and redevelopment after a disaster. The post-disaster redevelopment plan shall address business resumption and economic redevelopment; infrastructure restoration and mitigation; housing repair and reconstruction; sustainment of services; sustainable land use; and financial management.

Policy 5.4.2 – Local Mitigation Strategy (City of Tallahassee/Leon County):
The community shall maintain the Local Mitigation Strategy to identify those strategies and projects that improve the resiliency of critical public infrastructure assets of the community based on potential hazards.

Objective 5.5 – Intergovernmental Coordination (City of Tallahassee/Leon County):
Increase the economic strength of the Tallahassee Metropolitan Statistical Area (MSA) by leveraging opportunities, programs, land uses, and transportation facilities across the region to grow existing businesses and attract new businesses.

Policy 5.5.1 – Regional Economic Development Coordination (City of Tallahassee/Leon County):
The Department of PLACE shall coordinate economic development projects and programs with the State of Florida, Apalachee Regional Planning Council, Capital Region Transportation Planning Agency, and/or appropriate neighboring jurisdictions to leverage opportunities, programs, land uses, and transportation facilities across the region to support business retention and expansion, and to attract new businesses.

Policy 5.5.2 – Grant Funding Opportunities (City of Tallahassee/Leon County):
Local governments shall pursue grant opportunities for projects or programs of regional significance.

Goal 6 [LM] – A Balanced Transportation Network:

Our community will support a balanced and viable transportation network with convenient and context-sensitive options, so pedestrians, bicyclists, motorists, and public transportation users of all ages and abilities can travel safely around the community.

The transportation network shall:

- Include streets, sidewalks, bicycle lanes, shared use paths, trails, aviation facilities, rail lines, transit, and on-demand transportation options.
- Account for land use context, right-of-way constraints, and the short-term and long-term costs of transportation infrastructure.
- Account for emerging technologies and best practices.
- Discourage the negative effects roadway widening can have on neighborhoods and community character.
- Provide safe routes to schools and options for the transportation disadvantaged and vulnerable road users.
- Maintain adopted roadway level of service (LOS) measures and retain multimodal level of service targets.
- Be coordinated between the local governments, with neighboring jurisdictions, and with regional, state, and federal agencies to cooperatively plan and manage transportation systems that are within the community but managed by FDOT.

Objective 6.1 – Land Use and Transportation Coordination for Livability (City of Tallahassee/Leon County):

Coordinate land use and transportation systems to foster vibrant communities across context areas with compact urban forms and a mixture of uses to minimize travel distances, reduce greenhouse gas emissions, and enhance pedestrian, bicycle, and transit mobility.

Policy 6.1.1 – Mitigate Sprawl (City of Tallahassee/Leon County):

New and substantial improvements to roadways, shall be identified and programmed consistent with the context (Context Classification) where design and environmental constraints allow that supports the Urban Services Area policies to promote efficient growth and urban infill, and discourage urban sprawl.

Policy 6.1.2 – Context-Based On-Site Facilities (City of Tallahassee/Leon County):

Development projects shall contribute to a safe, convenient, and comfortable transportation environment that promotes walking, cycling, and transit use consistent with the development's context-classification. Land development regulations shall specify the conditions and standards for provision of on- and off-site roadway extensions, sidewalk and trail connections, and transit facilities. Context-appropriate improvements or enhancements shall be required as a condition of development approval, such as, but not limited to sidewalks and bicycle facilities, plantings, and building configuration, buffers, setbacks and stepbacks. Development shall mitigate impacts to the multi-modal transportation network.

Policy 6.1.3 – Tallahassee-Leon County Transportation Corridors (City of Tallahassee/Leon County):
Transportation corridor maps showing the future land uses shall be developed and maintained to reflect the enhanced coordination between land use and transportation including new construction and improvements, reflecting the intended context classification.

Policy 6.1.4 (City of Tallahassee/Leon County) – Retrofit for Livability:
Roadways with design characteristics inconsistent with their assigned Context-Classification shall be inventoried and prioritized for retrofit including but not to limited lane width adjustments, street lighting, stormwater management retrofits, and streetscape improvements such as sidewalks, bicycle lanes, shared-use paths, transit amenities, and plantings to improve livability for the adjacent land uses consistent with the Future Land Use Map.

Objective 6.2 – Network Connectivity Improvement (City of Tallahassee/Leon County) :
Improve the balance of transportation options, connectivity, and capacity of the multimodal transportation network.

Policy 6.2.1 – Enhance Connectivity (City of Tallahassee/Leon County):
Local governments shall identify, prioritize, and engage in the necessary collaboration to establish crossings that connect road and trail networks across interstates, railroads, and other dividing features such as stormwater ditches. Locations where informal crossing regularly occurs shall be prioritized and where appropriate mid-block crossing may be assessed and implemented. Locations where high-quality and/or sensitive natural features exist shall be deprioritized.

Policy 6.2.2 – Future Right-of-Way Needs (City of Tallahassee/Leon County):
Local governments shall secure anticipated right-of-way needs, including supporting stormwater management, for additional travel lanes and/or turn lanes, as well as multimodal facilities, through appropriate development review and other processes, targeted acquisitions, or other suitable means to address motor vehicle traffic volume on roadway segments that will be impacted by targeted development areas within the long-term planning period. Roadways shall not be constructed to accommodate development anticipated beyond the long-term planning period.

Policy 6.2.3 – Build and Enhance the Network (City of Tallahassee/Leon County):
Where appropriate, create new minor and major collector roadways to relieve motor vehicle traffic congestion and increase network connectivity. Additionally, include network-enhancing local and minor collector street projects. All development plans shall contribute to developing a local and collector street and unified circulation system that will allow multimodal access to and from the proposed development, as well as access to surrounding developments.

Policy 6.2.4 – Corridor Management and Preservation (City of Tallahassee/Leon County):
Transportation corridors requiring additional right of way and/or corridor management are designated for preservation and management as provided in §337.273, F.S.

Policy 6.2.5 – Interconnectivity for Development (City of Tallahassee/Leon County):
Require vehicle, pedestrian, and bicycle interconnections between adjacent, compatible development; and require these interconnections between adjacent, incompatible developments when such connection has the potential to reduce the vehicular traffic on the external street system.

Policy 6.2.6 – Continuation of Streets (City of Tallahassee/Leon County):
All development plans shall incorporate and continue all sub arterial streets stubbed to the boundary of the development plan by previously approved development plans or existing development.

Policy 6.2.7 – Interconnectivity to Adjacent Uses (City of Tallahassee/Leon County):
Require private developers within the Urban Service Area to include bikeways, pathways, or sidewalks in their proposed developments, with connections to nearby properties and land uses.

Objective 6.3 – Context Based Mobility (City of Tallahassee/Leon County):
Plan, design, and build the transportation system to reflect the existing context areas and what the context areas will be based on future land use and zoning.

Policy 6.3.1 – Local Context Classification and Safe Systems (City of Tallahassee/Leon County):
A Local Context Classification system shall be implemented for all publicly maintained streets and roads that reflects Future Land Use and zoning, and follows nationally accepted professional guidelines to best identify and classify facilities. Additional criteria shall be developed for local streets. The Context Classification system shall incorporate design characteristics that reflect Safe Systems approaches using proven safety countermeasures and complete streets design principles. These measures shall aim for zero deaths and serious injuries along roadways and recognize that transportation systems users inherently make mistakes and ensure that the transportation system will be constructed in a manner that mitigates frequency and severity of crashes when errors occur.

Policy 6.3.2 – Context Classification Application (City of Tallahassee/Leon County):
The context classification system shall be applied to City and County roadway resurfacing and enhancement projects in a manner that reflects the future vision and context of the area, and considers available rights-of-way and environmental constraints where the project is located by accounting for the Future Land Use map, zoning, and Context Classification. Land Development Regulations shall provide for the implementation of context classification design standards as a requirement or condition of development approval.

Policy 6.3.3 – Context Classification Map (City of Tallahassee/Leon County):
By 2030, a Local Context Classification map shall be developed and maintained through the planning timeframe that recognizes local roadway functional classification and context classification in addition to land use context. The Local Context Classification map shall be updated concurrently with amendments to the Local Functional Classification Map and the Future Land Use Map. As part of map series, the FDOT context classification and functional classification maps are included as a reference and resource document.

Policy 6.3.4 – Downtown Traffic (City of Tallahassee/Leon County):
By 2035, in alignment with the vision of a vibrant 18-hour Downtown, strategies to reduce the negative effect of high-volume multi-lane through traffic in the Urban Core including managing speed and streetscaping shall be implemented.

Policy 6.3.5 – Lane Repurposing (City of Tallahassee/Leon County):
Evaluate the need for road lane repurposing to accommodate existing and future capacity, land uses, and multi-modal demand through the planning timeframe. Reducing, narrowing, or repurposing automobile lanes to support multimodal or travel by modes other than by automobile will not require transportation concurrency mitigation. Outside of the Multimodal Transportation District (MMTD), an analysis of transportation and land use impacts on parallel roadways must be conducted prior to implementation.

Policy 6.3.6 – One-Way Pair Studies (City of Tallahassee/Leon County):
Studies completed by the City and/or County for one-way pairs shall evaluate potential safety, operational, and aesthetic improvements. Improvements considered in the studies may include pedestrian crossings, speed reduction, one-way pair conversions, landscaping, and other potential improvements. The policy aims to strengthen neighborhood connectivity, support local businesses, and foster a more livable urban environment. Reduced levels of service due to improvements shall be acceptable within the Multimodal Transportation District (MMTD), prioritizing safety and complete networks for pedestrians and bicyclists over traffic efficiency.

Policy 6.3.7 – Speed Management (City of Tallahassee/Leon County):
By 2035, the City and County shall implement speed management programming based on the most recent American Association of State Highway and Transportation Officials (ASHTO), Federal Highway Administration (FHWA), Florida Department of Transportation (FDOT), and National Association of City Transportation Officials (NACTO) guidelines to reduce the frequency and severity of crashes and collisions. Additional speed management criteria shall be established in the land development code for local streets.

Policy 6.3.8 – Level of Service (LOS) (City of Tallahassee/Leon County):
Peak Hour Roadway Level of Service is established below and shall be assessed during the Evaluation and Appraisal Report every 7 years.

Functional Classification	Inside the Urban Service Area	Outside the Urban Services Area
Interstate, Intrastate, Limited Access Parkways	C	B
Principal Arterials	D	C
Minor Arterials	D/E*	C
Major and Minor Collectors	D/E*	C
Local Streets	D	D

*For Minor Arterials, and Major and Minor Collectors located inside the Urban Service Area and south of U.S. 90, the Level of Service shall be "D" for purposes of establishing priorities for programming transportation improvements, and "E" for meeting concurrency requirements, to support the Southside Action Plan. Roads north of U.S. 90 shall be LOS D for both programming improvement and concurrency purposes.

Policy 6.3.9 – Multimodal Transportation District Area Wide Level of Service (LOS) (City of Tallahassee):
In order to create community design that supports mobility and prioritizes a safe, comfortable and attractive pedestrian environment with convenient interconnection to transit, the following performance standards are targeted for the Multimodal Transportation District:

MMTD Areawide Multimodal Level of Service Standards

Areawide Multimodal Level of Service Standards Pursuant to F.S. 163.3180(5)(f)2			
Pedestrian	**Transit**	**Bicycle**	**Automobile**
C	C	D	E+50%

By 2030, assess MMTD Areawide LOS standards to determine if revisions to the measures should be made.

Objective 6.4 – Complete Streets (City of Tallahassee/Leon County):
Design, construct, and operate streets and roads, consistent with context-sensitive design principles, to provide safe and convenient facilities, and access for pedestrians, bicyclists, motorists, and public transportation users of all ages and abilities.

Policy 6.4.1 – Project Evaluation (City of Tallahassee/Leon County):
Road projects, including resurfacing projects, shall be evaluated for the inclusion of bicycle lanes or paved shoulders, sidewalks, shared use paths, appropriate sidewalk shade plantings, right-sized traffic lanes, on-street parking, stormwater management, street lighting, utility improvements, and transit amenities where they did not previously exist. Where design criteria allow, bicycle and pedestrian facilities shall be separated from vehicular traffic.

Policy 6.4.2 – Share Transportation Information (City of Tallahassee/Leon County):
The City and County shall share information across departments and with policy makers and the general public regarding the health benefits and existing laws related to motor vehicle, bicycle and pedestrian operation and interaction.

Policy 6.4.3 – Bicycle and Pedestrian Network (City of Tallahassee/Leon County):
The City and County shall maintain and enhance the local system of bicycle lanes, sidewalks, and shared-use paths in conjunction with the Greenways and Trails Master Plan. Enhancements shall be prioritized in the vicinity of schools, community facilities, parks, recreation facilities, and mixed-use areas with a retail and service focus.

Policy 6.4.4 – Bicycle and Pedestrian Master Plan (City of Tallahassee/Leon County):
In coordination with the Capital Region Transportation Planning Agency, the City and County shall maintain a bicycle and pedestrian master plan through the planning timeframe that identifies projects to address bicycle and pedestrian network connectivity and safety feature

upgrades, and pursue implementation funding. The bicycle and pedestrian master plan shall identify gaps where facilities do not exist in the bicycle and sidewalk networks.

Policy 6.4.5 – Safe Routes to Schools (City of Tallahassee/Leon County):
Provide a safe, accessible environment and support active living for students by developing and maintaining programs to increase biking, walking, and transit to schools, prioritizing sidewalk and bicycle infrastructure within a two-mile radius of schools, and continuing to identify, fund and build Safe Routes to Schools projects.

Policy 6.4.6 – Community Gateways (City of Tallahassee/Leon County):
Designate preferred entrance corridors into and connecting Tallahassee and Leon County. City and County departments with interests in the public right-of-way shall identify funding sources to convert these corridors into shaded bicycle and pedestrian ways to create attractive gateways into the community. These entrance corridor gateways shall include an appropriate gateway from the airport to Downtown, the Capitol Center, and University destinations.

Policy 6.4.7 – Scenic Roadway Assessments (City of Tallahassee/Leon County):
In the planning and construction of new roads in the suburban and rural areas and for needed improvement of existing roads, the City and County shall require a scenic roadway assessment, environmental assessment, and landscape component for the purposes of preserving those scenic features, protecting natural resources and providing interesting and aesthetically preferred places.

Policy 6.4.8 – Maintenance of Traffic (City of Tallahassee/Leon County):
When construction or repair work infringes on regular corridor operation, a project specific Maintenance of the Traffic Plan shall be developed that specifies one or more alternate routes accounting for all modes of transportation, including vehicles, bicycles, pedestrians, transit and freight.

Policy 6.4.9 – Multi-Modal Safety and Access (City of Tallahassee/Leon County):
Development shall provide safe and convenient access to transportation facilities for pedestrians, cyclists, and transit users, with the following exceptions:

- For emergency repair and routine maintenance.
- In locations where specific users are prohibited, such as interstate freeways or pedestrian malls. In these instances, a safe and convenient alternate route shall be identified and, if needed, prioritized for improvement or construction.
- A documented absence of current or future need.
- Procedures and criteria for approving exceptions will be identified in the Land Development Code.

New transportation facilities shall follow generally accepted or adopted design standards when implementing improvements intended to fulfill this Complete Streets policy and shall use innovative or non-traditional design options where a comparable level of safety for users is present.

Policy 6.4.10 – Applicability (City of Tallahassee/Leon County):
All new roadway facilities, whether publicly or privately designed and constructed, shall comply with this Complete Streets Objective and associated policies, in coordination with standards of the designated Context Classification, shall follow nationally accepted or recommended Complete Street design standards as specified in Policy 6.4.12. When circumstances do not allow for full compliance, innovative or nontraditional design options may be utilized, provided a comparable level of safety for users is present.

Policy 6.4.11 – Equity (City of Tallahassee/Leon County):
The implementation of Complete Streets shall reflect equity by facilitating safe streets for all users, regardless of ability or income, and that enables travel to destinations with or without a car.

Policy 6.4.12 – Design Standards (City of Tallahassee/Leon County):
Land Development Codes that apply to all development policies and programs shall be revised by 2030 to use the latest professionally accepted design guidance, standards, and recommendations for Complete Streets in coordination with the designated context classification Guidance resources shall include, but need not be limited to:

- Federal Highway Administration's Manual on Uniform Traffic Control Devices
- Florida Department of Transportation (FDOT) Context Classification Guide, Complete Streets Handbook, FDOT Design Manual, and Manual of Uniform Minimum Standards for Design, Construction and Maintenance for Streets and Highways (the Florida Greenbook)
- National Association of City Transportation (NACTO) published guidelines
- American Association of State Highway and Transportation Official (AASHTO) published guidelines
- U.S. Department of Transportation's National Roadway Safety Strategy (NRSS), including the Safe System Approach

Policy 6.4.13 – Pavement Markings and Signage (City of Tallahassee/Leon County):
All projects, whether public or private, that provide vehicle, bicycle, and/or pedestrian infrastructure shall provide proper pavement markings and signage to enhance recognition of infrastructure elements such as bicycle lanes, neighborhood bikeways, and pedestrian crossings. The City and County shall identify, prioritize, and install or update any such pavement markings or signage that are absent or out of date with current practices during the course of required maintenance.

Policy 6.4.14 – Two-Way Left Turn Lane Replacement (City of Tallahassee/Leon County):
Identify and prioritize replacement of existing continuous two-way left turn lanes with raised medians and exclusive turn lanes on multi-lane arterials. Replacement shall be contingent upon funding availability.

Policy 6.4.15 – Measuring Progress (City of Tallahassee/Leon County):
The success of this Complete Streets Objective shall be measured by the Planning Department

with assistance by the City and County during the Evaluation and Appraisal Review process, using but not limited to, the following performance measures:

- Total miles of new designated bike lanes
- Total miles of new shared-use paths (paved and natural surface)
- Total miles of neighborhood bikeways signed, marked, or constructed
- Linear feet of new and repaired sidewalk and other pedestrian accommodations (paths, trails, etc.)
- Number and type of crosswalk and intersection improvements and new installations
- Number of revenue service miles traveled by transit vehicles
- Rates of crashes, injuries, and fatalities by mode, as available
- Identification and updates to existing codes, policies, or programs to incorporate updated guidance from FDOT, FHWA, NACTO, AASHTO, and other best practices.
- Number of exceptions to this policy granted

The Joint City-County Bicycle Working Group and Advisory Committee for Quality Growth may review these measures and make recommendations annually.

Policy 6.4.16 – Coordination with Placemaking Plans (City of Tallahassee/Leon County):
Implementation of Complete Streets policies for development shall be coordinated with the existing placemaking plans by including reference to those that are applicable.

Objective 6.5 – Bicycle Facilities (City of Tallahassee/Leon County):
Develop a network of bicycle facilities that provides safe, comfortable, and direct connections for all users throughout the community.

Policy 6.5.1 – Build Bike Facilities Concurrent with Maintenance (City of Tallahassee/Leon County):
All roadway or trail resurfacing, restoration, and rehabilitation projects shall be evaluated for the ability to add bicycle facilities where they currently do not meet bicycle facility selection and design standards.

Policy 6.5.2 – Bicycle Facilities in New Development (City of Tallahassee/Leon County):
New development shall prioritize the provision of and maintain continuous bicycle networks, including connections to transit stops and adjacent properties, and to provide bicycle parking at all non-residential uses, multi-family uses and other key destinations. Bicycle and trail connections shall be required consistent with and coordinated with the Leon County Greenways Master Plan per the City or the County when development contains or is adjacent to planned greenway projects.

Objective 6.6 – Pedestrian Facilities (City of Tallahassee/Leon County):
Improve walkability by designing and providing facilities that create an environment where walking is useful, safe, comfortable, and aesthetically interesting. Prioritize the pedestrian network over other transportation modes in the Multimodal Transportation District within the most urbanized and densely populated areas of the community.

Policy 6.6.1 – Pedestrian Level of Comfort (City of Tallahassee/Leon County):
As part of development review and approval, pedestrian level of comfort shall be enhanced through planting of shade trees and other amenitization including but not limited to installation of water fountains, benches, overhead pavilions, street and trail lighting, and installation of wayfinding signage.

Policy 6.6.2 – Crosswalks (City of Tallahassee/Leon County):
Programming of sidewalks projects in the budget and capital improvement schedule shall include provisions for crosswalk installations to provide regular crossings that align with the roadway's Local Context Classification.

Policy 6.6.3 – Pedestrian Infrastructure for New Development (City of Tallahassee/Leon County):
New development shall maintain continuous pedestrian networks, including connections to transit stops, adjacent lots, and between building entrances and the internal and external sidewalk network. Land development regulations shall include alternative options such as payment in lieu, the dedication of easements, and the dedication of right-of-way and shall identify when the alternative scenarios may apply.

Objective 6.7 – Mobility Hubs (City of Tallahassee/Leon County):
Support and incentivize the creation of mobility hubs to serve as connection points between public and private shared mobility services and multimodal options.

Policy 6.7.1 – Implementation of Mobility Hubs (City of Tallahassee/Leon County):
Implement a network of mobility hubs in partnership with transit providers, incorporating transit with other shared mobility services, such as bikeshare and car-share where feasible.

Policy 6.7.2 – Mobility Hubs Location Coordination (City of Tallahassee/Leon County):
The City and County shall work with community-based organizations to ensure the appropriate geographic placement of mobility hubs and outreach regarding transportation options.

Policy 6.7.3 – Mobility Hubs Design Guidelines Requirements (City of Tallahassee/Leon County):
Amend the land development regulations by 2028 to provide mobility hub design guidelines to support mobility hub implementation and provide flexibility for change as technology and travel behavior and patterns evolve over time.

Objective 6.8 – Transportation Demand Management (City of Tallahassee/Leon County):
Leverage transportation and parking demand management strategies to promote system efficiencies and alternate modes of travel and to spread the travel demand across more hours of the day that result in minimizing impacts on natural resources and neighborhoods and reducing vehicle miles traveled.

Policy 6.8.1 – Encourage Alternate Transportation Modes (City of Tallahassee/Leon County):
Through the planning timeframe, the use of alternate transportation modes through the promotion of public transit, provision of or coordination with on-demand, micromobility or car-share and van-share or pool programs, investment in bicycle and pedestrian infrastructure, and support for telecommuting policies shall be encouraged by public and private sector transportation entities.

Policy 6.8.2 – Enhance Bicycle and Pedestrian Infrastructure (City of Tallahassee/Leon County):
City and County shall prioritize bicycle and pedestrian enhancements in high-traffic areas, mixed use areas, and near transit stops for both public and private projects to ensure biking and walking are a safe, comfortable, and convenient alternative to driving.

Policy 6.8.3 – Land Development Patterns (City of Tallahassee/Leon County):
The City and County shall propose or maintain land development regulations that promote development patterns that reduce the need for personal automobile ownership including mixed use development, Transit Oriented Development (TOD), and pedestrian friendly design strategies.

Policy 6.8.4 – Shared Parking Criteria (City of Tallahassee/Leon County):
Private shared parking arrangements may be allowed as a method to meet parking requirements for development. Eligibility criteria may be adopted regarding proximity of sites, timing of peak parking demand, requirements for a written and recorded parking agreement, availability of parking spaces, availability transit amenities, and other criteria that ensure the effectiveness of shared parking arrangements.

Policy 6.8.5 – Parking Reduction for Certain Development Types (City of Tallahassee/Leon County):
City and County land development regulations, if adopting minimum or maximum parking requirements, shall provide for reduced minimum parking requirements for mixed use developments, Transit Oriented Development (TOD), Trail Oriented Development (TrOD), and other development types that have a reduced parking need. Reductions from standard parking requirements shall be based on the peak parking demand for the mix of uses and account for mode shift.

Policy 6.8.6 – Private Parking Lots (City of Tallahassee/Leon County):
City and County land development regulations shall include provisions for privately owned and operated parking lots as a principal use in urban center and urban mixed use land use categories. Development and design criteria shall be adopted with regard to minimum and/or maximum size, location relative to intersections or distance between such facilities, demonstration of parking demand within a walkable area, minimum landscaping requirements to reduce visual impact and enhance aesthetics especially adjacent to public rights-of-way, lighting, and minimum requirements for safe and convenient pedestrian connections.

Policy 6.8.7 – Drop-Off & Pick-Up Zones (City of Tallahassee/Leon County):
The City and County shall adopt or maintain land development regulations through the planning timeframe for the provision of drop-off and pick-up zones to accommodate the increase in use of ride share services and autonomous vehicle use. Requirements shall apply to certain uses such as restaurants, bars, hotels, office parks, religious facilities, community facilities, sporting facilities, parks, and other uses with a high frequency of drop-off and pick-up activity. Criteria shall be with regard to size of the use, provide design standards, location on site, and the availability of porte cocheres or valet operations that meet the design requirements.

Policy 6.8.8 – Intelligent Transportation Systems (ITS) (City of Tallahassee/Leon County):
City and County transportation strategies, to the extent possible, shall incorporate intelligent transportation systems strategies including speed management programming, traffic signal control, and variable driver real-time messaging, to minimize environmental effects of congestion and improve safety.

Policy 6.8.9 – Traffic Operations Management (City of Tallahassee/Leon County):
The transportation management system in the land development code shall be maintained or revised to reduce demand for wider roads by evaluating traffic operations to maximize efficiency of the existing street system capacity and support modal shifts to public transit, bicycling, and walking.

Objective 6.9 – Transportation for the Disadvantaged (City of Tallahassee/Leon County):
Coordinate transportation options to empower members in the community who are unable to provide their own transportation to vital services, including seniors, and individuals with disabilities, people with low incomes, and children at risk.

Policy 6.9.1 – Human Services Transportation (City of Tallahassee/Leon County):
Through the planning timeframe, applicable projects shall comply with federal and state requirements regarding planning and coordination of human services transportation in meeting the needs of the Transportation Disadvantaged.

Policy 6.9.2 – Transport to Destinations (City of Tallahassee/Leon County):
Through the planning timeframe, the transit provider shall ensure Transportation Disadvantaged program services continue to provide transport to local goods and services, including medical services for all users.

Policy 6.9.3 – Affordable and Cost-Effective Service (City of Tallahassee/Leon County):
Transit providers, the Capital Region Transportation Planning Agency, Community Transportation Coordinator, and the Apalachee Regional Planning Council shall support innovative ways, such as utilizing emerging technology or negotiating fees and services with on-demand providers, to reduce costs and provide superior service for the transportation disadvantaged that also increases efficiency and provide local government savings.

Policy 6.9.4 – Transportation Disadvantaged Needs Assessment (City of Tallahassee/Leon County):

A needs assessment of the Transportation Disadvantaged shall be developed/updated every 5 years or as required by federal and state laws. This assessment of existing public and private transit programs shall be undertaken with an analysis to determine needs. A strategy to meet identified needs of the Transportation Disadvantaged shall be developed.

Objective 6.10 – Transit (City of Tallahassee/Leon County):

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

Policy 6.10.1 – Transit Development Plan (City of Tallahassee):

Through the planning timeframe, the Transit Development Plan shall identify transit improvements needs and capital improvements plans shall prioritize funding for transit projects that increase the availability, speed, frequency, duration, and reliability of transit. Development shall be consistent with and support the Transit Development Plan.

Policy 6.10.2 – Pedestrian Infrastructure Connectivity (City of Tallahassee/Leon County):

The annual infrastructure capital improvements list maintained by City and County shall prioritize sidewalks and pedestrian facilities that provide connectivity to transit stops.

Policy 6.10.3 – Southside Transit (City of Tallahassee/Leon County):

The City, County, and CRTPA shall prioritize improved transit service on the Southside by including, where appropriate and feasible, projects in the Transit Development Plan that would have a positive impact on the area.

Policy 6.10.4 – Employment and Activity Center Service (City of Tallahassee):

Systematically prioritize the extension and/or route modifications within the City limits to provide access to major employment, shopping, and business, recreational, and other activity centers. Transit service outside of City limits are not the responsibility of the City of Tallahassee.

Policy 6.10.5 – Transit Corridors (City of Tallahassee/Leon County):

Incentives shall be developed to encourage the donation of transit rights-of-way to establish and maintain transit corridors. Development agreements and land use regulations shall be used when available and in the best interest of transit service to preserve future transit corridors.

Objective 6.11 – Aviation (City of Tallahassee/Leon County):

Provide aviation facilities to meet the demand for commercial service, general aviation, freight and cargo, advanced air mobility, and military services and to enhance aviation and airport development opportunities.

Policy 6.11.1 – Adjacent Land Use Compatibility (City of Tallahassee/Leon County):
Protect the Tallahassee International Airport from the encroachment of incompatible land uses and the creation or establishment of airport hazards to ensure the continuation of normal airport operations, including landing and takeoff of aircraft, in order to promote public health, safety, and general welfare by implementing airport land use compatibility zoning regulations that include potential noise and safety impacts to surrounding land uses.

Policy 6.11.2 – Airport Master Plan (City of Tallahassee):
The Tallahassee International Airport shall maintain an airport master plan that establishes a logical set of development parameters and timelines that coincide with the airport's needs for general aviation, commercial service, freight and cargo, and advanced air mobility through the planning horizon.

Policy 6.11.3 – Compatibility of Land Use (City of Tallahassee/Leon County):
Airport land use compatibility zoning regulations shall include provisions for existing aviation facilities as well as planned aviation facilities identified in the airport master plan. The City and County shall coordinate with Airport staff to develop any additional regulations needed that are not identified in the airport master plan, such as for locations off-airport suitable for development under these categories and for advanced air mobility facilities and services.

Policy 6.11.4 – Compatibility for Noise and Safety (City of Tallahassee/Leon County):
Airport land use compatibility zoning regulations shall include potential noise and safety impacts to surrounding land uses.

Policy 6.11.5 – Advanced Air Mobility (City of Tallahassee/Leon County):
Advanced Air Mobility facilities, including any public-use vertiport facilities, shall be directed to appropriate areas and not located within areas that may create compatibility issues. Land development regulations shall identify zoning districts and/or areas where Advanced Air Mobility facilities are either prohibited or restricted uses and include appropriate development standards for Advanced Air Mobility facilities.

Objective 6.12 – Rail (City of Tallahassee/Leon County):
Accommodate and mitigate impacts of existing rail-based freight and cargo services, support opportunities for commercial passenger service, and coordinate with rail owners to enhance the safety of existing crossings and seek additional safe crossings for pedestrian and bicycle users.

Policy 6.12.1 – Railroad Crossings (City of Tallahassee/Leon County):
Coordinate with the Federal Highway Administration and railroad companies to ensure railroad crossings are constructed and maintained to ensure safe crossings for drivers, pedestrians, and cyclists. Pedestrian crossings shall be constructed and maintained to ensure compliance with the Americans with Disabilities Act and other Federal and State Standards. Deficient crossings and new crossings of railroads shall be inventoried and prioritized in programming of the transportation network and trail system.

Objective 6.13 – Intergovernmental Coordination (City of Tallahassee/Leon County):
Coordinate with neighboring jurisdictions, the Florida Department of Transportation, and the Capital Region Transportation Planning Agency to effectively plan and manage transportation systems that extend beyond jurisdictional boundaries.

Policy 6.13.1 – Consistency with State Transportation Plans (City of Tallahassee/Leon County):

Maintain consistency with and support state transportation plans, including the Florida Transportation Plan and the Strategic Intermodal System Plan.

Policy 6.13.2 – Consistency with Regional Transportation Plans (City of Tallahassee/Leon County):

Maintain consistency with and support regional transportation plans, including the Capital Region Transportation Planning Agency's Regional Mobility Plan, Transportation Improvement Plan, and any future regional transit plans.

Policy 6.13.3 – Consistency with Local Transportation Plans (City of Tallahassee/Leon County):

Maintain consistency with other transportation plans for Leon County and the City of Tallahassee, including the Bicycle and Pedestrian Master Plan.

Policy 6.13.4 – Signal Coordination Plans (City of Tallahassee/Leon County):

Require conformance of new signals with signal coordination plans and FDOT signal spacing standards for the state highway systems.

Policy 6.13.5 – Project Planning Partnerships (City of Tallahassee/Leon County):

Forge partnerships and effectively coordinate with modal providers, state and regional agencies, and other local governments in mobility planning and project development.

Policy 6.13.6 – Evacuation Routes (City of Tallahassee/Leon County):

Coordinate with the Florida Department of Transportation to ensure that the transportation network provides the capability to facilitate the evacuation of the coastal population in the event of an impending natural disaster.

Policy 6.13.7 – Emerging Technology (City of Tallahassee/Leon County):

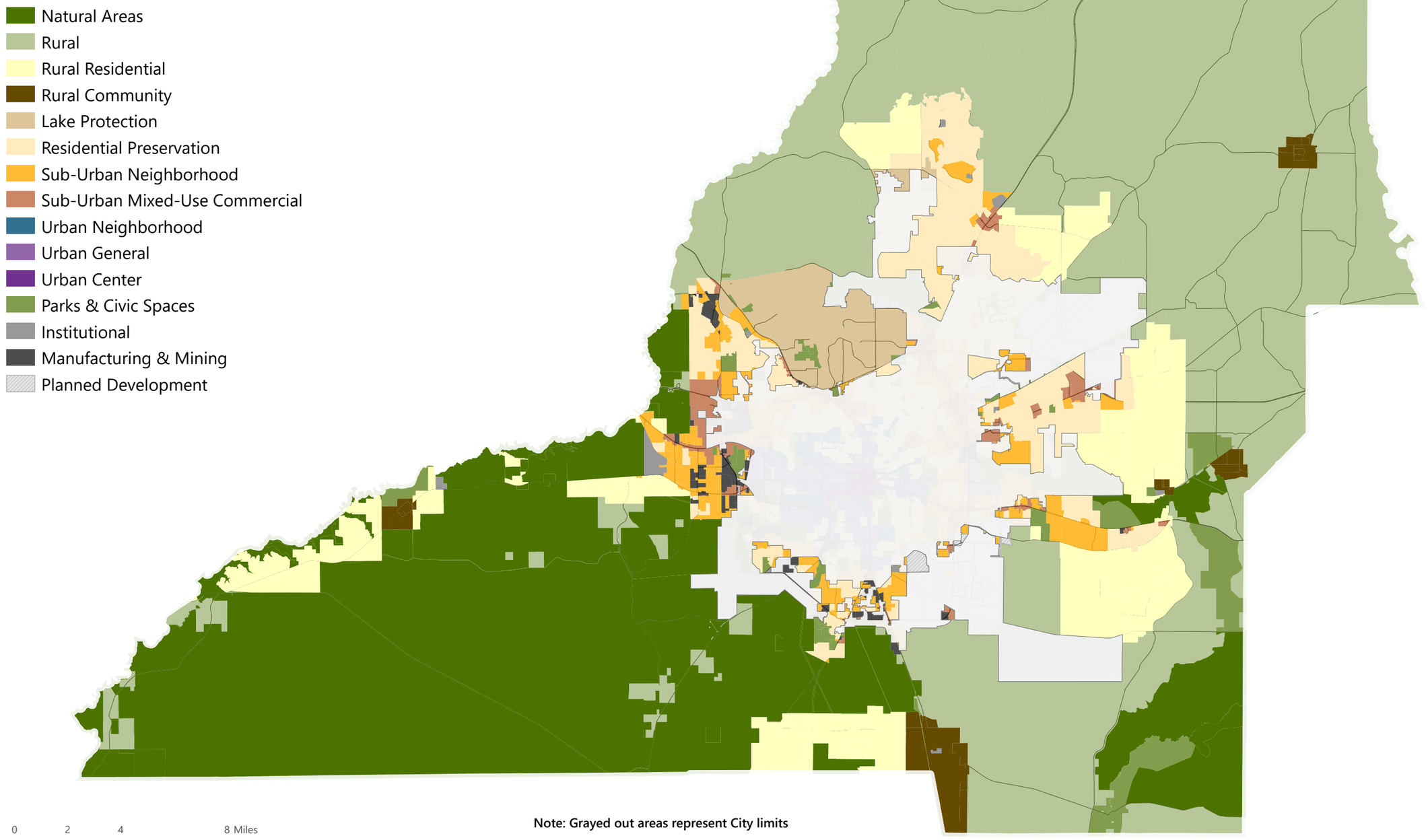
New advancements in transportation and mobility technologies shall be monitored for identification of potential infrastructure and safety needs, and implementation of these emerging technologies shall be coordinated with federal, state, regional, and local transportation authorities.

Maps Series: Future Land Use Map

Maps and Data are maintained through GIS: https://tlcgis.org/

The Future Land Use Map is included in the map series for illustrative purposes. The official Future Land Use Map is adopted as Policy 2.8.1 of the Land Use and Mobility Element.

Future Land Use Map: Leon County 2050 Planning Horizon

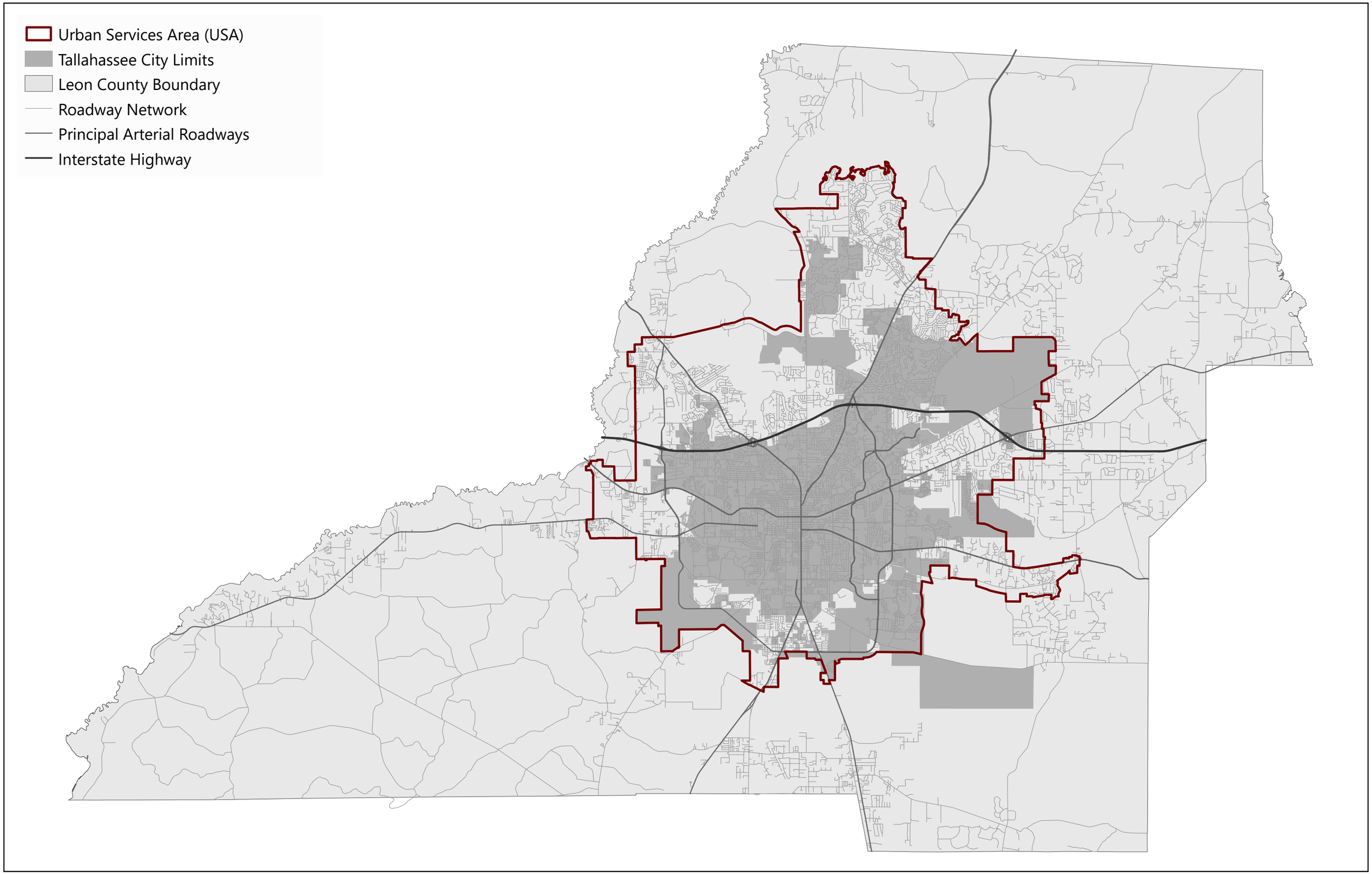


Note: Grayed out areas represent City limits

Maps Series: Urban Services Area

Maps and Data are maintained through GIS: https://tlcgis.org/

The Future Land Use Map is included in the map series for illustrative purposes. The official Future Land Use Map is adopted as Policy 2.8.1 of the Land Use and Mobility Element.


Urban Services Area (USA)
Tallahassee City Limits
Leon County Boundary
Roadway Network
Principal Arterial Roadways
Interstate Highway

Maps Series: Natural and Historic Resources

Maps and Data are maintained through GIS: https://tlcgis.org/

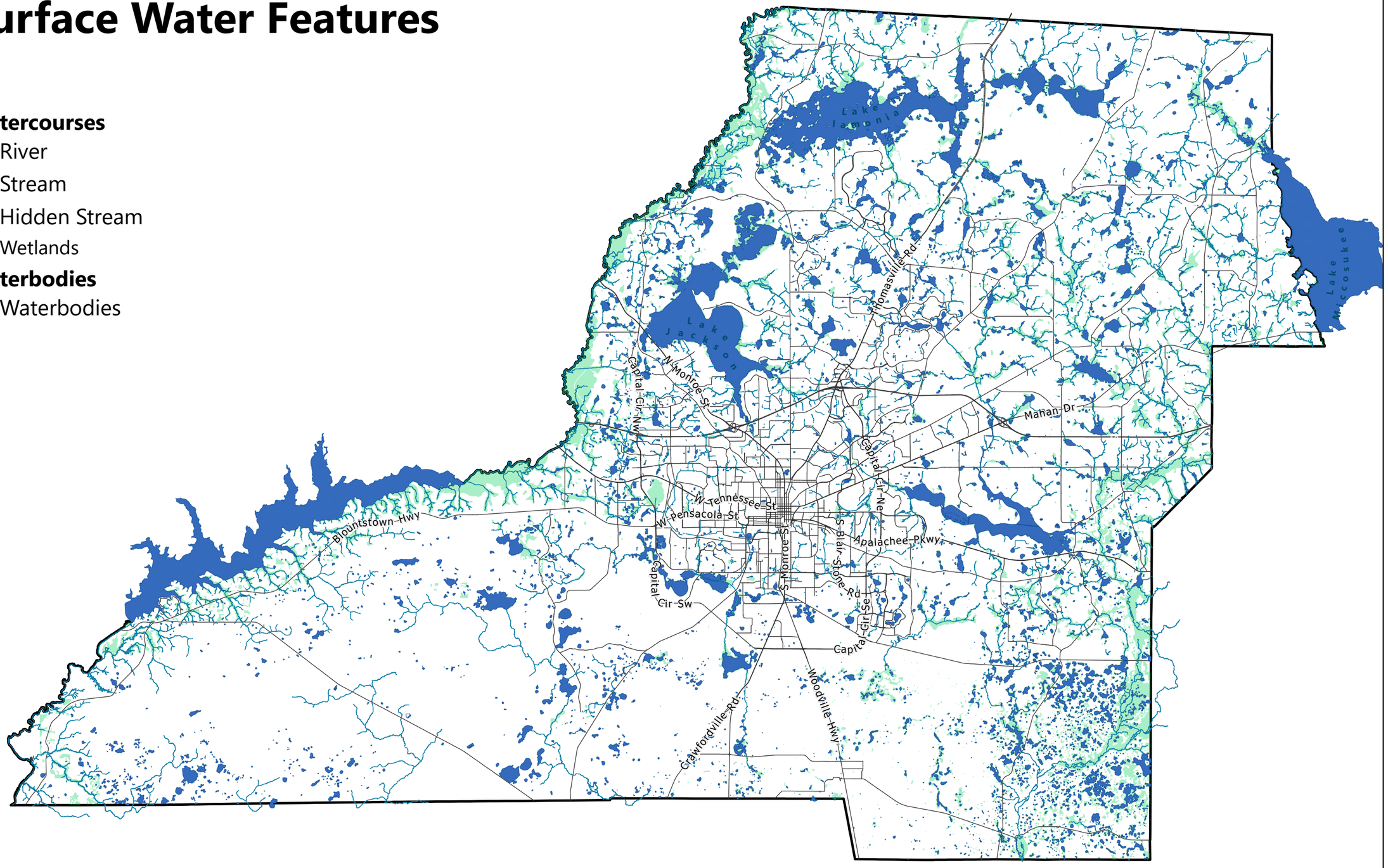
Surface Water Features

Watercourses

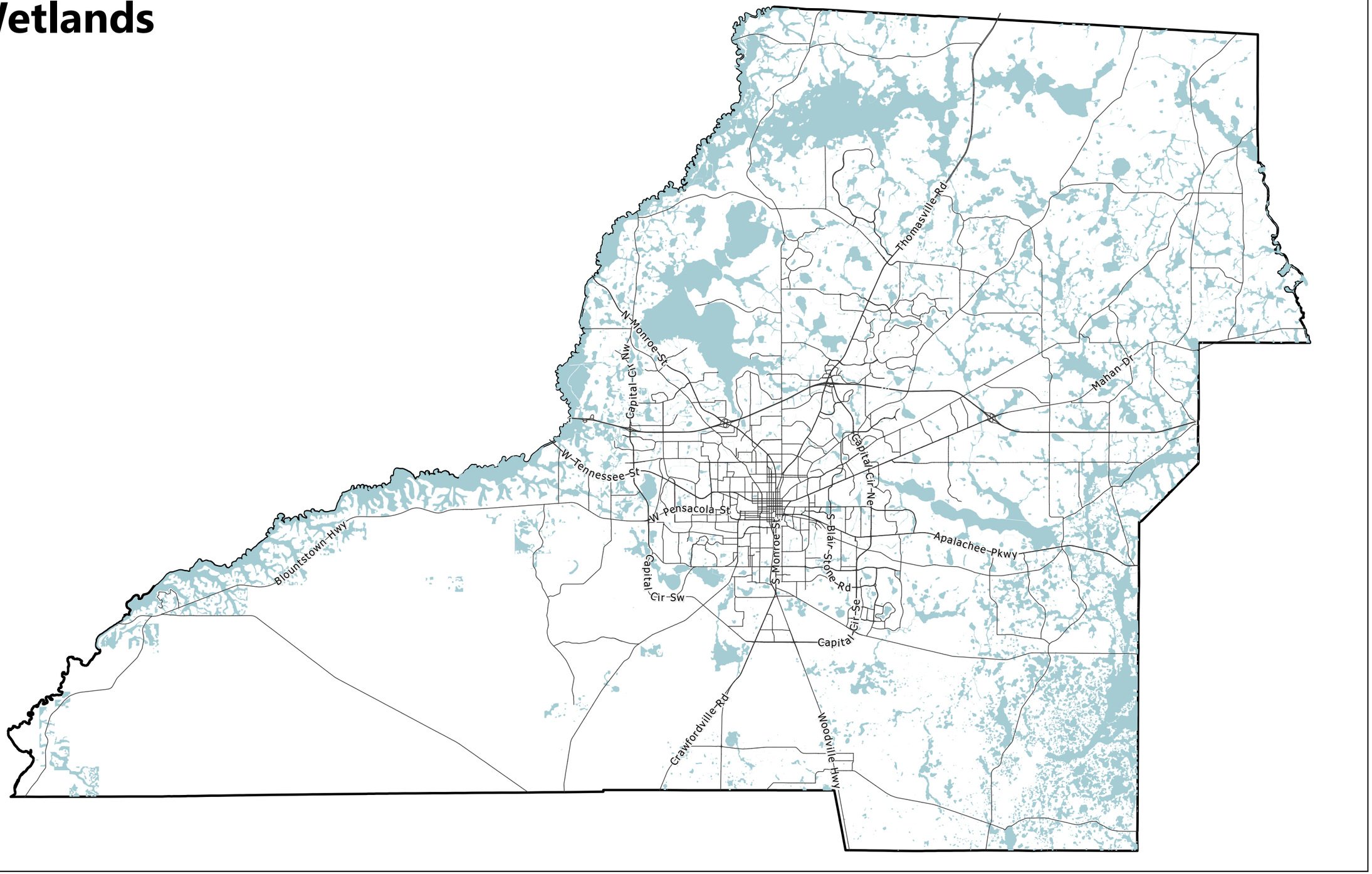
- River
- Stream
- Hidden Stream
- Wetlands

Waterbodies

- Waterbodies

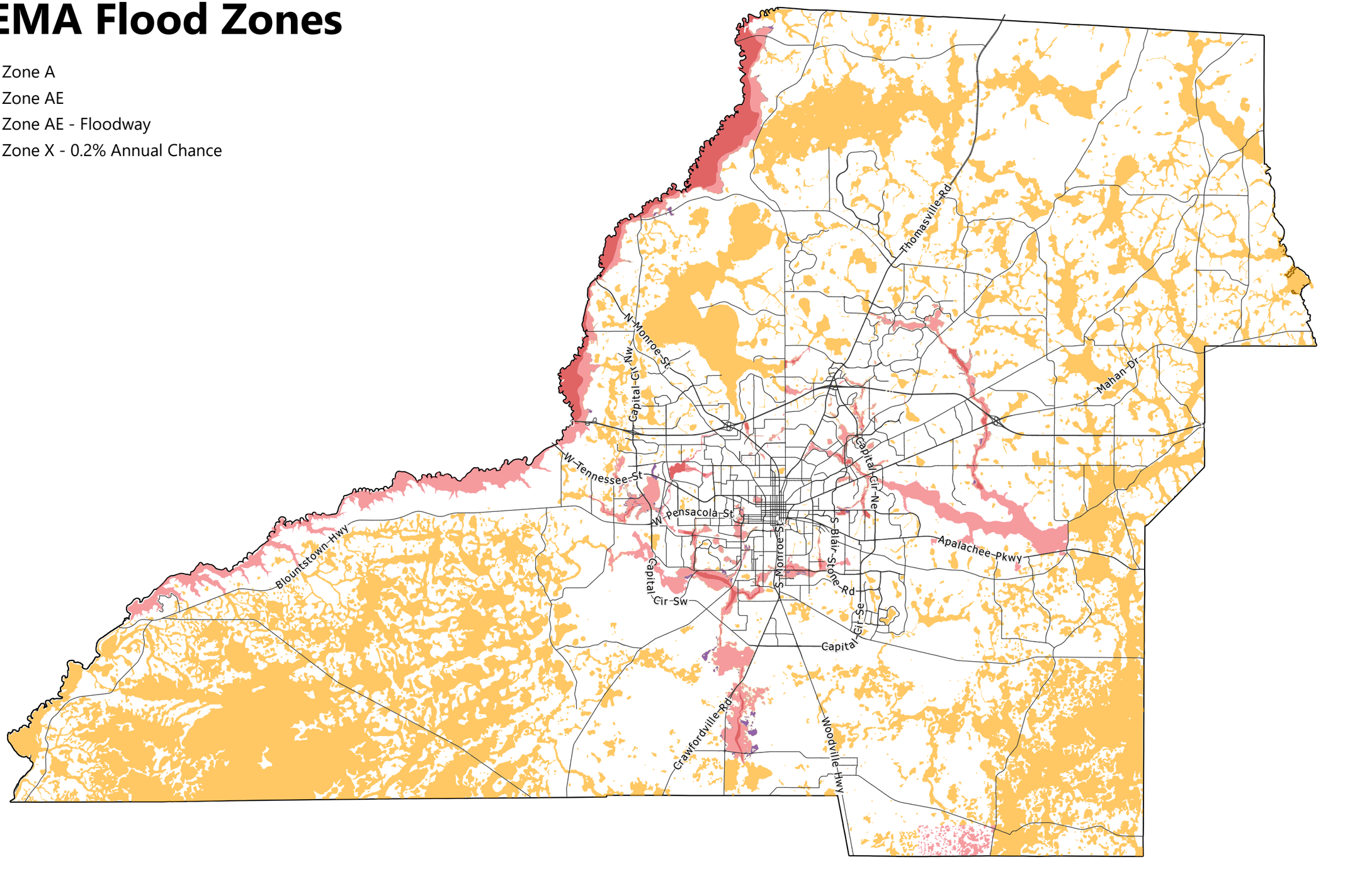


Wetlands


Thomasville Rd
N Monroe St
Capital Cir NW
W Tennessee St
Mahan Dr
Capital Cir NE
W Pensacola St
S Monroe St
S Blair Stone Rd
Apalachee Pkwy
Blountstown Hwy
Capital Cir SW
Capital Cir SE
Crawfordville Rd
Woodville Hwy

FEMA Flood Zones

- Zone A
- Zone AE
- Zone AE - Floodway
- Zone X - 0.2% Annual Chance



Soils of Tallahassee-Leon County

Soils by Hydrologic Group

- Group A
- Group B
- Group C
- Group A/D
- Group B/D
- Group C/D
- No Group Indicated

Group A - Group A soils consist of deep, well drained sands or gravelly sands with high infiltration and low runoff rates.

Group B - Group B soils consist of deep well drained soils with a moderately fine to moderately coarse texture and a moderate rate of infiltration and runoff.

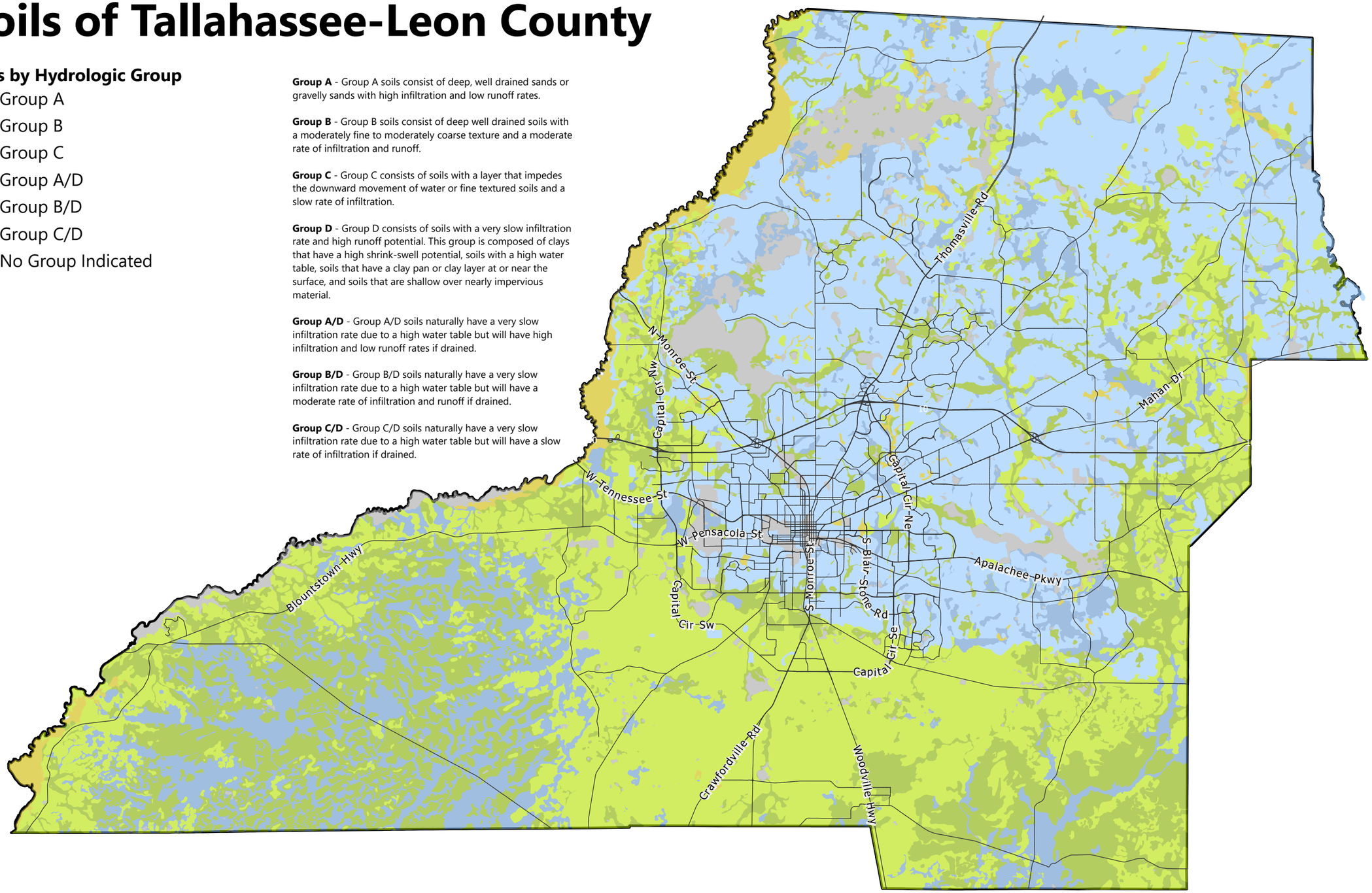
Group C - Group C consists of soils with a layer that impedes the downward movement of water or fine textured soils and a slow rate of infiltration.

Group D - Group D consists of soils with a very slow infiltration rate and high runoff potential. This group is composed of clays that have a high shrink-swell potential, soils with a high water table, soils that have a clay pan or clay layer at or near the surface, and soils that are shallow over nearly impervious material.

Group A/D - Group A/D soils naturally have a very slow infiltration rate due to a high water table but will have high infiltration and low runoff rates if drained.

Group B/D - Group B/D soils naturally have a very slow infiltration rate due to a high water table but will have a moderate rate of infiltration and runoff if drained.

Group C/D - Group C/D soils naturally have a very slow infiltration rate due to a high water table but will have a slow rate of infiltration if drained.



Designated Canopy Roads

Meridian Road from its intersection with Seventh Avenue to the state fine.

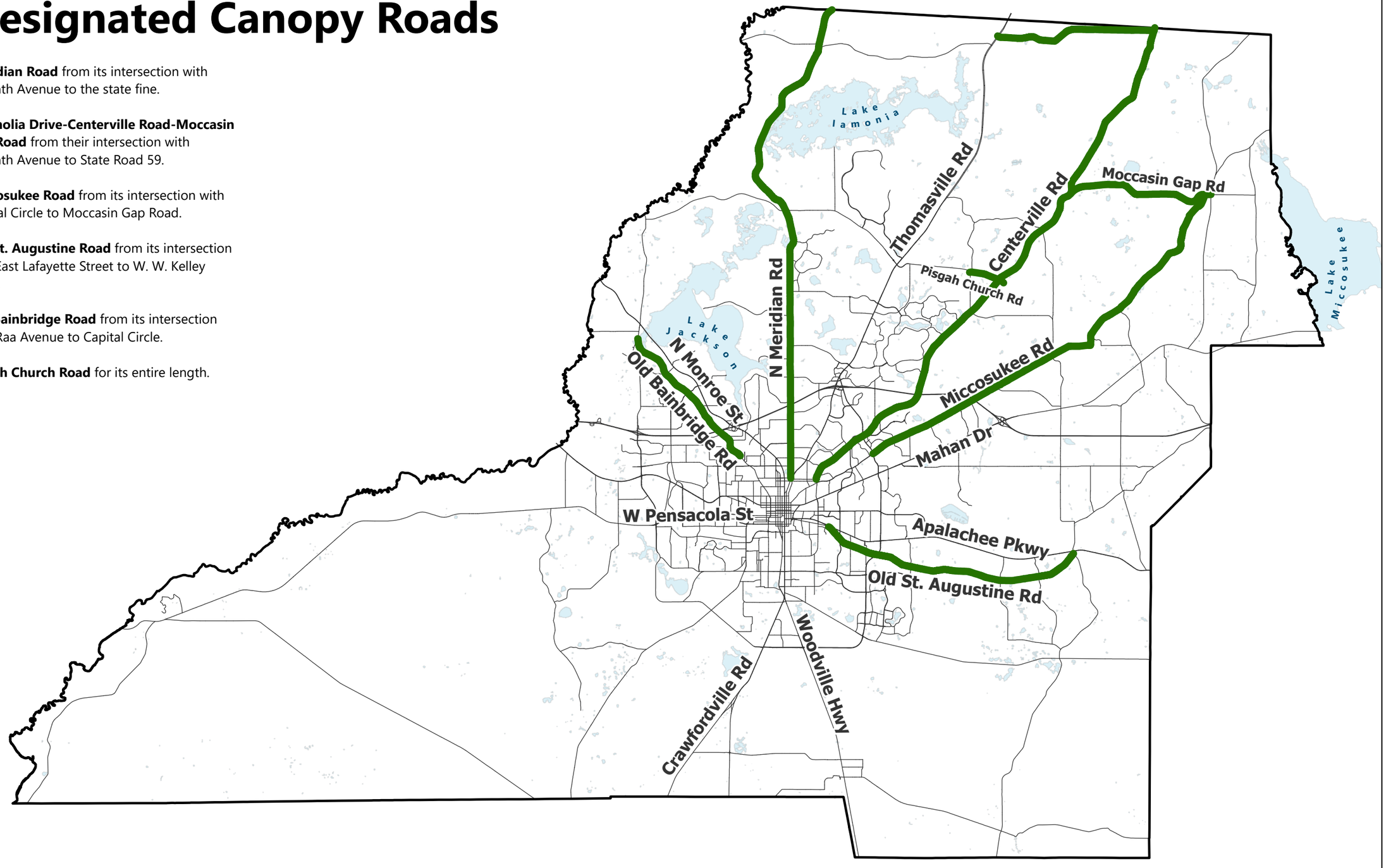
Magnolia Drive-Centerville Road-Moccasin Gap Road from their intersection with Seventh Avenue to State Road 59.

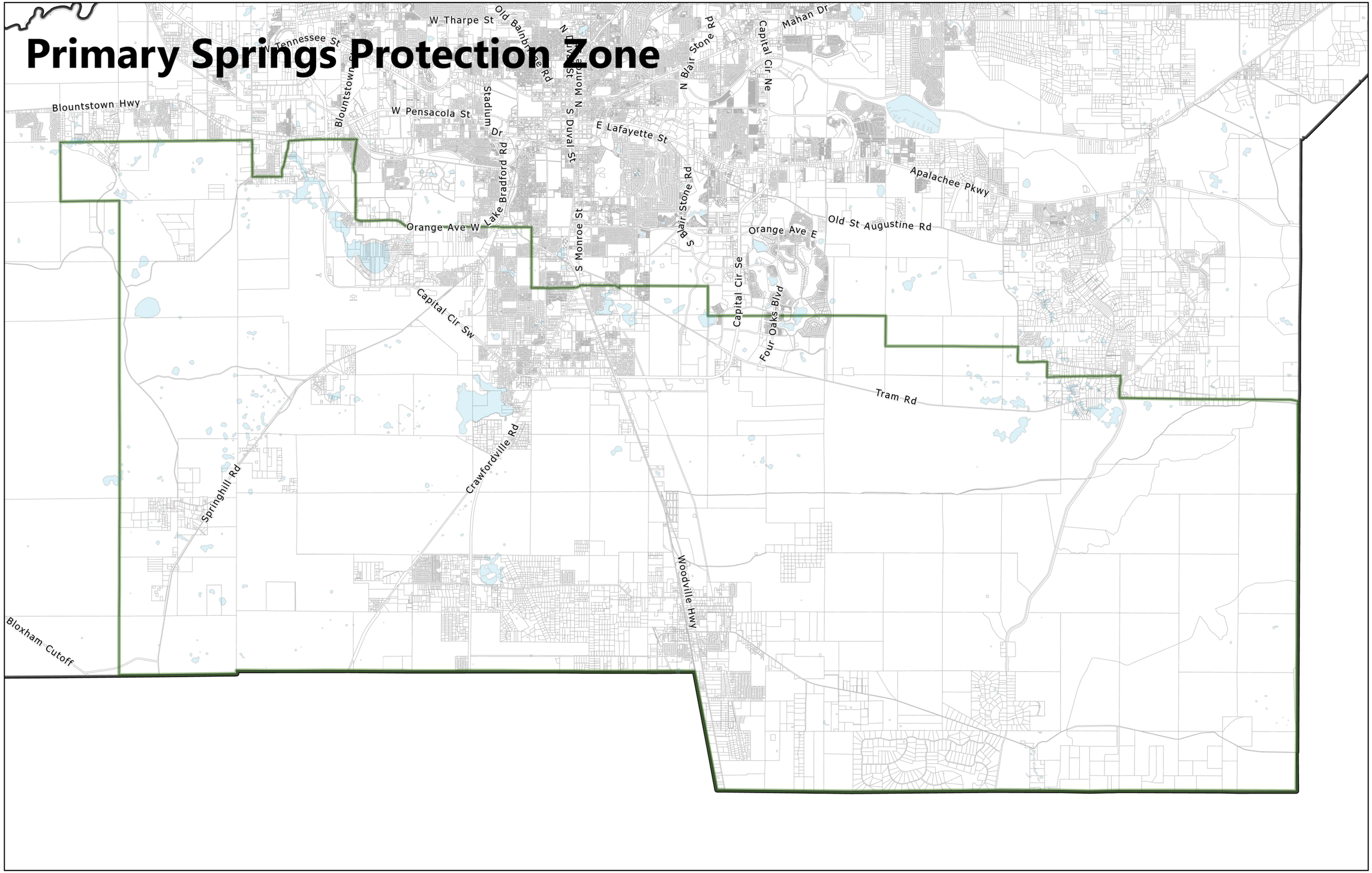
Miccosukee Road from its intersection with Capital Circle to Moccasin Gap Road.

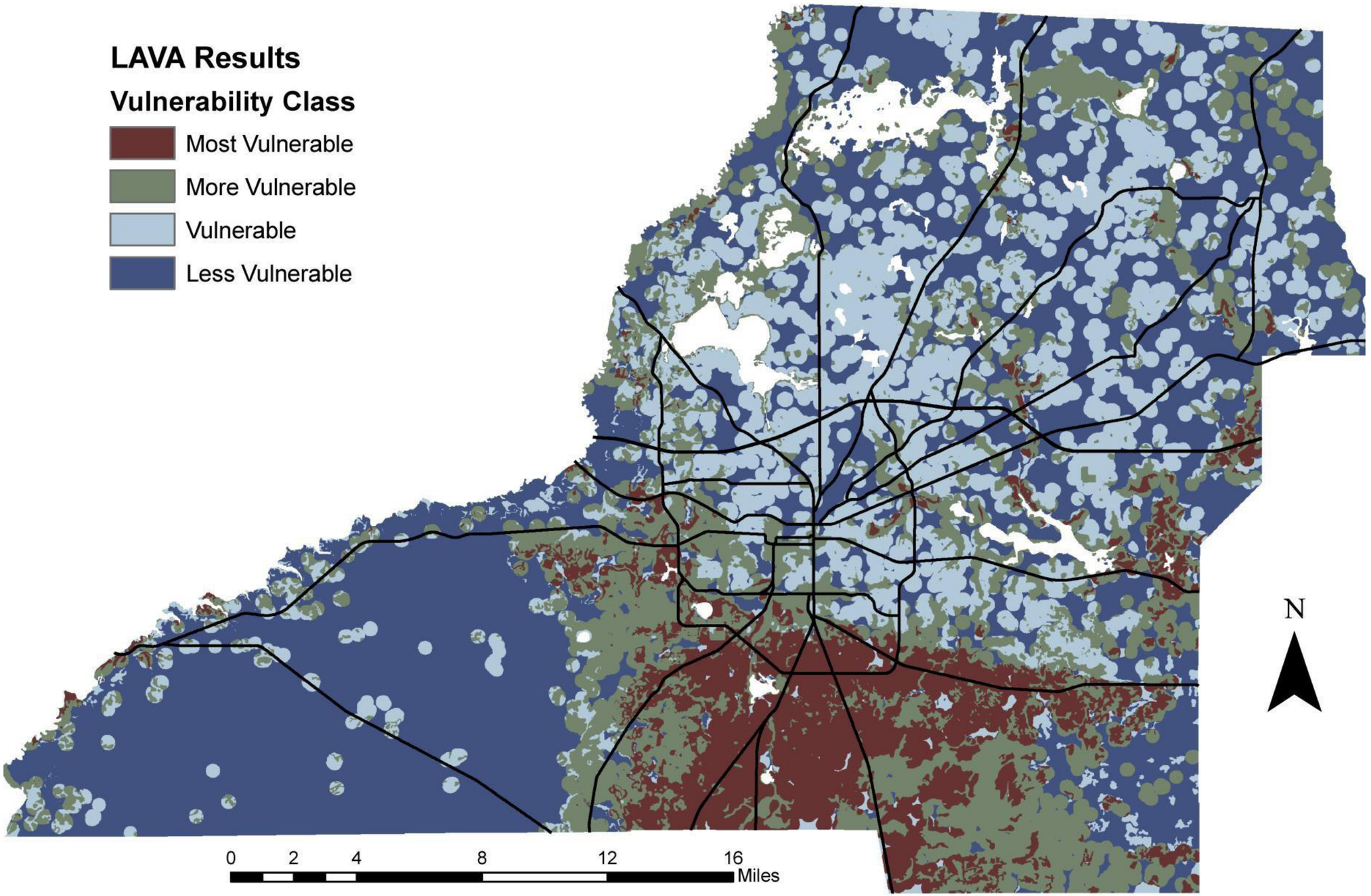
Old St. Augustine Road from its intersection with East Lafayette Street to W. W. Kelley Road.

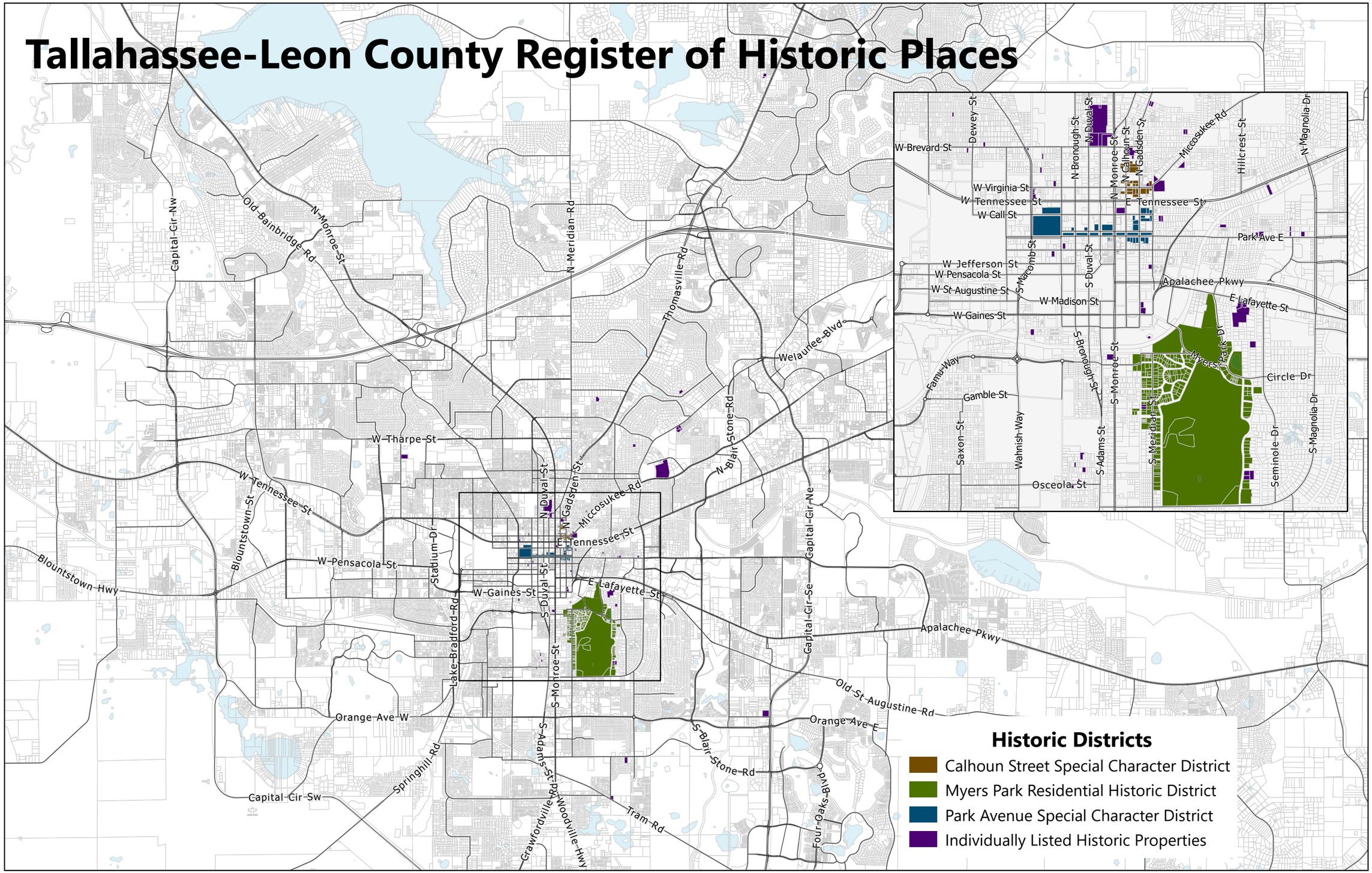
Old Bainbridge Road from its intersection with Raa Avenue to Capital Circle.

Pisgah Church Road for its entire length.

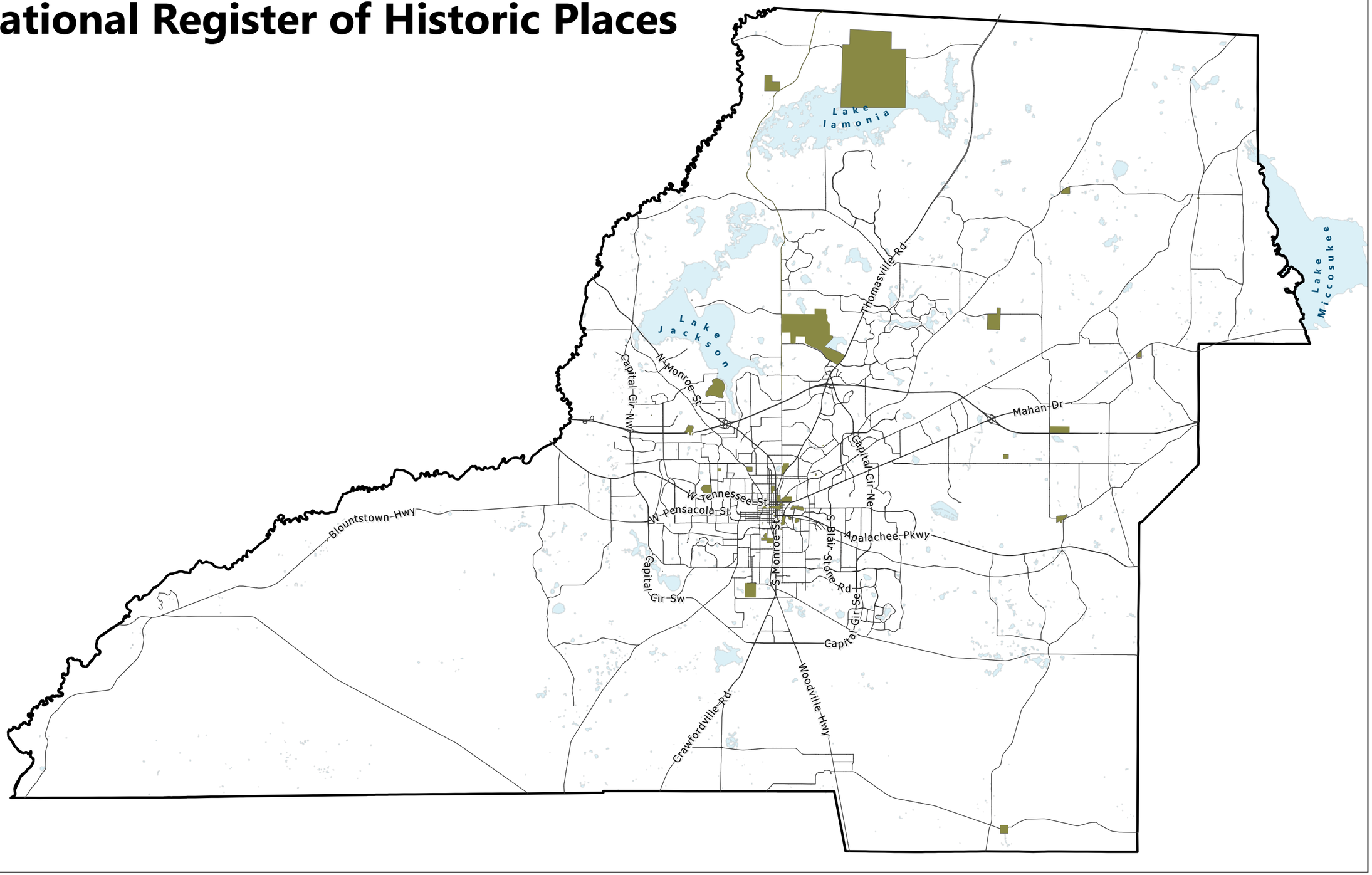


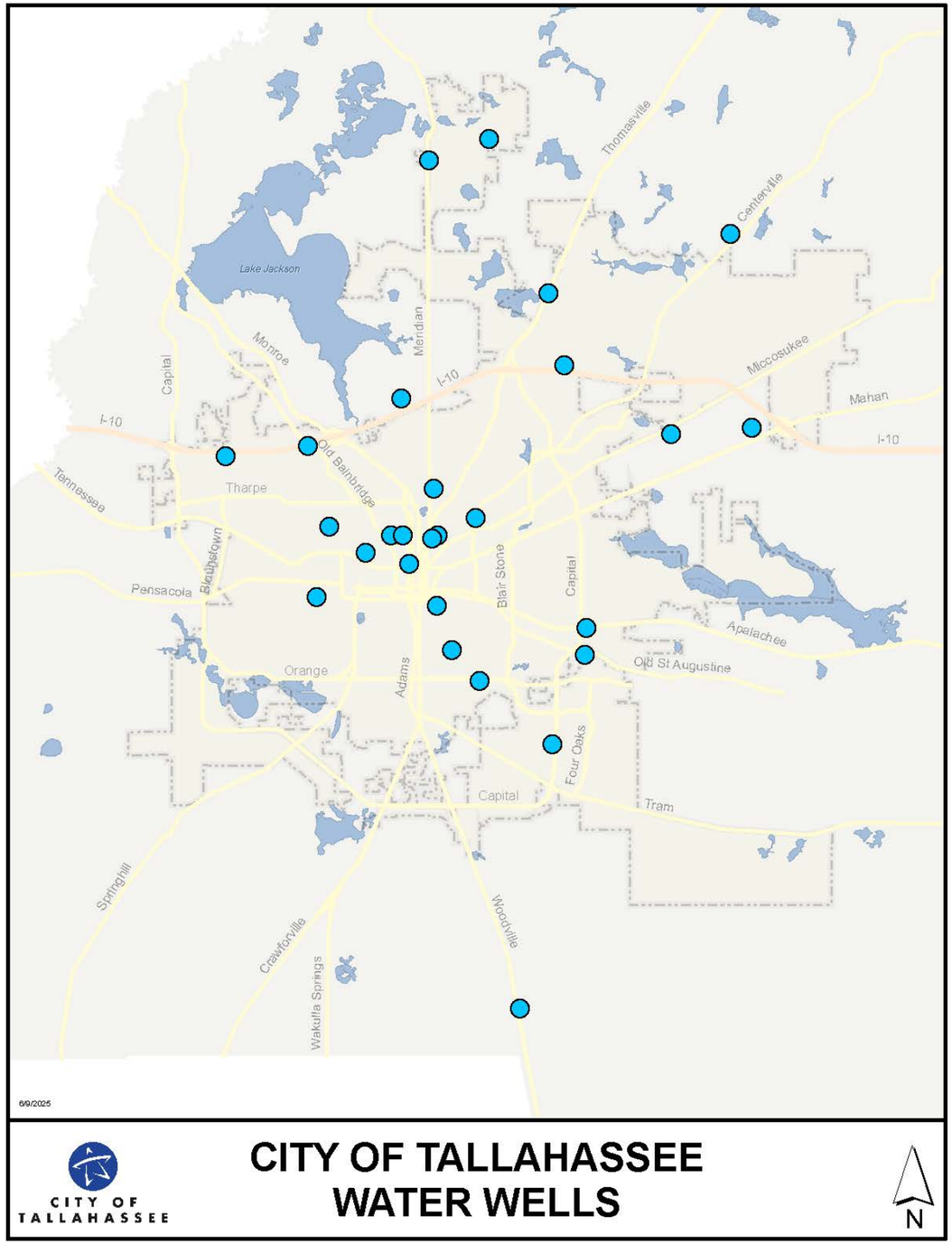

Primary Springs Protection Zone
W Tennessee St
W Tharpe St
Old Bainbridge Rd
N Duval St
N Monroe St
N Blair Stone Rd
Capital Cir Ne
Mahan Dr
Blountstown Hwy
Blountstown
W Pensacola St
Stadium Dr
Lake Bradford Rd
E Lafayette St
S Duval St
S Monroe St
S Blair Stone Rd
Apalachee Pkwy
Old St Augustine Rd
Orange Ave W
Orange Ave E
Capital Cir Se
Four Oaks Blvd
Capital Cir Sw
Tram Rd
Springhill Rd
Crawfordville Rd
Woodville Hwy
Bloxham Cutoff


LAVA Results
Vulnerability Class
Most Vulnerable
More Vulnerable
Vulnerable
Less Vulnerable
0
2
4
8
12
16
Miles
N


Tallahassee-Leon County Register of Historic Places
Capital Cir Nw
Old Bainbridge Rd
N Monroe St
N Meridian Rd
Thomasville Rd
Welaunee Blvd
N Blair Stone Rd
W Tharpe St
W Tennessee St
Blountstown St
Stadium Dr
N Duval St
N Gadsden St
Miccosukee Rd
E Tennessee St
Capital Cir Ne
Blountstown Hwy
W Pensacola St
W Gaines St
S Duval St
E Lafayette St
Lake Bradford Rd
S Monroe St
Apalachee Pkwy
Capital Cir Se
Old St Augustine Rd
Orange Ave W
Orange Ave E
S Adams St
S Blair Stone Rd
Springhill Rd
Capital Cir Sw
Crawfordville Rd
Woodville Hwy
Tram Rd
Four Oaks Blvd
W Brevard St
Dewey St
N Bronough St
N Duval St
N Monroe St
N Calhoun St
N Gadsden St
Hillcrest St
N Magnolia Dr
W Virginia St
W Call St
Park Ave E
S Macomb St
S Duval St
W Jefferson St
W Pensacola St
W St Augustine St
W Madison St
W Gaines St
E Lafayette St
Famu Way
Gamble St
S Bronough St
Myers Park Dr
Circle Dr
Saxon St
Wahnish Way
Osceola St
Seminole Dr
S Magnolia Dr
Historic Districts
Calhoun Street Special Character District
Myers Park Residential Historic District
Park Avenue Special Character District
Individually Listed Historic Properties

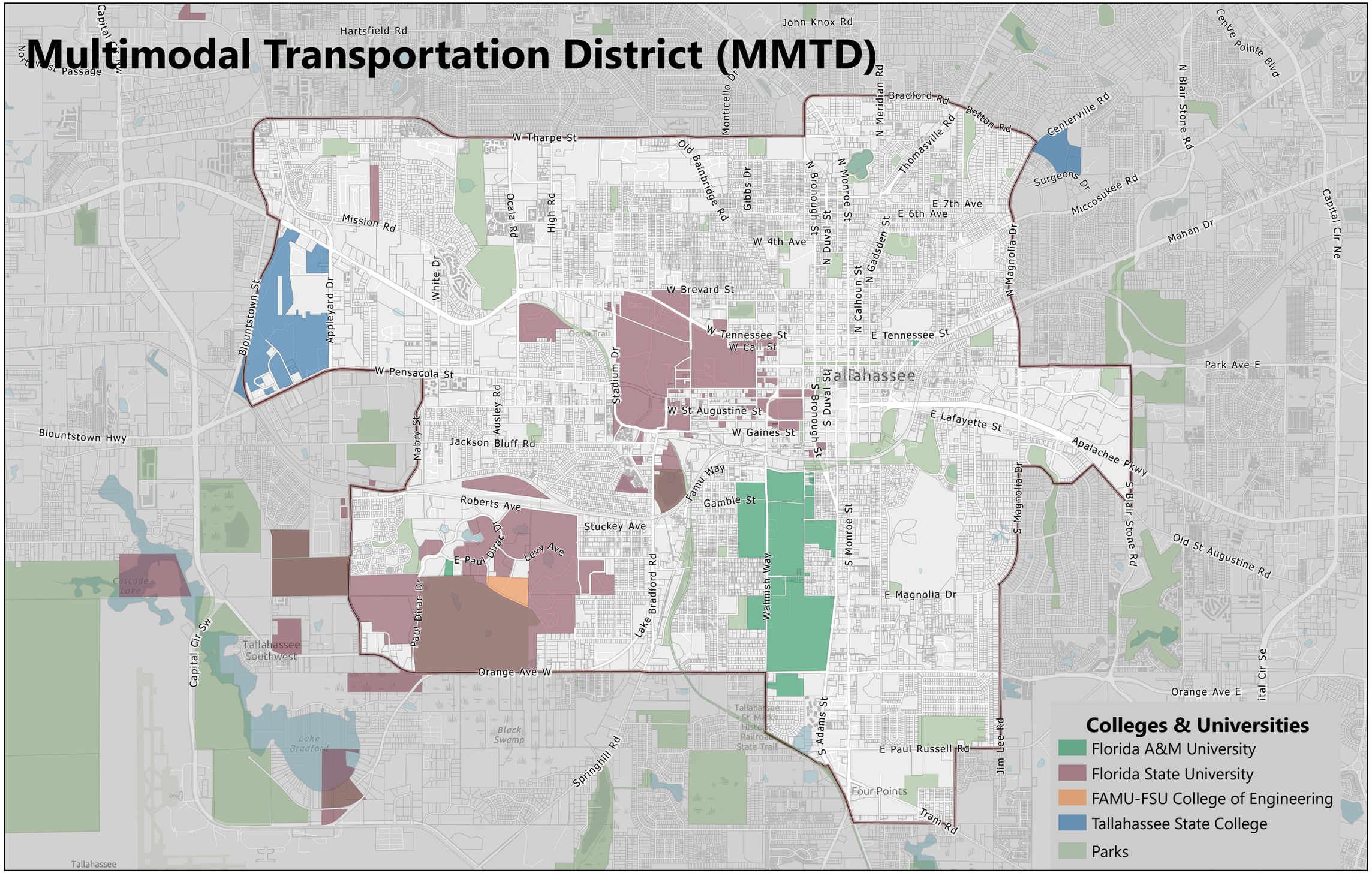
National Register of Historic Places




Lake Jackson
Thomasville
Centerville
Meridian
Monroe
Capital
I-10
Miccosukee
Mahan
I-10
I-10
Old Bainbridge
Tennessee
Tharpe
Bloxham
Pensacola
Blair Stone
Capital
Apalachee
Old St Augustine
Orange
Adams
Four Oaks
Capital
Tram
Springhill
Crawfordville
Wakulla Springs
Woodville
6/9/2025
CITY OF TALLAHASSEE
WATER WELLS
CITY OF TALLAHASSEE
N

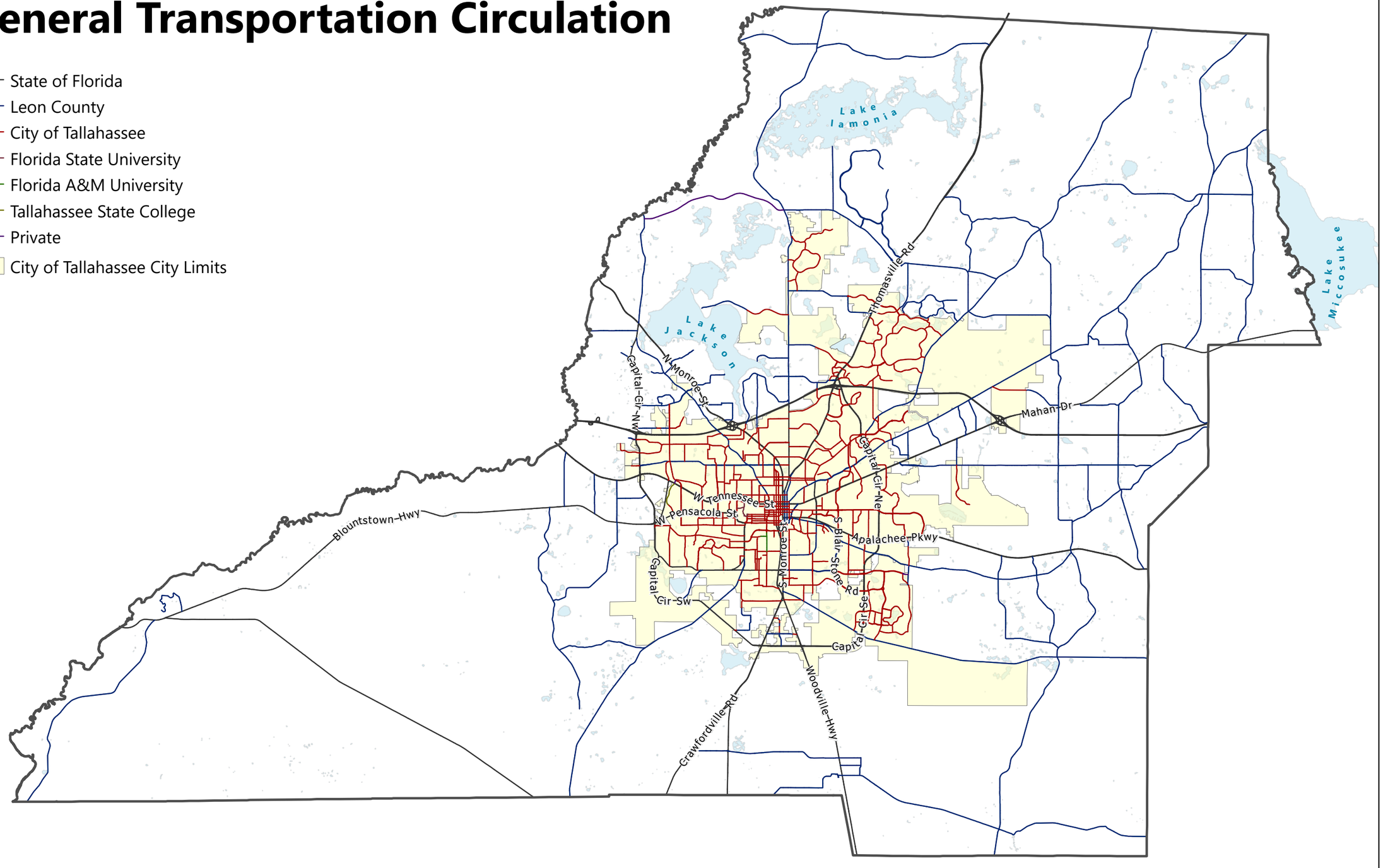
Mobility Maps

Multimodal Transportation District (MMTD)



General Transportation Circulation

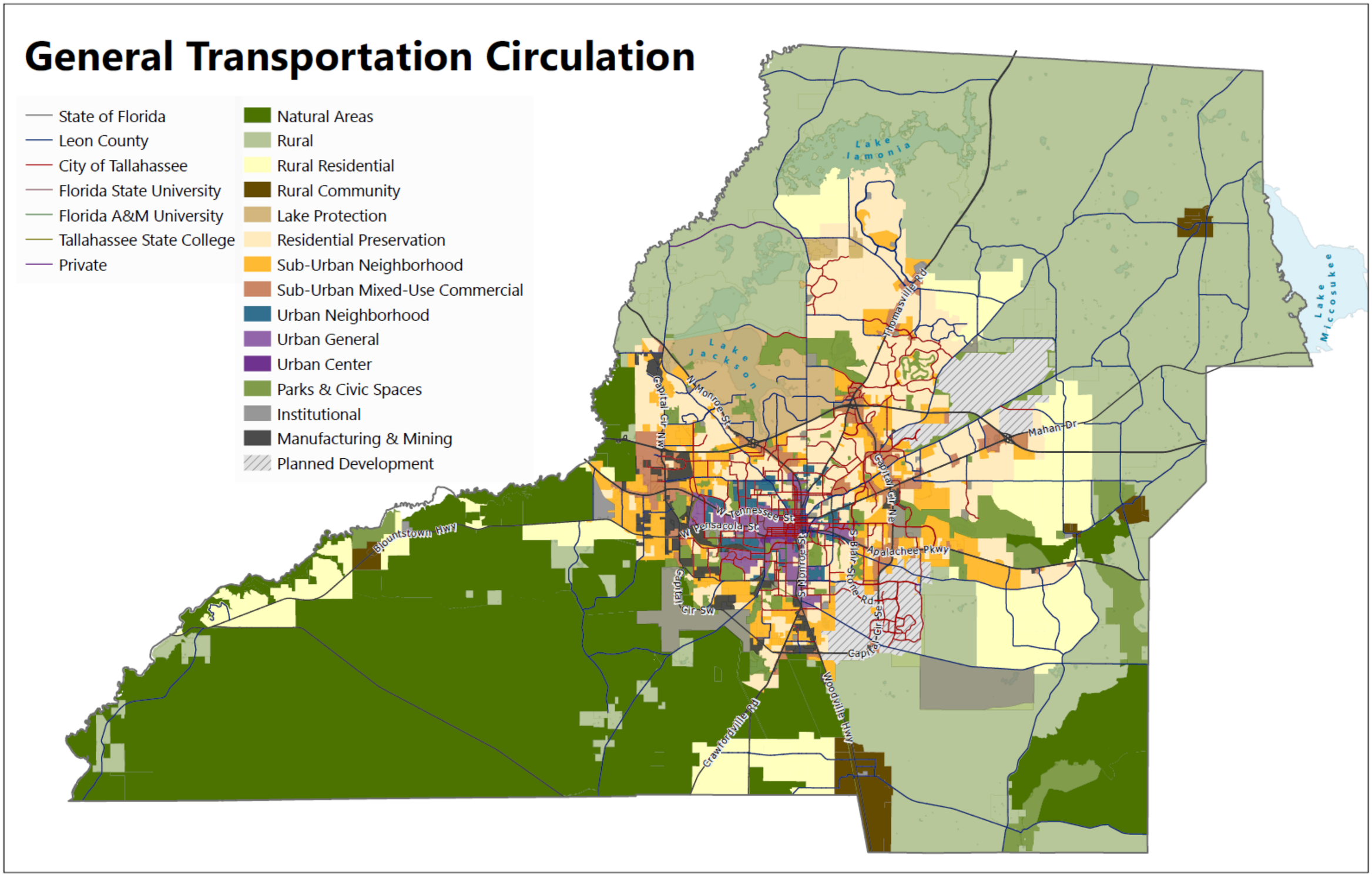
- State of Florida
- Leon County
- City of Tallahassee
- Florida State University
- Florida A&M University
- Tallahassee State College
- Private
- City of Tallahassee City Limits



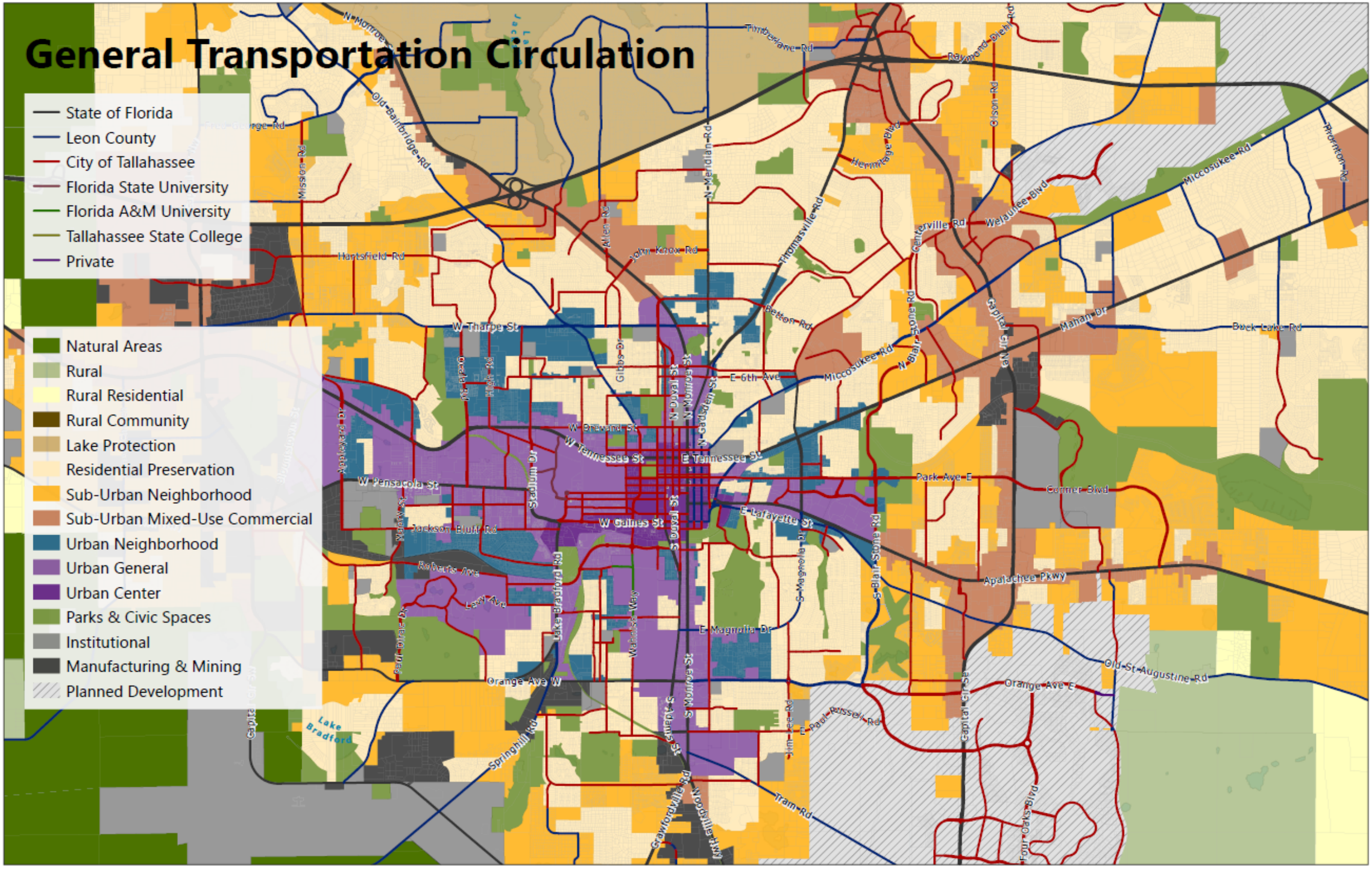
General Transportation Circulation

- State of Florida
- Leon County
- City of Tallahassee
- Florida State University
- Florida A&M University
- Tallahassee State College
- Private
- City of Tallahassee City Limits

General Transportation Circulation

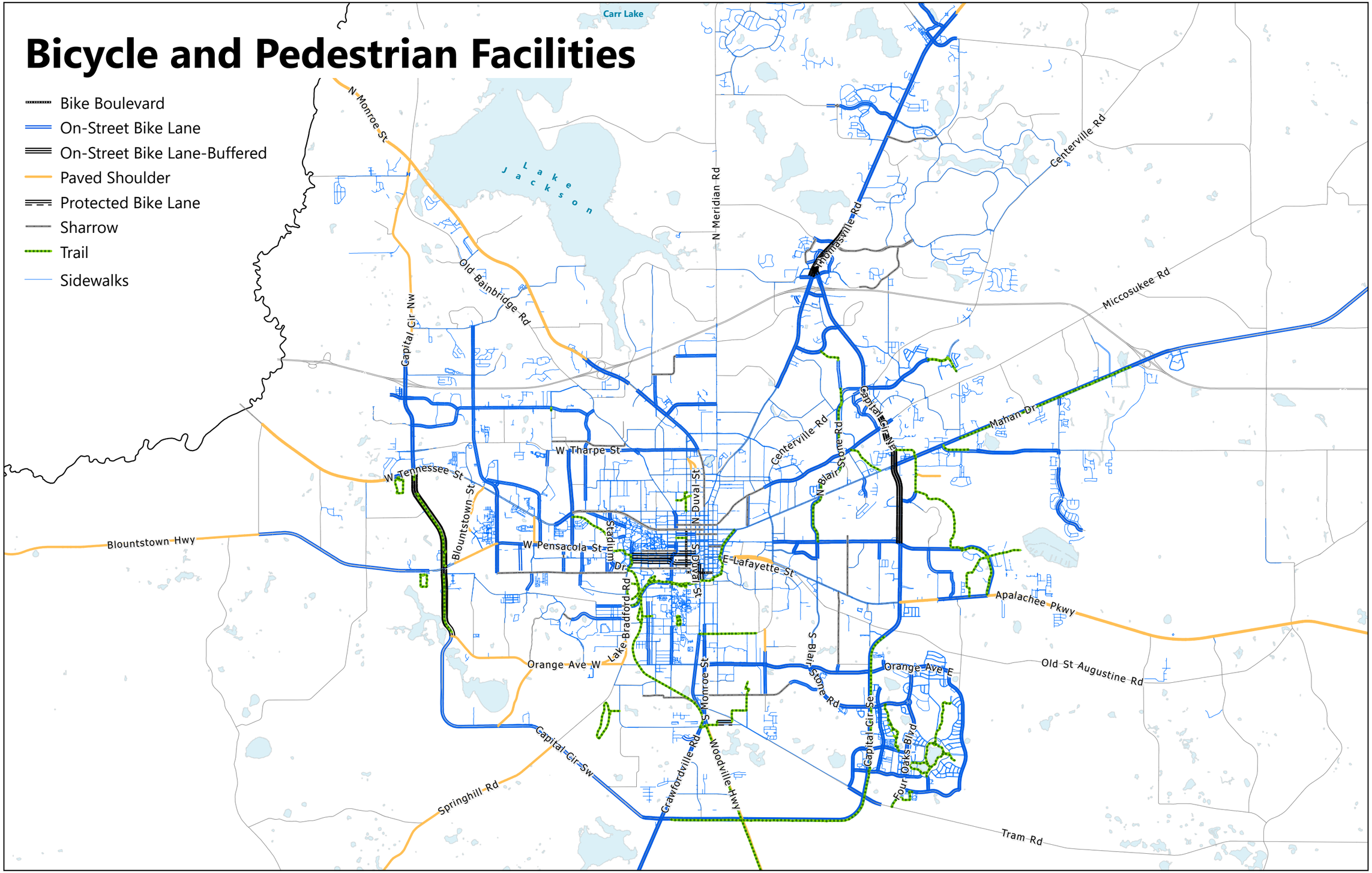


General Transportation Circulation

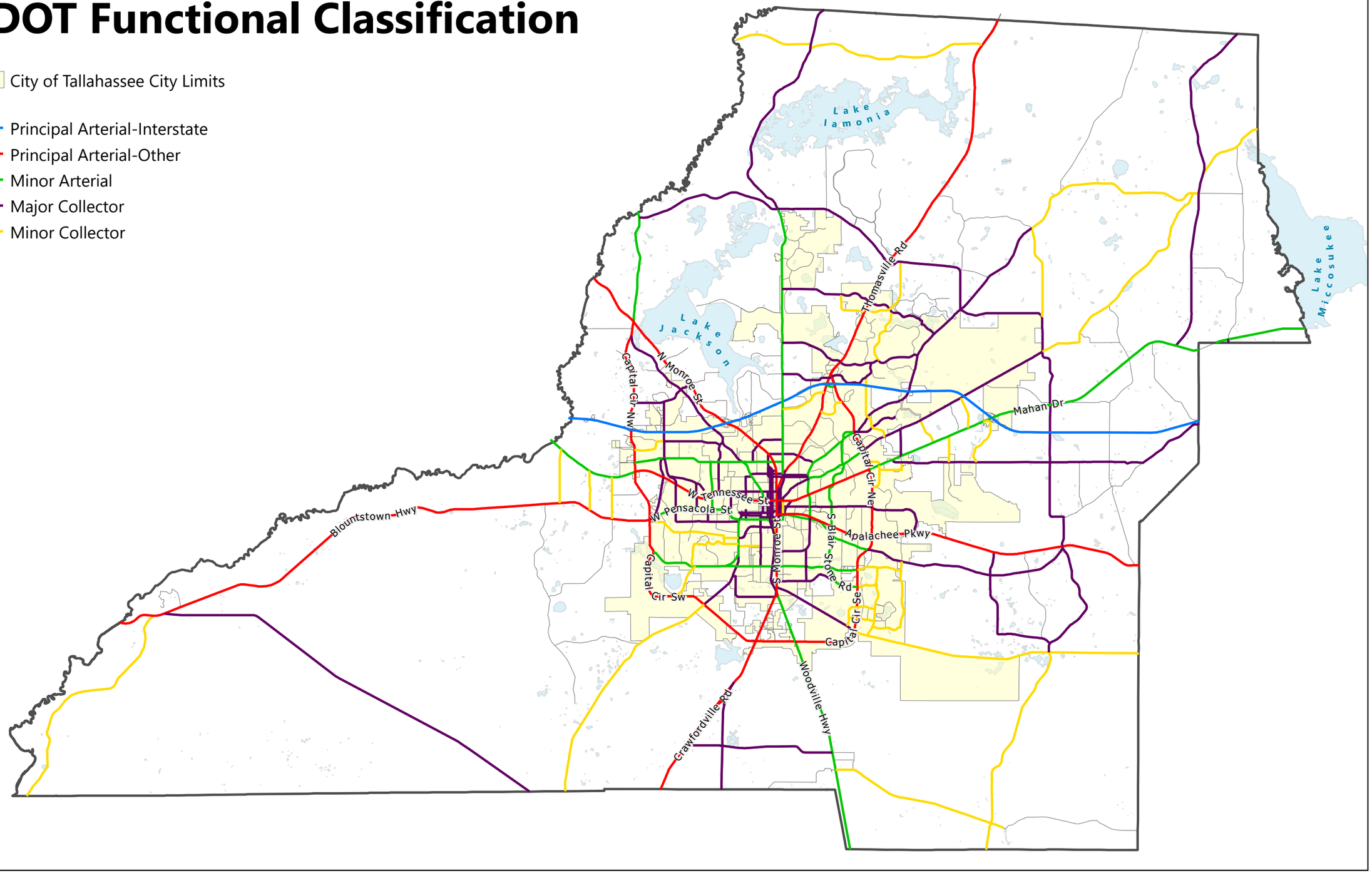


Bicycle and Pedestrian Facilities

- Bike Boulevard
- On-Street Bike Lane
- On-Street Bike Lane-Buffered
- Paved Shoulder
- Protected Bike Lane
- Sharrow
- Trail
- Sidewalks



FDOT Functional Classification



FDOT Functional Classification

City of Tallahassee City Limits

Principal Arterial-Interstate
Principal Arterial-Other
Minor Arterial
Major Collector
Minor Collector

Planned Roadway Projects

City of Tallahassee City Limits

Planned Roadway Projects

FDOT Functional Classification

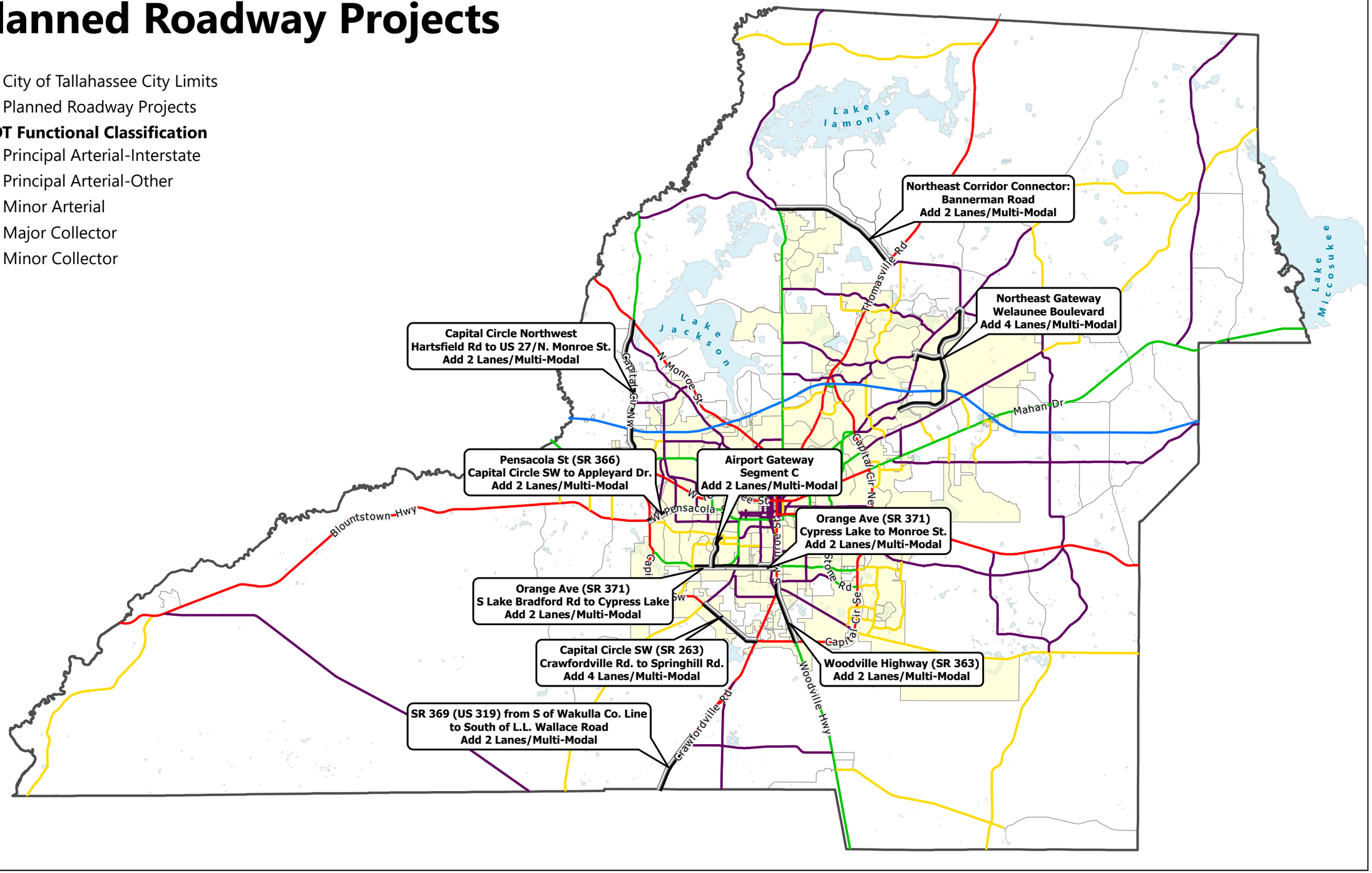
Principal Arterial-Interstate

Principal Arterial-Other

Minor Arterial

Major Collector

Minor Collector



Planned Roadway Projects

City of Tallahassee City Limits
Planned Roadway Projects

FDOT Functional Classification
Principal Arterial-Interstate
Principal Arterial-Other
Minor Arterial
Major Collector
Minor Collector

Capital Circle Northwest
Hartsfield Rd to US 27/N. Monroe St.
Add 2 Lanes/Multi-Modal

Northeast Gateway
Welaunee Boulevard
Add 4 Lanes/Multi-Modal

Pensacola St (SR 366)
Capital Circle SW to Appleyard Dr.
Add 2 Lanes/Multi-Modal

Airport Gateway
Segment C
Add 2 Lanes/Multi-Modal

Orange Ave (SR 371)
Cypress Lake to Monroe St.
Add 2 Lanes/Multi-Modal

Orange Ave (SR 371)
S Lake Bradford Rd to Cypress Lake
Add 2 Lanes/Multi-Modal

Capital Circle SW (SR 263)
Crawfordville Rd. to Springhill Rd.
Add 4 Lanes/Multi-Modal

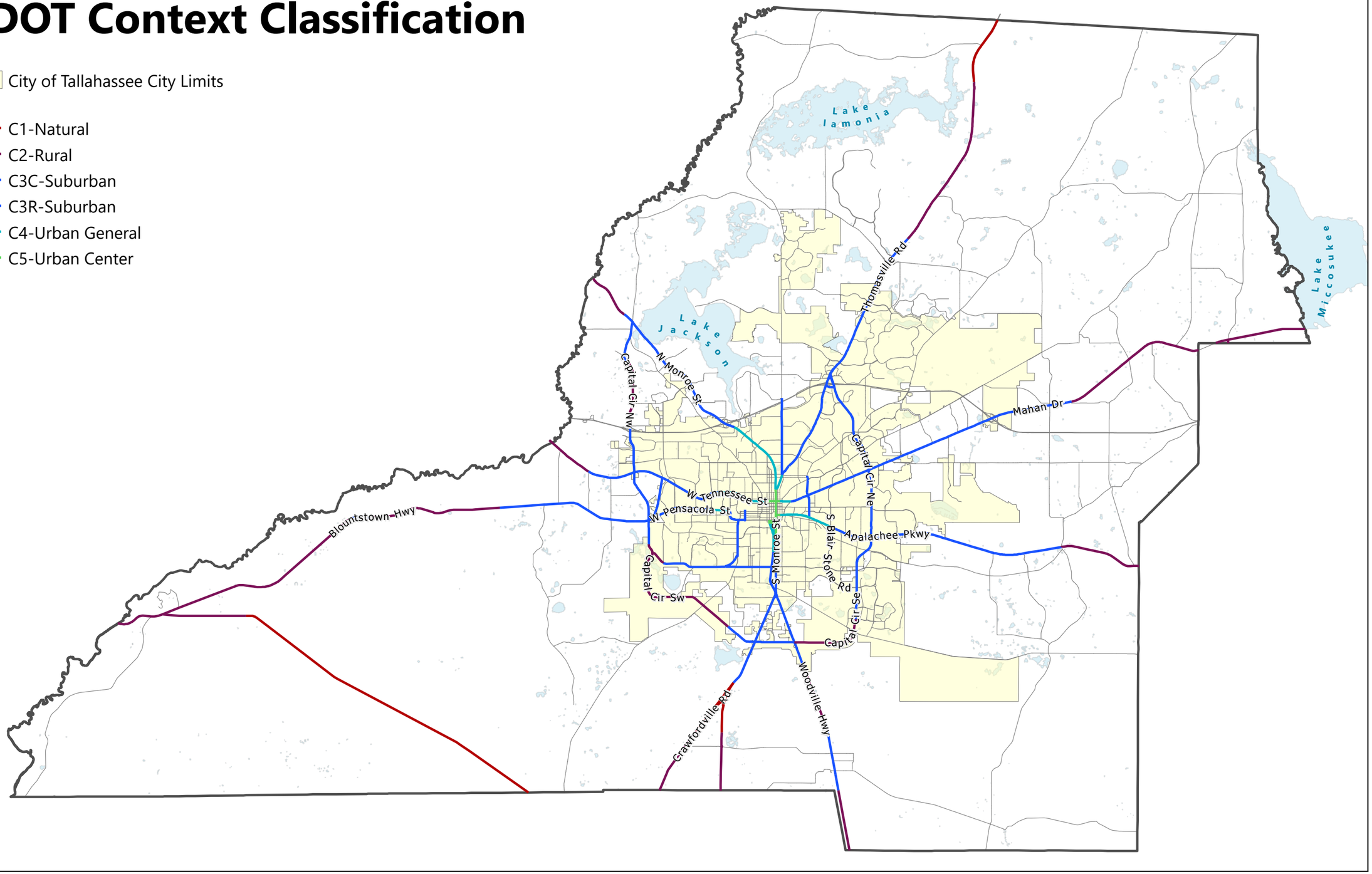
Woodville Highway (SR 363)
Add 2 Lanes/Multi-Modal

Timberlane Rd
Raymond Diehl Rd
Olson Rd
Hermitage Blvd
N Meridian Rd
Thomasville Rd
Centerville Rd
Welaunee Blvd
Miccosukee Rd
Thornton Rd
Mahan Dr
Buck Lake Rd
Capital Cir NE
N Blair Stone Rd
Betton Rd
Allen Rd
John Knox Rd
Hartsfield Rd
Mission Rd
Bridge Rd
W Tharpe St
Ocala Rd
High Rd
Gibbs Dr
N Duval St
N Monroe St
N Gadsden St
E 6th Ave
W Brevard St
W Tennessee St
E Tennessee St
Park Ave E
Conner Blvd
W Pensacola St
Stadium Dr
Blountstown Hwy
Blountstown St
Appleyard Dr
Church Rd
Mabry St
Jackson Bluff Rd
W Gaines St
S Duval St
E Lafayette St
S Magnolia Dr
S Blair Stone Rd
Apalachee Pkwy
Roberts Ave
Lewis Ave
Lake Bradford Rd
Wahnish Way
Paul Dirac
Orange Ave W
Orange Ave E
S Adams St
S Monroe St
Springhill Rd
Jim Lee Rd
E Paul Russell Rd
Capital Cir SW
Capital Cir SE
Old St Augustine Rd
Four Oaks Blvd
Crawfordville Rd
Woodville Hwy

FDOT Context Classification

City of Tallahassee City Limits

- C1-Natural
- C2-Rural
- C3C-Suburban
- C3R-Suburban
- C4-Urban General
- C5-Urban Center



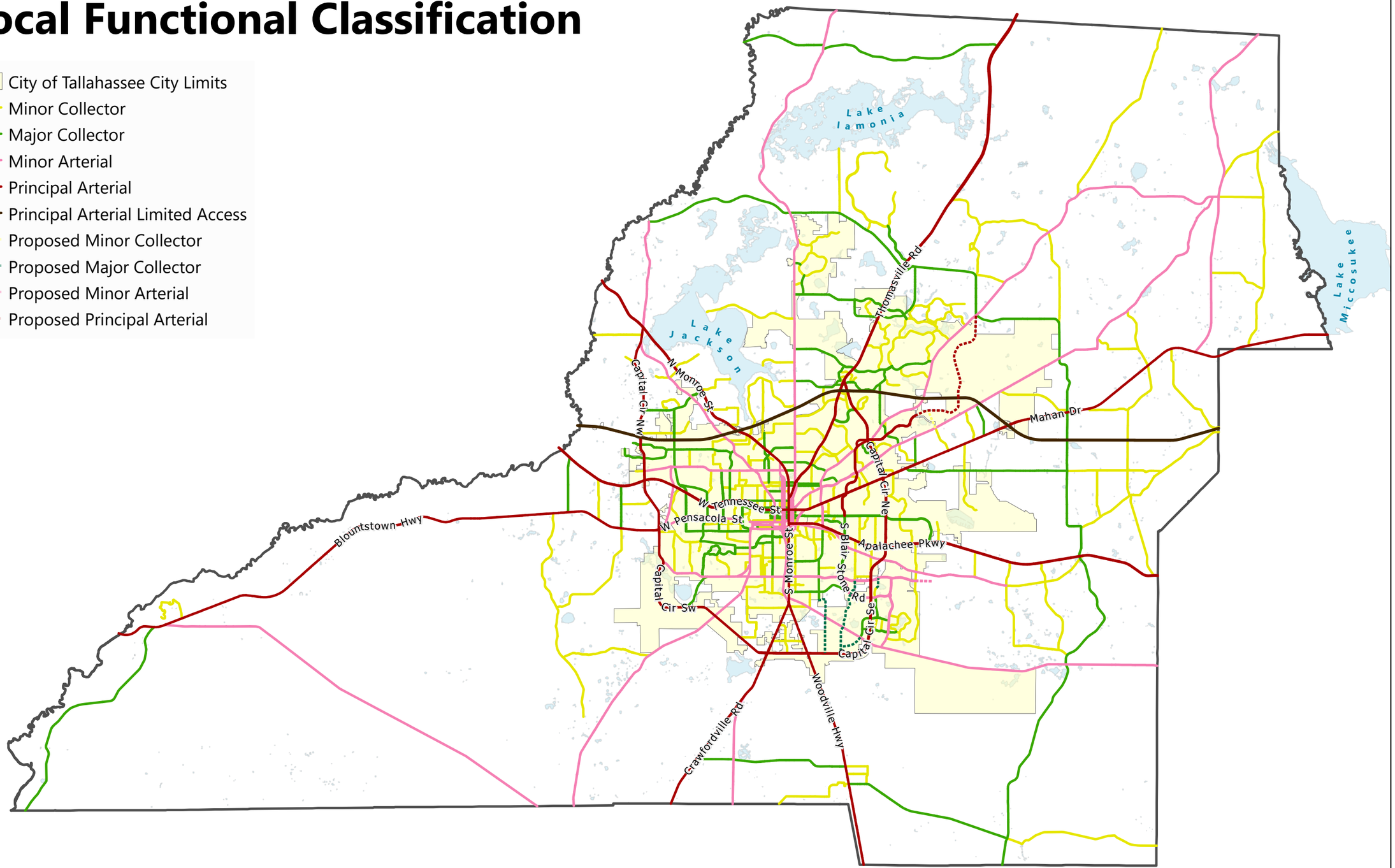
FDOT Context Classification

City of Tallahassee City Limits

- C2-Rural
- C3C-Suburban
- C3R-Suburban
- C4-Urban General
- C5-Urban Center

Local Functional Classification

- City of Tallahassee City Limits
- Minor Collector
- Major Collector
- Minor Arterial
- Principal Arterial
- Principal Arterial Limited Access
- Proposed Minor Collector
- Proposed Major Collector
- Proposed Minor Arterial
- Proposed Principal Arterial

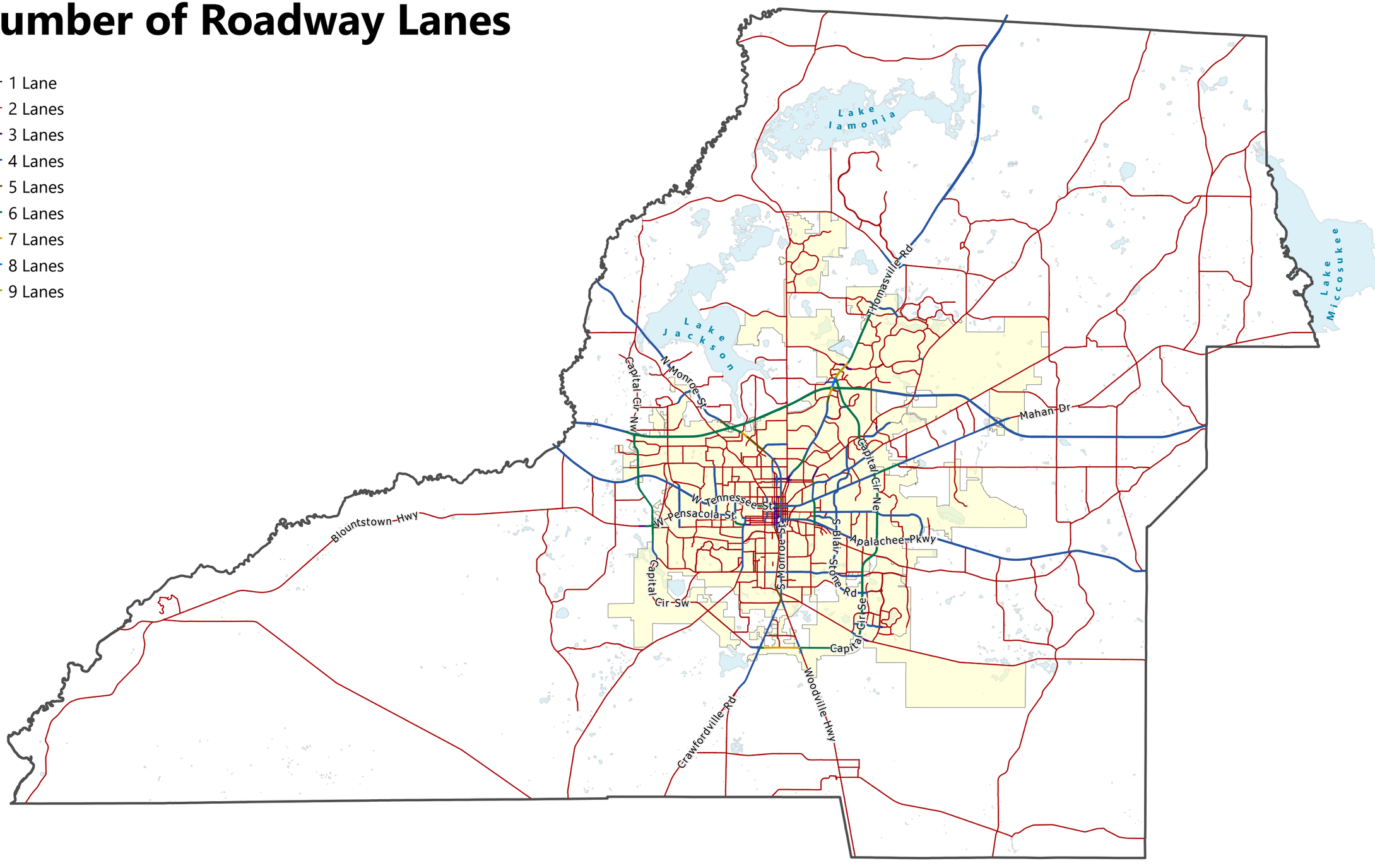


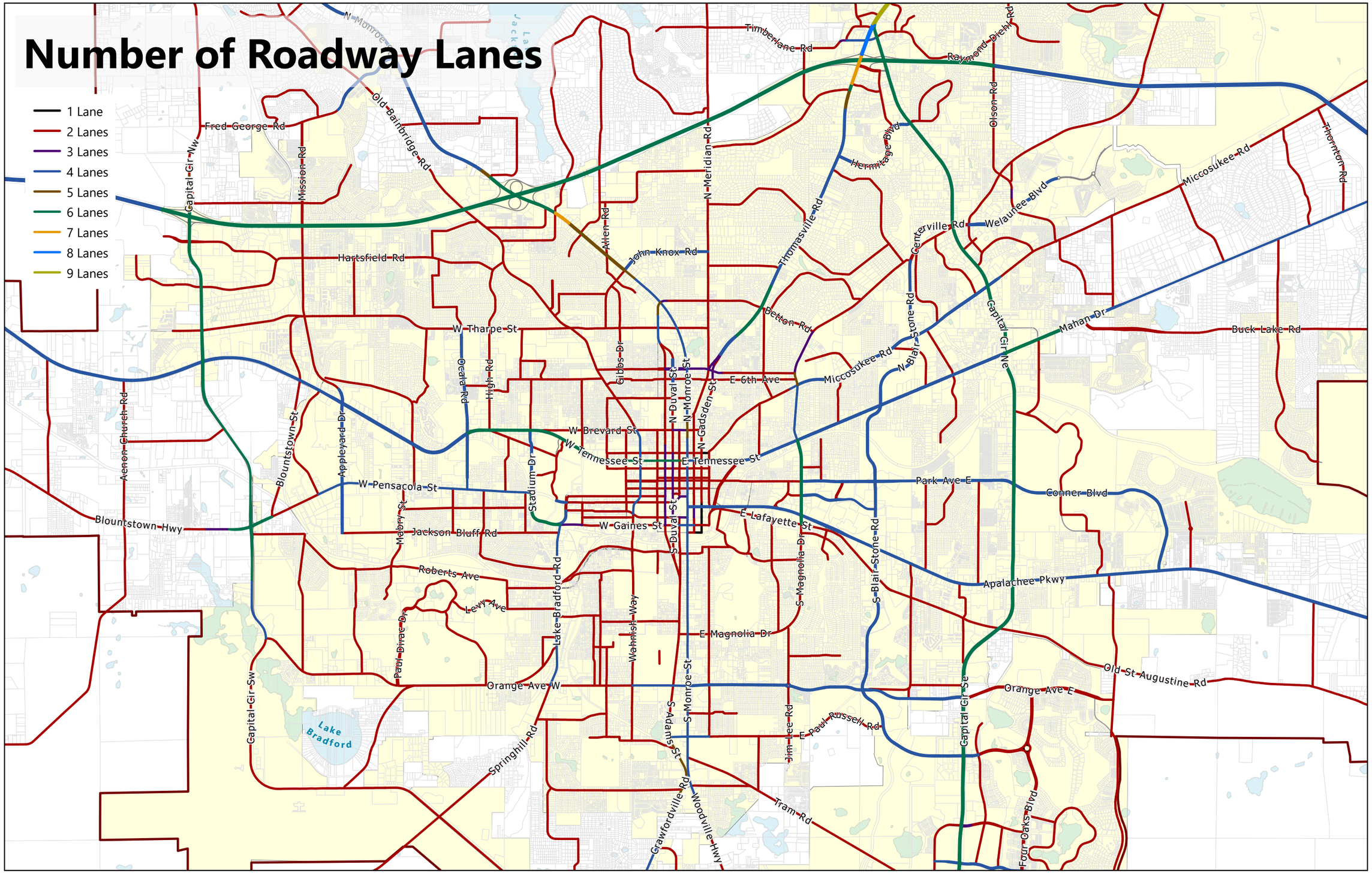
Local Functional Classification

- City of Tallahassee City Limits
- Minor Collector
- Major Collector
- Minor Arterial
- Principal Arterial
- Principal Arterial Limited Access
- Proposed Minor Collector
- Proposed Major Collector
- Proposed Minor Arterial
- Proposed Principal Arterial

Number of Roadway Lanes

- 1 Lane
- 2 Lanes
- 3 Lanes
- 4 Lanes
- 5 Lanes
- 6 Lanes
- 7 Lanes
- 8 Lanes
- 9 Lanes




Number of Roadway Lanes
1 Lane
2 Lanes
3 Lanes
4 Lanes
5 Lanes
6 Lanes
7 Lanes
8 Lanes
9 Lanes
N Monroe
Old Bainbridge Rd
Fred George Rd
Capital Cir Nw
Mission Rd
Timberlane Rd
Raymond Diehl Rd
Hermitage Blvd
N Meridian Rd
Allen Rd
John Knox Rd
Thomasville Rd
Centerville Rd
Welaufee Blvd
Miccosukee Rd
Thornton Rd
Hartsfield Rd
W Tharpe St
Betton Rd
Gibbs Dr
N Duval St
N Monroe St
N Gadsden St
E 6th Ave
Miccosukee Rd
N Blair Stone Rd
Capital Cir Ne
Mahan Dr
Buck Lake Rd
Aenon Church Rd
Blountstown St
Appleyard Dr
Ocala Rd
High Rd
Stadium Dr
W Brevard St
W Tennessee St
E Tennessee St
W Pensacola St
Park Ave E
Conner Blvd
Blountstown Hwy
Malbry St
Jackson Bluff Rd
W Gaines St
S Duval St
E Lafayette St
Roberts Ave
Levy Ave
Lake Bradford Rd
Paul Dirac Dr
Wahnish Way
S Magnolia Dr
S Blair Stone Rd
Apalachee Pkwy
E Magnolia Dr
Old St Augustine Rd
Orange Ave W
Orange Ave E
Capital Cir Sw
Lake Bradford
Springhill Rd
S Adams St
S Monroe St
Jim Lee Rd
E Paul Russell Rd
Capital Cir Se
Crawfordville Rd
Woodville Hwy
Tram Rd
Four Oaks Blvd

LAND USE

GOALS, OBJECTIVES AND POLICIES

Goal 1: [L] (EFF. 7/16/90)

The Comprehensive Plan shall protect and enhance the quality of life in this community by providing economically sound educational, employment, cultural, recreational, commercial, industrial and professional opportunities to its citizens while channeling inevitable growth into locations and activities that protect the natural and aesthetic environments and residential neighborhoods.

GROWTH MANAGEMENT/ URBAN SERVICES AREA

Objective 1.1: [L] (EFF.7/16/90; REV. EFF. 7/26/06; REV. EFF. 12/24/10)

Direct development to those areas which have in place, or have agreements to provide, the land and water resources, fiscal abilities, and the service capacity to accommodate growth in an environmentally acceptable manner. This shall be accomplished in part through the establishment and maintenance of an Urban Service Area (USA) concept. This Urban Service Area (USA) concept is based upon a desire to have Tallahassee and Leon County grow in a responsible manner, with infrastructure provided economically and efficiently, and surrounding forest and agricultural lands protected from unwarranted and premature conversion to urban land use. An urban service strategy provides for well managed, orderly growth, which preserves natural resources and promotes fiscal responsibility. The location and size of the USA shall be depicted on the Future Land Use Map and is based upon the area necessary to accommodate 90% of new residential dwelling units within the County by the Plan Horizon; the ability to provide urban infrastructure; and, the presence of environmentally sensitive lands and water bodies, requiring protection from the impacts of urban development.

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

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

Policy 1.1.2: [L] (REV. EFF. 12/10/91)

Improvement of capital infrastructure shall be provided within the designated urban service area and shall be phased over the life of the plan.

I. Land Use

Policy 1.1.3: [L] **(REV. EFF. 12/10/91; REV. EFF. 7/26/06)**

Capital infrastructure designed to support urban density outside the Urban Service Area shall be prohibited except as described below. Capital infrastructure which is designed or intended to provide services to the population of the Urban Service Area may be located outside the Urban Service Area. This policy includes but is not limited to landfill, spray irrigation facilities, and inter-county transportation roadways.

Capital improvement projects or expenditures designed to support urban density outside of the Urban Service Area will not occur outside the designated Urban Service Area unless a demonstrated hardship can be shown to occur for existing development or residents as of February 1, 1990. A demonstrated hardship refers to:

- Replacement of existing facilities due to deterioration or destruction from natural disaster.
- A public health and/or safety problem if no improvements are made (example - contaminated water wells).
- Potential of severe environmental degradation if no improvements are made (example - failing septic tanks).

The capacity of these facilities shall be limited to that necessary to serve development existing on or prior to February 1, 1990.

Policy 1.1.4: [L] **(REV. EFF. 7/20/05)**

Central water and sewer may be provided in areas designated as Rural Community, Woodville Rural Community, and enclaves within the Woodville Rural Community designated for Residential Preservation on the future land use map.

Policy 1.1.5: [L] **(EFF. 7/16/90; REV. EFF. 7/26/06)**

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

Policy 1.1.6: [L] **(EFF. 7/16/90)**

Areas within the urban service area will receive urban level capital facilities and services according to the schedule established in the Capital Improvements Element.

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

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

I. Land Use

Policy 1.1.8: [L] **(EFF. 7/26/06; REV. EFF. 12/24/10)**

The size of the USA is related to the projected fiscal capacity of the local government to provide urban infrastructure. An assessment of changing conditions over the 20-year period of the plan is built in through the required seven year Evaluation and Appraisal Report (EAR) and the annual capital improvements process. The integrity of the USA concept is maintained by strict adherence to the premise of not funding or scheduling major capital improvement projects outside the USA, Rural Communities or the Woodville Rural Community in conjunction with a policy of discouraging premature use and underutilization of land designated for urban development. Additionally, the size of the USA should be limited to reflect the ability of the public to provide infrastructure, limitations of environmental constraints and existing development and to provide for a phasing mechanism to the Plan Horizon.

The area within the USA is sized to accommodate approximately 50% more vacant land than is necessary to accommodate the population growth expected within the USA from 1993 to the Plan Horizon. It is expected that a USA sized 50% larger than our vacant land needs will provide sufficient constraint for growth management policies to be effective, while not over constraining the supply of vacant land.

Policy 1.1.9: [L] **(EFF. 7/26/06)**

In order to achieve efficient and effective use of infrastructure and land, residential density within the USA shall average no less than 2 dwelling units per gross acre. Some future land use categories may establish higher minimum densities and minimum intensity requirements for nonresidential development. Attainment of minimum densities and intensities will be measured and reported annually and be evaluated at a minimum during subsequent Evaluation and Appraisal Reports and adjustments to the Comprehensive Plan necessary to achieve this measure will be recommended as warranted in the future.

Policy 1.1.10: [L] **(EFF.7/16/90; RENUMBERED EFF. 7/26/06; FORMERLY POLICY 1.1.8.)**

Compliance with the Conservation Element shall be met prior to consideration of requirements in the Land Use Element.

Policy 1.1.11: [L] **(REV. EFF. 3/14/07; REV. EFF. 1/7/10)**

The growth management strategy of the Tallahassee-Leon County Comprehensive Plan is designed to be implemented by a series of instruments which include:

1) An **Urban Service Area** strategy to guide and coordinate land use densities and intensities with the availability of capital infrastructure and to discourage urban sprawl.

2) A **Land Use Map** to graphically distribute broad categories of land use and allowable densities and intensities. In conjunction with the Land Use Map, an environmental overlay system has been included which depicts the general

location of environmental features which are to be preserved as required by the Conservation Element, or to which development limitations will apply as identified in the Conservation Element.

3) A **Future Right-of-Way Needs Map** to graphically represent planned future transportation projects in the City of Tallahassee (City) and Leon County (County) and a table of projects indicating the project termini and access classifications. This map, table, and corresponding land development regulations are intended to provide a basis for coordinating new development with the provision of transportation facilities by designating corridors where the construction and improvement of transportation facilities is expected. Objectives and policies related to the Future Right-of-Way Needs Map are provided in the Transportation Element. **(EFF. 7/1/04)**

4) **Commercial Site Location** standards, which apply to certain Future Land Use Categories other than Central Core, Central Urban, Village Mixed Use, Suburban, Bradfordville Mixed Use, Planned Development and Woodville Rural Community shall be implemented through the Land Development Regulations, are intended to integrate commercial land uses into the transportation network and development patterns in order to assure accessibility by the general public. **(REV. EFF. 3/14/07; REV. EFF. 1/7/10)**

5) **Land Use Category Summaries** for each Future Land Use which in conjunction with the land use map provide the allowable densities and intensities of uses use on specific sites.

6) The **Planned Development Future Land Use Category** applies to large land holdings that will be developed for a mix of land uses. **(REV. EFF. 3/14/07)**

7) Descriptions of eight different **Mixed Use development patterns** which establish development pattern intent, allowed density and intensity, development pattern location criteria, and development pattern access criteria within the Bradfordville Mixed Use Category (see Objective 1.7) **(REV. EFF. 3/14/07)**

8) **Goals, Objectives and Policies** which further add guidance by outlining courses of action to be taken in conjunction within the instruments listed above to further assure implementation.

These instruments do not act independently of each other. Rather, they combine to form a set of parameters in which land use decisions are made consistent with a growth management strategy designed to address the issues important to the community.

Policy 1.1.12: [L] **(EFF. 8/9/12)**

The parcel shown on the map below at the intersection of I-10 and US Highway 90 is within the designated Urban Service Area (USA), as defined in Section 163.3164(50), Florida Statutes, having public services and facilities, including, but not limited to, central water and sewer capacity and roads. As a parcel within a designated statutory USA, proposed development within the parcel is exempt from the development of regional impact process pursuant to Section 380.06(29)(c)3, Florida Statutes. As part of this

~~exemption, any future development on the subject parcels shall, in addition to applicable Comprehensive Plan policies, address the following objectives:~~

(a) ~~Provide opportunities for a "main street" component that allows on street parking,~~

(b) ~~Provide landscaping, buffering and screening or any of the three options for aesthetic enhancements if building facades are not oriented towards Thornton Road and US 90,~~

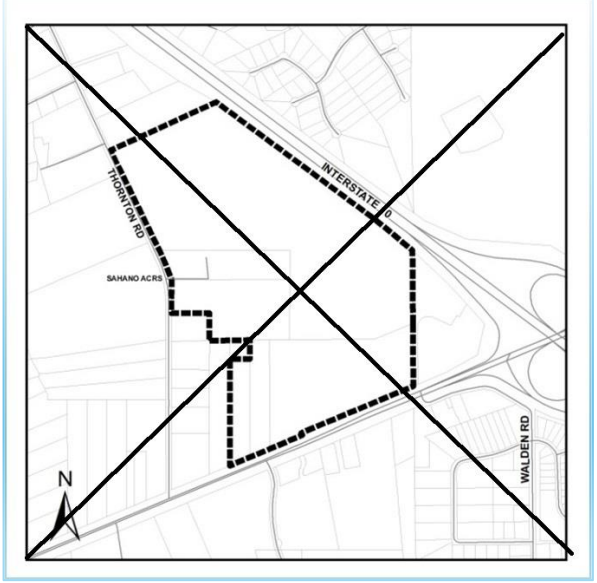
(c) ~~Incorporate storm water management facilities and natural features as amenities into the project's overall design concept,~~

(d) ~~Incorporate a consistent design theme for freestanding signage throughout the property,~~

(e) ~~Coordination of appropriate location for mass transit stops and pedestrian connections to development on the property at the time of development,~~

(f) ~~Buildings will incorporate architectural features and patterns that provide visual interest such as building facades that are not uniform in mass or scale and height and pedestrian scale facade treatments such as canopies, overhangs, arcades, gabled entryways, and porticos.~~

~~Map 1: I-10 and Mahan US 90 DRI Exemption Area~~



~~DEVELOPMENT IN RELATION TO ENVIRONMENTAL CONSTRAINTS~~

~~Objective 1.2: [L]~~**~~(EFF. 7/16/90; REV. EFF. 4/10/09)~~**

~~Coordinate the location of land uses with local soil conditions, topography, and aquifer vulnerability as well as available services.~~

I. Land Use

Policy 1.2.1: [L] Leon County only **(EFF. 7/16/90)**

Emphasize land use location that minimizes topographical changes. The proposed land use should fit the site location. The location should not be substantially altered to fit the proposed land use.

Policy 1.2.1: [L] City of Tallahassee only **(REV. EFF. 7/1/04)**

Emphasize land use location that minimizes topographical changes. The proposed land use should fit the site location. The location should not be substantially altered to fit the proposed land use, unless an off-site mitigation plan for the development of a site with significant grades has been approved. Such off-site mitigation plans shall recognize the contribution of preserved significant grades to community character, ameliorating the impacts of stormwater, and providing conditions for native plant communities.

Policy 1.2.2: [L] Leon County only **(REV. EFF. 9/19/91)**

The type, intensity and structural design of any development proposed for a site shall be appropriate to the existing natural topography. Site alterations will be limited to the absolute minimum necessary to develop a site safely. Design criteria in the land development regulations will emphasize site designs that fit the topography, not changing the topography to fit the design. Minimum grade changes typically associated with site development include those necessary for the safety of a building including parking, road right-of-way, handicapped access or utilities. Criteria for approval of development in areas with significant and severe grades will be limited to the type of land use that requires the least disturbance of sloped areas.

Policy 1.2.2: [L] City of Tallahassee only **(REV. EFF. 7/1/04)**

The type, intensity and structural design of any development proposed for a site shall be appropriate to the existing natural topography. Site alterations will be limited to the absolute minimum necessary to develop a site safely. Design criteria in the land development regulations will emphasize site designs that fit the topography, not changing the topography to fit the design, unless an off-site mitigation plan for the development of a site with significant grades has been approved. Minimum grade changes typically associated with site development include those necessary for the safety of a building including parking, road right-of-way, handicapped access or utilities. Criteria for approval of development in areas with significant and severe grades will be limited to the type of land use that requires the least disturbance of sloped areas.

Policy 1.2.3: [L] **(REV. EFF. 12/7/99)**

I. Land Use

(a) The local governments shall maintain a map indicating the locations of all known operating and abandoned land fill sites. As the location of additional abandoned land fill sites become known, this map shall be revised accordingly.

(b) By 2001, local government will include requirements in their land development regulations that the development of any property within a mapped landfill site shall be required to submit information relating to the subsurface geology of the property necessary to assure that future development of the site will not adversely impact the health, safety or welfare of the public.

(c) By 2001, local governments will include requirements in their land development regulations that regulate the location of stormwater facilities or conveyance systems within any abandoned landfills.

Policy 1.2.4: [L] **(EFF. 4/10/09)**

By 2010, local government shall adopt in the Land Development Regulations a mapped Primary Spring Protection Zone for Wakulla Springs based on the Leon County Aquifer Vulnerability Assessment. Accompanying land development regulations for the Primary Spring Protection Zone shall be developed as indicated in Policy 4.2.5 of the Conservation Element to aid in the protection of Wakulla Springs. These efforts shall be coordinated with Wakulla County.

Policy 1.2.5: [L] **(EFF. 4/10/09)**

1. By 2014, local government shall develop and maintain as part of the local geographic information system database areas of known hazards.

2. By 2014, local government will include requirements in their land development regulations that mitigate and/or prevent future development in areas of known hazards. The land development regulations shall also contain provisions for the mitigation of existing development in areas of known hazards so as to prevent repetitive hazard losses.

LEVEL OF SERVICE (REGULATIONS)

Objective 1.3: [L] **(EFF. 7/16/90)**

Achieve and maintain the adopted level of service standards set forth within the Tallahassee-Leon County Comprehensive Plan.

Policy 1.3.1: [L] **(EFF. 7/16/90)**

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

I. Land Use

Policy 1.3.2: [L] **(REV. EFF. 12/16/94)**

Residential density and/or non-residential intensity of development allowed for individual sites shall be determined by the degree of compliance with the goals, objectives and policies of the Comprehensive Plan and the land use development matrix, which is intended to be a pictorial representation of existing policies in the plan, as implemented by the land development regulations. Overall densities and intensities should be consistent with capital facilities and services being available at the adopted level.

Policy 1.3.3: [L] **(REV. EFF. 12/10/91)**

Environmental and development ordinances shall include the following:

(a) Explicit and strict protection of environmentally sensitive areas, thus minimizing future costs to taxpayers by prohibiting unsound uses; and

(b) Availability and use of the conservation and preservation overlays as detailed in the Conservation Element prior to the issuance of development orders.

(c) Apportioning development costs so that those fees collected from the existing population be applied to elimination of current "deficits" in levels of service, while those fees collected in new developments are applied to maintain levels of service established by the entire community. Maintenance and enhancements to the adopted levels of service shall be the responsibility of both. This policy shall not preclude new development paying toward current deficits if such an arrangement can be worked out between the local government and the developer.

(d) Policies and procedures in the land development regulations shall ensure that the range of development types by percentage distribution are monitored and maintained.

This policy shall not preclude new development paying toward current deficits if such an arrangement can be worked out between the local government and the developer.

Policy 1.3.4: [L] **(DEL. EFF. 3/14/07)**

Reserved

LAND DEVELOPMENT REGULATIONS

Objective 1.4: [L] **(REV. EFF. 7/20/05)**

Maintain a set of specific and detailed Land Development Regulations, which implement and are consistent with the goals, objectives and policies of the Tallahassee-Leon County Comprehensive Plan.

Policy 1.4.1: [L] **(REV. EFF. 12/10/91)**

Density and intensity incentives shall be established within the required land development regulations to encourage growth in areas which minimize and mitigate development's negative impact on the natural and aesthetic environment.

I. Land Use

Policy 1.4.2: [L] **(REV. EFF. 12/16/94; REV. EFF. 1/7/10)**

The Comprehensive Plan shall establish guidelines for the application of traditional zoning districts in order to implement a future land use regulatory system that is more predicable than area-wide application of mixed use performance zoning. These traditional zoning districts shall specify a range of allowable land use within each district. In certain land use designations, mixed use performance zoning will be retained to integrate land uses which may be otherwise incompatible. Development regulations shall include development and design standards. Allowed land uses within a future land use category shall be implemented by one or more specific zoning districts consistent with the intent of a future land use category. The development and application of specific zoning districts to a zoning map implementing the Comprehensive Plan shall be based upon furthering the intent of the Comprehensive Plan:

(a) Zoning district use classifications shall be developed, based upon the Comprehensive Plan, existing land use patterns, previous zoning which continues to direct land use and development standards, and accepted guidelines for land use impact classifications and service requirements;

(b) Specific zoning districts shall be implemented through the application of the zoning district classification system as guided by the Comprehensive Plan.

(c) All zoning decisions will be made by the governing Commission based upon a finding of the furthering of and consistency with the intent of the Comprehensive Plan, in recognition of Land Use Policy 1.1.10, which establishes the supremacy of the Conservation Element.

(d) Specific zoning districts will be applied within the Urban Service Area except for University Transition, Activity Center, Central Urban, Central Core land use designations and Mixed Use parcels greater than 200 acres in area. Extension of site specific zoning beyond the Urban Service Area and to other areas is consistent with the intent of the Comprehensive Plan.

Policy 1.4.3: [L] **(DEL. EFF. 7/25/03)**

Reserved

Policy 1.4.4: [L] **(DEL. EFF. 7/20/05)**

Reserved

Policy 1.4.5: [L] **(REV. EFF. 3/14/07)**

The Tallahassee-Leon County Comprehensive Plan, its future land use map and future land use categories as defined within the Plan, the land use summary charts which are intended to be a pictorial representation of existing policies in the comprehensive plan, and land development regulations adopted by local government as provided in the Plan shall in combination provide a unified system for the regulation of land use. Land use

regulations shall be consistent with the intended functions, land uses and intensity of the land use category designated on the future land use map.

(a) Any requested text amendment to the Comprehensive Plan shall be evaluated for consistency with the overall intent of the adopted Goals, Objectives, and Policies of the Plan;

(b) Any requested amendment to the Future Land Use Map shall be evaluated for consistency with the adopted Goals, Objectives, and Policies of the Plan as well as consistency with and the furtherance of the intent of the requested future land use category;

(c) Any request for a change in zoning use classification and specific zoning district mapping within a future land use category shall be evaluated for consistency with the adopted Goals, Objectives, and Policies of the Plan as well as consistency with and the furtherance of the intent of the future land use category in which it is located;

(d) The determination that a particular land use is permitted within a zoning district shall be made based upon a listing of allowable land uses within a zoning district or that an unlisted land use is substantially similar to allowable uses within the same district.

Policy 1.4.6: [L] **(EFF. 7/16/90; REV. EFF. 4/10/09)**

By 2014, land development regulations will include standards for the regulation of future land use categories, subdivision, signage, and areas subject to seasonal or periodic flooding and areas of known hazards. Regulations concerning areas subject to seasonal or periodic flooding shall be consistent with all applicable state and federal regulations.

Policy 1.4.7: [L] **(EFF. 7/16/90)**

The adopted land development regulations shall include requirements for stormwater management, open space, and convenient on-site traffic flow (including need).

Policy 1.4.8: [L] **(EFF. 7/16/90)**

The land use development matrix shall be adopted as part of the comprehensive plan and shall in conjunction with the future land use map and the goals, objectives and policies contained within the individual elements be used in evaluating future land use decisions.

Policy 1.4.9: [L] **(EFF. 7/16/90)**

Changes in classification of highways and streets that affect the allowable uses of property as set forth in the land development matrix and the comprehensive plan shall be considered plan amendments and shall be required to follow the plan amendment process.

I. Land Use

Policy 1.4.10: [L] **(REV. EFF. 12/16/94)**

The land development regulations shall provide for zoning districts which shall indicate which land uses are allowed, prohibited, or conditional with specified constraints consistent with the criteria set forth in the narrative intent of the future land use categories, the land use development matrix which is intended to be a pictorial representation of existing policies in the Comprehensive Plan, and the Goals, Objectives, and Policies of the Comprehensive Plan.

(a) In those future land use categories that encourage a mixing of land uses, the land development regulations shall contain provisions that facilitate multiple land uses within the same site, the same development, or the same structure.

(b) When appropriate, the land development regulations may provide for zoning districts that allow for two or more land use types, consistent with the intent of the future land use category.

(c) The land development regulations may also provide for zoning districts that further divide any of the allowed land use types into two or more subsets.

Policy 1.4.11: [L] **(EFF. 9/19/91)**

The land development regulations shall include standards and criteria such as minimum open space requirements (between 25% and 10% depending on the land use and existing vegetation), internal circulation and minimum setbacks and buffers for uncomplimentary land uses. These buffer requirements will contain buffer widths between land uses, required number of trees and shrubs per linear foot of buffer, opacity of the buffer, etc. Additional buffering requirements may be related to Planned Unit Developments (PUDs).

Policy 1.4.12: [L] **(EFF. 9/19/91)**

(a) The intent of Site Plan and PUD planning and design requirements shall be to encourage and require the development of urban living and work spaces that minimize impacts to the natural environment. Environmental impacts shall be minimized through the development and redevelopment of compact and efficient urban land use patterns that closely integrate living and work spaces while maintaining compatibility through specified performance design criteria. Neighborhood and inter-site compatibility shall be implemented through site planning and design criteria that require objectionable impacts of particular land use activities to be internally located within site or building designs, rather than relying exclusively on standard landscape and setback buffering methods to reduce perimeter oriented objectionable impacts.

(b) Objectionable impacts of service and delivery areas, refuse and recycling collection areas, as well as the outdoor storage and work areas generally associated with commercial and residential buildings shall be planned to minimize off-site impacts.

(c) Site Plan and PUD requirements shall minimize impacts to the natural environment resulting from urban sprawl by not only identifying and protecting

~~environmentally sensitive lands, but just as importantly by limiting urban sprawl into less environmentally sensitive lands through the implementation of compact and efficient urban development and redevelopment.~~

~~*Policy 1.4.13: [L]* **(REV. EFF. 3/14/07)**~~

~~The intent of designating roads as nonresidential is to recognize existing nonresidential development patterns and to allow for planned mixed-use or nonresidential developments. As such, street access requirements contained in the Land Use Summary Charts are waived for those streets designated as nonresidential by clearly defining areas where existing development patterns will be allowed to continue. It also serves to protect residential and residential components such as elementary schools and neighborhood parks from adverse impacts of nonresidential development as well as protecting nonresidential development from the encroachment of residential uses.~~

~~The designation of a nonresidential street does not exempt any potential development along the street from further concurrency or consistency review.~~

~~Roadway access limitations and locational criteria from the nonresidential road classification system do not apply to the Woodville Rural Community, Suburban, Bradfordville Mixed Use, Planned Development, Village Mixed Use and Urban Residential 2 Future Land Use Categories. Roadway access limitations and locational criteria for these categories shall be established in Land Development Regulations.~~

~~*Policy 1.4.14: [L]* **(EFF. 8/17/92)**~~

~~Compile a list and waive access standards for non-residential minor collector and local streets based on the following criteria:~~

a) ~~It is part of a platted non-residential subdivision.~~

b) ~~It is part of an approved PUD.~~

c) ~~It has over 66% of its developed frontage in non-residential land uses and essentially functions as an access road for these developments. The designation of these streets is a recognition of existing development patterns and is intended to permit future development compatible with existing land uses and consistent with road capacity and design. These streets will be reviewed by the respective elected Commission on a case by case basis and may be designated as non-residential streets.~~

~~A segment of a road, meeting the above criteria, may be designated a non-residential if it will not result in non-residential traffic impacting residential areas on other segments of the road or in the adjacent area. (A segment is the road length between two intersecting roads).~~

~~*Policy 1.4.15: [L]* **(EFF. 8/17/92; REV. EFF. 5/31/18)**~~

~~Waive access standards for heavy industrial land uses within the Heavy Industrial Future Land Use category and Industry and Mining Future Land Use category. This will be done~~

~~in conjunction with adopting a policy which waives local and minor collector access standards for all planned industrial and commercial development.~~

~~*Policy 1.4.16: [L]* **(EFF. 8/17/92)**~~

~~Unless otherwise specifically stated, all time lines stated in the Comprehensive Plan are intended to mean by December 31 of the stated year.~~

~~*Policy 1.4.17: [L] (City of Tallahassee only)* **(EFF. 8/17/92; REV. EFF. 6/6/08)**~~

~~New minor office uses may be permitted access to a local residential street in the Central Urban and University Transition land use categories within the city limits of Tallahassee so long as site design complies with land development regulations to mitigate potential incompatibility with residential land use in the vicinity.~~

~~*Policy 1.4.18: [L] (City of Tallahassee only)* **(REV. EFF. 3/14/07; REV. EFF. 6/6/08)**~~

~~New minor commercial uses shall not be permitted access to a local residential street within the city limits of Tallahassee. This limitation shall not apply to the Bradfordville Mixed Use, Suburban, Planned Development, Central Urban, University Transition, and Village Mixed Use Categories which establish street access standards by Land Development Regulations.~~

~~*Policy 1.4.19: [L]* **(EFF. 1/19/02)**~~

~~New commercial, office and residential land uses within the Gaines Street Corridor Study Area may be permitted access to any street classification or designation. Access limitations may be further restricted based on the Gaines Street Revitalization plan.~~

~~*Policy 1.4.20: [L]* **(REV. EFF. 7/25/03)**~~

~~Community services which are religious facilities to be used solely for religious functions, volunteer fire stations in the Rural or Agriculture/Silviculture/Conservation future land use categories, and community services that are operated by public agencies and are located outside of the Urban Service Area may be permitted access onto a local street only after a higher level of review as specified in the Land Development Regulations. Land development regulations shall require site design criteria addressing impacts which include, but are not limited to: peak use traffic, noise, building orientation and setbacks or any other potential negative impacts affecting adjacent residential uses or the residential character of the surrounding area. Religious facilities that have day care, recreation facilities, schools, or other similar ancillary activities shall not be permitted to access a local street.~~

I. Land Use

Policy 1.4.21: [L] **(EFF. 7/1/94; REV. EFF. 7/20/05)**

The land development regulations shall provide for minor and major office uses, minor commercial uses, and low and medium density residential uses with access to minor collector streets and, in specific instances, to local streets, as well as the relaxation of parking, landscape, and buffering standards to encourage a wider variety of uses and greater range of economic development opportunities in the Central Urban future land use category, without creating conditions leading to the conversion of midtown residential enclaves, which although not meeting all of the criteria for inclusion in and protection by the Residential Preservation future land use category, remain viable for residential use and provide important housing opportunities in close proximity to the downtown area, the universities, and employment centers.

The intent of these land development regulations is to promote the infill of vacant blocks and tracts and/or the redevelopment of existing non-residential areas. These additional land development regulations shall also establish criteria to avoid creation of low-density residential enclaves for neighborhoods that satisfy some but not most of the general criteria for the Residential Preservation category.

To facilitate this, the land development regulations shall, at a minimum, provide the following techniques: allowing utilization of the Urban Planned Unit Development zoning district; allowing for the establishment of *Live-work units* with access to any (functional) classification of street; and, allowing for the establishment of proprietary zoning districts tailored to fit neighborhood or sub-neighborhood conditions, reflecting local preferences and incorporating applicable restrictions for mitigating impacts relating to allowable use, traffic circulation and access design, parking, building design, orientation, and height.

Policy 1.4.22: [L] **(EFF. 7/1/04)**

Waive all street access, intersection and adjoining use restrictions for allowed uses internal to the Activity Center future land use category. The exception to this policy is that access shall be prohibited to any local street within a recorded or unrecorded residentially platted subdivision. It is not the intent of this policy to waive landscaping or buffer requirements.

Policy 1.4.23: [L] **(EFF. 7/1/04)**

By 2005, the Tallahassee-Leon County Comprehensive Plan and the implementing City and County land development regulations shall include provisions relating to regional recreational facilities. These regulations shall establish a definition of regional recreational facilities and shall specify the Future Land Use Map categories and zoning districts that regional recreational facilities are allowable with and shall require a greater level of review and additional site design criteria to address the off-site impacts of regional recreation uses. Impacts addressed shall include, but be not limited to: peak use traffic, hours of operation, lighting, noise, building orientation, buffers and setbacks, or any other potential negative impacts of such uses affecting adjacent or nearby residential uses or residential character of the nearby area.

I. Land Use

NON-CONFORMING USES AND NONCOMPLYING CHARACTERISTICS

Objective 1.5: [L] (EFF. 7/16/90)

Provide a procedure within the land development regulations which will substantially mitigate or lead to the eventual elimination of nonconforming land uses created by the adoption of this plan.

Policy 1.5.1: [L] (REV. EFF. 6/28/95)

Existing land uses which are nonconforming to the Comprehensive Plan may be reviewed by the local government at the request of the owner in order to determine the degree on nonconformity. The review may result in:

1) A determination that the impact of the nonconformity is minimal upon surrounding conforming land use and is not detrimental to the public health, safety and welfare and as a result, the nonconforming status is waived; or

2) A determination that the impact of the nonconformity may be substantially mitigated in which the development may attain conforming status by implementing the required mitigation steps; or

3) A determination that the nonconformity has substantial impacts which may not be overcome by any mitigation procedures and as such the development shall remain in a nonconforming status and such use shall terminate according to law.

Policy 1.5.2: [L] (EFF. 6/28/95)

A legally established single family residential use shall be considered a conforming use of land in all Comprehensive Plan land use designations. However, this conforming status shall not be interpreted to preclude the use of property adjoining a low density use for an otherwise permitted non-residential use if the low density residential use accesses an arterial or major collector roadway.

Policy 1.5.3: [L] (DEL. EFF. 8/1/07)

Reserved

Policy 1.5.4: [L] (EFF. 6/28/95)

The local government shall implement development regulations which distinguish between nonconforming uses which are to be terminated or amortized, and nonconforming uses in nonresidential designations which may continue, but not be expanded.

Policy 1.5.5: [L] (EFF. 6/28/95)

The local government shall implement development regulations which distinguish between nonconforming use of property and noncomplying physical characteristics or features of the use. This procedure shall allow for the continued conforming use of the

noncomplying physical features, and shall require correction of non-structural, noncomplying physical features prior to any conforming expansion of use.

Objective 1.6: [L] (Eff. 6/28/95; Del. Eff. 1/7/10)

Reserved

Bradfordville Mixed Use Development Patterns (applies to Bradfordville Study Area Only)

Objective 1.7: [L] (Rev. Eff. 3/14/07)

The Comprehensive Plan provides an overall vision for the community. The arrangement of land uses is a major factor in achieving this vision. Within the Bradfordville Mixed Use Future Land Use Category, land uses may be further separated to achieve efficient and environmentally sound development patterns and to promote the Plan's overall vision. This objective and its policies describe the development patterns associated with the Bradfordville Mixed Use Future Land Use Category.

The following statements of intent express, in part, the overall vision of the community as established in the Comprehensive Plan. These statements of intent explain the basis for the development patterns described in the following policies and shall be achieved through the zoning process and other Land Development Regulations as appropriate. Application of these development patterns in combination with each other is expected to achieve these intents. Individual development patterns may only partially achieve the following purposes:

a) Provide opportunity for residential, shopping, employment, education and recreation use within walking distance of each other;

b) Promote higher density housing and concentrations of nonresidential activity in close proximity to each other;

c) Provide for a range of housing opportunities which does not isolate families or individuals based upon age, income or race;

d) Ensure that mapping of zoning districts is consistent the long term protection of environmental features;

e) Ensure that mapping of zoning districts will be appropriate to location, access and surrounding land use;

f) Ensure that mapping of zoning districts is consistent with the phasing and availability of infrastructure;

g) Encourage a mix of complimentary land uses and concentrations of mixed use development in appropriate locations;

h) Promote development patterns which reduce trip length and/or the need for private automobile travel;

i) Ensure that zoning implementation does not promote sprawl development, nor concentrations of single use development; and

I. Land Use

j) Scale development densities and intensities to provide a range of appropriately located development patterns.

Policy 1.7.1: [L] **(REV. EFF. 3/14/07)**

Low Density Residential Development Pattern

INTENT–The low density residential development pattern is intended to provide for a wide range of housing types and opportunities within the low density range. It is also intended that community facilities (Recreation, Community Services and Light Infrastructure) related to residential use be allowed. Some low density residential areas may be restricted to limited density zoning due to existing development patterns, or environmental or utility constraints, while other areas may have zoning districts that allow for a broad range of density.

DENSITY/INTENSITY–Areas designated Low Density Residential shall not have a gross density greater than 8 dwelling units per acre. Nonresidential development shall not have a gross building area exceeding 10,000 square feet per acre.

LOCATION–Bradfordville Mixed Use Area is appropriate for zoning Low Density Residential development patterns. Other areas appropriate for zoning Low Density Residential activities may include: Areas in Bradfordville Mixed Use where intensity of uses is constrained or limited due to environmental features or lack of adequate infrastructure; and Bradfordville Mixed Use areas in proximity to Village Centers. Land Development Regulations shall establish access criteria for community facilities to assure their appropriate location.

ACCESS–Areas zoned for the Low Density Residential development pattern shall have public street access.

Policy 1.7.2: [L] **(REV. EFF. 3/14/07)**

Medium Density Residential Development Pattern

INTENT–The Medium Density Residential development pattern is intended to encourage a wide range of medium density housing opportunities in close proximity to more intensive nonresidential uses, both which can be efficiently served by existing or planned infrastructure, including mass transit. It is also intended that community facilities (Recreation, Community Services and Light Infrastructure) related to residential use be allowed.

DENSITY/INTENSITY–Areas designated Medium Density Residential shall not have a gross density greater than 16 dwelling units per acre. Minimum density shall be 6 dwelling units per acre unless constraints of concurrency or natural features would preclude attainment of the minimum density. Nonresidential development shall not have a gross building area exceeding 20,000 square feet per acre.

LOCATION–Areas designated Bradfordville Mixed Use on the Future Land Use Map are appropriate for zoning of Medium Density Residential Areas. Additional criteria for zoning are as follows: Areas of existing medium density development; Areas of transition from more intensive use to Low Density Residential and Residential Preservation; Areas in proximity to higher intensity uses; Areas served by mass transit service; Areas in

~~proximity to community schools, parks, and public greenways; Areas along arterial and collector roadways; and Areas adjacent to the Village Center, Suburban Corridor, and Urban Pedestrian Center Mixed Use development patterns. Land Development Regulations shall establish access criteria for community facilities to assure their appropriate location.~~

~~ACCESS - Areas zoned for the Medium Density Residential development pattern shall have access to an arterial or collector roadway.~~

~~*Policy 1.7.3: [L]* **(REV. EFF. 3/14/07)**~~

~~Low Density Residential Office Development Pattern~~

~~INTENT–The Low Density Residential Office development pattern is intended to provide areas for office employment and residential uses in close proximity to each other. While conversion of existing residential structures on arterial and collector streets to office use is a situation where this development pattern will be applied, this development pattern should not be applied to such an extent that it would disrupt the viability of residential neighborhoods and adjacent residential properties. Zoning districts will be created to distinguish Residential Office areas by density and intensity, so that developments are scaled appropriately to their setting. It is also intended that community facilities (Recreation, Community Services and Light Infrastructure) related to residential or office use be allowed in a manner which would ensure the protection of adjacent uses.~~

~~DENSITY/INTENSITY–Redevelopment or reuse of existing residential or office uses in this development pattern shall have a maximum gross density of eight dwelling units per acre and/or an intensity not to exceed the floor area of the existing structure. New development in the Low Density Residential Office Development Pattern shall have a maximum gross density of eight dwelling units per acre and nonresidential gross building area shall not exceed 10,000 square feet per acre and non-residential gross building area shall not exceed 10,000 square feet per acre. For mixes of residential and non-residential development on one parcel an overall limit to building floor area will be set at 12,500 square feet per acre.~~

~~LOCATION–Bradfordville Mixed Use areas are appropriate for zoning of Low Density Residential Office for low density/low intensity uses. Additional criteria are as follows: Transition areas between Medium Density Residential, Village Center, and Urban Pedestrian Center Mixed Use development patterns to Low Density Residential and Residential Preservation; and Transitional land use areas along arterial and collector roadways and Areas of Low Density Residential Office as a principal land use along arterial and collector roadways.~~

~~ACCESS–Areas zoned for the Low Density Residential Office development pattern shall have access to an arterial or collector roadway.~~

~~*Policy 1.7.4: [L]* **(REV. EFF. 3/14/07)**~~

~~Medium Density Residential Office Development Pattern~~

~~INTENT–The Medium Density Residential Office development pattern is intended to provide areas for office employment and residential uses in close proximity to each other.~~

I. Land Use

The Residential Office development pattern is intended in some locations to serve as an employment and residential area with medium densities and intensities. Zoning districts will be created to distinguish Medium Density Residential Office areas by density and intensity, so that developments are scaled appropriately to their setting. It is also intended that community facilities (Recreation, Community Services, Light Infrastructure and Post-Secondary Schools) related to residential or office use be allowed in a manner which would ensure the protection of adjacent uses. Ancillary first floor commercial use may also be permitted in Medium Density Residential Office.

DENSITY/INTENSITY–Residential use within this development pattern shall have a minimum density of 6 dwelling units per acre unless constraints of concurrency or natural features would preclude attainment of the minimum density and a maximum density of 16 dwelling units per acre in Bradfordville Mixed Use and nonresidential use shall not have a gross building area exceeding 20,000 square feet per acre.

LOCATION–Bradfordville Mixed Use areas are appropriate for zoning of Medium Density Residential Office density medium intensity uses. Additional criteria for mapping these areas are as follows: Areas of existing offices and multi-family uses; Areas adjacent to Medium Density Residential, Village Center, Suburban Corridor, and Urban Pedestrian Center Mixed Use development patterns; and Areas of Medium Density Residential Office as a principal land use along arterial and collector roadways.

ACCESS – Areas zoned for the Medium Density Residential Office development pattern shall have access to an arterial or collector roadway.

Policy 1.7.5: [L] **(REV. EFF. 3/14/07)**

Village Center Development Pattern

INTENT–The Village Center development pattern is intended to provide locations for offices and commercial uses which provide goods and services, that people frequently use, in close proximity to their homes. Village Centers are intended to be compact and not promote strip commercial development; therefore, zoning districts implementing this development pattern will include limitations on arterial and collector street frontage and maximum development pattern size, not to exceed 20 acres and 200,000 square feet of commercial use per parcel, except a Village Center may be as large as 30 acres if its gross square footage does not exceed 250,000 square feet. Village Centers are characterized by a scale and design that is compatible with nearby residential areas and zoning districts implementing this development pattern will include appropriate development standards. Zoning districts may include additional thresholds in order to size Village Centers in relation to the needs of the surrounding area. It is also intended that community facilities (Recreation, Community Services and Light Infrastructure) related to the principal use of this development pattern be allowed in a manner which would ensure the protection of adjacent uses.

DENSITY/INTENSITY–Nonresidential development shall not exceed 12,500 square feet of a gross building area per acre for Village Centers 20 acres and less. Nonresidential development shall not exceed 250,000 square feet of gross building area for Village Centers from 20 to 30 acres in size. Residential use is permitted on the second floor and

above, above office or commercial use, up to a maximum density of sixteen dwelling units per acre.

LOCATION–Bradfordville Mixed Use areas are appropriate for zoning Village Centers. Additional criteria for zoning these areas are as follows: Areas adjacent to low and medium density residential development; and Areas adjacent to the Residential Preservation Future Land Use category and Low Density Residential, Medium Density Residential, Suburban Corridor, and Urban Pedestrian Center Corridor Mixed Use development patterns.

ACCESS–Areas zoned for the Village Center development pattern shall have access to an arterial or collector roadway.

Policy 1.7.6: [L] **(REV. EFF. 3/14/07)**

Suburban Corridor Development Pattern

INTENT–The Suburban Corridor development pattern is intended to accommodate existing development patterns representing a broad range of commercial, light industrial, and office uses which typically serve a regional or sub-regional population. Office use, and commercial use up to 200,000 square feet per parcel is allowed. Medium density residential use is also appropriate within this development pattern in order to promote a living working environment and make efficient use of infrastructure. It is also intended that community facilities (Recreation, Community Services and Light and Heavy Infrastructure) be allowed. Suburban Corridors are characterized by a linear pattern of single use development along arterial roadways, low floor area ratios and large impervious surface parking areas which are generally larger than the use that they serve. This pattern of development makes inefficient use of infrastructure and has a disproportionate impact upon the environment. Increases in land area zoned for the Suburban Corridor to accommodate a single use development are inconsistent with the Comprehensive Plan, except for increases in areas zoned for Suburban Corridor which permit an allowed use with an existing structure to expand. The intent of this exception is to encourage the continued use of existing structures, rather than the relocation of business to outlying locations. Reusing existing single use sites for multiple use developments, adding new uses to single use sites and/or new multiple use developments in the Suburban Corridor that share parking facilities, have parking structures and/or have high floor area ratios shall be facilitated by Land Development Regulations.

DENSITY/INTENSITY–Nonresidential development shall not have a gross building area exceeding 25,000 square feet per acre. Residential use shall not exceed sixteen dwelling units per acre. Storage areas within buildings, warehouses, mini-warehouses and self-storage facilities may have a gross floor area up to 50,000 square feet per acre.

LOCATION–Bradfordville Mixed Use areas, which already exhibit the type of uses and intensity associated with the Suburban Corridor development pattern may be appropriate to be zoned Suburban Corridor. An increase in the area designated for Suburban Corridor may occur through limited expansion of the existing Suburban Corridors. In deciding whether to expand an existing Suburban Corridor, the following criteria shall be considered: Lack of suitably located land which can accommodate the Suburban Corridor development pattern; and Access to arterials with high traffic volumes, surrounded by

relatively low density and intensity uses, such as the Residential Preservation Future Land Use Category and Low Density Residential development pattern. Land Development Regulations shall establish access criteria for community facilities to assure their appropriate location. Expanding existing or establishing new Suburban Corridors shall require demonstration that more than one land use will be included in the expansion area.

ACCESS—Areas zoned for the Suburban Corridor development pattern shall have access to an arterial roadway.

Policy 1.7.7: [L] **(REV. EFF. 3/14/07; REV. EFF. 12/24/10)**

Urban Pedestrian Center Development Pattern

INTENT–The Urban Pedestrian Center is intended to encourage compact, linear and pedestrian scale urban development along arterial roadways that provide a wide range of uses and activities to serve both the corridor itself and surrounding areas. Although some areas within the Urban Pedestrian Center are currently of lower density and intensity, it is intended that Urban Pedestrian Centers will develop and redevelop with higher densities and floor area ratios. The arterial roadway along which the Urban Pedestrian Center is located is characterized by relatively high volume traffic with lower traffic speeds and served by mass transit. Zoning districts which implement the Urban Pedestrian Center will include urban design standards which establish criteria that will promote pedestrian activity. It is also intended that community facilities (Recreation, Community Services and Light Infrastructure) may also be allowed in a manner which would ensure the protection of the allowable uses within and adjacent to this development pattern. Residential use, office use, and commercial use up to 200,000 square feet per parcel is allowed.

DENSITY/INTENSITY–Nonresidential development in Bradfordville Mixed Use shall not exceed 20,000 square feet of gross building area per acre. Residential development in Bradfordville Mixed Use shall have a minimum density of 6 dwelling units per acre and shall not exceed sixteen dwelling units per acre. Building height shall not exceed six stories.

LOCATION–Bradfordville Mixed Use areas where the Urban Pedestrian Center is a transition between low density residential uses and more intensive uses may be appropriate for zoning of an Urban Pedestrian Center. Additional criteria for zoning these areas are as follows: Areas proximate to medium and high density residential land uses in urban areas; Areas proximate to higher intensity Mixed Use Development patterns, such as Medium Density Residential, Low and Medium Density Residential Office and Village Center; and Areas within walking distance of transit and along corridors designated for alternate transportation (per the most current adopted Long Range Transportation Plan).

ACCESS–Areas zoned for the Urban Pedestrian Center development pattern shall have access to an arterial roadway.

Policy 1.7.8: [L] **(REV. EFF. 3/14/07)**

Light Industrial Development Pattern

I. Land Use

INTENT–The Light Industrial development pattern is intended to provide areas for industrial and warehousing activities, including storage, service commercial, office and assembly activities. It is intended that regulations implementing this development pattern will preclude non-light industrial uses which would limit or interfere with industrial development. It is also intended that community facilities (Recreation, Community Services, Post-Secondary Schools, and Light and Heavy Infrastructure) may be allowed in a manner which would ensure the protection of the allowable uses within and adjacent to this development pattern. Office use, and commercial use up to 10,000 square feet per parcel, is allowed.

INTENSITY/DENSITY–Nonresidential development shall not exceed 25,000 square feet of gross building area per acre. Residential use (intended for a watchman or guard) shall not exceed one dwelling unit per industrial use. Storage areas within buildings, warehouses, mini-warehouses and self-storage facilities may have a gross floor area up to 50,000 square feet per acre.

LOCATION–Areas within Bradfordville Mixed Use that are currently developed with industrial uses may be appropriate for zoning as Light Industrial. New areas within Bradfordville Mixed Use that may be appropriate for zoning as Light Industrial include: Areas proximate to interstate and intrastate highways and highways which connect to cities in adjacent counties.

ACCESS—Areas zoned for the Light Industrial development pattern shall have access to an arterial roadway.

Policy 1.7.9: [L] **(REV. EFF. 3/14/07)**

Table 1: Bradfordville Mixed Use Development Patterns

BRADFORDVILLE MIXED USE	Development Patterns	Allowed Land Uses	Density	Intensity
Primary: (From 68 - 82%)	Low Density Residential	Residential, Recreation, Light Infrastructure & Community Service	Up to 8 UNITS/ACRE	10,000 SQ FT/AC
	Low Density Residential Office	Residential, Office, Recreation, Light Infrastructure & Community Service	Up to 8 UNITS/ACRE	10,000 SQ FT/AC
Secondary: (25% or less of Bradfordville Mixed Use)	Medium Density Residential	Residential, Recreation, Light Infrastructure & Community Service	8 to 16 UNITS/ACRE	20,000 SQ FT/AC
	Medium Density Residential Office	Residential, Office, Ancillary 1st Floor Commercial, Recreation, Light Infrastructure, Community Service & Post Secondary Schools	Up to 16 UNITS/ACRE	20,000 SQ FT/AC
	Village Center	Residential, Office, Commercial up to 200,000 SQ FT, Recreation, Light Infrastructure & Community Service	Up to 16 UNITS/ACRE	12,500 SQ FT/AC
Tertiary: (7% or less of Bradfordville Mixed Use)	Urban Pedestrian Center	Residential, Office, Commercial up to 200,000 SQ FT, Recreation, Light Infrastructure & Community Service	Up to 16 UNITS/ACRE (1)	20,000 SQ FT/AC
	Suburban Corridor	Residential, Office, Commercial up to 200,000 SQ FT, Recreation, Light & Heavy Infrastructure & Community Service	Up to 16 UNITS/ACRE	25,000 SQ FT/AC
	Light Industrial	Ancillary Residential, Office, Commercial up to 10,000 SQ FT, Light Industrial, Recreation, Light & Heavy Infrastructure, Community Service & Post Secondary Schools	1 unit / develop-ment	20,000 SQ FT/AC

Notes: (1) 8 units/acre minimum for exclusively residential

I. Land Use

Goal 2: [L] **(EFF. 7/16/90; REV. EFF. 7/26/06)**

Provide for a high quality of life by planning for population growth, public and private development and redevelopment and the proper distribution, location and extent of land uses by type, density and intensity consistent with adequate levels of services and efficient use of facilities and the protection of natural resources and residential neighborhoods.

RESIDENTIAL LAND USE

Objective 2.1: [L] **(REV. EFF. 7/20/05)**

Enhance the livability of existing neighborhoods and in new neighborhoods provide for future mixed residential areas which will accommodate growth and provide a wide choice of housing types, densities and prices as well as commercial opportunities based on performance criteria. In furtherance of this, maintain a system of land development regulations and ordinances which will facilitate the implementation of the policies adopted in relation to residential land use. These shall include but not be limited to:

1) Setback requirements from natural waterbodies and wetlands
2) Buffering requirements
3) Open space requirements
4) Landscape requirements
5) Tree protection
6) Stormwater management requirements

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

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

a) Inclusion of a Residential Preservation category on the Future Land Use Map.

b) Limitations on future commercial intensities adjoining low density residential areas. Such limitations are to result in effective visual and sound buffering (either through vegetative buffering or other design techniques) between the commercial uses and the low density residential uses; and are to allow only those commercial activities which are compatible with low density residential development in terms of size and appearance.

c) Limitations on future higher density residential adjoining low density residential areas. Such limitations are to result in effective visual and sound buffering (either through vegetative buffering or other design techniques) between the higher density residential uses and the low density residential uses.

d) Limitations on future light industry adjoining low and medium density residential areas. Such limitations are to result in effective visual and sound buffering (either through vegetative buffering or other design techniques) between the light industrial uses and the low density residential uses.

~~e) Prevention or mitigation of off-site impacts from Industry and Mining uses.~~

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

~~*Policy 2.1.2: [L]* **(EFF. 7/16/90)**~~

~~Prohibit residential development where physical constraints or hazards exist, or require the density and design to be adjusted accordingly. Such constraints or hazards include but are not limited to flood, storm or slope hazards and unstable soil or geologic conditions.~~

~~*Policy 2.1.3: [L]* **(REV. EFF. 8/17/92)**~~

~~Require clustering of residential units on non-environmentally significant portions of parcels where conservation or preservation overlay districts exist elsewhere on the site. Net density on parcels where clustering is required on the developable portion of the parcel where the units are clustered shall not exceed double the allowable density for the land use category in which the parcel is located.~~

~~*Policy 2.1.4: [L]* **(EFF. 7/16/90)**~~

~~Residential densities shall not be permitted that would exceed the ability of local government or other providers to provide capital facilities and services in a cost effective manner.~~

~~*Policy 2.1.5: [L] (City of Tallahassee)* **(EFF. 7/16/90)**~~

~~Residential developments shall be designed to include a system of internal and inter-neighborhood circulation which promotes pedestrian and bicycle mobility. Within the Urban Service Area, sidewalks shall be required to provide pedestrian mobility.~~

~~*Policy 2.1.5: [L] (Leon County)* **(REV. EFF. 12/10/91)**~~

~~Bicycle facilities within residential developments shall only be required along major collectors or other streets with a higher functional classification.~~

~~*Policy 2.1.6: [L]* **(EFF. 7/16/90)**~~

I. Land Use

Criteria shall be established within local development regulations which require within residential developments the provision of non-residential land uses such as parks, school sites and potential walk-to minor commercial and office opportunities.

Policy 2.1.7: [L] **(REV. EFF. 8/17/92)**

Criteria established within the subdivision ordinances shall set aside land for active and passive contiguous green space in order to provide for accessible recreation and/or open space areas for all neighborhoods.

Policy 2.1.8: [L] **(REV. EFF. 7/26/06; REV. EFF. 1/7/10)**

Maintain a viable mix of available residential densities to accommodate a variety of housing types. Current residential densities are summarized below:

RESIDENTIAL DENSITIES RANGE (REV. EFF. 12/15/11; REV. EFF. 7/19/13)

Table 2: Residential Densities Range

Future Land Use Category	Maximum Gross Density - Dwelling Units (DU)/Acre (Ac)[1]	Minimum Gross Density Dwelling Units (DU)/Acre (Ac)
Rural	1 DU/10 AC	No minimum
Urban Fringe	1 DU/3 AC (standard) or 1 DU/3 AC (Conservation subdivision)	No minimum
Urban Residential	10 DU/AC	4 DU/AC
Urban Residential 2	20 DU/AC [2]	No minimum
Village Mixed Use	20 DU/AC [2]	No minimum
Suburban	20 DU/AC [2]	No minimum
Planned Development	20 DU/AC [2]	No minimum
Bradfordville Mixed Use [2]	20 DU/AC	No minimum
Central Urban [2, 3]	45 DU/AC	No minimum
Activity Center [2, 3]	45 DU/AC	No minimum
University Transition [2, 3]	50 DU/AC	No minimum
Central Core [2, 3] **(EFF.1/7/10)**	150 DU/AC **(EFF. 1/19/02)**	No minimum
Rural Community	4 DU/AC	No minimum
Residential Preservation [2]	6 DU/AC	No minimum
Lake Talquin Recreation/Urban Fringe [4]	1 DU/3 AC (standard)	No minimum
Lake Protection [4]	1 DU/2 AC (standard)	No minimum

Notes:

[1] Maximum gross density is based on the gross acreage of the site and may not be achievable after addressing applicable land development regulations (e.g., parking, stormwater, and other regulations that may limit maximum development potential).

[2] Density ranges can be increased up to 25% above the maximum limits listed above for the purpose of providing affordable housing units, consistent with Policy 2.1.14 [LU].

[3] Density ranges can be increased up to 35% above the maximum limits listed above for the purpose of encouraging infill development and redevelopment, consistent with Mobility Element Policy 1.1.10 [M] (Eff. 12/15/11; Rev. Eff. 7/19/13)
[4] Clustering Option Available

Policy 2.1.9: [L] (Leon County) (REV. EFF. 6/6/08)

Either provision described in Policy 2.1.9 (a) and (b) below may apply only once to any individual, and may not be used in combination. Any parcel created through use of the non-family heir provision of this policy shall not be further divided using the family heir provision. Neither provision may be used to create a lot which is smaller than ½ acre in size. The provisions described below shall be further described and regulated within the implemented land development regulations.

a) Family Heir Subdivisions

The use of a parcel of property solely as a homestead by an individual who is the grandparent, parent, stepparent, adopted parent, sibling, child, stepchild, adopted child, or grandchild of the person who conveyed the parcel to said individual is permitted per this policy, notwithstanding the density or intensity of use assigned to the parcel within this Plan.

b) Non-Family Heir Subdivisions

To avoid a disproportionate impact on owners of small parcels of property, each parcel of property in single ownership as of February 1, 1990, in the Urban Fringe, and Rural and Lake Talquin Recreation/Urban Fringe areas may be developed at a maximum density of two units per acre, for the first six dwelling units on such parcel, including existing dwelling units. This provision for non-family heir subdivisions shall expire on February 1, 2010 at 12:01 a.m. when such subdivisions shall no longer be permitted.

Policy 2.1.9: [L] (City of Tallahassee) (REV. EFF. 6/6/08)

Either provision described in Policy 2.1.9 (a) and (b) below may apply only once to any individual, and may not be used in combination. Any parcel created through use of the non-family heir provision of this policy shall not be further divided using the family heir provision. Neither provision may be used to create a lot which is smaller than ½ acre in size. The provisions described below shall be further described and regulated within the implemented land development regulations.

a) Family Heir Subdivisions

The use of a parcel of property solely as a homestead by an individual who is the grandparent, parent, stepparent, adopted parent, sibling, child, stepchild, adopted child, or grandchild of the person who conveyed the parcel to said individual is permitted per this policy, notwithstanding the density or intensity of use assigned to the parcel within this Plan.

b) Non-Family Heir Subdivisions

I. Land Use

To avoid a disproportionate impact on owners of contiguous property 25 acres or less in size in single ownership as of February 1, 1990, in the Urban Fringe, and Rural and Lake Talquin Recreation/Urban Fringe areas may be developed at a maximum density of two units per acre, for the first six dwelling units on such parcel, including existing dwelling units. This provision for non-family heir subdivisions shall expire on February 1, 2010 at 12:01 a.m. when such subdivisions shall no longer be permitted.

Policy 2.1.10: [L] **(DEL. EFF. 7/6/15)**

Reserved

Policy 2.1.11: [L] **(EFF. 1/19/02; REV. EFF. 6/6/08)**

Criteria for approval of Central Urban development shall be established in the Land Development Regulations.

Policy 2.1.12: [L] **(DEL. EFF. 6/6/08)**

Reserved

Policy 2.1.13: [L] **(EFF. 8/17/92)**

Existing adjoining land uses are not to be a factor in determining the suitability for residential development which would allow high and medium density residential uses to be located anywhere in the University Transitional land use category.

Policy 2.1.14: [L] **(EFF. 6/07/01; REV. EFF. 7/26/06)**

The land development regulations may contain provisions that allow for densities greater than otherwise provided in the respective future land use classifications specified within the Land Use Element in exchange for the construction of affordable housing units. These density bonuses shall be limited to a density no greater than 25% higher than would otherwise be allowed within the respective future land use classification. In addition, to ensure that the additional density does not create unacceptable adverse impacts, the land development regulations shall provide additional qualifying criteria which must be met in order to qualify for the density bonus. At a minimum, these criteria should ensure:

1) that the development seeking the density bonus will be providing affordable housing units;

2) that the development seeking the density bonus is located within the urban services area, in a location where zoning allows density of greater than 2 dwelling units per acre and where infrastructure, utilities, and public services are adequate and sufficient to meet the projected demands associated with the requested additional density; and,

~~I. Land Use~~

3) ~~that the design and orientation of the development seeking the density bonus is compatible with the surrounding land use character, particularly with any low density residential neighborhoods. Building size and massing, site layout and design, architectural characteristics, and landscaping will be components of this criterion.~~

~~The land development regulations may further restrict the density bonus to be provided in proportion to the quantity of affordable housing units to be provided in the development seeking the density bonus.~~

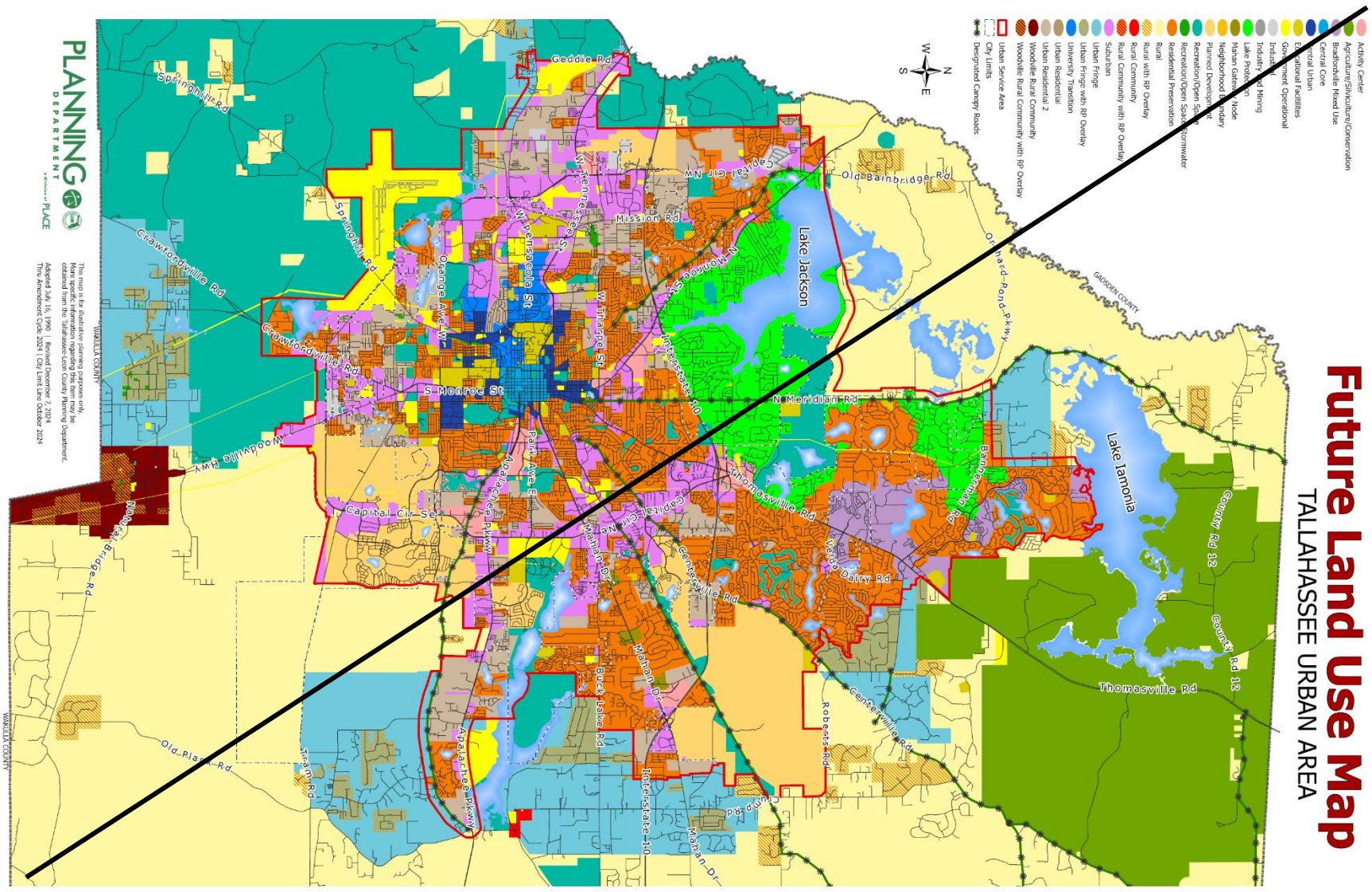
~~In addition, in order to provide the site design flexibility necessary to accommodate these density bonuses, the land development regulations shall contain provisions that allow for a reduction or elimination of requirements to set aside land for urban forest or landscaping, subject to the following criteria:~~

1) ~~the development meets all of the above criteria for density bonuses;~~
2) ~~no less than 10% of the dwelling units within the development will be affordable housing units;~~
3) ~~the reduction or elimination of requirements to set aside land for urban forest or landscaping shall not have an adverse impact to any Preservation or Conservation feature;~~
4) ~~the development shall provide the minimum landscaping necessary to ensure compatibility with adjoining land uses; and~~
5) ~~the development adheres to the general principles of Traditional Neighborhood Design, the Front Porch Florida program, and Crime Prevention Through Environmental Design (CPTED).~~

~~The land development regulations may base any reduction or elimination of requirements to set aside land for urban forest or landscaping on the quantity or percentage affordable housing units in the development and the proximity of the development to areas targeted for urban infill, redevelopment or more intensive land uses.~~

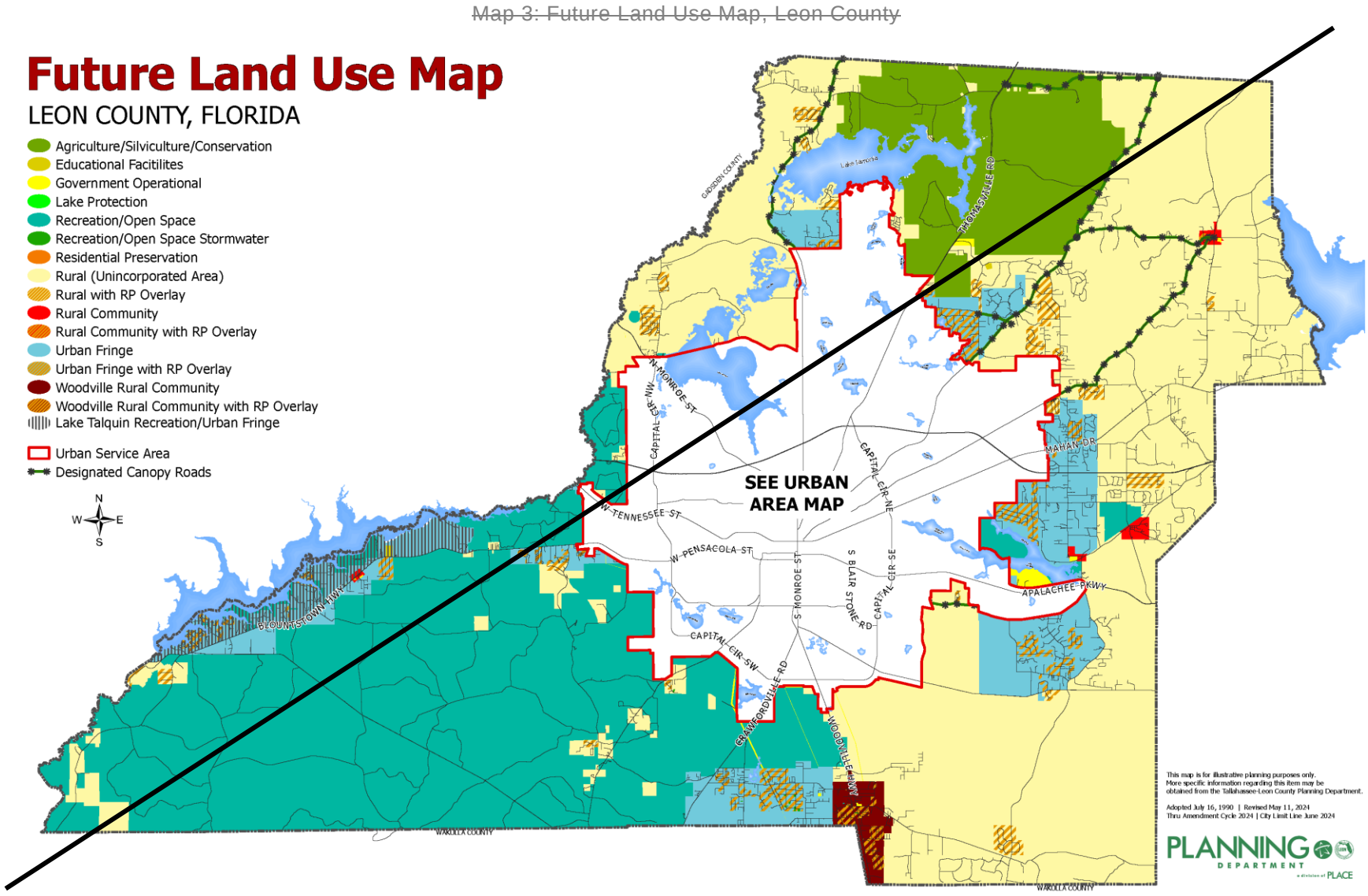
~~I. Land Use~~

~~Map 2: Future Land Use Map, Tallahassee Urban Area~~



~~I. Land Use~~

~~Map 3: Future Land Use Map, Leon County~~



I. Land Use

FUTURE LAND USE MAP CATEGORIES

Objective 2.2: [L] (REV. EFF. 7/26/06)

To coordinate future land uses with suitable topography and soil conditions, the protection of natural resources and with the availability of adequate infrastructure through the establishment of a Future Land Use Map depicting appropriate land use categories. In order to fulfill this intent, the Land Use Plan establishes policies and guidance for the mapping of Future Land Use Categories, which are depicted on the Future Land Use Map. These categories are designed to promote a variety of land use types and patterns to meet the needs of the community.

The Tallahassee-Leon County Comprehensive Plan shall promote appropriate location of land uses and regulation of development

density and intensity based upon: (1) protection of conservation and preservation features; (2) compatibility with adjacent existing and future residential land uses; (3) access to transportation facilities in keeping with their intended function; and (4) the availability of infrastructure.

The Plan shall also establish policies and guidance for the mapping of Future Land Use Categories, which are depicted on the Future Land Use Map. These categories are designed to promote a variety of land use types and patterns to meet the needs of the community and are shown on the following maps:

NOTES APPLICABLE TO URBAN AREA FUTURE LAND USE MAP (REV. EFF. 3/14/07)

Parcels 21-26-35-C-0010, 21-26-35-C-0020, 21-26-35-C-130 may be developed as an independent living facility for the elderly only if a Planned Unit Development is approved which includes Parcels 21-26-51-000-0040, 21-26-51-000-0050, and 21-26-51-000-120. Development intensity on the vacant parcels is limited to 45 units and 34,000 square feet and building height is limited to three stories. If the Planned Unit Development is not completed or approved, the vacant parcels shall only be developed as low-density residential development allowed under the R-1 or R-2 zoning districts.

Parcel 11-08-20-630-0000 shall only be developed with general office that may include a lending institution with a drive-through facility on the first floor. The total amount of development is limited to 30,000 square feet. The architecture and site design must be consistent with the adjacent Thomasville Road/I-10 Planned Unit Development. Site plans must be submitted to the Live Oak Plantation and Piedmont Neighborhood Associations, the 1300 Live Oak Plantation Property Owners Association, as well as the developers of the Thomasville Road/I-10 Planned Unit Development for comments prior to submitting the site plan to the City.

The area designated University Transition with hatching is subject to Transportation Element Objective 2.2, which may limit density to less than the maximum permitted by the category.

I. Land Use

NOTES APPLICABLE TO LEON COUNTY FUTURE LAND USE MAP **(REV. EFF. 6/19/07)**

The allowable density is limited to 200 single-family residential dwelling units on parcels 15-17-20-224-0000 and 15-20-20-034-0000 combined and no non-residential development is permitted on these parcels. Also, for these parcels at least 50% of the entire combined acreage must be placed in permanent open space. The permanent protection of this open space shall be further defined through the PUD process.
(Parcels) 12-02-20-602-0000 and 12-11-20-202-0000 will be developed at a cumulative density no greater than 81 residential detached units.

Policy 2.2.1: [L]

RURAL/AGRICULTURE **(REV. EFF. 8/17/92; REV. EFF. 7/26/06; REV. EFF. 12/24/10; REV. EFF. 7/6/15; REV. EFF. 1/19/20)**

INTENT

Leon County's agricultural and silvicultural lands have a long and productive history. They have served as both a source of food and materials for urbanized areas of the County and as a significant economic engine for the region. Decades of suburbanization have dramatically reduced the amount of arable land available for agriculture and silviculture within the County. These lands are now at a premium and require protection to ensure that they remain viable, unfragmented, and productive for future generations.

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

To promote infill and redevelopment within the Urban Service Area (USA) and Rural Communities, higher density residential, and non-residential activities that are not functionally related to and supportive of agriculture, silviculture and other natural resource based activities shall be prohibited within the Rural category.

ALLOWABLE USES, DENSITIES, AND INTENSITIES

1. Residential

   The Rural category shall allow for single family residential uses at a maximum density of one (1) dwelling unit per ten (10) gross acres.

2. Non-residential

   Agriculture, silviculture, and other natural resource based activities shall comprise the primary non-residential uses within the Rural category.

   Consistent with Florida's Right to Farm Act, bona-fide agricultural uses, on land classified as agricultural land by the Leon County Property Appraiser, shall not be subject to a non-residential intensity limitation.

Non-residential uses functionally related to and directly in support of agricultural, silvicultural, and other natural resource based activities, including ecotourism activities, may be permitted at a maximum intensity of 2,000 sq. ft. per gross acre. The location of such uses shall be limited to the intersection of major collector and arterial or arterial and arterial designated roadways. Total development at any one intersection shall not exceed 10,000 sq. ft.

To ensure that such uses are developed in a manner that is compatible with the rural nature of the area, additional standards and limitations shall be included in the land development code.

3. Community and Recreational Facilities

Community services and recreational uses may be permitted provided they are compatible with the natural and rural surroundings. Facilities associated with these uses may be permitted at a maximum intensity of 2,000 sq. ft. per gross acre.

Active recreational uses not functionally related to or supportive of agriculture, silviculture, natural resource based, or ecotourism activities, including, but not limited to golf courses, drag strips, and racetracks for motorized vehicles, are prohibited.

To ensure that such uses are developed in a manner that is compatible with the rural nature of the area, additional design standards and limitations shall be included in the land development code.

SPECIAL CONDITIONS

The following special conditions shall apply to the Rural future land use category:

1. Development proposals within the Rural area shall be evaluated for compatibility with adjacent agricultural uses and shall consider the land management activities associated with such uses. Development that is incompatible with agricultural uses, or has the potential to fragment, encroach upon, or displace such uses, shall not be permitted.
2. Property within the Rural category shall not be converted to a more intense land use category unless the subject site adjoins the Urban Service Area or a designated Rural Community.
3. Non-residential and light infrastructure development shall be subject to design standards that preserve the scenic and rural character of this category and protect existing rural residential development from offsite impacts of non-residential development. Design standards shall include, but not be limited to, signage, lighting, parking, landscape buffers, and building materials.
4. Existing uses and structures listed on the local or national historic register at the time of adoption of this amendment shall be considered conforming.

Policy 2.2.2: [L]

URBAN FRINGE* **(REV. EFF. 8/17/92; REV. EFF. 7/26/06; REV. EFF. 4/10/09; REV. EFF. 12/24/10; REV. EFF. 12/15/11)**

The Urban Fringe category is intended to provide the opportunity for very low-density residential areas mixed with open space and agricultural activity on the periphery of the Urban Service Area. To protect Rural areas from premature development, facilitate infill and redevelopment inside the Urban Service Area, and in recognition of the significant area already mapped as Urban Fringe, no additional lands designated Rural or Urban Fringe as of August 26, 2006 shall be converted to a more dense or intense land use category unless adjoining lands are also within the designated Urban Service Area boundary or the designated Woodville Rural Community. Conversions to the Woodville Rural Community designation shall be consistent with the Transfer of Development Units provision in Policy 4.2.5: [C].

Conventional subdivision of land in the Urban Fringe may be permitted at a density of up to one unit per three acres. To promote a mix of residential areas and perpetually protected open space and agricultural lands, Conservation Subdivision developments are allowed and encouraged. Conservation Subdivision design in Urban Fringe may be permitted at a density of up to one unit per three gross acres with units clustered on no more than 50% of the site. Conservation Subdivisions must also permanently set aside at least 50% of the total site as open space and restrict development to the least environmentally sensitive and otherwise significant portions of the land.

Appropriately sized minor commercial activities and minor offices are permitted. Industrial, office and more intensive commercial land uses are prohibited due to lack of present infrastructure services or potential negative environmental impacts. Present or future agricultural, silviculture and forestry activities may be allowed.

Policy 2.2.3: [L]

RESIDENTIAL PRESERVATION **(EFF. 7/16/90; REV. EFF. 7/26/06; REV. EFF. 4/10/09; REV. EFF. 5/31/18)**

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

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

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

1) Existing land use within the area is predominantly residential

2) Majority of traffic is local in nature

a) Predominance of residential uses front on local street
b) Relatively safe internal pedestrian mobility

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3) Densities within the area generally of six units per acre or less

4) Existing residential type and density exhibits relatively homogeneous patterns

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

a) Degree of home ownership
b) Existence of neighborhood organizations

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

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

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

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

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

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

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

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

I. Land Use

The design and layout of expanding or redeveloping light industrial uses and adjoining residential preservation areas shall be oriented to place the section of the development with the least potential negative impacts in the area next to the existing and/or future low density residential area in the residential preservation land use category. New light industrial uses shall prevent or mitigate off-site impacts in accordance with the Research and Innovation Land Use category or the Industry and Mining Land Use category and applicable Land Development Regulations.

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

c) Land use compatibility with low density residential preservation neighborhoods

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

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

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

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

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

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

I. Land Use

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

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

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

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

Policy 2.2.4: [L]

VILLAGE MIXED USE **(REV. EFF. 12/23/96; REV. EFF. 7/26/06; REV. EFF. 3/14/07)**

To create traditional neighborhood developments with an emphasis on low to medium density residential land use, small to medium scale commercial shopping opportunities for area residents, schools and small to moderate scale churches, and recreational and leisure oriented amenities for the enjoyment of area residents. Development in this category shall require compliance with traditional neighborhood development standards to be established in the Land Development Regulations. New development in this category requires the establishment of a true, mixed-use project, either through buildings that integrate a mixture of uses or series of buildings that result in a compatible mix of uses. Integration includes the establishment of pedestrian connections, shared public spaces, streetscapes that focus on people before automobiles and parking designs that minimize their visibility. Commercial development shall be of a walkable scale and intensity. Residential development shall include a mix of housing densities and housing types.

Traditional neighborhood development regulations shall include specific criteria to ensure that development in this category results in walkable, mixed-use neighborhoods that satisfy a variety of housing needs and provide easy access to goods and services. The regulations shall require:

- A minimum of 40 acres per project unless the proposed project compatibly integrates with existing development abutting the project to establish an effective area of at least 40 acres that is consistent with traditional neighborhood development standards;
- A high degree of connectivity;
- Flexible greenspace requirements;

- Design and amenities that facilitates pedestrian access throughout each development;
- Minimum densities that are consistent with the Village Mixed Use Intensity Guidelines;
- Maximum setback requirements and standards that orient entrances and windows toward streets and pedestrian facilities;
- A mix of uses that is consistent with the Village Mixed Use Intensity Guidelines; and
- Requirements for public spaces that are readily accessible by pedestrians.

Development shall comply with the Village Mixed Use Intensity Guidelines. The scale of all nonresidential land uses shall be limited to preclude large automobile-oriented retail businesses and to ensure that non-residential uses remain accessible to pedestrians living in surrounding residences. Traffic volumes and speeds shall be kept low, and parking for nonresidential uses shall be small in scale. In village centers, the number of spaces may be reduced to reflect increased pedestrian access. These characteristics are reflective of the village life-style. Residential development should include a mix of densities and housing types and be located to maximize pedestrian access to shops, public facilities and recreational opportunities that are passive or active.

Village Mixed Use Intensity Guidelines **(REV. EFF. 3/14/07)**

Table 3: Village Mixed Use Intensity Guidelines

Minimum Percentage of Land Use by Acreage (1)	Development Patterns	*Allowed Land Uses (3)*	Residential Density (2)	Non-Res Intensity
10% of net area	Low Density Residential	Residential, Recreation, Light Infrastructure & Community Service	0 to 8 units/ acre	10,000 SQ. FT. per acre
5% of net area	Low Density Residential Office	Residential, Office, Recreation, Light Infrastructure & Community Service	0 to 8 units/ acre	13,000 to 20,000 SQ. FT. per acre
10% of net area	Medium Density Residential	Residential, Recreation, Light Infrastructure & Community Service	8 to 16 units/ acre	12,500 SQ. FT. per acre
5% of net area	Medium Density Residential Office	Residential, Office, Ancillary 1st Floor Commercial, Recreation, Light Infrastructure, Community Service & Post-Secondary Schools	8 to 16 units/ acre	17,000 to 25,000 SQ. FT. per acre

I. Land Use

Minimum Percentage of Land Use by Acreage (1)	Development Patterns	*Allowed Land Uses (3)*	Residential Density (2)	Non-Res Intensity
5% of net area	Village Center	Residential, Office, Commercial up to 50,000 SQ FT, maximum business size. Centers shall not be located closer than ¼ mile to another village center or commercial development including more than 20,000 SQ FT of floor area.	8 to 20 units/ acre	17,000 to 40,000 SQ. FT. per acre
10% of gross area	Public Spaces	Recreation and cultural facilities, plazas, trails, parks and other public gathering places		

Notes:

(1) All percentages except public spaces are based on net area to be defined in the land development regulations as excluding undevelopable land;

(2) Densities apply to residential acreage only.

(3) All projects in the Village Mixed Use category must have a discernible center with a minimum of 10,000 retail and/or office. The project must also have a minimum of 50 residential units in order to ensure a mixed use project is developed on site.

An essential component of Village Mixed Use is residential land use. The village also will require small shops and some services to serve nearby residents. Emphasis on commercial uses shall be limited to convenience goods and services, small to moderate scale grocery stores, and small pharmacies and offices. Office and commercial development in scale with surrounding residential areas are appropriate. Allowed land uses within the Village Mixed Use Future Land Use Category shall be regulated by zoning districts that implement the intent of this category, and reflect the unique land use patterns, character, and availability of infrastructure in the different Village Mixed Use areas. In areas lacking the necessary infrastructure, the Land Development Regulations may necessitate a lower intensity interim use that the maximum intensities established in this Plan. Any evaluation of a proposed change of zoning to a more intensive district shall consider, among other criteria, the availability of the requisite infrastructure, as well as compatibility with and appropriate connectivity to existing residential neighborhoods. Industrial development is prohibited in this Future Land Use Category.

Policy 2.2.5: [L]

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

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

areas inside the Central Core may be designated as appropriate based on existing land use pattern.

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

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

Suburban Intensity Guidelines **(EFF. 3/14/07; REV. EFF. 7/14/14; REV. EFF. 5/31/18)**

Table 4: Suburban Intensity Guidelines

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

I. Land Use

Development Patterns	***Allowed Land Uses***	Gross Residential Density	Non-Res Intensity	Percentage Mix of Uses
Medical Center	Residential, Office, Commercial, Recreation, Light Infrastructure & Community Service	6 to 20 UNITS/ ACRE (1)	80,000 SQ FT/ACRE (2)	
Business Park	Office, Residential and Commercial	Up to 16 UNITS/ ACRE	20,000 SQ FT/ ACRE	5-10%

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

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

Policy 2.2.6: [L]

BRADFORDVILLE MIXED USE **(REV. EFF. 12/23/96; REV. EFF. 7/26/06; REV. EFF. 3/14/07) (APPLIES TO BRADFORDVILLE STUDY AREA ONLY)**

The Bradfordville Mixed Use Category is depicted on the Future Land Use Map. The category establishes differing proportions of allowed land uses and land use densities and intensities and is intended to be implemented by zoning districts which will reflect eight different development patterns which are described in Objectives 1.7 and 6.1.

The Mixed Use Development patterns shall be applied through zoning and Land Development Regulations in a manner consistent with the Future Land Use Map delineation of Bradfordville Mixed Use. These eight different development patterns are not intended to be mapped as part of the Future Land Use Map, rather they are intended to serve as a mechanism to assure that the appropriate location and mixture of land uses occur within the category.

I. Land Use

Commercial development allocations in the Bradfordville Mixed Use Future Land Use Category are intended to limit gross leasable square footage per parcel as defined in the Land Development Regulations.

Intended Function: Create a village atmosphere with an emphasis on low to medium density residential land use, small scale commercial shopping opportunities for area residents, schools and churches, and recreational and leisure-oriented amenities for the enjoyment of area residents.

The intensity of all nonresidential land uses shall be kept minimal to reduce the intrusive impact upon the residential land use. The intensity of all nonresidential land uses shall be kept minimal to reduce the intrusive impact upon the predominant residential land use. Traffic volumes and speeds shall be kept low, and parking for nonresidential uses shall be minimal. These characteristics are reflective of the village life-style.

The essential component of Bradfordville Mixed Use is residential land use. The low to medium density residential development will be located to provide for maximum land use compatibility and enjoyment of recreational and leisure opportunities (recreational land uses are included in the description of Community Facilities). The village will also allow small shops and some services to serve nearby residents. Emphasis on commercial uses shall be limited to convenience, grocery, and small pharmacies and offices. Office and commercial development in scale with and meeting the needs of the surrounding predominately residential area are appropriate.

It is also possible that appropriate sites within the area designated for Bradfordville Mixed Use may be developed for enclosed industrial uses. These are land uses that would usually be considered incompatible with the mixed use village, but due to site conditions, with careful design and facility planning, may be successfully integrated. Compatibility is also protected by allowing few such uses and limiting their size (development intensity).

All of the development patterns are appropriate within Bradfordville Mixed Use as described in Policy 1.7.9 [L]. The development pattern descriptions established under Objective 1.7 guide the density and intensity, location and access to areas of complementary land use.

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

Policy 2.2.7: [L]

HEAVY INDUSTRIAL **(Eff. 12/10/91; Rev. Eff. 7/26/06; Renumbered 3/14/07; Rev. Eff. 5/31/18)**

Contains industrial uses which have or may have substantial off-site impacts. These areas have locational criteria more stringent than residential or commercial. Off-site impacts

require extensive buffering and/or relative distance from other land uses. Ancillary commercial uses designed to serve adjacent workers may be permitted. Other commercial and residential land uses are prohibited due to the encroachment factor. No additional property shall be designated with the Heavy Industrial Land Use category. Amendments to the Future Land Use Map adopted for the purposes of developing heavy industrial uses shall be designated with the Industry and Mining Land Use category.

Policy 2.2.8: [L]

CENTRAL URBAN **(REV. EFF. 6/07/01; REV. EFF. 7/26/06; RENUMBERED 3/14/07; REV. EFF. 6/6/08)**

Characterized by older developed portions of the community that are primarily located adjacent to or in close proximity to the urban core and major universities. Intended to provide a variety of residential types (up to 45 DU/AC), employment (includes light manufacturing), office and commercial activities. Infill and potential redevelopment and/or rehabilitation activity should be encouraged. Actual siting of land uses within the category are dependent on implementing zoning districts. Roadway access standards are determined by application of land development regulations. Land use intensity is intended to be higher (up to 20,000 sq. ft. for minor commercial uses; up to 100,000 sq. ft. for neighborhood commercial uses; and up to 200,000 sq. ft. for community commercial uses) due to the presence of requisite capital infrastructure and location of employment and activity centers.

Policy 2.2.9: [L]

HIGH INTENSITY URBAN ACTIVITY CENTER**(EFF. 7/16/90; REV. EFF. 7/26/06; RENUMBERED 3/14/07)**

Designed to function as urban activity centers by primarily providing for community wide or regional commercial activities located in proximity to multi-family housing and office employment centers. Intended to provide large scale commercial activities to serve retail needs of large portions of the population. Promotes efficiency of the transportation system by consolidating trips and discouraging unabated sprawl of commercial activities. Planned, integrated development is required to promote synergy between the different allowable land uses. An integrated pedestrian mobility system designed to provide safe and accessible foot and bike travel between the land uses shall be stressed in granting development approvals. Access and egress to Activity Centers as well as internal vehicle travel shall be planned in a comprehensive manner in order to facilitate traffic movement. Residential development shall be permitted up to 45 dwelling units per acre.

Policy 2.2.10: [L]

CENTRAL CORE **(EFF. 1/19/02; REV. EFF. 7/26/06; RENUMBERED 3/14/07; REV. EFF. 1/7/10; REV. EFF. 7/19/13)**

The current Central Core of Tallahassee has a strong government presence. However, the character of this area has changed since 2002 to a more mixed use center with new office, commercial, retail and residential uses. The Central Core of Tallahassee is intended to

expand into a vibrant 18-hour urban activity center with quality development. The emphasis in this area is intended to shift from cars to pedestrian, bike and transit modes of transportation. The development regulations within the Central Core area have to be amended to allow for a more urban kind of development where the primary emphasis is on pedestrian, bike and transit modes of transportation. The Central Core area is within the Downtown Overlay. The City of Tallahassee intends to promote mix of uses and higher densities and intensities within its Central core, while promoting multiple modes of transportation. The City shall establish Design Guidelines for this area in order to allow for more mixed use, pedestrian, bike and transit oriented development. Residential development may be permitted up to 150 units per acre.

Any development with density of more than 10 dwelling units per acre shall be consistent with the design standards identified in Policy 1.1.10 [M] subject to further clarification in the Land Development Code.

The future expansion of the Central Core FLUM will be limited to only those parcels within the Downtown Overlay District when:

- The proposed parcels are contiguous to existing central core FLUM area;
- The proposed parcel has all the infrastructure available;
- The proposed parcel has to exhibit a need for the expansion (e.g.: parcel of sufficient size not available in the Central Core FLUM for the proposed development).

Policy 2.2.11: [L]

RURAL COMMUNITY***(REV. EFF. 6/28/02; REV. EFF. 7/26/06; RENUMBERED 3/14/07)**

The Rural Community future Land Use Designation is intended to distinguish long-established unincorporated communities located outside of the urban service area. These communities have existing concentrations of residential land use at densities typically less than those desirable within an urban area (gross densities are typically less than 2 dwelling units per acre and the most intensely developed portions rarely exhibit net densities above 4 dwelling units per acre). The intensity and layout of development within these communities more closely reflect rural design characteristics than urban design characteristics, with home sites and businesses typically being situated on larger lots, with greater setback than their urban counterparts, and while some commercial development in these communities occurs in the geographically compact "nodes", located at or near the intersections of major roads, it is also common to find established existing linearly developed commercial areas along limited portions of State Highway frontage. Communities so designated have grown as historically independent communities outside of the urban area and not extensions of urban sprawl. As such, this future land use designation recognizes that these communities typically have their own small, business-commercial "districts", where minor offices and small to moderate-sized commercial development provide local and surrounding rural residents access to basic shopping opportunities accordingly, the intensity of non-residential development is limited to a maximum of 50,000 square feet building and 50,000 square feet per parcel. Residential development may be permitted up to 4 dwelling units per acre. Development intensity

~~may be further limited according to the absence or presence of central water and sewer service, roadway capacity, and environmental limitations. Although some urban services may be available to serve development within areas designated Rural Community, urban services are not prerequisites for the limited development intensities allowed within these areas. Central sewer and water systems used to serve areas designated Rural Community shall be designated for lower density service as this category is not intended to create an area that attracts regional development or functions as a growth node.~~

~~*Policy 2.2.12: [L]*~~

~~WOODVILLE RURAL COMMUNITY* **(REV. EFF. 7/26/06; RENUMBERED 3/14/07; REV. EFF. 4/10/09)**~~

~~The Woodville Rural Community shares many of the same characteristics as other Rural Communities, but has experienced different types of growth pressures than the other areas designated as Rural Community. Therefore it has received a separate Future Land Use designation with specific objectives and policies to address the issues unique to Woodville. Non-residential development is limited to a maximum of 50,000 square feet per building and 50,000 square feet per parcel; residential development is limited to a density of 4 dwelling units per acre. Through the transfer of development units system provided for in Policy 4.2.5 [C] residential densities of up to 8 dwelling units per acre may be allowed.~~

~~*Category located outside of designated Urban Service Area.~~

~~*Policy 2.2.13: [L]*~~

~~EDUCATIONAL FACILITIES **(EFF. 8/17/92; REV. EFF. 7/26/06; RENUMBERED 3/14/07)**~~

~~This category contains:~~

~~(1) All public schools including elementary, middle school, high school, and post-secondary.~~

~~(2) All public lands for which educational facilities are proposed or planned.~~

~~(3) Private facilities with capacities for over three hundred students are also included in this category.~~

~~Permitted uses in this land use category are limited to educational facilities and ancillary community services to serve the student population, or the community in general. Allowed land uses within the Educational Facilities future land use category shall be regulated by zoning districts which implement the intent of this category.~~

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Policy 2.2.14: [L]

RECREATION/OPEN SPACE **(EFF. 8/17/92; REV. EFF. 7/26/06; RENUMBERED 3/14/07)**

This category contains:

(1) Government owned lands which have active or passive recreational facilities, historic sites, forests, cemeteries, or wildlife management areas.

(2) Privately owned lands which have golf courses, cemeteries, or wildlife management areas.

Permitted uses include passive recreation and silviculture. Active recreation facilities are included if the site is within the USA or a rural community.

Policy 2.2.15: [L]

RECREATION/OPEN SPACE - STORMWATER FACILITY **(EFF. 7/2/99; REV. EFF. 7/26/06; RENUMBERED 3/14/07)**

This is a sub-category of the Institutional Recreation/Open Space category. This category is intended for government owned stormwater facilities.

Included in this category are the following:

(1) Government owned lands which serve as structural or non-structural stormwater facilities.
(2) The primary function of land in this category is stormwater attenuation, stormwater treatment for water quality, or stormwater conveyance.
(3) These areas may be used for passive parks that do not contain any permanent structure. Allowable open space uses include parks, nature preserves, cultivation, grazing, and unimproved pervious parking areas.

Policy 2.2.16: [L]

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

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

Airports*	Offices
Correctional Facilities	Outdoor Storage Facilities
Courts	Police/Fire Stations
Electric Generating Facilities	Sanitary Sewer Percolation Ponds
Electric Sub-Stations	Sanitary Sewer Pump Stations
Health Clinics	Sanitary Sewer Sprayfields
Libraries	Vehicle Maintenance Facilities

Incinerators	Waste to Energy
Materials Recovery Facilities	Water Tanks
Museums	Water Treatment Plants
Postal Facilities	Water Wells

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

Policy 2.2.17: [L]

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

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

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

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

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Policy 2.2.18: [L]

LAKE PROTECTION **(REV. EFF. 12/22/95; REV. EFF. 7/26/06; RENUMBERED 3/14/07; REV. EFF. 7/14/14; REV. EFF. 7/6/15)**

INTENT

Lake Jackson, designated both an Outstanding Florida Water (OFW) and Aquatic Preserve, is one of the most unique waterways in Florida. Historically, the lake has suffered from water quality issues associated with rapid urbanization and large-scale roadway projects. Lake Jackson's water quality has improved since adoption of the Comprehensive Plan, due in large part to the adoption of stringent stormwater treatment standards and the implementation of capital projects; however, nutrient levels in the Lake remain elevated and the Lake continues to be designated "Impaired" by the Florida Department of Environmental Protection.

The intent of the Lake Protection category is to ensure that development within the Lake Jackson basin occurs in a sustainable and environmentally sound manner with minimal impact to water quality. The Lake Protection category is the basis for regulation and, where appropriate, limitation of development and redevelopment of land within the Lake Jackson Basin. The bounds of this category are to be the Lake Jackson basin boundary adjusted to include contributing watersheds but excluding existing, more intensely developed areas south of Interstate 10 and areas outside the Urban Service Area.

ALLOWABLE USES, DENSITIES, AND INTENSITIES

1. Residential

The Lake Protection category shall allow for residential uses at a base density of one (1) dwelling unit per two (2) gross acres.[1] To encourage compact and efficient development, two density bonus options are available for properties within the category:

i) A residential density of up to two (2) dwelling units per gross acre may be permitted within developments designed as a Clustered Subdivision.
ii) A residential density of up to eight (8) dwelling units per gross acre may be permitted within the Lake Protection Node (LPN) zoning district.

[1] (Leon County) Any development affecting real property located in whole or in part within the Lake Protection Future Land Use Map category west of US 27 North for which an initial Planned Unit Development Concept or Final Development Plan was approved before January 1, 2005 shall be vested for all uses, intensities and densities set forth in the PUD Concept Plan Ordinance. Said PUD shall be entitled to rely on the closed basin exemption previously set forth in this section if the Commission determined prior to January 1, 2005 that the PUD met the requirements for such closed basin exceptions and that such determination has not been overturned by a court of competent jurisdiction at the time vested rights are sought under this provision. If a court of competent jurisdiction invalidates such a PUD due to reasons unrelated to whether the property met the requirements for the closed basin exception, any new or modified PUD application relating to the same real property shall be vested for the uses, intensities and densities of the previously approved PUD. All development within said certified closed basins approved pursuant to this provision shall be approved through the PUD amendment process, except that in unincorporated Leon County a one-into-two residential lot split exemption shall be processed according to the established County procedures instead of the PUD process.

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2. Mixed-use & Non-residential

Non-residential and mixed-use development (including, but not limited to, office and commercial uses) within the Lake Protection category may only be permitted within areas designated with the Lake Protection Node (LPN) zoning district. Within this district, single use, non-residential development shall be allowed at a maximum intensity of 10,000 square feet (S.F.) per gross acre. Projects containing a vertical mixture of uses, including any combination of office, commercial and residential uses, may receive a bonus of 2,500 S.F. per gross acre, for a total of 12,500 S.F. per gross acre.

3. Community and Recreational Facilities

Community services, light infrastructure, and recreational uses shall be permitted within the Lake Protection (LP) and Lake Protection Node (LPN) zoning districts. Facilities associated with these uses shall be allowed at a maximum intensity of 10,000 square feet (S.F.) per gross acre.

SPECIAL CONDITIONS

The following special conditions shall apply to the Lake Protection Future Land Use category:

1. The Lake Protection Node zoning district shall only be permitted at the following intersections:

- Highway 27 North and Sessions Road
- Highway 27 North and Capital Circle NW/Old Bainbridge Road
- Highway 27 North and Fred George Road
- Bannerman Road and Bull Headley Road

The exact extent of these Nodes shall be specified in the City of Tallahassee and Leon County land development regulations, but generally shall not extend beyond ¼ mile from the respective intersection and shall not include areas within a Special Development Zone (SDZ) or existing single-family subdivisions.

2. As an alternative to large-lot developments, Clustered Subdivisions shall be permitted within the Lake Protection zoning district. Clustered Subdivisions shall:

- Contain a minimum of 60% contiguous open space preserved in perpetuity and comprised of such things as preservation and conservation features, Special Development Zones, undeveloped uplands, passive recreation areas, and storm water facilities designed as a community amenity;
- Be developed at a maximum density of two (2) dwelling units per gross acre; and,
- Be served by central water and sewer systems.

3. A volume control based stormwater treatment standard shall be required for all development and redevelopment within the Lake Protection land use category. This standard shall ensure that runoff volumes in excess of the pre-development runoff volume shall be retained for all storm events up to a 100-year, 24-hour duration storm. To encourage redevelopment in the Lake Protection category, a partial credit may be applied toward existing impervious surface on previously developed sites.

4. Additional development standards deemed necessary to protect Lake Jackson from further degradation and/or improve existing water quality may be included in the land development code.
5. Existing, lawfully established, non-residential uses within the Lake Protection land use category that are compatible with surrounding uses and meet all water quality standards for the Lake Jackson Basin shall be considered permitted uses.

Policy 2.2.19: [L]

LAKE TALQUIN RECREATION/URBAN FRINGE* **(REV. EFF. 8/17/92; REV. EFF. 7/26/06; RENUMBERED 3/14/07)**

This is a category that is specific to the eastern shore area of Lake Talquin north of State Highway 20. This area has unique characteristics in that it has developed to a large extent with weekend or vacation homes along the lake. This category is intended to allow one unit per three acres or one unit per acre if the development is clustered on 25% of the site. This is intended to protect environmentally sensitive areas until the critical areas study is completed.

A critical areas study will be required for this area in order to ascertain the environmental impacts of further development in this area as well as a strategy to provide services. Once the critical areas study has been completed, allowable densities, based on the information from the study, will be reassessed.

*Category located outside of designated Urban Service Area.

Policy 2.2.20: [L]

AGRICULTURE/SILVICULTURE/CONSERVATION **(REV. EFF. 6/28/02; REV. EFF. 7/26/06; RENUMBERED 3/14/07; REV. EFF. 1/19/20; REV. EFF 7/25/24)**

Conserving large tracts of plantation and former plantation land, forest land, agriculture and silviculture lands and wildlife and conservation and recreational hunting areas is an efficient means of protecting natural resources that constitute important physical, social, aesthetic and economic assets to all of the residents of Leon County. The expansion of urban development into agriculture/ silviculture/ conservation areas creates conflicts between farm and urban activities that encourage the premature conversion of agricultural and silvicultural land to other uses, and results in the loss of open space and natural beauty. The designation of land as ASC substantially protects the continued existence of the land for agriculture, silviculture, forest wildlife conservation and recreational hunting purposes, and otherwise promotes the public health, safety and general welfare of the residents of Leon County.

Extensions of Community Services (libraries, religious facilities, and police/fire stations) and Light Infrastructure (water wells, water tanks, sewage pump stations, and electric substations) within all ASC areas is allowed. Solar facilities shall comply with the setback and landscape buffer area criteria for other similar uses in this land use category. Very low residential density not to exceed 1 unit per 10 acres, is also allowed within the entire

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ASC land use category. Accessory uses directly associated with the operation of agriculture, silvicultural, wildlife conservation, recreational hunting and permitted residential uses shall be allowed.

Areas which meet the criteria for inclusion in the ASC category include, but are not limited to the tracts known as Foshalee, Cherokee and Horseshoe plantations, and the Tall Timbers Research, Inc. ownerships. These large-ownership properties are in the Rural Zoning District and some of the smaller portions of the properties within the District currently have minor commercial uses or have had such in the past.

In recognition of the existence of those uses, the need to provide nodes of non-residential land use between long distances of rural plantation lands to serve the needs of pass-by traffic, and the need for a potential expansion of similar uses such as office uses that are currently not permitted in the Rural Land Use District portions of the properties lying within the ASC Land Use Category may be developed utilizing the Planned Unit Development process for rezoning to allow the expansion of uses permitted within a special development district provided that the proposed ASC PUD meets and addresses the following criteria:

(A) The development parcel and Planned Unit Development is located in only one quadrant of the intersection of a Minor Collector or Major Collector and an Arterial Roadway of parcels in excess of 200 acres in size; and
(B) Other quadrants must be dedicated as a conservation easement in perpetuity.
(C) The arterial road frontage of the lands surrounding the proposed development remains in its natural state for a minimum of 500 feet from the right of way in a Conservation Easement;
(D) The development area for the non-residential component of the PUD is a maximum of 30 acres; and
(E) The area to be dedicated as a Conservation Easement in perpetuity is conveyed prior to the issuance of Environmental Management permits; and
(F) The following site plan and design criteria are incorporated into the overall PUD:
    (1) Parking is buffered from the adjacent roadways;
    (2) Clustering of buildings and parking areas is utilized; and
    (3) A maximum of 10,000 square feet per structure not to exceed 50,000 gross square feet in total of non-residential is provided; and
    (4) Asphalt/concrete areas are minimized by providing grassed overflow parking, etc.; and
    (5) A limitation to a maximum of 30% total impervious area is utilized; and
    (6) Maximum building height is limited to two (2) stories; and
    (7) The overall PUD site is limited to one access entrance to the arterial roadway and one access to the collector roadway and provides internal connection to the overall parent parcel; and
    (8) There is an architecturally consistent theme that reflects the regional plantation vernacular throughout the development; and
    (9) The development incorporates an overall infrastructure plan (sewer, water, fire, sheriff, garbage, etc.) designed to serve the proposed development without extending existing services; and
    (10) Retail uses are limited to tourist-related retail, convenience stores (including gasoline sales), restaurants, and hotel/motel lodging. Office uses are limited

to civic and social organizations, offices serving primarily rural and agricultural/silvicultural needs, membership sports and recreations clubs, cultural and educational retreat facilities, and research and testing services related to agriculture/silviculture and plantations. Recreational uses are limited to museums, art galleries, and botanical and zoological gardens.

Policy 2.2.21: [L]

NEIGHBORHOOD BOUNDARY **(EFF. 7/25/03; REV. EFF. 7/26/06; RENUMBERED 3/14/07; REV. EFF. 11/26/20)**

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

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

Intensity/Density: Density and intensity standards for residential and non-residential development shall be established within the implementing zoning district's development standards. In no case shall the maximum density established exceed eighteen (18) dwelling units per acre. Non-residential structures are permitted up to a maximum of 20,000 square feet of gross building floor area per acre.

Design Standards: The land development regulations shall establish design standards to promote compatibility with adjacent residential development.

Location and Orientation: The location of this land use category shall either serve as a buffer between residential development and more intensive development or to establish mixed-use corridors, or nodes, with neighborhood-scale, non-residential uses and a variety of residential uses where identified in a City or County coordinated placemaking, sense of place, neighborhood, or sector plan. Those properties currently within the Lake Protection land use category may not be amended to the Neighborhood Boundary land use category.

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

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Policy 2.2.22: [L] **(EFF. 1/7/10; MAHAN DRIVE LAND USE CATEGORIES DEL. 1/7/10)**

MAHAN GATEWAY NODE LAND USE CATEGORY

INTENT

The Mahan Gateway Node land use category is applicable only within the Mahan Drive Corridor Study area (see reference map below). The application of this land use category and associated implementation regulations to the Mahan Drive Corridor is intended:

- To preserve existing residential preservation neighborhoods;
- To create an attractive gateway into Florida's Capital City, Tallahassee;
- To foster an appropriate mix and location of land uses along the corridor to preserve the scenic and residential character of a majority of the corridor;
- To provide for the potential development of commercial and retail developments within designated nodes along the corridor;
- To prohibit strip commercial development along the corridor;
- To maximize and promote efficient use of infrastructure within the Tallahassee-Leon County Urban Service Area;
- To facilitate the development and provision of transit service along the corridor;
- To promote pedestrian activities by providing neighborhood-serving commercial and office uses within walking distance of one another, nearby to existing and future residential developments; and
- To promote shorter vehicular trips for adjacent neighborhood residents and to increase usage of non-vehicular transportation modes.

ALLOWABLE LAND USES, DENSITY AND INTENSITY

1. Residential

   The Mahan Gateway Node shall provide for low to medium density residential development, ranging in maximum permitted density from 4-16 dwelling units per acre. The maximum residential density shall be allowed in the mixed use zoning district(s) as defined below. Residential uses and types ranging from single family detached houses to multi-family residential structures shall be allowed.

2. Mixed-use & Non-Residential

   Mixed-use developments and non-residential uses such as a combination of commercial/office uses and residential uses, shall be allowed within the Mahan Gateway Node future land use category based on the following intensity standards.

   iii) Maximum non-residential uses shall not exceed 12,000 gross square feet per acre. The highest intensity of non-residential uses shall be allowed in mixed-use developments, which combine residential and non-residential uses in a common plan of development.

   iv) Mixed-use development must include a residential component. The land development regulations shall specify the percentage range for the residential component.

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3. Community Facilities

The Mahan Gateway Node future land use category shall allow community facilities related to residential uses including but not limited to religious facilities, libraries, police/fire stations, elementary and middle schools. Leon County shall consider siting public community facilities needed to support development in the Mahan Drive corridor, within the Mahan Gateway Node future land use category. Density transfers shall be allowed for properties dedicated and accepted by the appropriate local government for the location of public community facilities within these nodes.

IMPLEMENTATION DISTRICTS

In order to achieve the intent of the Mahan Gateway Node future land use category, the future land use category shall be implemented through zoning districts, based on the criteria cited below and further defined in the land development regulations.

Mixed-use zoning district(s)

The Mahan Gateway Node future land use category shall include at least one mixed-use zoning district which shall allow for medium density residential uses, non-residential uses and a combination of medium density residential uses and non-residential uses (mixed-use developments).

Mixed-use zoning district(s) for Mahan Gateway Node shall be guided by the following requirements:

1. Location

i) The areas immediately surrounding the intersections of Mahan Drive and the following streets: Dempsey Mayo Road, Edenfield Road and Thornton Road and as further defined in the land development regulations.

ii) The properties designated Residential Corridor Node (Future Land Use Map Amendment 2005-2-M-015) east of Highland Drive and on the south side of Mahan Drive.

Mixed-use zoning district(s) shall have frontage on Mahan Drive and shall be limited in its extent along Mahan Drive as further defined in the land development. The depth of the district(s) shall be specified in the land development regulations.

2. Limitation on Non-Residential Uses: The land development regulations shall establish limits for the location of non-residential structures along the designated cross streets cited in subparagraph (a) above.

3. Access Management: Where feasible, practical and safe, access to Mahan Drive and the intersecting streets associated with each node shall be limited to one access driveway per node quadrant. Temporary access may be allowed until the desired interconnectivity for each node quadrant is achieved. The land development regulations shall specify criteria for access management, including, if necessary, the development of an access management plan.

4. Adjacency to Residential Preservation: Properties not currently designated Residential Corridor Node, as January 30, 2009, shall not be designated/zoned

~~in a manner to allow the mixed-use zoning district(s) to abut areas designated Residential Preservation. This provision is not applicable when the abutting properties in the Residential Preservation area have been developed with community facility uses. The mixed-use zoning district(s) are intended to be located in the core area of each designated node, around the identified arterial/collector roadway intersection with Mahan Drive.~~

5. ~~Incentives for Unified Master Plan: To encourage, within the maximum development density and intensity standards, the combined development of properties within the Mahan Gateway Node future land use category, Leon County and/or the City of Tallahassee shall provide development incentives to property owners/developers within a node quadrant who proposed a binding master plan for a significant amount of the acreage or multiple properties within a node quadrant. The land development regulations shall provide a framework and guiding principles for the development of master plan(s) under this policy and the incentives to be provided.~~

~~*Residential zoning district(s)*~~

~~At least one residential zoning district shall be created and shall include all properties within the Mahan Gateway Node that are not designated mixed-use zoning district. The residential zoning district(s) shall develop primarily with residential uses and shall function as a transition area between the higher intensity/density uses allowed in the mixed-use zoning district(s) and the surrounding Residential Preservation areas. The residential zoning district(s) can also provide for community facilities and other neighborhood related uses as allowed by other policies in the comprehensive plan.~~

~~IMPLEMENTING LAND DEVELOPMENT REGULATIONS~~

~~The land development regulations may create density ranges to ensure compatibility with existing residential developments and other gateway development criteria. Standards addressing design elements to regulate development within the Mahan Gateway Node may include but are not limited to requirements addressing roofs, building scale, exterior building materials, building setbacks and height, fenestration, buffering, landscaping, solid waste disposal, parking lighting, transit oriented development, and signs. Such standards shall be included in the adopted land development regulations.~~

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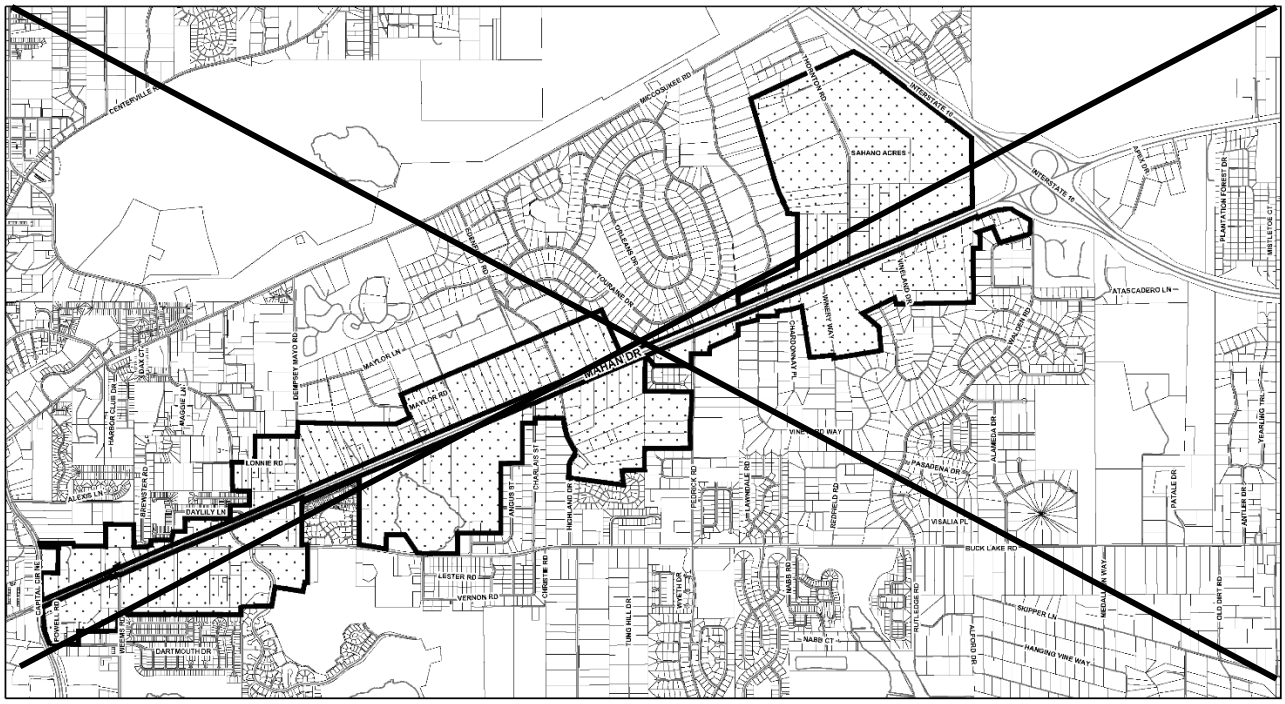
~~Map 4: Mahan Drive Corridor Study Area~~



I. Land Use

Policy 2.2.23: [L]

URBAN RESIDENTIAL **(EFF. 7/20/05; REV. EFF. 7/26/06; RENUMBERED 3/14/07; REV. EFF. 1/22/16)**

The primary intent of the Urban Residential land use category, which is to be applied only within the Urban Services Area, is to encourage medium density (4-10 dwelling units per acre) housing, thereby promoting infill development, reducing urban sprawl, and maximizing the efficiency of infrastructure. The implementing zoning district shall contain design standards as well as locational criteria in order to accomplish these goals. The Urban Residential category allows townhouses, single-family detached, two-family, and multiple-family dwelling units as well as community facilities related to residential uses. The implementing zoning district(s) within the land development regulations shall further specify the allowable uses. Urban Residential may serve as a transition category between lower density residential categories and more intensive development such as higher density residential and/or office land uses or major roadways where alternative modes of transportation are available to support the increased residential densities. The category is not intended to be applied within the interior of an existing neighborhood, unless to correct, legal non-conforming uses and/or densities. The maximum residential density within the Urban Residential is 10 DU/AC and the minimum is 4 DU/AC.

Policy 2.2.24: [L]

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

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

Policy 2.2.25: [L]

PLANNED USE OVERLAY DISTRICT **(EFF. 7/25/03; REV. EFF. 7/26/06; RENUMBERED 3/14/07)**

I. Land Use

Planned Use Overlay District is an overlay district that may be applied on any specific property inside the Urban Service Area, except for those properties currently within the Lake Protection land use category. The regulatory conditions pertaining to this overlay district shall be adopted by ordinance as an amendment to the Future Land Use Map of this Comprehensive Plan.

The Planned Use Overlay District is created to allow the consideration of unique, innovative or narrowly defined land use proposals that, because of the specificity of the applied regulatory conditions, can be found compatible with the character of the surrounding land uses and the environmental conditions of the subject land. This district may allow residential and non-residential uses that might otherwise not be allowed in the underlying land use category, subject to unique design features or other regulatory conditions adopted to promote compatibility with adjacent areas. Such features include but are not limited to recreational areas, mixed use development, buffering, and landscaping. Development within this overlay shall result in an integrated plan of development. and each adopted Planned Use Overlay District designation shall address the following: the intent of the specific overlay district designation, density and intensity; permitted uses; access and interconnectivity by car, foot, bicycle, and transit; trip generation and trip capture; identification and protection of environmental features; open space; buffering of adjacent uses when necessary; and unique design features.

Applicants seeking amendment of the Future Land Use map in order to apply this overlay district to (a) specified parcel(s) shall be required to meet with those registered neighborhood association(s), if any, within ¼ mile circumference of the amendment site prior to the first scheduled public hearing regarding the specific development proposal. This meeting shall be in addition to the normal Comprehensive Plan amendment notice procedures and requirements. Due to the requirements above, applicants shall be required to request the application of the Planned Use Overlay District prior to the relevant Comprehensive Plan amendment application deadline. Planned Unit Development zoning shall be required to implement each Planned Use Overlay District and the entitlements granted through the application of the Planned Use Overlay District may be further limited by the Planned Unit Development zoning requirements. However, the minimum size requirement for Planned Unit Development shall not apply.

In the event that the Future Land Use Map overlay district has been applied to a site and no Planned Unit Development zoning has received approval by action of the City or County within 18 months of land use designation effective date, the Planned Use Overlay District shall be deemed null and void and shall be removed from the Future Land Use Map, leaving the original and underlying land use category in place. If, subsequent to the amendment to the Planned Unit Development (PUD) zoning district, the applicant seeks to rezone the property from PUD to another zoning district, the rezoning must be consistent with the underlying and existing Future Land Use Map category unless an amendment to the Future Land Use Map is also sought and approved. In instances where rezonings to zoning districts other than the required PUD zoning district and amendments to the Future Land Use Map, if necessary, are approved the Planned Unit Overlay District shall be deemed null and void.

Policy 2.2.26: [L]

I. Land Use

LAND USE DEVELOPMENT MATRIX **(REV. EFF. 7/26/06; REV. EFF. 3/14/07; REV. EFF. 6/6/08)**

The land use development matrix depicts set performance criteria from which an individual can measure the development potential of any parcel of property. In effect the matrix provides guidance as to where a parcel would fall on the permittable development ranges outlined within the future land use categories. As mentioned earlier, the relationships within the matrix are based upon the policies included within the individual elements of the plan. The matrix measures a parcel's development potential based on the following land use principles:

(1) The parcel's designation on the future land use map.
(2) Its potential compatibility with surrounding existing land use.
(3) The degree of accessibility to the parcel (commercial uses only).
(4) Potential land use in relation to the function of the road which will carry traffic resulting from any subsequent development of the parcel.
(5) Environmental constraints on site.
(6) Availability of sewer and water.

The review standards outlined above are listed across the top of the matrix. Potential land uses beginning with minor commercial and ending with heavy industrial are listed vertically and are measured in relation to the review standards listed across the top. Each cell of the matrix contains an inherent policy based on the relationship between the proposed land use for that parcel (vertical axis) and a performance standard (horizontal axis). An "X" in that cell indicates the proposed use would be allowed. Conversely, an "O" indicates that the proposed use is not allowed. All cell blocks which are applicable to a proposed land use must contain an "x" in order for the proposal to be allowed. Thus an individual would locate the proposed land use along the vertical axis and review along the row of cells next to it in a left to right direction to determine which conditions would allow or prohibit the proposed use. As stated under the performance concept, each site is individually measured for suitability in relation to performance standards. As a result, growth management guidance is provided.

(Note: The Land Use Development Matrix does not apply to Bradfordville Mixed Use, Suburban, Research and Innovation, Industry and Mining, Urban Residential 2, Village Mixed Use, Planned Development, Central Core, Central Urban, University Transition, and Woodville Rural Community.) (REV. EFF. 6/28/02; REV. EFF. 3/14/07; REV. EFF. 6/6/08; REV. EFF. 1/7/10; REV. EFF. 5/31/18)

Policy 2.2.27: [L] **(EFF. 5/31/18)**

RESEARCH AND INNOVATION LAND USE

INTENT

Districts that support research and innovation are key components of an economic development strategy for the City of Tallahassee and Leon County. Maintaining lands used for research and innovation and expanding these uses in appropriate areas are necessary for job creation, flexibility to adapt to changing economic trends, and economic diversification essential for the community's future.

~~I. Land Use~~

~~The intent of the Research and Innovation Land Use category is to recognize the variety of uses that occur in these districts and to facilitate the location of jobs relative to the homes of people who can provide critical talent in skilled trades.~~

~~Research and Innovation uses should be encouraged in areas with access to transit, bicycle, and pedestrian facilities. Because of the need for infrastructure and public services, the Research and Innovation Land Use shall only apply to areas located within the Urban Services Area.~~

~~ALLOWABLE LAND USES, DENSITIES, AND INTENSITIES~~

~~The Research and Innovation Land Use category accommodates a variety of uses that may have similar demands on public infrastructure. Research and Development and Innovation District uses are allowable in the Research and Innovation Land Use.~~

1. ~~Research and Development – Research and Development uses shall be permitted at a maximum intensity of 45,000 square feet of gross building floor area per acre. Mixed use Research and Development projects may include commercial, office (other than the research and development uses), and residential uses. These ancillary uses may not exceed 40% of the total gross square footage of a Research and Development project.~~
2. ~~Innovation District – Innovation Districts may include up to 45,000 square feet of gross building floor area per acre. The mixture of uses shall emphasize the technological and collaborative nature of these districts by including in the buildable square footage up to 80% in Innovation District, Research and Development, or compatible Light Industrial uses, up to 40% residential uses, and up to 40% in other non-residential support uses. Design standards detailed in the land development code shall provide for the protection of adjacent non-research and innovation properties by arranging the residential uses and non-research and innovation uses as a buffer or transition to adjacent properties.~~

~~SPECIAL CONDITIONS~~

~~The following special conditions shall apply to the Research and Innovation Future Land Use category:~~

1. ~~Administrative offices that support and are functionally related to onsite activities are allowed in any of the implementing zoning districts for the Research and Innovation Land Use.~~
2. ~~Site plans must demonstrate the protection of adjacent non-research and innovation properties through development standards outlined in the land development codes.~~
3. ~~A plan for vehicular access to and from the site addressing delivery trucks and specialized equipment must be submitted with site plans and must demonstrate compatibility with adjacent land uses.~~

I. Land Use

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

INDUSTRY AND MINING LAND USE

INTENT

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

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

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

ALLOWABLE LAND USES, DENSITIES, AND INTENSITIES

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

1. Light Industrial – Light Industrial uses shall be permitted at a maximum intensity of 30,000 square feet of gross building floor area per acre. Ancillary residential uses (intended for caretaking, maintenance, the temporary lodging of employees, or security) may not exceed two units per acre.

2. Mining – Mining uses shall be permitted subject to applicable landscaping and natural area requirements and the dimensional standards included in land development regulations. A land reclamation plan shall be submitted demonstrating that upon termination of the activity, the land shall be returned to a condition that will allow an effective reuse compatible with surrounding properties. All mining uses are subject to fencing requirements as identified in the land development regulations. Mining uses may be subject to an Environmental Resource Permit (ERP) pursuant to Chapter 373, F.S., and Rule 62-330, Florida Administrative Code (F.A.C.) and mandatory reclamation requirements pursuant to Chapter 378, F.S., and Rule 62C-39, F.A.C.

3. Heavy Industrial – Heavy Industrial uses shall be permitted at a maximum intensity of 30,000 square feet of gross building floor area per acre. All applicable development must comply with Title 14 Code of Federal Regulations Part 77.9 Construction or alteration requiring notice. Those industries that have the potential to result in any other pollution of the air or ground shall adhere to existing local, state and federal operational or industry standards, and avoid or mitigate these potential impacts.

I. Land Use

These areas shall have stringent locational criteria and require extensive buffering and/or relative distance from other land uses. These uses may require employment of techniques to prevent substantial impacts off-site or require mitigation and/or minimization techniques for impacts. Ancillary commercial uses designed to serve adjacent workers may be permitted.

SPECIAL CONDITIONS

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

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

~~I. Land Use~~

~~Table 5: Land Use Development Matrix, Tallahassee~~

TALLAHASSEE *

LAND USE DEVELOPMENT MATRIX

| PROPOSED LAND USE | TYPE | FUTURE LAND USES: NEIGHBORHOOD BOUNDARY | RURAL/AGRICULTURAL | URBAN FRINGE | ACTIVITY CENTER | RURAL COMMUNITY | LAKE PROTECTION | RESIDENTIAL PRESERVATION | LAKE TALQUIN | GOV. OPERATIONAL | REC./OPEN SPACE | EDUCATIONAL | HEAVY INDUSTRIAL | URBAN RESIDENTIAL | EXISTING ADJOINING LAND USES (A)(D)(G): COMMERCIAL: MINOR | COMMERCIAL: NEIGHBORHOOD | COMMERCIAL: COMMUNITY | COMMERCIAL: REGIONAL | COMMERCIAL: HIGHWAY | OFFICE: MINOR | OFFICE: MAJOR | OFFICE: PARK | RES.: LOW | RES.: MEDIUM | RES.: HIGH | REC.: PASSIVE | REC.: ACTIVE | EDUC.: ELEMENTARY | EDUC.: MIDDLE | EDUC.: HIGH | COMMUNITY FACILITIES: COMMUNITY SERVICE | COMMUNITY FACILITIES: LIGHT INFRASTRUCTURE | COMMUNITY FACILITIES: HEAVY INFRASTRUCTURE | COMMUNITY FACILITIES: POST SECONDARY | LGT. IND. | HVY. IND. | TRANSPORTATION ACCESS (B)(J): INTERSECTION LOCATION (E): PRIN. ART./PRIN. ART. | PRIN. ART./MAJ. COL. | PRIN. ART./MIN. COL. | PRIN. ART./LOCAL | MAJ. COL./MAJ. COL. | MAJ. COL./MIN. COL. | MAJ. COL./LOCAL | MIN. COL./MIN. COL. | MIN. COL./LOCAL | LOCAL/LOCAL | STREET ACCESS (P): PRINCIPAL ARTERIAL | MINOR ARTERIAL | MAJOR COLLECTOR | MINOR COLLECTOR | LOCAL | ENVIRONMENTAL CONSTRAINTS (C): FLOOD/TRAVELWAY/FLOODPLAIN | UNDEVELOPED | SEVERE GRADES | SIGNIFICANT GRADES 10 - 20% | WETLAND | REGULATED CLOSED BASIN | HIGH QUALITY SUCCESSIONAL FOREST | NATIVE FOREST | GROUNDWATER RESOURCE PROTECTION | CANOPY ROAD | INFRASTRUCTURE: SEWER SYSTEM | SEPTIC TANK | WATER SYSTEM | WATER WELL |
|---|---|---

~~I. Land Use~~

~~Table 6: Land Use Development Matrix, Leon County~~

LEON COUNTY*
LAND USE DEVELOPMENT MATRIX

| PROPOSED LAND USE | TYPE | FUTURE LAND USES: NEIGHBORHOOD BOUNDARY | RURAL | URBAN FRINGE | ACTIVITY CENTER | RURAL COMMUNITY | LAKE PROTECTION | RESIDENTIAL PRESERVATION | LAKE TALQUIN | GOV. OPERATIONAL | REC. OPEN SPACE | EDUCATIONAL | HEAVY INDUSTRIAL | URBAN RESIDENTIAL | EXISTING ADJOINING LAND USES (A)(D)(G) — COMMERCIAL: MINOR | NEIGHBORHOOD | COMMUNITY | REGIONAL | HIGHWAY | OFFICE: MINOR | MAJOR | PARK | RES.: LOW | MEDIUM | HIGH | REC.: PASSIVE | ACTIVE | EDUC.: ELEMENTARY | MIDDLE | HIGH | COMMUNITY FACILITIES: COMMUNITY SERVICE | LIGHT INFRASTRUCTURE | HEAVY INFRASTRUCTURE | POST SECONDARY | LGT. IND.: MINOR | PARK | HVY IND. | TRANSPORTATION ACCESS (B)(J) — INTERSECTION LOCATION (E): PRIN. ART/PRIN. ART | PRIN. ART/MIN. ART | PRIN. ART/MAJ. COL. | PRIN. ART/MIN. COL. | PRIN. ART/LOCAL | MIN. ART/MIN. ART | MIN. ART/MAJ. COL. | MIN. ART/MIN. COL. | MIN. ART/LOCAL | MAJ. COL./MAJ. COL. | MAJ. COL./MIN. COL. | MAJ. COL./LOCAL | MIN. COL./MIN. COL. | MIN. COL./LOCAL | LOCAL/LOCAL | STREET ACCESS (F) (G): PRINCIPAL ARTERIAL | MINOR ARTERIAL | MAJOR COLLECTOR | MINOR COLLECTOR | LOCAL (H) | ENVIRONMENTAL CONSTRAINTS (C): FLOODPLAIN/FLOODWAY | FLOOD PRONE SOILS | SEVERE SLOPES | SIGNIFICANT GRADES 15-20% | WETLAND | REGULATED | HIGH QUALITY | SUCCESSIONAL FOREST | NATIVE FOREST | GROUNDWATER RESOURCE PROTECTION | CANOPY ROAD | INFRA-STRUCTURE: SEWER SYSTEM/ PACKAGE PLANT | SEPTIC TANK | WATER SYSTEM | WATER WELL |
|---|---|---

I. Land Use

CONSERVATION SUBDIVISIONS

Objective 2.3: [L] (EFF. 7/1/04; RENUMBERED EFF. 7/26/06; REV. EFF. 8/1/07)

Conservation Subdivision land development regulations in the County shall continue to provide design options and guidelines for the development of Conservation Subdivisions that advance environmental resource protection or restoration or promote infill and redevelopment. The City may adopt similar provisions.

Policy 2.3.1: [L] **(EFF. 7/1/04; RENUMBERED EFF. 7/26/06)**

To minimize the threat of premature conversion of rural land, including properties supporting bona fide agriculture and silviculture, the Conservation Subdivision option shall not be allowed within the Rural Future Land Use category, with the exception of those areas designated as Rural Residential within the Bradfordville Sector Plan.

Policy 2.3.2: [L] **(EFF. 7/1/04; RENUMBERED EFF. 7/26/06; REV. EFF. 12/15/11)**

Within the land development regulations, local government shall define for various Future Land Use categories in which Conservation Subdivisions are allowed, any applicable density bonus incentives, and the minimum percentages of parent tract(s) to be protected as contiguous open space within Conservation Subdivisions. It shall be the intent to establish higher open space percentages for the less dense Future Land Use Map categories.

Policy 2.3.3: [L] **(EFF. 7/1/04; RENUMBERED EFF. 7/26/06)**

To better judge the impacts of Conservation Subdivisions on the demands for services and the effects of coordinating protected open space, local government may phase the implementation of Conservation Subdivisions within Future Land Use Categories more dense than Urban Fringe via the adoption of land development regulation provisions, beginning with Urban Fringe Future Land Use category and those areas designated as Rural Residential within the Bradfordville Sector Plan.

Policy 2.3.4: [L] **(EFF. 7/1/04; RENUMBERED EFF. 7/26/06)**

Conservation Subdivisions may be zoned as Planned Unit Developments (PUDs) or the land development regulations shall be otherwise crafted in order to provide the necessary flexibility with respect to setbacks, minimum lot sizes, street widths, and parking requirements etc. to increase the likelihood of employing this site design option and foster the long term viability and usefulness of the open space subject to the required conservation easement.

Policy 2.3.5: [L] **(EFF. 7/1/04; RENUMBERED EFF. 7/26/06)**

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Preservation features defined in Policies 1.3.4 [C] and 1.3.5 [C] shall be incorporated into the open space of any Conservation Subdivision. Conservation features defined in Policy 1.3.1 [C], archaeological sites, bona fide agriculture and silviculture, viewsheds of canopy roads and of other open space shall be incorporated into the open space of a Conservation Subdivision to the greatest extent practicable.

The Planning and respective Growth Management departments shall encourage the use of Conservation Subdivisions wherever parent tracts have been demonstrated to contain bona fide agriculture and silviculture, environmentally significant features, historically or archaeologically significant resources, or direct connections with existing or planned greenway corridors identified in either the Tallahassee-Leon County Greenway Master Plan or the Blueprint 2000 Project Definitions Report.

Policy 2.3.6: [L] **(EFF. 7/1/04; RENUMBERED EFF. 7/26/06)**

In the implementation of Conservation Subdivisions, all critical on-site resources that are to be preserved shall be of adequate size and buffered to ensure protection of the resource.

Policy 2.3.7: [L] **(EFF. 7/1/04; RENUMBERED EFF. 7/26/06)**

Where possible, local government shall require protected open space(s) within conservation subdivisions to be established adjacent or contiguous with existing or planned greenspace, whether public or private.

Policy 2.3.8: [L] **(EFF. 7/1/04; RENUMBERED EFF. 7/26/06)**

In the implementation of Conservation Subdivisions, local government shall require open space and related resources to be placed under a permanent easement that runs with the land. Said easement may be assigned to (1) local government or (2) a local or national land trust that is a 501(c)(3) organization for which conservation of resources is a principal goal and which can provide reasonable assurance it has financial and staff resources to monitor and manage the easement in accordance with the intent of the Objective 2.2 [L] and its supporting policies.

Policy 2.3.9: [L] **(EFF. 7/1/04; RENUMBERED EFF. 7/26/06)**

Local Government shall require all applications for Conservation Subdivisions to prepare a management plan for all protected open space and a dedicated source of revenues to ensure that all appropriate management activities are undertaken on a regular basis and that all terms of the conservation easement are monitored and enforced.

Policy 2.3.10: [L] **(EFF. 7/1/04; RENUMBERED EFF. 7/26/06)**

Local and State Government shall be encouraged to enter into agreements with the managers of protected open space within Conservation Subdivisions where it would be

mutually advantageous to consolidate management activities between the subdivision and any adjoining public lands.

Policy 2.3.11: [L] **(EFF. 7/1/04; RENUMBERED EFF. 7/26/06)**

It shall be the policy of the Property Appraiser's office to assess at the minimum rate or charge the applicable fee to all land preserved within a Conservation Subdivision, including property in bona fide agricultural and silvicultural use. However, the appraised value of associated developed land shall reflect any added value provided by proximity to protected open space.

Policy 2.3.12: [L] **(EFF. 7/1/04; RENUMBERED EFF. 7/26/06)**

Conservation Subdivisions shall be encouraged to include a range of housing types and sizes, and shall not be exempt from any adopted applicable affordable housing provisions.

Goal 3: [L] (EFF. 7/16/90; REV. EFF. 7/26/06)

Tallahassee-Leon County should continue to grow with an emphasis on selected growth that pays for itself through the provision of well-paid jobs and economic leverage factors which enhance the quality of life of the community.

COMMERCIAL LAND USE

Objective 3.1: [L] (REV. EFF. 7/20/05)

Provide for convenient, aesthetically pleasing and environmentally sound commercial opportunities which are easily accessible through planned integration into the existing transportation network. In furtherance of this objective, maintain a system of land development regulations and/or ordinances which facilitate the implementation of the policies adopted in relation to commercial land use.

Policy 3.1.1: [L] **(EFF. 7/16/90; REV. EFF. 7/26/06)**

Commercial development shall occur only in locations that are appropriate to its service and trade area and that are compatible with adjacent existing and proposed land uses and with existing and programmed public services and facilities. Commercial sites are determined through the use of site location standards contained within policy 3.1.2 below. The intensity of the commercial use is dependent upon the land use category which the potential site is in and the functional roadway classification of the immediate adjacent roads. Individual road classifications are depicted on the functional roadway classification map found within the Transportation Element.

I. Land Use

Policy 3.1.2: [L] **(REV. EFF. 12/23/96; REV. EFF. 6/28/02; REV. EFF. 7/26/06)**

Allowed commercial development in the Mixed Use Category shall be determined in accordance with Objective 1.7 and the development pattern policies. Allowed commercial development in the Woodville Rural Community Category shall be determined in accordance with Objective 3.4 and subsequent implementing policies. In other Future Land Use Categories, development type and location standards for minor, neighborhood, community, regional, and highway commercial sites shall be as outlined below. These requirements are intended to group commercial land use toward intersections to provide access and prevent strip commercialization. Stringent access criteria which may include increased design considerations or the construction of frontage or service roads for development approval may be applied for commercial sites not located according to the commercial site location standards.

A. COMMERCIAL CLASSIFICATIONS

1. MINOR COMMERCIAL
   a. Major Function
      Provide for sale of convenience goods and services to immediate residential area.
   b. Location
      1) On or near the intersection (access within 330 feet of the centerline of the intersection) of local and arterial, collector and arterial, collector and collector; or
      2) May be located within Planned Development provided it is located and designed to meet commercial needs of the majority of the residents of the development.
      3) If on a local street, only one quadrant of the intersection shall be used for commercial purposes.
   c. Trade Area
      Generally within one mile and not considered as an attractor.
   d. Site Area
      Two acres or less. One-half acre if located on a local street.
   e. Range of Gross Floor Area
      Less than 20,000 square feet. Maximum 10,000 sq. ft. if located on a local street.
   f. Design Standards
      1) Aesthetically compatible with adjacent uses.
      2) Adequate buffering, screening, landscaping and architectural treatment if integrated into neighborhood.
      3) Sufficient parking; properly designed and safe internal traffic circulation.
2. NEIGHBORHOOD COMMERCIAL
   a. Major Function
      Provide for the sale of convenience goods and personal services such as food, drugs, sundries and hardware items to one or more neighborhoods.

~~b. Leading Tenants (examples)~~
~~Supermarket, drugstore and postal substation.~~

~~c. Location*~~
~~At the intersection* of major collector and arterial or arterial and arterial or major collector and major collector. Only one neighborhood commercial development will be allowed at the intersection of a major collector and arterial road. Commercial development at the intersections of major collectors shall be restricted to 50,000 sq. ft. Planned integrated access to the transportation system is required.~~
~~* See definition of *Intersection* in Glossary.~~

~~d. Radius of Primary Trade Area~~
~~One to three miles.~~

~~e. Site Area~~
~~Minimum two acres.~~

~~f. Range of Gross Floor Area~~
~~20,000 to 100,000 square feet.~~

~~3. COMMUNITY COMMERCIAL~~
~~a. Major Function~~
~~Same functions of neighborhood commercial but on a large scale. Provide for sale of retail goods such as clothing, variety items, appliances and furniture, hardware and home improvement items.~~

~~b. Leading Tenants (examples)~~
~~Supermarket, drug store, minor department stores, home improvement center, variety or discount center.~~

~~c. Location~~
~~At the intersection of arterials. Prohibited on designated canopy roads. Planned integrated access to the transportation system required.~~

~~d. Radius of Trade Area~~
~~Five miles or 15 to 20 minutes driving time. Service distinct geographical quadrants or three or more combinations of neighborhoods within community.~~

~~e. Site Area~~
~~Minimum ten acres.~~

~~f. Range of Gross Floor Area~~
~~20,000 to 100,000 square feet.~~

~~4. REGIONAL COMMERCIAL~~
~~a. Major Function~~
~~Same functions of community center, provide full range and variety of shopping goods for comparative shopping such as general merchandise apparel, furniture and home furnishings.~~

~~b. Leading Tenants (examples)~~
~~One or more full line department stores.~~

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c. Location

Integrated into local transportation system and accessible by combination of arterials, major collectors, expressways and interstate highways. Potential on-site and off-site transportation improvements which may include additional turn lanes, intersection improvements, and frontage roads, may be required to provide adequate ingress and egress. Prohibited on designated canopy roads. Restricted to high intensity urban activity center land use category.

d. Radius of Primary Trade Area

Regional

e. Site Area

Minimum thirty-five acres.

f. Range of Gross Floor Area

200,000 to 1 million square feet.

5. HIGHWAY COMMERCIAL

a. Major Function

Provide for consumer oriented retail services designed for drive-in convenience.

b. Leading Tenants (examples)

Fast food franchise, liquor store, automotive service (i.e. oil change), convenience stores.

c. Location

At the intersection of arterial or collector streets in accordance with the Land Development Matrix, with driveway access to those streets, or integrated into the transportation network through a system of shared access or an access road system.

Unless the proposed development is at an intersection, it must be accessed from a frontage or service road with parking in the rear, or screened from the road by substantial existing or landscape vegetation if located in the front or side of the commercial establishment. Shared access may be authorized by local government only if prior or existing development precludes the use of a frontage or service road.

Structural setbacks from the road in these situations must be sufficient to accommodate the access road, and any front parking and landscaping. If the site has existing commercial use on both sides, and has road frontage of no more than 150 feet, the access requirement does not apply.

d. Radius of Trade Area

May serve immediate area but relies heavily on passerby traffic.

e. Site Area

One-half to two acres.

f. Range of Gross Floor Area

1,000 to 10,000 square feet

g. Design Standards
1) Adequate setback
2) Aesthetic landscaping
3) Rear parking or substantial screening if located in front or side

Policy 3.1.3: [L] **(EFF. 7/16/90)**

Commercial development shall provide adequate and appropriate landscaping, open space and buffering and be architecturally designed so as to discourage criminal activity and to enhance the appearance of structures and parking areas.

Policy 3.1.4: [L] **(REV. EFF. 7/1/94; REV. EFF. 12/24/10)**

Commercial development shall be designed to protect the design volume of the roads and streets which it impacts. Design requirements may include but not be limited to:

1) Shared access
2) Acceleration and deceleration lanes
3) Right in and right out limited access and,
4) Access via frontage and/or service roads

During development of the Long Range Transportation Plan, the City of Tallahassee and Leon County will adopt ordinances incorporating specific criteria for the following policy provisions. The arterial and collector roadways which will incorporate front or rear service roads will be delineated.

Level One - Short Range Service Road Implementation:

Roadways designated for short range service road implementation will incorporate service roads as part of the development or coordinate, design and schedule implementation of the service road in conjunction with adjacent development.

Level Two - Long Range Service Road Implementation:

Roadways designated for long range service road implementation will provide development setbacks for future service roads but will in the interim incorporate ingress and egress access controls to minimize traffic friction entering and leaving the roadway system. Immediate implementation of frontage roads may be required on parcels with frontage exceeding 275 feet.

Policy 3.1.5: [L] **(REV. EFF. 8/17/92)**

Commercial site location access standards may be waived except in low density residential areas if:

a) Access to the proposed non-residential development from either an arterial or major collector shall be by way of a frontage road, rear service road or existing local road which serves as a frontage or service road, unless the site has existing commercial uses on both sides: and the proposed site has no more than 150 feet of frontage on the major collector or arterial; and,

b) Parking for the proposed site is in the rear or screened from the road by existing or landscape vegetation if located in front of the commercial establishment or,
c) The planned unit development process is utilized and the adjoining properties are commercially developed.

Policy 3.1.6: [L] **(Eff. 9/19/91)**

Development along federal and state highways will be limited so as to control the adverse effects of strip commercial land uses. The commercial location standards of Land Use Policy 3.1.2. and the design options of Land Use Policy 3.1.4. shall specifically apply, along with other plan policies that have the effect of protecting the design capacity of federal and state highways.

Objective 3.2: [L] (Eff. 6/28/95)

Provide for the convenient, aesthetically pleasing and compatible location of office uses to provide business and professional services and employment opportunities that are easily accessible through planned integration into the existing transportation network.

Policy 3.2.1: [L] **(Eff. 6/28/95)**

Unless otherwise provided for by specific policies for the future land use categories in this Plan, site location standards for the location of minor and major office development shall be consistent with the following minimum criteria:

Minor offices shall include converted residences at the existing size or newly constructed building less than 10,000 square feet and .25 floor area ratio or less. Maximum size shall be 2,500 square feet if located on a local street. Minor offices may access a local street in the unincorporated area. Within the City, minor offices may access a local street if it is a designated nonresidential street.

Major offices shall include office buildings that exceed one or more of the minor office thresholds and unless specifically permitted by other Plan policies, shall be limited to having access to a major collector or arterial road.

Bradfordville Mixed Use and Suburban Future Land Use Category Nonresidential Development Category

Objective 3.3: [L] (Eff. 12/23/96; Rev. Eff. 3/14/07)

Commercial and nonresidential development in the Bradfordville Mixed Use and Suburban Future Land Use Categories will be located consistent with the intended functions of the categories. The negative effects of commercial and nonresidential development on adjacent development and on roadway capacity will be mitigated through site design and locational standards in the land development regulations. Comprehensive Plan goals and objectives regarding the promotion of transit, bicycling and walking, and the preservation of roadway capacity will be incorporated into the design of commercial and nonresidential development.

I. Land Use

Policy 3.3.1: [L] **(EFF. 12/23/96; REV. EFF. 3/14/07)**

Zoning for commercial development in the Suburban and Bradfordville Mixed Use Future Land Use Category shall occur only in locations that are compatible with adjacent existing and proposed land uses and with existing and programmed public services and facilities.

a. Regulation of Impacts

The Land Development Regulations shall establish zoning districts and development standards that mitigate the impacts of the allowed commercial uses. The impacts of commercial development that may require additional regulation include, but are not limited to, hours of operation, outdoor sales lots, night lighting, traffic volume and flow, noise, odor, signage, or other such impacts.

b. Location of Commercial and Nonresidential Zoning Districts

The Land Development Regulations shall establish zoning districts within Bradfordville Mixed Use and Suburban Future Land Use Categories that insure that the location of commercial and nonresidential zoning districts will provide for the appropriate integration of uses and the protection of residential areas consistent with Plan policies. Commercial zoning districts shall be geographically compact and located at or near the intersections of major roads or in a manner that reflects the existing linear development pattern.

Policy 3.3.2: [L] **(EFF. 12/23/96)**

The zoning districts which allow commercial and nonresidential development shall require adequate and appropriate landscaping, open space and buffering and be designed so as to discourage criminal activity and to enhance the appearance of structures and parking areas. In order to minimize the negative visual and off-site impacts of commercial development, the Land Development Regulations shall provide for development standards regulating commercial and nonresidential development as follows:

1) The Land Development Regulations shall provide for the following development standards for commercial and nonresidential development, which include, but are not limited to:

   a) Mass and height compatible with adjacent uses.
   b) Adequate buffering, screening, landscaping and architectural treatment if adjoining a residential area.
   c) Sufficient parking designed to minimize noise and visual impacts to adjoining residential areas, and safe internal vehicular and pedestrian circulation.
   d) Interconnections for vehicular and pedestrian traffic between adjacent nonresidential development
   e) Vehicular access to and from the site shall be designed to discourage traffic through adjoining residential areas.
   f) Provide for easy and safe pedestrian access to adjoining residential areas.

2) A commercial or nonresidential development accessing a minor collector, local street, or located adjoining a residential area shall be compatible with residential development in terms of its off-site impacts as defined in Land Use Policy 3.3.1.a.

The Land Development Regulations shall define as allowed uses the specific uses and provide for development standards which further the intent of this policy.

Policy 3.3.3: [L] **(EFF. 12/23/96)**

The Land Development Regulations shall regulate commercial development access to protect the safe and efficient operating characteristics of roads and streets. Commercial development shall meet access management criteria as set forth in the Land Development Regulations. In order to reduce the negative impact of commercial development to the volume of the road, the Land Development Regulations shall contain provisions which encourage the reduction in the number of commercial access points by requiring the sharing of access by two or more commercial developments for those uses that result in a large number of vehicular trips. Access management design requirements provided for in the Land Development Regulations may include but not be limited to:

a) Shared access;
b) Acceleration and deceleration lanes;
c) Right in and right out limited access and,
d) Access via frontage and/or service roads;
e) Minimum uninterrupted throat lengths for access drives;
f) Minimum lot width and depth requirements for allowing the full range of commercial uses;
g) Access provisions for transit and safe pedestrian movement both internal to the site and to adjacent properties.

COMMERCIAL (RETAIL, SERVICES, AND OFFICE) DEVELOPMENT IN THE WOODVILLE RURAL COMMUNITY FUTURE LAND USE CATEGORY

Objective 3.4: [L] **(EFF. 6/28/02)**

Commercial (retail, service, and office) development in the Woodville Rural Community Future Land Use Category will be consistent with the intended function of the Rural Community Future Land Use Category. The scale and intensity of commercial land use will reflect the location and size of the Rural Community in which it is situated; commercial and other non-residential development will be located, oriented, and designed in a manner that promotes compatibility with adjacent land uses and facilitates safe and efficient access for both vehicular and pedestrian traffic; and utilizes access management to protect the safe and efficient operation of the public highway and street system. Non-residential land use intensity is limited to 10,000 square feet per acre, not to exceed a maximum of 50,000 square feet per building and 50,000 square feet per parcel, except that principle structures for warehousing, storage, and mini-warehousing principal uses may have a gross floor area of no greater than 20,000 square feet per acre.

Policy 3.4.1: [L] **(EFF. 6/28/02)**

Objective 3.4 will be met through the enactment and implementation of land development regulations, including zoning district regulations, which address commercial development in the Woodville Rural Community Future Land Use Category.

I. Land Use

Policy 3.4.2: [L] **(Eff. 6/28/02)**

Zoning Districts allowing commercial development in the Woodville Rural Community Land Use Category shall only be located where ensuing development can occur in a manner that would be compatible with adjacent existing and proposed land uses and with existing and programmed public services and facilities, in accordance with the following criteria:

a) Regulation of Impacts

The Land Development Regulations shall establish zoning districts and development standards that mitigate the impacts of the allowed commercial uses. The impacts of commercial development that may require additional regulation include, but are not limited to: outdoor sales lots, night lighting, traffic access, noise, signage, or other such impacts.

b) Location of Commercial Zoning Districts

The zoning districts that allow commercial land uses within the Woodville Rural Community Future Land Use Category shall ensure that commercial uses are located in a manner that minimizes the incompatible land use impacts. Commercial zoning districts shall be geographically compact and located at or near the intersections of major roads, with the sole exception of those zoning districts located in a manner that recognizes established linear commercially-developed areas along limited portions of State Highway frontage.

c) Access

The zoning districts that allow commercial land uses within the Woodville Rural Community Future Land Use Category shall establish access management standards that promote safe, convenient, and efficient movement of vehicular traffic within the public street system. These access management standards shall ensure the viability and safety of other modes of travel are not compromised for the purpose of limiting or controlling access. The zoning districts may allow access to a local street provided such access does not adversely impact residential areas or neighborhoods. The zoning districts shall prohibit commercial and non-residential access to a canopy road except as provided for by Conservation Policy 3.4.10.

Policy 3.4.3: [L] **(Eff. 6/28/02)**

In order to minimize the negative visual and off-site impacts of commercial development, the Land Development Regulations shall provide for development standards regulating commercial development. The Land Development Regulations shall establish specific regulations, standards, and/or limitations for commercial development and design aspects including, but not limited to:

- Mass and height compatible with adjacent uses.
- Adequate buffering, screening, landscaping and treatment of other design details as may be appropriate to further compatibility with adjoining residential areas.

- Location of parking facilities to minimize noise and visual impacts to adjoining residential areas, and facilitate safe internal vehicular and pedestrian circulation.
- Interconnections for vehicular and pedestrian traffic between adjacent non-residential development.
- Limitations on vehicular access to and from the site to discourage traffic through adjoining residential areas.

Policy 3.4.4: [L] **(Eff. 6/28/02)**

The Land Development Regulations shall regulate commercial development access. Commercial development shall meet access management criteria as set forth in the Land Development Regulations. The Land Development Regulations shall contain provisions which encourage the reduction in the number of commercial access points. Access management design requirements provided in the Land Development Regulations may include, but not be limited to:

a) Shared access;
b) Access provisions for safe pedestrian movement both internal to the site and to adjacent properties;
c) Limited direct access to commercial parking from residential streets.

Industrial Land Use

Objective 4.1: [L] (Rev. Eff. 7/20/05)

Provide opportunities for the location of industrial land uses in accessible areas with applicable available infrastructure while promoting protection from encroaching non-compatible land uses. To accomplish this, local government will maintain a system of land development regulations and/or ordinances which facilitate the implementation of the policies adopted in relation to industrial land use.

Policy 4.1.1: [L] **(Eff. 7/16/90)**

Industrial land shall be located in areas appropriate to its special needs and constraints including but not limited to consideration of: topography; choice and flexibility in site selection; access by truck, air or rail; commuter access for home-to-work trips; utilities; air and water quality considerations; proximity to supportive and related land uses; and compatibility with neighboring uses.

Policy 4.1.2: [L] **(Eff. 7/16/90)**

The timing and location of industrial development shall be permitted only with the availability and adequacy of existing or planned services and facilities.

Policy 4.1.3: [L] **(Rev. Eff. 12/23/96; Rev. Eff. 3/14/07; Rev. Eff. 5/31/18)**

I. Land Use

Industrial development shall be located in such a manner as to prohibit industrial traffic through predominantly residential areas. Land Development Regulations shall address access standards for Industry and Mining uses to protect predominantly residential areas from traffic impacts traffic generated by industrial development.

Policy 4.1.4: [L] **(EFF. 7/16/90; REV. EFF. 5/31/18)**

Environmental impacts, infrastructure availability, transportation and land use compatibility criteria, as pictorially depicted on the matrix, shall be major factors in reviewing and approving Industry and Mining Land Uses.

PUBLIC FACILITIES LAND USE

Objective 5.1: [L] (EFF. 7/16/90)

Coordinate the future plans of State government, School Board, the institutions of higher learning, and other applicable entities with this Comprehensive Plan.

Policy 5.1.1: [L] **(DEL. EFF. 8/16/07)**

Reserved

Policy 5.1.2: [L] **(REV. EFF. 7/20/05)**

All proposals to site public schools, including post-secondary schools, shall be reviewed for consistency with the entire Comprehensive Plan. Such reviews shall be made in conjunction with the School Board to promote to the greatest extent possible, opportunities for residential, shopping, employment, education and recreation within walking distance of each other, and to encourage development patterns which reduce trip length and/or the need for private automobile trips.

Objective 5.2: [L] (EFF. 7/16/90)

By 1992, establish standards and regulations for the location of public facilities.

Policy 5.2.1: [L] **(EFF. 7/16/90; REV. EFF. 4/10/09)**

Develop regulations that will apply to the siting of public facilities and buildings. By 2014, local government shall also develop regulations that ensure the siting of critical facilities from within hazard areas and include provisions for the mitigation of existing critical facilities located in hazard areas.

Policy 5.2.2: [L] **(EFF. 12/7/99; REV. EFF. 5/31/18)**

~~Land development regulations shall establish the maximum allowable dimension of water distribution pipelines necessary to support urban intensity development. Water distribution pipelines that do not exceed this dimension shall be considered public facilities, necessary to support urban development, and allowed within all land use categories. New water distribution pipelines in excess of the established dimension limit for public facilities shall be considered as industrial uses and shall be required to be located within the Government Operational or Industry and Mining land use category.~~

~~Objective 5.3: [L] (Rev. Eff. 7/20/05)~~

~~All decisions regarding land requirements for future utility facilities shall be consistent with the goals, objectives, and policies of the plan so as to ensure the availability of suitable land for those facilities.~~

~~*Policy 5.3.1: [L]* (Eff. 7/16/90)~~

~~Based on population projections, master plans for future utility facilities shall include an assessment of land needs for those facilities, and the Capital Improvements Element shall be amended, in conjunction with the annual budget processes of the City and the County, to include costs and sources of revenues for those facilities.~~

~~*Policy 5.3.2: [L]* (Eff. 7/16/90)~~

~~By 1991, land development regulations shall include regulatory standards for the provision of public facilities.~~

~~*Policy 5.3.3: [L]* (Eff. 8/17/92)~~

~~All land uses permitted within the Educational Facilities, Recreation/Open Space, and Government Operational future land use categories shall, upon the transfer of land designated Institutional to an individual or private entity, require a future land use map amendment before any use other than existing, may occur.~~

I. Land Use

Plan Implementation and Procedures
Critical Areas Study

Goal 6: [L] (Eff. 6/28/95)

The City and County will identify existing undeveloped areas within the Urban Service Area that are expected to undergo rapid development on a large scale. Planning guidelines will be developed for these areas on a systematic basis, with the planning implementation mechanism being dependent upon the size of the undeveloped area. By planning for undeveloped areas in a comprehensive manner, a mixture of integrated uses may be provided that are predominantly self-supporting, rather than predominantly dependent on public funding for additional infrastructure, and place a greater emphasis on pedestrian mobility and transportation alternatives. Nothing in this section shall negate the requirement for developments of regional impact to comply with Chapter 380 F.S.

Planned Development
Objective 6.1: [L](Rev. Eff. 12/23/96; Rev. Eff. 11/26/21)

This Future Land Use Category is intended to identify large land holdings that will be developed for various mixes of land uses, resulting in different types of commercial and residential neighborhoods. This category is assigned to large, undeveloped tracts of land for which more detailed planning is required to establish the most appropriate mix and arrangement of uses in accordance with this objective and the related policies. Developments in this category are intended to have a mix of uses that results in greater internal capture of automotive trips and a net fiscal benefit for local governments.

The intensities of development in planned development categories mirror the intensities authorized in the Suburban Future Land Use Category until a Planned Development Master Plan is completed and an amendment reflecting the Planned Development Master Plan is adopted into the Comprehensive Plan.

The mix of uses shall be established at the time of development through the planned unit development processes in accordance with this objective and related policies. Each Planned Development shall include a mix of residential unit types and complementary non-residential uses that, at build-out of the project, result in an internal capture of at least 20 percent of the trips generated by the development.

Policy 6.1.1: [L](Rev. Eff. 12/23/96; Rev. Eff. 3/14/07; Rev. Eff. 11/26/21)

Undeveloped areas within the Urban Service Area that, as of January 1, 2007, are predominantly in the same ownership, including contiguous parcels under the same ownership or control, and encompassing more than 200 acres shall be defined as Planned Development Areas. These Planned Development Areas shall require, prior to subdivision or development:

- Allocation of future land uses and intensities through the Comprehensive Plan amendment process in conjunction with approval of the Planned Development Master Plan;

~~**I. Land Use**~~

- ~~Approval of a Planned Development Master Plan for development of all contiguous land holdings as an area plan that is consistent with, but not formally adopted as part of the Comprehensive Plan. The Planned Development Master Plan shall show the location, intensity and mix of proposed land uses, as well as the transportation network necessary to serve the proposed development;~~
- ~~Approval of a PUD, subject to Type D review as specified in the Zoning Code, that is consistent with the Planned Development Master Plan and identifies the specific criteria for development with the Planned Development. PUD approval may be granted in phases where a portion of the property is to be developed at any given time. If a Planned Unit Development is completed and approved for the entire contiguous Planned Development area along with the other Planned Development Master Plan requirements identified in Policy 6.1.2, the Planned Unit Development may serve as the Planned Development Master Plan once reflected in the Comprehensive Plan through a plan amendment.~~
- ~~To provide for a more self-supporting development pattern that is less oriented to the use of automobiles, the Planned Development Master Plan area shall include at least four different land uses (e.g., residential, office, commercial, recreation, light industrial, open space, and/or public that are integrated with each other, as well as with the unique characteristics of the Planned Development Area.~~

~~*Policy 6.1.2: [L]*~~**~~(Rev. Eff. 6/28/95; Rev. Eff. 3/14/07; Eff. 11/26/21)~~**

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

~~The Master Plan shall identify the following:~~

~~a) Boundary of area subject to Planned Development;~~
~~b) General depiction of mix, location and intensities of future land uses;~~
~~c) Activities permitted within each land use;~~
~~d) Total dwelling units;~~
~~e) Total square footage of non-residential development;~~
~~f) How natural resources on-site will be protected;~~
~~g) Major transportation system improvements that are consistent with adopted transportation plans and address the impacts to the surrounding area, including canopy roads and required interconnections. The plan shall address the issues of capacity maintenance, bicycle and pedestrian accessibility, and protection of~~

~~canopy roads, if applicable. The Master Plan will also address mass transit, if transit facilities are available or planned within the plan horizon for the Tallahassee-Leon County Comprehensive Plan to serve the Planned Development;~~

~~h) Facilities and development requirements to provide for alternative modes of transportation, such as bicycle and pedestrian mobility and, if available, mass transit;~~

~~i) A facilities plan which identifies the type, demand, and general location of needed utilities (including a master stormwater plan) in relation to existing and scheduled utilities in the areas of the development, as well as the location and adequacy of proposed schools, parks and open space;~~

~~j) How the development will reduce transportation demand by allowing for internal trip capture of at least 20% at project build-out through a mixture of uses that includes at least four of the following: residential; commercial; office; recreational, public, open space and light industrial;~~

~~k) How the development will comply with applicable affordable and inclusionary housing ordinances;~~

~~l) How the development will provide for the recreational needs of the community;~~

~~m) How the unique characteristics of the area, including cultural and historic resources, preservation and conservation features, and greenways, will be addressed;~~

~~n) A phasing plan showing the phasing of future land uses for the area and the minimum and maximum allowable densities and intensities, total dwelling units, and total square footage; and~~

~~o) A set of development guidelines that will direct the development of subsequent site specific development projects as part of a PUD. These guidelines shall address, but not be limited to, the interrelationships of uses, energy efficiency, pedestrian access. The guidelines shall include basic design elements that generally address crime prevention, such as landscaping and lighting considerations, Crime Prevention through Environmental Design (CTPED) principles, or other design concepts intended to improve safety and deter crime.~~

~~*Policy 6.1.3: [L]*~~ ~~**(REV. EFF. 12/7/99; REV. EFF. 3/14/07)**~~

~~a) A portion of a Planned Development Area not exceeding either 20% of the Planned Development Area or 200 acres, whichever is less, may be developed through the PUD process as established in the LDRs prior to the submittal of a Planned Development Master Plan for the remainder of the Planned Development. This advanced portion must include at least two different land uses (excluding public and recreation) unless the applicant can justify that the parcel size would not support that amount of uses. In this case, the applicant is still required to develop a mixed use project for the advanced portion. As part of the PUD approval, the applicant shall submit a map of all contiguous land holdings. Easements, right-of-way and other improvements located throughout and needed to serve the larger development may be required to be dedicated in conjunction with this development in advance of the Master Plan. This option shall not be used to reduce the overall area below the Planned Development threshold and any development authorized in advance of Master Plan approval must be included in the Master Plan. This option shall not be utilized by subsequent property owners resulting from the use of this option;~~

b) It is the intent of local government to allow timely installation of facilities and infrastructure recognized by the City and/or County Commission as being important for the orderly growth of the community. Subdivision of a portion of a Planned Development for sale or donation to a public or quasi-public entity for the purpose of conservation, preservation, or passive resource based recreation use shall not be contingent upon the adoption of a Master Plan and PUD Districts, but the applicant shall be required to submit a management plan to be approved by the local government in lieu of a PUD or site plan. Subdivision and development of a portion of a Planned Development for sale or donation for the purpose of providing schools (pre-kindergarten through twelfth grade) and/or infrastructure to serve primarily offsite needs shall not, likewise, be contingent upon the adoption of a Master Plan and PUD Districts, but shall be required to follow the review procedures for a PUD. Onsite infrastructure needed primarily for the future development of the Planned Development shall not be included as part of the advance development option provided in this paragraph. The educational facilities and types of infrastructure that are intended to be accessible by the public shall be designed for integrated auto, pedestrian and bicycle access, and shared access. The school facilities and infrastructure shall include adequate buffering for the remainder of the Planned Development. If any of these public acquisitions reduces the remaining acreage of the Planned Development below 200 acres, the Planned Development provisions of this Plan shall apply to all remaining acreage.

Policy 6.1.4: [L] **(EFF. 12/7/99; REV. EFF. 3/14/07)**

For Planned Developments that are split by an interstate highway that limits integration across the entire development, separate Master Plans and implementing PUDs may be adopted for each side. Subdivision or development of an area on one side of the interstate shall be dependent upon the prior adoption of a Master Plan for that side of the interstate only.

Policy 6.1.5: [L] **(EFF. 6/28/95; REV. EFF. 3/14/07)**

Local governments are authorized to adopt Land Development Regulations necessary to implement the Planned Development provisions as set forth in this objective and related policies. Planned Development Master Plans (including major modifications and minor amendments) shall be approved by the governmental entity having legal jurisdiction. The implementing PUDs shall also be approved by that governmental entity having legal jurisdiction for the lands included in the PUD.

Policy 6.1.6: [L] **(EFF. 3/14/07)**

The City of Tallahassee and Leon County shall establish a process in their respective land development codes, which provides for review and comment of Planned Development Master Plans by adjacent local governments and the Leon County School Board. The process shall establish for review and comment by state and regional agencies, if appropriate, and a pre-application meeting for City, County, and School Board staff to discuss proposed development impacts; and shall contain time frames for processing a Planned Development Master Plan approval.

I. Land Use

Policy 6.1.7: [L] **(EFF. 6/28/95; REV. EFF. 3/14/07)**

Planned Developments which are to be developed at urban densities and provided with urban services shall be considered appropriate for annexation.

Policy 6.1.8: [L] **(EFF. 3/14/07)**

Those lands included in the Southeast Sector Plan and the Welaunee Critical Area Plan, which were approved consistent with the Critical Area Plan provisions of the Comprehensive Plan, are not subject to this section and are entitled to all uses, densities and intensities set forth in those plans. Any major modifications or increases in overall density/intensities would require these projects to conform to the Planned Development requirements.

FUTURE PLANNED DEVELOPMENT AREAS

Objective 6.2: [L]**(EFF. 6/28/95; REV. EFF. 3/14/07)**

As demands from a rapidly increasing population may require the expansion of the Urban Service Area in the future, additional areas will be identified as Planned Development Areas upon their inclusion within the Urban Service Area.

Policy 6.2.1: [L] **(EFF. 12/23/96; REV. EFF. 3/14/07)**

Upon expansion of the Urban Service Area, properties that meet the definitions for Planned Development Areas shall be designated such as part of the adopted Future Land Use Map and Zoning Map.

I. Land Use

Southside Sector Plan

Goal 7: [L] (Del. Eff. 7/20/05)

Reserved

Objective 7.1: [L] (Del. Eff. 7/20/05)

Reserved

Policy 7.1.1: [L] (Del. Eff. 7/20/05)

Reserved

Southside Study Area Map (Del. Eff. 7/20/05)

~~I. Land Use~~

~~Bradfordville Study Area~~

~~Goal 8: [L]~~ ~~(Del. Eff. 8/4/03)~~

~~*Reserved*~~

~~Objective 8.1: [L] (Del. Eff. 8/4/03)~~

~~*Reserved*~~

~~*Policy 8.1.1: [L]* (Del. Eff. 8/4/03)~~

~~*Reserved*~~

I. Land Use

DOWNTOWN OVERLAY DISTRICT (EFF. 7/1/94; Objective 9.1: [L] REV. EFF. 1/7/10; REV. EFF. 7/6/15)

Promote revitalization, reinvestment and redevelopment characterized by site design which is pedestrian friendly and contains a mix of land uses which are designed to achieve compatibility.

Policy 9.1.1: [L] (EFF. 7/1/94; REV. EFF. 1/7/10; RENUMBERED 7/6/15)

Within those areas of the overlay that have a Residential Preservation land use designation, the Downtown Overlay designation is not intended to allow the development of nonresidential, or higher density than the Residential Preservation designation.

Policy 9.1.2: [L] (REV. EFF. 1/7/10; RENUMBERED 7/6/15)

Those parcels within the Downtown Overlay (except Gaines Street Corridor Study Area) are eligible to be added to the Central Core FLUM when

- The proposed parcels are contiguous to existing Central Core FLUM area;
- The proposed parcel has all the infrastructure available;
- The proposed parcel has to exhibit a need for the expansion (e.g.: parcel of sufficient size not available in the current Central Core FLUM for the proposed development).

Policy 9.1.3: [L] (REV. EFF. 1/7/10; RENUMBERED 7/6/15)

The City shall establish special design standards in this overlay district in order to encourage more urban development. These regulations include but are not limited to:

- Pedestrian oriented design standards;
- Reduced parking requirements;
- Flexibility in landscape, and buffer standards;
- Increased sidewalk and streetscape requirements.

Policy 9.1.4: [L] (REV. EFF. 1/7/10; RENUMBERED 7/6/15)

The City shall adopt Land Development Regulations to establish eligibility criteria (Such as minimum density) for developments in order to receive the incentives allowed under the Downtown Overlay goal.

REDEVELOPMENT

Objective 9.2: [L](FORMERLY OBJ. 1.6; REV. EFF. 1/7/10)

Provide a strategic framework to encourage redevelopment within the City of Tallahassee. The strategies should be implemented in such a manner as to convey an economic

~~advantage for redevelopment without compromising the urban design and environmental quality of the community.~~

~~*Policy 9.2.1: [L]* (EFF. 6/28/95; REV. EFF. 1/7/10)~~

~~As part of the Redevelopment Strategy, the Gaines Street Corridor Study Area is designated as an Urban Infill and Redevelopment Area for the purpose of targeting economic development, housing, transportation, community revitalization and preservation, and land use incentives to encourage urban infill and redevelopment within the urban core of the community. This area is depicted on the Downtown Overlay map as "Gaines Street Corridor Study Area Urban Infill and Redevelopment Area."~~

~~*Policy 9.2.2: [L]*~~

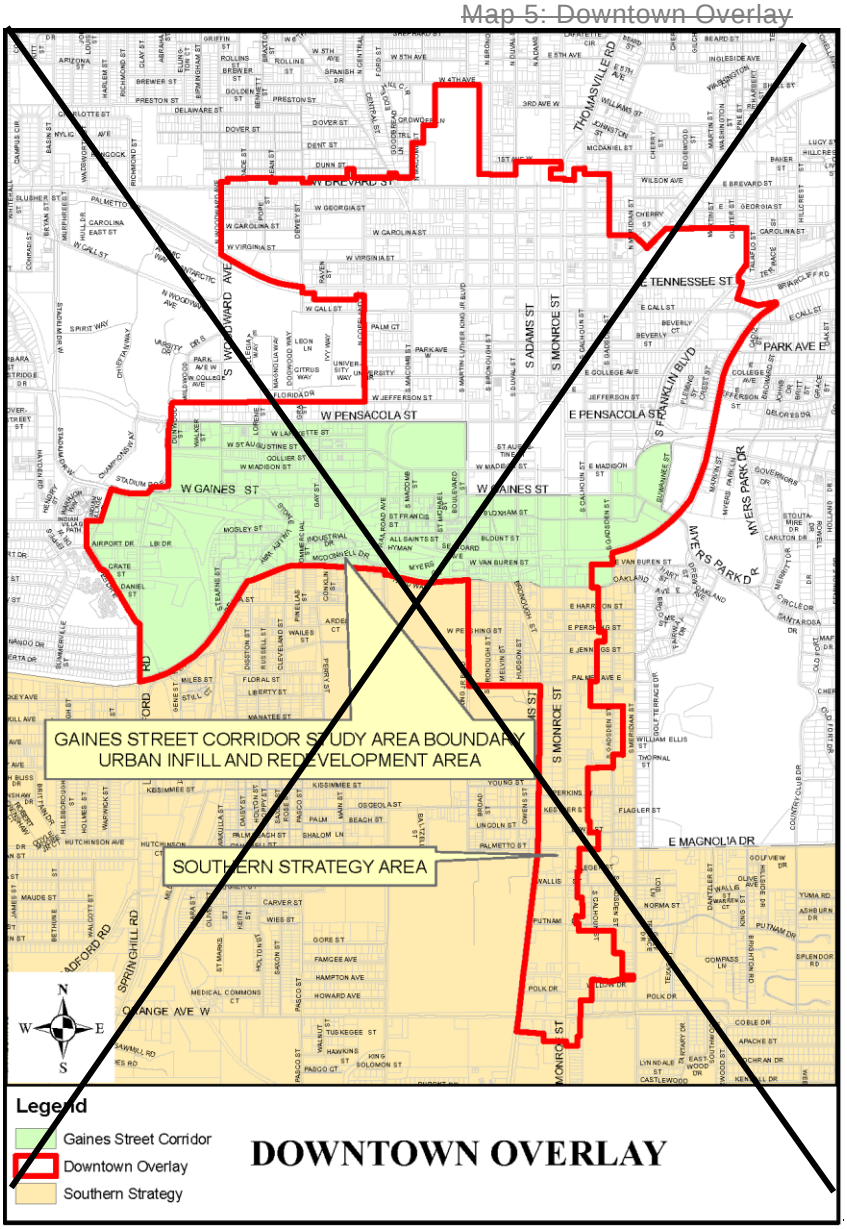
~~*Reserved*~~

~~*Policy 9.2.3: [L]* (EFF. 12/8/00; FORMERLY POL. 1.6.4; REV. EFF. 1/7/10)~~

~~For the Gaines Street Corridor Study Area the maximum density permitted is 100 dwelling units per acre. Densities within specific districts may be further restricted based on the Gaines Street Revitalization plan.~~

~~**I. Land Use**~~

~~Map 5: Downtown Overlay~~



~~DRI THRESHOLDS FOR A REGIONAL ACTIVITY CENTER~~

~~Objective 9.3: [L] (EFF. 1/7/10)~~

~~To encourage functional mixed use development, and to encourage revitalization and redevelopment, the Commissions may choose to designate specific land as a statutory "Regional Activity Center" (RAC), pursuant to Chapter 380.06(2)(e), F.S. and Rule 28-24.014(10)(a), F.A.C., to allow development of the specified land at greater density and intensity without necessarily obligating the developer to proceed through the Development of Regional Impact (DRI) process.~~

I. Land Use

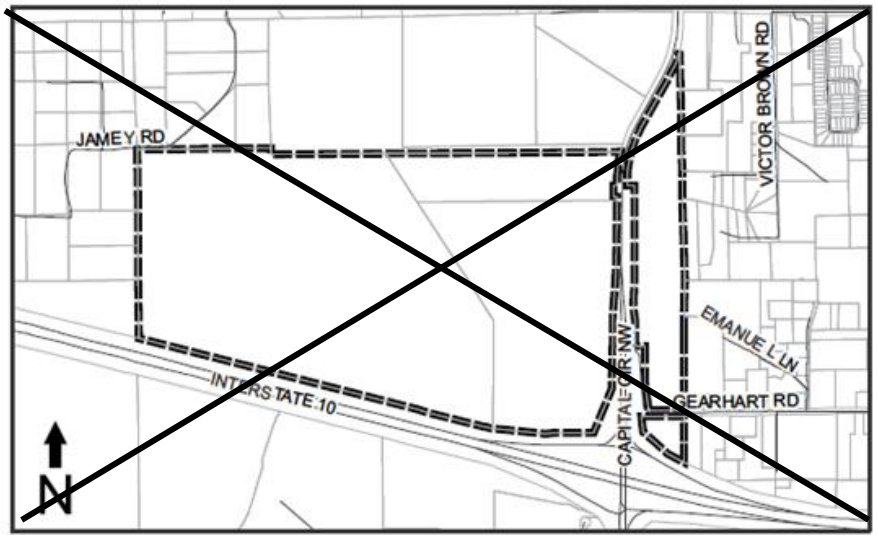
Policy 9.3.1: [L] **(EFF. 1/7/10)**

After the City of Tallahassee or Leon County designates a statutory Regional Activity Center (RAC, pursuant to Chapter 380.06(2)(e), F.S. and Rule 28-24.014(10)(a), F.A.C.), subsequent development approvals will include requirements for developers to provide necessary transportation system, drainage, protection of environmentally sensitive areas as defined in the Conservation Element, and utility infrastructure to support the RAC densities and intensities.

Policy 9.3.2: [L] **(EFF. 8/9/12)**

It is the intent of the local government to designate Park Place as a Regional Activity Center pursuant to Objective 9.3 [L] to use the increased Development of Regional Impact guidelines and standards consistent with Rule 28-24.014(10)(a), Florida Administrative Code. Park Place meets the parameters for a Regional Activity Center as defined in Section 380.06(2)(e), Florida Statutes, and in Rule 28-24.014(10)(c)2, Florida Administrative Code, and is depicted on the following map. Multi-use land uses for a Regional Activity Center can be accommodated by the currently designated Planned Development future land use category and development shall occur consistent with the guiding land use policies within the local comprehensive plan.

Map 6: Park Place Activity Center



I. Land Use

SOUTHEAST SECTOR PLAN

Objective 10.1: [L] - Southeast Sector Plan (EFF.5/20/96; REV. EFF. 8/25/08)

In keeping with the City's and County's commitment to promote the Southern Strategy, and to satisfy the Comprehensive Plan requirements for a comprehensive development plan for the Southwood property within the urban service area, the local governments hereby adopt the Southeast Sector Planned Development, known as the Southeast Sector Plan, that is consistent with Objective 6.1 [L] and its associated policies and with the Comprehensive Plan's Urban Service Area policies, that promotes innovative planning, promotes compact development strategies and protects the natural resources of the area. This plan shall contain design standards that promote compact commercial development, walk to shopping, higher density housing in close proximity to offices, commercial uses and employment centers. The same attention will be given to alternate modes of transportation and pedestrian mobility as is given to automobile transportation. Innovative ways may be developed to protect natural resources, the major focus being on the continued protection of conservation and preservation areas within the Southeast Sector Planning Area (Figure 10.A).

Policy 10.1.1: [L] - Southeast Sector Plan Overview **(REV. EFF. 7/7/99; REV. EFF. 8/25/08; REV. EFF. 11/26/21)**

The Southeast Sector Plan is hereby developed for an area in southeast Tallahassee and Leon County (see the Southeast Sector Planning Area map, Figure 10.A). For the Southwood, Colin English Properties, and the former Southside DRI lands, the Southeast Sector Plan shall constitute the Planned Development Master Plan consistent with Objective 6.1 [L] and its associated policies.

The following densities, intensities and development standards are hereby established for the Southeast Sector Planning Area:

A. Percent Mix of Land Uses Required:

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

(1) 40-60% of the land area in residential development

(2) 10-30% of the land area in commercial, office and/or industrial development

(3) 10-15% of the land area in community facilities/services and utility easements and recreational facilities.

(4) 20-30% of the land in open space/greenways. Open space shall comprise a minimum of 22% of each of the Southwood PUD and Colin English properties.

B. Densities and Intensities:

I. Land Use

(1) The maximum densities and intensities for development within the Southeast Sector Planning Area are established in Policy 10.1.2.

C. Phasing:

(1) The Southeast Sector Planning Area will be permitted to develop in phases.

(2) Southwood has an approved Development of Regional Impact DRI development order and Planned Unit Development PUD zoning. These approvals establish the development entitlements and master plan for the Project. For this reason, the Southwood entitlements and development phasing are not identified in Table A below. The maximum and minimum densities and intensities for the Implementing Land Use Districts for Southwood are established in Policy 10.1.2.

(3) Additional development beyond Phase I of the English lands shall require a comprehensive plan amendment supported by adequate data and analysis if the Phase I lands (approximately 601 acres) have not been built consistent with the mix of uses established herein.

(4) No particular percent mix of uses within Phase I for the English properties will be required to meet or exceed the percent requirements for the total Southeast Sector Plan acreage and percentage of mix amounts.

TABLE A: ENGLISH PROPERTY DENSITIES, INTENSITIES AND PHASING **(REV. EFF. 8/25/08; REV. EFF. 11/26/21)**

	Maximum Residential Units	Minimum Residential Densities	Maximum Non-Residential	Hotel	Hospital
Phase I					
Colin English Phase I (603 acres)	6,030	As required by Policy 10.1.2 [L]	3,606,000 GSF		
Phase II					
Colin English Phase II (458 acres)	4,580	As required by Policy 10.1.2 [L]	2,740,000 GSF		

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

D. Land Use Location Criteria:

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

(2) Office development, and commercial (retail/possible hotel) uses to be located primarily in the northwest quadrant of the Southeast Sector Planning Area (English property, primarily utilizing Blair Stone Road) and surrounding the Capital Circle Office Center.

~~(3) Medium Density Residential to be located primarily, but not solely limited to areas adjacent to the Capital Circle Office Center and interspersed with office development in the northwest quadrant. Priority shall be given to areas adjacent to the Capital Circle Office Center.~~

~~(4) Low Density Residential to develop primarily in the northeast quadrant of the Southeast Sector Planning Area (Old St. Augustine Road vicinity), and secondarily in the northwest and southeast quadrants (perhaps as golf course communities).~~

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

~~(6) Community Facilities and Services to be located within each quadrant of the Southeast Sector Planning Area;~~

~~E. Affordable Housing:~~

~~Development must comply with applicable affordable and inclusionary housing ordinances.~~

~~F. Additional Requirements:~~

~~(1) A school site parcel for an elementary school at thirty (30) acres shall be set aside on the English Property, based on a projected build-out population of approximately 30,000. One elementary school shall be located on the English property and the other two schools shall be located on the Southwood property, provided that each of the public school sites on the Southwood property may be the location of a pre-kindergarten through grade 8 facility with the agreement of the Leon County School Board. The school site shall be located proximate to residential areas and shall be collocated with other compatible public facilities to the extent possible.~~

~~(2) In accordance with community wide requirements of the Comprehensive Plan, the Capital Improvements Element shall be amended to reflect the 5 year plan for the provision of urban services in accordance with this sector plan.~~

~~(3) Parcel # 31-03-20-602-000-0 and that portion of parcel # 31-11-20-001-000-0 which is directly south of parcel #602 shall be designated as low density residential and be limited to no more than three units per acre.~~

~~(4) No additional acreage within the Urban Service Area may be added to the Southeast Sector Planning Area except by a Comprehensive Plan Amendment. Any addition to the Southeast Sector Planning Area must be in conformance with the guidelines and standards of the Southeast Sector Plan Objective 10.1 and implementing policies 10.1.1 through 10.1.7.~~

~~*Policy 10.1.2: [L] SESP Implementing Land Use Districts* **(REV. EFF. 7/7/99; REV. EFF. 8/25/08; REV. EFF. 11/26/21)**~~

I. Land Use

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

(A) NEIGHBORHOOD VILLAGE CENTER - VC

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

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

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

Development in the VCs may obtain a waiver from the requirements in the Environmental Management Ordinance/Environmental Management Act (EMO/EMA) for natural area, landscaping and buffers as long as a landscape plan is prepared that meets established minimum requirements provided it is consistent with the requirements in the Comprehensive Plan. Stormwater detention and treatment facilities for TNDs and VCs shall be designed in accordance with applicable standards and shall be located outside of a TND or a VC in order to promote a compact pedestrian-oriented arrangement of land uses, except in situations where alternative sites for stormwater facilities are available that are consistent with the intent of the VC district. Local government shall conduct an environmental assessment at the time of an application for development or prior to rezoning consistent with Conservation Policy 1.1.1, in a TND or VC district prior to designating the boundaries of conservation and preservation areas, if present, within a TND or VC to determine the extent and location of conservation and preservation features. TNDs and VCs shall be located so as to minimize the impact on conservation and preservation features consistent with Conservation Policy 1.3.11 [C].

Allowed Uses:

- Community facilities: Community Services and Light Infrastructure
- Office uses
- Commercial land uses
- Residential uses in conformance with the Medium Density standards
- Agriculture and silviculture uses are allowable interim uses until development approval is granted for a subject parcel, consistent with SESP Policy 10.1.8
- Assisted Living Facilities

I. Land Use

Residential Densities:
Minimum Density 4 DU/AC
Maximum Density 16 DU/AC
Maximum Floor Area Ratio:

1.0 for parcels larger than 20,000 sq. ft.
2.0 for parcels 20,000 sq. ft. or smaller

Minimum Floor Area Ratio:
0.5 F.A.R.

Clustering may be permitted provided maximum densities are not exceeded.

(B) TRADITIONAL NEIGHBORHOOD DISTRICT - TND

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

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

TNDs will locate close to Village Centers, parks and recreation, employment; allow for a variety of housing types which promote increased density; use energy saving concepts in block and building designs; be located within close proximity to Village Centers, High Intensity Urban Centers and Mixed Use Office Parks; and be designed for bicycle and pedestrian accessibility.

Allowed Uses:

- Community facilities: light infrastructure.
- Restricted to mid-rise, multi-unit townhouses and row houses, attached residential units and single-unit townhouses and row houses.
- Agriculture and silviculture uses are allowable interim uses until development approval is granted for a subject parcel, consistent with SESP Policy 10.1.8.
- Accessory commercial use which is subordinate to the principal residential use.
- Specific densities and intensities, ratio of uses and implementation criteria shall be contained in the zoning code.

Residential Densities:
Minimum Density 4 DU/AC
Maximum Density 16 DU/AC

Clustering may be permitted provided maximum densities are not exceeded.

I. Land Use

Development in the TNDs may obtain a waiver from the requirements in the EMO and EMA for natural area, landscaping and buffers as long as a landscape plan is prepared that meets established minimum requirements, provided it is consistent with the requirements in the Comprehensive Plan. Stormwater detention and treatment facilities for TNDs and VCs shall be designed in accordance with applicable standards and shall be located outside of a TND or VC in order to promote a compact pedestrian oriented arrangement of land uses except in situations where alternative sites for stormwater are available consistent with the intent of the TND district. Local government shall conduct at the time of an application for development or prior to rezoning, consistent with Conservation Policy 1.1.1 in a TND or VC district, an environmental assessment prior to designating the boundaries of conservation and preservation areas, if present, within a TND to determine the extent and location of conservation and preservation features. TNDs shall be located so as to minimize the impact on conservation and preservation features consistent with Conservation Policy 1.3.11 [C].

(C) MEDIUM DENSITY RESIDENTIAL - MDR

Provides moderate-density housing located within walking and biking distance of civic facilities, retail, schools and employment.

- Design of MDR shall use energy saving concepts and maximize roadway connections.
- Elementary schools shall be provided within close proximity and land will be reserved.
- All collectors and arterials shall have bike and pedestrian paths.
- It is the intent to have bike and pedestrian facilities as important as automobiles in regard to mobility when designing MDR areas.

Allowed Uses:

- Multi-family residential.
- Single-family attached and detached residential.
- Golf courses and recreation facilities.
- Agriculture and silviculture uses are allowable interim uses until development approval is granted for a subject parcel, consistent with SESP Policy 10.1.8.
- Community facilities: community services and light infrastructure.
- Community parks and recreation areas shall be located within close proximity to the residential uses.
- Neighborhood-scale commercial uses are allowed on corner lots to promote walk-to shopping. This use is intended to be the same scale, design and materials as the surrounding neighborhood. It is intended for the convenience of the surrounding neighborhood and the design, parking, and signage should reflect this intent.
- Assisted Living Facilities

Residential Densities:
Minimum Density 4 DU/AC
Maximum Density 20 DU/AC

Clustering may be permitted provided the maximum density is not exceeded.

I. Land Use

Specific densities and intensities, ratio of uses and implementation criteria will be contained in the zoning code.

(D) LOW DENSITY RESIDENTIAL - LDR

Provides for low-density residential units which are not necessarily convenient to shopping and employment areas. Density shall be between 2 to 8 units per acre.

Allowed Uses:

- Detached and attached single-family residential
- Parks, golf courses, recreational facilities
- Agriculture and silviculture uses are allowable interim uses until development approval is granted for a subject parcel, consistent with SESP Policy 10.1.8.
- Community facilities: community services and light infrastructure
- Neighborhood-scale commercial uses are allowed on corner lots to promote walk-to shopping. This use is intended to be the same scale, design and materials as the surrounding neighborhood. It is intended for the convenience of the surrounding neighborhood, and the design, parking and signage should reflect this intent.

Residential Densities:
Minimum Density 2 DU/AC
Maximum Density 8 DU/AC

Clustering may be permitted provided the maximum densities are not exceeded.

Specific densities and intensities, ratio of uses and implementation criteria will be contained in the zoning code.

(E) LARGE LOT SINGLE FAMILY RESIDENTIAL - LSF

Provide single-family residential uses in keeping with the rural character of outlying areas. This category is most likely not located conveniently to shopping and employment. Minimum size of lots will be 1/3 acre; maximum size of lots shall be 5 acres.

Allowed Uses:

- Detached single-family residential
- Golf courses and recreational facilities
- Agriculture and silviculture uses are allowable interim uses until development approval is granted for a subject parcel, consistent with SESP Policy 10.1.8.
- Community facilities: community services and light infrastructure.

Residential Densities:
Minimum Density 1 DU/5 AC
Maximum Density 3 DU/AC
Clustering may be permitted provided maximum densities are not exceeded.

(F) MIXED USE OFFICE/COMMERCIAL - MUOC

Provides for higher-intensity commercial uses that are more intense than uses located in Village Centers. Intended as activity centers and shall include public plazas and other amenities.

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- Uses and intensities shall be designed for maximum internal capture of shopping and business trips.
- Maximum pedestrian accessibility internal to the office/commercial centers.
- Centers shall be designed to blend with TND/MDR districts.
- Provide mass transit accessibility if transit is available, and
- May have regional stormwater facilities.

Allowed Uses:

- Community facilities: community services, light infrastructure and post-secondary educational facilities
- Community Commercial uses (100,000 to 200,000 square feet)
- Regional Commercial (200,000 to 1 million square feet)
- Office- Allows office uses 10,000 square feet or greater. The intent is to allow commercial and service-oriented uses as an accessory use within an office building.
- Medium Density Residential in association with nonresidential uses.
- Hotels
- Medical facilities and institutional uses, including assisted living facilities. Hospitals may be permitted if based on design criteria such as access and building scale in relation to adjacent uses, as described in the LDRs.
- Golf Courses
- Agriculture and silviculture uses are allowable interim uses until development approval is granted for a subject parcel, consistent with SESP Policy 10.1.8.

Maximum Floor Area Ratios:
2.0 F.A.R.

(G) MIXED USE INDUSTRIAL - MUI

Provides for the location of manufacturing, warehouses, distribution centers, and research and development uses, with some commercial uses allowed that are designed to accommodate the needs of the industrial park work force.

- Commercial uses shall be provided within walking distance of work place.
- Equal access for mass transit, automotive, bicycle and pedestrian modes of transportation shall be provided.

Allowed Uses:

- Community facilities
- Light and heavy industrial
- Research and development
- Showroom warehouses
- Office associated with industrial and distribution uses
- Retail designed to serve the work force of the industrial park
- Agriculture and silviculture uses are allowable interim uses until development approval is granted for a subject parcel, consistent with SESP Policy 10.1.8.

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Maximum Floor Area Ratios:
1.0 for nonresidential uses

(H) OFFICE/RESIDENTIAL

The Office/Residential district shall contain a variety of office and residential uses that range from duplexes to townhouses to multi-family. The residential uses will be integrated with the office development. The Office/Residential district shall be located in areas where there is access to collector and arterial roadways, and where the emerging development pattern is not predominantly low-density residential. In order to provide for a more pedestrian-friendly environment that efficiently utilizes land area and provides for interaction between the uses, large expanses of surface parking will be discouraged in favor of shared parking, mid-block parking, and parking garages. Provision will be made to serve this district with mass transit. Commercial uses may be permitted as ancillary uses to the office uses and located within office buildings.

Agriculture and silviculture uses are allowable interim uses until development approval is granted for a subject parcel, consistent with SESP Policy 10.1.8.

Allowed Uses:

- Community facilities: community services, light infrastructure, and post-secondary
- Office uses- not to exceed 300,000 sq. ft.
- Commercial uses- not to exceed 10,000 sq. ft., contained within office building.
- Hotels- May be permitted based on design criteria such as access and scale of the building in relation to adjacent uses, as described in the LDRs.

Residential Densities:
Minimum Density 4 DU/AC
Maximum Density 16 DU/AC

Floor Area Ratio (F.A.R.):
Maximum F.A.R. of .25 for parcels greater than 20,000 sq. ft.
Minimum F.A.R. of 1.0 for parcels smaller than 20,000 sq. ft.

(I) SOUTHWOOD TOWN CENTER - TC

Designed to serve as the pedestrian-oriented urban center of Southwood, containing a wide range of commercial, entertainment, residential, office and community services at urban intensities.

Development in the TC district may obtain a waiver from the requirements in the Environmental Management Ordinance/Environmental Management Act (EMO/EMA) for natural area, landscaping and buffers as long as a landscape plan is prepared that meets established minimum requirements provided it is consistent with the requirements in the Comprehensive Plan. Stormwater detention and treatment facilities for the TC district shall be designed in accordance with applicable standards and shall be located outside of the TC district in order to promote a compact pedestrian-oriented arrangement of land uses, except in situations where alternative sites for stormwater facilities are available that are consistent with the intent of the TC district. Local government shall conduct an environmental assessment at the time of

I. Land Use

an application for development or prior to rezoning consistent with Conservation Policy 1.1.1, in the TC district prior to designation of the boundaries of conservation and preservation areas, if present, within the TC district, to determine the extent and location of conservation and preservation features. The TC district shall be located so as to minimize the impact on conservation and preservation features consistent with Conservation Policy 1.3.11 [C].

Allowed Uses:

- Commercial, including retail, entertainment and hotel uses.
- Residential, including assisted living, at the full range of densities in LDR and MDR. Residential uses may be collocated with compatible nonresidential uses in the same buildings.
- Office.
- Institutional.
- Community Facilities, such as police/fire stations and churches.
- Agriculture and silviculture uses are allowable interim uses until development approval is granted for a subject parcel, consistent with SESP Policy 10.1.8.

Mixture of Uses:

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

- 60,000 square feet of commercial
- 200 residential units

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

Residential Densities:

Minimum Density 2 DU/AC (no minimum density for residential uses second story and above for commercial or office uses)
Maximum Density 20 DU/AC

Specific densities and intensities, ratio of uses and implementation criteria, including standards to promote pedestrian-scale mixed-use development, will be included in the zoning code.

Maximum Floor Area Ratio:

2.0 F.A.R.

Minimum Floor Area Ratio:

0.25 F.A.R.

(J) MIXED USE EDUCATIONAL/INSTITUTIONAL - MUEI

I. Land Use

Provides for educational, institutional and civic uses, and related activities including residential, which includes assisted living, office, sports and recreation, and related commercial uses, which include inns and hotels.

Allowed Uses:

- Schools, colleges and universities, museums, and civic facilities.
- Residential, including assisted living at the full range of densities in LDR and MDR.
- Sports and recreation facilities.
- Related supporting commercial facilities, including office, retail, inns and hotels.
- Agriculture and silviculture uses are allowable interim uses until development approval is granted for a subject parcel, consistent with SESP Policy 10.1.8.

Residential Densities:
Minimum Density 2 DU/AC
Maximum Density 20 DU/AC

Maximum Floor Area Ratio:
1.0 F.A.R.

Minimum Floor Area Ratio:
0.25 F.A.R.

(K) HISTORIC HOUSE OVERLAY (HHO)

The existing main house on the Southwood property is a historical resource within the Southeast Sector Planning Area. In order to preserve the character of the house and its grounds while providing for its future use as a component of the development in the Southeast Sector Planning Area, the Southwood PUD shall establish an overlay zoning district on the house and surrounding grounds. The allowable uses within the overlay district shall be those uses allowed within the LSF district. The following additional uses shall also be allowed within the HHO district so long as the design is compatible with the surrounding LSF uses and the historic nature of the house:

- Bed and Breakfast Inn
- Restaurant
- Conference Center

Policy 10.1.3: [L] Transportation **(REV. EFF. 7/7/99; REV. EFF. 11/26/21)**

Transportation guidelines for the Southeast Sector Plan shall be as follows:

Transportation systems shall be designed to promote alternatives to single-occupancy vehicle travel and to capture internal trips. Emphasis will be placed on designing commercial, office, employment and higher-density residential areas to be pedestrian and bicycle friendly. Emphasis will also be placed on alternative transportation modes.

(a) Right of way shall be planned and dedicated for the ultimate laneage needed based on total build-out of the plan.

~~**I. Land Use**~~

~~(b) If mass transit is available or planned within the plan horizon for the Tallahassee-Leon County Comprehensive Plan, Mass transit routes shall be included along major roadways in coordination with Star Metro.~~
~~(c) All land development shall provide for bicycle and pedestrian modes of transport.~~
~~(d) Traffic calming devices will be utilized along roadways in areas with high pedestrian activity.~~
~~(e) Access to canopy roads can only be permitted for uses other than medium or high density residential uses, commercial, office uses, and then only if there is no access to an alternative roadway and one cannot be secured. New access points must be configured to share access.~~
~~(f) Access management standards will be developed and implemented for all roadways.~~
~~(g) Use of roundabouts will be encouraged at intersections.~~
~~(h) A 100 foot tract on both sides of the centerline of Old St. Augustine Road shall be dedicated to the City of Tallahassee along the entire length of the property in excess of 200 acres in common ownership adjoining Old St. Augustine Road between Capital Circle and the Urban Service Area boundary. For properties in common ownership in excess of 200 acres, access to Old St. Augustine Road within the Southeast Sector Study Area will be limited to the following: 1) the tract of land referred to in Section I of Policy 10.1.2; 2) a new north-south roadway up to 1/2 mile west of Southwood Plantation Road. This intersection with Old St. Augustine Road will be a four-way stop unless a more efficient design can be developed that provides the maximum protection for the canopy on Old St. Augustine Road; 3) Southwood Plantation Road.~~
~~(i) The recommendations that are produced by the Scenic Vista and Conservation Easement Acquisition Plan will be taken under advisement by the developer when designing development adjacent to Old St. Augustine Road.~~
~~(j) The Transportation Element will be amended to reflect the transportation network needed to serve development within the Southeast Sector Planning Area.~~
~~(k) Any alignment of a limited access roadway/parkway shall be required to follow the Comprehensive Plan amendment process and be consistent with the Long Range Transportation Plan.~~
~~(l) In order to protect the traffic capacity of Capital Circle within the Southeast Sector Planning Area, the Capital Circle Access Points plan is established and shall be implemented by LDRs. Subdivisions adjoining Capital Circle shall not allow creation of parcels with sole access to Capital Circle (see Figure 10.B).~~

I. Land Use

Policy 10.1.4: [L] - Open Space/Greenways **(REV. EFF. 7/7/99)**

The Southeast Sector Plan shall contain a pooled open space/greenway concept that will contain the majority of the open space requirements within a connected corridor. The following guidelines will be used in mapping the open space/greenway corridor:

(a) All conservation and preservation areas within the Southeast Sector Planning Area shall be mapped and protected consistent with Conservation Objective 1.3 and its implementing policies. In addition, the mapping of the open space/greenway corridor shall consider the location of conservation and preservation areas, except significant grades. Interconnected areas that best protect the conservation and preservation features of the area and provide open space will be included in the open space/greenway corridor. Consistent with the supporting data and analysis, such corridors shall constitute at least twenty-two percent of the Southeast Sector Planning Area. The City and the County will make all efforts to connect open space and greenways outside the Southeast Sector Planning Area to the open space/greenway system within the Southeast Sector Planning Area.

(b) Conservation and preservation areas shall be protected as required by the Comprehensive Plan.

(c) The mapped open space/greenway area will be generally mapped for the sector plan. Field verification of the exact delineation shall be conducted by a qualified biologist and approved by the Growth Management Department that has jurisdiction at the time development permits are sought.

(d) The following uses will be allowed and designated in the mapped open space/greenways areas:

(1) Passive recreation - Improvements that are natural resource-oriented, such as hiking and biking trails, boat landings and passive parks, may be constructed in passive recreation areas. Public access will be assured in designated passive recreation areas.

(2) Stormwater management facilities may be located in designated open space areas. This does not preclude the possible locating of stormwater facilities in preservation or conservation areas. Each facility and site must be evaluated individually in terms of impacts. The beneficial functioning of each preservation or conservation area is to be preserved. All stormwater facilities must meet the requirements of the EMA and EMO and must be consistent with the comprehensive plan.

(3) Wildlife management areas.

(4) Public roadways and utilities may cross through these areas if no alternative route can be secured.

(5) Golf courses (active recreation) are not permitted in conservation/preservation areas or in open space/greenways, but they may abut open space/greenways and conservation and preservation areas. Golf courses may cross these areas so long as the crossing does not adversely affect such areas and is consistent with the comprehensive plan.

All open space/greenway corridors shall have a management plan approved by the local government with jurisdiction that maintains these open space/greenway areas to protect the values for which these areas were designated. This may include but not be limited to: aesthetic open space, wildlife habitat, interconnection, preservation of floodplains and protection of conservation and preservation areas.

(c) Open space/greenway corridors may be privately owned or dedicated to the public by conveyance to a general or special purpose local governmental entity, or be designated as part of the statewide system of greenways and trails pursuant to State law. Privately owned, open space/greenway corridor areas shall, at a minimum, guarantee designated public trail access in perpetuity at the time of development.

It is also the intent to assure the long-term viability of open space areas and conservation and preservation areas through the proper management of these areas. Open space, conservation and preservation areas are valuable amenities to developing areas. It is intended that agriculture and silviculture uses will continue in the Southeast Sector Planning Area up to the point that individual tracts are converted to urban land uses. It is expected that agriculture and silviculture uses will be compatible with the long-term viability of planned open space, conservation, and preservation areas with proper management. It is also expected that the amenity value of those natural resources for urban development will be far greater than their agriculture or silviculture values.

Policy 10.1.5: [L] – Interrelationships **(REV. EFF. 7/7/99; REV. EFF. 8/25/08)**

The interrelationship between the sector plan, the Comprehensive Plan, and the implementing PUDs is defined as follows:

- The Southeast Sector Plan shall focus on land use decisions that avoid the promotion of strip commercial development along arterial roadways. The implementing PUDs for this sector plan shall be designed to avoid strip commercialization of arterial roadways. The sector plan shall reflect land uses along arterials, which do not promote strip commercial development.
- An objective and policies setting the guidelines for the development of the Southeast Sector Planning Area shall be adopted into the Comprehensive Plan.
- Within the implementing PUDs the Southeast Sector Planning Area may contain architectural controls, densities, intensities and criteria specific to each implementing PUD district provided for in Policy 10.1.2 [L].
- Specific criteria related to development districts, transportation, access management, architectural controls and specific development standards will be contained within the applicable LDRs implementing PUDs.
- The mapped open space requirements will count as the open space required in the EMO/EMA. Any open space dedicated outside the mapped area must meet all EMO/EMA requirements. The 10% site design alternative of the EMO/EMA will not be allowed in the Southeast Sector Planning Area

- ~~Parcels that contain significant grades may be developed as long as best management practices are used, such as off-grade construction, minimum-grade changes and structures designed to accommodate the slopes.~~
- ~~All land uses that border the study area shall be consistent with the adjacency requirements in the Comprehensive Plan.~~
- ~~Access to canopy roads can only be permitted for low-density or large-lot single-family residential uses and only if there is no access to an alternative roadway and one cannot be secured. Roadways within the Southeast Sector Plan will be designed so that access to canopy roads will not be necessary.~~
- ~~With the approval of the regulating authority, individual small closed basins within the DRI boundary may be aggregated into larger closed basin perimeters. The closed basin requirements of the Environmental Management Ordinance/Environmental Management Act (EMO/EMA) will apply within these larger closed basin areas, however, the Developer will have the flexibility to convey water between the smaller depressions within the boundary of the individual aggregated closed basin perimeters. Inter basin transfers out of any aggregated closed basin perimeter will not be allowed without a variance from the inter basin transfer restrictions in the EMO/EMA. Such a variance may be approved only if condition (c) of (3) of subsection 4.2.(3)(c) of the EMO/condition (c) of Article VII Section 10-188 of the EMA is met. If the receiving basin is itself a closed basin, pre/post volume control and all other closed basin requirements of the EMO/EMA will apply to the receiving basin.~~
- ~~The applicant may request approval for a minor amount of development that may proceed prior to the issuance of the final development order. This development will consist of a sales office, limited commercial/office development and a limited number of model homes. This area will not exceed 25 acres (exclusive of right of way) and will meet access, environmental and Comprehensive Plan policy requirements. The specific amount of development that can occur pursuant to this policy shall be identified in the DRI Development Order.~~

~~*Policy 10.1.6: [L] – Implementation*~~ ~~**(Eff. 5/20/96; Rev. Eff. 8/25/08)**~~

~~A framework for detailed implementation of the development standards and requirements will be contained in the implementing PUDs. They shall include but not be limited to:~~

- ~~Detailed definition of each district area in the zoning code. Also included will be design, development, transportation and density requirements for each district in sufficient detail to accomplish the intent of each district.~~
- ~~Detailed criteria developed in order to adequately implement all the bicycle, pedestrian, access management and roadway design guidelines listed in the transportation guidelines policy (10.1.3).~~
- ~~Access management criteria developed and implemented through the zoning code. It shall address access for all modes of transportation and shall include but not be limited to pedestrian, bicycle, mass transit, emergency vehicle, disabled, and car/van pooling.~~

I. Land Use

- Unless otherwise specified in the Southeast Sector Plan amendment, the procedures and requirements in the Comprehensive Plan will be applicable to this area.

Policy 10.1.7: [L] - Specific Southeast Sector Land Development Regulations **(EFF. 5/20/96)**

The LDRs related to specific requirements will be amended to reflect any criteria or requirements related to environmental constraints specific to the Southeast Sector Plan guidelines, as adopted in the Comprehensive Plan.

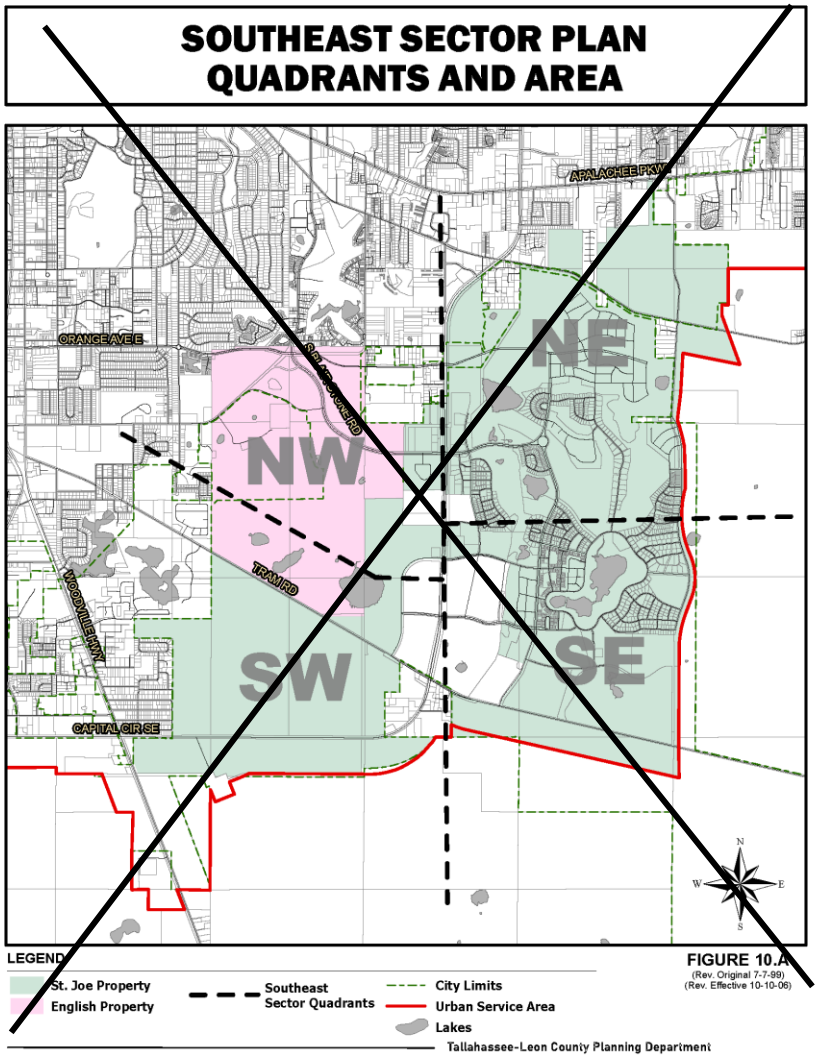
Policy 10.1.8: [L] - Agriculture and Silviculture Uses **(REV. EFF. 7/7/99)**

It is the intent of the requirements in this amendment to ensure that land identified for urban development within the time frame of the Comprehensive Plan is available for development and will not be encroached upon by incompatible land uses. It is also the intent to assure the long-term viability of open space areas and conservation and preservation areas through the proper management of these areas. Open space, conservation and preservation areas are valuable amenities to developing areas. It is intended that agriculture and silviculture uses will continue in the Southeast Sector Planning Area up to the point that individual tracts are converted to urban land uses. It is expected that agriculture and silviculture uses will be compatible with the long-term viability of planned open space, conservation, and preservation areas through proper management. It is also expected that the amenity value of those natural resources for urban development will be far greater than their agriculture or silviculture values.

(1) Agriculture and silviculture will be recognized as an allowable interim use in all land use categories within the Southeast Sector Planning Area.
(2) As soon as local government site plan or subdivision approval is granted for any portion of property within the Southeast Sector Planning Area, agriculture and silviculture activities shall cease to be allowable activities on the land for which local government approval has been granted and shall be phased out as set forth in the development order approving the site plan or subdivision plat. This elimination of agriculture and silviculture uses is intended to apply to parcels of land identified within the subdivision or site plan and to all land included in these parcels, such as land proposed to serve as buffer or open space.
(3) Prior to subdivision or site plan approval, agriculture and silviculture uses shall be allowed to continue within the Southeast Sector Planning Area in accordance with "1993 Silviculture Best Management Practices," Florida Department of Agriculture and Consumer Services, or its successor, and existing local government ordinances.
(4) Timber harvesting activities shall not be conducted until such time as the landowner has obtained a timber harvesting permit in accordance with the environmental and stormwater management ordinances of the appropriate local government.

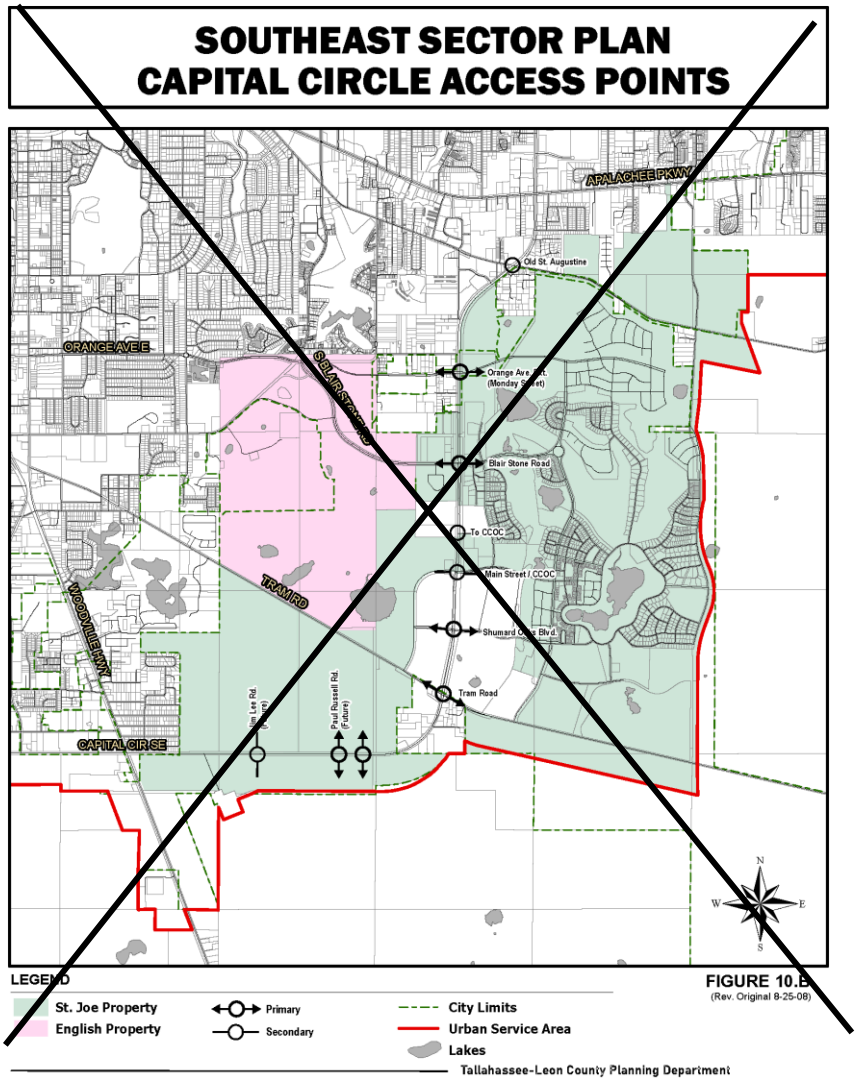
~~**I. Land Use**~~

~~Map 7: Southeast Sector Plan, Quadrants and Area~~



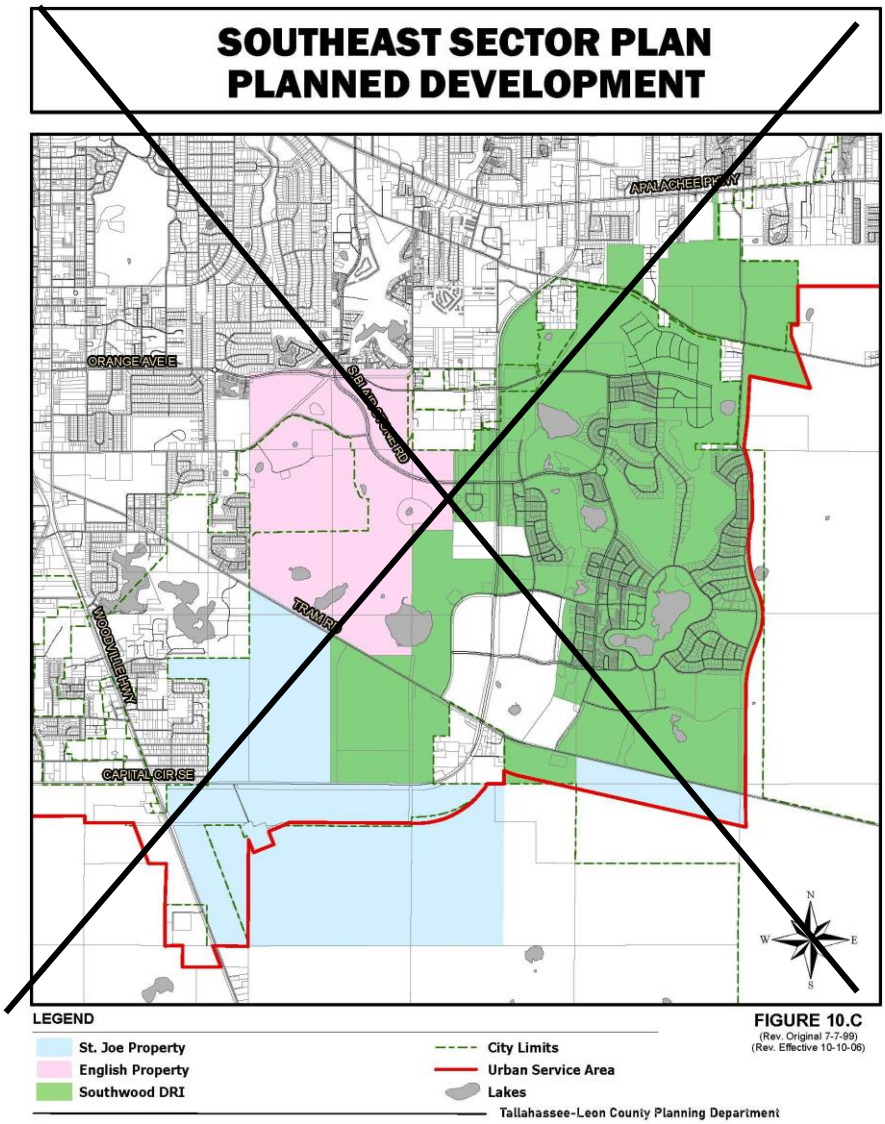
~~**I. Land Use**~~

~~Map 8: Southeast Sector Plan, Capital Circle Access Points~~



~~**I. Land Use**~~

~~Map 9: Southeast Sector Plan, Planned Development~~



~~Southside Action Plan~~

~~Goal 11: [L] – Southside Action Plan (Eff. 8/5/23)~~

~~A plan shall be developed and monitored to align with the community's desire for a framework of action in the southern part of the Tallahassee urban area. To achieve this goal, the local governments shall develop a Southside Action Plan that complements long term public and private investment with small scale visible improvements that are relatable and community driven. This approach recognizes that the vision of Southside citizens is essential to guiding the development, redevelopment, and rehabilitation of the~~

Southside; and that the community's vision focuses on three main areas of improvement: Beautification, Investment, and Engaged and Activated Citizens.

Objective 11.1 [L] – Beautification(Eff. 8/5/23)

Beautify and enhance both public and private spaces across the Southside Action Plan area by improving maintenance and increasing investment.

Policy 11.1.1: [L] (Eff. 8/5/23)

Focus local government beautification efforts in shared public spaces by frequently maintaining and enhancing existing public areas. Support citizen and business investment on private property and shared spaces.

Objective 11.2: [L] Investment (Eff. 8/5/23)

Direct collaborative efforts of both the public and private sectors towards an increase of homeownership, diverse development and redevelopment types, business variety, and infrastructure in the Southside Community.

Policy 11.2.1: [L] (Eff. 8/5/23)

Identify projects that initiate further investment opportunities in the Southside Community. Support partnerships across federal, state, city and county governments with non-profits and private organizations to identify resources for housing, homeownership, business, and infrastructure for the public.

Policy 11.2.2: [L] (Eff. 8/5/23)

Investment within the Southside Action Plan area shall not occur at the expense of the natural environment or water quality in a manner which is found to be inconsistent with local government initiatives, policies, rules or regulations.

Objective 11.3: [L] Engaged and Activated Citizens (Eff. 8/5/23)

Foster community involvement and celebration of the Southside.

~~I. Land Use~~

~~Policy 11.3.1: [L]~~ **~~(EFF. 8/5/23)~~**

~~Encourage citizens, neighborhoods, and businesses in the Southside to be engaged and actively involved in community-led projects. Promote projects, empower residents, and connect efforts with resources.~~

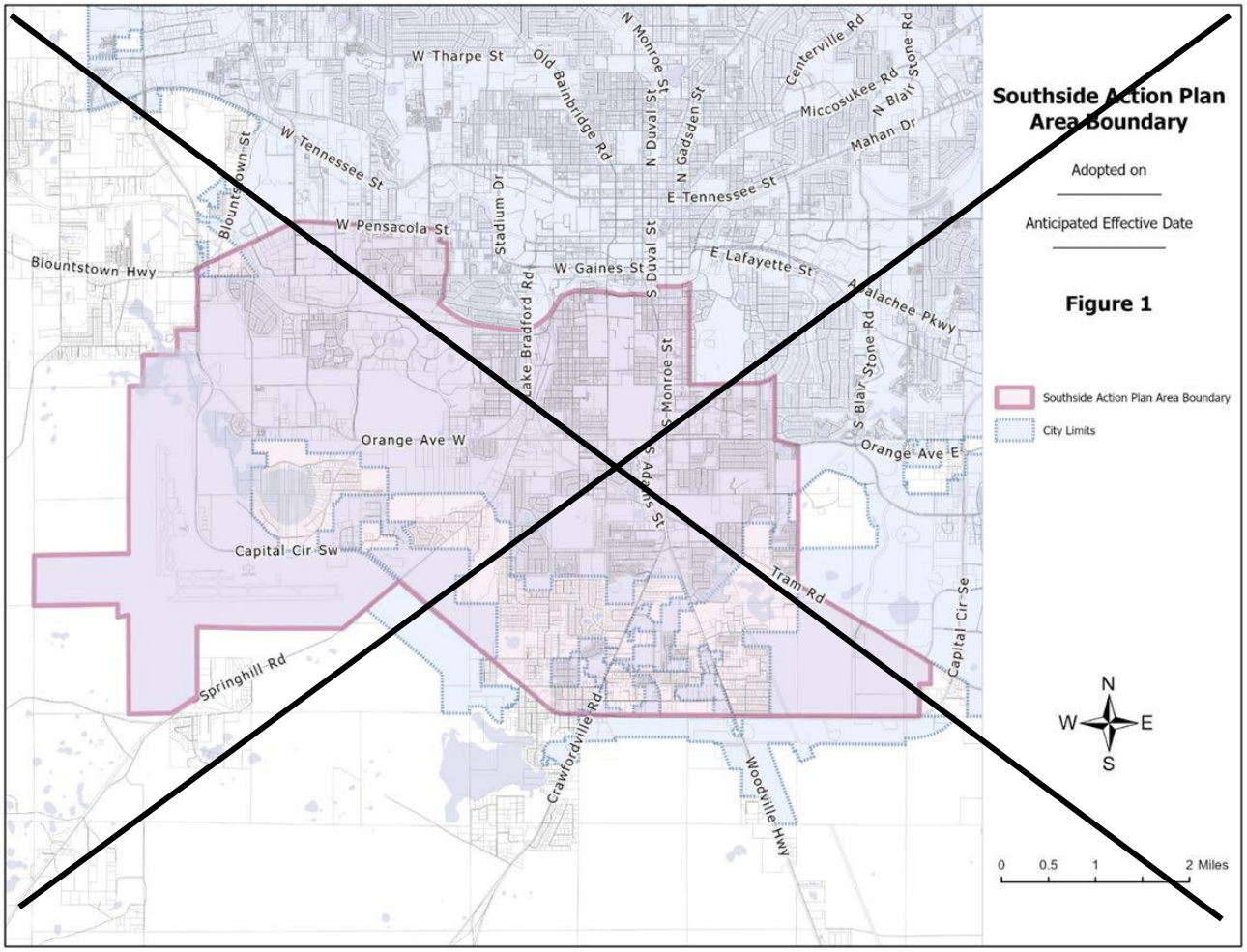
~~Objective 11.4: [L] Southside Action Plan Evaluation and Update; Relation to Other Goals, Objectives & Policies(EFF. 8/5/23)~~

~~Policy 11.4.1: [L]~~ **~~(EFF. 8/5/23)~~**

~~The Tallahassee-Leon County Planning Department will monitor project implementation of the Southside Action Plan by reporting annually on Objective 11.1, 11.2, and 11.3; in coordination with the Leon County and the City of Tallahassee strategic plans.~~

~~I. Land Use~~

~~Map 10: Southern Strategy Area Boundary~~



~~Central Core Area~~

~~Goal 12: [L]~~ ~~(Del. Eff. 4/10/09)~~

~~*Reserved*~~

~~CENTRAL CORE AREA~~ ~~(Del. Eff. 4/10/09)~~

I. Land Use

Welaunee Critical Area Plan

Goal 13: [L] (Eff. 12/10/02)

Guide planned development within the Welaunee Critical Planning Area through implementation of a critical area plan which includes a mixture of integrated land uses that are predominantly self-supporting rather than dependent upon public funding, places a greater emphasis on pedestrian mobility and transportation alternatives, provides new employment opportunities near major transportation arteries and protects natural systems in an urbanized setting.

Objective 13.1: Planned Development through 2020 (Eff. 12/10/02)

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

Policy 13.1.1: Plan Overview for Toe and Heel **(Eff. 12/10/02; Rev. Eff. 7/20/05; Rev. Eff. 8/27/17)**

The Toe and Heel shall develop as new mixed-use communities that provide employment opportunities, protect natural resources in an urbanized setting and emphasize pedestrian mobility and transportation alternatives. The intent of this policy is to locate employment and shopping in close proximity to residential land uses, provide activities that serve area residents as well as shoppers and employees from outside the area, offer housing to diverse socio-economic groups, establish recreation, educational, and cultural activities nearby, reduce automobile dependency of residents and employers, place public transportation facilities in population and employment centers, and protect natural systems within the context of a mixed-use built environment. The intent of this policy will be achieved through phased development consistent with these guidelines:

(1) A buildout population of approximately 5,950 for the Toe and 4,600 for the Heel.

(2) A buildout employment of approximately 1,240 jobs in the Toe and 3,560 jobs in the Heel.

(3) Development which reflects the following general allocation of land uses on an acreage basis:

(A) Residential uses on 35 percent to 45 percent of the Toe and 30 percent to 40 percent of the Heel.

(B) Retail and office uses on 3 percent to 8 percent of the Toe and retail, office and light industrial uses on 15 percent to 25 percent of the Heel.

I. Land Use

(C) Primary open space and recreation uses (excluding the Miccosukee Canopy Road Greenway) on 15 percent to 25 percent of the Toe and 20 percent to 30 percent of the Heel.

(D) Community facilities and institutional, educational, civic and similar uses on 15 percent to 25 percent of the Toe and 10 percent to 20 percent of the Heel.

(4) The Toe and Heel may develop in phases consistent with necessary infrastructure and services and, for the Heel, consistent with the phasing schedules on Table 13-2, which is based on projections of densities and intensities of use derived from the corresponding acreage. Sub phases or stages of each phase may be developed in separate PUDs. The Toe and the Heel may be developed concurrently. Table 13-2 is attached as part of this Objective.

(5) A comprehensive plan amendment shall be required in order to exceed the projected total number of residential units or the projected total nonresidential square footage for the Heel, as set forth in Table 13-2. Such an amendment shall be consistent with the requirements of Objective LU 6.2 and its supporting policies.

(6) Development will comply with any ordinances in effect at the time of development that address the need for affordable housing. In addition, development shall comply with any other applicable requirements at the time of development.

(7) Specific guidelines and requirements for land use categories, transportation, access management, and other specific design standards shall be included in one or more PUD Concept Plans applicable to the Toe or Heel, respectively. Each PUD Concept Plan shall be adopted by the local government with jurisdiction before any development may take place on the parcel or tract included in the PUD Concept Plan, except as otherwise allowed pursuant to Policy LU 6.2.4. Each PUD Concept Plan shall be consistent with development guidelines and general design standards herein.

(8) Land Use Goal 13, its supporting objectives, policies and data and analysis, and all activities undertaken leading to and including adoption, is not intended to be considered evidence of a unified plan of development for purposes of §380.0651(4), F.S.

(9) The Toe and Heel will be developed with the infrastructure required to serve permitted development, including but not limited to water, sewer, stormwater management and on-site and off-site transportation mitigation, consistent with this Comprehensive Plan and all applicable regulations.

(10) Development within the Toe and Heel shall be aggregated under the City's concurrency regulations, as currently interpreted and applied by the City; unless, at some time in the future, the concurrency regulations are revised so that aggregation is not required for such development.

I. Land Use

NOTE: Notwithstanding the above, the Heel may be developed under Policy LU 13.1.9, in which case the guidelines stated above will be adjusted to reflect the requirements of Policy LU 13.1.9.

Policy 13.1.2: Primary Open Space Systems and Greenways **(EFF. 12/10/02; REV. EFF. 7/20/05)**

The primary open space systems for the Toe and Heel are defined as connected, continuous networks of open space. They constitute fundamental building blocks of these planned communities and are intended to serve multiple purposes in an urbanized setting, including but not limited to protection of conservation and preservation areas. Primary open space systems may include but are not limited to conservation and preservation areas, buffers for environmentally sensitive areas, pathways to facilitate pedestrian and bicycle mobility, aesthetic open space, passive recreation opportunities and community gathering places. Primary open space systems, together with other green spaces set aside to meet the Urban Forest and landscape requirement shall also meet the requirements of the comprehensive plan, Chapter 5, Environmental Management, Tallahassee Land Development Code or the Leon County EMA, whichever is applicable. The intent of this policy will be achieved through implementation of the following guidelines:

(1) Prior to approval of the first PUD Concept Plan on the Toe or the Heel, except as allowed by policy LU 6.2.4, a Natural Features Inventory consistent with the requirements of Chapter 5, Environmental Management, Tallahassee Land Development Code and the Leon County EMA, whichever is applicable, shall be submitted for the entire Toe or the entire Heel respectively.

(2) Credits for open space, wetland mitigation, slope mitigation, stormwater management or urban forest requirements may be requested outside of individual parcels or tracts under review but elsewhere within the Toe, or Heel, respectively.

(3) Areas with severe and significant slopes that are not located in the primary open space systems shall be protected in site specific plans in accordance with the Comprehensive Plan, Chapter 5, Environmental Management, Tallahassee Land Development Code and the Leon County EMA, whichever is applicable.

(4) Wetlands, watercourses and water bodies, except Dove Pond, shall be protected by a 50-foot natural buffer from the jurisdictional wetland line where adjacent to developable land. If Dove Pond is not included as part of a regional stormwater management system to provide flood protection for downstream off-site properties as provided by Policy LU 13.1.5 and Policy LU 13.1.7, then Dove Pond shall be protected by a 50 foot natural buffer from jurisdictional wetlands where adjacent to developable land.

(5) The primary open space systems shall be open to the general public and be designed to provide connections with the Miccosukee Canopy Road Greenway at multiple locations, and to integrate internal recreational multi-use paths with the

~~greenway's trails. Connections to future regional greenways shall be considered in the design of the primary open space systems.~~

~~(6) The primary open space systems shall be designed to provide additional buffering as established in PUD Concept Plans for designated canopy road protection zones, in addition to the required 100-foot setback, where feasible.~~

~~(7) The primary open space system in the Heel may include a portion of the existing Miles Johnson Road with the consent of the local government with jurisdiction and construction of new roads adjacent to and on each side of the Miles Johnson Road roadbed and canopy.~~

~~(8) Primary open space may be privately owned, or be dedicated to the public by conveyance to a general- or special-purpose local governmental entity; or be designated as part of the statewide system of greenways and trails pursuant to state law. Privately owned open space/greenways shall, at a minimum, guarantee designated public trail access in perpetuity at the time of development. All required conservation easements will be placed over the conservation and preservation areas in accordance with local government regulations.~~

~~(9) The primary open space systems shall each have a management plan approved by the local government with jurisdiction in order to protect the values for which they were designated. The management plans may be adopted in phases so long as they are consistent with one another. Protection of the primary open space systems, including any preservation or conservation areas located within them, shall be provided by conservation easements and other measures consistent with Chapter 5, Environmental Management, Tallahassee Land Development Code or the Leon County EMA, whichever is applicable, except as otherwise provided by Policy LU 13.1.5 and Policy LU 13.1.7. Conservation easements within the City will be required consistent with City Growth Management Department's written policy. Conservation and preservation areas placed in conservation easements may be used toward satisfying the urban forest/ landscaping requirements of Chapter 5, Environmental Management, Tallahassee Land Development Code or the Leon County EMA, whichever is applicable.~~

~~(10) Acreage in the primary open space systems shall be counted toward satisfying the open space requirement established in PUD Concept Plans as provided by Policy LU 13.1.7.~~

~~(11) The following guidelines shall apply to uses within the primary open space systems as established in PUD Concept Plans:~~

~~(A) Passive recreation improvements that are natural resource-oriented, such as hiking, biking and riding trails and passive parks, may be constructed in the primary open space systems. Also allowable are community facilities such as bandshells, amphitheaters, gazebos and other improved gathering places if designed for non-vehicular and pedestrian access only, provided these activities are reviewed and approved as part of the management plan required for the conservation easement, when these activities are located such that impact to the conservation and preservation area is minimized and at the same time the overall purpose of the conservation easement is protected.~~

~~(B) Wildlife management areas may be included in the primary open space systems with protective measures addressed in the management plans, in accordance with Chapter 5, Environmental Management, Tallahassee Land Development Code or the Leon County EMA, whichever is applicable.~~

~~(C) Public roads and utilities may cross through the primary open space systems if no alternative route can be secured and impacts are minimized. Except for existing roads and specifically located existing road access easements, subject to the requirements of Policy LU 13.1.4 (2)(B) (related to an additional access to Miccosukee Road), the location of the roads shown on Figures 13-3, Toe Generalized Transportation Plan and Figure 13-4, Heel Generalized Transportation Plan, are approximate.~~

~~(D) Stormwater management facilities may be located in the primary open space systems subject to design criteria in the PUD Concept Plans and consistent with protection of conservation and preservation features pursuant to the Comprehensive Plan and Chapter 5, Environmental Management, Tallahassee Land Development Code or the Leon County EMA, whichever is applicable. Dove Pond may be utilized as part of a regional stormwater management system to provide flood protection for downstream off-site property owners in the Tri-Basin Study Area as provided the criteria in Policy LU 13.1.5 (4) and Policy LU 13.1.7 are met. Each other stormwater management facility must be evaluated in terms of impacts and meet the requirements of the Comprehensive Plan and Chapter 5, Environmental Management, Tallahassee Land Development Code or the Leon County EMA, whichever is applicable. If stormwater facilities are contained within the primary open space, then the public or private agency responsible for maintenance shall be allowed to perform necessary maintenance of these facilities consistent with each facility's level of service. Conservation and preservation areas are not to be used as conveyances for increased stormwater rates from development. The Stormwater Facilities Master Plan shall identify areas where drainage easements will be needed for proper maintenance of stormwater conveyances located within conservation and/or preservation areas.~~

~~(E) Access facilities for canoes and other watercraft without internal combustion engines may be located in the primary open space system. Fueling facilities shall not be allowed. If access facilities are located in conservation or preservation areas these activities shall be reviewed and approved as part of the management plan required for the conservation easement, when these activities are located such that impact to the conservation and preservation area is minimized and at the same time the overall purpose of the conservation easement is protected.~~

~~(12) The cemetery in the Toe shall be protected as provided by state law. The churches owning the cemetery should fence the cemetery and prohibit disturbance.~~

~~Policy 13.1.3: Land Use~~ **~~(EFF. 12/10/02; REV. EFF. 7/20/05; REV. EFF. 8/27/17)~~**

I. Land Use

The Toe and Heel shall contain an integrated mixture of uses that allows a broad range of residential, commercial, office, employment, recreation and civic, institutional and community uses with varying densities and intensities of use. The intent of this policy is to create a community pattern of multiple neighborhoods that are compact and walkable, with a mixture of uses, diversity of housing types and prices, and interconnected fine-grained street systems. A mix of uses should be encouraged throughout each phase of development and at buildout. Neighborhood densities and development intensities generally should be arranged in a hierarchical continuum radiating from center to edge. Pedestrian accessibility should be given precedence over automobile convenience as established in PUD Concept Plans.

(1) Land uses in the Toe and Heel shall be assigned on the basis of the following categories as established in PUD Concept Plans:

(A) EMPLOYMENT CENTER

Employment centers shall be located proximate to major transportation arteries in order to provide jobs for residents as well as regional employment opportunities. Employment centers are intended to contain a mix of uses and not be a single-use environment. They shall be designed with shared parking opportunities for nonresidential uses that have peak parking demands other than during normal office hours. An employment center shall range in size between 15 acres and 150 acres. Allowable uses include office, hotels and inns, light industrial, warehousing and distribution, laboratories, research, printing, banks, retail, restaurants and cafes, infrastructure including stormwater management facilities, civic, religious and institutional uses and educational uses. Residential uses shall not be allowed except when located above the ground floor in mixed-use office buildings.

Development intensities shall range from 8,000 square feet per acre to 15,000 square feet per acre. Ground-floor, pedestrian-friendly uses should be included to provide walk-to shopping opportunities. A minimum five percent on-site open space requirement shall be required for each preliminary plat in an employment center.

(B) TOWN CENTER

Town centers shall be planned as compact, efficient nodes. Traffic calming measures such as onstreet parking, buildings close to the road with parking in back, streetscape, and other such solutions shall be utilized to create a pedestrian-friendly, walkable center. A town center shall range in size between 10 to 30 acres and contain uses that serve surrounding neighborhoods as well as those traveling through the area. Uses shall be mixed horizontally and vertically to the maximum extent feasible. It is the design intent to plan for multiple storefronts and multiple retailers in town centers so all of the available retail space is not aggregated into one or two "big-box" stores. Allowable uses include office, retail, restaurants, bed and breakfasts, hotels and inns, theaters and other entertainment venues, specialty retail, grocery stores, residential, home occupational uses, and civic, religious and institutional uses (including day care services for children and adults).

~~Development intensities in town centers shall range from 8,000 square feet per acre up to 20,000 square feet per acre. Residential densities shall be allowed up to 16 dwelling units per acre with no minimum density required. Residential uses shall be encouraged above ground floor retail and other nonresidential uses. Town centers shall be planned on a block system with a gridded road network and on-street parking.~~

~~Stormwater management facilities shall be located outside of town centers to promote a compact, pedestrian-oriented development pattern except where alternative sites for stormwater facilities are not reasonably available. Community open space in the form of public squares and greens shall be planned as a focal point for a town center. No minimum on-site open space shall be required on each preliminary plat.~~

~~(C) NEIGHBORHOOD CENTER~~

~~Neighborhood centers shall allow small retail, specialty retail, office, restaurants, services, residential and other uses (including day care services for children and adults) that support residential uses within a neighborhood. These centers are also intended to function as a neighborhood focal point and are envisioned to have churches, town squares, and other civic, religious, and institutional uses. The neighborhood centers shall range in size from 5 to 8 acres and shall be designed to create a pedestrian-friendly environment. Traffic calming measures, such as on-street parking, buildings up close to the road with parking in back, streetscape, and other such solutions, shall be utilized to create a pedestrian-friendly, walkable center.~~

~~Development intensities in the neighborhood center shall range from 4,000 square feet per acre to 12,500 square feet per acre. The maximum residential density in the neighborhood center shall be 16 units per acre. No minimum density shall be required. Residential uses shall be encouraged above ground-floor retail and other nonresidential uses. Community open space in the form of village squares and village greens shall be planned as the focal point of a neighborhood center. No minimum on-site open space shall be required for each preliminary plat.~~

~~(D) MULTI-FAMILY RESIDENTIAL~~

~~Multi-family residential areas shall include residential units with a maximum density of 16 units per acre and a minimum density of 8 units per acre. Allowable uses include town homes, apartments, condominiums and other multi-family uses, single-family attached and detached residential units, office as a ground-floor use with residential uses above or in a live-work unit, civic, religious and institutional uses, infrastructure including stormwater management facilities, parks and recreation. A minimum 10 percent on-site open space shall be required on each preliminary plat.~~

~~(E) RESIDENTIAL HIGH DENSITY~~

~~Residential high-density areas should be within easy walking distance of town and neighborhood centers and/or arranged along either side of some of the internal roads. The maximum allowable density shall be 10 units per acre and~~

the minimum density should be 4 units per acre. Allowable uses include residential, civic, religious and institutional uses, parks and recreation, and infrastructure including stormwater facilities. A minimum of 10 percent on-site open space shall be required on each preliminary plat.

(F) RESIDENTIAL MEDIUM DENSITY

Residential medium density areas shall include single-family residential uses up to a maximum density of 4 units per acre with a minimum density of 2 units per acre. Allowable uses include residential, parks, open space and other recreational uses, civic, religious and institutional uses and infrastructure including stormwater facilities. These areas shall have an interconnected local road system with a range of lot sizes. A minimum of 15 percent on-site open space shall be required on each preliminary plat.

(H) RESIDENTIAL LOW DENSITY

Residential low-density areas shall include single-family residential uses with a maximum density of 2.5 units per acre and a minimum of 1 unit per acre. Allowable uses include residential, parks, open space and other recreational uses, civic, religious and institutional uses and infrastructure including stormwater facilities. A minimum of 15 percent on-site open space shall be required on each preliminary plat.

(I) RESIDENTIAL ESTATE

Residential estate areas shall include single family residential uses up to a density of up to 1 unit per acre. Allowable uses include residential, parks, open space and other recreational uses, civic, religious and institutional uses and infrastructure including stormwater facilities. A minimum of 15 percent on-site open space shall be required on each preliminary plat.

(J) SCHOOLS AND COMMUNITY USES

The school and community uses category is intended for public and private schools, as well as a broad range of community, civic, religious and institutional uses, including but not limited, to libraries, fire stations, police stations, civic educational centers, places of worship and supporting uses, community centers and clubhouses. School support facilities are also allowable, and include but are not limited to, play fields, gymnasiums, and other education-related uses. A minimum of 15 percent on-site open space shall be required on each preliminary plat.

(2) Land uses should develop on the Toe, shown in Figure 13-1, consistent with the following locational criteria as established in PUD Concept Plans:

(A) One or more town centers should be located at strategic points along Welaunee Boulevard with no more than one each in the eastern and western sections.

(B) One or more neighborhood centers should be located at strategic points along Welaunee Boulevard with no more than one each in the eastern and western sections.

I. Land Use

(C) Town and neighborhood centers shall be located within a one-quarter mile walking radius from the majority of the denser residential areas.

(D) Town and neighborhood centers, higher-density residential areas and the primary open space system shall be located proximate to school and community uses when feasible.

(E) School and community uses shall be located proximate to town or neighborhood centers, higher density residential areas and the primary open space systems when feasible.

(F) Residential medium density areas generally shall be located within one-quarter mile walking distance from town and neighborhood centers.

(G) Residential low density and residential estate areas shall be located outside the one-quarter mile walking radius from town and neighborhood centers. Residential areas adjacent to the Miccosukee Canopy Road Greenway or along currently designated canopy roads shall be either residential low density or residential estate.

(H) Institutional uses (including but not limited to an elementary school, senior citizens' activity center, assisted living facility, adult living facility, rehabilitation center, and adult care/memory unit) may be located in any land use district in the Toe.

(3) Unless developed pursuant to Policy LU 13.1.9, land uses should develop on the Heel, shown on Figure 13-2, consistent with the following locational criteria as established in PUD Concept Plans:

(A) Employment centers should be located as follows:

(i) An employment center should be proximate to the interchange of Interstate 10 and U.S. 90 and be compatible with nearby residential and mixed-use development. This employment center shall have direct access to an arterial, which will traverse the Heel.

(ii) An employment center should be located in the southern section of the Heel with direct access to U.S. 90. To minimize traffic loadings on U.S. 90, this employment center shall be connected to the Heel by internal roadways.

(B) No more than one town center may be located in the central section of the Heel proximate to residential areas. Employment centers should be located preferably within a one-quarter mile walking radius of the town center to provide restaurants, services, retail and other uses for employees.

(C) No more than two neighborhood centers may be located in the northern section of the Heel within a one-quarter mile walking radius of nearby residential development. No more than one neighborhood center may be located in the central section of the Heel.

(D) Town or neighborhood centers shall be located at the center of a one-quarter mile walking radius from the majority of the denser residential areas.

(E) School and community uses shall be located proximate to town or neighborhood centers, higher density residential areas and the primary open space system when feasible.

(F) Residential areas adjacent to the Miccosukee Canopy Road Greenway or along currently designated canopy roads shall be either single-family residential low density or single-family residential estate.

(G) Residential estate areas should be located in the northeastern section of the Heel adjacent to existing estate-type rural residential areas on adjacent lands.

Policy 13.1.4: Transportation **(EFF.12/10/02; REV.EFF.7/20/05; REV. EFF. 8/27/17)**

The transportation systems on the Toe and Heel, in addition to the arrangement of land uses, shall be designed to capture internal trips, promote alternatives to single-occupancy vehicle travel and support a mixed-use development pattern. The transportation network for the Toe and Heel shall support and enhance livable community concepts while meeting level of service standards. It is the intent of this policy to create communities and supporting transportation systems that encourage walkability and pedestrian accessibility, provide a road network with connectivity on-site and to surrounding areas, relieve pressure on canopy roads, minimize environmental impacts and encourage transit and other modes of transportation. Except for existing roads and specifically located existing access easements, subject to the requirements of Policy LU 13.1.4 (2)(B) (related to an additional access to Miccosukee Road), the location of the roads shown on Figures 13-3 Toe Generalized Transportation Plan and Figure 13-4 Heel Generalized Transportation Plan are approximate.

(1) These general transportation guidelines shall apply on the Toe and Heel as established in PUD Concept Plans and shown in Figure 13-3 and Figure 13-4, respectively:

(A) A fine-grained network of internal roads shall provide alternative travel routes and ensure that all roadways operate at acceptable levels of service at buildout.

(B) All land uses shall provide for alternative modes of transportation, with connections to the transit hub and bus shelters. The nature of and extent of any required accommodations shall vary based upon business size.

(C) Recreational and alternative transportation multi-use paths shall be planned internally for bicycle and pedestrian travel and shall be incorporated into the primary open space systems when feasible. The paths shall accommodate bicyclists, pedestrians and other forms of recreational use and connect to the Miccosukee Canopy Road Greenway at multiple locations consistent with the Miccosukee Canopy Road Greenway Management Plan.

(D) Multi-modal facilities (for motorists, cyclists, and pedestrians) shall be provided on all collector and arterial roads.

I. Land Use

(E) Traffic-calming measures shall be utilized on local roads where significant pedestrian activity is expected.

(F) All access roads through a designated canopy road protection zone shall minimize disturbance to the canopy and understory in consultation with the City's Urban Forester. Utilities shall be collocated in these access roads when feasible.

(G) Transit shall be encouraged through planning and design by focusing density in areas where transit can serve the largest number of potential passengers. Bus shelters shall be provided by the developer at locations designated by Taltran.

(H) The road network in the Toe shall:

(i) Promote and enhance a livable community pattern, including mixed use and a pedestrian environment;

(ii) Protect the adjacent canopy roads by relieving traffic pressure on them;

(iii) Enhance the scale and pedestrian accessibility of town and neighborhood centers along Welaunee Boulevard, and

(iv) Provide for adequate road capacity to serve the development.

(I) Whenever possible, neighborhoods need to be interconnected and not solely dependent upon Welaunee Boulevard for ingress and egress. The street pattern should be planned to accommodate the highest frequency of street crossings in the town and neighborhood centers with decreasing frequency through residential areas and the least number of crossings in low density or "country" areas.

(J) No residential driveways shall connect directly to Welaunee Boulevard or the Shamrock South extension on the Heel. Direct access to canopy roads shall not be permitted for any residential or non-residential uses. Roadways within the Toe and the Heel will be designed so road access through designated canopy road protection zones will not be necessary except as otherwise expressly allowed in Policy 13.1.4.

(2) The following transportation guidelines shall apply in the Toe as established in PUD Concept Plans and shown in Figure 13-3:

(A) A transit hub for the transfer of passengers between bus routes shall be provided in a town or neighborhood center. The transit hub shall include facilities to accommodate up to four buses on a site not to exceed two acres and which is adjacent to available parking that can accommodate park and ride vehicles.

(B) Road access to the Toe from Miccosukee Road shall occur only within the existing road access easements across the Miccosukee Canopy Road Greenway at Arendell Way and Edenfield Road. In addition, road access to the Toe from Miccosukee Road at Dempsey Mayo within the existing road access easement may be approved in a PUD Concept Plan if it is determined by the local government with jurisdiction, based on analysis, that such a connection would

have a desirable impact on the Miccosukee Canopy Road. All impacts to the canopy road protection zone from such access roads shall be minimized.

(C) Road access to the Toe from Fleischmann Road shall be provided in accordance with City standards and subject to City approval.

(D) Road access to the Toe from Centerville Road shall be provided at one location.

(E) Welaunee Boulevard shall be designed consistent with a mixed-use development pattern and a pedestrian-friendly environment.

(i) It is the intent to promote the Welaunee Boulevard corridor as a "livable" roadway that supports and enhances a pedestrian-friendly environment. The character of this roadway, and the land uses along it, should be protected to ensure that strip development and auto-dependent land uses do not occur. Welaunee Boulevard should be designed to minimize changes to the natural contours of the landscape and vegetated areas along its length. Welaunee Boulevard should be designed so that the character of the roadway changes along its corridor.

(ii) In the "town" sections, Welaunee Boulevard should have a narrower right-of-way with roadway sections to be determined at the time of the PUD Concept Plans which may include on-street parking. Buildings should be placed close to the right-of-way with parking located behind. Pedestrians should have priority in the town and neighborhood centers. The highest number of road connections from the adjacent street network should occur in the town sections. Higher density residential uses and non-residential uses should be planned in the town sections.

(iii) In the "country" sections, land uses along the roadway should be lower density residential or open space. In these country sections, the design of the road shall minimize environmental impacts by utilizing split profile sections and wide medians to respond to topography and preserve vegetation. Right-of-way width shall vary consistent with the character of the area it is traversing while meeting level of service demands. Right-of-way in these areas shall accommodate medians with landscaping and may provide for an "eyebrow" road or, if necessary, accommodate a split-section profile for the purpose of minimizing environmental impacts.

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

(G) Construction of Welaunee Boulevard shall be phased to accommodate transportation impacts from approved development of the Toe. The roadway phases shall be consistent with the Urban Services-Development Agreement

between the City of Tallahassee and Powerhouse, Inc. dated April 15, 1990 as may be amended from time to time (referred to as the Urban Services Agreement) and shall be established in PUD Concept Plans in a manner that complies with the adequate public facilities requirements of this comprehensive plan and the land development code.

(3) The following transportation guidelines shall apply in the Heel as established in PUD Concept Plans and shown in Figure 13-4:

(A) Road access to the Heel from U.S. 90 shall occur in compliance with Florida Department of Transportation rules including the Shamrock South extension, which will traverse the Heel.

(B) Contingent upon approval by the Tallahassee-Leon County M.P.O., the Shamrock South extension between Miccosukee Road and U.S. 90 will be shown on the 2025 updated long-range transportation plan as a component of the cost-feasible plan, consistent with the Urban Services-Development Agreement between the City of Tallahassee and Powerhouse, Inc. dated April 15, 1990 as may be amended from time to time (referred to as the Urban Service Agreement).

(C) Road access to the Heel from Miccosukee Road shall occur only at the existing Miles Johnson Road intersection and the Shamrock South extension, which will traverse the Heel, including the Miccosukee Canopy Road Greenway.

(D) Two roads may be constructed adjacent to the Miles Johnson Road roadbed and canopy if the local government with jurisdiction approves of incorporation of the existing Miles Johnson Road into the primary open space system.

(4) In PUD Concept Plans, the local government with jurisdiction shall require development on the Toe and Heel, respectively, to implement Transportation Demand Management (TDM) strategies, as appropriate, to reduce single-occupancy vehicle trips. Such strategies may include, but are not limited to, alternative work schedules, transportation allowances (carpool and vanpool programs), guaranteed ride home programs, telecommuting, transit supportive facilities (bus stops, shelters, etc.), and additional bicycle and pedestrian facilities and equipment.

Policy 13.1.5: Public Facilities **(EFF. 12/10/02; REV. EFF. 7/20/05)**

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

I. Land Use

(1) Potable water, sanitary sewer, electricity and natural gas service shall be provided to development on the Toe and Heel pursuant to the existing Urban Services-Development Agreement.

(2) All stormwater management facilities shall be designed to meet treatment standards for Outstanding Florida Waters (OFW) (i.e. the first .75 inches of rainfall) or the applicable local standard, whichever is greater. Maintenance responsibility for all stormwater management facilities shall be provided as established in the Stormwater Facilities Master Plan and the Urban Services Agreement. Facilities which are dedicated to the City must be constructed to City standards.

(3) Dove Pond may be incorporated into a regional stormwater management system and be utilized for the storage of treated stormwater to provide flood protection for downstream off-site property owners provided:

(A) It can be shown through the completion of an Environmental Impact Analysis (EIA) incorporated into a Stormwater Facilities Master Plan (SFMP) that, with any increase in flood volume or flood stage, the wetlands and associated conservation and preservation areas are minimally impacted.

(B) Such use may be undertaken only with the landowner's express approval.

(C) Public agencies shall pay a pro rata share of capital costs based on the off-site stormwater runoff to be stored in Dove Pond during flood events, provided the landowner makes available the necessary land or rights of use at no cost to the public contemporaneous with issuance of a final local development order which establishes and allocates buildout stormwater capacity for the Toe.

(D) Local government funding shall not be utilized for the portion of any stormwater management facilities necessary to accommodate on-site development.

(E) Criteria in Policy 13.1.7 are also achieved.

(4) To provide flood protection for downstream off-site property owners in the Tri-Basin Study Area, inter-basin transfers of stormwater may be permitted between sub-basins of the Welaunee Closed Basin and from the Welaunee Closed Basin to the Lafayette Oaks and Pedrick Closed Basins through a public conveyance system. Such transfers may occur only from Dove Pond as provided by this policy and Policy LU 13.1.7 and shall be deemed consistent with Policy 1.1.5 [SM], Policy 2.2.5 [C] and Chapter 5, Environmental Management, Tallahassee Land Development Code or the Leon County EMA, whichever is applicable, when they comply with these criteria:

(A) Approval by the local government with jurisdiction of a regional stormwater management plan for the Tri-Basin Study Area, based on a detailed assessment indicating minimal negative impacts to water quality, quantity and rate of discharge due to inter-basin transfers to the receiving watershed.

(B) Approval of public funding, in an adopted local government budget, for off-site stormwater management facilities required by the regional plan.

I. Land Use

(5) Facilities which discharge to or from an isolated or aggregated closed basin shall provide storage for the post-development increase in runoff volume for the 100-year, 24-hour critical storm.

(6) Facilities which discharge to Lake Lafayette shall provide both treatment and attenuation for storms consistent with the requirements of Chapter 5, Environmental Management, Tallahassee Land Development Code or the Leon County EMA, whichever is applicable.

(7) The landowner shall reserve for future dedication, to the City of Tallahassee, a site for fire protection and emergency services, not to exceed two acres.

(8) Unless developed pursuant to Policy LU 13.1.9, a 24-acre site for a 500-pupil elementary school for Leon County Schools shall be reserved for future dedication to the Leon County School Board in the Heel proximate to residential areas, a town or neighborhood center and the primary open space system, with off-site stormwater management provided through a regional system. Impacts to existing public schools shall be addressed during the development review process as required by this comprehensive plan, provided that the fair market value of the school site, any off-site stormwater treatment and storage capacity and any other land or improvement to support a public school shall be a credit, on a dollar-for-dollar basis, against any fee or exaction for public school impacts.

(9) Public facilities and improvements necessary to serve development on the Toe and Heel may be financed, planned, established, acquired, constructed, reconstructed, enlarged, extended, equipped, operated or maintained by one or more community development districts subject to the requirements of Chapter 190, Florida Statutes.

(10) Prior to approval of the first PUD Concept Plan on the Toe or the Heel, except as allowed by Policy LU 6.2.4, a Stormwater Facilities Master Plan (SFMP) shall be prepared by the applicant and approved by the local government for the entire Toe and the entire Heel. The SFMP shall accommodate stormwater flows from full build out conditions from any upstream offsite property and the entire Toe or the entire Heel, as applicable. The SFMP shall, at a minimum, identify regional impacts to flood extents and stormwater conveyance, establish infrastructure requirements necessary to manage stormwater in compliance with local, state and federal regulations, document the phasing, implementation and easement reservations necessary to serve full build-out and facilitate environmental and stormwater permitting. To accomplish these goals, the SFMP shall provide analysis and design of the primary stormwater system based on detailed hydrologic and hydraulic modeling of existing and post-development conditions. The analysis shall incorporate existing land use, soils and topographic data, the conceptual land use plan, stage and water quality monitoring data and the applicable results and findings of the Natural Features Inventory and Environmental Impact Assessment. The design shall provide general parameters associated with the primary stormwater management facilities, drainage easements and conservation easements necessary to serve the development under full build-out conditions. Flood extents delineated by the SFMP shall allow identification of the 100-year flood exclusion area. No habitable structures shall be constructed within the post-

development (full build-out) 100-year floodplain. The SFMP's scope of work shall be approved by local government prior to development of the SFMP.

NOTE: Notwithstanding the above, the Heel may be developed under Policy LU 13.1.9, in which case the guidelines stated above will be adjusted to reflect the requirements of Policy LU 13.1.9.

Policy LU 13.1.6: General Design Standards **(EFF. 12/10/02; REV. EFF. 7/20/05)**

PUD Concept Plans shall incorporate design standards that will insure and guide mixed-use, integrated development that is pedestrian-friendly. In addition to the general design standards set forth in other policies, which support Land Use Objective 13.1, PUD Concept Plans shall be consistent with these general design standards:

(1) Sidewalks shall be provided throughout the Toe and Heel as follows:

(A) On both sides of Welaunee Boulevard. Sidewalks shall also be provided on both sides of collector roads and arterial roads in the Toe.

(B) On both sides of the Shamrock South extension which will traverse the Heel and on all other arterial and collector roadways in the Heel.

(C) On both sides of all streets in employment centers, town centers, and neighborhood centers.

(D) On one side in residential low-density and residential estate areas.

(E) On one side (fronting residences) of the two roads running parallel to Miles Johnson Road if it is closed to through traffic and incorporated into the primary open space system.

(F) Sidewalks shall be provided on both sides of streets in residential medium-density and residential high-density areas.

(2) On-street parking shall be accommodated where feasible in neighborhood and town centers and shall be credited toward parking requirements as specified in PUD Concept Plans.

(3) In town and neighborhood centers, parking shall be provided in the rear of buildings to the maximum extent feasible. Buildings shall be oriented to the street and designed with minimal setbacks from the road to promote a pedestrian-friendly environment. Criteria for a variance from build-to and setback lines may be established in PUD Concept Plans.

(4) PUD Concept Plans shall include integrated parking management strategies designed to achieve more efficient utilization of parking resources, mitigate peak travel demand and optimize the return on investments in public right-of-way. Integrated parking management strategies may include shared parking plans, short term parking plans, parking areas "unbundled" from specific buildings, parking spillover prevention measures and time-limit strategies for on-street parking. Reductions from generally applicable parking space standards shall be granted in PUD Concept Plans when justified on the basis of integrated parking

~~management strategies, the mixed-use character of various portions of the development or other professionally accepted methodology.~~

~~(5) Town centers shall be designed as a marketplace for a variety of retailers to ensure that not all retail space is aggregated into one or two single "big-box" retail buildings.~~

~~(6) Building heights in town centers and neighborhood centers shall not exceed 65 feet from grade. Building heights in other land use categories shall be established in PUD Concept Plans at heights compatible with development in mixed-use centers and other land uses.~~

~~(7) Property signage in non-residential areas shall be provided in a coordinated manner that is compatible with the architectural vernacular and scale of development. It shall be consistent with a master signage plan established in PUD Concept Plans.~~

~~(8) Landscaping in common areas, residential areas, along roadways and in town, neighborhood and employment centers shall utilize only drought-resistant native plant species in an approved plant list established in PUD Concept Plans.~~

~~(9) Landscaping in town centers, neighborhood centers, employment centers and residential areas located within a one-quarter mile walking distance of those centers shall include street trees identified in an approved plant list established in PUD Concept Plans.~~

~~(10) Stormwater management facilities shall be designed consistent with the "Stormwater and Erosion and Sediment Control Best Management Practices for Developing Areas" as described in Chapter 6 of the FDEP Florida Development Manual, Appendix F of the Concurrency Manual and subject to local government approvals. During construction, sediment and erosion control shall be required as specified in Chapter 8 of the "Erosion and Sediment Control Handbook" (Goldman, Jackson, Bursztynsky).~~

~~(11) Constructed stormwater management facilities may be utilized to satisfy the open space requirements established in the PUD Concept Plans if the following general design standards are met:~~

~~(A) Stormwater management facilities shall be designed and constructed using predominantly non-angular, freeform, curvilinear contouring that visually integrates the facility into the overall landscape design.~~

~~(B) Retaining walls may be incorporated to maximize storage volume and to minimize excessive grade changes or tree removal, but may not exceed 50 percent of the limits of the facilities perimeter and may not exceed six feet in height. Terraced side slopes utilizing multiple retaining walls may be used when augmented with landscaping between retaining walls.~~

~~(C) Stabilized side slopes exceeding 4:1 slopes shall be planted with either artificial, erosion-resistant materials or with appropriate vegetative cover.~~

~~(D) Perimeter landscaping is a part of the design of the stormwater facility for dry retention/detention facilities as well as wet detention/treatment facilities.~~

~~(12) Integrated mixtures of land uses shall be located and designed to be consistent with comprehensive crime prevention strategies of natural surveillance, territorial reinforcement and natural access control.~~

~~*Policy 13.1.7: Allowances* **(EFF. 12/10/02; REV. EFF. 7/20/05)**~~

~~Development shall be designed on the Toe and the Heel to be consistent with the thresholds for impacts established in the Comprehensive Plan and Chapter 5, Environmental Management, Tallahassee Land Development Code or the Leon County EMA, whichever is applicable. Notwithstanding any other provisions of this Comprehensive Plan, development of the Toe and Heel may be subject to the following provisions as established in PUD Concept Plans:~~

~~(1) To reduce downstream flooding of off-site property owners in the Tri-Basin Study Area, Dove Pond may be utilized for the storage of treated stormwater as provided by this policy and Policy LU 13.1.5. If after the completion of the Environmental Impact Analysis (EIA) and Stormwater Facilities Master Plan (SFMP) it can be shown that impact to the wetlands and associated conservation and preservation areas have been minimized and that the impact to conservation and preservation areas is determined to be greater than 5 percent as allowed in Comprehensive Plan Policy 1.3.11[C], the Public Linear Infrastructure Variance process may be utilized to authorize the public regional stormwater management facility subject to the following:~~

~~(A) Local government approval of a regional stormwater plan for the Tri-Basin Study Area, based on a detailed assessment indicating minimal negative impacts to wetlands, water quality, quantity and rate of discharge both on-site and off-site due to inter-basin transfers to the receiving watershed.~~

~~(B) Approval of public funding, in an adopted local government budget, for off-site stormwater management facilities required by the regional plan.~~

~~(C) Impacts shall be permitted only when demonstrated to be the minimal impacts reasonably necessary to implement the regional plan.~~

~~(2) If Dove Pond is not utilized as a public regional stormwater management facility, then use of Dove Pond as a stormwater management facility must be evaluated in terms of impacts and meet the requirements of the Comprehensive Plan and Chapter 5, Environmental Management, Tallahassee Land Development Code or the Leon County EMA, whichever is applicable.~~

~~(3) To promote creation of the primary open space systems and their integration into the planned mixed-use communities with appropriate credit, the PUD Concept Plans shall establish an open space requirement which includes credit for the primary open space system, protected preservation and conservation areas, areas of constructed landscape and the minimum on-site landscaping required for individual sites set forth in Policy LU 13.1.2. Specific landscape standards and requirements shall be established in PUD Concept Plans. Such standards and requirements shall be designed to meet or exceed, on a cumulative basis, the~~

~~Landscape and Urban Forest requirements in Chapter 5, Environmental Management, Tallahassee Land Development Code or the Leon County EMA, whichever is applicable. These landscape standards shall include, but not be limited to, standards for provision of street trees in town centers and along public roadways, canopy trees and landscaped islands within parking lots, and special consideration of patriarch tree preservation. These standards will be developed to reflect the intent that town and neighborhood centers will be developed in an urban character with minimized setbacks and an emphasis on dense, mixed-use development. Various land uses in the Toe and the Heel shall satisfy the Urban Forest/Landscaping requirements based on thresholds established in the PUD Concept Plans. Such requirements shall be designed to meet or exceed, on a cumulative basis, the landscaping and urban forest requirements in Chapter 5, Environmental Management, Tallahassee and Development Code or the Leon County EMA, whichever is applicable.~~

~~*Policy 13.1.8: Agricultural and Silvicultural Activities*~~ ~~**(EFF. 12/10/02; REV. EFF. 7/20/05)**~~

~~It is the intent of this Policy to ensure that land identified for urban development within the time frame of the Comprehensive Plan is available for development and will not be encroached upon by incompatible land uses. It is also the intent to insure the long-term viability of open space areas and conservation and preservation areas through the proper management of these areas. Open space, conservation and preservation areas are valuable amenities to developing areas. It is intended that agriculture and silviculture uses will continue in the Toe and the Heel up to the point that individual tracts are converted to urban land uses. It is expected that agriculture and silviculture uses will be compatible with the long-term viability of planned open space, conservation, and preservation areas through proper management. It is also expected that the amenity value of those natural resources for urban development will be far greater than their agriculture or silviculture values.~~

~~(1) Agriculture and silviculture will be recognized as an allowable interim use in all land use categories within the Toe and Heel.~~

~~(2) As soon as local government site plan or subdivision approval is granted for any portion of property within the Toe and Heel, agriculture and silviculture activities shall cease to be allowable activities on the land for which local government approval has been granted and shall be phased out as set forth in the development order approving the site plan or sub-division plat. This elimination of agriculture and silviculture uses is intended to apply to parcels of land identified within the site plan or subdivision and to all land included in these parcels, such as land proposed to serve as buffer or open space.~~

~~(3) Prior to subdivision or site plan approval, agriculture and silviculture uses shall be allowed to continue within the Toe and Heel in accordance with the "2000 Silviculture Best Management Practices" as may be amended from time to time, Florida Department of Agriculture and Consumer Services, and existing local government ordinances.~~

(4) Timber harvesting activities shall not be conducted until such time as the landowner has obtained a timber-harvesting permit in accordance with the environmental and stormwater management ordinances of the appropriate local government.

Policy LU 13.1.9 Alternative Heel Program **(EFF. 7/20/05)**

Notwithstanding any other provision of this comprehensive plan, at the election of the landowner or an authorized developer as much as 800 acres in the Heel as depicted on Figure 13-5 may be developed as a separate project, without regard to other development in the Welaunee Critical Planning Area, with a land use designation of "Residential Estate" and a zoning designation of "Residential Acre." Such development shall be reviewed by the City as a residential subdivision and shall be required to meet all normal and customary requirements for such a development under the City's land development regulations, including but not limited to the EMO. Any portion of the Heel developed under this alternative program shall be exempt from the Critical Area Plan except for the following provisions:

(1) LU 13.1.1(6)
(2) LU 13.1.1(8)
(3) LU 13.1.1(9)
(4) LU 13.1.2(1)
(5) LU 13.1.3(1)(H)
(6) LU 13.1.4(1)(F)
(7) LU 13.1.4(1)(J)
(8) LU 13.1.4(3)(A)
(9) LU 13.1.4(3)(B)
(10) LU 13.1.4(3)(C)
(11) LU 13.1.4(3)(D)
(12) LU 13.1.5(1)
(13) LU 13.1.5(6)
(14) LU 13.1.5(10) as modified
(15) LU 13.1.6(8)
(16) LU 13.1.6(10)
(17) LU 13.1.6(11)
(18) LU 13.1.8

Any portion of the Heel depicted in Figure 13-5 not developed under this alternative program shall be subject to the Critical Area Plan as it otherwise would apply. Uses and maximum densities and intensities of use for such portion shall be allocated pro rata based on the uses and maximum densities and intensities of use on Table 5-2 of the data and analysis report for the "Welaunee Critical Area Plan – Toe and Heel" (Jan. 17, 2002).

Objective 13.2: Development Concept for the Welaunee Arch **(EFF. 12/10/02; REV. EFF. 1/11/21)**

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

I. Land Use

Policy 13.2.1: Concept. **(EFF. 1/11/21)**

This Welaunee Arch Master Plan satisfies the requirements of the Tallahassee-Leon County Comprehensive Plan for a planned development master plan in order to foster development on the Welaunee Arch with a region-serving, mixed-use activity center; residential areas with a strong sense of place and a range of diverse housing choices; transportation choices with linkage to commercial services and jobs; and planned recreation and open space.

Policy 13.2.2: Discourage Urban Sprawl. **(EFF. 1/11/21)**

The Welaunee Arch is located wholly within the Urban Services Area. Development within the Arch will discourage urban sprawl by, among other things, directing growth to a next-in-line area identified for future urban development since 1990; promoting walkable, connected neighborhoods that support a range of housing choices; implementing a multimodal transportation system that supports the internal capture of transportation trips; creating a balance of residential and nonresidential land uses through integrated, mixed-use centers and diverse housing types in close proximity to nonresidential uses; promoting the efficient and cost-effective provision or extension of public facilities and services; protecting and preserving natural resources; protecting environmentally sensitive lands; and providing public recreation and open space.

Policy 13.2.3: Implementation. **(EFF. 1/11/21)**

The Welaunee Arch Master Plan shall be implemented by one or more Planned Unit Development (PUD) Concept Plans, Regulating Plans with Form-based Codes, or other implementing plan as allowed by the Comprehensive Plan at the time of development. All such plans are referred to herein as Planned Development Concept Plans or PUD Concept Plans. Such PUD Concept Plans shall be consistent with this master plan and contain guidelines and requirements for land use categories, transportation facilities, access management, and other specific design standards. All PUD Concept Plans shall be consistent with the stormwater facility master plan and with transportation plans for the Phase of the Arch in which they are located, as developed and approved prior to or concurrent with the initial PUD Concept Plan for that Phase. The phasing of development in the Arch shall be consistent with necessary infrastructure and supporting services and the phasing requirements of Policy 13.2.5. Development Phases and PUD Concept Plans shall consider previously approved PUD Concept Plans within the Arch and anticipated development based on Figures 13-5 through 13-7 such that open space, stormwater, and transportation systems are planned and implemented consistent with the Policies in this Welaunee Arch Master Plan portion of the Welaunee Critical Area Plan.

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

~~**I. Land Use**~~

~~LAND USE~~

~~Policy 13.2.4: Land Use Districts. (Eff. 1/11/21)~~

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

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

~~**a. Activity Center.** An activity center zone shall be a mixed-use zone including between 75 and 280 acres. The activity center zone shall be located east of the residential zone, as generally depicted on Figure 13-5, and no closer than 1,000 feet from the Buckhead subdivision. This zone shall contain a diverse mixture of region-serving commercial, office, hotel, and other non-residential uses with a trade area extending beyond the Welaunee Arch. This zone may also contain higher-density residential and public and civic uses that can contribute to the center's vitality and sustainability. Residential densities in this zone shall have a minimum of 10 dwelling units per acre and a maximum of 20 dwelling units per acre for residential development not in vertically mixed-use buildings. Non-residential intensities shall range from 4,000 square feet per acre to 30,000 square feet per acre. The mixture of uses shall be 10% to 55% residential and community services uses and 45% to 90% non-residential uses. The activity center shall be planned on a block system with a gridded road network to facilitate connectivity. Block lengths shall generally be less than 500 feet with block perimeters generally being less than 3,000 feet. Bicycle and Pedestrian paths and drive aisles that directly connect to the parallel street may count as block end points, provided they include pedestrian facilities and accommodations that are required along frontages. Traffic calming measures such as on-street parking, buildings close to the road with parking in back, streetscapes with street trees and landscaping, and other such solutions shall be utilized to create a pedestrian-friendly, walkable center.~~

~~b. **Employment Center.** An employment center zone shall be a mixed-use zone located proximate to major transportation arteries in order to provide jobs for residents as well as regional employment opportunities and shall contain 75 to 280 acres. Employment centers are intended to contain a mix of uses and not be a single-use environment. Allowable uses include office, hotels and inns, light industrial, warehousing and distribution, laboratories, research, printing, banks, retail, restaurants and cafes, infrastructure~~

including stormwater management facilities, civic, religious and institutional uses and educational uses. Residential uses shall not be allowed in Employment Center zones except when located above the ground floor in mixed-use buildings. Development intensities of non-residential uses in the employment center zone shall range from 8,000 square feet per acre to 40,000 square feet per acre. This zone shall be designed with shared parking opportunities for nonresidential uses that have peak parking demands other than during normal office hours. The development of a PUD Concept Plan that includes this zone shall include coordination with Star Metro to include preliminary plans for transit connectivity between this zone and other mixed-use zones in the Arch. The employment center shall be planned on a block system with a gridded road network to facilitate connectivity. Block lengths shall generally be less than 500 feet with block perimeters generally being less than 3,000 feet. Bicycle and Pedestrian paths and drive aisles that directly connect to the parallel street may count as block end points, provided they include pedestrian facilities and accommodations that are required along frontages. Traffic calming measures such as on-street parking, buildings close to the road with parking in back, streetscapes with street trees and landscaping, and other such solutions shall be utilized to create a pedestrian-friendly, walkable center.

c. **Residential.** A residential zone shall be located between the Buckhead subdivision and the mixed-use zones as generally depicted on Figure 13-5. This residential zone shall include between 30 and 100 acres. Residential development density shall be no less than 2 dwelling units per acre and not exceed 6 dwelling units per acre. Accessory dwelling units shall not count towards the residential density in this zone.

d. **Open Space/Greenway.** The Open Space and Greenway area within the Northeast Gateway District includes all open space within the district and may incorporate the adjacent primary open space system as depicted on Figure 13-5. This area shall be consistent with the development standards of Policy 13.2.37. Specifically, an open space zone shall be located along the border with the established Buckhead Neighborhood serving as a buffer between the existing Buckhead Neighborhood and new development in the Arch. This zone shall be no less than 250 feet wide and will include the Welaunee Greenway and existing utility easements. In total, a minimum of 20% of the gross area in Phase 1 shall be designated as Open Space.

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

from the mixed-use center increases. The West Arch District as identified on Figure 13-5 shall be comprised of:

a. Mixed-Use Center. Development of the West Arch District shall include a single mixed-use center designated as either a Town Center zone or Village Center zone.

b. Town Center. A town center zone shall be a mixed-use development planned as a compact, efficient node between 20 and 120 acres in size. A town center shall contain uses that serve surrounding neighborhoods as well as those traveling through the area. Allowable uses include office, retail, restaurants, bed and breakfasts, hotels and inns, theaters and other entertainment venues, specialty retail, grocery stores, residential, home occupational uses, open space, and civic, religious and institutional uses (including day care services for children and adults). The Town Center shall include uses mixed horizontally and vertically. It is the design intent to plan for multiple storefronts and multiple retailers in the town center, so all of the available retail space is not aggregated into one or two "big-box" stores.

Development intensities in the town center shall range from 4,000 square feet per acre up to 30,000 square feet per acre. Individual building footprints for non-residential uses shall not exceed 50,000 gross square feet. Residential densities shall be no less than 8 dwelling units per acre up to a maximum of 20 dwelling units per acre for residential development not in vertically mixed-use buildings. Residential uses shall be encouraged above ground-floor retail and other nonresidential uses. The mixture of uses shall be 10% to 55% residential and community services and 45% to 90% non-residential uses. Town centers shall be planned on a block system with a gridded road network to facilitate connectivity. Block lengths shall generally be less than 500 feet with block perimeters generally being less than 3,000 feet. Bicycle and Pedestrian paths and drive aisles that directly connect to the parallel street may count as block end points, provided they include pedestrian facilities and accommodations that are required along frontages. Traffic calming measures such as on-street parking, buildings close to the road with parking in back, streetscapes with street trees and landscaping, and other such solutions shall be utilized to create a pedestrian-friendly, walkable center. Community open space in the form of public squares and greens or urban forest canopy areas shall be planned as a focal point for a town center. No minimum on-site open space shall be required on each preliminary plat; however, exceptional specimen trees, patriarch trees, and trees of significant size for its species that are in very good health shall be protected.

I. Land Use

e. **Village Center.** A village center zone shall allow small retail, specialty retail, office, restaurants, services, open space, residential and other uses (including day care services for children and adults) that support residential uses within the District. This zone is also intended to function as a neighborhood focal point and is envisioned to have churches, town squares, and other civic, religious, and institutional uses. The village center zone shall range in size from 5 to 50 acres and shall be designed to create a pedestrian-friendly environment. Traffic calming measures, such as on-street parking, buildings up close to the road with parking in back, streetscape with street trees and landscaping, and other such solutions, shall be utilized to create a pedestrian-friendly, walkable center. Block lengths shall generally be less than 500 feet with block perimeters generally being less than 3,000 feet. Bicycle and Pedestrian paths and drive aisles that directly connect to the parallel street may count as block end points, provided they include pedestrian facilities and accommodations that are required along frontages.

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

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

~~**I. Land Use**~~

c. ~~**Residential.** The Residential zone is intended to provide the opportunity for a range of housing choices in proximity to mixed-use land use zones that include nonresidential uses which can provide commercial shopping opportunities to meet daily needs. This zone is intended to provide a transition from the mixed-use center and neighborhood zones to existing development in the Killearn neighborhoods. Residential development shall be limited to a minimum of 2 dwelling units per acre with a maximum density of 10 dwelling units per acre, comparable to the maximum density of the Urban Residential land use category, mixed with open spaces and compatible with protected areas such as the Welaunee Greenway.~~

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

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

~~**a. Mixed-Use Center.** Development of the North Arch District shall include a single mixed-use center designated as either a Town Center zone or Village Center zone as defined in the West Arch District policy.~~

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

c. ~~**Residential.** The Residential zone is intended to provide the opportunity for a range of housing choices in proximity to mixed-use land use districts that include nonresidential uses which can provide commercial shopping opportunities to meet daily needs. Residential development shall be a minimum of 2 dwelling units per acre and shall not exceed a density of 10~~

dwelling units per acre, comparable to the maximum density of the Urban Residential land use category, mixed with open spaces and compatible with protected areas such as the Welaunee Greenway. This zone is intended to provide a transition from the mixed-use center and neighborhood zones to existing development in the Killearn neighborhoods.

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

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

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

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

a. **Clustered Residential.** The cluster residential zone shall be comprised of clustered development that sets aside a minimum of 50% open space as a reserve area, comprised of such things as special development zones, preservation and conservation features, undeveloped uplands, oak-hickory forest, significant trees, passive recreation areas, and stormwater facilities designed as a community amenity. Adjacent open space as designated on

~~Figure 13-5 and consistent with Policy 13.2.37 may be included in the Conservation Design District reserve area calculations for cluster development. The development area shall be the area not set aside as reserve area and shall comprise no more than 50% of the total conservation design district. Within this district, development area shall be located on the least environmentally sensitive areas; be contiguous to the greatest extent practicable; and allow maximum open space to be easily maintained in the reserve area. The development area shall be developed at a minimum of two dwelling units per acre and a maximum of 12 dwelling units per acre. Planned Unit Developments may provide for a density bonus up to 20 dwelling units per acre where more area is set aside than required or where greenways, trails, or other passive recreational opportunities are provided in the reserve area.~~

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

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

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

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

I. Land Use

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

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

b. **Village Center.** The Conservation Design District shall include a Village Center Zone subject to the design standards for a Village Center zone in the West Arch District Policy.

c. **Neighborhood.** The neighborhood zone is intended to provide the opportunity for a range of housing choices integrated with neighborhood scale, non-residential uses in proximity to a mixed-use land use districts that include nonresidential uses which can provide commercial shopping opportunities to meet daily needs. This zone shall be located within ¼ to ½ mile from the edge of the mixed-use center zone. In this neighborhood zone, residential development shall be no less than 4 dwelling units per acre and not exceed 14 dwelling units per acre. The maximum gross intensity allowed for new non-residential development is 20,000 square feet per acre. Building footprints for non-residential uses shall not exceed10,000 gross square feet.

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

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

~~Inventory approved by the City prior to approval of a PUD Concept Plan that includes this District.~~

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

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

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

~~the design and development criteria in Policy 13.2.37. The Conservation and Preservation Areas shall be subject to the design and development criteria of Policy 13.2.38.~~

~~*Policy 13.2.5: Phasing.* **(EFF. 1/11/21)~~**

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

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

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

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

I. Land Use

Table 1. Land Uses in the Welaunee Arch

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

I. Land Use

	Conservation Design Clustered Residential	Maximum 50% of Conservation Design District	n/a	2-12 DU/acre	
	Open Space	Min. 50% gross area as Reserve Area in Phase 2.			
Residential Reserve (Phase 3)	Residential Reserve Clustered Residential	40% of Residential Reserve District	n/a	0-6 DU/acre	
	Open Space	60% gross area as Reserve Area in Phase 3.			
Open Space[3,4]	Open Space	Minimum of 20% of Phase 1; 50% of Phase 2; no less than 60% of Phase 3; and no less than 40% of total area in Welaunee Arch. Open Space includes Conservation and Preservation Areas, Reserve Area, and Primary Open Space Areas.			
	Conservation/ Preservation[5]	Approximately 900 acres (19% of the Arch)			
	Other Open Space	Approximately 1000 acres (21% of the Arch)			

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

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

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

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

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

Policy 13.2.6: Development Totals. **(EFF. 1/11/21)**

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

I. Land Use

Policy 13.2.7: Development Standards for Mixed-Use Zones. **(Eff. 1/11/21)**

The Activity Center, Employment Center, Town Center, and Village Centers (collectively "Mixed-Use Zones") shall be subject to the following development standards in addition to the requirements of Policy 13.2.4:

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

Policy 13.2.8: Inclusionary housing. **(Eff. 1/11/21)**

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

Policy 13.2.9: Housing affordability. **(Eff. 1/11/21)**

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

~~I. Land Use~~

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

~~*Policy 13.2.10: Community Facilities.* **(EFF. 1/11/21)**~~

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

~~*Policy 13.2.11: Essential Services.* **(EFF. 1/11/21)**~~

~~Mixed-use centers and residential neighborhoods shall be designed to facilitate essential services, such as fire, police, and emergency medical services consistent with generally accepted response times. PUD Concept Plans shall include the locations of essential services upon request by and through coordination and formal agreement with the City of Tallahassee and/or the Leon County School Board.~~

~~*Policy 13.2.12: Landscaping.* **(EFF. 1/11/21)**~~

~~All landscaped areas, except athletic playing fields and golf course fairways and greens, shall utilize drought-resistant native plant materials from the "Florida Friendly Landscaping™ Guide to Plant Selection and Landscape Design" or other regionally appropriate plant material guide approved by the City. Landscaping may not include invasive species listed by the Florida Exotic Pest Plan Council. Landscaping in mixed-use and neighborhood zones shall include shade trees planted as street trees. PUD concept plans may include incentives, such as reduced tree mitigation, for shade trees planted as street trees outside of mixed use and neighborhood zones.~~

~~*Policy 13.2.13: Crime Prevention through Design.* **(EFF. 1/11/21)**~~

~~Integrated mixtures of uses shall be located and designed consistent with comprehensive crime prevention strategies of natural surveillance, territorial reinforcement, and natural access control.~~

~~*Policy 13.2.14: General Compatibility.* **(EFF. 1/11/21)**~~

~~Development in the Welaunee Arch shall be compatible with adjoining land uses through measures including but not limited to density and height limitations, setbacks, and~~

vegetative and open space buffers. Unless otherwise specified in this master plan, buffers are not required between or within land use districts in the Welaunee Arch.

Policy 13.2.15: Compatibility with Existing Residential Development. **(EFF. 1/11/21)**

To facilitate compatibility with the existing residential developments located east of Centerville Road and west of Miccosukee Road that are designated as Residential Preservation or Urban Residential-2 on the Future Land Use Map, land in the Welaunee Arch that is within 1,000 feet of such neighborhoods as measured from the boundary of the neighborhood shall be limited to open space, greenways, and residential uses with a maximum density of 6 dwelling units per acre comparable to the Residential Preservation Land Use Category. Mixed Use Land Use districts shall extend no closer than 1,000 feet from these existing residential developments. The location and size of each specific use category shall be depicted on a Planned Unit Development (PUD) Concept Plan.

Policy 13.2.16: Interim Uses. **(EFF. 1/11/21)**

Agricultural and silvicultural uses, whether existing or new, shall be an allowed interim use in any area of the Welaunee Arch on which development is planned to occur, up to and until the start of actual construction on the applicable land.

TRANSPORTATION

Policy 13.2.17: Transportation System. **(EFF. 1/11/21)**

The Welaunee Arch shall be served by a transportation system designed to optimize mobility. Major thoroughfares shall be generally located as depicted on Welaunee Arch Transportation Map, Figure 13-7, with the final location and design to be based upon site-specific environmental, engineering, and related considerations. Thoroughfares connecting through the Arch to areas beyond the Arch shall be arterials designed as boulevards for high vehicular capacity and moderate speeds not to exceed a design speed of 45 miles per hour with sidewalks on both sides of the roadway and bicycle facilities. Thoroughfares connecting mixed use areas within the Arch shall be collectors designed as avenues with high vehicular capacity and low to moderate speeds not to exceed a design speed of 30 miles per hour with sidewalks on both side of the roadway and bicycle facilities. On thoroughfares, a shared use path of adequate width to accommodate bicycle and pedestrian traffic may substitute for the sidewalk on one side of the road and the bike lanes for that facility. Within mixed-use centers and neighborhoods, where feasible based on engineering design criteria and the protection of environmental features, a grid of interconnected streets will provide alternative travel paths. Energy efficiency shall be accomplished in areas that are intended for greater densities and intensities through support of frequent transit service and providing a safe, comfortable and attractive environment for pedestrians and cyclists. Transportation facility needs, including planned future corridors and projected deficiencies on existing facilities surrounding the Arch, resulting from projected development in the Arch as identified through traffic models completed as part of the I-10 Interchange PD&E and/or updates to MPO Long Range Transportation Plans shall be adopted into the applicable Mobility Element

policies and/or figures and updates to the Capital Improvements Element when applicable.

Policy 13.2.18: Internal Trip Capture. **(Eff. 1/11/21)**

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

Policy 13.2.19: Northeast Gateway/Welaunee Boulevard. **(Eff. 1/11/21)**

The Northeast Gateway, which is a major infrastructure project for the entire Welaunee Critical Planning Area, consists of region-serving roads to distribute traffic north, south, east and west from a potential I-10 interchange at Welaunee Boulevard, which was recommended in the Florida Department of Transportation (FDOT) Master Plan Update on February 28, 2013. North of I-10, the roadways that make up the Northeast Gateway include the extension of Welaunee Boulevard from south of I-10 north through the Arch, and the extension of Shamrock South from Centerville Road to U.S. 90 (Mahan Drive). Welaunee Boulevard and Shamrock South Extension are programmed to be constructed by the Blueprint Intergovernmental Agency consistent with the voter-approved Northeast Gateway project and may be phased based upon trip demand. Within the Arch, both Welaunee Boulevard and Shamrock South Extension shall be designed to function as a complete street to promote mobility for multiple users – pedestrians, bicyclists, motorists, and transit riders of all ages. No residential driveways shall connect directly to Welaunee Boulevard or Shamrock South Extension.

Policy 13.2.20: I-10 Flyover or Interchange. **(Eff. 1/11/21)**

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

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

prioritizes pedestrian mobility. Welaunee Boulevard may pass over Interstate 10 unless and until such time that a potential interchange is approved and constructed.

Policy 13.2.21: Right-of-Way Reservation. **(Eff. 1/11/21)**

The landowner shall reserve for future conveyance the right-of-way for Welaunee Boulevard, the Shamrock South Extension, and the I-10 Flyover or Interchange as generally depicted on Welaunee Arch Transportation Map, Figure 13-7. The terms of such reservation shall be consistent with the Urban Services-Development Agreement between the City of Tallahassee and Powerhouse, Inc. dated April 15, 1990, as restated and amended. Rights-of-way shall be restricted to transportation facilities and compatible infrastructure.

Policy 13.2.22: Complete Streets. **(Eff. 1/11/21)**

The transportation system shall be designed with complete streets in accordance with Objective 1.2 [M] and associated policies in the Mobility Element. A PUD Concept Plan shall provide in mixed-use centers for complete streets that include safe and convenient pedestrian facilities reasonably free from hazards and adequately separated from streets that carry high volumes of vehicular traffic and create a reasonable and direct route between destinations. Sidewalks shall be provided on both sides of local streets in mixed-use zones. Sidewalks shall be provided on at least one side of local streets in zones that allow only residential development.

Policy 13.2.23: Bicycle Facilities. **(Eff. 1/11/21)**

A PUD Concept Plan shall include a network of bicycle facilities, including on-street and off-street facilities, which should be coordinated with the open space areas of the Arch. The intent is to provide safe and convenient movement for bicycles reasonably free from hazard and providing a reasonable and direct route between destinations. Bicycle facilities shall be designed where practical to connect to similar facilities in other PUD Concept Plans. Where feasible, a shared-use path of adequate width to accommodate bicycle and pedestrian traffic may substitute for sidewalks and bike lanes. Protected bicycle lanes may be incorporated where feasible. Where bicycle, pedestrian, and/or shared use path facilities intersect the Welaunee Greenway, opportunities shall be provided to access the Greenway.

Policy 13.2.24: Parking in Mixed-Use Centers. **(Eff. 1/11/21)**

In mixed-use centers, vehicular parking shall be located on the street, in parking structures, or off-street at the street level. Off-street parking shall be provided in the rear of buildings where feasible based on engineering design standards and the protection of environmental features, or on the side of buildings and shall be limited in size and scale through such measures as shared parking, parking credits, and maximum parking limits. PUD Concept Plans may include incentives, such as reduced parking or setback requirements, for the use of building-mounted solar systems on parking structures.

~~**I. Land Use**~~

~~*Policy 13.2.25: Canopy Roads.* **(EFF. 1/11/21)**~~

~~Direct access to Canopy Roads shall not be permitted for any residential or nonresidential uses except parks or open space. Road access to the Welaunee Arch shall be provided from Miccosukee Road at no more than three locations. Road access to the Arch shall be provided from Centerville Road in no more than two locations. Canopy Road Zones shall be provided along Miccosukee Road and Centerville Road in addition to the Welaunee Greenway. PUD Concept Plans may include incentives, such as reduced tree mitigation, in return for new roadways being designed and planted with shade trees consistent with the requirements for future canopy road designation.~~

~~*Policy 13.2.26: Transit.* **(EFF. 1/11/21)**~~

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

~~*Policy 13.2.27: Electric, Connected and Automated Vehicles.* **(EFF. 1/11/21)**~~

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

~~*Policy 13.2.28: Transportation Concurrency.* **(EFF. 1/11/21)**~~

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

~~**PUBLIC FACILITIES AND SERVICES**~~

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Policy 13.2.29: Adequate Public Facilities and Services. **(EFF. 1/11/21)**

The supply and delivery of safe and adequate public facilities shall accommodate existing and future development consistent with the Comprehensive Plan. Development in the Welaunee Arch shall be served by adequate public facilities and services as required by law and consistent with the Welaunee Urban Services-Development Agreement, as restated and amended. Public facilities and services may be phased and financed, constructed, owned, operated, or maintained by any entity allowed by law, including but not limited to independent or dependent special districts, property owner associations, homeowner associations, or any combination of such entities. Any such entity may finance public facilities through any means allowed by law.

Policy 13.2.30: Utilities. **(EFF. 1/11/21)**

Potable water, sanitary sewer, and electricity service shall be provided by the City pursuant to the Welaunee Urban Services-Development Agreement, as restated and amended. Private providers shall provide telecommunications services. The installation of utilities may be phased consistent with the level-of-service and availability standards of the Tallahassee Leon County Comprehensive Plan. Utility infrastructure improvements shall occur consistent with the general timing of development, instead of the infrastructure being provided well before development occurs. This timing of infrastructure with development is intended to ensure that there is no stranded or early investment in infrastructure waiting for future development to occur.

Policy 13.2.31: Clean Energy. **(EFF. 1/11/21)**

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

Policy 13.2.32: Energy Efficient Environmental Design. **(EFF. 1/11/21)**

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

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systems that generate threshold MW levels of electricity. This policy does not apply to the Residential Reserve Zone.

Policy 13.2.33: Stormwater Management. **(EFF. 1/11/21)**

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

The SFMP shall take into consideration stormwater flows from full build out conditions from any upstream, off-site property. However, nothing herein shall relieve the upstream, off-site properties from complying with applicable environmental ordinances or standards. The SFMP shall, at a minimum, identify regional impacts to flood extents and stormwater conveyance; establish infrastructure requirements necessary to manage stormwater in compliance with local, state, and federal regulations; document the phasing, implementation, and easement reservations necessary to serve projected full build out; and facilitate environmental and stormwater permitting. To accomplish these goals, the SFMP shall provide analysis and design of the primary stormwater system based on detailed hydrologic and hydraulic modeling of existing and post-development conditions. The analysis shall incorporate existing land uses, soils and topographic data, and the conceptual land use plan (Figures13-5 through 13-7). The design shall provide general parameters associated with the primary stormwater management facilities, drainage easements and conservation easements necessary to serve the development under projected full build-out conditions. Flood extents delineated by the SFMP shall identify the 100-year flood exclusion area under the full build-out condition. No habitable structures shall be constructed within the post-development, full build-out 100-year floodplains or 100-year flood exclusion areas. The SFMP shall incorporate low-impact design best management practices to encourage the disconnection of impervious surfaces and increase the removal of nutrients from stormwater discharges. The SFMP shall also evaluate the existing nutrient pollutant loading to Class III surface water resources and ensure net improvement in the post development condition. The SFMP scope of work must be approved by the City prior to development of the SFMP.

The Stormwater Facilities Master Plan shall identify the feasibility and location of regional stormwater facilities and how they should be designed and constructed as amenities within parks or publicly accessible areas. Stormwater facilities shall be located outside wetlands and floodplains. Stormwater facilities may be located in Open Space that is not wetland or floodplain subject to design standards in a PUD Concept Plan and consistent with protection of conservation and preservation lands required by the comprehensive plan and the Environmental Management Ordinance.

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Policy 13.2.34. Wetlands and Floodplains. **(Eff. 1/11/21)**

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

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

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

Policy 13.2.35. Florida Springs and Aquifer Protection. **(Eff. 1/11/21)**

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

Policy 13.2.36: Schools. **(Eff. 1/11/21)**

Each PUD Concept Plan shall be analyzed for impacts on public schools based upon then-applicable pupil generation rates utilized by Leon County Schools. Schools shall be located in relation to neighborhoods in order to serve residents, provide a focal point for the neighborhoods, and be safely accessible by pedestrians and bicyclists. The co-location of schools, civic spaces, and active parks is encouraged. The City and County shall adhere to the Public School Concurrency and Facility Planning Interlocal Agreement, as required by Section 1013.33, F.S., which establishes procedures for, among other things, coordination and sharing of information; planning processes; school siting procedures; site design and development plan review; and school concurrency implementation. Prior

~~to site plan approval of the 500th residential dwelling unit in Phase 1, a 10-acre site shall be reserved for future dedication to the Leon County School Board proximate to residential areas, a Town or Village center and the primary open space system with off-site stormwater management provided through a regional system. Impacts to existing public schools shall be addressed during the development review process as required by this comprehensive plan, provided that the fair market value of the school site, any off-site stormwater treatment and storage capacity and any other land or improvement to support a public school shall be a credit, on a dollar-for-dollar basis, against any fee or exaction for public school impacts.~~

~~*Policy 13.2.37: Fire and Emergency Services.* **(EFF. 1/11/21)**~~
~~Upon request of the City, PUD Concept Plans shall include identified sites for fire and/or emergency services in coordination and formal agreement with the City.~~

~~RECREATION, OPEN SPACE and CONSERVATION~~

~~*Policy 13.2.38: Primary Open Space System.* **(EFF. 1/11/21)**~~
~~The intent of the Open Space and Conservation strategy is to identify, conserve, manage, restore, and protect significant natural resources during and after development of the Welaunee Arch in accordance with the Conservation Element of the Tallahassee-Leon County Comprehensive Plan and consistent with this Master Plan. No less than 40% (no less than 37% if the Alternative Development Program is utilized per Policy 13.2.44) of the gross area in the Welaunee Arch shall be designated Open Space which shall include the Primary Open Space System, Conservation and Preservation Areas, Greenways, and other designated open space in each development District.~~

~~Open Space shall comprise no less than 40% (no less than 37% if the Alternative Development Program is utilized per Policy 13.2.44) of the total gross area within the Welaunee Arch, or approximately 1,900 acres. Of the Open Space, approximately 900 acres (19% of the total gross area of the Welaunee Arch) are designated Conservation or Preservation Areas as defined in policies 1.3.1 and 1.3.4 of the Conservation Element. The precise size and location of Conservation and Preservation Areas shall be determined through a Natural Features Inventory approved by the City prior to approval of a PUD Concept Plan that includes such Conservation and Preservation area. The remainder of the Open Space, approximately 1,000 acres (21% of the total gross area of the Welaunee Arch), shall be open space incorporated into the development plan for each District or part of the Primary Open Space System.~~

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

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

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

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

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

(3) The Open Space systems shall be open to the general public and be designed to include and provide connections with the Miccosukee Canopy Road Greenway and Welaunee Greenway at multiple locations and to integrate internal recreational

multi-use paths with the greenways trails. Connections to future regional greenways shall be considered in the design of open space.

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

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

(6) The open space systems shall be governed by one or more management plans approved by the City in order to protect the values for which they were designated. The management plans may be adopted in phases so long as they are consistent with one another. Protection of Conservation and Preservation areas shall be provided by conservation easements and other measures consistent with Chapter 5 — Environmental Management, Tallahassee Land Development Code. Conservation and Preservation areas placed in conservation easements may be used towards satisfying the urban forest and landscaping requirements of Chapter 5 – Environmental Management, Tallahassee Land Development Code. A single management plan may be adopted for all open space and conservation and preservation area lands.

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

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

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

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a. Passive recreation improvements that are natural resource-oriented, such as hiking, biking, and riding trails and passive parks, may be constructed in the primary open space systems. Also allowable are community facilities such as bandshells, amphitheaters, gazebos and other improved gathering places if designed for non-vehicular access only, provided these activities are located such that impacts to conservation and preservation areas are minimized and the overall purpose of the conservation easement is maintained.
b. Active Recreation uses may be constructed in the open space area within each development district and in the primary open space system outside of Conservation and Preservation areas.
c. Wildlife management areas may be included in the primary open space systems protective measures addressed in the management plans, including a wildlife habitat management plan, in accordance with Chapter 5 – Environmental Management, Tallahassee Land Development Code.
d. Public roads and utilities may cross through the open space systems and buffers if the impacts are minimized. The location of the roads shown on Figure 13-5 are approximate.
e. Stormwater Management facilities may be located in the open space systems subject to design criteria in the PUD Concept Plans and consistent with protection of conservation and preservation features pursuant to Chapter 5 – Environmental Management, Tallahassee Land Development Code. Each stormwater management facility must be evaluated in terms of impacts and meet the requirements of the Tallahassee-Leon County Comprehensive Plan and Chapter 5 – Environmental Management, Tallahassee Land Development Code. If stormwater facilities are contained in the open space system, the public and/or private entities responsible for maintenance shall be allowed to perform necessary maintenance of these facilities consistent with each facilities level of service. The SFMPs shall identify areas where drainage easements will be needed for proper maintenance of stormwater conveyances located within conservation or preservation areas.

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

~~and neighborhood centers will be developed in an urban context with minimal setbacks and an emphasis on dense, mixed use development. Various land uses in the Arch shall satisfy the Urban Forest/Landscaping requirements based on thresholds established in the PUD Concept Plans. Such requirements shall be designed to meet or exceed, on a cumulative basis, the landscaping and urban forest requirements in Chapter 5 – Environmental Management, Tallahassee Land Development Code.~~

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

~~Policy 13.2.39: Conservation and Preservation Lands.~~ **~~(Eff. 1/11/21)~~**

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

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

~~Conservation and Preservation lands shall be subject to a management plan to be reviewed and approved concurrent with the PUD Concept Plan that includes the applicable Conservation and Preservation lands. Such management plan shall address wildlife preservation, maintenance of native species diversity, management of the natural environment, restoration of environmental resources where warranted, and responsibility for long term management. Such management plan shall include measures to protect the values for which such lands were designated, including wildlife habitat and corridors, and may include conservation easements and other measures consistent with the Environmental Management Ordinance. Conservation and Preservation lands may be~~

utilized for public access, including trails, subject to the Environmental Management Ordinance. To the extent allowed by local, state, or federal law, Conservation or Preservation lands may be utilized to achieve mitigation required by permits. A single management plan may be adopted for all open space and conservation and preservation area lands.

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

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

Policy 13.2.40: Recreation Areas. **(EFF. 1/11/21)**

A PUD Concept Plan shall provide for reasonable public access to parks, recreation areas, natural areas, and open space. A multi-use trail system will be included that will link these areas where feasible to residential neighborhoods, mixed-use centers, schools, civic spaces, employment, recreation and open space, parks, and the Welaunee Greenway and Miccosukee Canopy Road Greenway.

Policy 13.2.41. Historic and Cultural Resources. **(EFF. 1/11/21)**

Through the completion of Natural Features Inventories, Planned Unit Developments shall identify historic and cultural resources including archaeological sites, historic structures and districts, and historic cemeteries. PUDs shall include standards sensitive to locating, assessing, and avoiding

potential adverse impacts to these resources. At a minimum, these standards shall comply with applicable state and local regulations. Where feasible based on the geographic

~~location of the resource and appropriate given the historic and cultural context of resource, informational and interpretive signage may be considered for these resources.~~

~~*Policy 13.2.42: Natural Area Resident Notifications.* **(EFF. 1/11/21)**~~

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

~~*Policy 13.2.43: Perpetual Drainage Easement.* **(EFF. 1/11/21)**~~

~~The Perpetual Drainage Easement across the Welaunee Arch shall be subject to the Order Clarifying Definition of Perpetual Drainage Easement, entered by Leon County Circuit Court on March 13, 1997. Lands within the Perpetual Drainage Easement shall be considered Open Space and may be utilized for active and passive recreation facilities and activities, including but not limited to, walking and bicycle trails, and playgrounds associated with development of lands owned by the landowner within the altered or undisturbed floodplains so long as the function of the easement is not impaired.~~

~~*Policy 13.2.44: Welaunee Greenway.* **(EFF. 1/11/21)**~~

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

incentivized through the PUD process to provide pedestrian and bicycle connectivity to the Greenway, particularly where it interfaces with Open Space areas and associated trail systems.

Policy 13.2.45: Alternative Development Program. **(Eff. 1/11/21)**

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

(1) Open Space Requirement Offset. PUD Concept Plans in any District of Phase 1 or Phase 2 may offset the open space requirements for that District by preserving lands in the Residential Reserve District (Phase 3) as open space.
   a. The offset shall be calculated on a per acre basis with a 15% bonus, resulting in an exchange of a 1.15-acre reduction in the open space requirement of the receiving District for each 1-acre of preserved open space in the Residential Reserve District. This exchange shall reduce the overall open space requirement for the Welaunee Arch by the net bonus amount (0.15 acres for each 1 acre preserved).
   b. The reserve area requirements for cluster residential zones in Phase 2 shall be offset concurrently with the open space requirements for any PUD Concept Plan including a cluster subdivision.
   c. Under the Alternative Development Program, preservation or conservation areas in the Residential Reserve District may count towards the open space requirements in the Conservation Design District. Conservation and Preservation areas in the Residential Reserve District shall be integrated with the Welaunee Habitat Park.
   d. If this Alternative Development Program is exercised, total Open Space in Phase 1 shall not be less than 15%, the total Open Space in Phase 2 shall not be less than 25%, and the overall total Open Space in the Arch at buildout shall not be less than 37%.
   e. The open space offset shall not apply within the area 1,000 feet from the Buckhead Neighborhood as identified in Policy 13.2.15.

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

I. Land Use

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

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

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

(5) Welaunee Habitat Park. Notwithstanding the phasing requirements in policy 13.2.5, at such time when all lands in in the Residential Reserve District have been preserved as open space under this alternative development program, or at such time when the final PUD Concept Plan for the Welaunee Arch is approved, the preserved Open Space in the Residential Reserve District, including the Conservation and Preservation lands, shall be designated as a Habitat Park. The Habitat Park shall be subject to the requirements of Policies 13.2.37 and 13.2.38. Prior to establishment of the Habitat Park, the existing uses of the property shall be permitted. Any previously established conservation easements shall remain in effect on lands in the Habitat Park. Passive recreation improvements that are

~~natural resource-oriented, such as hiking, biking and riding trails and passive parks, may be constructed in the Welaunee Habitat Park. Active Recreation uses are not permitted in the Welaunee Habitat Park.~~

~~(6) By adoption of a separate ordinance, the City may create and administer a Welaunee Habitat Park credit bank. The Welaunee Habitat Park credit bank would facilitate the purchase of lands in the Residential Reserve District (Phase 3) and the sale of open space and tree mitigation credits in accordance with this development program. The Welaunee Habitat Park credit bank may be established independent of and prior to the creation of the Welaunee Habitat Park. If the City creates a Welaunee Habitat Park credit bank, consideration may be given to utilizing the credit bank to offset open space requirements and urban forest mitigation requirements associated with the development of properties located in other growth priority areas inside the Urban Services Area.~~

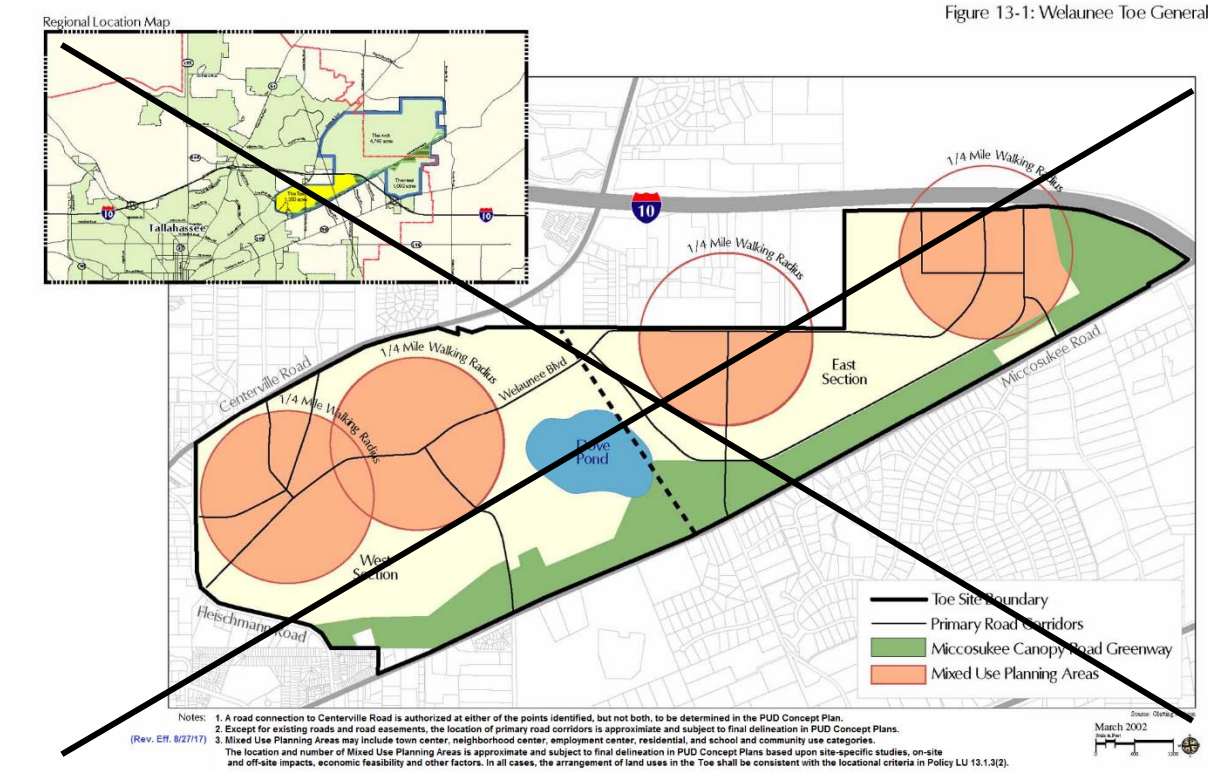
~~(7) If stormwater facilities are contained within the Residential Reserve District, then the public or private agency responsible for maintenance shall be allowed to perform necessary maintenance of these facilities consistent with each facility's level of service. The Stormwater Facilities Master Plan shall identify areas where drainage easements will be needed for proper maintenance of stormwater conveyances located within preserved open space and conservation or preservation areas.~~

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

~~I. Land Use~~

~~Map 11: Welaunee Toe Generalized Site Plan~~

Figure 13-1: Welaunee Toe Generalized Site Plan

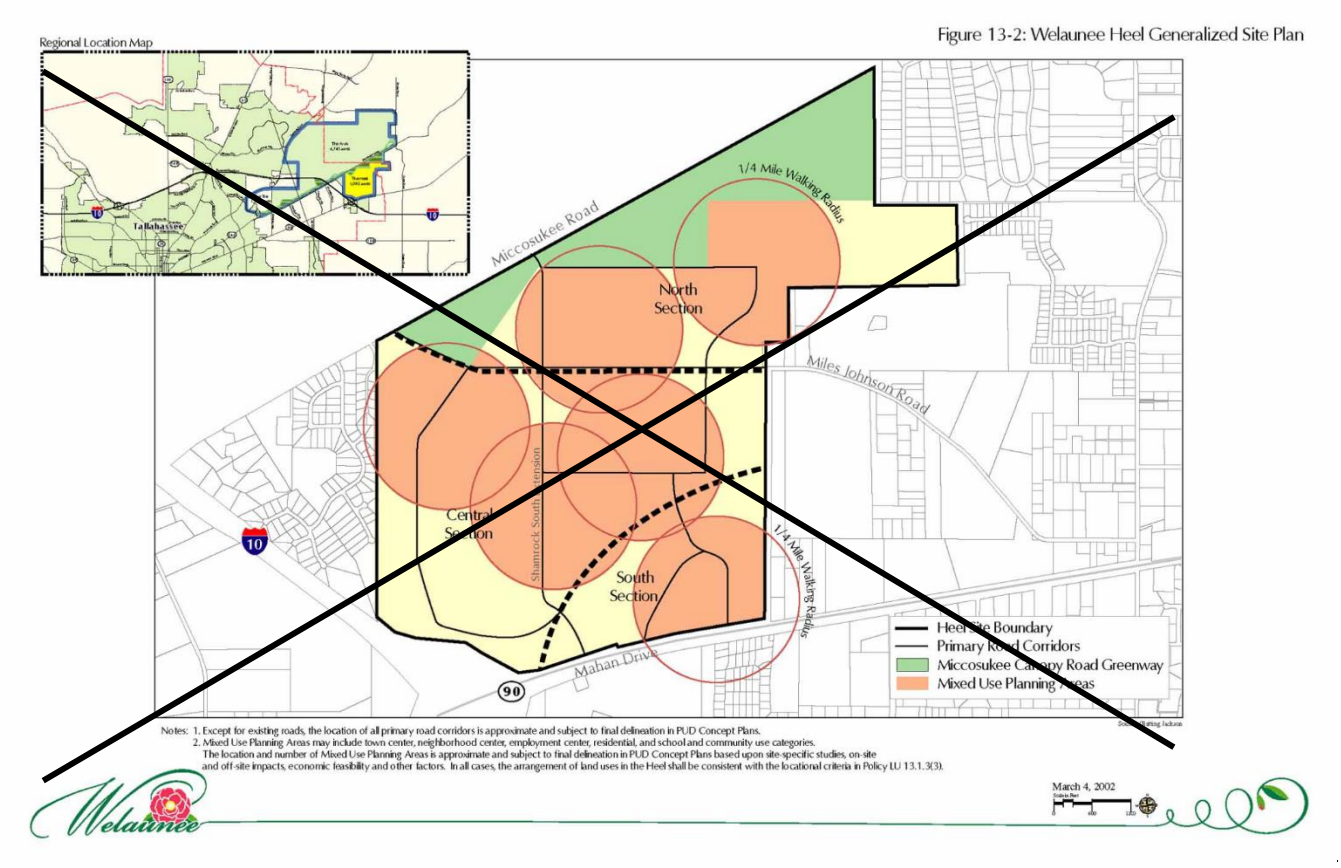


Notes:
1. A road connection to Centerville Road is authorized at either of the points identified, but not both, to be determined in the PUD Concept Plan.
2. Except for existing roads and road easements, the location of primary road corridors is approximate and subject to final delineation in PUD Concept Plans.
3. Mixed Use Planning Areas may include town center, neighborhood center, employment center, residential, and school and community use categories. The location and number of Mixed Use Planning Areas is approximate and subject to final delineation in PUD Concept Plans based upon site-specific studies, on-site and off-site impacts, economic feasibility and other factors. In all cases, the arrangement of land uses in the Toe shall be consistent with the locational criteria in Policy LU 13.1.3(2).

(Rev. Eff. 8/27/17)

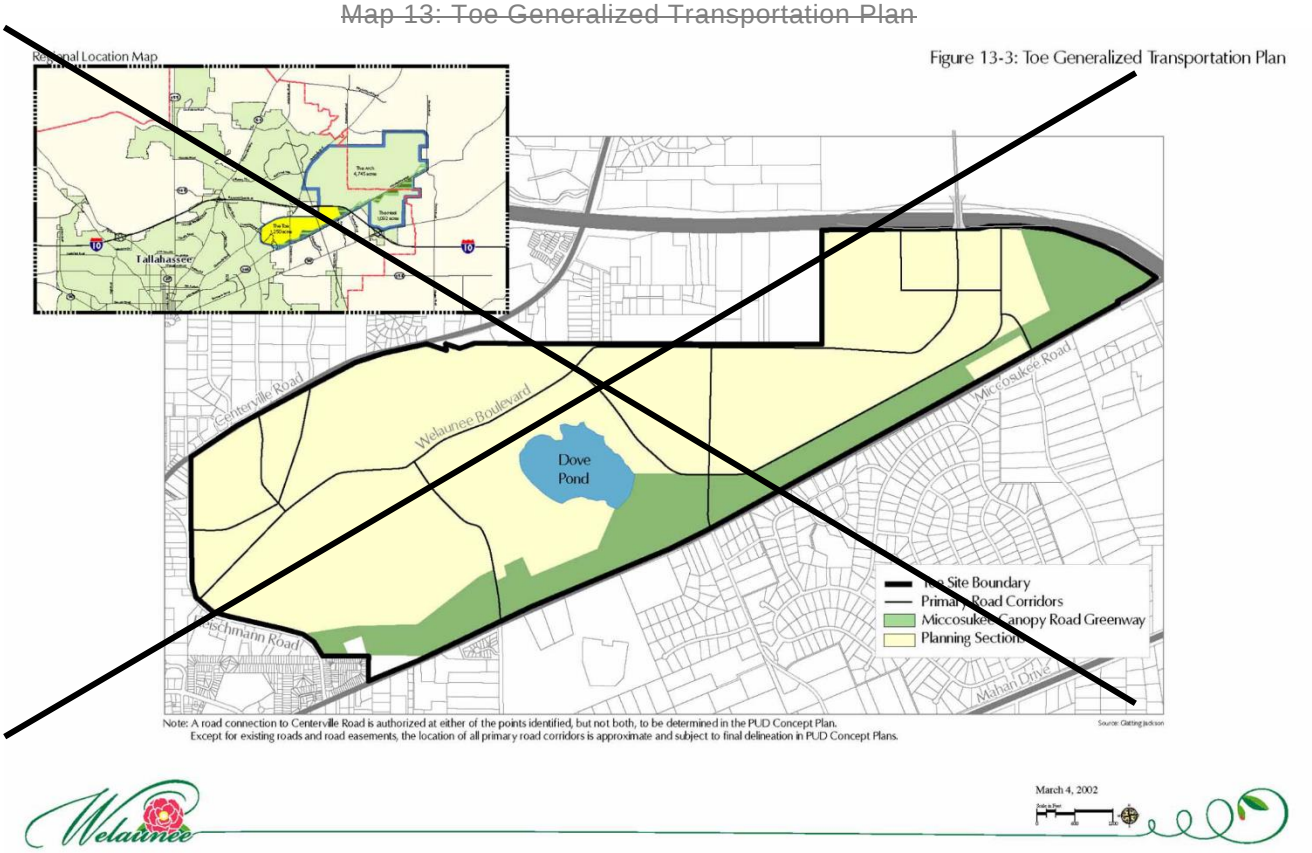
~~I. Land Use~~

~~Map 12: Welaunee Heel Generalized Site Plan~~



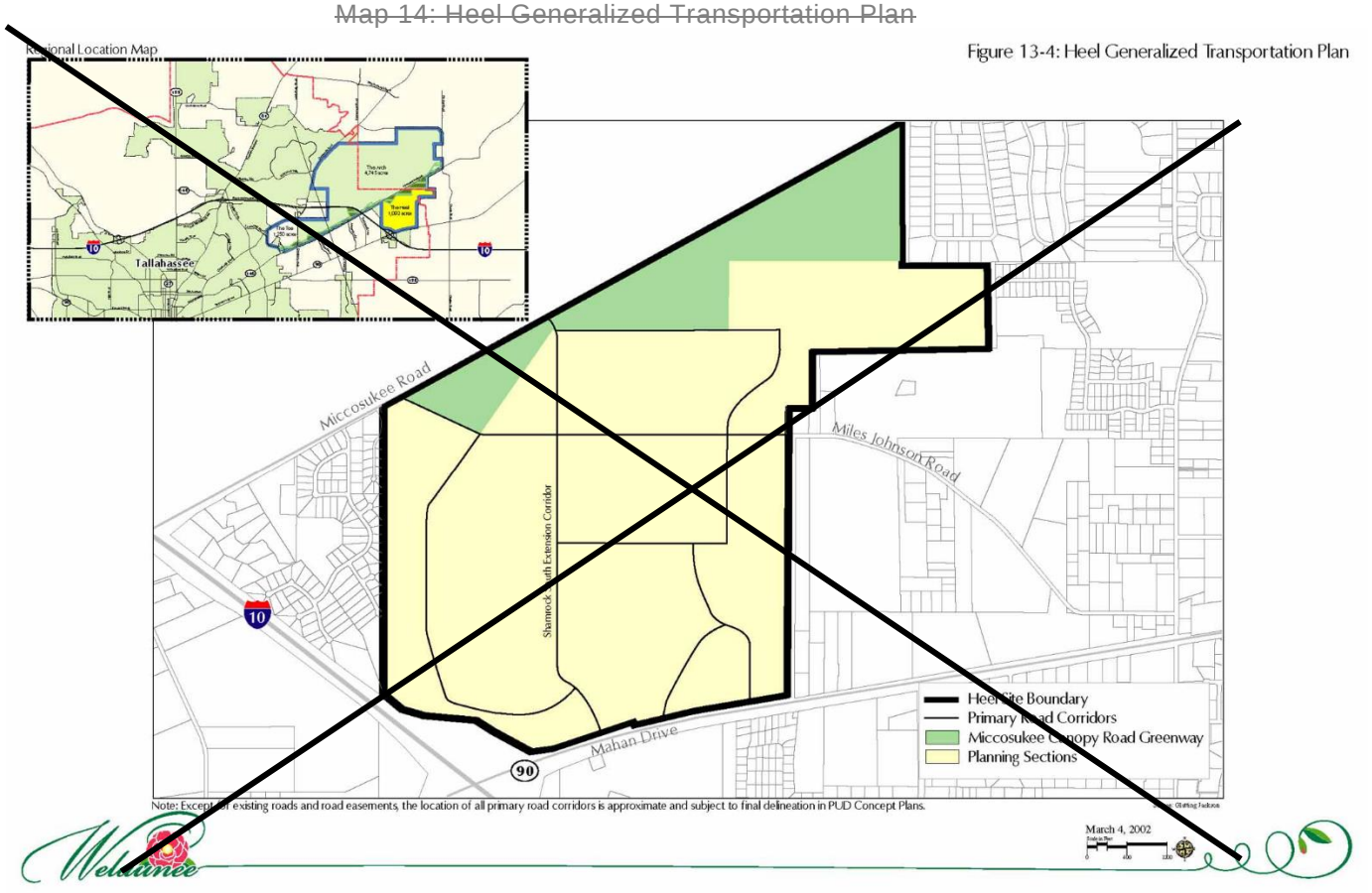
~~I. Land Use~~

~~Map 13: Toe Generalized Transportation Plan~~



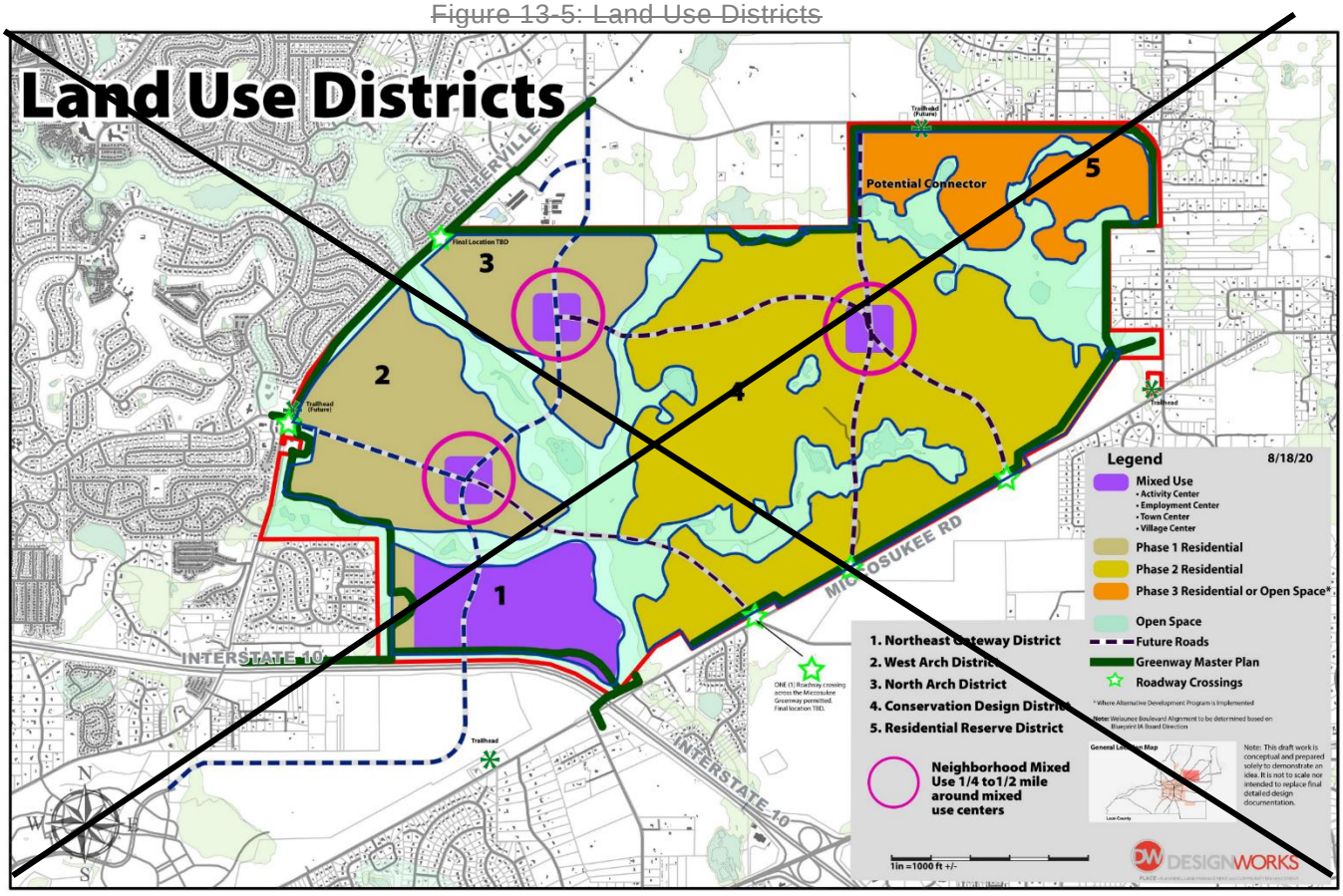
~~I. Land Use~~

~~Map 14: Heel Generalized Transportation Plan~~



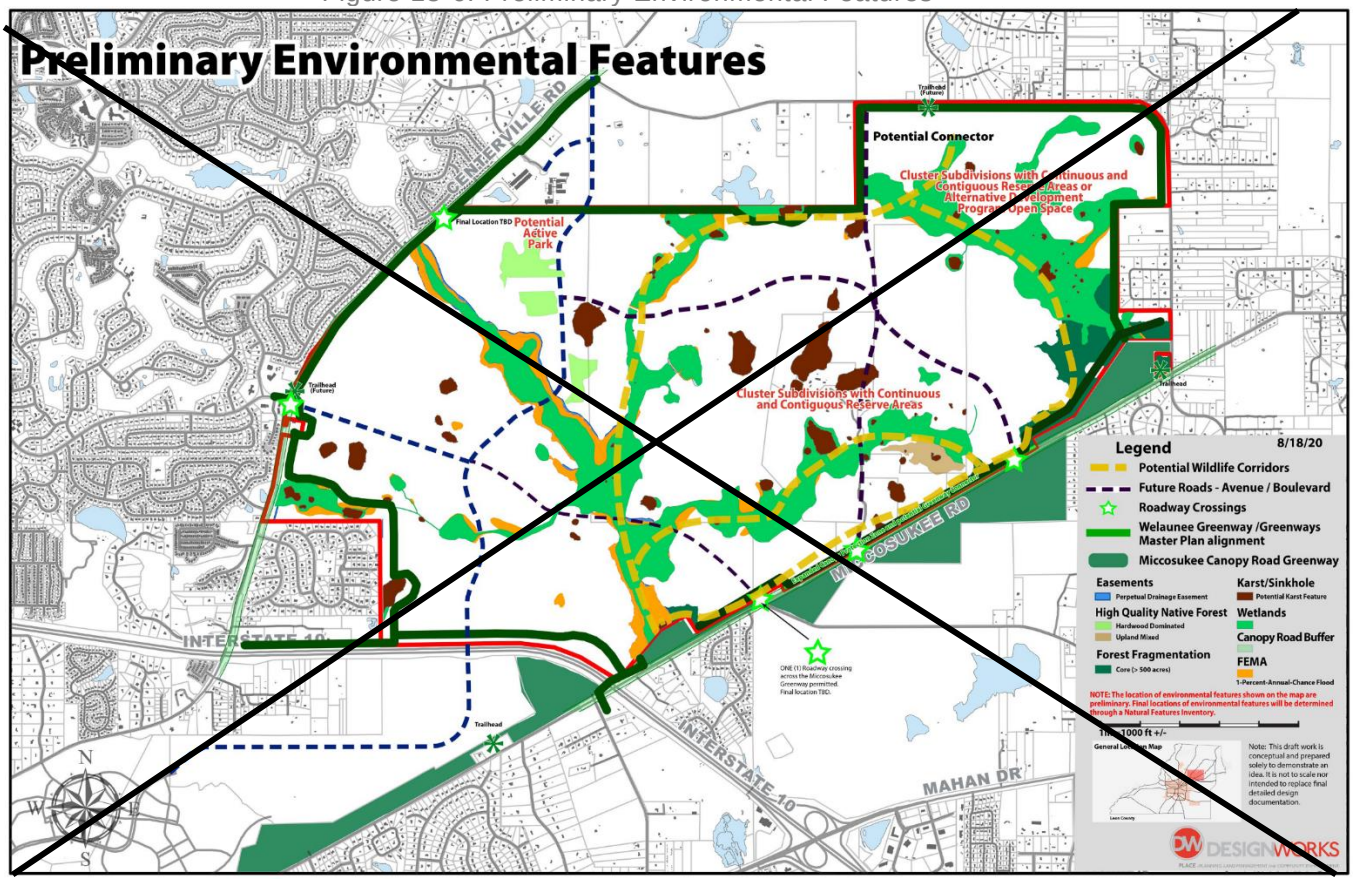
~~**I. Land Use**~~

~~Figure 13-5: Land Use Districts~~



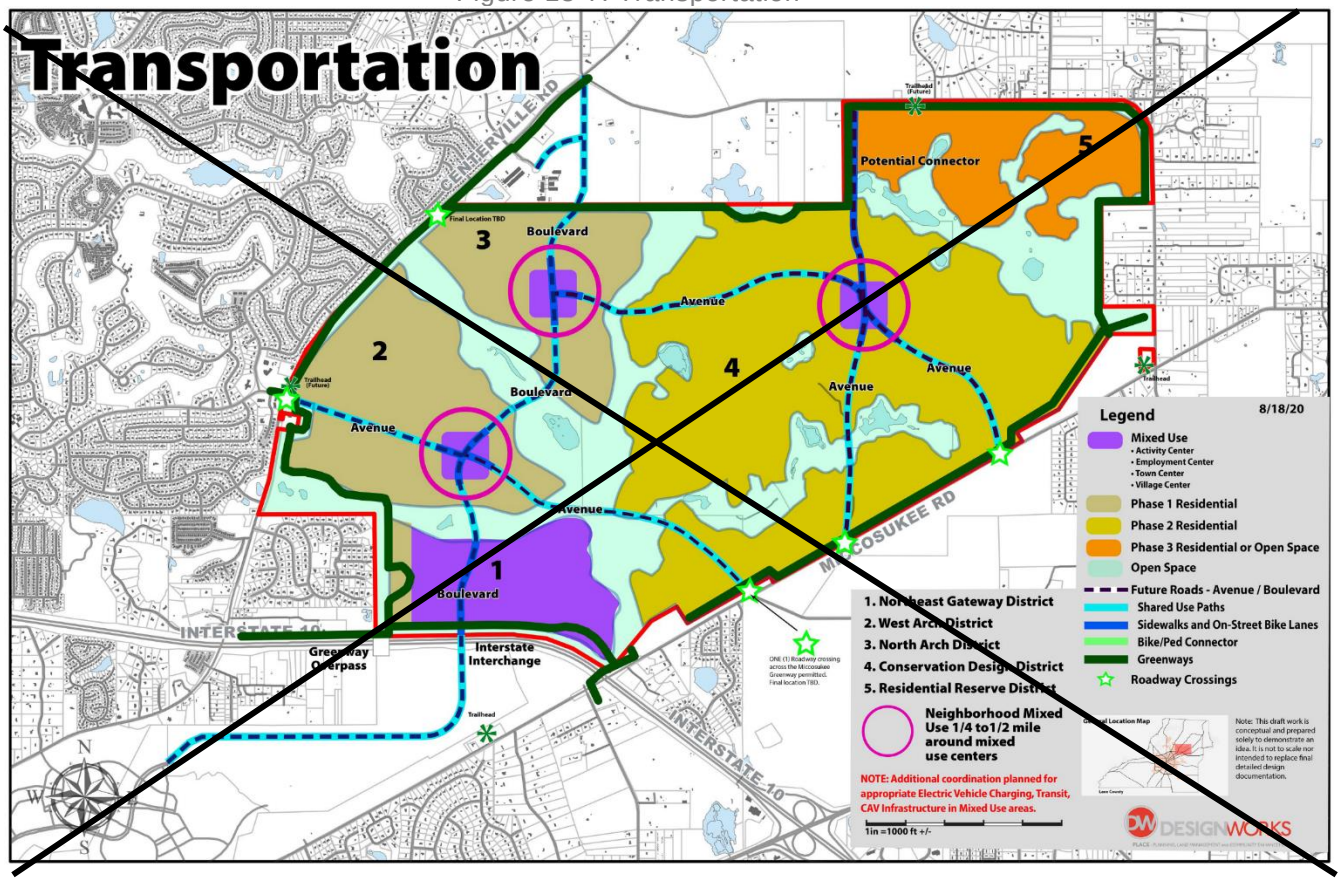
~~I. Land Use~~

~~Figure 13-6: Preliminary Environmental Features~~



~~I. Land Use~~

~~Figure 13-7: Transportation~~



~~Table 7: Welaunee (Heel) Phasing Schedule by Land Use~~

~~TABLE 13-2. WELAUNEE (HEEL) PHASING SCHEDULE BY LAND USE~~

~~The density and intensity of development projected on Welaunee (Heel) is shown below:~~

~~(EFF. 12/10/02)~~

~~LAND USE~~	~~PHASE I (2002-2010)~~		~~PHASE II (2011-2020)~~		~~BUILDOUT~~	
	~~Acres[1]~~	~~DUs/GSF~~	~~Acres[1]~~	~~DUs/GSF~~	~~Acres[1]~~	~~DUs/GSF~~
~~Residential[2]~~	~~170~~	~~1,291 DUs~~	~~207~~	~~816 DUs~~	~~377~~	~~2,107 DUs~~
~~Town and Neighborhood Centers[3]~~	~~21~~	~~190,608 GSF~~	~~9~~	~~51,744 GSF~~	~~30~~	~~242,352 GSF~~
~~Employment Centers[4]~~	~~50~~	~~495,616 GSF~~	~~40~~	~~405,504 GSF~~	~~90~~	~~901,120 GSF~~
~~Educational/Institutional[5]~~	~~24~~				~~24~~	
~~Primary Open Space and Recreation~~	~~200~~		~~60~~		~~260~~	
~~Miccosukee Road Greenway[6]~~	~~189~~				~~189~~	
~~Other[7]~~	~~61~~		~~61~~		~~122~~	

I. Land Use

TOTALS	715	1,291 DUs 686,224 GSF	377	816 DUs 457,248 GSF	1,092	2,107 DUs 1,143,472 GSF

Notes:

1. Acreage totals are based on conceptual planning and are only approximate. Acreage totals may change based on final development review.

2. Residential land use includes above-street units in town and neighborhood centers. No acreage has been allocated to these units because they will be located above nonresidential uses.

3. Retail uses shall comprise between 50% and 70% of total Phase 1 development in town and neighborhood centers with office uses to comprise between 30% and 50%. At buildout, the mix of uses in town and neighborhood centers shall be approximately 67% retail and 33% office.

4. Office and light industrial uses shall comprise between 75% and 95% of total Phase 1 development in employment centers with retail uses to comprise between 5% and 25%. At buildout, the mix of uses in employment centers shall be approximately 90% office and light industrial with approximately 10% retail.

5. Total includes 24-acre site for Leon County School Board for a 500-pupil elementary school with stormwater management facilities in off-site regional systems. Institutional uses in town, neighborhood and employment centers are included in square footage totals for those areas.

6. Although under State ownership, the Miccosukee Canopy Road Greenway shall be considered within the Welaunee Critical Planning Area for planning purposes.

7. Total includes stormwater management facilities, road rights-of-way and other community infrastructure.

8. These figures may be modified pro rata to represent buildout if Heel is developed under Policy 13.1.9. (REV. EFF. 7/20/05)

I. Land Use

Drainage Basin Study Areas

Goal 14 [L] (Leon County only) (Eff. 12/15/03)

Leon County and the City of Tallahassee will work cooperatively to further identify and address the special characteristics and needs of sub-areas of the City and County. This goal shall be implemented through the following objective and policy:

Objective 14.1 [L] (Leon County only) (Eff. 12/15/03)

By 2004, the City and County shall commence a process to evaluate the environmental conditions and issues relating to major drainage basin study areas of the county including but not limited to the following basins: Fred George, Lake Iamonia, Lake Jackson, Lake Lafayette, Lake Miccosukee, Lake Munson, Ochlockonee, St. Marks, and Woodville Recharge, to be used as one basis for sector plans and other major planning decisions of the local government. This evaluation shall address matters such as protection of conservation and preservation areas (as defined within this Plan), flooding, water quality, aquifer protection, and other issues as identified by the local governments. This evaluation shall be conducted cooperatively by the City and County, irrespective of jurisdictional boundaries, and the evaluation shall be based on technical and scientific information.

Policy 14.1.1 [L] (Leon County only) **(Eff. 12/15/03)**

Sector planning shall be implemented as determined appropriate by the City or County; however, sector planning involving a joint effort of both jurisdictions, shall be encouraged. These sector plans may address elements such as land use, transportation, housing, economic development, environmental protection, infrastructure phasing, development standards and any other matter as identified by the local government. These sector planning efforts shall take into consideration the data gathered through the implementation of Objective 14.1 and shall use this information as background environmental data necessary for the completion of sector planning efforts.

Policy 14.1.2 [L] (Leon County only) **(Eff. 12/15/03)**

The data collected or gathered through the implementation of Objective 14.1 shall be used as a basis for determining whether or not future amendment to the Comprehensive Plan or land development regulations is necessary. However, Goal 14 and its associated Objective 14.1 are not intended to replace existing Comprehensive Plan policies related to environmental protection or storm water management. Instead, this goal and its associated objective is intended to support and aid in the implementation of existing Comprehensive Plan policies and is to be considered additive in this regard.

~~**I. Land Use: Addendum**~~

~~Map 15: Major Surface Features~~

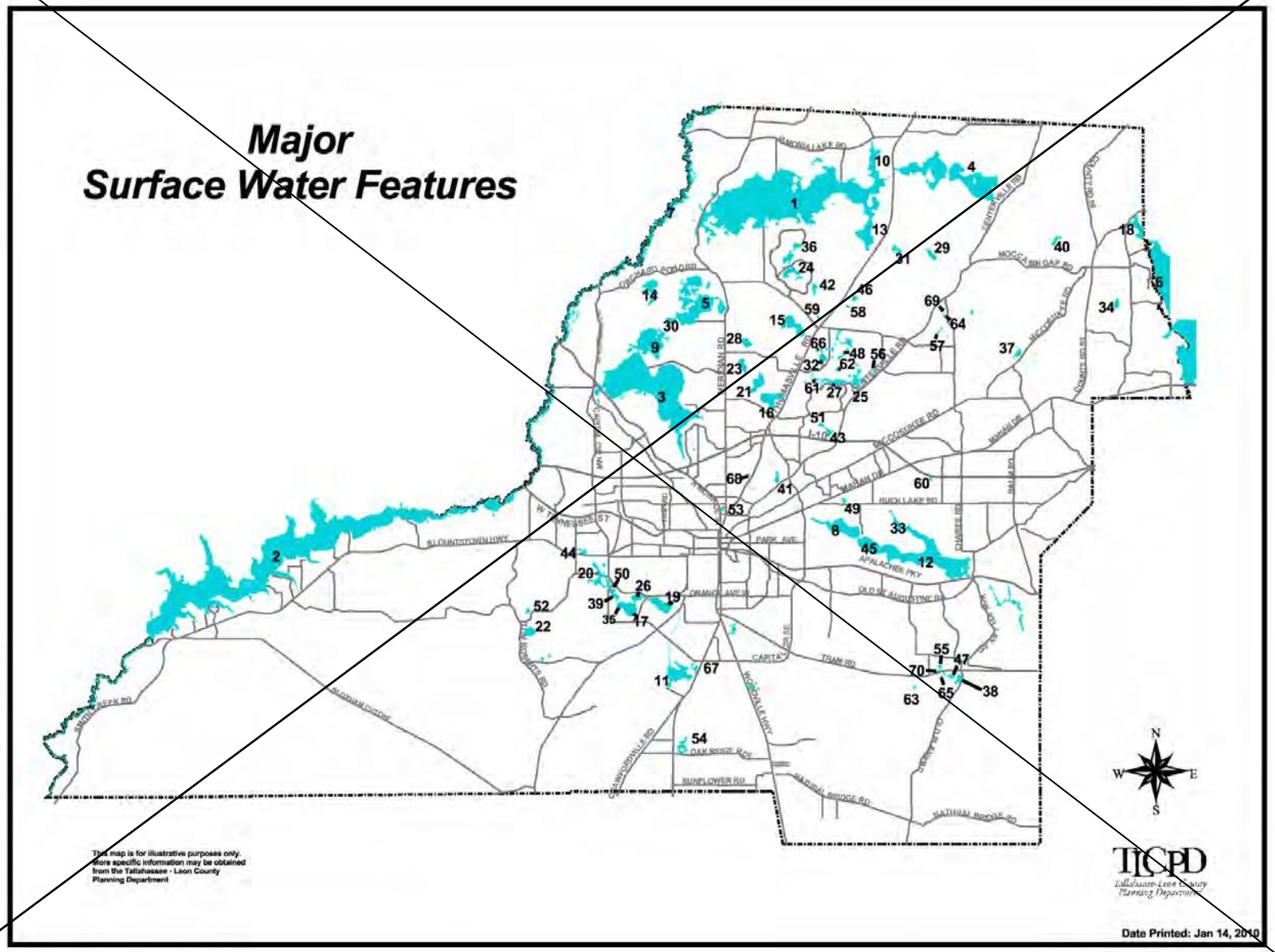
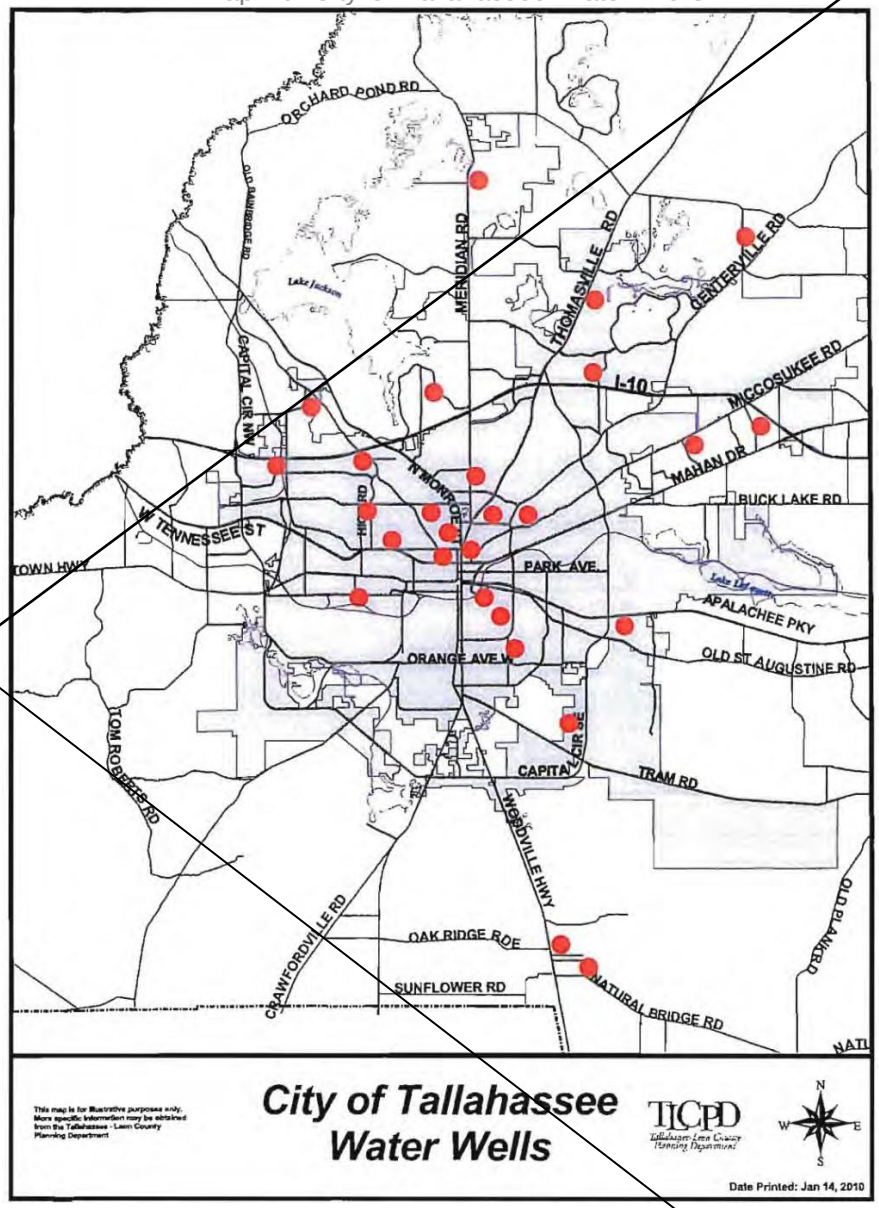


Table 8: Major Surface Water Features

Major Surface Water Features

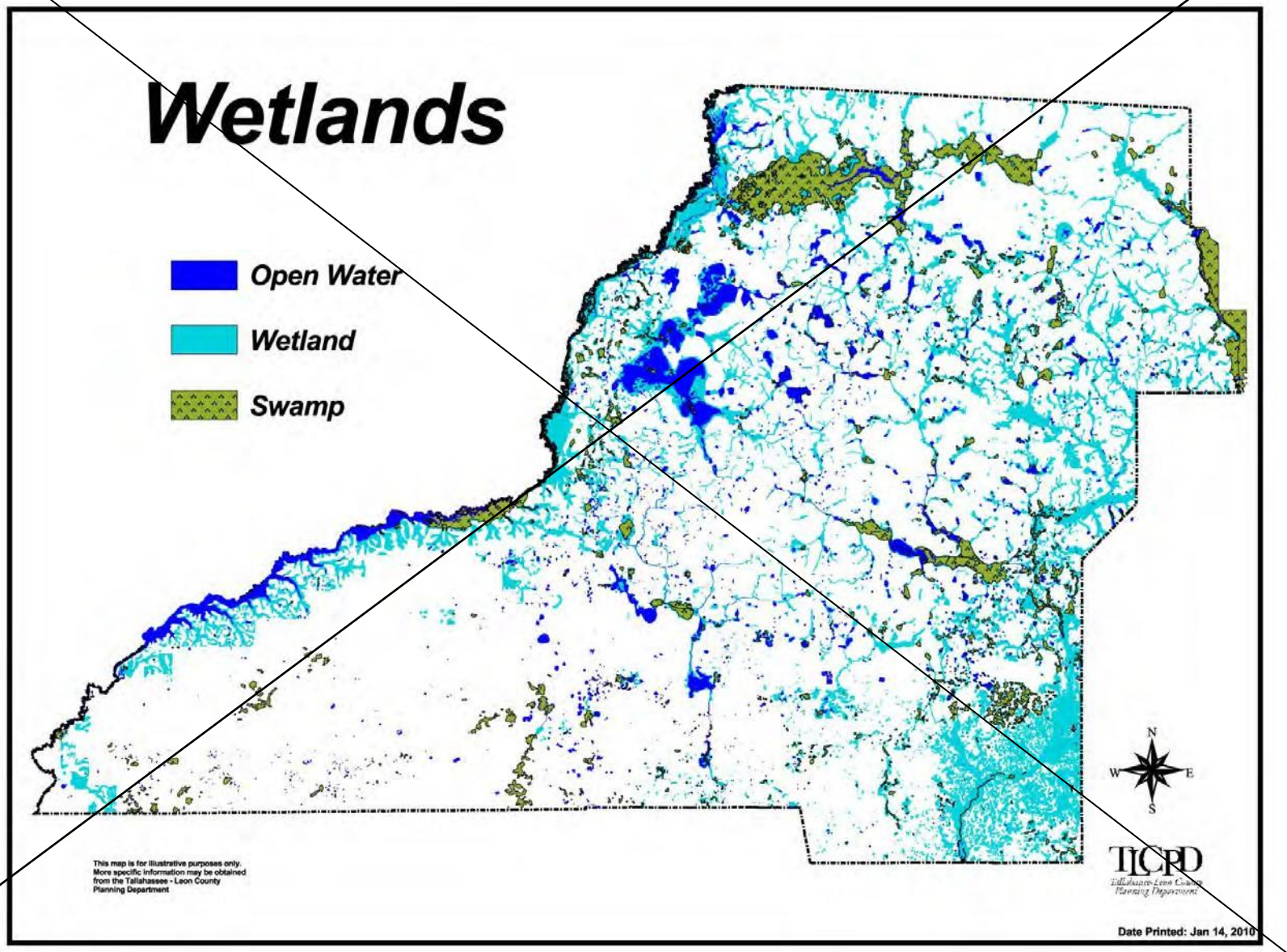
1. Lake Iamonia
2. Lake Talquin
3. Lake Jackson
4. Foshalee Lake
5. Carr Lake
6. Lake Miccosukee
7. Ochlockonee River
8. Lake Lafayette
9. Lake Jackson
10. Strickland Arm
11. Lake Munson
12. Lake Lafayette
13. Cromartie Arm
14. Orchard Pond
15. Lake Mcbride
16. Lake Hall
17. Lake Bradford
18. Lake Miccosukee
19. Black Swamp
20. Cascade Lake
21. Lake Overstreet
22. Moore Lake
23. Lake Elizabeth
24. Lake Diane
25. Lake Kanturk
26. Grassy Lake
27. Lake Killarney
28. Lake Mcbride
29. Huggle Pond
30. Carr Arm
31. Pickle Pond
32. Lake Tom John
33. Alford Arm
34. Ring Oak Plantation
35. Little Sir Echo
36. Monkey Business Pond
37. Gum Pond
38. Big Lake
39. Lake Hiawatha
40. Albert Lake
41. Goose Pond
42. Pine Hill Lake
43. Cascade Lake
44. Aenon Creek
45. Lake Lafayette (Piney Z)
46. Boat Pond
47. Lake Erie
48. Lake Kilkee
49. Buck Lake
50. Lake Minnehaha
51. Shakey Pond
52. Silver Lake
53. Lake Ella
54. Eight Mile Pond
55. Lake Weeks
56. Lake Belmont
57. Lake Neeley
58. Bradford Pond
59. Arrowhead Lake
60. Lake Cassie
61. Lake Kinsale
62. Lake Sheelin
63. Eagle Lake
64. Lake Mary
65. Lake Mattie
66. Lake Fae
67. Grassy Lake
68. Waverly Pond
69. Lake Nina
70. Lake Homer

Map 16: City of Tallahassee Water Wells



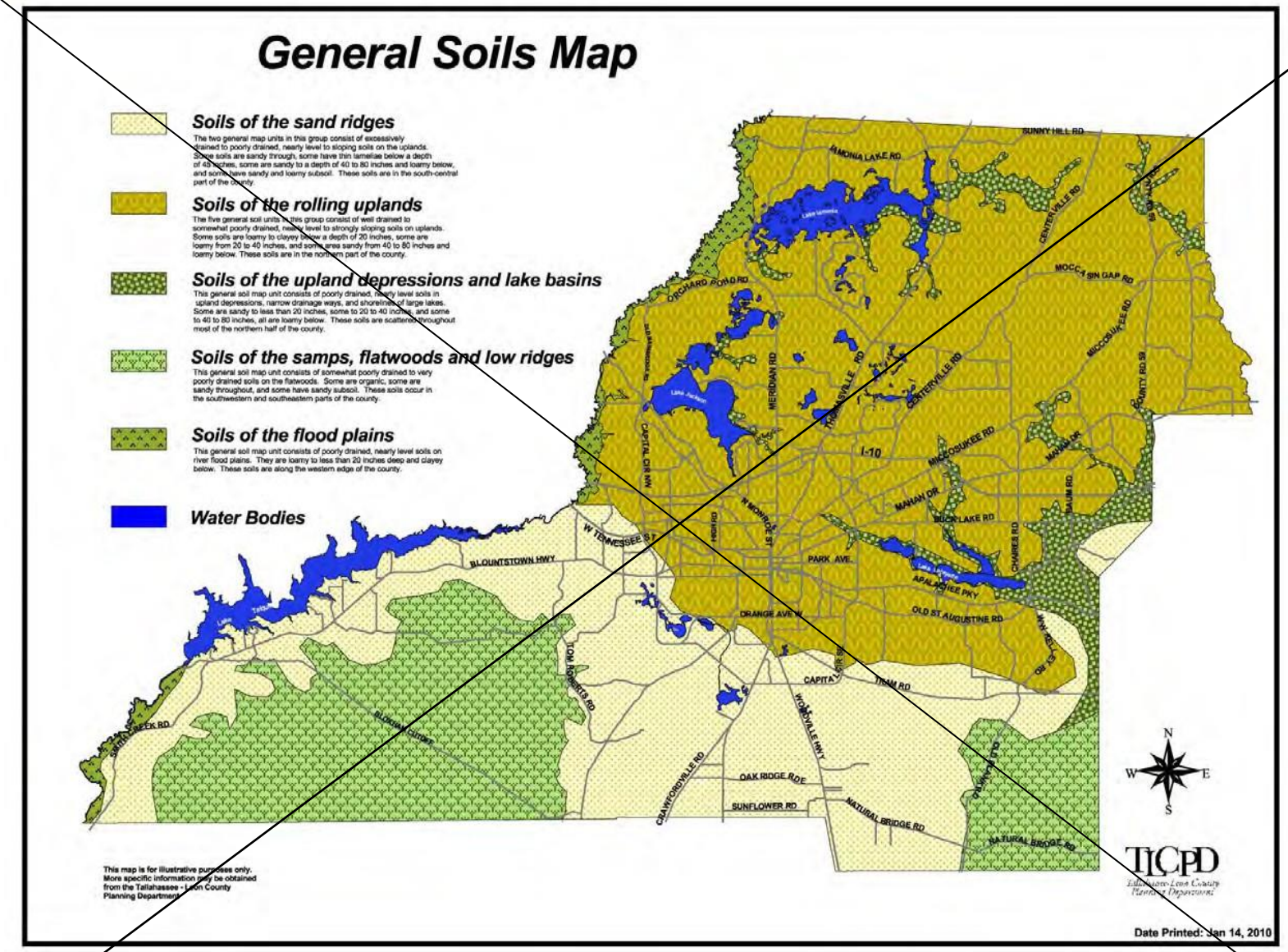
~~**I. Land Use: Addendum**~~

~~Map 17: Wetlands~~



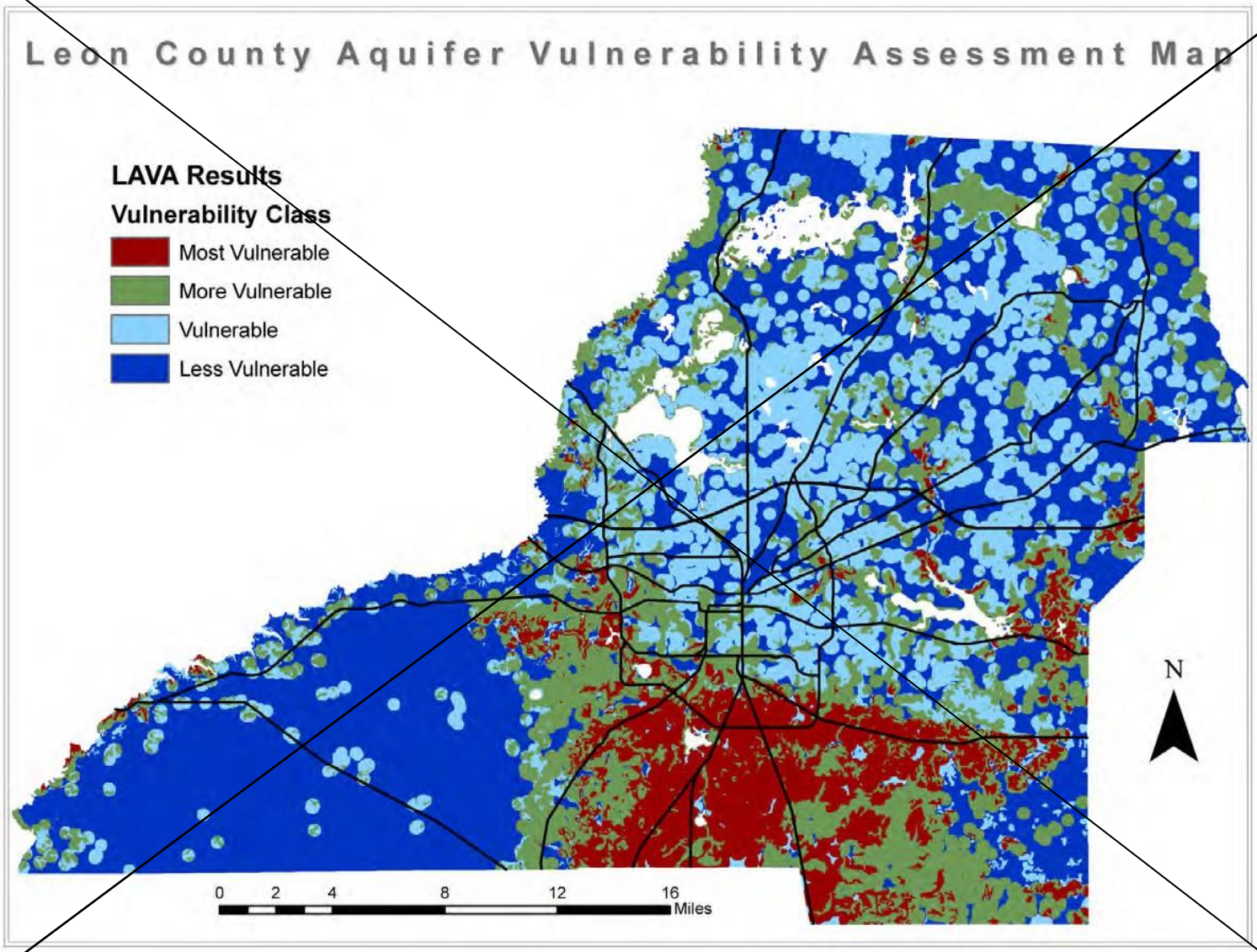
~~I. Land Use: Addendum~~

~~Map 18: General Soils Map~~



~~I. Land Use: Addendum~~

~~Map 19: Leon County Aquifer Vulnerability Assessment Map~~



MOBILITY

GOALS, OBJECTIVES AND POLICIES

Overall Goal **(Eff. 12/15/11)**

Establish a safe, energy efficient multi-modal transportation system that provides mobility for pedestrians, bicyclists, transit users, motorized vehicle users, users of rail and aviation facilities, supports public health through active living, and is sensitive to the cultural and environmental amenities of Tallahassee and Leon County.

Goal 1: [M] **(Eff. 12/15/11)**

Motorized, Bicycle, and Pedestrian Circulation

Establish and maintain a safe, convenient, energy efficient, and environmentally sound automobile, transit, bicycle and pedestrian transportation system, capable of moving people of all ages and abilities as well as goods.

Objective 1.1: [M] **(Eff. 12/15/11)**

Land Use and Transportation Coordination

Coordinate transportation and land use systems that foster vibrant communities with compact urban forms and a mixture of uses to minimize travel distances, reduce vehicle miles traveled and greenhouse gases, and to enhance pedestrian and bicycle mobility and transit accessibility.

Policy 1.1.1: [M] **(Eff. 12/15/11)**

Identification and programming of new road projects or substantial improvements to existing roads shall be consistent with the Future Land Use Element of the Comprehensive Plan and specifically the Urban Service Area strategy to promote urban infill and discourage urban sprawl.

Policy 1.1.2: [M] **(Eff. 12/15/11)**

Designate energy efficiency districts in areas that are intended for greater densities and intensities to support frequent transit service and where primary priority is to be placed on providing a safe, comfortable and attractive environment for pedestrians and cyclists. For each district:

1. evaluate and modify, if necessary, the zoning and land development regulations to ensure standards that will support compact, walkable, mixed-use development; and
2. adopt and maintain a connectivity plan identifying needed bicycle, pedestrian, roadway, and transit projects to increase connectivity and safety, minimize travel

distances for pedestrians and cyclists, and provide connections to other parts of the City, County, and Capital Region;

3. Coordinate with the Capital Region Transportation Planning Agency to include the Mobility District Plan priorities in Long Range Transportation Plan updates.

Policy 1.1.3: [M] **(EFF. 12/15/11)**

Promote the Downtown as an 18-hour activity center by supporting development of housing, restaurants, and cultural activities to encourage use beyond working hours.

Policy 1.1.4: [M] **(EFF. 12/15/11)**

Promote neighborhood parks to reduce the need for long distance trips for recreation.

Policy 1.1.5: [M] **(EFF. 12/15/11)**

Maintain a Greenways Master Plan that integrates pedestrian and bicycle mobility into a linear park and open space system that connects local, regional, and state facilities, with specific emphasis on connections within Downtown and energy efficiency districts.

Policy 1.1.6: [M] **(EFF. 12/15/11)**

A functional transportation network shall be coordinated and maintained with the Florida State University, Florida A&M University, and Tallahassee Community College master plans to link those educational institutions and provide access to transit and surrounding supporting land uses.

Policy 1.1.7: [M] **(EFF. 12/15/11)**

The City of Tallahassee and Leon County shall adopt and maintain ordinances providing for safe and convenient on-site traffic flow, considering motorized and non-motorized vehicle parking.

Policy 1.1.8: [M] **(EFF. 12/15/11)**

Development projects shall contribute to providing a safe, convenient, comfortable and aesthetically pleasing transportation environment that promotes walking, cycling, and transit use. Appropriate improvements or enhancements to the multimodal network shall be required as a condition of development approval, such as, but not limited to, the following:

a) Full accommodations for pedestrian access and movement, including shaded sidewalks, benches and enhanced crossings;
b) Full accommodations for bicycles, including lockers, showers, and racks;
c) Direct connections to the regional bicycle/pedestrian network;
d) Installation of shared use paths in accordance with FDOT recognized standards;
e) Well-designed accommodations for transfer of passengers at designated transit facilities;
f) Preferential parking for rideshare participants;

g) Well-designed access for motor vehicle passenger drop-offs and pick-ups at designated transit facilities and at commercial and office development sites;
h) Full accommodation for the mobility impaired, including parking spaces, sidewalks and ramps for handicapped access;
i) Weather protection at transit stops.

Policy 1.1.9: [M] **(EFF. 12/15/11)**

Designation of Multimodal Transportation District (MMTD). In accordance with the provisions of Florida Statute 163.3180(15), the City of Tallahassee and Leon County hereby establish a Multimodal Transportation District, as shown in the Multimodal District Boundaries Map, for the purpose of promoting walking, bicycling and transit use in order to reduce dependence on the automobile. Those roadways and associated rights-of-way shown as boundaries for the MMTD shall be considered part of the MMTD.

Policy 1.1.10: [M] **(EFF. 12/15/11; REV. EFF. 7/19/13)**

MMTD Residential Density Bonus. In order to increase redevelopment and infill development, residential densities within the MMTD may be increased up to 35% above the maximum allowed in the Residential Densities Range Table. This bonus shall not apply to lands designated Residential Preservation. Further bonuses may be applied to the Downtown. Eligibility criteria for these bonuses will be established within the land development regulations and shall include design standards facilitating pedestrian oriented site and building design with enhanced pedestrian access and amenities, urban scale development, innovative parking strategies, integrated mix of land uses, and other urban design features.

Policy 1.1.11: [M] **(EFF. 12/15/11)**

Land Use Within the MMTD. The City of Tallahassee and Leon County shall periodically review the Future Land Use Map and land development regulations within the district boundary(ies) and modify them as necessary to provide for appropriate densities, intensities and mixture of land uses to support 18-hour activity and multimodal transportation, based on the following targets:

a) A center(s) consisting of employment and services, relatively high density residential, and public spaces all oriented around convenient access to mass transit facilities;
b) Ratio of uses:
    i. Residential = 20%-60%
    ii. Nonresidential (office, commercial, light industrial, etc.) = 30%-70%
    iii. Public spaces (open space, parks, recreational, squares, etc.) = 5%-15%;
c) Specifically to facilitate walking and bicycling as an alternative to driving, areas designated primarily for residential uses should be no more than ½ mile from areas designated for shopping, services, and employment uses;
d) In order to support redevelopment in the urban center of Tallahassee that could support ten minute transit headways and/or light rail, an areawide (excluding open space) residential density of at least 20 units per acre, recognizing that some areas, such as Central Core, may have densities in excess of 150 units per acre and others in

established neighborhoods and areas designated Residential Preservation may have significantly less.

Policy 1.1.12: [M] **(EFF. 12/15/11)**

MMTD and Energy Efficiency District Urban Design and Land Development Regulations. Adopt and maintain land development regulations that ensure new construction and infill or redevelopment will contribute positively to the character and livability of the MMTD and energy efficiency districts, based on the following:

1. Buildings and blocks oriented to provide pedestrians and bicyclists easy access and a visually interesting environment;
2. Maximum block (length or perimeter);
3. Easy access to/from transit stops and surrounding land uses;
4. Recognition of more intense densities & intensities around center(s);
5. Special design considerations to support compatibility between uses, particularly between residential and non-residential uses;
6. Creating active sidewalks with buildings opening onto streets;
7. Transparency (i.e., windows) and active uses at ground levels;
8. Parking generally located to the sides and rear, internal to blocks, and/or in structured of off-site facilities;
9. Maximum parking standards that discourage single-occupant vehicle commuting and reinforce non-auto modes, but not so limited as to adversely impact the viability and vitality of the MMTD;
10. The use of shared parking;
11. For multifamily developments, pricing of parking separately from the units;
12. Recognizing that parking demand may change over time as more multimodal infrastructure and mixed uses are developed, building parking facilities such that they may be readapted for more active uses in the future.

Policy 1.1.13: [M] **(EFF. 12/15/11)**

Transit in the MMTD and Energy Efficiency Districts. The MMTD and energy efficiency districts shall be well-connected via transit to major trip generators and attractors both inside and outside of these areas, transit stops and waiting areas shall be safe and comfortable, and intermodal connections shall be made where feasible.

1. Priority should be given to funding of improvements that increase the availability, speed, frequency, duration and reliability of transit serving these areas.
2. StarMetro shall coordinate with the Capital Region Transportation Planning Agency regarding the provision of transit centers, super stops, and other facilities for the transfer of passengers to and from these areas through potential regional connections.
3. Benches, signage, lights, and covered or enclosed waiting areas shall be used to create safe, comfortable transit stops.
4. Bicycle parking at transit stops and bicycle racks on buses shall be provided as a means to interface bicycle travel with public transit.

Policy 1.1.14: [M] **(EFF. 7/17/21)**

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

Objective 1.2: [M] **(EFF. 12/15/11)**

COMPLETE STREETS

The transportation system shall be designed and operated to provide safe, convenient and context-sensitive access for pedestrians, bicyclists, motorists, and public transportation users of all ages and abilities.

Policy 1.2.1: [M] **(EFF. 12/15/11)**

Recognizing that urban, suburban, and rural areas have different needs, develop and maintain context sensitive design standards for transportation facilities to protect and enhance community character and enhance the safety and desirability of walking, cycling, and transit.

Policy 1.2.2: [M] **(EFF. 12/15/11)**

Safe and convenient facilities for pedestrians, cyclists and transit users shall be evaluated for all new road and road widening projects. Specifically, all road projects, including resurfacing projects, shall be evaluated for the addition of bicycle lanes or paved shoulders, and transit shelters where they did not previously exist.

Policy 1.2.3: [M] **(EFF. 12/15/11)**

Establish and maintain a safe and effective system of bicycle lanes, sidewalks, and shared-use paths in conjunction with existing and planned roadways and the Greenways Master Plan. Where design criteria allow and safe operation will occur, separate bicycle and pedestrian traffic from vehicular traffic. Provide adequate and secure bicycle parking facilities at major destinations.

Policy 1.2.4: [M] **(EFF. 12/15/11)**

In coordination with the Capital Region Transportation Planning Agency, maintain a bicycle and pedestrian master plan and pursue implementation funding.

Policy 1.2.5: [M] **(EFF. 12/15/11)**

Designate preferred entrance corridors into and connecting Tallahassee and Leon County, and adopt and maintain land development regulations to convert them into shaded pedestrian ways over time.

II. Mobility

Policy 1.2.6: [M] **(EFF. 12/15/11)**

Require a scenic roadway assessment, environmental assessment, and landscape component in the planning and construction of new roads, and in the improvement of existing roads.

Policy 1.2.7: [M] **(EFF. 12/15/11)**

Require that all new or rebuilt multi-lane (four or six-lane) arterial and major collector streets be constructed with grassed and/or landscaped medians where sufficient right-of-way can be obtained, unless limited by environmental constraints.

Policy 1.2.8: [M] **(EFF. 12/15/11)**

Provide a safe, accessible environment and support active living for students by: developing and maintaining programs to increase biking and walking to schools; prioritizing sidewalk and bicycle infrastructure within a two mile radius of primary schools; and continuing to identify, fund and build Safe Routes to Schools projects.

Policy 1.2.9: [M] **(EFF. 12/15/11)**

Special consideration shall be given to areas with concentrations of students, seniors, low-income families or others that are more dependent on modes other than the automobile to provide a safe, accessible environment.

Policy 1.2.10: [M] **(EFF. 12/15/11)**

Educate the population on the health benefits of non-motorized modes of transportation. Increase safety to those who choose to walk or ride a bicycle by educating the public on existing laws related to motor vehicle, bicycle and pedestrian operation and interaction.

Policy 1.2.11: [M] **(EFF. 12/15/11)**

Enforce vehicle, bicycle and pedestrian regulations concerning obedience of traffic control signals and devices, use of pedestrian crosswalks, walking along the roadway, etc. Provide proper pavement markings and signage to enhance recognition of bicycle lanes and pedestrian crossings.

Policy 1.2.12: [M] **(EFF. 12/15/11)**

Adopt and maintain a City and County sign ordinance to control sign and billboard placement and limit lighted and motion activated sign usage.

~~II. Mobility~~

~~*Policy 1.2.13: [M]* **(EFF. 12/15/11)**~~

~~Wherever feasible, bury utility lines. Priority should be given to areas where underground utilities can be incorporated into roadway construction and reconstruction projects.~~

~~*Policy 1.2.14: [M]* **(EFF. 12/15/11)**~~

~~Coordinate the transportation systems in Tallahassee and Leon County with one another and with the programs of the Capital Region Transportation Planning Agency and the Florida Department of Transportation to implement land use, transportation, and parking policies that promote transportation choice and to overcome identified deficiencies in the multimodal transportation network.~~

~~Objective 1.3: [M]~~ ~~**(EFF. 12/15/11)**~~

~~**ENVIRONMENTAL AND NEIGHBORHOOD PROTECTION**~~

~~Evaluate and minimize impacts of transportation projects on the natural environment and neighborhood integrity by using transportation demand reduction strategies to maximize existing roadway capacity, reduce the need for new roadway construction or expansion, reduce peak time traffic, reduce vehicle miles traveled, and reduce greenhouse gas emissions and other environmentally damaging pollutants.~~

~~*Policy 1.3.1: [M]* **(EFF. 12/15/11)**~~

~~Evaluate the natural features of Leon County, as delineated in the future land use and conservation elements, to avoid fragmenting and degrading regionally significant natural resources, wildlife corridors, greenways, and aquifers when planning new or expanding existing transportation facilities.~~

~~*Policy 1.3.2: [M]* **(EFF. 12/15/11)**~~

~~Reduce demand for more and wider roads by evaluating traffic operations to maximize efficiency of the existing street system capacity and support modal shifts to public transit, bicycling and walking.~~

~~*Policy 1.3.3: [M]* **(EFF. 12/15/11)**~~

~~Coordinate with Commuter Services of North Florida and state agencies regarding transportation demand reduction strategies such as staggered work hours for major employers, ridesharing, and parking fees.~~

~~*Policy 1.3.4: [M]* **(EFF. 12/15/11)**~~

~~Design, construct, and maintain transportation facilities to prevent flooding, minimize pollution, and maintain natural stormwater quantity, timing, rate, and direction of flow characteristics consistent with the adopted Stormwater Level of Service Standard.~~

II. Mobility

Policy 1.3.5: [M] **(EFF. 12/15/11)**

Require an analysis that measures environmental and neighborhood impact prior to funding any new roadway alignments, construction, or changes to the traffic circulation system. The level and type of review may vary with the anticipated impact, and shall include community involvement.

Policy 1.3.6: [M] **(EFF. 12/15/11)**

Require tree plantings, where practical, for both new and old roads to increase screening, beauty, runoff control and reduction of summer heat. Existing trees shall be protected during transportation system development and maintenance.

Policy 1.3.7: [M] **(EFF. 12/15/11)**

Aesthetically enhance and provide added environmental protection to existing and new transportation corridors by the following methods which include but are not limited to:

a) Incorporating for new, or increasing for existing corridors, the number of green spaces/open spaces and pedestrian oriented areas.
b) Recognizing plantations as a significant part of the natural landscape when roads are being designed in areas of the County where they are present.
c) Encouraging the use of native vegetation and natural systems such as swales to control runoff.
d) Maintaining natural ground cover, canopy and understory where new roads are built.
e) Design public infrastructure improvements to minimize development impacts to protect designated canopy roads consistent with the Conservation Element.
f) Applying access management strategies that enhance the character of transportation corridors and gateways to the community by promoting shared access and consolidated signage and preserving green space for landscaping.

Objective 1.4: [M] **(EFF. 12/15/11)**

CONNECTIVITY & ACCESS MANAGEMENT

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

Policy 1.4.1: [M] **(EFF. 12/15/11)**

Require vehicular, pedestrian, and bicycle interconnections between adjacent, compatible development; and require these interconnections between adjacent, incompatible developments if it has the potential to reduce the vehicular traffic on the external street system without negatively impacting either development.

Policy 1.4.2: [M] **(EFF. 12/15/11)**

Utilize context sensitive roadway design and traffic calming to allow connectivity while mitigating the effects of through traffic on neighborhoods.

Policy 1.4.3: [M] **(EFF. 12/15/11)**

Within the Urban Service Area, require private developers to include bikeways and pathways or sidewalks within proposed developments and connecting to surrounding land uses.

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

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

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

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

Policy 1.4.6: [M] **(EFF. 12/15/11)**

Connections to and from energy efficiency districts. The transit, bike, and pedestrian networks within energy efficiency districts shall recognize the districts as activity nodes and thus logically interconnect with and service the surrounding areas.

Policy 1.4.7: [M] **(EFF. 12/15/11)**

Energy Efficiency District Network and Connectivity. Energy efficiency districts shall have a dense, interconnected network of local and collector streets, sidewalks, bikelanes, and shared-use paths in accordance with the following:

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

shopping areas, employment centers, transit stops, neighborhood parks, and schools.

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

Policy 1.4.8: [M] **(EFF. 12/15/11)**

The City of Tallahassee and Leon County shall adopt and maintain access management ordinances and supporting design standards to control the location, spacing, operation and design of access connections and median openings. Development access shall be designed to protect the maximum service volume, safety, and operating characteristics of transportation facilities that it impacts, considering impacts to all modes and users.

Policy 1.4.9: [M] **(EFF. 12/15/11)**

No new lot or parcel shall be platted or created along arterial or collector roadways that would result in connection spacing that does not comply with the applicable local or FDOT connection spacing standard.

Policy 1.4.10: [M] **(EFF. 12/15/11)**

Properties under the same ownership, consolidated for development, or part of phased development plans shall be considered one property for the purposes of access management. Access points to such developments shall be the minimum necessary to provide reasonable access, rather than the maximum available for that property frontage.

Policy 1.4.11: [M] **(EFF. 12/15/11)**

Service roads shall be used for access to development in the area surrounding new freeway interchanges and shall be separated from interchange ramps at a distance that conforms with the applicable FDOT or local access spacing standards, in order to preserve safe and efficient traffic operations in the interchange area. Circulation systems for interchange area development shall be continuous and designed to support both vehicular and pedestrian mobility.

Policy 1.4.12: [M] **(EFF. 12/15/11)**

Flexibility shall be provided in administration of access spacing standards to accommodate minor deviations, where appropriate, and to ensure that no property is denied reasonable access to the transportation system. Major deviations from access spacing standards shall not be granted until every feasible option for meeting access management standards has been explored and deemed impractical.

Policy 1.4.13: [M] **(EFF. 12/15/11)**

As Capital Circle is converted to a high capacity, multi-lane arterial, future access-points shall be limited so that the improved roadway will function more efficiently and safely for

its intended purpose. In order to protect traffic capacity of the improved roadway and to assure public safety, the following policies will apply:

1) No new parcel shall be platted nor created through subdivision that results in a parcel with sole access to Capital Circle. Consolidation of two or more parcels that currently have access to Capital Circle into a parcel with a single access to Capital Circle shall be permitted;
2) New development abutting Capital Circle shall contribute to the development of a supporting system of local or collector roads, service roads, and/or shared access systems (e.g. joint use driveways), as an alternative to individual driveway access.
3) Where individual driveways must be provided to preserve reasonable access to a development site, applicants shall enter an agreement to cooperate in any future project to consolidate access points or to share access with abutting properties as opportunities arise.

Objective 1.5: [M] **(EFF. 12/15/11)**

LEVELS OF SERVICE

Establish transportation level of service (LOS) standards in order to measure the impacts of new development on, and to prioritize improvements to, the transportation system.

Policy 1.5.1: [M] **(EFF. 12/15/11)**

The peak hour roadway level of service for Tallahassee and Leon County is established as follows:

Table 1: Peak hour roadway level of service

Functional Classification	**Inside the USA**	**Outside the USA**
Interstate, Intrastate, Limited Access Parkways	C	B
Principal Arterials	D	C
Minor Arterials	D / E*	C
Major and Minor Collectors	D / E*	C
Local Streets	D	D

*For Minor Arterials, and Major and Minor Collectors located inside the Urban Service Area and south of U.S. 90, the Level of Service shall be "D" for purposes of establishing priorities for programming transportation improvements, and "E" for meeting concurrency requirements, to support the Southern Strategy. Roads north of U.S. 90 shall be LOS D for both programming improvement and concurrency purposes.

Policy 1.5.2: [M] **(EFF. 12/15/11)**

The level of service on all roadway facilities on the state highway system operating at the state recommended adopted minimum level of service standard or better at the time of adoption of the Comprehensive Plan will be maintained at the state adopted minimum level of service standard or a more strict local standard for the facility (if required adopted as part of the Plan). Level of service will be based on revised peak hour data compiled after Plan adoption.

II. Mobility

Policy 1.5.3: [M] **(EFF. 12/15/11, REV. EFF. 8/9/2012)**

The Roadway Level of Service Standards established under Goal 1.5, and as may be duplicated in the Capital Improvements Element, may be waived if a mobility fee program is adopted into the local concurrency management manuals by the City and/or County Commissions. If implemented, the mobility fee program shall:

1) account for the fact that development further from activity nodes creates greater fiscal and environmental costs to the community;
2) support compact, mixed use development and redevelopment within adopted energy efficiency districts.

Policy 1.5.4: [M] **(EFF. 12/15/11)**

The City of Tallahassee and Leon County Concurrency Management systems will accumulate all development impacts, both below and above threshold standards, to determine cumulative impact of individual development orders. Cumulative impacts of all development will be monitored in order to maintain adopted level of service standards.

Policy 1.5.5: [M] **(EFF. 12/15/11)**

MMTD Areawide Multimodal Level of Service Standards and Performance Targets. In order to create community design that supports mobility, the following performance standards are established for the Multimodal Transportation District.

Table 2: MMTD Areawide Multimodal Level of Service Standards

Areawide Multimodal Level of Service Standards (Pursuant to F.S. 163.3180(15)(c))			
Pedestrian	**Transit**	**Bicycle**	**Automobile**
C	C	D	E+50%

In addition, because areawide level of service measures based on computer models do not recognize the full breadth of conditions affecting pedestrian, cycling, and transit comfort, safety and convenience, the following performance targets are also established. It is recognized these targets may take more than the 20 year planning period of this document to achieve, but are provided as continuing guidance for plan updates and capital investments.

Table 3: MMTD Areawide Multimodal Performance Targets

a) Areawide modal split:		
	Trips that both originate & end within the district	Trips originating or ending outside the district (not including pass through trips)
Transit	40%	25%
Bike/pedestrian	30%	10%
Automobile	30%	65%
b) Bicycle and Pedestrian Mobility		
i)	Formally designated north/south & east/west bicycle routes functioning at LOS C or better are provided at 1½ mile intervals	
ii)	All buses are equipped with bicycle racks	

II. Mobility

iii)	All sidewalk and bicycle facilities within ½ mile of StarMetro transfer points function at LOS C or better;
iv)	All superstops are equipped with bicycle parking
v)	All intersections within ½ mile of StarMetro transfer points incorporate features to support safe and comfortable crossing for pedestrians and cyclists
c) Transit Mobility	
i)	All employees and dwelling units are within ¼ mile of a transit stop
ii)	80% of transit routes operate with 20 minute headways or less
iii)	80% of employees and dwelling units are served by routes operating at least 16 hours a day
iv)	40% of transit stops include benches, signage, lights, and covered or enclosed waiting areas
v)	80% of employees and dwelling units are within 1 mile of a StarMetro transfer point.
d) In Relation to Educational Uses	
i)	All pedestrian and bicycle facilities within 2 miles of primary schools function at LOS C or better
ii)	50% of students at Florida State University (FSU), Florida A&M University (FAMU), and Tallahassee Community College (TCC) commute to campus via non-auto modes
iii)	At least three satellite parking facilities for students are located outside of the MMTD but within a 20 minute transit ride of FSU, FAMU, or TCC

Policy 1.5.6: [M] **(EFF. 12/15/11)**

Transportation Concurrency within the MMTD. Pursuant to F.S. 163.3180(15)(c), development permits may be issued in reliance upon all planned community design capital improvements that are financially feasible over the development or redevelopment timeframe for the MMTD, without regard to the period of time between development or redevelopment and the scheduled construction of the capital improvements. Reflecting the purpose of a MMTD to promote higher density infill and to create a safe, desirable environment for pedestrians, the capital improvements plan will reflect primary emphasis on bicycle, pedestrian, and transit projects.

Policy 1.5.7: [M] **(EFF. 8/9/12)**

Changes to roadway segment capacity that result from the reduction or restriction of automobile laneage from existing conditions in order to implement multimodal or other non-automobile-oriented comprehensive planning goals will not require transportation concurrency mitigation. An analysis shall be conducted of transportation and land use impacts on parallel roadways that would result from the lane changes.

Objective 1.6: [M] **(EFF. 12/15/11)**

CORRIDOR PRESERVATION

Identify right-of-way needed for planned future transportation improvements and protect it from building encroachment as development occurs to preserve the corridor for transportation use, to maintain transportation level of service for concurrency, to improve coordination between land use and transportation, and to minimize the adverse social, economic, and environmental impacts of transportation facilities on the community.

Policy 1.6.1: [M] **(EFF. 12/15/11)**

The City and County shall adopt and maintain corridor management ordinances, in accordance with subsection 337.273(6), F.S., which are designed to protect future transportation corridors designated in the Tallahassee-Leon County Comprehensive Plan from development encroachment, to provide for right-of-way acquisition, and to mitigate potential adverse impacts on affected property owners.

Policy 1.6.1(a): [M] **(EFF. 12/15/11)**

Development orders may require conveyance of transportation rights-of-way consistent with a Future ROW Needs Map and Future Right-of-Way Needs and Access Classifications Table, as a condition of plat or development approval, provided that any required dedication shall not exceed the amount of land that is roughly proportionate to the impacts of the development on the transportation network.

Policy 1.6.2: [M] **(EFF. 12/15/11)**

Acquire and maintain sufficient right-of-way when building new roads or widening old facilities in order to protect waterbodies, wetlands, and flood plains. Plan corridor alignments to avoid environmentally sensitive areas and where this is not possible, acquire wide roadside buffers and prohibit driveways by purchase of access rights, as necessary, to prevent development from occurring within the environmentally sensitive area, as a result of the roadway availability.

Policy 1.6.3: [M] **(EFF. 12/15/11)**

Future right-of-way needs for selected transportation corridors designated for improvement in the Tallahassee-Leon County Comprehensive Plan are generally depicted in the table below and in the Future Right-of-Way Needs Map and the Long Range Transportation Plan.

Table 4: Future Right-of-Way Needs Without an Existing Corridor Alignment

Future Right-of-Way Needs WITHOUT an Existing Corridor Alignment	
Functional Classification	**ROW (ft.)[1] [3]**
Blueprint Principal Arterial[4]	230
Principal Arterial	200
Minor Arterial	176
Major Collector	146
Minor Collector	100

Notes:

1) Widths represent maximum anticipated ROW needs for generalized corridors; not precise alignments. Where a specific alignment is established through alignment studies, engineering studies or design, such alignment shall apply for the purpose of development review. Actual road location and design will be determined by specific corridor and design studies.
2) Alternative widths may be established by the local government, in consultation with other affected agencies, pursuant to an adopted Critical Area Plan or based

upon an analysis of existing constraints, community planning objectives, and other considerations unique to the roadway or surrounding land development.

3) In addition to the number of travel lanes, the following are important considerations in the determination of right-of-way needs for future corridors:
   a. Space for sidewalks to provide safe and convenient movement of pedestrians.
   b. The provision of bike lanes or separate bike paths.
   c. Space for current or future location of utilities so that, when necessary, they can be safely maintained without undue interference with traffic. The utility strip needs to be of sufficient width to allow placement of a water main so that in the case of rupture, neither the roadway pavement nor adjacent property will be damaged.
   d. Accommodation of stormwater at the surface or in storm drains.
   e. Accommodation of auxiliary lanes at intersections.
   f. Placement of trees to improve the aesthetic qualities of the roadway, to shade pedestrians, and improve community appearance. The space needs to be adequate to accommodate tree growth without damaging sidewalks, abutting development, or curb and gutter.
   g. Allowing for changes in the paved section, utilities, or other modifications, that may be necessary in order to meet unseen changes in vehicular, pedestrian, bicycle, or other transportation needs as a result of changes in land use and activity patterns.

2) Planned ROW needs for Capital Circle from Centerview to W. Tennessee, as accepted by the Blueprint Intergovernmental Agency on November 19, 2001.

Policy 1.6.4: [M] **(EFF. 12/15/11)**

All proposed development plans on designated future transportation corridors shall be reviewed for consistency with the Future Right-of-Way Needs Map, the Long Range Transportation Plan, and any specific alignment or engineering studies and shall be consistent with identified right-of-way needs for designated future transportation corridors as a condition of development approval.

Policy 1.6.5: [M] **(EFF. 12/15/11)**

The Future Right-of-Way Needs Map shall be reviewed, and updated if necessary, every five years concurrent with the Long Range Transportation Plan update, or more frequently as necessary to address the growth and mobility needs of the local government.

Policy 1.6.6: [M] **(EFF. 12/15/11)**

City and County Staff shall consult with the Florida Department of Transportation in determining conceptual alignments, acquiring future right-of-way, and reviewing proposed development that substantially impacts state highways designated for improvement in the Tallahassee-Leon County Comprehensive Plan to ensure that local decisions are consistent with state and federal policy, and to ensure that development

activity does not substantially impair the viability of the future state transportation corridor.

Policy 1.6.7: [M] **(EFF. 12/15/11)**

Explore land banking policies, procedures and funding options to facilitate early acquisition of right-of-way for designated future transportation corridors.

Policy 1.6.8: [M] **(EFF. 12/15/11)**

Right-of-way acquisition shall be facilitated by the establishment of a program to identify, prioritize, and acquire needed right-of-way consistent with the Right-of-Way Needs Map and Capital Improvements Element.

Policy 1.6.9: [M] **(EFF. 12/15/11)**

Where needed right-of-way is identified in the energy efficiency district connectivity plans, such projects shall also be included on the Right-of-Way Needs Map and/or in the Long Range Transportation Plan.

Goal 2: [M] (EFF. 12/15/11)

TRANSIT

Capture a five to ten percent mode share through the development and improvement of the mass transit system so that transit is seen as a viable alternative to the automobile as a means of transportation.

Objective 2.1: [M] (EFF. 12/15/11)

IMPLEMENTATION STRATEGIES

In coordination with the Metropolitan Planning Organization, City of Tallahassee, Leon County and the Florida Department of Transportation, expand the integration of mass transit planning into the overall transportation delivery system by coordination of the short-range transit operations plan, Transit Development Plan, Bicycle and Pedestrian Master Plan and Long Range Transportation Plan development.

Policy 2.1.1: [M] **(EFF. 12/15/11)**

Land use regulations shall be developed which emphasize pedestrian movement and the use of transit.

II. Mobility

Policy 2.1.2: [M] **(EFF. 12/15/11)**

Systematically extend and/or modify transit routes within the urban area to provide access to major employment, shopping, and business, recreational and other activity centers.

Policy 2.1.3: [M] **(EFF. 12/15/11)**

Coordinate the location and design of office parks to foster ride sharing and transit use.

Policy 2.1.4: [M] **(EFF. 12/15/11)**

Discourage single occupancy vehicle use through design criteria for new development and innovative programs such an employee pass program.

Policy 2.1.5: [M] **(EFF. 12/15/11)**

Encourage the elimination of the subsidy of public employee parking to encourage ride sharing and transit use.

Policy 2.1.6: [M] **(EFF. 12/15/11)**

Develop and maintain a marketing strategy and campaign to inform the public on mass transit and to increase ridership.

Policy 2.1.7: [M] **(EFF. 12/15/11)**

The potential impacts upon transit shall be determined and utilized in evaluating highway projects when planning new roads or capacity expansions to existing roads.

Policy 2.1.8: [M] **(EFF. 12/15/11)**

For purposes of evaluating transit level of service over the Plan Horizon and to implement the Regional Mobility Plan goal of a 10% modal split, the local government should expand coverage to serve 80 to 89 percent of the residential population within the Urban Service Area by a transit route along an arterial or collector roadway within approximately 1/2 mile.

Policy 2.1.9: [M] **(EFF. 12/15/11)**

Revisions to and expansion of transit service will be based on existing and major trip generators and densities to provide efficient mass transit services.

Policy 2.1.10: [M] **(EFF. 12/15/11)**

Future transit planning for Tallahassee and Leon County will include provisions for determining the location of transit regional transfer facilities and/or superstops.

II. Mobility

Policy 2.1.11: [M] **(EFF. 12/15/11)**

To provide efficient transit for Tallahassee and Leon County, future transit planning will address provisions for efficient and frequent service based on trip generations and density of land uses, safe and convenient transit facilities and adaptation for the special needs of the transportation disadvantaged.

Objective 2.2: [M] **(EFF. 12/15/11)**

TRANSIT ALTERNATIVES

Adopt and maintain a plan for expanding the transit system beyond buses.

Policy 2.2.1: [M] **(EFF. 12/15/11)**

Initiate a study to evaluate the alternative types of transit in relation to their potential use in the City.

Policy 2.2.2: [M] **(EFF. 12/15/11)**

Develop a long-range master plan for building the transit system type determined to be most feasible in Policy 2.2.1.

Objective 2.3: [M] **(EFF. 12/15/11)**

PROTECTION OF FUTURE TRANSIT CORRIDORS

Develop and maintain a plan that identifies future transit rights-of-way and corridors and provides means of protecting and acquiring such areas.

Policy 2.3.1: [M] **(EFF. 12/15/11)**

Existing and future transit rights-of-way and corridors shall be identified as a part of the comprehensive plan for integrating transit into the existing transportation system.

Policy 2.3.2: [M] **(EFF. 12/15/11)**

Incentives to encourage the donation of transit rights-of-way and corridors shall be developed.

Policy 2.3.3: [M] **(EFF. 12/15/11)**

Development agreements and land use regulations shall be utilized to preserve future transit corridors.

II. Mobility

Objective 2.4: [M] **(EFF. 12/15/11)**

FUNDING OF TRANSIT

By 2012, alternative and innovative funding sources shall be developed to support an effective transit system.

Policy 2.4.1: [M] **(EFF. 12/15/11)**

Transit shall be regarded as a vital public service with increased funding to allow it to compete with the private automobile on an equal basis.

Policy 2.4.2: [M] **(EFF. 12/15/11)**

Funding for transit operating expenses should include and should not be limited to the following sources: sales tax, property tax, future charter county surtax, gas tax, impact fees, and the significant benefits program.

Objective 2.5: [M] **(EFF. 12/15/11)**

TRANSPORTATION FOR DISADVANTAGED

Provide for full implementation of the requirements of Chapter 427, Florida Statutes and Section 3046(a)(9) of the SAFETEA-LU Act regarding planning and coordination of human services transportation in meeting the needs of the transportation disadvantaged.

Policy 2.5.1: [M] **(EFF. 12/15/11)**

A needs assessment of the transportation disadvantaged shall be undertaken.

Policy 2.5.2: [M] **(EFF. 12/15/11)**

An assessment of existing public and private transit programs shall be undertaken with an analysis to determine unmet needs.

Policy 2.5.3: [M] **(EFF. 12/15/11)**

A strategy to meet identified unmet needs shall be developed with emphasis being given to meeting the needs of the transportation disadvantaged (i.e., those individuals who because of physical or mental disability, income status, or age are unable to transport themselves or to purchase transportation).

Goal 3: [M] (Eff. 12/15/11)

Aviation

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

Objective 3.1: [M] (Eff. 12/15/11)

Long Term Implementation Guidelines

Expand and improve on a phased, incremental basis, the aviation facilities at and the access to Tallahassee Regional Airport to meet the transportation needs of the Capital Region while maintaining consistency with all elements of the comprehensive plan. The Tallahassee Regional Airport Master Plan will be maintained and monitored on an ongoing basis to ensure that implementation of the plan meets the aviation needs of the area.

Policy 3.1.1: [M] (Eff. 12/15/11)

Implement the Tallahassee Regional airport Master Plan for the Year 2005 and implement the recommendations of the Tallahassee Regional Airport Noise Compatibility Plan.

Objective 3.2: [M] (Eff. 12/15/11)

Access to Airport

Access routes to the Tallahassee Regional Airport will be integrated with the street and highway planning process of the City, County, MPO, and Florida DOT. Alternative modal choices will be studied as part of the mass transportation planning process.

Policy 3.2.1: [M] (Eff. 12/15/11)

An appropriate gateway from the airport to Downtown/Capitol Center/University destinations shall be designated and improved. Such improvements shall consider roadway capacity, adjacent land uses, landscaping, and incorporation of future mass transportation facilities.

Policy 3.2.2: [M] (Eff. 12/15/11)

Conduct a feasibility study to determine the need for, type of, and proposed location of mass transportation services between the airport and priority destinations within the urban area.

Policy 3.2.3: [M] **(EFF. 12/15/11)**

The interface between the roadway network and the airport vehicle circulation system shall be designed, constructed, and signalized (when warranted) to provide efficient on-site and off-site traffic flow.

Policy 3.2.4: [M] **(EFF. 12/15/11)**

The City of Tallahassee will coordinate any aviation facilities plan with U.S. Army Corps of Engineers, the Federal Aviation Administration, the MPO, military service, the FDOT 5 Year Transportation Plan and the Continuing Florida Aviation System Planning Process.

Policy 3.2.5: [M] **(EFF. 12/15/11)**

The Traffic Circulation and Mass Transit sub-elements shall consider future airport access needs.

Objective 3.3: [M] **(EFF. 12/15/11)**

CRITERIA FOR OPERATION AND MODIFICATION TO AIRPORT

Operation of and modification to Tallahassee Regional Airport shall take into account impacts to adjacent land uses, the natural resources, and the community in general.

Policy 3.3.1: [M] **(EFF. 12/15/11)**

Future modifications to airport facilities shall take into account the potential for noise and safety hazards to surrounding land uses.

Policy 3.3.2: [M] **(EFF. 12/15/11)**

Future modifications to airport facilities shall be accomplished so as to be compatible with nearby natural resources.

Policy 3.3.3: [M] **(EFF. 12/15/11)**

Aviation and related facilities development and expansion shall be consistent with the conservation element.

Policy 3.3.4: [M] **(EFF. 12/15/11)**

Aviation and related facilities development and expansion shall mitigate structural and non-structural impact on adjacent natural resources.

II. Mobility

Policy 3.3.5: [M] **(EFF. 12/15/11)**

Additional parking shall be provided in ways that minimize impervious surfaces and that maintain the appearance of the airport terminal.

Policy 3.3.6: [M] **(EFF. 12/15/11)**

Aesthetics shall be considered in any future airport facility design.

Objective 3.4: [M] **(EFF. 12/15/11)**

LAND USE IN ADJACENT AREAS

Development near the airport shall occur in ways and at locations compatible with the airport's operation and expansion and with sensitivity to protecting existing residential and natural resources adjacent to the airport.

Policy 3.4.1: [M] **(EFF. 12/15/11)**

Land use decisions in the vicinity of the Tallahassee Regional Airport shall only be permitted if compatible with the current and future operation of the airport facility and the future land use element.

Policy 3.4.2: [M] **(EFF. 12/15/11)**

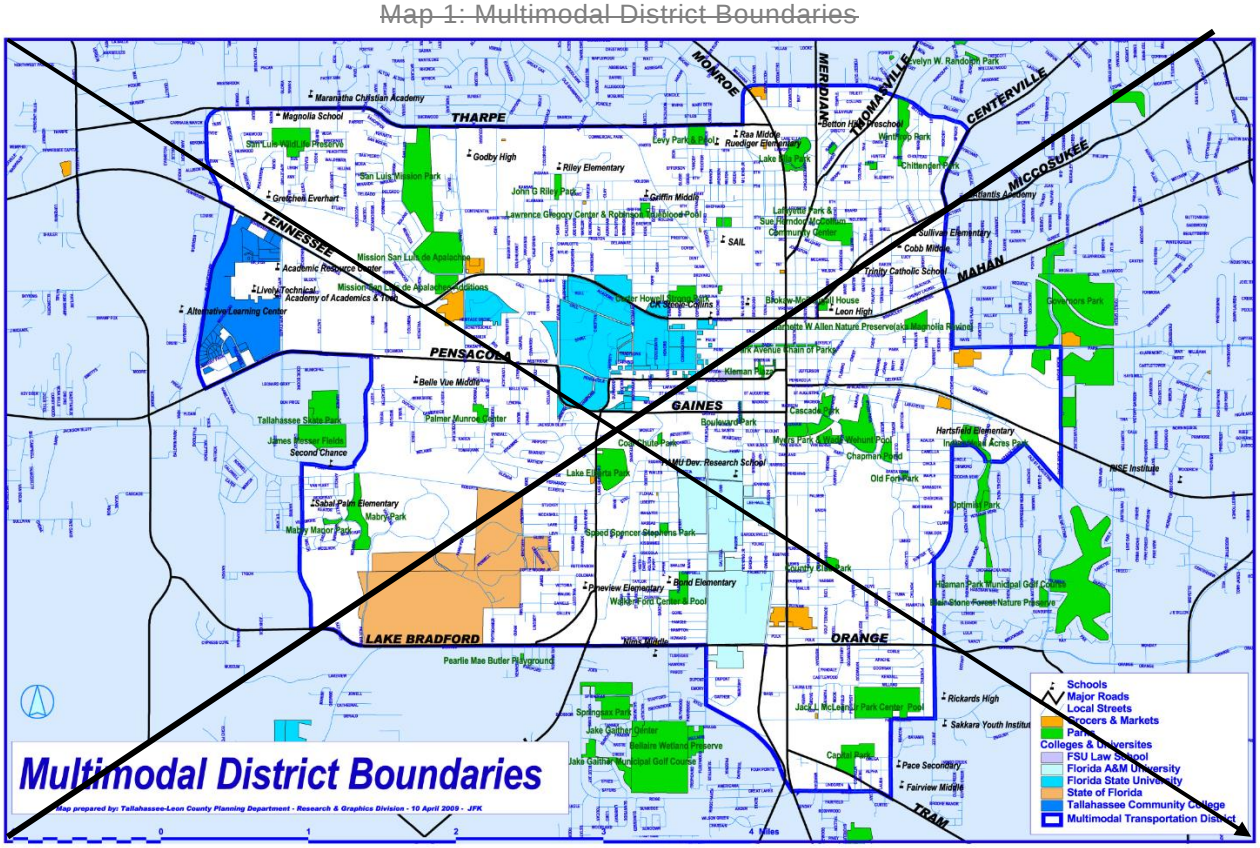
Residential development or other noise-sensitive land uses shall not be permitted within the predicted 65 Ldn noise contours without the use of mitigative noise control measures. Incompatible land uses in airport approach zones shall not be permitted. The high noise contours associated with the airport shall be publicized.

Policy 3.4.3: [M] **(EFF. 12/15/11)**

Additional land uses shall not be permitted in airport zones if, due to structural height, they hinder airport operation or reduce navigable airspace.

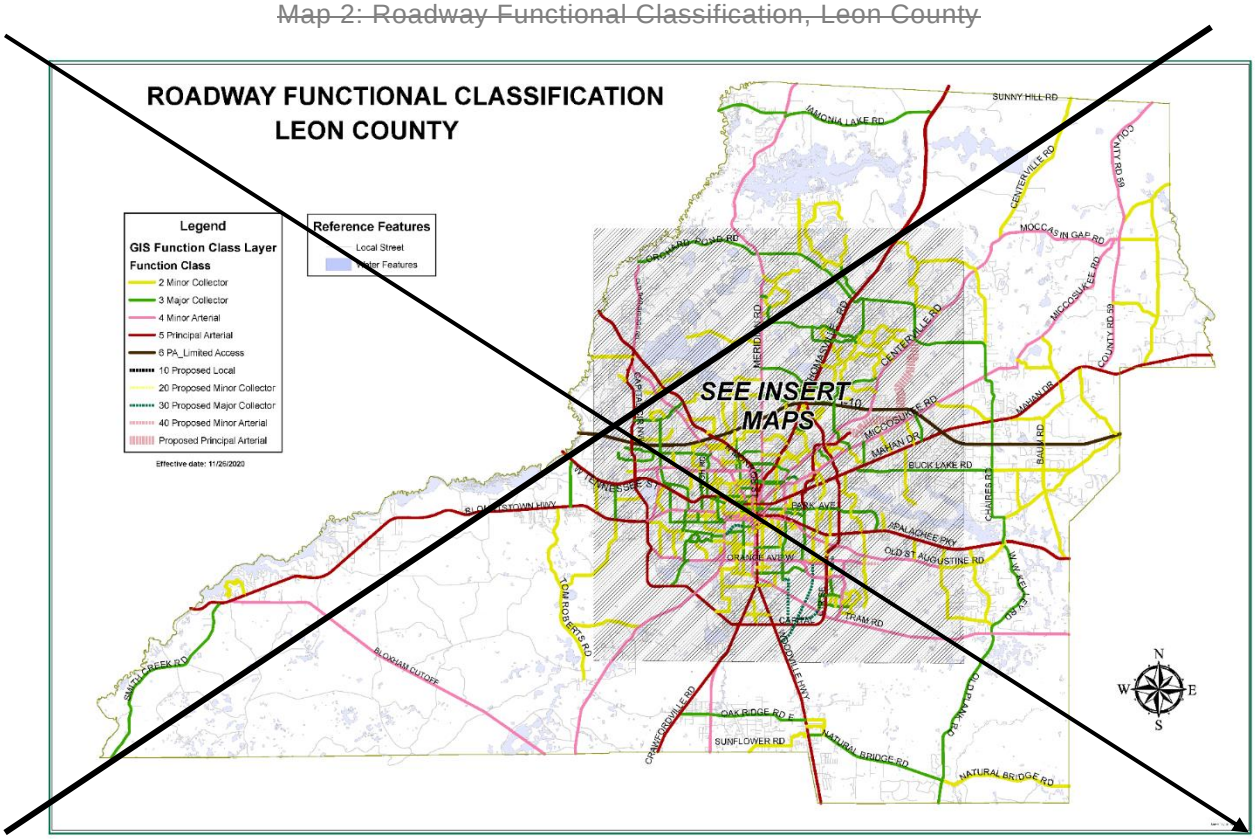
~~II. Mobility~~

~~Map 1: Multimodal District Boundaries~~



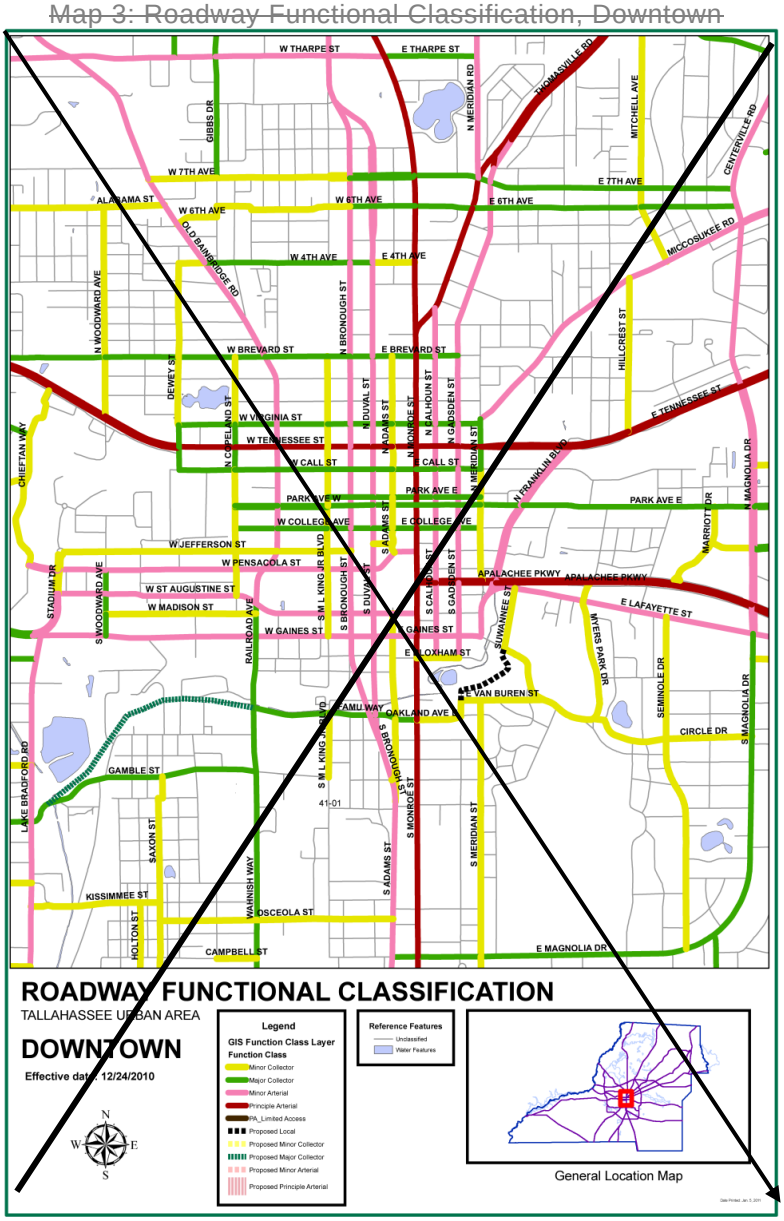
~~II. Mobility~~

~~Map 2: Roadway Functional Classification, Leon County~~



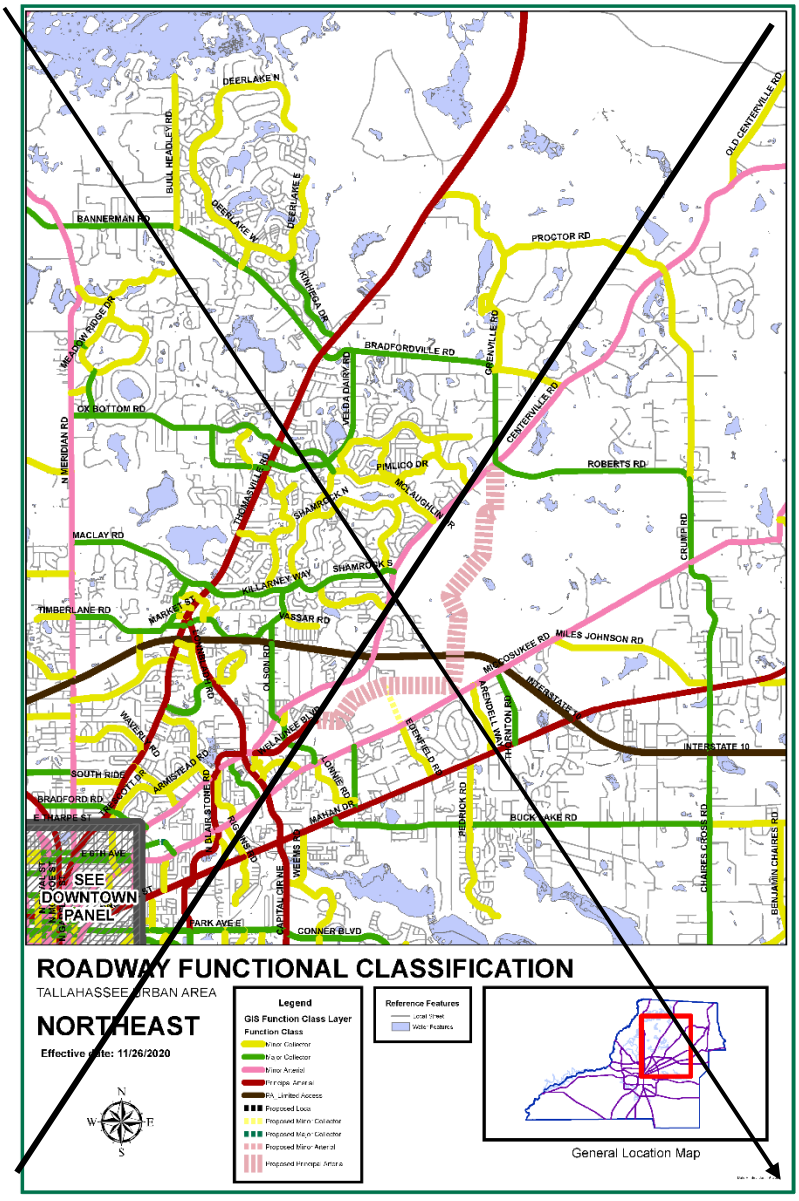
~~II. Mobility~~

~~Map 3: Roadway Functional Classification, Downtown~~



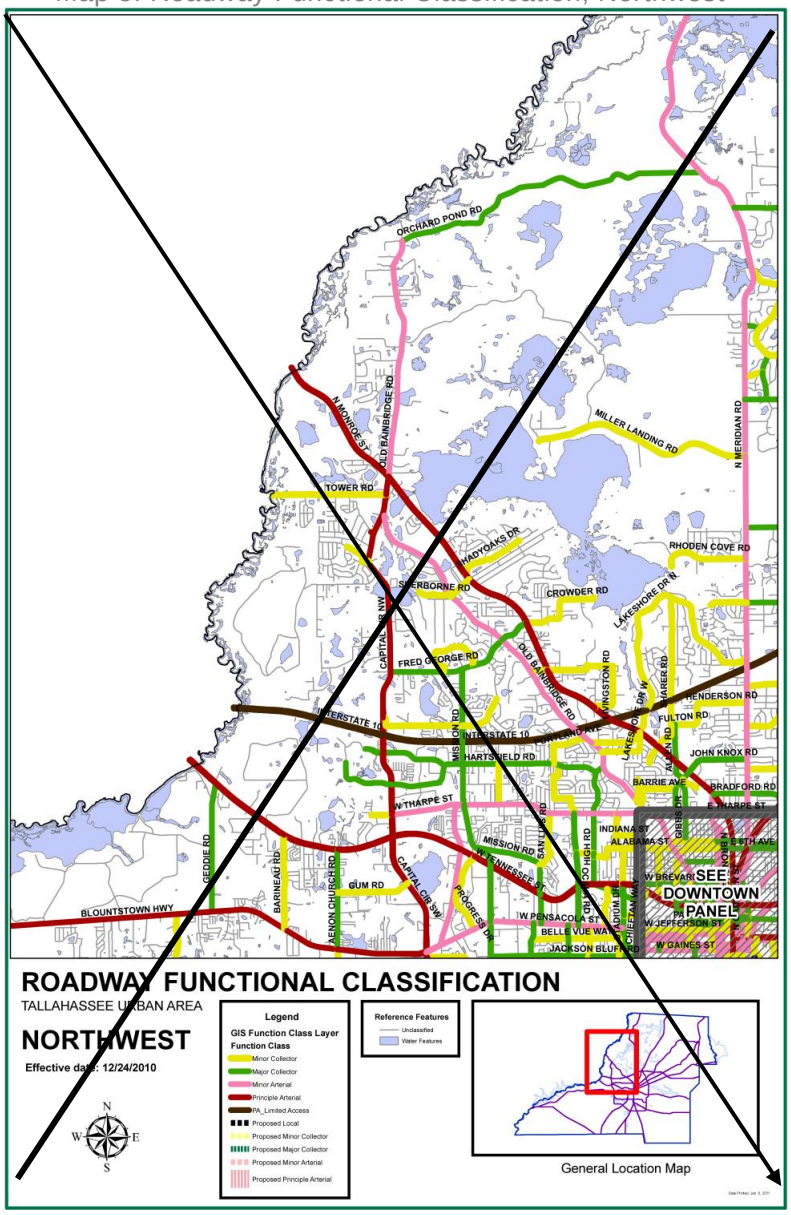
~~II. Mobility~~

~~Map 4: Roadway Functional Classification, Northeast~~



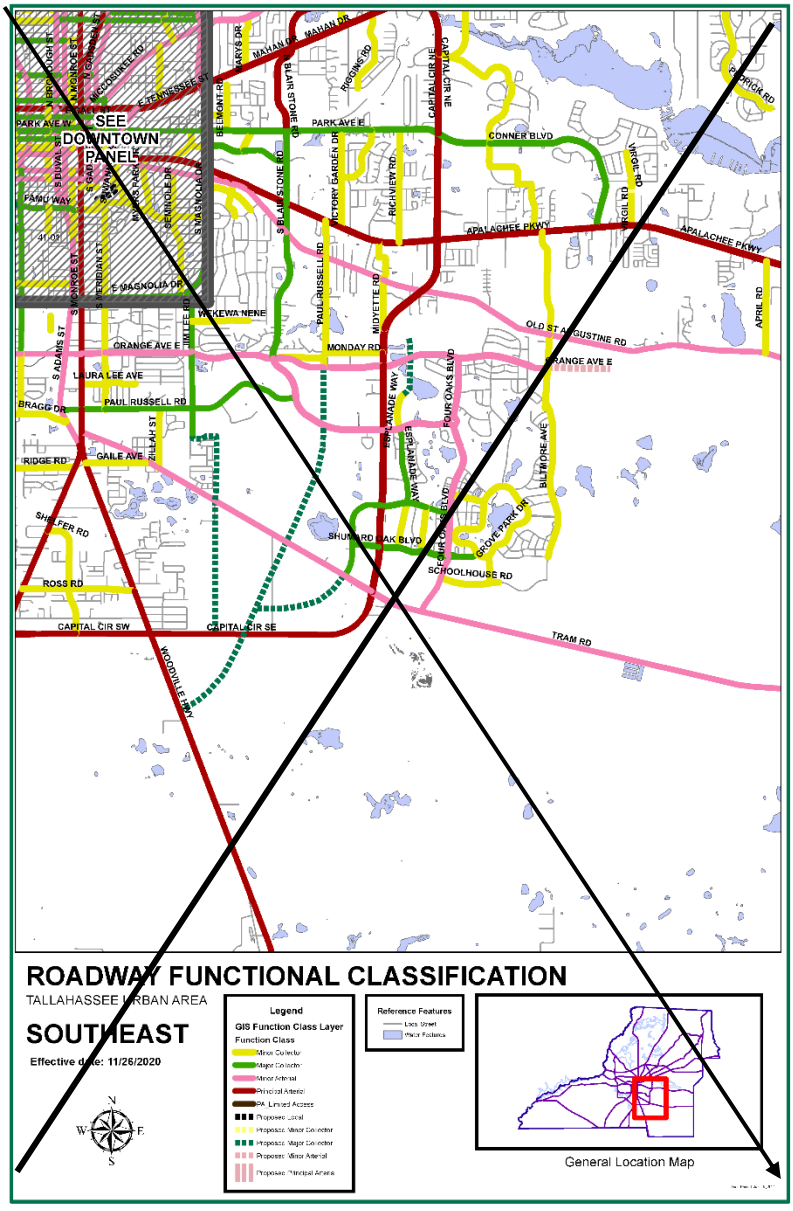
~~II. Mobility~~

~~Map 5: Roadway Functional Classification, Northwest~~



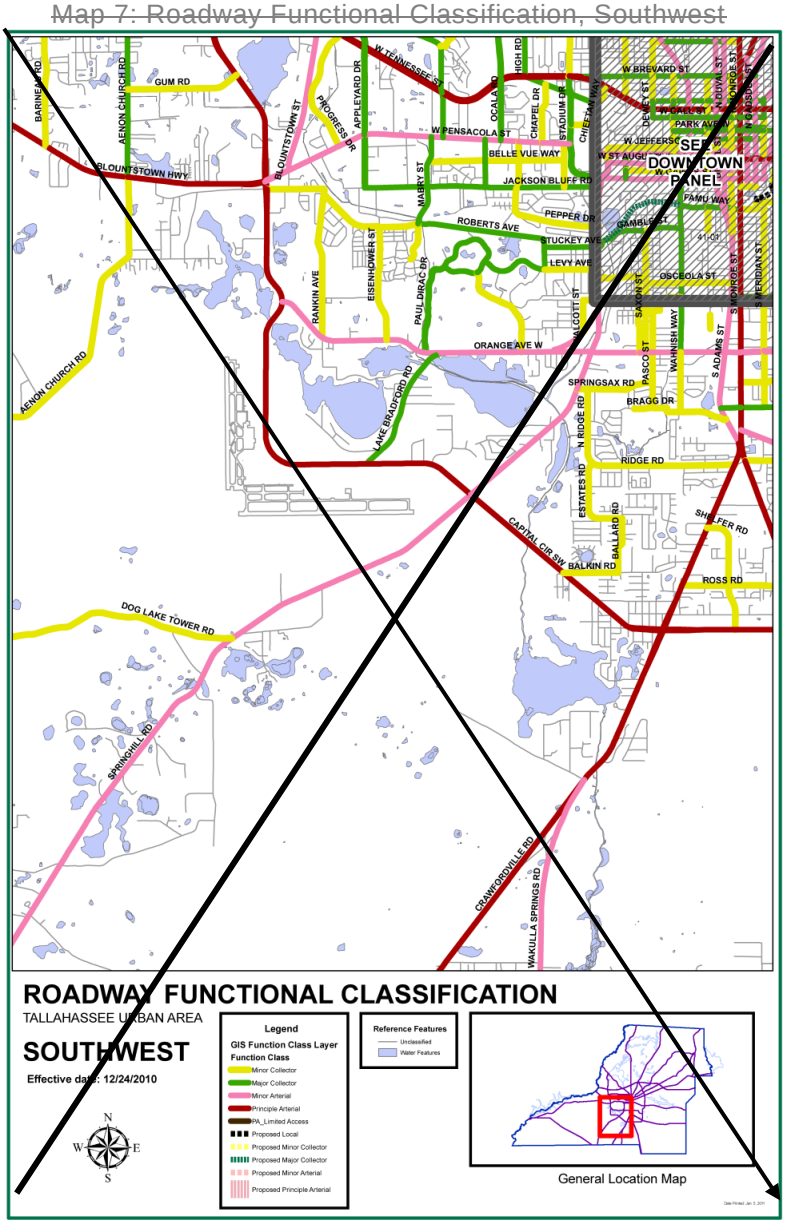
~~II. Mobility~~

~~Map 6: Roadway Functional Classification, Southeast~~



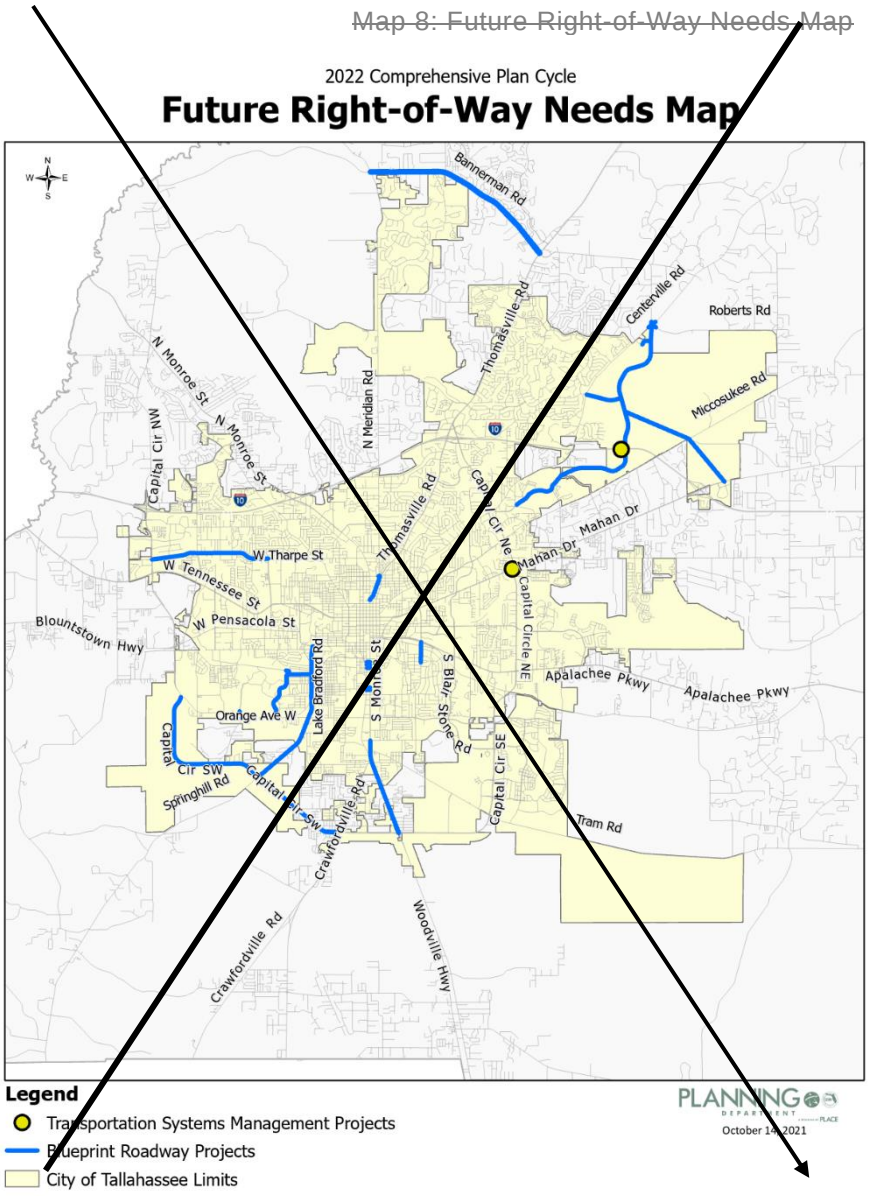
~~II. Mobility~~

~~Map 7: Roadway Functional Classification, Southwest~~



~~II. Mobility~~

~~Map 8: Future Right-of-Way Needs Map~~



GLOSSARY

ACCESS: **(EFF. 6/25/96)** The means of vehicular entry to or exit from property to or from a public or private road.

ACLF: **(EFF. 7/16/90)** Means adult congregate living facility as defined in Section 400.402 of the Florida Statutes.

ACQUISITION: **(EFF. 7/16/90)** Includes purchase, land exchange, donation, easement, assisting private owners in obtaining tax advantages, etc. "Purchase" shall include all acquisition costs, such as surveying and title insurance.

ACTIVE RECREATION FACILITY: **(EFF. 7/16/90)** Means those recreation lands and improvements that are facility oriented, i.e. swimming pools, ball fields, tennis courts.

ADJOINING LAND USES: **(EFF. 8/17/92)** Land uses on parcels which are touching or contiguous to each other, as distinguished from lying near to or adjacent. For purposes of this Plan, land uses on parcels that are separated from each other by a local or a minor collector street or roadway shall also be considered adjoining; land uses on parcels that are separated by a major collector or an arterial street or roadway or by a railroad right of way shall not be considered adjoining.

ADVANCED AIR MOBILITY: Vehicles and infrastructure associated with vertical take-off and landing (VTOL), air taxis, electric and hybrid short-to-medium distance aircraft. These vehicles may be piloted or autonomous and carry either passengers or cargo.

ADVANCED WASTEWATER TREATMENT: **(EFF. 4/10/09)** Treatment of sewage that goes beyond the secondary or biological wastewater treatment stage and includes the removal of nutrients such as phosphorus and nitrogen and a high percentage of suspended solids and biochemical oxygen demand.

AFFORDABLE HOUSING: **(REV. EFF. 7/20/05; REV. EFF. 12/24/10)** Housing that costs no more than 33% of the annual income of a household earning 80% or less of area median income (AMI) for homeownership and 60% AMI or less for rental housing, adjusted for the number of people in the household, as defined by the U.S. Department of Housing and Urban Development (HUD) annually.

AGRICULTURE: **(EFF. 7/6/15)** The production, keeping or maintenance, for sale, lease or personal use, of plants and/or animals useful to humans, including, but not limited to, the growing of crops, dairying, grazing, the raising and maintenance of poultry and other livestock, horticulture, nursery, forestry, and sod farms. Commercial feed lots, the raising of furbearing animals, riding academies, livery or boarding stables or dog kennels are not considered to be normal agricultural uses.

AGRITOURISM: **(EFF. 7/6/15)** Any agricultural related activity consistent with a bona fide farm or ranch or in a working forest which allows members of the general public to view or enjoy activities related to farming, ranching, historical, cultural or harvest-your-own attractions for recreational, entertainment or educational purposes.

ALTERED FLOODPLAINS: **(EFF. 7/16/90)** Areas within the 100 year floodplain that have been either ditched, drained, filled or have had structures built on them, any of which have diminished the flood storage capacity of the floodplain.

ALTERED WETLANDS: **(EFF. 8/17/92)** Wetlands that have been degraded to the extent their ecological function has been detrimentally impaired and the likelihood that they cannot be re-established except through a distinct program of man-made mitigation. Wetlands that can have beneficial function restored through natural processes will not be considered altered.

ARCHAEOLOGICAL SITE: **(EFF. 7/16/90)** A location that has yielded or may yield information on history or prehistory.

AREA PARK: **(EFF. 7/16/90)** Means those park facilities that serve the population of the urban service area, including but not limited to community parks and sports complexes.

BASIC LIVING SHELTER: **(EFF. 7/16/90)** Means a dwelling unit which, at a minimum, is structurally sound, includes indoor plumbing, has a functional heating source, and provides protection to its inhabitants from the elements.

BEST MANAGEMENT PRACTICES: **(EFF. 7/16/90)** Those practices and principles designed to reduce and manage non-point source pollution and in some cases, protect wildlife and habitat. These principles and practices are generally outlined in the latest updated version of various BMP manuals including “Silviculture Best Management Practices,” “Best Management Practices,” “A Landowners Handbook for Controlling Erosion for Forestry Operations,” “Management Guidelines for Forested Wetlands,” “DER: Florida Development Manual, A Guide to Sound Land and Water Management,” and other publications on best management practices that are accepted by the industries and regulatory bodies. The local government reserves the right to add to or alter BMPs in specific instances as part of development agreements or development orders.

BUFFER: **(EFF. 6/25/96)** Open spaces, planted areas, fences, walls, berms, any combination thereof, or any other structure or design mechanism that is used to physically separate or screen one land use from another so as to visually shield and/or mitigate potential negative impacts.

BUSINESS ACCELERATOR: **(EFF. 5/31/18)** An organization that offers a range of support services and funding opportunities for startup businesses, including capital and investment, mentorship, office space and supply chain resources.

BUSINESS INCUBATOR: **(EFF. 5/31/18)** Organizations that help new and startup companies develop by providing services such as management training or office space, and are often a good path to capital from investors.

CANOPY ROAD: **(EFF. 7/16/90)** Road designated by local government as having significant aesthetic, cultural and historical value.

CAPITAL FACILITIES: **(EFF. 7/16/90)** Means transportation systems or facilities, including roads, mass transit, bikeway, sidewalk and aviation facilities; sewer systems or facilities; solid waste systems or facilities; drainage and stormwater management systems or facilities; potable water systems or facilities; education systems or facilities; parks and recreation systems or facilities; and health systems or facilities.

CAPITAL INFRASTRUCTURE: **(REV. EFF. 8/17/92)** Consists of sewer and water, roads, mass transit, solid waste, drainage, and parks.

CAPITOL CENTER PLANNING COMMISSION: **(EFF. 8/17/92)** As defined by §272.12, Florida Statutes.

CDBG: **(EFF. 7/16/90)** Means the Community Development Block Grant, as authorized under Title I of the Housing and Community Development Act of 1974.

CLOSED BASIN: **(EFF. 7/16/90)** A naturally depressed portion of the earth's surface for which there is no natural outlet for runoff other than percolation, evaporation, or transpiration.

CLUSTERING: **(EFF. 12/7/99)** The grouping together of structures and infrastructure on a portion of a development site with the balance remaining undeveloped or reserved as green space, which may or may not be used for development at a later date.

COMMERCIAL: **(REV. EFF. 6/25/96)** Generally, an activity or business involving the sale of goods and/or services carried out for profit.

> **MINOR**: **(EFF. 7/16/90)** Provide for the sale of convenience goods and services to the immediate residential area. Gross floor area—less than 20,000 square feet except at a local street intersection where maximum allowable is 10,000 square feet.
>
> **NEIGHBORHOOD**: **(REV. EFF. 9/19/91)** Provide for the sale of convenience goods and personal services such as food, drugs, sundries and hardware items to one or more neighborhoods. Gross floor area—20,000 to 100,000 square feet. Except at intersection of collectors where maximum allowable is 50,000 square feet.

COMMUNITY: **(EFF. 7/16/90)** Same functions of neighborhood commercial but on a larger scale. Provide for sale of retail goods such as clothing, variety items, appliances and furniture, hardware and home improvement items. Gross floor area—100,000 to 200,000 square feet.

REGIONAL: **(EFF. 7/16/90)** Same functions of community center, provide full range and variety of shopping goods for comparative shopping such as general merchandise apparel, furniture and home furnishings. Gross floor area - 200,000 to 1,000,000 square feet.

HIGHWAY: **(EFF. 7/16/90)** Provide for consumer oriented retail services designed for drive-in convenience. Gross floor area - 1,000 to 10,000 square feet.

COMMERCIALIZATION CENTERS: **(EFF. 5/31/18)** Facilities designed to further develop technologies through research partnerships, assistance with patents, and support for delivering products to the market through licensing and the creation of companies.

COMMUNITY FACILITIES: **(REV. EFF. 8/17/92)** Facility or service which may be public or privately owned, established, and intended to provide significant public benefit.

COMMUNITY SERVICES: **(EFF. 7/16/90; REV. EFF. 8/27/17)** A facility owned or operated by a public or private entity or agency that provides a service or significant public benefit directly to the general public, such as libraries, religious facilities, police/fire stations, hospitals, museums, and schools.

LIGHT INFRASTRUCTURE: **(EFF. 7/16/90; REV. EFF. 1/19/20)** Water wells, water tanks, sewage pump stations, electric substations, and solar power stations and systems.

HEAVY INFRASTRUCTURE: **(EFF. 7/16/90; REV. EFF. 12/24/10; REV. EFF. 1/19/20)** Government operational facilities, which have significant off-site impacts. Also included are such facilities operated by semi-public or private utility providers. These facilities shall include but are not limited to:

Waste-to-energy facilities
Materials recovery facilities
Sanitary sewer facilities
Sanitary sewer percolation ponds
Sewage treatment plants
Airports
Power generating stations (non-solar powered)
Landfills
Sludge disposal facilities
Incinerators
Correctional facilities
Water treatment plants
Outdoor storage facilities
Vehicle maintenance facilities
Solid waste transfer station
Correctional facilities

POST-SECONDARY: **(EFF. 7/16/90)** Public or private - Universities, colleges, vocational/technical schools.

COMMUNITY PARK: **(EFF. 7/16/90)** Means those parks that serve several neighborhoods with total populations of up to 25,000 and have a service area of up to a three mile radius. "Ride-to" facilities that are also accessible to bicyclists and pedestrians shall be included.

COMPATIBILITY: **(EFF. 5/31/18)** A condition in which land uses or conditions can coexist in relative proximity to each other in a stable fashion over time such that no use or condition is unduly negatively impacted directly or indirectly by another use or condition.

CONSERVATION: **(EFF. 7/16/90)** Allowing only carefully planned development activities to occur on a site; development activities must be compatible with the perpetuation of the ecological resources on the site.

CONSERVATION SUBDIVISION: **(EFF. 7/1/04)** A residential or mixed-use development that has been developed utilizing a design approach in which a significant fraction of the parent tract(s) is reserved as permanently protected open space and the remaining fraction of the land is developed. Under this design approach, development is clustered or concentrated on the least environmentally or otherwise significant portions of the development site.

CONTEXT SENSITIVE DESIGN: Land use and streetscape design that prioritizes physical and social context, while also preserving scenic, aesthetic, historic, and environmental resources, to provide mobility and safety for all users in a way that is reflective of the specific area in which the development and/or roadway is constructed.

COUNTYWIDE PARK: **(EFF. 7/16/90)** Means those park facilities that serve the entire county population, including but not limited to regional parks, boat landings and parks, golf courses, state parks, including university recreation areas, and national forest lands.

COWORKING SPACES: **(EFF. 5/31/18)** Shared workplaces or offices that facilitate the social gathering of a group of people who are still working independently. Unlike in a typical office, those utilizing coworking spaces are usually not employed by the same organization. Coworking spaces are often attractive to work-at-home professionals, independent contractors, or people who travel frequently.

DENSITY: **(EFF. 12/7/99)** *see* Gross Density

DENSITY NEUTRAL: **(EFF. 7/1/04)** As applied to Conservation Subdivisions, means that the allowable density achieved through the utilization of the conservation subdivision design approach shall not exceed the maximum density established for the Future Land Use Map category and base zoning district applicable to the subject property or properties.

DEVELOPMENT: **(EFF. 7/16/90)** Any proposed change in the use or character of the land, including but not limited to, land clearing or the placement of any structure or site improvement on the land except for silviculture activities employing best management practices.

DILAPIDATED: **(EFF. 7/16/90)** Means a structure which does not provide safe and adequate shelter in its present condition and endangers the health, safety and well-being of the occupants. A structure in the dilapidated classification cannot be economically repaired. A house is dilapidated when it has one or both of the following conditions:

1) Inadequate original construction such that it does not provide adequate protection against the elements;
2) Defects which would cost over 50% of the total value of the shelter to repair.

DRAINAGE BASIN: **(EFF. 12/7/99)** The area defined by topographic boundaries which contributes stormwater to a watershed or drainage system, including all areas artificially added to the basin.

ECOTOURISM: **(EFF. 7/6/15)** Tourism that focuses on the appreciation of natural areas, wildlife, or cultural and historical resources and strives to minimize ecological impact or damage. This nature-based tourism involves education and interpretation of the natural environment and is managed to be ecologically sustainable. Activities may include cycling, camping, fishing, hunting, paddling, hiking, birding, visiting scenic byways, agritourism, and wildlife viewing.

ENDANGERED SPECIES: **(EFF. 7/16/90)** Are defined based on the same criteria and analogous to the state and federal list: Any species of fish and wildlife or plant naturally occurring in Florida, whose prospects of survival are in jeopardy due to modification or loss of habitat; over utilization for commercial, sporting, scientific or educational purposes; disease; predation; inadequacy of regulatory mechanisms; or other natural or man-made factors affecting his continued existence.

~~**ENTERPRISE ZONE**: **(EFF. 7/16/90)** Means an area in the state designated pursuant to Section 290 of the Florida Statutes and approved by the Secretary of the Department of Community Affairs.~~

ENVIRONMENTALLY SIGNIFICANT LANDS: **(EFF. 7/16/90)** Areas that provide breeding, wintering or foraging habitat, for federal, state, and locally listed plant and animal species; flood plains, wetlands, native forests and vegetated areas.

~~**FEDERAL UNIFORM RELOCATION ACT**: **(EFF. 7/16/90)** Means the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as passed and subsequently amended by the Congress of the United States.~~

FLOOD OR **FLOODING**: **(EFF. 1/23/09)** A temporary condition of partial or complete inundation of normally dry land or wetlands from the overflow of water bodies or watercourses in response to stormwater runoff, or from excessive overland flow of stormwater, or the accumulation of stormwater runoff in a closed basin.

FLOODPLAIN: **(EFF. 1/23/09)** An area of land susceptible to being flooded by stormwater. Floodplains are normally designated in terms of their probability of flooding with a specified period, such as one, ten, 25, 50, and 100 years.

FLOODWAY: **(EFF. 7/16/90; REV. EFF. 1/23/09)** That part of the floodplain associated with the channel of a river, steam, or other watercourse, or waterbodies and the adjacent land areas that must be reserved in order to discharge the base flood without cumulatively increasing the water surface elevation of the floodway.

FLOOR AREA RATIO: **(EFF. 6/25/96)** A measure of development intensity expressed as a ratio of the gross floor area of all buildings on a site divided by the total area of the site.

FLORIDA CAPITOL CENTER PLANNING DISTRICT: **(EFF. 8/17/92)** As defined by §272.12, Florida Statutes.

FLORIDA MASTER SITE FILE: **(EFF. 7/16/90)** A clearinghouse for information on archaeological sites, buildings and historic resource surveys. Inclusion in the Florida Master Site File does not necessarily mean that the resource possesses historic, architectural, archaeological or cultural significance, or is worthy of preservation.

FREEWAYS: **(EFF. 7/1/04)** Roadways that provide the highest level of mobility and are intended to carry the greatest amount of traffic at the highest speeds. Accordingly, freeway mainlanes provide no direct access to property and access to the freeway is provided only at interchanges and ramps.

FUNCTIONAL AREA OF AN INTERSECTION: **(EFF. 7/1/04)** The area beyond the physical intersection that comprises decision and maneuver distance, plus any required vehicle storage length, and is protected through corner clearance standards and connection spacing standards.

GREEN SPACE: **(EFF. 7/16/90)** Means that part of a lot open and unobstructed from its lowest level upward which is accessible to all residents on the lot, except as may be required for safety, and which is not used for off-street parking, streets, drives, refuse storage or other utility or building purposes.

GREEN INFRASTRUCTURE: Infrastructure that uses plants, soils, and other media to capture and treat stormwater. It relies on the natural processes of filtration, infiltration, and evapotranspiration to manage stormwater

GROSS DENSITY: **(EFF. 7/16/90)** Means the number of dwelling units per gross acre, an area of land containing forty three thousand, five hundred sixty (43,560) square feet including rights-of-way, common areas and the like. All residential densities referred to in the plan shall be gross densities unless otherwise noted.

GROUNDWATER RESOURCE PROTECTION: **(EFF. 7/16/90)** Areas determined to have high recharge to the aquifer and/or area where the potential for groundwater contamination is high.

GROUP HOME: **(EFF. 7/16/90)** Means a facility which provides a living environment for unrelated residents who operate as the functional equivalent of a family, including such supervision and care as may be necessary to meet the physical, emotional and social needs of the residents. Adult congregate living facilities comparable in size to group homes are included in this definition. It shall not include rooming or boarding homes, clubs, fraternities, sororities, monasteries or convents, hotel, residential treatment facilities, nursing homes, or emergency shelters.

HAZARD: **(EFF. 4/10/09)** Means a condition that exposes human life or property to harm from a man-made technological, or natural disaster.

HAZARD MITIGATION: **(EFF. 4/10/09)** Means any action taken to reduce or eliminate the exposure of human life or property to harm from a man-made or natural disaster.

HAZARDOUS WASTE: **(EFF. 7/16/90)** Means solid waste, or a combination of solid wastes, which because of its quantity, concentration, or physical, chemical, or infectious characteristics, may cause, or significantly contribute to, an increase in mortality or an increase in serious irreversible or incapacitating reversible illness, or may pose a substantial present or potential hazard to human health or the environment when improperly transported, disposed of, stored, treated, or otherwise managed.

HEAVY INDUSTRIAL: **(EFF. 7/16/90; REV. EFF. 5/31/18)** Heavy industrial uses have or may have substantial offsite impacts, such as noise, vibrations, smoke, dust and particulate matter, and noxious or odorous gases. Heavy industrial uses typically depend on access to Strategic Intermodal System (SIS) facilities, rail facilities, or airport facilities.

HIGH QUALITY SUCCESSIONAL FOREST: **(REV. EFF. 12/10/91; REV. EFF. 7/19/13)** High quality successional forest shall mean a medium quality natural plant community that is a forest type described in the Florida Natural Areas Inventory publication "Guide to the Natural Communities of Florida." These forests typically show signs of past disturbances, but still retain a good distribution of high quality indicator species. A medium quality natural community generally possesses the following characteristics:

1) The floristic composition contains many of the more common species typical of the natural community type, although most rare species are absent;
2) The community may contain invasive exotic plants that could be controlled through management;
3) The community has likely had some past disturbance, but not to the extent that the potential for recovery or restoration to a high quality natural community is significantly impaired (unauthorized activities in high quality successional forest areas resulting in a violation of the ordinances will not be excluded from protection as such).

HISTORIC RESOURCE: **(EFF. 7/16/90)** Means all areas, districts, or sites containing properties listed on the Florida Master Site File, the National Register of Historical Places, or designated by a local government as historically, architecturally or archaeologically significant.

HYDRAULIC FRACTURING: **(EFF. 5/31/18)** The process by which fractures are created by pumping fluids at high pressure into target rock formations to stimulate the flow of natural gas or oil, increasing the volumes that can be recovered.

INNOVATION DISTRICTS: **(EFF. 5/31/18)** Geographic areas that are physically compact, walkable, and transit-accessible where educational institutions, university-affiliated research and development facilities, and/or technology-focused companies cluster and connect with startup companies, business incubators, and business accelerators. Innovation Districts are mixed-use areas that provide housing, office, and retail in addition to the educational and business uses.

INTEGRATED ACCESS: **(EFF. 12/10/91)** The permitting of ingress and egress to a parcel of land in a manner which will minimize disruptions of the traffic flow due to turning movements on the local, collector, or arterial street on which the parcel fronts. Integrated access may include the requirement of shared access or the use of frontage or rear access roads.

INTENSITY: **(EFF. 12/7/99)** A measurement of the extent of land development, including the consumption or use of the space above, on, or below ground; examples of intensity measurement may include: the measurement of the use of or demand on facilities or services, allowed square footage or a floor area ratio of non-residential development, or the number of dwelling units per acre of residential development.

INTERMODAL: The term intermodal generally describes facilities that are used to move freight and cargo, as well as their transfer stations. Such facilities may include ports, railroad freight yards, freight/commercial airports, and the highways and railways that connect these facilities.

INTERSECTION: **(EFF. 6/25/96)** The point where the centerlines of two or more roads meet or cross and where allowance is made for the interchange of vehicular traffic.

LAND DEVELOPMENT REGULATIONS: **(EFF. 7/16/90)** Ordinances enacted by governing bodies for the regulation of any aspect of development, and including any local government zoning, rezoning, subdivision, building construction, or sign regulations, or any other regulations controlling the development of the land.

LDN: **(EFF. 7/16/90)** Means that measure of noise known as the Average Day-Night Sound Level rating which is the yearly energy average of the A-weighted sound level (to approximately the frequency response of the ear) integrated over a 24-hour period.

LEVEL OF SERVICE: **(EFF. 7/16/90)** Means an indicator of the extent or degree of service provided by, or proposed to be provided by a facility based on or related to the operational characteristics of the facility. Level of service shall indicate the capacity per unit of demand for each facility.

LEVELS OF SERVICE: (EFF. 7/16/90)

A Represents free flow. Individual users are virtually unaffected by the presence of others in the traffic stream.

B Is in the range of stable flow, but the presence of other users in the traffic stream begins to be noticeable.

C Is in the range of stable flow, but marks the beginning of the range of flow in which the operation of individual users becomes significantly affected by interactions with others in the traffic stream.

D Represents high density, but stable flow. Speed and freedom to maneuver are severely restricted.

E Represents operating conditions at or near the capacity level. All speeds are reduced. Freedom to maneuver within the traffic stream is extremely difficult.

LIGHT INDUSTRIAL: **(EFF. 7/16/90, REV. EFF. 5/31/18)** Light Industrial uses typically constrain potentially offensive impacts onsite, either through complete enclosure or a combination of enclosure and screening. Light Industrial uses shall include the finishing of products composed of previously manufactured component parts (such as the assembly of apparel or food processing excluding slaughter); and any manufacturing, storage, or distribution of products unlikely to cause any of the following impacts to be detected off-site: odor, noise, fumes or dispersion of waste, or radiation. Ancillary commercial uses designed to serve adjacent workers may be permitted. Light Industrial uses are not dependent upon direct access to rail facilities for off-loading and on-loading. Mixed Use Industrial sites allow light industrial uses supported by training facilities, offices, restaurants, small scale commercial storefronts, factory tours, retail, ancillary residential and/or open space uses.

LISTED SPECIES: **(EFF. 7/16/90)** Any plant or animal listed by the county, state or federal governments as an endangered or threatened species, or a species of special concern.

LIVE-WORK UNITS: **(EFF. 7/20/05)** Residential structures with their own lots, designed to accommodate and that include both living facilities and commercial/office components within the structure or on the same lot. The non-residential uses allowed in live-work units are “destination” businesses that do not rely on passerby and drive-by traffic, but more typically have visitation by appointment.

LOCALLY DESIGNATED HISTORIC RESOURCE: **(EFF. 7/16/90)** A resource that has been designated as historic under the Tallahassee-Leon County Zoning Code and that undergoes design review by the Tallahassee-Leon County Architectural Review Board.

LOCAL PARK: **(EFF. 7/16/90)** Means those park facilities that serve the population of the corporate city limits, including but not limited to neighborhood parks and passive recreation facilities.

LOCAL STREETS: **(REV. EFF. 7/1/04)** Local streets collect traffic from adjacent land uses and other minor streets (cul-de-sacs, loops, alleys, lanes) and channel it to the collector/arterial system. Local streets are intended to carry the lowest traffic volumes at the lowest speeds, discourage through traffic (usually do not carry traffic between two streets of a higher classification), and to provide access to abutting land.

LOW IMPACT DEVELOPMENT: **(EFF. 4/10/09)** A land planning and engineering design approach that focuses on minimizing adverse impacts of development on water quality. This approach is implemented by replicating the pre-development hydrologic regime of the development site through infiltrating, filtering, storing, evaporating, and detaining stormwater runoff close to its source.

MAJOR COLLECTOR: **(REV. EFF. 7/1/04)** Major collector roadways channel traffic between arterials, from other collector streets to the arterial system, and from a major activity center to the arterial street system. Major collectors may carry relatively high traffic volumes.

MAJOR DETERIORATION: **(EFF. 7/16/90)** Means a dwelling unit which has major defects requiring extensive repairs. The unit will not necessarily provide safe and decent shelter unless the repairs are made. These housing units usually have critical defects of a substantial nature, such as:

1) Holes, open cracks, rotted or missing materials over a large part of the foundation, walls, roof or chimney;
2) Substantial sagging of floors, walls or roof,
3) Extensive damage by storm, fire or flood.

MAKERSPACES: **(EFF. 5/31/18)** Collaborative work spaces with tools available for the purposes of enabling people to design, prototype and create manufactured works that typically would not be possible to create with the resources available to individuals working alone. Makerspaces are intended to provide access to equipment, community, and education. Makerspaces often have a variety of equipment, such as 3D printers, laser cutters, CNC (Computer Numerical Control) machines, soldering irons, or sewing machines.

MASS TRANSIT: **(EFF. 7/16/90)** Means passenger transportation service, usually local in scope, that is available to any person who pays a prescribed fare. It operates on established schedules along designated routes or lines with specific stops and is designed to move relatively large number of people at one time.

MICROMOBILITY: The term micromobility is used to describe emerging transportation alternatives such as e-scooters, e-bikes, and electric skateboards. It is frequently used in describing bikeshare and e-scooter share schemes.

MINING: **(EFF. 5/31/18)** Mining uses have the potential for substantial offsite impacts and alterations to the land structure on and around the mining site. Mining uses shall include the mining and quarrying of sand, gravel, clay, limestone, ceramic, and refractory minerals. Mining uses do not include hydraulic fracturing. Mining uses typically depend on a transportation system that can support large and heavy trucks.

MINOR ARTERIAL: **(REV. EFF. 7/1/04)** Minor arterial roadways interconnect with and augment the principal arterial system. They are similar in function to principal arterials, but accommodate trips of more moderate length and distribute travel to geographic areas smaller than that of the principal arterial system. Therefore, they provide a somewhat higher degree of property access than principal arterials.

MINOR COLLECTOR: **(REV. EFF. 7/1/04)** Minor collector roadways channel traffic from minor streets to the major collector/arterial system, between other collectors, and from activity centers to a street of higher classification. Minor collectors provide access to adjoining properties and generally have lower volumes, shorter trip lengths, and fewer through trips than major collectors.

MISSING MIDDLE HOUSING: This type of housing is represented as house-scale buildings with multiple units, such as duplexes, fourplexes, cottage courts, and cluster housing types, that fit seamlessly into existing residential neighborhoods, offering more housing options and supporting walkability. These types are frequently "missing" from the typical Florida housing market.

MITIGATION: **(EFF. 7/16/90)** To lessen or eliminate the impact of development on a significant historic resource. Mitigation can include the modification of project plans to ensure preservation of the significant resource, landscape buffering, adaptive use of a historic building, archaeological salvage, or historic or photographic documentation or the resource.

MSTU/MSBU: **(EFF. 7/16/90)** Means municipal service taxing units or municipal service benefit units, as authorized and defined in Florida Statutes, Chapter 125.01 (1)(q).

MULTIMODAL: The term multimodal describes supporting the presence of a variety of transportation options including but not limited to walking, biking, rolling (wheelchair et al.), micromobility (e-scooters et al.), freight, trolly, bus, train, etc. The term is generally used to emphasize alternatives to vehicular modes of transportation.

NATIONAL REGISTER OF HISTORIC PLACES: **(EFF. 7/16/90)** A federal listing of culturally significant buildings, structures, objects, sites and districts in the United States. This program was established by Congress in 1935 and is maintained by the United States Department of the Interior.

NATIVE FOREST: **(EFF. 7/16/90; REV. EFF. 7/19/13)** Native forest shall mean a high quality natural plant community that is a forest type described in the Florida Natural Areas Inventory publication "Guide to the Natural Communities of Florida." A high quality natural community generally possesses the following characteristics:

1) The plant species composition is dominated by high quality indicator species which are typical of their natural community type;
2) The community may contain invasive exotic plants that could be controlled through management;
3) Evidence of historical disturbance may be present, but the disturbance has not destroyed or prevented the re-establishment of a high quality natural community type.

NATURAL ACCESS CONTROL: **(EFF. 12/10/02)** A design concept directed primarily at decreasing opportunities for criminal activities by denying access to crime targets and creating a perception of risk for potential offenders. Natural access control is developed by designing streets, parking areas, sidewalks, building entrances, and neighborhood gateways, which clearly indicate public routes and discourage access to private areas with structural elements.

NATURAL SURVEILLANCE: **(EFF. 12/10/02)** A design concept directed primarily at identifying potential undesired r criminal activities. Natural surveillance is promoted by features that provide day and night visibility from windows, doors, and porches that oversee parking areas, pedestrian areas, play areas, building entrances, and similar areas.

NATURAL VEGETATION: **(EFF. 7/16/90)** The trees and plants occurring on a site prior to development, alteration or clearing of that site.

NEIGHBORHOOD PARK: **(EFF. 7/16/90)** Means those parks that serve as the focus for neighborhood units with a population of up to 5,000 and have a service area of approximately one-half mile and are accessible primarily to pedestrian and bicyclists.

NET ACRE: **(EFF. 7/16/90)** The amount of usable land area, exclusive of impervious areas and areas subject to environmental constraints.

NEW DEVELOPMENT: **(EFF. 7/16/90)** Means all land development activity subject to a development order after the adoption of this Comprehensive Plan, except those that shall be granted vested rights pursuant to the Plan itself.

OFFICE: **(REV. EFF. 6/25/96)** Generally, a room, group of rooms, or building used primarily for conducting the affairs of a business, profession, service, industry or government. An office shall not include the sale of goods for a profit as its primary use. For purposes of this Plan, the following are categories of office intensity:

MINOR: **(REV. EFF. 6/28/95)** Converted residence at the existing size or newly constructed building less than 10,000 square feet and .25 floor area ratio or less. Maximum of 2,500 square feet if located on a local street.

MAJOR: **(REV. EFF. 6/28/95)** An office building or buildings with more than a .25 floor area ratio, or at least 10,000 square feet. This includes a series of buildings within a subdivision that when combined is equal to or exceeds these thresholds.

OFF-SITE MITIGATION: **(EFF. 7/1/04) CITY OF TALLAHASSEE ONLY**—To compensate for the impacts of development on significant environmental resources in areas deemed important for infill or related conversions of land use by preserving, restoring and enhancing the environmental functions of ecosystems elsewhere.

ON-SITE SYSTEM: **(EFF. 7/16/90)** Means any sanitary sewer system designed and built to serve a single parcel of land, i.e. septic tank or package treatment plant with capacity sized to:

a) Meet the demand for a single parcel of land and its intended use
b) Meet the projected demand for a single parcel of land after its subdivision

An on-site system may serve more than one parcel but only to correct an existing environmental problem.

OPEN SPACE: **(EFF. 7/1/04)** Means undeveloped lands suitable for passive recreation or conservation uses. In the context of Conservation Subdivisions, Open Space refers to lands subject to a required conservation easement. These lands may include Conservation and Preservation features defined in this Plan, or agricultural or silvicultural properties, that are managed to preserve or promote environmental and aesthetic resources.

PASSIVE RECREATION FACILITY: **(EFF. 7/16/90)** Means those recreation lands and improvements that are natural resource oriented, i.e. hiking trails, boat landings, neighborhood parks.

PEAK HOUR: **(REV. EFF. 8/17/92)** Means the period during which the maximum amount of travel occurs. The period when demand for transportation service is heaviest.

PLANT COMMUNITY: **(EFF. 7/16/90)** A natural association of plants that is dominated by one or more prominent species, or possesses a characteristic physical and discernible attribute.

~~**POLYGON CONNECTIVITY INDEX**: **(EFF. 4/10/09)** A measure of connections within a transportation network. A polygon is created when elements of the transportation network connect and create closed loops, thus allowing a traveler to make a loop on its perimeter. The more polygons there are within an area, the more route options exist for a traveler. More polygons equal a higher connectivity index and a higher degree of mobility.~~

POPULATION ACCOMMODATION RATIO (PAR): **(EFF. 4/18/02)** The Population Accommodation Ratio (PAR) is the relationship between the supply of land available for development and the expected population growth over a period of time. A PAR of 2.00 means that there is twice the supply of land available for development compared to the expected population growth over a period of time. A PAR of 1.50 means there is 50% more land available for development than is needed for the expected population growth over a period of time.

PRESERVATION: **(EFF. 7/16/90)** Establishing strict requirements for the maintenance of significant ecological resources in a natural state. Activities should be in strict compliance with an effort to perpetuate the ecological value of the site or surrounding areas, including maintenance of listed plant and animal species.

PRESERVE AREAS: **(EFF. 7/16/90)** Vegetative areas required to be preserved by law.

PRINCIPAL ARTERIAL: **(REV. EFF. 7/1/04)** Principal arterial roadways are designed to carry the next highest level of mobility and are intended to carry substantial traffic volumes over relatively long distances and at relatively high speeds. Direct property access may be provided but must be carefully managed to avoid creating unsafe and congested conditions and to preserve mobility.

PRIVATE RECREATIONAL FACILITIES: **(EFF. 7/1/04)** Recreational resources provided by the private sector.

COMMERCIAL RECREATIONAL FACILITIES: **(EFF. 7/1/04)** Facilities operated by the private sector as for profit or not-for profit.

RESIDENTIAL RECREATIONAL FACILITIES: **(EFF. 7/1/04)** Facilities located within and associated with residential developments.

PROOF OF CONCEPT CENTERS: **(EFF. 5/31/18)** Facilities designed to provide services related to financial capital, business support, and university research to promote the adoption and further development of programs that aid technologies through phases between patenting and the creation of marketable products.

PUBLIC FACILITY: **(EFF. 7/16/90)** Means capital facilities that are owned by a governmental entity.

RECREATIONAL:

PASSIVE: **(EFF. 7/16/90)** Natural resource oriented, (hiking trails, boat landings, neighborhood parks).

ACTIVE: **(EFF. 7/16/90)** Facility oriented, (swimming pools, ball fields, tennis courts).

REGIONAL PARK: **(EFF. 7/16/90)** Means a large resource based area which serves the entire county. Such a park should serve a minimum of 100,000 population and be within a 30 minute driving time of that population.

REGULATED CLOSED BASINS: **(EFF. 7/16/90)** A naturally depressed portion of the earth's surface, at least 10 acres in size, for which there is no natural outlet for runoff other than percolation, evaporation, or transpiration.

REHABILITATION: **(EFF. 7/16/90)** The act or process of returning a property to a state of utility through repair or alteration which makes possible an efficient contemporary use while preserving those portions or features of the property which are significant to its historical, architectural, and cultural values.

RESEARCH AND DEVELOPMENT: **(EFF. 5/31/18)** Research and Development uses shall have minimal offsite impacts and include facilities for developing technologies related to the physical and life sciences. Facilities may include laboratories, wet laboratories, classrooms, commercialization centers, coworking spaces, makerspaces, craftsman studios, proof of concept centers, and related facilities. Active and passive recreation, open space, hotels, restaurants, and limited retail and residential are allowed as ancillary uses to support the collaborative nature of research and development centers.

RESIDENTIAL: **(REV. EFF. 6/25/96)** Land that is used for or proposed to be used for the principal purpose of providing dwelling unit(s) for human habitation.

LOW: **(EFF. 7/16/90)** 0-8 dwelling units per acre

MEDIUM: **(EFF. 7/16/90)** 8-16 dwelling units per acre

HIGH: **(EFF. 7/16/90)** 16-50 dwelling units per acre

URBAN: **(EFF. 1/19/02)** 51 units to 150 units

RESPONSIBLE MANAGEMENT ENTITY: **(EFF. 4/10/09)** A legal entity that has the technical, managerial, and financial capacity to ensure viable long-term, cost-effective, centralized management, operation, and maintenance of decentralized wastewater systems in accordance with appropriate regulations and generally accepted accounting principles. Viability is defined as the capacity of a responsible management entity to provide adequate technical, managerial, and financial resources to protect the public health and the environment consistently, in perpetuity, and at a minimal cost to taxpayers.

SANITARY SEWER FACILITIES: **(EFF. 7/16/90)** Means structures or systems designed for the collection, transmission, treatment, or disposal of sewage and includes trunk mains, interceptors, treatment plants and disposal systems.

SANITARY SEWER SERVICE: **(EFF. 7/16/90)** Means sewer service provided by sanitary sewer designed to serve a large service area and usually more than one land use type. These facilities have the intent and potential for expansion of their service areas.

SCHOOLS: **(EFF. 6/26/98)** Facilities intended primarily for the education of children pre-kindergarten through twelfth grade, children identified as exceptional regardless of age or grade, or for the vocational or community education of high school age students and adults. Unless otherwise stated elsewhere in the Plan, this term refers to public and private schools.

SECTION 8 PROGRAM: **(EFF. 7/16/90)** Means those programs authorized under the renumbered Section 8 of the United States Housing Act of 1937. These programs allow the Department of Housing and Urban Development to contract directly with the owner of existing, new, or rehabilitated units for the payment of the difference between a contract rent not exceeding a fair market rate for the dwelling and a specified percentage of the tenant's gross income.

SEVERE GRADES: **(EFF. 7/16/90)** Slopes greater than 20%.

SILVICULTURE: **(EFF. 7/6/15)** **A** practice, operation, or process following accepted forest management principles whereby the crops constituting forests are tended, harvested, and reforested.

SOLID WASTE: **(EFF. 7/16/90)** Means sludge from a waste treatment works, water supply treatment plant, or air pollution control facility or garbage, rubbish, refuse or other discarded material, including solid, liquid, semisolid, or contained gaseous material resulting from domestic, industrial, commercial, mining, agricultural, or governmental operations (as defined by Section 9J-5.002(88), F.A.C.).

SPECIAL NEEDS HOUSING: **(EFF. 7/16/90)** Means that part of the housing provision system designed to fulfill the demand of a household or individual who needs assistance, either permanent or temporary, in obtaining basic shelter, including but not limited to very low and low income handicapped individuals, homeless persons, group homes for persons with physical, emotional or cognitive disabilities, shelters for battered victims, adult congregate living facilities, and halfway houses for the non-criminal or non-delinquent.

SPECIES OF SPECIAL CONCERN: **(EFF. 7/16/90)** Are defined based on the same criteria and analogous to the state and federal list: A species, subspecies or isolated population which warrants special protection, recognition or consideration because it has an inherent significant vulnerability to habitat modification, environmental alteration, human disturbances, or substantial human exploitation which, in the foreseeable future may result in its becoming a threatened species; may already meet certain criteria for designation as a threatened species but for which conclusive data are limited or lacking; may occupy such an unusually vital and essential ecological niche that should it decline significantly in numbers or distribution, other species would be adversely affected to a significant degree, or has not significantly recovered from past population depletion.

STARTUP COMPANY: **(EFF. 5/31/18)** An entrepreneurial venture that is typically a newly emerged, fast-growing business that aims to meet a marketplace need by developing a viable business model around an innovative product, service, process or a platform.

SUBSTANDARD HOUSING: **(EFF. 7/16/90)** Means any structure which falls within the structural conditions defined as “major deterioration” and “dilapidated.”

SUPERSTOPS: **(EFF. 4/10/09)** Transit stops that will serve as transfer stations for two or more routes, removing the need for riders to go to a single, centralized location to make transfers.

TERRITORIAL REINFORCEMENT DESIGNS: **(EFF. 12/10/02)** Create or extend the spheres of influence of legitimate users of designed environments. Properly designed environments allow legitimate users to develop a sense of territorial control, while potential offenders (perceiving the legitimate user control of the environment) are discouraged from attempting criminal activities. Territorial reinforcement is promoted by features that distinguish private spaces from public spaces with the use of fences, gateways, hedges, and similar design strategies.

THREATENED SPECIES: **(EFF. 7/16/90)** Are defined based on the same criteria and analogous to the state and federal list: Any species of fish, wildlife and plants naturally occurring in Florida which exists in such small populations as to become endangered if it is subjected to increased stress as a result of further modifications of its environment.

THROUGH TRIPS: **(EFF. 6/07/01)** A through trip is one that has neither a beginning point nor a destination point contained within the subject area or on a particular roadway segment.

TRAIL ORIENTED DEVELOPMENT (TrOD): Trail Oriented Development is designed to locate buildings in immediate proximity to multi-use path transportation corridors with the intention of connecting or relating residences and businesses to the nearby trail facilities. Generally TrOd is compact, walkable, pedestrian and bike-oriented, and mixed-use.

TRANSIT ORIENTED DEVELOPMENT (TOD): Transit Oriented Development is designed to be compact, walkable, pedestrian-oriented, and mixed-use development that is centered near and around transit. TOD supports vibrant communities with a mix of commercial, residential, office and entertainment uses.

TRANSPORTATION CORRIDOR: **(EFF. 7/16/90)** Means a broad geographical band that follows a general directional flow or connects major sources of trips. It may contain a number of streets and highways and transit lines or routes.

TRANSPORTATION SYSTEM: **(EFF. 7/16/90)** Means a coordinated system made up of one or several modes of transportation serving a common purpose of the movement of people, goods, or both.

UNDEVELOPED FLOODWAY/FLOODPLAIN: **(EFF. 7/16/90)** A floodway/floodplain which has not been altered.

VULNERABLE ROAD USER: The term vulnerable road use describes transportation systems users outside of vehicles. It includes pedestrians, cyclists, wheelchair/powerchair users, micromobility users, et al

WATER BODY AND NATURAL WATER BODY: **(EFF. 7/16/90)** A water body is a depression in the ground that normally and continually contains surface water. This is opposed to a wet depression that holds water only intermittently. There are some types of wetlands that are examples of areas that hold water only certain times of the year. A natural water body is a depression in the ground existing in and produced by nature, not man-made, and occurring due to the operation of the ordinary course of nature that normally and continually contains surface water or has historically held surface water on a continuing basis.

WET LABORATORIES: **(EFF. 5/31/18)** Laboratories where chemicals, drugs, or other materials are handled in liquid solutions or volatile phases, requiring direct ventilation and specialized piped utilities (typically water and various gases).

WETLAND: **(REV. EFF. 6/28/02; REV. EFF. 7/19/13)** Wetlands mean those areas included within the landward extent of surface waters of the state, pursuant to applicable rules in the Florida Administrative Code, or any area which is inundated or saturated by surface water or groundwater at a frequency and duration sufficient to support, and which under normal circumstances does support a prevalence of vegetation typically adapted for life in saturated soils. Soils present in wetlands generally are classified as hydric or alluvial, or possess characteristics that are associated with reducing soil conditions. The prevalent vegetation in wetlands generally consists of facultative or obligated hydrophytic macrophytes that are typically adapted to areas having soils conditions described in this definition. These species, due to morphological, physiological, or reproductive adaptations have the ability to grow, reproduce, or persist in aquatic environments or anaerobic soil conditions. Florida wetlands generally include swamps and marshes, bayheads, bogs, cypress domes and strands, sloughs, wet prairies, riverine swamps and marshes, hydric seepage slopes, tidal marshes, mangrove swamps, and other similar areas. Florida wetlands generally do not include longleaf or slash pine flatwoods with an understory dominated by saw palmetto. The City of Tallahassee and Leon County intend to continue to protect isolated wetlands and wetlands on properties held by a single owner. Isolated wetlands and wetlands in one ownership must meet the State of Florida's definition for wetlands with regard to percent composition of wetland plant species, hydrologic indicators, and soils (Chapter 62-340, F.A.C.)

ORDINANCE NO. 25-O-02AA

AN ORDINANCE OF THE CITY OF TALLAHASSEE AMENDING THE 2030 TALLAHASSEE-LEON COUNTY COMPREHENSIVE PLAN; ADOPTING AMENDMENTS TO THE LAND USE ELEMENT INCLUDING THE FUTURE LAND USE MAP AND ADDENDUM; MOBILITY ELEMENT; AND GLOSSARY; PROVIDING FOR SEVERABILITY AND CONFLICTS; AND PROVIDING AN EFFECTIVE DATE.

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

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

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

WHEREAS, on September 17, 2025, pursuant to Section 163.3184, Florida Statutes, the City Commission of the City of Tallahassee transmitted copies of the proposed amendment of the comprehensive plan to the Florida Department of Commerce and other state and regional agencies for written comment; and

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

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

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

Section 1. Purpose and Intent.

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

Section 2. Comprehensive Plan Update Amendments.

The Ordinance does hereby adopt the following Comprehensive Plan Update Amendments attached hereto as Exhibit "A," and made a part hereof, as amendments to the Tallahassee-Leon County 2030 Comprehensive Plan as follows:

A. Consolidates the Future Land Use and Mobility Elements into the Land Use and Mobility Element;

B. Replaces the Land Use Element text and maps, including the Future Land Use Map and Addendum;

C. Replaces the Mobility Element text and maps; and

D. Revises the plan's Glossary of terms.

Section 3. Conflict With Other Ordinances and Codes.

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

Section 4. Severability.

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

Section 5. Copy on File.

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

Section 6. Effective Date.

The effective date of this ordinance shall be after adoption by both the City Commission and County Commission and 31 days after the state land planning agency notifies the local governments that the plan amendment package is complete or as provided in section 163.3184(3)(c)(4), Florida Statutes.

INTRODUCED in the City Commission on the 11th day of June, 2025.

PASSED by the City Commission on the 10th day of December, 2025.

SEAL OF THE CITY OF TALLAHASSEE INCORPORATED A.D. 1840

CITY OF TALLAHASSEE

By: _____
John E. Dailey
Mayor

ATTEST:

By: _____
James O. Cooke, IV
City Treasurer-Clerk

APPROVED AS TO FORM:

By: _____
Amy M. Toman
City Attorney

EXHIBIT A

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LAND USE AND MOBILITY ELEMENT

GOALS, OBJECTIVES AND POLICIES

Goal 1 [LM] – A Healthy Environment:

Our community will maintain a healthy environment with drinkable water, breathable air, unpolluted lakes, rivers, and soils, renewable energy sources, conservation areas that protect valuable or irreplaceable natural resources, and open spaces available and accessible to all residents and visitors to our community.

To achieve this goal, our community will:

- Identify natural resources that contribute to a healthy environment and human well-being. Prioritize the preservation of natural areas (including conservation areas, environmentally sensitive features, and water resources) when making land use and transportation decisions.
- Provide access and opportunities for passive and active open spaces that promote healthy active lifestyles for all citizens.
- Coordinate between the City and County, with neighboring jurisdictions, and with regional, state, and federal agencies to cooperatively support protection of natural resources that extend beyond jurisdictional boundaries.

Objective 1.1 – Identification of Natural Resources and Historic Features (City of Tallahassee/Leon County):

Identify natural, cultural, archaeological, and historic resources that contribute to human well-being and community character.

Policy 1.1.1 – Geographic Data (City of Tallahassee/Leon County):

Local governments shall maintain a geographic information system enabling mapping and spatial analyses that includes, at a minimum, the following data:

- Wetlands, waterbodies, watercourses
- Floodplains and floodways
- Significant and severe grades
- Drainage basins and related features
- High quality successional and native forests
- Active and other karst features
- Significant trees
- Canopy road corridors
- Local soil types and conditions
- Known operating and abandoned landfill sites
- Known active and former mining sites
- Historic resources of national, state and local significance
- Florida Ecological Greenway Network Primary Springs Protection Zone
- Perpetual conservation easements

Policy 1.1.2 – Designated Canopy Roads (City of Tallahassee/Leon County):
Local governments shall maintain a map and spatial data that identify and depict designated canopy roads.

Policy 1.1.3 – Historic District Boundaries and Historically Significant Properties (City of Tallahassee/Leon County): Local governments shall maintain a map and spatial data that identify and depict historic district boundaries and historically significant properties meriting protection. This map shall be included in the Land Use Addendum and updated with current data during the Evaluation and Appraisal Review process or as needed.

Policy 1.1.4– Soils and Water Features (City of Tallahassee/Leon County):
Local governments shall maintain a map and spatial data that identify and depict surface water features, the primary springs protection zone and soils. These maps shall be included in the Land Use and Mobility Element Addendum and updated with current data during the Evaluation and Appraisal Review process or as needed.

Objective 1.2 – Preservation of Natural Areas (City of Tallahassee/Leon County):
Preserve important natural areas, including conservation areas, environmentally sensitive features, and water resources through a combination of identification, analysis, designation of resources on the Future Land Use Map, policies in the Conservation Element, land development regulations, and acquisition. Prioritize the protection of these areas when making decisions regarding land use, transportation, and infrastructure location and expansion.

Policy 1.2.1 – Acquisition of Conservation and Preservation Lands (City of Tallahassee/Leon County):
The City and County shall monitor existing and potential funding sources for the acquisition of land to restore, connect, and protect natural habitats and sensitive lands. The Planning Department shall coordinate with the appropriate departments, agencies, or partners to support application and securing of funding for priority acquisition areas.

Policy 1.2.2 – Environmental Analysis (City of Tallahassee/Leon County):
Planning Department staff shall conduct an environmental analysis when amendments to the Comprehensive Plan are proposed. The analysis shall include natural resources and geographic features, including those listed in Policy 1.1.1, that contribute to human well-being and community character and identify the potential impacts to environmental and human health.

Policy 1.2.3 – Transportation Impact Mitigation (City of Tallahassee/Leon County):
The planning and design of new or the expansion of existing local transportation facilities shall account for natural, cultural, and historic resources and existing neighborhoods. These projects shall prioritize avoiding and minimizing impacts to those features. Where avoidance and minimization are not feasible or practical, impacts to the features shall be mitigated.

Policy 1.2.4 – Transportation Corridor Environmental Features (City of Tallahassee/Leon County):
The City and the County shall consider context-based beautification, landscaping, and stormwater facility and land development regulations that provide environmental protection measures for transportation corridors, where feasible by:

a. Increasing the amount of site and adjacent green spaces/open spaces.
b. Utilizing native or adapted vegetation and natural systems, such as bioswales, to control runoff.

c. Maintaining and/or enhancing ground cover, canopy, and understory vegetation where new roads are built.
d. Protecting designated canopy roads by designing public infrastructure improvements to minimize development impacts consistent with the Conservation Element and Canopy Roads Management Plan.
e. Enhancing the character of transportation corridors and gateways to the community through access management strategies, preserved green space for landscaping, and consolidated signage.

Policy 1.2.5 – Connected Open Space (City of Tallahassee/Leon County):
Open space that is proposed in a development application shall be organized in a manner that prioritizes natural areas with sensitive onsite environmental features and creates continuous and contiguous open space areas to the greatest extent possible to minimize habitat fragmentation. Where feasible, the siting of open space shall occur in a manner that creates cohesive and connected open space across property boundaries to ensure interconnected greenspaces.

Policy 1.2.6 – Conservation Element (City of Tallahassee/Leon County):
Should conflicts arise between implementation of policies in the Land Use and Mobility Element and the Conservation Element on matters of natural resources, the Conservation Element policies shall take precedent.

Objective 1.3 – Access to Parks and Recreation (City of Tallahassee/Leon County):
Provide equitable public access to existing and future recreation areas, open spaces, greenways, and parks.

Policy 1.3.1 – Greenways and Trails Master Plan (City of Tallahassee/Leon County):
The Planning Department shall maintain a Greenways and Trails Master Plan that identifies opportunities to expand or create a network of shared use paths that connect areas of the City and County. The master plan shall guide the implementation of the local greenway system, in coordination with the State of Florida and other conservation funding, managing, and landholding entities. The master plan shall be updated at least every 10 years to reflect completed projects, new additions and opportunities, and other changes to the greenway system.

Policy 1.3.2 – Urban Recreation Spaces (City of Tallahassee/Leon County):
Urban recreation spaces shall be developed and maintained to provide accessible opportunities for skateboarding, art installations and exhibitions, and nature-based experiences. These spaces may include educational elements such as signage or kiosks.

Policy 1.3.3 – Bicycle Parking at Parks and Civic Spaces (City of Tallahassee/Leon County):
All parks shall have bicycle parking facilities co-located with park amenities. Local government land development regulations shall specify requirements, including amount and location, for bicycle parking.

Policy 1.3.4 – Multimodal Access to Parks and Recreation (City of Tallahassee/Leon County):
All new and substantial improvements to parks and recreational facilities within the Urban Services Area shall provide public sidewalks in accordance with applicable streetscaping requirements, accessible pedestrian connections, for users of varying abilities, from amenities to all adjacent public street frontages, and pathway, trail and bicycle facility interconnections to all adjacent trails, public facilities, and neighborhoods. Coordination with StarMetro for evaluating new stop facilities or improving existing bus stop facilities shall be required within the City limits.

Objective 1.4 – Urban Forests (City of Tallahassee/Leon County):
Using the best available data, manage urban forests through strategies that address preservation of trees, planting of new trees, removal of unhealthy trees or trees in unsuitable locations for that species, maintenance of existing trees, and minimization of infrastructure conflicts.

Policy 1.4.1 – Priority Planting Sites (City of Tallahassee/Leon County):
The City and County shall identify priority planting sites to guide the planting of trees to improve wildlife habitat by reducing urban forest fragmentation, and provide for the preservation or creation of connected, wooded, and environmental corridors. The general recommendations of the Urban Forest Master Plan shall be used to inform the priority planting sites.

Policy 1.4.2 – Species Suitability (City of Tallahassee/Leon County):
The City and County shall maintain lists of tree species that are not invasive, nonindigenous species, that minimize hardscape conflicts, minimize overhead utility conflicts, and are wind resistant. These lists will be used to guide and promote the planting of suitable and preferably native species for different site locations and scenarios.

Policy 1.4.3 – Public Tree Inventory (City of Tallahassee/Leon County):
The City shall support the maintenance and updating of the Public Tree Inventory to gain data to better manage urban forests, including through identifying and securing funding opportunities.

Policy 1.4.4 – Public Development Tree Prioritization (City of Tallahassee/Leon County):
Public transportation projects shall prioritize the protection of existing high-quality trees during transportation systems planning, development, and maintenance without compromising transportation safety. Protected and preserved trees should be of a suitable species for their location, be in good health, and provide screening, landscape, runoff control, and shade without compromising safety or urban forest quality.

Policy 1.4.5 – Private Development Tree Standards (City of Tallahassee/Leon County):
Local government land development regulations shall prioritize and incentivize protection of high-quality trees through requirements for tree preservation and removal. Regulations shall include methods of relief from other development standards that commonly conflict with preservation of existing trees to reduce the need for deviations when preserving qualifying trees.

Objective 1.5 – Green infrastructure (City of Tallahassee/Leon County):
Implement green infrastructure strategies, where feasible, as a cost-effective, resilient approach to reduce flooding and treat stormwater while delivering environmental, social, and economic benefits.

Policy 1.5.1 – Community Wide Green Infrastructure (City of Tallahassee/Leon County):
The City and County shall incorporate the use of green infrastructure into their land development regulations as a viable and preferred option for achieving a connected network of natural areas that provide habitat, flood protection, cleaner air, and cleaner water. Strategies include those that:

- Create green streets and alleys by retrofitting streets and alleys as part of any repair, maintenance, or other disturbance to the road, sidewalk, or transportation right-of-way that would provide a feasible opportunity for street-level stormwater management.

- Implement green parking standards such as requiring parking facilities to have certain percentages of shaded parking.
- Ensure a robust urban tree canopy through implementation of the Urban Forest Master Plan and Canopy Road Management Plan, or their successors.
- Support off-site regional stormwater solutions for new or infill walkable development.
- Reference national models, including the Green Infrastructure standards of the United States Green Building Council (USGBC).
- Supporting transit and alternative transportation modes.

Policy 1.5.2 – Site Specific Green Infrastructure (City of Tallahassee/Leon County):
Local governments shall incentivize the use of green infrastructure stormwater management systems in the land development regulations and/or form-based code by reducing minimum green space requirements or offering other incentives in exchange for the provision of green infrastructure. Green infrastructure mimics nature to soak up and store water and may include strategies such as rain gardens, planter boxes, bioswales, and green roofs.

Policy 1.5.3 – Design Guidelines for Green Infrastructure (City of Tallahassee/Leon County):
Local governments shall establish guidelines for incorporating the use of green infrastructure techniques in public infrastructure and private development applications. Guidelines should identify the appropriate conditions for applying green infrastructure techniques, minimum and maximum design thresholds, and contemplate variations in design for urban/suburban/rural contexts.

Objective 1.6 – Community Resilience (City of Tallahassee/Leon County):
Foster community resilience by strengthening the reliability of our infrastructure and encouraging sustainable building practices, protecting a robust natural environment and local economy, and empowering self-sufficiency across the community.

Policy 1.6.1 – Energy Efficiency (City of Tallahassee/Leon County):
The City and County shall develop regulations and design standards for compact development and encourage green building techniques to reduce greenhouse gas emissions from energy generation and transportation. These regulations shall be implemented as prescribed in the land development codes to conserve land; to promote livability, walkability, and transportation efficiency, including reduced vehicle distance traveled; to leverage and support transit investments; and to reduce public health risks by encouraging daily physical activity associated with walking and bicycling.

Policy 1.6.2 – Multimodal Connectivity (City of Tallahassee/Leon County):
Within the Urban Services Area, the City and County shall use zoning and development standards for subdivision and planned unit developments to promote the location of homes, jobs, stores, parks, schools, and other destinations within 20 minutes walking distance of each other so that people can easily walk, bike, use public transit, or drive shorter distances. Development standards shall provide for interconnected pedestrian, bicycle, and transit amenities and account for the potential for future connection and expansion of pedestrian and bicycle networks on adjacent properties.

Policy 1.6.3 – Smart Growth Strategies for Community Resilience (City of Tallahassee/Leon County):
The City and County shall develop smart growth strategies to help our community adapt to the effects of climate change, natural disasters, and other events that may challenge the resilience of the City of Tallahassee and Leon County. Such strategies may include hardening infrastructure; constructing stormwater conveyance systems with greater capacity; developing complete, walkable streets; supporting agriculture and local food production; reducing indoor and outdoor water use; reducing pollutant emissions; supporting transit; and increasing renewable energy production.

Policy 1.6.4 – Urban Heat Islands (City of Tallahassee/Leon County):
The local governments shall develop strategies that minimize effects of heat islands, such strategies may include:

a. Tree and vegetation cover.
b. Green roofs and rooftop gardens.
c. Roof coatings or materials with high albedo that significantly reflect heat away from a building.
d. Alternative pavements that mitigate heat island effects.

Policy 1.6.5 – Resiliency of Transportation Facilities (City of Tallahassee/Leon County):
Design, construct, and maintain transportation facilities to prevent flooding, minimize pollution, and maintain natural stormwater runoff volume, timing, rate, and direction of flow characteristics consistent with the adopted Stormwater Level of Service Standard.

Policy 1.6.6 – Urban Forests and Climate Resilience (City of Tallahassee/Leon County):
Ensure the urban forest is managed within the urban core to balance and reduce conflicts, when feasible, between long-term urban forest health and coverage and above-ground utilities.

Objective 1.7 – Intergovernmental Coordination (City of Tallahassee/Leon County):
Coordinate with neighboring jurisdictions to effectively address and support the protection of natural resources that extend beyond jurisdictional boundaries.

Policy 1.7.1 – Key Regional Partners (City of Tallahassee/Leon County):
Coordinate with key partners, such as the Northwest Florida Water Management District (NWFWMD), and Florida Department of Environmental Protection (FDEP) on the protection and management of water resources and other environmentally sensitive features.

Policy 1.7.2 – Colleges and Universities (City of Tallahassee/Leon County):
Florida State University, Florida A&M University, and Tallahassee State College shall be subject to environmental protections identified within the Comprehensive Plan. This will be accomplished through the statutorily required campus master planning process for Florida State University and Florida Agricultural and Mechanical University.

Goal 2 [LM] – Distinct Urban and Rural Areas:

Our community will provide residents with diverse options for where they live or visit by maintaining a distinction between rural, sub-urban, and urban areas.

By maintaining a distinction between these areas, our community will:

- Provide a variety of lifestyle and housing choices while reducing sprawl.
- Foster economic development in urban areas and identified activity centers.
- Promote efficient development patterns.
- Support revitalization and redevelopment efforts within the Urban Services Area.
- Reduce infrastructure costs.
- Protect agricultural and forest management uses.
- Preserve and create natural resource-based activities, ecosystem functions and ecosystem services, and scenic vistas and pastoral landscapes.

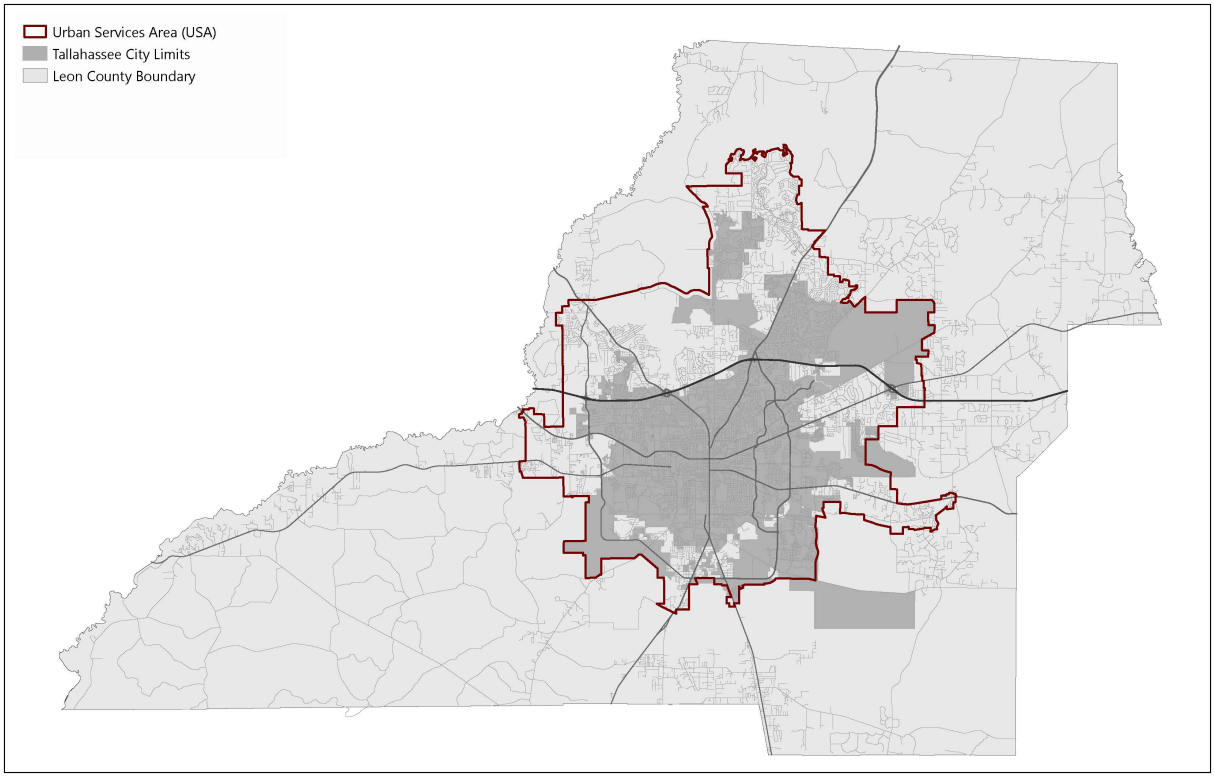
Objective 2.1 – Growth and Population Accommodation (City of Tallahassee/Leon County):
Tallahassee and Leon County will accommodate our population growth in a responsible manner. A growth and development strategy that provides for well-managed, orderly growth that preserves natural resources and promotes fiscal responsibility shall be leveraged to maximize economic and environmental stewardship while accommodating the increased population.

Policy 2.1.1 – Comprehensive Planning Periods (City of Tallahassee/Leon County):
The comprehensive plan shall have two planning periods. The short-term planning period shall be for a 10-year horizon from 2025 to 2035. The long-term planning period shall be the year 2050. The long-term planning period shall be amended during the Evaluation and Appraisal Review (EAR) process to reflect available population projections and relevant data and analysis of public facilities.

Policy 2.1.2 – Population Projections (City of Tallahassee/Leon County):
Population growth for the long-term planning period shall be based on University of Florida's Bureau of Economic and Business Research (BEBR) medium population projections.

Objective 2.2 – Efficient Growth (City of Tallahassee/Leon County):
To support the projected population growth, infrastructure shall be provided economically and efficiently while protecting surrounding forestry uses and agricultural lands from unwarranted and premature conversion to urban land uses. Growth and development shall be directed toward areas with existing or planned infrastructure in a manner that maintains distinct natural, rural, sub-urban, and urban areas.

Policy 2.2.1 – Urban Services Area (USA) (City of Tallahassee/Leon County):



To provide for well-managed, orderly growth that preserves natural resources and promotes fiscal responsibility, the City and County's growth management strategy shall include an Urban Services Area (USA). The USA shall include all areas where public facilities and services, including central water and sewer, are available or are identified in the 5-year schedule of capital improvements. The USA will be sized to include approximately 50% more vacant and developable land than is necessary to accommodate the projected population growth expected within the USA by the long-term planning horizon and will account for both the ability to provide urban infrastructure and the presence of environmentally sensitive lands and water bodies.

Policy 2.2.2 – Improvement of Capital Infrastructure (City of Tallahassee/Leon County):

Capital infrastructure improvements shall be targeted for areas within the Urban Services Area within the long-term planning period. These improvements shall be phased incrementally through annual updates to the Capital Improvements Schedule.

Policy 2.2.3 – Planning for Urban Services (City of Tallahassee/Leon County):

Local government infrastructure master plans, and updates to master plans, shall account for the Urban Services Area when determining where to provide sewer, water, electricity, paved streets, sidewalks, and other related urban services.

Policy 2.2.4 – Urban Services Outside of the Urban Services Area (City of Tallahassee/Leon County):

Urban services may be provided outside of the Urban Services Area where necessary to address critical environmental issues, critical public health issues, and/or other critical hazard vulnerabilities. Exceptions shall be substantiated in the capital improvement planning process. Emergency repairs and improvements necessary to maintain the public health, safety, and well-being shall be allowed without inclusion in the capital improvement planning process.

Policy 2.2.5 – Densities and Intensities (City of Tallahassee/Leon County):
Residential densities and non-residential intensities are established in the Future Land Use Categories and reflected on the Future Land Use Map, and are supported by available capital infrastructure. New growth shall be directed to areas within the Urban Services Area. Residential density and/or non-residential intensity of development allowed for individual site shall be determined by the infrastructure capacity to serve each proposed development, adopted levels of service, and/or the ability to implement conditions of approval or mitigation of potential impacts for the proposed development.

Policy 2.2.6 – Exceptions to the Urban Services Area (City of Tallahassee/Leon County):
Properties in southern Leon County designated Rural or Rural Residential on the Future Land Use Map that are located either between the Urban Services Area and Rural Community in Woodville or west of the Rural Community in Woodville may be designated with a higher density land use when central sewer service is available without requiring an amendment to the Urban Services Area. Any development that utilizes this provision must connect to central sewer.

Policy 2.2.7 – Roadway Improvements (City of Tallahassee/Leon County):
The planning, design, and construction of new streets and roads and the widening of existing streets and roads shall be consistent with the priority of urban services, the Future Land Use Map, and the Urban Services Area.

Policy 2.2.8 – Adaptive Reuse, Infill Development, and Redevelopment (City of Tallahassee/Leon County):
The City of Tallahassee and Leon County shall incentivize brownfield reclamation, building reuse, and the adaptive reuse of existing structures through land development regulations. These measures will support efficient growth, preserve historic buildings, protect natural resources, maintain affordable housing, and prevent the premature conversion of rural and agricultural land into suburban and urban development. Incentives may include density and intensity bonuses of up to 25%, modified development review thresholds, prioritized permitting, and fee waivers to encourage redevelopment and sustainable land use as specified in the land development code.

Policy 2.2.9 – Greyfields & Brownfields (City of Tallahassee/Leon County):
The local governments may incentivize the redevelopment and/or restoration of value to contaminated or under-utilized land on greyfield, brownfield, or other adaptive reuse/infill sites through strategies including possible density bonuses where appropriate, waiver of development fees or some combination of the two.

Policy 2.2.10 – Transportation Corridors (City of Tallahassee/Leon County):
Identify right-of-way (ROW) needed for planned future transportation improvements—in accordance with Florida Statutes Section 163.3177(6)(b)1., Section 337.273, and Section 334.03(29)—and protect it from development encroachment as development occurs to preserve the corridor for transportation use, to maintain transportation level of service standards and ensure that infrastructure occurs concurrent with the impact of development, meet concurrency, to improve coordination between land use and transportation, and to minimize the adverse social, economic, and environmental impacts of transportation facilities.

The future right-of-way needs for selected transportation corridors designated for improvement in the Tallahassee-Leon County Comprehensive Plan are depicted in the table below. This map,

table and corresponding land development regulations are intended to provide a basis for coordinating new development with the provision of transportation facilities by designating corridors where the construction and improvement of transportation facilities is expected

Future Right-of-Way Needs WITHOUT an Existing Corridor Alignment	
Functional Classification	**ROW Width (ft.)[1-3]**
Blueprint Principal Arterial	230
Principal Arterial	200
Minor Arterial	176
Major Collector	146
Minor Collector	100

1) Widths represent maximum anticipated ROW needs for generalized corridors; not precise alignments. Actual road location and design will be determined by specific corridor alignment studies, engineering studies, or other design studies.

2) Alternative widths may be established by the local government, in consultation with other affected agencies, pursuant to an adopted Critical Area Plan or based upon an analysis of existing constraints, community planning objectives, and other considerations unique to the roadway or surrounding land development.

3) In addition to the number of travel lanes, the following are important considerations in the determination of right-of- way needs for future corridors:

   a. Space for sidewalks to provide safe and convenient movement of pedestrians.

   b. The provision of bike lanes or separate bike paths.

   c. Space for current or future location of utilities so that, when necessary, they can be safely maintained without undue interference with traffic. The utility strip needs to be of sufficient width to allow placement of a water main so that in the case of rupture, neither the roadway pavement nor adjacent property will be damaged.

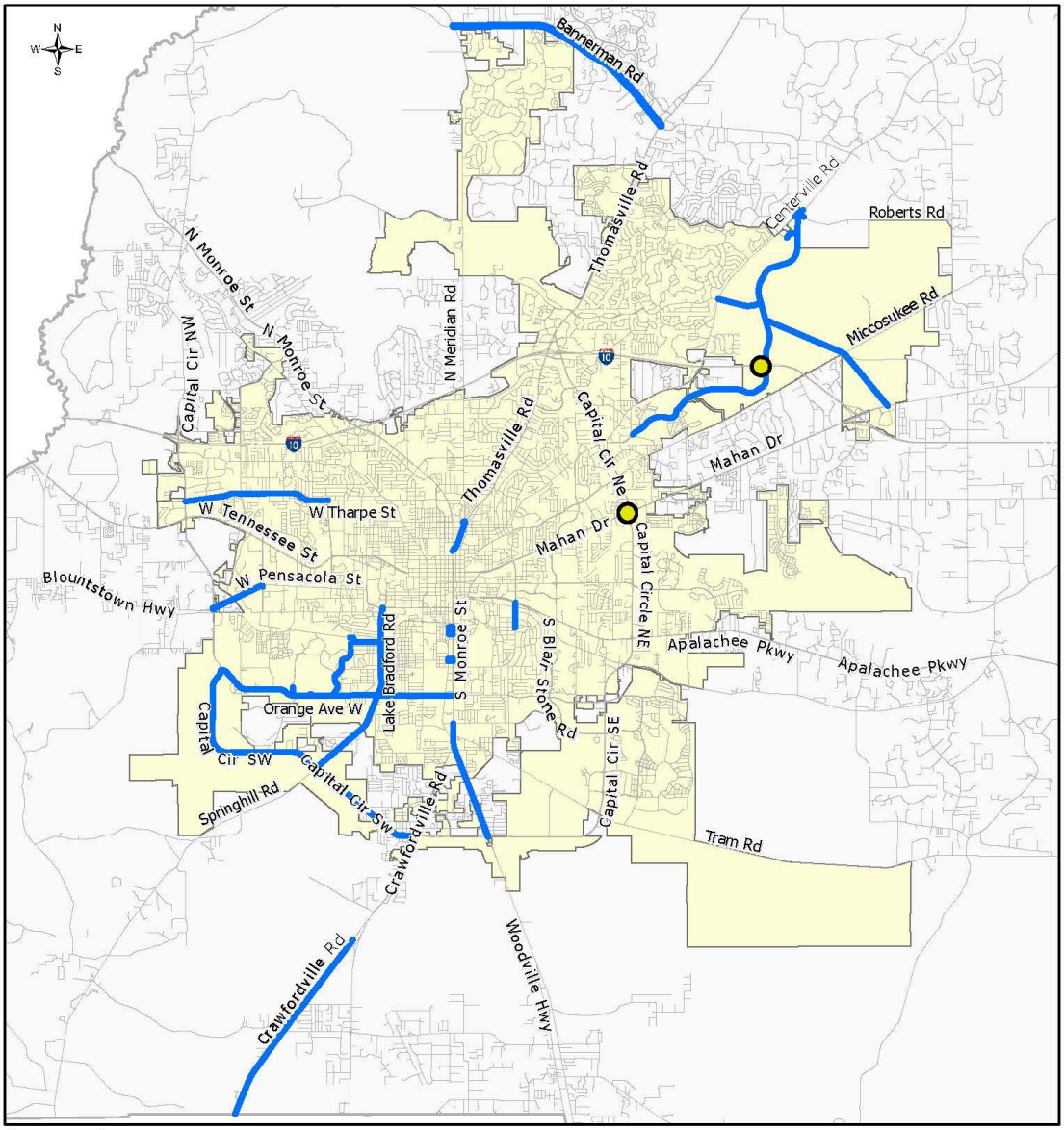
   d. Accommodation of stormwater at the surface or in storm drains.

   e. Accommodation of auxiliary lanes at intersections.

   f. Placement of trees to improve the aesthetic qualities of the roadway, to shade pedestrians, and improve community appearance. The space needs to be adequate to accommodate tree growth without damaging sidewalks, abutting development, or curb and gutter.

   g. Allowing changes in the paved section, utilities, or other modifications that may be necessary to meet unseen changes in vehicle, pedestrian, bicycle, or other transportation needs resulting from changes in land use and activity patterns.

Corridor Preservation Map



Objective 2.3 – Public Infrastructure (City of Tallahassee/Leon County):
Provide public infrastructure, public facilities, and public services that are necessary for public health, safety, and well-being efficiently, effectively, and equitably.

Policy 2.3.1 – Public Facilities Siting (City of Tallahassee/Leon County):
Public facilities, including community services, light infrastructure, and post-high school educational uses that provide for the operation of and provision of services on property owned or operated by local, state and federal government shall be allowable in any future land use category. Public infrastructure facilities may include public services and uses provided by private entities operating on property owned by the local, state, or federal government.

Policy 2.3.2 – Public Infrastructure Resilience (City of Tallahassee/Leon County):
To maintain resiliency and assist with post-disaster continuity of government, the siting of public infrastructure and facilities shall account for hazards by locating outside of hazard areas and evacuation zones or mitigating against potential impacts.

Policy 2.3.3 – School Siting Review & Criteria (City of Tallahassee/Leon County):
All proposals to site public or private schools shall be reviewed for consistency with the Comprehensive Plan.

Objective 2.4 – Preservation of Rural Areas (City of Tallahassee/Leon County):
Protect and create agricultural and silvicultural uses, natural resource-based activities, ecosystems, scenic vistas, and pastoral landscapes by preserving rural areas of the community and preventing the premature conversion of rural lands into low density, single-use districts.

Policy 2.4.1 – Transfer of Development Rights (City of Tallahassee/Leon County):
A transfer of Development Rights program may be established to transfer development rights from areas designated Rural on the Future Land Use Map to areas designated Rural Community or Rural Residential on the Future Land Use Map where central sewer service is available. In no instance shall the level of development be inconsistent with the provisions of the Utilities and Conservation Elements.

Policy 2.4.2 – Criteria for Urban Service Area Expansion (City of Tallahassee/Leon County):
To avoid premature conversions of rural areas to higher density and intensity uses, expansions to the Urban Services Area shall be contiguous with the Urban Service Area boundary, shall demonstrate the availability of or ability to provide central water and sewer service, and shall be based on an analysis of population projections and growth trends and an analysis of developable vacant land currently within the Urban Services Area.

Objective 2.5 – Reconnecting Urban Sprawl (City of Tallahassee/Leon County):
Mitigate the impacts of automobile-oriented, single-use developments by leveraging transportation connectivity, land use, and urban design principles that focus on reducing environmental impacts, incorporating a mix of uses, reducing vehicle miles traveled, and improving mobility, especially for people walking, riding bicycles, and using transit.

Policy 2.5.1 – Suburban retrofit (City of Tallahassee/Leon County):

The City of Tallahassee and Leon County shall develop and maintain land development regulations that encourage and incentivize redeveloping suburban areas to:

- Adaptively reuse vacant and underutilized buildings for new uses.
- Reconstruct degraded wetlands and watercourses to either "natural" functionality or repurpose them to complimentary functionality with additional community-use features.
- Build compact, walkable, mixed-use developments using Complete Streets design principles.
- Reduce block sizes to improve walkability.
- Establish more continuous streetscapes with liner buildings close to the street.
- Retrofit streets with appropriate design elements and sidewalks based on the designated Roadway Context Classification and available right-of-way.
- Interconnect street networks.
- Include more diversity in residential building types.
- Provide transit amenities.

Objective 2.6 – Recognizable Places (City of Tallahassee/Leon County):

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

Policy 2.6.1 – Beautifying Public Spaces (City of Tallahassee/Leon County):

The local governments shall provide land use regulations that require investment in the streetscape by adding features such as benches, planters, bike racks, tree boxes with trees with a healthy canopy; and providing space for public art installations where appropriate for a given context.

Policy 2.6.2 – Gateway Corridors (City of Tallahassee/Leon County):

Encourage the redevelopment and improvement of Gateway Corridors by providing higher density and intensity land uses along with design standards that promote complete streets and require enhanced landscaping along the corridors. Where appropriate and feasible, Gateway Corridors shall be evaluated for other improvements, including regional stormwater, parking facilities, brownfield remediation, and infrastructure improvements. Gateway Corridors include South Monroe Street, North Monroe Street, West Pensacola Street, West Tennessee Street, Thomasville Road, Mahan Drive, Apalachee Parkway, Lake Bradford Road, South Adams Street, Orange Avenue, and Springhill Road.

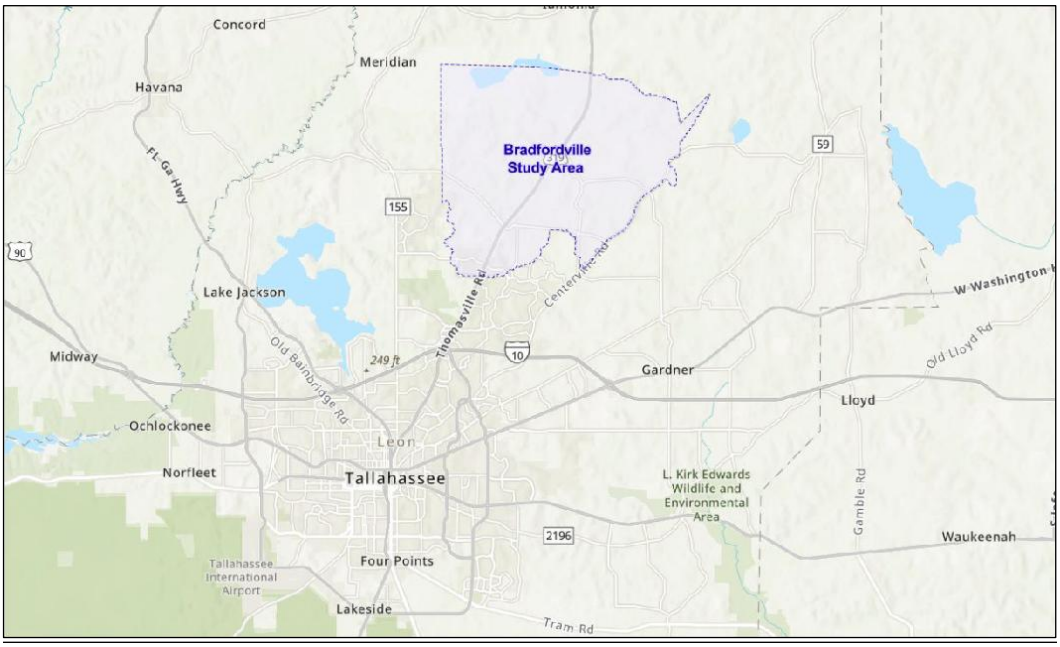
Policy 2.6.3 – North Monroe Corridor (City of Tallahassee/Leon County):

In addition to the Gateway Corridor components identified in Policy 2.6.2, encourage the redevelopment of the North Monroe Corridor by establishing and maintaining the Lake Protection Corridor zoning district for areas north of Interstate-10 that are within the Lake Jackson Basin. Land development regulations shall also provide provisions for non-conforming uses and properties in the Lake Protection land use category to be deemed conforming when redevelopment or site improvements result in the site meeting the design standards and water quality standards for the Lake Jackson basin established in land development regulations.

Policy 2.6.4 – Woodville Sense of Place (Leon County):
Upon the adoption of the Woodville Sense of Place Plan by the Board of County Commissioners, the Tallahassee-Leon County Planning Department shall evaluate the need for updates to the Comprehensive Plan and land development regulations to implement the recommendations of the plan.

Policy 2.6.5 – Future Downtown Development (City of Tallahassee):
The City of Tallahassee shall incorporate design standards in the land development regulations that require complementary development and redevelopment in the Downtown area, specifically with regard for the historic context and support for multi-modal transportation.

Policy 2.6.6 – Bradfordville Study Area (Leon County):
The Bradfordville Study Area is defined in the Bradfordville Sector Plan, as adopted by the Leon County board of County Commissioners on July 11, 2000, and is depicted on the following map. Development in the unincorporated area of Leon County in the Bradfordville Study Area shall continue to be subject to the development standards for the area included in Leon County land development regulations based on the Bradfordville Area Plan.



Objective 2.7 (City of Tallahassee) – Multimodal Transportation District (MMTD):
Facilitate the safe and comfortable use of multiple modes of transportation through the use of urban design standards to develop and maintain healthy neighborhoods and thriving businesses where travel by foot, bicycle, and transit will be easy and practical to reduce automobile reliance and vehicle miles traveled.

Policy 2.7.1 – MMTD Implementation (City of Tallahassee):
The Multimodal Transportation District (MMTD), established in 2009 under the requirements of Florida Statute Section 163.3180(15) (2009) for the purpose of promoting walking, bicycling, and transit use, shall be maintained, updated, and implemented by relevant City and County departments through the Multimodal Transportation District Land Development Code and the project programming of the Capital Improvements Schedule.

Policy 2.7.2 Land Use Within the MMTD (City of Tallahassee):

The City of Tallahassee and Leon County shall periodically review the Future Land Use Map and land development regulations within the MMTD and modify them as necessary to facilitate appropriate densities, intensities, and mixture of land uses to support the goals of the district, based on the following targets:

a. Central nodes consisting of employment and services, relatively high density residential, and public spaces all oriented around convenient access to public transit facilities.

b. Areas designated primarily for residential uses should be no more than ½ mile from areas designated for shopping, services, and employment uses.

Policy 2.7.3 – Land Development Regulations in the MMTD (City of Tallahassee):

Adopt and maintain context-based land development regulations that ensure new development and redevelopment will contribute to walkable urban development patterns. Additionally, these regulations shall include and/or address the following:

a. Building placement.

b. Block size standards shall encourage small blocks and an interconnected street network.

c. Sidewalks with widths based on context.

d. Facade transparency.

e. Parking location.

Policy 2.7.4 – Minimum Parking Requirements (City of Tallahassee):

Minimum parking requirements shall not be applied to areas designated Urban Center of the Future Land Use Map and shall be significantly reduced, removed, or made otherwise flexible for other areas in the MMTD.

Policy 2.7.5 – Transit in the MMTD (City of Tallahassee):

The MMTD shall be well-connected via transit to major trip generators and attractors both inside and outside the areas where feasible; transit stops and waiting areas shall be safe, accessible, and comfortable, and intermodal connections shall be made.

Policy 2.7.6 – Transportation Mitigation (City of Tallahassee):

Transportation mitigation funds collected within the MMTD shall be used for projects within the MMTD with priority given to bicycle, pedestrian, or transit projects.

Policy 2.7.7 – MMTD Evaluation (City of Tallahassee):

The MMTD code shall be evaluated for opportunities to incorporate FDOT Context Classification along state roads, consideration of implementation through form-based code, and opportunities to streamline infill development and redevelopment within the Urban Center land use category.

Objective 2.8 – Community Context (City of Tallahassee/Leon County):

Identify natural, rural, sub-urban, and urban context areas based on distinguishing characteristics of the different locations across the community. The distinguishing characteristics used to identify the context areas will include existing development patterns, future development patterns based on land use and zoning, natural features, access to infrastructure, adjacent roadway classifications and proximity to employment centers, universities and schools, transit lines, trails and multi-modal facilities. The context areas shall be used as the basis for planning and design of land uses,

transportation facilities, public facilities, and infrastructure in the City of Tallahassee and Leon County.

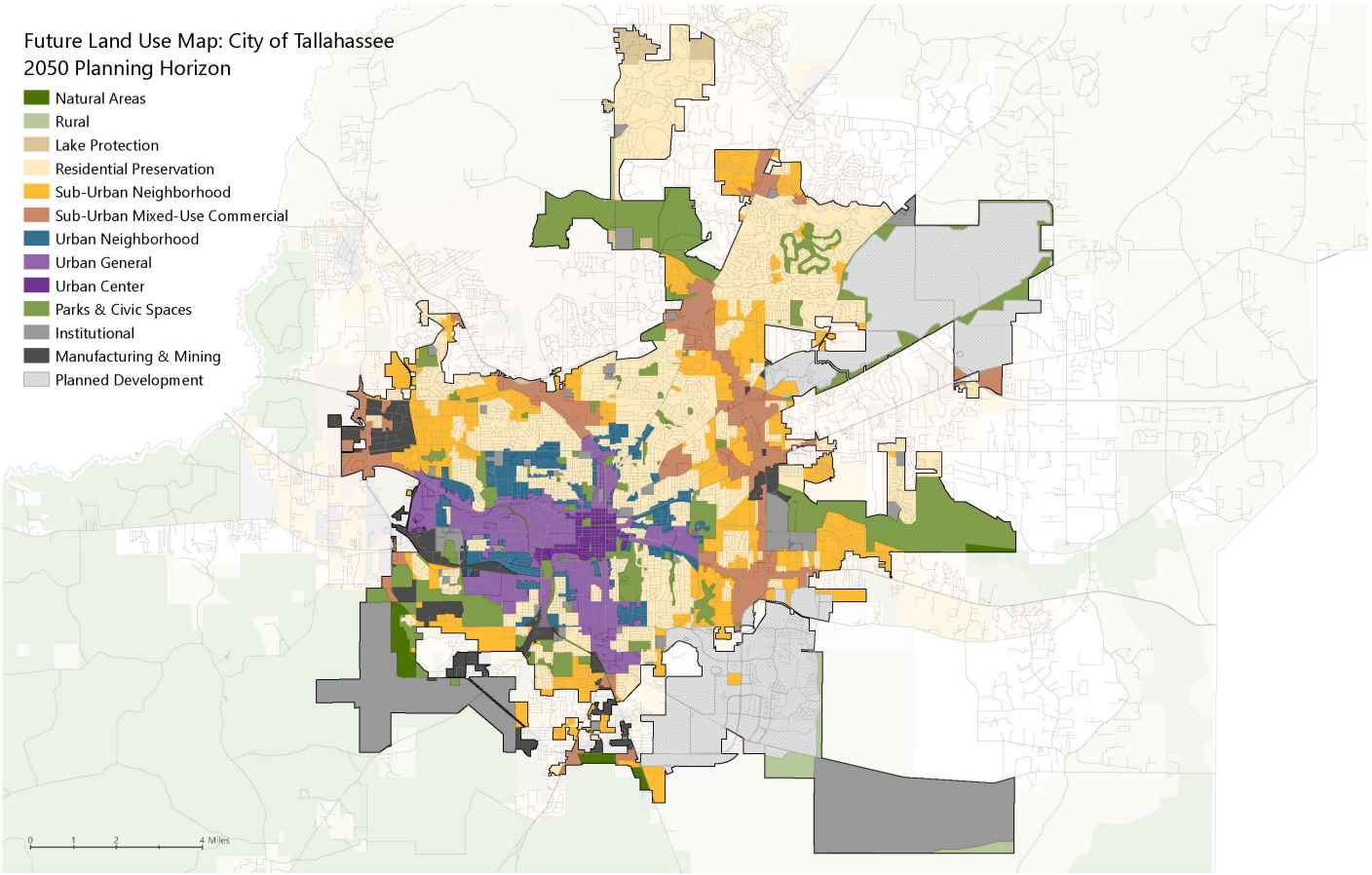
Policy 2.8.1 – Tallahassee-Leon County Future Land Use Map (City of Tallahassee/Leon County):

Identify the distribution, extent, and location of the different uses of land in the City of Tallahassee and Leon County in a manner that reflects community context and the vision for the community's future.

Policy 2.8.2 – Context Area Densities, Intensities and Mix of Uses (City of Tallahassee/Leon County):

The Future Land Use Map and Zoning Atlas shall include uses, densities, and intensities consistent with concentrating development within the Urban Services Area. Land uses and zoning within the Urban Context Areas shall have higher allowable densities and intensities than the Sub-Urban Context Areas, which shall have higher allowable densities and intensities than the Rural Context Areas. To ensure a mixture of uses in mixed-use land use categories, a minimum of 5% open space (which may include landscaping and stormwater facilities subject to land development regulations) is required and residential or non-residential land uses may develop from a range of 5% up to 95%. Public Schools are an allowable use in all future land use categories within the Urban Services Area with the exception of the Natural Areas land use. This provision is intended to provide sufficient lands proximate to residential areas to allow existing and future school siting considerations.

Future Land Map: City of Tallahassee



Future Land Use Categories (FLUCs)

Policy 2.8.3 – Natural Areas Future Land Use Category (City of Tallahassee/Leon County):

State and national forests, wildlife management areas, and other managed natural areas serve to sustain the health, diversity, and productivity of valuable ecosystems while integrating public use of these resources. The Natural Areas land use category represents conservation and preservation areas protected from development.

Natural Areas consist of lands approximating or reverting to wilderness conditions, including lands unsuitable for settlement due to topography, hydrology, or vegetation. Areas designated as Natural Areas shall be protected from development except for community services, light infrastructure, and recreational uses that are compatible with the natural surroundings. Silviculture (the growth and cultivation of trees) shall be allowed.

Residential uses shall be limited to hosts and resident volunteers involved in the maintenance or operation of the managed natural areas. No residential uses shall exceed a density of one dwelling unit per 10 acres.

The following special conditions shall apply to the Natural Areas future land use category:

1. Ecotourism uses and structures ancillary to ecotourism uses (such as trailheads, interpretive kiosks, boat ramps, canoe/kayak launches, and campsite amenities) are allowable provided the structures preserve the scenic and natural character of this category.
2. Accessory uses directly associated with the operation of silvicultural, wildlife conservation, and recreational hunting shall be allowed.
3. Light infrastructure shall be allowed within the Natural Areas future land use category, provided there is no reasonable alternative location outside of Natural Areas future land use areas that provide the same public benefit.
4. State forests managed by the Florida Forest Service may be managed with frequent prescribed fire to meet ecological restoration and maintenance, wildlife habitat improvement, forest pest prevention, access and aesthetic control, and hazardous fuel reduction objectives in accordance with their respective 10-year Land Management Plans (F.s. 253.034).

Policy 2.8.4 – Rural Future Land Use Category (City of Tallahassee/Leon County):

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

The Rural land use category shall allow single family residential uses at a maximum density of one dwelling unit per 10 acres.

Non-residential uses functionally related to and directly in support of agriculture, the growth and cultivation of trees, and other natural resource-based activities, including ecotourism activities, may be permitted at a maximum intensity of 2,000 square feet per acre. The location of such uses shall be limited to the intersection of major collector and arterial or the intersection of two arterial designated roadways with development standards provided in land development code regulations for these nodes, except for non-residential uses supporting ecotourism activities, which shall be allowed near the waterbodies and natural features that are the focus of the ecotourism activity.

Community services, light infrastructure, and recreational uses may be permitted provided they are compatible with the natural and rural surroundings. Facilities associated with these uses may be permitted at a maximum intensity of 5,000 square feet per acre, with the primary structure not to exceed 7,500 square feet.

Active recreational uses not functionally related to or supportive of agriculture, silviculture, or natural resource-based ecotourism activities are prohibited. This includes, but is not limited to, golf course, drag strips, and racetracks.

To ensure that such uses are developed in a manner that is compatible with the rural nature of the area, additional design standards and limitations shall be included in the land development code.

The following special conditions shall apply to the Rural Land Use category:

1. Development proposals within the Rural Land Use category shall be evaluated for compatibility with adjacent agricultural and silvicultural uses and shall consider the land management activities associated with such uses, including prescribed fires which result in smoke. Development that is incompatible with agricultural uses, or has the potential to fragment, encroach upon, or displace such uses, shall not be permitted.
2. Property within the Rural Land Use category shall not be converted to a more intense land use category unless the subject site adjoins the Urban Services Area or a designated Rural Community.
3. Non-residential development shall be subject to design standards that preserve the scenic and rural character of this category and protect existing rural residential development from offsite impacts of non-residential development. Design standards shall include, but not be limited to, signage, lighting, parking, landscape buffers, and building materials.
4. Existing uses and structures listed on the local or national historic register as of July 6, 2015, shall be considered conforming.
5. Because urban services are not planned or programmed for areas within the Rural land use category, the Rural land use category shall not be applied to properties within the Urban Services Area.

Policy 2.8.5 – Rural Residential Future Land Use Category (Leon County):

The intent of the Rural Residential category is to provide the opportunity for very low-density residential areas mixed with open space and agricultural activity on the periphery of the Urban Services Area.

Residential land uses in Rural Residential shall be permitted at a density of up to one dwelling unit per three acres except in Conservation Subdivisions developed in accordance with the special conditions for the Rural Residential land use.

Community facilities, minor commercial activities, and minor offices are permitted. The maximum allowable gross square footage in Rural Residential may not exceed 20,000 square feet per acre for minor commercial and 100,000 square feet per acre for neighborhood commercial and shall be further detailed in the land development code.

Industrial, office, and more intensive commercial land uses are prohibited due to lack of present infrastructure services or potential negative environmental impacts. Present or future agricultural, silviculture and forestry activities may be allowed.

The following special conditions shall apply to the Rural Residential Land Use category:

1. To promote a mix of residential areas and perpetually protected open space and agricultural lands, Conservation Subdivisions are allowed and encouraged. Conservation Subdivision design in the Rural Residential land use may be permitted at a gross density of up to one unit per three acres with units clustered on no more than 50% of the site. Conservation Subdivisions must also permanently set aside at least 50% of the total site as open space and restrict development to the least environmentally sensitive and otherwise significant portions of the land. Residential lot size shall be a minimum of 0.5 acre.
2. To protect rural areas from premature development, facilitate infill and redevelopment inside the Urban Services Area, and in recognition of the significant area already mapped as Rural Residential, no additional lands designated Rural or Rural Residential shall be converted to a more dense or intense land use category unless it is within the Urban Services Area and adjoining lands are also within the designated Urban Services Area.
3. Existing, lawfully established, non-residential uses within the Rural Residential land use category that are compatible with surrounding uses shall be considered permitted uses.
4. Existing lots of record shall be considered vested for the purposes of single-family residential use regardless of lot size or density provided all other development standards can be met.
5. Drive-in and drive-thru facilities are not permitted in Rural Residential.

Policy 2.8.6 – Rural Community Future Land Use Category (Leon County):
The intent of the Rural Community land use is to distinguish long-established unincorporated communities located outside of the urban service area. These unincorporated rural communities have historically grown independently as communities outside of the Tallahassee urban area and are not extensions of urban sprawl. The Rural Community land use represents geographically compact concentrations of developed areas, including many historic towns, immediately surrounded by rural and natural areas.

Residential uses within the Rural Community land use are allowed at a base maximum density of 2 dwelling units per acre. Where central sewer is available, the maximum density allowed is 8 dwelling units per acre.

Community facilities, minor offices and small to moderate-sized commercial development that provide local and surrounding rural residents access to basic shopping opportunities are limited to a maximum intensity of 10,000 square feet per acre. Maximum building size shall not exceed 50,000 square feet. The Land Development Code shall incorporate standards to minimize potential adverse effects of non-residential uses on surrounding residential property, encourage clustering of businesses to discourage "strip" development, provide for utility space minimums to avoid traffic interference, limit building mass, and encourage pedestrian access.

The following special conditions shall apply to the Rural Community Land Use category:

1. Water and wastewater systems used to serve areas designated Rural Community shall be designated for lower density service as this category is not intended to create an area that attracts regional development.
2. Rural Communities within the Primary Springs Protection Zone shall implement development provisions per the Conservation and Utilities Elements.

Policy 2.8.7 – Lake Protection Future Land Use Category (City of Tallahassee/Leon County):

Lake Jackson, designated both an Outstanding Florida Water (OFW) and Aquatic Preserve, is one of the most unique waterways in Florida. The intent of the Lake Protection category is to ensure that development within the Lake Jackson basin occurs in a sustainable and environmentally sound manner, achieving measurable reductions in nutrient pollutants and improving water quality. The bounds of this category are to be based on the Lake Jackson basin boundary. The boundaries of the Lake Protection category may be applied to areas outside but adjacent to the Lake Jackson basin where application of the category promotes cohesive development patterns along a mixed-use corridor or node.

The Lake Protection category shall allow for residential uses at a density of one dwelling unit per two acres. To encourage compact and efficient development, three density bonus options are available for properties within the category:

- A residential density of up to 4 dwelling units per acre may be permitted within developments designed as a Conservation Subdivision, where served by central water and sewer systems.
- A residential density of up to 8 dwelling units per acre may be permitted within the Lake Protection Corridor (LPC) zoning district, where served by central water and sewer systems.
- A residential density of up to 20 dwelling units per acre may be permitted for properties on US Highway 27 within the Lake Protection Node (LPN) zoning district, where served by central water and sewer systems, and where design standards, including buffering to adjacent low and density residential, as established in the land development code is met.

Non-residential and mixed-use development within the Lake Protection category may only be permitted within areas designated with the LPN and LPC zoning districts. Within these districts, single use, non-residential development shall be allowed at a maximum intensity of 10,000square feet per acre in the LPC zone and 20,000 square feet per acre in the LPN zone where buffering to low-density residential as established in the land development code is met. Projects containing a vertical mixture of uses, including any combination of office, commercial and residential uses, may receive a bonus of 2,500 square feet per acre in the LPC zone and a bonus of 10,000 square feet per acre in the LPN zone.

Community services, light infrastructure, and recreational uses shall be permitted. Facilities associated with these uses shall be allowed at a maximum intensity of 10,000 square feet per acre.

The following special conditions shall apply to the Lake Protection Future Land Use category:

1. The local governments shall implement the Lake Protection Land Use Category with a minimum of three zoning districts, including Lake Protection, LPC, and LPN.
2. The LPN zoning district shall only be permitted at the following intersections:
    a. Highway 27 North and Sessions Road
    b. Highway 27 North and Capital Circle NW/Old Bainbridge Road
    c. Highway 27 North and Fred George Road
    d. Bannerman Road and Bull Headley Road

    The exact extent of these Nodes shall be specified in the City of Tallahassee and Leon County land development regulations but generally shall not extend beyond 0.25 miles from the respective intersection and shall not include areas within a Special Development Zone (SDZ) or existing single-family subdivisions.
3. The LPC zoning district shall only be permitted along Highway 27. The exact extent of the LPC shall be specified in the City of Tallahassee and Leon County land development regulations but generally shall not extend beyond 0.25 miles from the centerline of Highway 27 and shall not include areas within a Special Development Zone (SDZ).
4. As an alternative to large-lot developments, Conservation Subdivisions shall be permitted within the Lake Protection land use category and shall include the following:
    a. Contain a minimum of 60% open space preserved in perpetuity through a conservation easement and comprised of such things as preservation and conservation features, Special Development Zones, undeveloped uplands, passive recreation areas, and storm water facilities designed as a community amenity; and
    b. Be developed at a maximum gross density of two dwelling units per acre or a maximum gross density of four dwelling units per acre when served by central water and sewer systems.
5. Land development regulations shall include stormwater treatment standards for all development and redevelopment within the Lake Protection land use category. To

encourage redevelopment in the Lake Protection category, land development regulations may provide for a partial credit applied toward existing impervious surface on previously developed sites.

6. Minimum open space requirements, Low Impact Development strategies, and maximum building footprints shall be included as development standards for the zoning districts implementing the Lake Protection land use category. Additional development standards deemed necessary to protect Lake Jackson from further degradation and/or improve existing water quality may be included in the land development code.

7. The land development regulations shall provide provisions for legally established non-conforming uses and properties in the Lake Protection land use category to be deemed conforming when redevelopment or site improvements result in the site meeting the design standards, including buffering to adjacent low-density uses, and water quality standards for the Lake Jackson basin established in land development regulations.

Policy 2.8.8 – Residential Preservation Future Land Use Category (City of Tallahassee/Leon County):

Characterized by existing homogeneous residential areas within the community that are predominantly accessible by local streets. The primary function is to protect existing stable and viable residential areas from incompatible land use intensities and density intrusions greater than 6 units per acre. Future development primarily will consist of infill due to the built-out nature of the areas. Commercial, including office as well as any industrial land uses, are prohibited. Future arterials and expressways should be planned to minimize impacts within this category. Single family, townhouse, duplexes and cluster housing may be permitted within a range of up to six units per acre. Notwithstanding the maximum densities in this policy, existing legally established residential uses exceeding 6 units per acre shall be deemed conforming. Such uses may rebuild to existing building lot coverage percentage and density. Expansion of residential uses exceeding 6 units per acre or other non-conforming uses are prohibited. Nonresidential uses, other than community facilities and recreational facilities are not permitted. Community facilities are limited to a maximum of 60% impervious surface.

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

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

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

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

New or redeveloped commercial uses adjoining residential preservation designated areas shall mitigate potential impacts by meeting land development regulation requirements for buffers, screenings, landscaping, noise, setbacks and stepbacks to be compatible with low density residential development in terms of size and appearance. The factors cited in paragraph (d) below shall be used when determining the compatibility and design techniques. The design and layout of adjoining commercial uses shall be oriented to place the section of the development with the least potential negative impacts next to the residential preservation area.

b) Limitations on existing light industry adjoining residential preservation neighborhoods.

Expanding or redeveloped light industrial uses adjoining low-density residential areas within the residential preservation land use category shall mitigate potential negative impacts and provide screening or buffering between the light industrial uses and the low and medium density residential uses. The factors cited in paragraph (d) below shall be considered when determining compatibility and design techniques.

The design and layout of expanding or redeveloping light industrial uses adjoining residential preservation areas shall be oriented to place the section of the development with the least potential negative impacts in the area next to the existing and/or future low density residential area in the residential preservation land use category. New light industrial uses shall prevent or mitigate off-site impacts in accordance with the Institutional Special District or the Manufacturing and Mining Special District t and applicable Land Development Regulations.

c) Additional development requirements for allowed community facilities when adjoining low density residential areas, except for cemeteries or religious facilities to be used solely for religious functions.

Such development requirements will also apply to ancillary facilities when proposed in conjunction with religious facilities and are to result in effective visual and sound buffering (either through vegetative buffering or other design techniques) between the community facilities and the adjoining residential preservation area.

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

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

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

Policy 2.8.9 – Sub-Urban Neighborhood Future Land Use Category (City of Tallahassee/Leon County):

The intent of the Sub-Urban Neighborhood land use category is to allow for neighborhood-scale development that provides a mix of housing types and neighborhood scale commercial within a walkable and bikeable area It is not intended to be applied within the interior of an existing established low-density neighborhood, unless to correct, legal non-conforming uses and/or densities. Principal uses within the district shall include residential development, neighborhood commercial, and neighborhood supportive facilities such as community facilities, recreational amenities, and light infrastructure.

The Sub-Urban Neighborhood category shall allow for residential uses at a maximum density of 20 dwelling units per acre. Allowed residential building types are single-family detached, single-family attached, duplexes, triplexes, fourplexes, multiplexes, multi-family, and live-work units.

Office, commercial, and community service uses are allowed up to 20,000 square feet per acre. The intensity of all non-residential land uses shall be kept minimal to reduce the intrusive impact upon the predominant residential land use. Land development regulations shall include development standards to maintain low traffic volumes, vehicular speeds, and parking for non-residential uses.

The following special conditions shall apply to the Sub-Urban Neighborhood Future Land Use category:

1. Urban design standards, buffering standards, and screening standards shall be included in the City of Tallahassee and Leon County land development regulations to ensure compatibility between residential and non-residential uses within the Sub-Urban Neighborhood land use.
2. If central sanitary sewer is not available, non-residential development is limited to a maximum of 900 gallons of wastewater flow per day. Community service facilities are limited to no more than 5,000 square feet, or a sewage flow not to exceed 900 gallons per day. Also, refer to Sanitary Sewer Policies 1.2.3 and 2.1.2 of the Utilities Element of the Comprehensive Plan for additional requirements.

Policy 2.8.10 – Sub-Urban Mixed-Use Commercial Future Land Use Category (City of Tallahassee/Leon County):

The intent of the Sub-Urban Mixed Use Commercial Land Use Category is to establish activity centers and mixed-use nodes that provide community wide or regional commercial activities and housing. This land use category promotes the efficiency of the transportation system through consolidation of trips and discouragement of the unabated sprawl of commercial activities. An integrated pedestrian and bicycle access system shall be provided to afford safe and accessible foot and bike travel between the land uses. The district is intended to facilitate efficient traffic flow by allowing only land uses developed with comprehensively planned access, egresses, and internal circulation systems through the land development review and approval process.

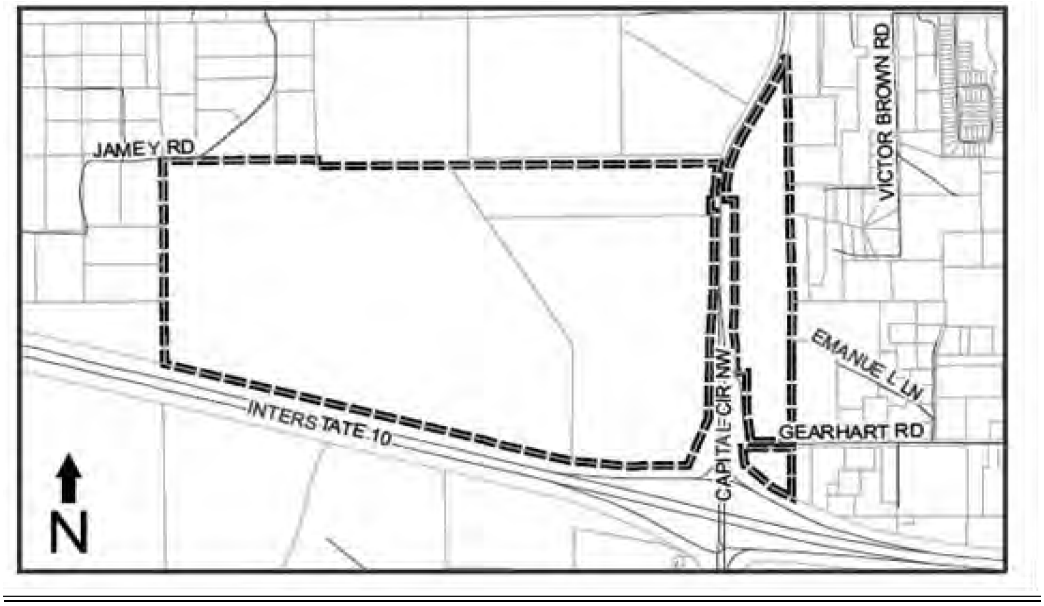
Residential land uses at a maximum density of up to 45 dwelling units per acre shall be allowed in the Sub-Urban Mixed Commercial Land Use Category. Recreational opportunities, cultural activities, commercial goods and services should be located nearby to complement residential

uses. Mass transit stops should be located at large commercial centers with appropriate connections established between commercial and residential areas to reduce the automobile dependency of residents and employers. For infill development and redevelopment projects, a variety of residential types, employment, office, and commercial uses should be incorporated.

Non-residential uses including office, recreation, light infrastructure, community services, and educational facilities shall be allowed up to 25,000 square feet per acre except for in the scenarios outlined in the special conditions below.

The following special conditions shall apply in the Sub-Urban Mixed Use Commercial Land Use Category:

1. Except within mixed-use centers, larger-scale commercial development shall be buffered from residential neighborhoods.
2. If development within the Sub-Urban Mixed Use Commercial Land Use Category only contains residential land uses, at least 5% of the gross site must be used for passive or active open space such as pocket parks, green space, or trails. The required 5% of the site shall be contiguous.
3. Non-residential development that is a part of a mixed-use development that includes medical centers may have an intensity of up to 80,000 square feet per acre, and up to 176,000 square feet per acre if it includes a hospital.
4. Park Place is a designated Regional Activity Center subject to the increased Development of Regional Impact guidelines and standards consistent with Rule 28-24.014(10)(a), Florida Administrative Code.



Park Place meets the parameters for a Regional Activity Center as defined in Rule 28-24.014(10)(c)2, Florida Administrative Code, and is depicted on the map above. Multi-use land uses for a Regional Activity Center can be accommodated by the currently designated Planned Development future land use category and development shall occur

consistent with the guiding land use policies within the local comprehensive plan and the land development code.

Policy 2.8.11 – Urban Neighborhood Future Land Use Category (City of Tallahassee):
The intent of the Urban Neighborhood Land Use is to provide medium density housing, live/work housing, and a mix of uses set within small to medium blocks that are defined by walkable streets characterized by narrow travel lanes, on-street parking, sidewalks, and planter strips. It is not intended to be applied within the interior of an existing established low-density neighborhood, unless to correct legal non-conforming uses and/or densities. The Urban Neighborhood area shall be characterized by a mix of uses on small lots, with residential uses being the predominant type, and a street network that generally connects to residential neighborhoods along corridors or behind the uses fronting major collectors or arterial roadways. Non-residential neighborhood-scale uses are allowed and intended to integrate into the surrounding neighborhood. Pedestrian safety and comfort shall be prioritized over vehicle speed.

Allowed land uses include residential and neighborhood-scale non-residential uses. The scale of all non-residential land uses shall remain accessible to pedestrians living in surrounding residences. Emphasis on commercial uses shall be limited to convenience goods and services, small to moderate scale grocery stores, and small pharmacies and offices. Community facilities, office, and commercial development in scale with surrounding residential areas are appropriate.

A maximum gross density of 26 dwelling units per acre is allowed. Residential development should include a mix of densities and housing types and be located to maximize pedestrian access to shops, public facilities and recreational opportunities that are passive or active.

A maximum intensity for commercial uses of 30,000 square feet per acre and a maximum intensity for office uses of 30,000 square feet per acre are allowed. Traffic volumes and speeds shall be kept low, and parking for nonresidential uses shall be small in scale. The number of parking spaces may be reduced to reflect increased pedestrian access.

The following special conditions shall apply to the Urban Neighborhood Land Use Category:

1. Design and development standards for the Urban Neighborhood area shall detail the placement, scale, and relationship between buildings and the street, including landscaping standards, to support an area of high pedestrian comfort and a continuous walkable street network throughout the district.
2. Urban design standards, buffering standards, and screening standards shall be included in the City of Tallahassee and Leon County land development regulations to ensure compatibility between residential and non-residential uses within the Urban Neighborhood land use category.

Policy 2.8.12 – Urban General Future Land Use Category (City of Tallahassee):
The intent of the Urban General Land Use is to provide a mixture of uses including a variety of residential land uses, employment (including light manufacturing), office and commercial activities that are arranged in a manner to promote walkability and bikeability, or reduce automobile use. This category includes a variety of building types, short setbacks, wide sidewalks,

and a street scape with trees, typically defining medium-sized blocks within walking distance of high activity or employment centers; essentially a walkable urban area with a mix of housing options and significant non-residential uses related to and supporting housing. The land use category provides higher density residential opportunities near university campuses and the downtown area. Infill and potential redevelopment and/or rehabilitation activity are encouraged.

Allowed land uses include residential, commercial, office, and community facilities.

A maximum gross density of 50 dwelling units per acre is allowed.

A maximum intensity for commercial uses of 60,000 square feet per acre and a maximum intensity for office uses of 60,000 square feet per acre are allowed.

Development in this category located along public frontages shall incorporate uses that emphasize and encourage pedestrian foot traffic and contribute towards a visually-interesting environment for the adjacent public realm. This can be achieved through methods such as high percentage of transparency, frequent pedestrian opening with connections to adjacent streetscapes, and human-scaled architectural details. Development that is primarily served by automobile traffic and generates low foot traffic shall be subject to a maximum intensity of 30,000 square feet per acre.

The following special conditions shall apply to the Urban General Land Use Category:

1. Design and development standards in the land development regulations for the Urban General area shall detail the placement, scale, and relationship between buildings and the street to support an area of high pedestrian comfort and safety, and a continuous walkable street network throughout the district.
2. Development standards in the Tallahassee Land Development Code may not require minimum parking requirements for uses in the Urban General land use category.
3. Street access by nonresidential uses may be permitted within the City limits of Tallahassee so long as site design complies with land development regulations to mitigate potential incompatibility with residential uses within the land use district.
4. Development at universities and colleges shall be regulated by the respective campus master plans and development agreements. Coordination on development in the proximity of universities and colleges shall be subject to development agreements.
5. The land development regulations shall include standards for development that do not incorporate uses that emphasize and encourage pedestrian foot traffic or contribute towards a visually-interesting environment for the adjacent public realm. Standards shall include requirements such as enhanced bicycle and pedestrian amenities and streetscaping features, building façade enhancements, and building placement.

Policy 2.8.13 – Urban Center Future Land Use Category (City of Tallahassee):
The intent of the Urban Center land use category is to be a vibrant, 18-hour urban activity center with quality development that includes a variety of residential and nonresidential uses at high densities and intensities. The land use is characterized by buildings in close proximity to one another, featuring retail on the ground floor and residential units above, wide sidewalks, consistent street trees, and a strong emphasis on pedestrian activity. The emphasis in this area, which is within the Multimodal Transportation District, is to facilitate a shift from cars to

pedestrian, bike and transit modes of transportation. The land use intends to promote a mix of uses and higher densities and intensities within its Urban Center, while promoting multiple modes of transportation.

Allowed land uses include residential, commercial, office and community facilities.

A maximum gross residential density of 150 dwelling units per acre is allowed. Development intensity in Urban Center is up to 100% lot coverage. Land development regulations may establish more restrictive lot coverage, building heights, and design standards for different locations, neighborhoods, and special character districts within the Urban Center land use.

Intensity for nonresidential uses shall be identified in the Downtown regulating land development code that shall include lot coverage and maximum building height.

The following special conditions shall apply to the Urban Center Land Use Category:

1. The development regulations within the Urban Center area shall establish Design Guidelines for the land use in order to allow for more mixed-use, pedestrian, bike and transit- oriented development.
2. Future Expansion of the Urban Center land use shall be subject to the following requirements.
    a. The proposed parcels shall be:
        i. Within the existing Downtown Overlay; and
        ii. Contiguous to the existing Urban Center FLUM area.
        iii. Served by available and adequate infrastructure to support the densities and intensities allowed in the Urban Center land use.
        iv. Demonstrated to exhibit a need for the expansion (e.g.: parcel of sufficient size not available in the Central Core FLUM for the proposed development).

Policy 2.8.14 – Special Development Districts (City of Tallahassee/Leon County):
The following Special Development Districts are created to address unique uses and areas throughout the community:

- Manufacturing and Mining – Heavy industrial land uses that do not, typically, have a defined intensity or density and may have the potential to create significant offsite impacts to surrounding areas, have specific federal and/or state requirements and must receive federal and/or state approval in addition to local government approval. Impacts such as noise, lighting, traffic, and vibrations that are not regulated by federal and/or state laws shall be regulated by the City and County.
- Institutional - Heavy infrastructure community facilities which may be public or privately owned or established that provide significant public benefit but may have the potential to create off-site impacts.
- Parks and Civic Spaces – City, County, State and Federal areas utilized for passive and/or active recreation uses. The principal land use will not, typically, have a defined density

or intensity.

- Planned Development – Large, undeveloped land areas within the Urban Services Boundary that are generally under single ownership that are required to be master planned prior to development.

Special Development Districts shall be subject to the provisions of the Comprehensive Plan except where otherwise specified by federal and state laws.

Policy 2.8.15 – Manufacturing and Mining Special District (City of Tallahassee/Leon County):

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

Manufacturing and mining uses intended for the distribution of manufactured goods should be encouraged in areas with access to the Tallahassee International Airport or the Florida Department of Transportation's (FDOT) Strategic Intermodal System (SIS) facilities. The Manufacturing and Mining Special District shall not be applied to areas outside the Urban Services Area.

Because heavy industrial uses vary in their operations and potential for offsite impacts, performance and locational criteria shall be established in the City and County land development codes for the implementing zoning districts.

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

- Light Industrial – Light Industrial uses shall be permitted at a maximum intensity of 30,000 square feet of gross building floor area per acre. Ancillary residential uses (intended for caretaking, maintenance, the temporary lodging of employees, or security) may not exceed two units per acre.
- Mining – Mining uses shall be permitted subject to applicable landscaping and natural area requirements and the dimensional standards included in land development regulations. A land reclamation plan shall be submitted demonstrating that upon termination of the activity, the land shall be returned to a condition that will allow an effective reuse compatible with surrounding properties.
- Heavy Industrial – Heavy Industrial uses shall be permitted at a maximum intensity of 30,000 square feet of gross building floor area per acre. These areas shall have stringent locational criteria and require extensive buffering and/or relative distance from other land uses. These uses may require employment of techniques to prevent impacts offsite or require mitigation and/or minimization techniques for impacts. Ancillary commercial

uses designed to serve adjacent workers may be permitted.

The following special conditions shall apply to the Manufacturing and Mining Special District:

1. Noise, vibrations, smoke, dust and particulate matter, odor, and lighting resulting from industry and mining uses shall be prevented or mitigated to avoid negative impacts on properties in the vicinity of these uses. The City and Leon County Land Development Code shall provide minimum mitigation standards.
2. Administrative offices that support and are functionally related to onsite activities are allowed in any of the implementing zoning districts for the Industry and Mining Special District.
3. Site plans must demonstrate the protection of adjacent non-industry and non-mining properties through development standards outlined in the land development codes.
4. A plan for vehicular access to and from the site addressing heavy trucks and equipment must be submitted with site plans and must demonstrate compatibility with adjacent land uses.
5. Hydraulic fracturing, proppant fracturing, acid fracturing, matrix acidizing, and similar activities, commonly referred to as fracking, are not permitted uses in the Industry and Mining Land Use.

Policy 2.8.16 – Institutional Special District (City of Tallahassee/Leon County):
The purpose of this Special District is to provide lands for heavy infrastructure community facilities that must obtain federal and/or state approvals to be located, modified and/or expanded within the community. Institutional facilities and uses may be public or privately owned or established but must provide significant public benefit.

Principal uses for institutional facilities and uses may not have a defined density or intensity. Generally, facilities and accessory uses shall not occupy more than 90 percent of the entire site when located within the Urban Service Boundary or 75 percent of the entire site when located outside of the Urban Services Boundary. Primary buildings for institutional uses shall be permitted at a maximum intensity of 30,000 square feet of gross building floor area per acre.

The following special conditions shall apply to the Institutional Special District:

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

Policy 2.8.17 – Parks and Civic Spaces Special District (City of Tallahassee/Leon County):

The Parks and Civic Spaces Special District may be applied to publicly or privately owned lands and is intended to provide areas within the community for the resource conservation and recreational facility needs of the community. Non-residential uses that enhance parks with active recreational facilities, such as a clubhouse at a golf course or restaurant and retail uses at parks in urban areas, are allowed if designed to complement the park's intended use.

The maximum intensity for non-residential uses in areas designated Parks and Civic Spaces Special District is 1,000 square feet per acre. Residential uses shall be limited to hosts and resident volunteers involved in the maintenance or operation of the parks and civic spaces.

The following special conditions shall apply to the Parks and Civic Spaces Special District:

1. Commercial active recreation land uses shall be established through the Planned Unit Development process.
2. Because commercial active recreation land uses vary in their operations and potential offsite impacts, the Planned Unit Development shall establish standards to address the potential offsite impacts, including, but not limited to noise, lighting, and traffic access and congestion.

Policy 2.8.18 – Planned Development Special District (City of Tallahassee/Leon County):

The Planned Development Special District is intended to identify large, undeveloped land holdings that will be developed with various mixes of land uses for which more detailed planning is required to establish the appropriate mixture and arrangement of uses. Undeveloped areas within the Urban Service Area that, as of January 1, 2007, are predominantly in the same ownership or control and encompassing more than 200 acres shall be defined as a Planned Development Special District. These Planned Development Special Districts shall require, prior to subdivision or development, a Master Plan approved by the jurisdiction in which the Planned Development Special District is located.

The Planned Development Special District allows intensities of 25,000 square feet per acre and densities shall not exceed 20 dwelling units per acre. Storage areas within buildings, warehouses, mini-warehouses and self-storage facilities may have a gross floor area up to 50,000 square feet per acre.

The following special conditions shall apply to the Planned Development Special District:

1. Master Plans shall show the location, intensity and mix of proposed land uses, as well as the transportation network necessary to serve the proposed development. To provide for a more self-supporting development pattern that is less oriented to the use of automobiles, the Master Plan area shall include at least four different land uses (e.g., residential, office, commercial, recreation, light industrial, public or private open space) that are integrated with each other, as well as with the unique characteristics of the development area.
2. Master Plans shall identify the following:
    a. Boundary of area subject to Planned Development.
    b. General depiction of mix, location and intensities of future land uses.
    c. Activities permitted within each land use.

d. Total dwelling units.

e. Total square footage of non-residential development.

f. How natural resources on-site will be protected.

g. Major transportation system improvements that are consistent with adopted transportation plans.

h. Capacity maintenance, bicycle, and pedestrian accessibility, impacts to surrounding areas and protection of canopy roads, if applicable.

i. Address mass transit, if transit facilities are available or planned within the plan horizon for the Tallahassee-Leon County Comprehensive Plan to serve the Planned Development.

j. Facilities and development requirements to provide alternative modes of transportation, such as bicycle and pedestrian mobility and, if available, mass transit.

k. An infrastructure plan which identifies the type, demand, and general location of needed utilities in relation to existing and scheduled utilities in the areas of the development.

l. The location and adequacy of proposed schools, parks, and open space.

m. How the development will reduce transportation demand by allowing for internal trip capture at project build-out through a mixture of land uses.

n. How the development will comply with applicable affordable housing policies and/ordinances.

o. How the unique characteristics of the area, including cultural and historic resources, preservation and conservation features, and greenways, will be addressed.

p. A set of development guidelines that will direct the development of implementing PUD/PUDs. These guidelines shall address, but not be limited to, building height, setbacks, the interrelationships of uses, energy efficiency, pedestrian access. The guidelines shall include basic design elements that generally address crime prevention, such as landscaping and lighting considerations, Crime Prevention through Environmental Design (CTPED) principles, or other design concepts intended to improve safety and deter crime.

3. Previous approved Comprehensive Plan Area Plans shall constitute a Master Plan as required by this policy. The Southeast Sector Plan serves as the Master Plan for Southwood, Colin English Properties, and the former Southside DRI lands. The Welaunee Critical Area Plan serves as the Master Plan for the Welaunee Toe, Heel, and Arch. The Capital Circle Office Complex Planned Unit Development Master Plan Concept shall serve as the Master Plan for this area, and shall be exempted from the four use requirement of this policy.

4. Approved Master Plans are to be implemented by one or more Planned Unit Developments. Minimum size requirements for Planned Unit Developments within the district shall be established in the land development code. Minor and major amendments to the Master Plan may be approved through the Planned Unit Development requirements and procedures. The Planned Unit Development may serve as the Master Plan if it meets the requirements for a Master Plan enumerated in this policy.

5. Easements, right-of-way and other improvements located throughout the Planned Development District boundary may be required to be dedicated in conjunction with proposed development applications to ensure adequate facilities can be constructed consistent with the

Master Plan.

6. Subdivision of a portion of a Planned Development District for sale or donation to a public or quasi-public entity for the purpose of conservation, preservation, or passive resource-based recreation use shall not be contingent upon the adoption of a Master Plan or PUD.
7. Subdivision and development of a portion of a Planned Development area for sale or donation for the purpose of providing schools (pre-kindergarten through twelfth grade) and/or infrastructure to serve primarily offsite needs shall not, likewise, be contingent upon the adoption of a Master Plan or PUD. The land development code shall establish the process and requirements for siting and development of new schools and the expansion of existing schools. The conservation, preservation, passive recreation, educational facilities and types of infrastructure that are intended to be accessible by the public shall be designed for integrated auto, pedestrian and bicycle access, and shared access. The school facilities and infrastructure shall include adequate buffering for the remainder of the Planned Development. If any of these public acquisitions reduce the remaining acreage of the Planned Development below 200 acres, the Planned Development provisions of this Plan shall apply to all remaining acreage.
8. Separate Master Plans may be approved for each Planned Development District that is divided by an interstate or arterial highway that limits integration across the entire development.
9. As demands from a rapidly increasing population may require the expansion of the Urban Service Boundary in the future, additional areas will be identified as Planned Development Areas upon their inclusion within the Urban Service Area.
10. Upon expansion of the Urban Service Area, properties that meet the definitions for Planned Development areas shall be designated as Planned Development on the adopted Future Land Use Map and Zoning Map.

Goal 3 [LM] – Healthy Neighborhoods and Vibrant Places:

Our community will plan for the development of healthy neighborhoods, vibrant places, and places of employment that are designed and built to be lively, inclusive, safe, and sustainable to ensure the equitable treatment and involvement of all citizens, recognize the importance of public spaces and private property, address the importance of civic and institutional uses, and account for community context.

These places will provide for:

- Recreational opportunities.
- Pedestrian and bicycle facilities.
- Healthy food options.
- Health services.
- Community facilities, including schools, community centers, and libraries.

Objective 3.1 – Residential Character (City of Tallahassee/Leon County):
Provide for connectivity and a balanced mix of residential uses that allow for greater housing diversity while protecting the character of existing, viable residential areas and neighborhoods.

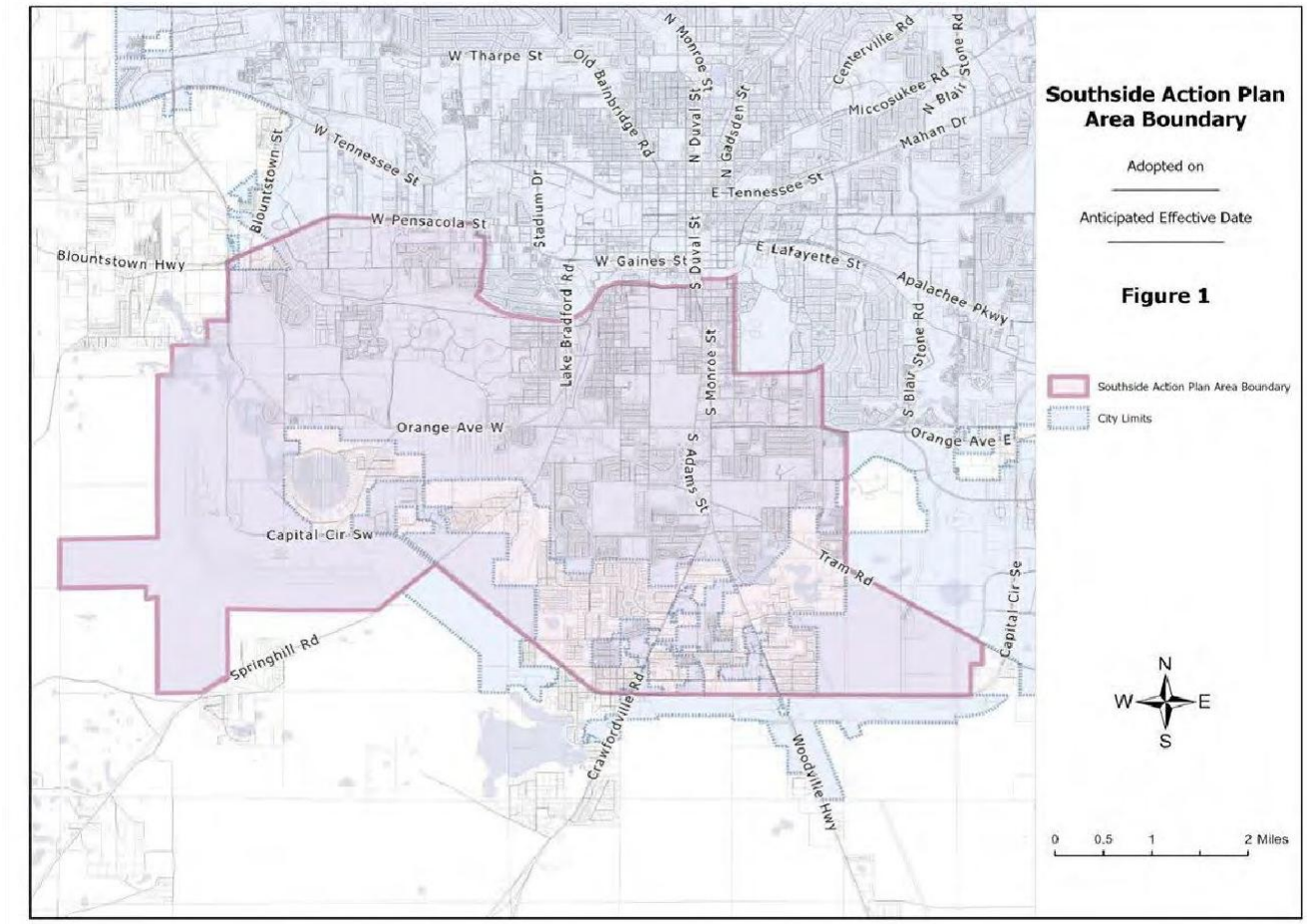
Policy 3.1.1 – Residential Character Criteria (City of Tallahassee/Leon County):
Maintain land development code regulations that protect existing residential areas from encroachment of incompatible uses. These regulations shall include context-based requirements for setbacks, buffering, open space, landscaping, tree protection, stormwater, and access management. Development proposals shall be reviewed for compliance with these requirements during the site plan review process.

Policy 3.1.2 – Housing Diversity (City of Tallahassee/Leon County):
Maintain a viable mix of available residential densities to accommodate a variety of housing types.

Policy 3.1.3 – Healthy Food Options (City of Tallahassee/Leon County):
The land development regulations shall foster healthy food options by promoting community public gardens and supporting neighborhood scale grocery uses within and adjacent to residential areas.

Objective 3.2 – Southside Action Plan (City of Tallahassee/Leon County):
Develop and monitor the Southside Action Plan to align with the community's desire for a framework of action in the southern part of the Tallahassee urban area. To achieve this objective, the local governments shall develop a Southside Action Plan that complements long term public and private investment with small scale visible improvements that are relatable and community driven. This approach recognizes that the vision of Southside citizens is essential to guiding the development, redevelopment, and rehabilitation of the Southside; and that the community's vision focuses on three main areas of improvement: Beautification, Investment, and Engaged and Activated Citizens.

Policy 3.2.1 – Southside Action Plan Area (City of Tallahassee/Leon County):
The objective and policies for the Southside Investment Strategy apply to the designated Southside Action Plan area.



Policy 3.2.2 – Beautification (City of Tallahassee/Leon County):
Focus local government beautification efforts in shared public spaces by frequently maintaining and enhancing existing public areas. Support citizen and business investment on private property and shared spaces.

Policy 3.2.3 – Investment (City of Tallahassee/Leon County):
Identify projects that initiate further investment opportunities in the Southside Community. Support partnerships across federal, state, city and county governments with non-profits and private organizations to identify resources for housing, homeownership, business, and infrastructure for the public. Investment within the Southside Action Plan area shall not occur at the expense of the natural environment or water quality in a manner which is found to be inconsistent with local government initiatives, policies, rules or regulations.

Policy 3.2.4 – Active and Engaged Citizens (City of Tallahassee/Leon County):
Encourage citizens, neighborhoods, and businesses in the Southside to be engaged and actively involved in community-led projects. Promote projects, empower residents, and connect efforts with resources.

Policy 3.2.5 – Southside Action Plan Evaluation and Update (City of Tallahassee/Leon County):
The local governments will monitor project implementation of the Southside Action Plan by reporting annually, or as requested by the City Commission or County Commission, on Southside Action Plan policies.

Objective 3.3 – Connectivity Access Management (City of Tallahassee/Leon County):
Require effective interconnectivity and access management to reduce vehicle trip demand, increase access and safety for bicyclists and pedestrians, and preserve the integrity of the transportation system.

Policy 3.3.1 – Access Management Design (City of Tallahassee/Leon County):
The City of Tallahassee and Leon County shall adopt and maintain access management standards and supporting design guidelines to control the location, spacing, operation and design of access connections and median openings. Development access shall be designed to protect the maximum service volume, safety, and operating characteristics of transportation facilities that it impacts, taking into account impacts to all modes and users of transportation.

Policy 3.3.2 – Intersection and Interchange Restrictions (City of Tallahassee/Leon County):
Restrict vehicular access connections (e.g., driveways) close to the intersection of streets, roads, and highway interchanges. Regulations specifying the appropriate location and spacing of access connections from intersections and interchanges will be provided in the land development regulations or local policies.

Policy 3.3.3 – Unified Access and Circulation Plans (City of Tallahassee/Leon County):
Alternative access connections and unified access and circulations plans shall be used to minimize access connections on arterial roadways. All development plans shall provide circulation systems that create multimodal access to and from the proposed development, as well as access to surrounding developments.

Policy 3.3.4 – Access Management Improvements (City of Tallahassee/Leon County):
Improve access management to support the movement of through traffic, reduced crashes, and decrease vehicle conflicts by implementing standards and strategies that:

1. Address the transition of vehicles from arterial roadways to internal circulation systems.
2. Prioritize the redesign of median openings that are inadequately designed.
3. Require the closure or modification of excessive, overly wide, or unsafe driveway connections during resurfacing, repair, and rehabilitation projects.

Policy 3.3.5 – State Road Access Management (City of Tallahassee/Leon County):
The local governments shall coordinate with the Florida Department of Transportation and utilize access management and permitting policies adopted, or recommended, by FDOT on state highways.

Policy 3.3.6 – Neighborhood Through-Traffic (City of Tallahassee/Leon County):
Utilize context sensitive roadway design and traffic calming to allow connectivity while mitigating the effects of through-traffic on neighborhoods and supporting complete streets policies.

Policy 3.3.7 – Consolidated Properties (City of Tallahassee/Leon County):
Properties under the same ownership, consolidated for development, or part of phased development plans shall be considered one property for the purposes of access management. Access points to such developments shall be the minimum necessary to provide reasonable access.

Policy 3.3.8 – Development Near Interchanges (City of Tallahassee/Leon County):
Circulation systems for new development and redevelopment at interstate interchange areas shall be designed to provide safe and efficient multimodal traffic flow through the implementation of strategies and standards such as access spacing or the utilization of service roads.

Policy 3.3.9 – Access Management Deviations (City of Tallahassee/Leon County):
Flexibility shall be provided in the administration of access spacing standards to accommodate minor deviations, where safe and appropriate, and to ensure that no property is denied reasonable access to the transportation system. Major deviations from access spacing standards shall not be granted until every feasible option for meeting access management standards has been explored and deemed impractical.

Objective 3.4 – Equitable Distribution of Land Uses (City of Tallahassee/Leon County):
Provide for the geographic distribution of land uses in a manner that meets the needs of a growing and diverse population while ensuring that the benefits and burdens of public sector projects are shared across the community equitably.

Policy 3.4.1 – Distribution of Land Uses (City of Tallahassee/Leon County):
The Future Land Use Map shall provide for the balanced and orderly growth and development of the community with a distribution of land uses that allow residential, commercial, office, institutional, and manufacturing uses throughout the community while accounting for natural resources, the geology and geography of the community, and available transportation facilities.

Policy 3.4.2 – Public Investments (City of Tallahassee/Leon County):
The City and County will strive to distribute major infrastructure projects and other public investments geographically across the community with consideration given to the unique and specific infrastructure needs of different areas.

Objective 3.5 – Safety (City of Tallahassee/Leon County):
Prioritize safety as a foundational principle in the development and amendment of policies and guidelines. Apply best practices and best available data to land development regulations, street design, and urban design to enhance and promote the safety of all people regardless of age or ability.

Policy 3.5.1 – Public Infrastructure Design (City of Tallahassee/Leon County):
Public infrastructure, relevant to transportation, shall be designed to increase the safety of its

users through strategies such as the application of context-based design and design speed, Complete Streets principles, Crime Prevention through Environmental Design (CPTED), and other nationally recognized strategies. This infrastructure design shall include sidewalks, street trees, and on-street parking. For roadways, public infrastructure including signalization, pedestrian facilities, on-street parking, and associated streetscaping elements such as lighting, pavement markings, and crosswalks shall follow design principles that increase the safety of its users. To support the goal for zero deaths and serious injuries on our roadways, design shall follow a Safe System Approach and utilize Proven Safety Countermeasures

Objective 3.6 – Land Development Regulations (City of Tallahassee/Leon County):
Maintain specific and detailed land development regulations that implement and are consistent with the goals, objectives, and policies of the Tallahassee-Leon County Comprehensive Plan.

Policy 3.6.1 – Criteria for Amendments to Land Development Regulations (City of Tallahassee/Leon County): Proposed amendments to the City of Tallahassee and Leon County Land Development Regulations shall be evaluated for consistency with the overall intent of the adopted Goals, Objectives, and Policies of each Element of the Comprehensive Plan.

Policy 3.6.2 – Implementing Zoning Districts (City of Tallahassee/Leon County):
Each Future Land Use Map Category shall be implemented by one or more zoning districts that are consistent with the intent of that respective land use category. Each zoning district shall specify allowable land uses and activities with appropriate development and design standards, including density and intensity of development, as applicable.

Policy 3.6.3 – Site Requirements (City of Tallahassee/Leon County):
Land development regulations shall include requirements for:

- Context-based stormwater management
- Open space
- Setbacks
- Buffers
- Screening
- On-site traffic circulation
- Roadway access
- Context-based transit amenities
- Land uses
- Subdivision of land
- Signage
- Standards for the regulation of development within and adjacent to areas subject to seasonal or periodic flooding compliant with state and federal regulations
- Areas known to be vulnerable to natural or human-caused hazards
- Lighting
- Noise mitigation

Policy 3.6.4 – Density and Intensity Incentives (City of Tallahassee/Leon County):
Land development regulations shall include incentives for greater development density and intensity to facilitate growth in areas that minimize and/or mitigate impacts on the natural environment or community character. These incentives shall allow densities or intensities that exceed unincentivized limits set out in the respective Future Land Use Category by up to 20%. Incentives for greater density and intensity up to 25% will be permitted for developments along Gateway Corridors as defined in Policy 2.6.2 of this Element within the Urban Services Area for developments that incorporate urban design standards resulting in more attractive developments.

Policy 3.6.5 – Planned Unit Developments (City of Tallahassee/Leon County):
The City of Tallahassee or Leon County Land Development Regulations shall provide for the creation of Planned Unit Developments (PUD) zoning districts to accommodate development proposals that are consistent with the Comprehensive Plan but are not provided for or allowed in the zoning districts otherwise established. Planned Unit Developments may establish site-specific standards by ordinance.

Policy 3.6.6 – Non-Conforming Uses (City of Tallahassee/Leon County):
The City of Tallahassee and Leon County Land Development Regulations shall provide a procedure to substantially mitigate or eliminate legally established non-conforming land uses or deem an existing use to be conforming. These procedures shall include a process for evaluating and determining eligibility for a waiver of non-conforming status based on:

- The impact of the non-conformity to conforming land uses adjacent to the non-conformity.
- A determination that the non-conformity is not detrimental to public health, safety, and welfare.
- The ability to prevent or substantially mitigate impacts of the non-conformity.

The development regulations shall distinguish between non-conforming uses which are to be terminated or amortized, and legally established non-conforming uses in nonresidential designations which may continue, but not be expanded.

Policy 3.6.7 – Previously Vested Development (City of Tallahassee/Leon County):
Any development approved under earlier comprehensive plan versions, but not yet commenced, shall still have that approval vested as such until the expiration of the approved development or until development is approved under the current comprehensive plan.

Policy 3.6.8 – Landfill Redevelopment (City of Tallahassee/Leon County):
Local governments shall adopt and maintain land development regulations that ensure redevelopment of mapped landfill sites will not adversely impact health, safety, or welfare.

Objective 3.7 – Urban Design (City of Tallahassee/Leon County):
Incorporate urban design standards and design guidelines into the City of Tallahassee and Leon County Land Development Regulations to support distinctive and adaptable places that promote engaging,

accessible, and safe public spaces.

Policy 3.7.1 – Design Principles and Priorities (City of Tallahassee/Leon County):
General urban design principles included in land development regulations shall prioritize pedestrian safety and comfort within an interconnected network of small blocks supported by a mixture of land uses and housing types in urban areas. Outside of urban areas, design principles shall prioritize conservation and preservation of natural resources.

Policy 3.7.2 – Crime Prevention through Environmental Design (City of Tallahassee/Leon County):
Land development regulations shall incorporate principles of Crime Prevention Through Environmental Design (CPTED) to:

- Incorporate landscaping, walkways, fencing, signage, and/or other design elements that are intended to provide visual cues on whether property is public, semi-public, or private.
- Selectively place entrances and exits, fencing, lighting, and landscaping to control access to private spaces.
- Place physical features, activities, and amenities in ways that maximize the visibility of public spaces and their users.
- Standards shall be designed taking all people into consideration, regardless of age, physical ability, or mental ability.
- CPTED principles shall be applied thoughtfully and equitably so that the implementation of the principles does not reduce quality of life or inequitably burden any part of the community.

Policy 3.7.3 – Design Criteria for Mobility Hubs (City of Tallahassee/Leon County):
New developments or redevelopment projects shall contribute to providing a safe, convenient, comfortable, and aesthetically pleasing transportation environment that promotes walking, cycling, and transit use. Mobility Hubs, that offer multiple transportation options in a centralized area, promoting the use of public transit, cycling, car-sharing, micro-mobility and other sustainable modes of transportation available to users of all ages and abilities, will be encouraged through incentives to increase access to community facilities and employment opportunities, including those for underserved communities. Design standards and incentives for including mobility hubs shall be adopted into land development regulations.

Goal 4 [LM] – Greater Housing Diversity:

Our community will strive for greater housing diversity that expands affordable housing opportunities and housing options for people with varying income levels, offers more flexibility for people in different stages of life and with different abilities, and promotes options that are supported by transit, on-demand transportation, and non-motorized forms of transportation.

While working toward greater housing diversity, our community will:

- Protect the character of existing, viable residential areas through neighborhood design, building types, buffering, and screening.
- Promote development practices to support:
    - Neighborhoods that are diverse in use and population.
    - Communities that are designed for people walking, riding bicycles, and using transit as well as driving motorized vehicles.
    - Places that offer inclusive access to public spaces and community institutions.

Objective 4.1 – Missing Middle Housing (City of Tallahassee/Leon County):

Ensure diverse housing options along a spectrum of affordability and housing types in residential areas to support walkable neighborhoods, neighborhood commercial uses, and multimodal transportation options. Allow for diverse housing options in new and existing neighborhoods to ensure that the housing types are not homogeneous and provide a solution to the mismatch between the available housing stock, shifting demographics, and growing demand for walkability.

Policy 4.1.1 – Accessory Dwelling Units (ADUs) (City of Tallahassee/Leon County):

Maintain land development regulations that allow and encourage the development of accessory dwelling units in most residential and mixed-use zoning districts to attract young graduates, support families with aging parents and grandparents, and provide additional income for homeowners.

Policy 4.1.2 – Missing Middle Housing as Conforming Uses (City of Tallahassee/Leon County):

Existing, legally established single-family detached dwellings, accessory dwelling units, single-family attached dwellings or townhomes, and two-family homes or duplexes shall be deemed conforming uses notwithstanding any density or permitted use provisions of the Comprehensive Plan or land development regulations.

Policy 4.1.3 – Community Character Analysis (City of Tallahassee/Leon County):

In order to facilitate the development of diverse housing options, form-based zoning districts may be developed indicating a specific range of housing types that are permitted. Form-based zoning districts will be based on a Community Character Analysis to identify a range of housing types appropriate accounting for the existing physical development patterns.

Policy 4.1.4 – Pattern Books (City of Tallahassee/Leon County):
Pattern books shall be developed to identify a specific range of housing types allowed for different land use categories. These pattern books would serve as a tool to provide predictability of the housing types allowed in various areas of the community and to provide residents, developers, and homebuilders with an understanding of allowable housing types in the community.

Objective 4.2 – Mobility-Based Housing Incentives (City of Tallahassee/Leon County):
Provide density bonuses and other incentives that encourage compact, mixed-use communities near transit and trail corridors and mobility hubs.

Policy 4.2.1 – Coordinate Transit with Land Use (City of Tallahassee):
As transit centers are planned, the Planning Department shall evaluate adjacent land uses for opportunities to implement Transit-Oriented Development.

Policy 4.2.2 – Transit-Oriented Development (TOD) Design Standards (City of Tallahassee/Leon County):
Land development regulations shall include design standards to encourage the following principles around transit centers:

- Site centers in locations with highest ridership potential and development opportunities.
- Designate 0.5-mile radius around centers as higher density, mixed-use, walkable development.
- Create a range of densities with highest at centers, tapering down to existing neighborhoods.
- Design centers for seamless pedestrian connections to surrounding development.
- Create public plaza directly fronting one or more sides of the center building where feasible.
- Create retail and cafe streets leading to center entrances along main pedestrian connections where feasible.
- Reduce parking at centers and locate parking in areas that direct pedestrian flow along retail streets.
- Enhance multi-modal connections, making transfers easy, direct, and comfortable.
- Incorporate bikeshare, a comprehensive bikeway network, and large ride-in bike parking areas.
- Use centers as catalysts for major redevelopment of area and create placemaking around centers.

Policy 4.2.3 – Transit-Oriented Development (TOD) Density Bonus (City of Tallahassee/Leon County):
Land development regulations may include provisions that allow for densities up to 20% higher than otherwise allowable in a given land use category with a minimum density bonus of one additional unit for development located within ¼ mile of a transit stop. This density bonus shall

not apply to the Residential Preservation land use category. This density bonus may be applied in addition to other eligible density bonuses. Total density bonuses shall not exceed 30% of the residential density allowed in the underlying land use category.

Policy 4.2.4 – Coordinate Trails with Land Use (City of Tallahassee/Leon County):
As shared use paths and protected bike lanes are planned and designed, adjacent land uses shall be evaluated by the Planning Department for opportunities to implement trail-oriented development.

Policy 4.2.5 – Trail-Oriented Development (TrOD) Design Standards (City of Tallahassee/Leon County):
Trail Oriented Development shall be mixed-use areas and feature a Mobility Hub connected to the trail network to serve as a focal point that brings multiple modes of personal mobility together.

Policy 4.2.6 – Trail-Oriented Development (TrOD) Density Bonus (City of Tallahassee/Leon County):
Land development regulations shall include provisions that allow for densities up to 20% higher than otherwise allowable in a given land use category with a minimum density bonus of one additional unit for development located within 1/2 miles of a trailhead. This density bonus may be applied in addition to other eligible density bonuses. Total density bonuses shall not exceed 30% of the residential density allowed in the underlying land use category.

Objective 4.3 – Affordability (City of Tallahassee/Leon County):
Provide density bonuses and other incentives that expand affordable housing opportunities and options for people with varying income levels, including opportunities and options not adequately supplied by the market.

Policy 4.3.1 – Inclusionary Housing Policy (City of Tallahassee/Leon County):
As part of an overall affordable housing strategy, the City and County shall develop and maintain inclusionary housing policies in their respective land development regulations in order to increase private development of affordable housing. The inclusionary housing policies may include a range of incentives, including density bonuses up to 30% greater density than otherwise provided by the applicable zoning district.

Policy 4.3.2 – Establishing Community Land Trusts (City of Tallahassee/Leon County):
To support long-term affordable homeownership, prioritize the use of Community Land Trusts (CLTs) when possible. In doing so, give preference to CLTs over other affordable housing models that:

- Do not include resale restrictions, or
- Include resale restrictions that are temporary, forgiven, or set to expire over time, or
- Rely on local government land donations without long-term affordability guarantees.

Policy 4.3.3 – Requirements of Community Land Trusts (City of Tallahassee/Leon County):

To qualify for local government assistance, Community Land Trusts shall:

- Require permanent affordability.
- Require that owners live in the homes as their primary residence.
- Include resale formulas in land leases.

Policy 4.3.4 – Affordable Housing Design Standards (City of Tallahassee/Leon County):

Develop design standards for affordable housing, including Aging in Place design that could be incorporated into the County and City's Housing Programs.

Policy 4.3.5 – Affordable Housing Density Bonus (City of Tallahassee/Leon County):

Land development regulations shall include provisions that allow for densities up to 25% higher than otherwise allowable in a given land use category with a minimum density bonus of one additional unit for the provision of affordable housing units. Land development regulations may include qualifying criteria, design standards, and site design flexibility for the implementation of the density bonus.

Objective 4.4 – Family Heir Subdivisions (City of Tallahassee/Leon County):

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

Policy 4.4.1 – Family Heir Subdivision Eligibility (City of Tallahassee/Leon County):

The use of a parcel of property solely as a homestead by an individual who is the grandparent, parent, stepparent, adopted parent, sibling, child, stepchild, adopted child, or grandchild of the person who conveyed the parcel is permitted per this policy, notwithstanding the density or intensity of use assigned to the parcel by the Future Land Use Map and official zoning atlas. The parcel to be subdivided must be in the same configuration as it was on February 1, 1990; or the parcel must have been created through subdivision pursuant to the family heir provision and the applicant is an originally intended heir or an heir through successive generations of the originally intended heir. The parcel shall be conveyed within 90 days of subdivision approval to the intended heir, who shall hold uninterrupted title for at least two years.

Goal 5 [LM] – A Robust Economy:

Our community will facilitate the development, attraction, and cultivation of innovative businesses and associated job creation to position the local economy for sustained, directed growth, raise the quality of life for residents, and alleviate poverty in the community.

Our community will foster a robust economy by:

- Supporting target industry cluster development and innovation districts.
- Retaining and creating new employment opportunities emphasizing Tallahassee-Leon County's target industries.
- Reducing barriers to starting and growing businesses.
- Increasing access to job opportunities and training.
- Ensuring adequate and suitable lands are designated for commercial and industrial uses.

Objective 5.1 – Economic Health (City of Tallahassee/Leon County):
Initiate community planning, urban development, and redevelopment strategies that prepare businesses, production facilities, trades, and related activities that provide the livelihoods of the population to take advantage of positive opportunities and withstand negative changes in the economy and to continue providing jobs and incomes to support the community.

Policy 5.1.1 – Economic Development Strategic Plan (City of Tallahassee/Leon County):
The Tallahassee-Leon County Office of Economic Vitality (OEV) shall maintain a strategic plan that includes, at a minimum, target industries and objectives for business development and job creation. During development project reviews, the Planning Department and OEV shall coordinate on issues of land use and development to support economic health consistent with the OEV strategic plan.

Objective 5.2 – Airport Access (City of Tallahassee):
Provide access to the Tallahassee International Airport to ensure the movement of people and commerce while maintaining the safety and security of the airport.

Policy 5.2.1 – Airport Master Plan (City of Tallahassee):
The airport master plan developed for the Tallahassee International Airport shall account for transportation facilities and access to both the General Aviation and the Commercial Service facilities at the airport. The airport master plan shall be coordinated with the plans of the US Army Corps of Engineers, the Federal Aviation Administration, FDOT, and the CRTPA. The planning, design, and construction of transportation facilities in the vicinity of the Tallahassee International Airport shall account for existing airport access as well as planned development at the airport.

Objective 5.3 – Freight and Cargo (City of Tallahassee/Leon County):
Provide a network of transportation facilities that are coordinated across different modes of travel to support the movement of freight and cargo.

Policy 5.3.1 – Intermodal Centers (City of Tallahassee/Leon County):
The City of Tallahassee and Leon County shall maintain an inventory of intermodal freight centers, including the locations, types of facilities, and activities of the centers.

Policy 5.3.2 – Tallahassee International Airport (City of Tallahassee/Leon County):
Coordinate land uses adjacent to the Tallahassee International Airport, access to the airport, and access to other transportation facilities to enhance the express shipment, transfer, and movement of air cargo, including air freight and mail.

Policy 5.3.3 – Transportation Access (City of Tallahassee/Leon County):
Industrial uses and other freight-related uses shall be located in proximity to and have direct access to major transportation routes and intermodal freight centers, or other freight transfer locations.

Objective 5.4 – Resilience Planning (City of Tallahassee/Leon County):
Plan for post-disaster recovery and redevelopment to help resume economic activities following damage or destruction by a natural or human-made disaster.

Policy 5.4.1 – Post Disaster Redevelopment Plan (City of Tallahassee/Leon County):
The community shall maintain a countywide post-disaster redevelopment plan to better prepare the community for long-term recovery and redevelopment after a disaster. The post-disaster redevelopment plan shall address business resumption and economic redevelopment; infrastructure restoration and mitigation; housing repair and reconstruction; sustainment of services; sustainable land use; and financial management.

Policy 5.4.2 – Local Mitigation Strategy (City of Tallahassee/Leon County):
The community shall maintain the Local Mitigation Strategy to identify those strategies and projects that improve the resiliency of critical public infrastructure assets of the community based on potential hazards.

Objective 5.5 – Intergovernmental Coordination (City of Tallahassee/Leon County):
Increase the economic strength of the Tallahassee Metropolitan Statistical Area (MSA) by leveraging opportunities, programs, land uses, and transportation facilities across the region to grow existing businesses and attract new businesses.

Policy 5.5.1 – Regional Economic Development Coordination (City of Tallahassee/Leon County):
The Department of PLACE shall coordinate economic development projects and programs with the State of Florida, Apalachee Regional Planning Council, Capital Region Transportation Planning Agency, and/or appropriate neighboring jurisdictions to leverage opportunities, programs, land uses, and transportation facilities across the region to support business retention and expansion, and to attract new businesses.

Policy 5.5.2 – Grant Funding Opportunities (City of Tallahassee/Leon County):
Local governments shall pursue grant opportunities for projects or programs of regional significance.

Goal 6 [LM] – A Balanced Transportation Network:

Our community will support a balanced and viable transportation network with convenient and context-sensitive options, so pedestrians, bicyclists, motorists, and public transportation users of all ages and abilities can travel safely around the community.

The transportation network shall:

- Include streets, sidewalks, bicycle lanes, shared use paths, trails, aviation facilities, rail lines, transit, and on-demand transportation options.
- Account for land use context, right-of-way constraints, and the short-term and long-term costs of transportation infrastructure.
- Account for emerging technologies and best practices.
- Discourage the negative effects roadway widening can have on neighborhoods and community character.
- Provide safe routes to schools and options for the transportation disadvantaged and vulnerable road users.
- Maintain adopted roadway level of service (LOS) measures and retain multimodal level of service targets.
- Be coordinated between the local governments, with neighboring jurisdictions, and with regional, state, and federal agencies to cooperatively plan and manage transportation systems that are within the community but managed by FDOT.

Objective 6.1 – Land Use and Transportation Coordination for Livability (City of Tallahassee/Leon County):

Coordinate land use and transportation systems to foster vibrant communities across context areas with compact urban forms and a mixture of uses to minimize travel distances, reduce greenhouse gas emissions, and enhance pedestrian, bicycle, and transit mobility.

Policy 6.1.1 – Mitigate Sprawl (City of Tallahassee/Leon County):

New and substantial improvements to roadways, shall be identified and programmed consistent with the context (Context Classification) where design and environmental constraints allow that supports the Urban Services Area policies to promote efficient growth and urban infill, and discourage urban sprawl.

Policy 6.1.2 – Context-Based On-Site Facilities (City of Tallahassee/Leon County):

Development projects shall contribute to a safe, convenient, and comfortable transportation environment that promotes walking, cycling, and transit use consistent with the development's context-classification. Land development regulations shall specify the conditions and standards for provision of on- and off-site roadway extensions, sidewalk and trail connections, and transit facilities. Context-appropriate improvements or enhancements shall be required as a condition of development approval, such as, but not limited to sidewalks and bicycle facilities, plantings, and building configuration, buffers, setbacks and stepbacks. Development shall mitigate impacts to the multi-modal transportation network.

Policy 6.1.3 – Tallahassee-Leon County Transportation Corridors (City of Tallahassee/Leon County):
Transportation corridor maps showing the future land uses shall be developed and maintained to reflect the enhanced coordination between land use and transportation including new construction and improvements, reflecting the intended context classification.

Policy 6.1.4 (City of Tallahassee/Leon County) – Retrofit for Livability:
Roadways with design characteristics inconsistent with their assigned Context-Classification shall be inventoried and prioritized for retrofit including but not to limited lane width adjustments, street lighting, stormwater management retrofits, and streetscape improvements such as sidewalks, bicycle lanes, shared-use paths, transit amenities, and plantings to improve livability for the adjacent land uses consistent with the Future Land Use Map.

Objective 6.2 – Network Connectivity Improvement (City of Tallahassee/Leon County) :
Improve the balance of transportation options, connectivity, and capacity of the multimodal transportation network.

Policy 6.2.1 – Enhance Connectivity (City of Tallahassee/Leon County):
Local governments shall identify, prioritize, and engage in the necessary collaboration to establish crossings that connect road and trail networks across interstates, railroads, and other dividing features such as stormwater ditches. Locations where informal crossing regularly occurs shall be prioritized and where appropriate mid-block crossing may be assessed and implemented. Locations where high-quality and/or sensitive natural features exist shall be deprioritized.

Policy 6.2.2 – Future Right-of-Way Needs (City of Tallahassee/Leon County):
Local governments shall secure anticipated right-of-way needs, including supporting stormwater management, for additional travel lanes and/or turn lanes, as well as multimodal facilities, through appropriate development review and other processes, targeted acquisitions, or other suitable means to address motor vehicle traffic volume on roadway segments that will be impacted by targeted development areas within the long-term planning period. Roadways shall not be constructed to accommodate development anticipated beyond the long-term planning period.

Policy 6.2.3 – Build and Enhance the Network (City of Tallahassee/Leon County):
Where appropriate, create new minor and major collector roadways to relieve motor vehicle traffic congestion and increase network connectivity. Additionally, include network-enhancing local and minor collector street projects. All development plans shall contribute to developing a local and collector street and unified circulation system that will allow multimodal access to and from the proposed development, as well as access to surrounding developments.

Policy 6.2.4 – Corridor Management and Preservation (City of Tallahassee/Leon County):
Transportation corridors requiring additional right of way and/or corridor management are designated for preservation and management as provided in §337.273, F.S.

Policy 6.2.5 – Interconnectivity for Development (City of Tallahassee/Leon County):
Require vehicle, pedestrian, and bicycle interconnections between adjacent, compatible development; and require these interconnections between adjacent, incompatible developments when such connection has the potential to reduce the vehicular traffic on the external street system.

Policy 6.2.6 – Continuation of Streets (City of Tallahassee/Leon County):
All development plans shall incorporate and continue all sub arterial streets stubbed to the boundary of the development plan by previously approved development plans or existing development.

Policy 6.2.7 – Interconnectivity to Adjacent Uses (City of Tallahassee/Leon County):
Require private developers within the Urban Service Area to include bikeways, pathways, or sidewalks in their proposed developments, with connections to nearby properties and land uses.

Objective 6.3 – Context Based Mobility (City of Tallahassee/Leon County):
Plan, design, and build the transportation system to reflect the existing context areas and what the context areas will be based on future land use and zoning.

Policy 6.3.1 – Local Context Classification and Safe Systems (City of Tallahassee/Leon County):
A Local Context Classification system shall be implemented for all publicly maintained streets and roads that reflects Future Land Use and zoning, and follows nationally accepted professional guidelines to best identify and classify facilities. Additional criteria shall be developed for local streets. The Context Classification system shall incorporate design characteristics that reflect Safe Systems approaches using proven safety countermeasures and complete streets design principles. These measures shall aim for zero deaths and serious injuries along roadways and recognize that transportation systems users inherently make mistakes and ensure that the transportation system will be constructed in a manner that mitigates frequency and severity of crashes when errors occur.

Policy 6.3.2 – Context Classification Application (City of Tallahassee/Leon County):
The context classification system shall be applied to City and County roadway resurfacing and enhancement projects in a manner that reflects the future vision and context of the area, and considers available rights-of-way and environmental constraints where the project is located by accounting for the Future Land Use map, zoning, and Context Classification. Land Development Regulations shall provide for the implementation of context classification design standards as a requirement or condition of development approval.

Policy 6.3.3 – Context Classification Map (City of Tallahassee/Leon County):
By 2030, a Local Context Classification map shall be developed and maintained through the planning timeframe that recognizes local roadway functional classification and context classification in addition to land use context. The Local Context Classification map shall be updated concurrently with amendments to the Local Functional Classification Map and the Future Land Use Map. As part of map series, the FDOT context classification and functional classification maps are included as a reference and resource document.

Policy 6.3.4 – Downtown Traffic (City of Tallahassee/Leon County):
By 2035, in alignment with the vision of a vibrant 18-hour Downtown, strategies to reduce the negative effect of high-volume multi-lane through traffic in the Urban Core including managing speed and streetscaping shall be implemented.

Policy 6.3.5 – Lane Repurposing (City of Tallahassee/Leon County):
Evaluate the need for road lane repurposing to accommodate existing and future capacity, land uses, and multi-modal demand through the planning timeframe. Reducing, narrowing, or repurposing automobile lanes to support multimodal or travel by modes other than by automobile will not require transportation concurrency mitigation. Outside of the Multimodal Transportation District (MMTD), an analysis of transportation and land use impacts on parallel roadways must be conducted prior to implementation.

Policy 6.3.6 – One-Way Pair Studies (City of Tallahassee/Leon County):
Studies completed by the City and/or County for one-way pairs shall evaluate potential safety, operational, and aesthetic improvements. Improvements considered in the studies may include pedestrian crossings, speed reduction, one-way pair conversions, landscaping, and other potential improvements. The policy aims to strengthen neighborhood connectivity, support local businesses, and foster a more livable urban environment. Reduced levels of service due to improvements shall be acceptable within the Multimodal Transportation District (MMTD), prioritizing safety and complete networks for pedestrians and bicyclists over traffic efficiency.

Policy 6.3.7 – Speed Management (City of Tallahassee/Leon County):
By 2035, the City and County shall implement speed management programming based on the most recent American Association of State Highway and Transportation Officials (ASHTO), Federal Highway Administration (FHWA), Florida Department of Transportation (FDOT), and National Association of City Transportation Officials (NACTO) guidelines to reduce the frequency and severity of crashes and collisions. Additional speed management criteria shall be established in the land development code for local streets.

Policy 6.3.8 – Level of Service (LOS) (City of Tallahassee/Leon County):
Peak Hour Roadway Level of Service is established below and shall be assessed during the Evaluation and Appraisal Report every 7 years.

Functional Classification	Inside the Urban Service Area	Outside the Urban Services Area
Interstate, Intrastate, Limited Access Parkways	C	B
Principal Arterials	D	C
Minor Arterials	D/E*	C
Major and Minor Collectors	D/E*	C
Local Streets	D	D

*For Minor Arterials, and Major and Minor Collectors located inside the Urban Service Area and south of U.S. 90, the Level of Service shall be "D" for purposes of establishing priorities for programming transportation improvements, and "E" for meeting concurrency requirements, to support the Southside Action Plan. Roads north of U.S. 90 shall be LOS D for both programming improvement and concurrency purposes.

Policy 6.3.9 – Multimodal Transportation District Area Wide Level of Service (LOS) (City of Tallahassee):
In order to create community design that supports mobility and prioritizes a safe, comfortable and attractive pedestrian environment with convenient interconnection to transit, the following performance standards are targeted for the Multimodal Transportation District:

MMTD Areawide Multimodal Level of Service Standards

Areawide Multimodal Level of Service Standards Pursuant to F.S. 163.3180(5)(f)2			
Pedestrian	**Transit**	**Bicycle**	**Automobile**
C	C	D	E+50%

By 2030, assess MMTD Areawide LOS standards to determine if revisions to the measures should be made.

Objective 6.4 – Complete Streets (City of Tallahassee/Leon County):
Design, construct, and operate streets and roads, consistent with context-sensitive design principles, to provide safe and convenient facilities, and access for pedestrians, bicyclists, motorists, and public transportation users of all ages and abilities.

Policy 6.4.1 – Project Evaluation (City of Tallahassee/Leon County):
Road projects, including resurfacing projects, shall be evaluated for the inclusion of bicycle lanes or paved shoulders, sidewalks, shared use paths, appropriate sidewalk shade plantings, right-sized traffic lanes, on-street parking, stormwater management, street lighting, utility improvements, and transit amenities where they did not previously exist. Where design criteria allow, bicycle and pedestrian facilities shall be separated from vehicular traffic.

Policy 6.4.2 – Share Transportation Information (City of Tallahassee/Leon County):
The City and County shall share information across departments and with policy makers and the general public regarding the health benefits and existing laws related to motor vehicle, bicycle and pedestrian operation and interaction.

Policy 6.4.3 – Bicycle and Pedestrian Network (City of Tallahassee/Leon County):
The City and County shall maintain and enhance the local system of bicycle lanes, sidewalks, and shared-use paths in conjunction with the Greenways and Trails Master Plan. Enhancements shall be prioritized in the vicinity of schools, community facilities, parks, recreation facilities, and mixed-use areas with a retail and service focus.

Policy 6.4.4 – Bicycle and Pedestrian Master Plan (City of Tallahassee/Leon County):
In coordination with the Capital Region Transportation Planning Agency, the City and County shall maintain a bicycle and pedestrian master plan through the planning timeframe that identifies projects to address bicycle and pedestrian network connectivity and safety feature

upgrades, and pursue implementation funding. The bicycle and pedestrian master plan shall identify gaps where facilities do not exist in the bicycle and sidewalk networks.

Policy 6.4.5 – Safe Routes to Schools (City of Tallahassee/Leon County):
Provide a safe, accessible environment and support active living for students by developing and maintaining programs to increase biking, walking, and transit to schools, prioritizing sidewalk and bicycle infrastructure within a two-mile radius of schools, and continuing to identify, fund and build Safe Routes to Schools projects.

Policy 6.4.6 – Community Gateways (City of Tallahassee/Leon County):
Designate preferred entrance corridors into and connecting Tallahassee and Leon County. City and County departments with interests in the public right-of-way shall identify funding sources to convert these corridors into shaded bicycle and pedestrian ways to create attractive gateways into the community. These entrance corridor gateways shall include an appropriate gateway from the airport to Downtown, the Capitol Center, and University destinations.

Policy 6.4.7 – Scenic Roadway Assessments (City of Tallahassee/Leon County):
In the planning and construction of new roads in the suburban and rural areas and for needed improvement of existing roads, the City and County shall require a scenic roadway assessment, environmental assessment, and landscape component for the purposes of preserving those scenic features, protecting natural resources and providing interesting and aesthetically preferred places.

Policy 6.4.8 – Maintenance of Traffic (City of Tallahassee/Leon County):
When construction or repair work infringes on regular corridor operation, a project specific Maintenance of the Traffic Plan shall be developed that specifies one or more alternate routes accounting for all modes of transportation, including vehicles, bicycles, pedestrians, transit and freight.

Policy 6.4.9 – Multi-Modal Safety and Access (City of Tallahassee/Leon County):
Development shall provide safe and convenient access to transportation facilities for pedestrians, cyclists, and transit users, with the following exceptions:

- For emergency repair and routine maintenance.
- In locations where specific users are prohibited, such as interstate freeways or pedestrian malls. In these instances, a safe and convenient alternate route shall be identified and, if needed, prioritized for improvement or construction.
- A documented absence of current or future need.
- Procedures and criteria for approving exceptions will be identified in the Land Development Code.

New transportation facilities shall follow generally accepted or adopted design standards when implementing improvements intended to fulfill this Complete Streets policy and shall use innovative or non-traditional design options where a comparable level of safety for users is present.

Policy 6.4.10 – Applicability (City of Tallahassee/Leon County):
All new roadway facilities, whether publicly or privately designed and constructed, shall comply with this Complete Streets Objective and associated policies, in coordination with standards of the designated Context Classification, shall follow nationally accepted or recommended Complete Street design standards as specified in Policy 6.4.12. When circumstances do not allow for full compliance, innovative or nontraditional design options may be utilized, provided a comparable level of safety for users is present.

Policy 6.4.11 – Equity (City of Tallahassee/Leon County):
The implementation of Complete Streets shall reflect equity by facilitating safe streets for all users, regardless of ability or income, and that enables travel to destinations with or without a car.

Policy 6.4.12 – Design Standards (City of Tallahassee/Leon County):
Land Development Codes that apply to all development policies and programs shall be revised by 2030 to use the latest professionally accepted design guidance, standards, and recommendations for Complete Streets in coordination with the designated context classification Guidance resources shall include, but need not be limited to:

- Federal Highway Administration's Manual on Uniform Traffic Control Devices
- Florida Department of Transportation (FDOT) Context Classification Guide, Complete Streets Handbook, FDOT Design Manual, and Manual of Uniform Minimum Standards for Design, Construction and Maintenance for Streets and Highways (the Florida Greenbook)
- National Association of City Transportation (NACTO) published guidelines
- American Association of State Highway and Transportation Official (AASHTO) published guidelines
- U.S. Department of Transportation's National Roadway Safety Strategy (NRSS), including the Safe System Approach

Policy 6.4.13 – Pavement Markings and Signage (City of Tallahassee/Leon County):
All projects, whether public or private, that provide vehicle, bicycle, and/or pedestrian infrastructure shall provide proper pavement markings and signage to enhance recognition of infrastructure elements such as bicycle lanes, neighborhood bikeways, and pedestrian crossings. The City and County shall identify, prioritize, and install or update any such pavement markings or signage that are absent or out of date with current practices during the course of required maintenance.

Policy 6.4.14 – Two-Way Left Turn Lane Replacement (City of Tallahassee/Leon County):
Identify and prioritize replacement of existing continuous two-way left turn lanes with raised medians and exclusive turn lanes on multi-lane arterials. Replacement shall be contingent upon funding availability.

Policy 6.4.15 – Measuring Progress (City of Tallahassee/Leon County):
The success of this Complete Streets Objective shall be measured by the Planning Department

with assistance by the City and County during the Evaluation and Appraisal Review process, using but not limited to, the following performance measures:

- Total miles of new designated bike lanes
- Total miles of new shared-use paths (paved and natural surface)
- Total miles of neighborhood bikeways signed, marked, or constructed
- Linear feet of new and repaired sidewalk and other pedestrian accommodations (paths, trails, etc.)
- Number and type of crosswalk and intersection improvements and new installations
- Number of revenue service miles traveled by transit vehicles
- Rates of crashes, injuries, and fatalities by mode, as available
- Identification and updates to existing codes, policies, or programs to incorporate updated guidance from FDOT, FHWA, NACTO, AASHTO, and other best practices.
- Number of exceptions to this policy granted

The Joint City-County Bicycle Working Group and Advisory Committee for Quality Growth may review these measures and make recommendations annually.

Policy 6.4.16 – Coordination with Placemaking Plans (City of Tallahassee/Leon County):
Implementation of Complete Streets policies for development shall be coordinated with the existing placemaking plans by including reference to those that are applicable.

Objective 6.5 – Bicycle Facilities (City of Tallahassee/Leon County):
Develop a network of bicycle facilities that provides safe, comfortable, and direct connections for all users throughout the community.

Policy 6.5.1 – Build Bike Facilities Concurrent with Maintenance (City of Tallahassee/Leon County):
All roadway or trail resurfacing, restoration, and rehabilitation projects shall be evaluated for the ability to add bicycle facilities where they currently do not meet bicycle facility selection and design standards.

Policy 6.5.2 – Bicycle Facilities in New Development (City of Tallahassee/Leon County):
New development shall prioritize the provision of and maintain continuous bicycle networks, including connections to transit stops and adjacent properties, and to provide bicycle parking at all non-residential uses, multi-family uses and other key destinations. Bicycle and trail connections shall be required consistent with and coordinated with the Leon County Greenways Master Plan per the City or the County when development contains or is adjacent to planned greenway projects.

Objective 6.6 – Pedestrian Facilities (City of Tallahassee/Leon County):
Improve walkability by designing and providing facilities that create an environment where walking is useful, safe, comfortable, and aesthetically interesting. Prioritize the pedestrian network over other transportation modes in the Multimodal Transportation District within the most urbanized and densely populated areas of the community.

Policy 6.6.1 – Pedestrian Level of Comfort (City of Tallahassee/Leon County):
As part of development review and approval, pedestrian level of comfort shall be enhanced through planting of shade trees and other amenitization including but not limited to installation of water fountains, benches, overhead pavilions, street and trail lighting, and installation of wayfinding signage.

Policy 6.6.2 – Crosswalks (City of Tallahassee/Leon County):
Programming of sidewalks projects in the budget and capital improvement schedule shall include provisions for crosswalk installations to provide regular crossings that align with the roadway's Local Context Classification.

Policy 6.6.3 – Pedestrian Infrastructure for New Development (City of Tallahassee/Leon County):
New development shall maintain continuous pedestrian networks, including connections to transit stops, adjacent lots, and between building entrances and the internal and external sidewalk network. Land development regulations shall include alternative options such as payment in lieu, the dedication of easements, and the dedication of right-of-way and shall identify when the alternative scenarios may apply.

Objective 6.7 – Mobility Hubs (City of Tallahassee/Leon County):
Support and incentivize the creation of mobility hubs to serve as connection points between public and private shared mobility services and multimodal options.

Policy 6.7.1 – Implementation of Mobility Hubs (City of Tallahassee/Leon County):
Implement a network of mobility hubs in partnership with transit providers, incorporating transit with other shared mobility services, such as bikeshare and car-share where feasible.

Policy 6.7.2 – Mobility Hubs Location Coordination (City of Tallahassee/Leon County):
The City and County shall work with community-based organizations to ensure the appropriate geographic placement of mobility hubs and outreach regarding transportation options.

Policy 6.7.3 – Mobility Hubs Design Guidelines Requirements (City of Tallahassee/Leon County):
Amend the land development regulations by 2028 to provide mobility hub design guidelines to support mobility hub implementation and provide flexibility for change as technology and travel behavior and patterns evolve over time.

Objective 6.8 – Transportation Demand Management (City of Tallahassee/Leon County):
Leverage transportation and parking demand management strategies to promote system efficiencies and alternate modes of travel and to spread the travel demand across more hours of the day that result in minimizing impacts on natural resources and neighborhoods and reducing vehicle miles traveled.

Policy 6.8.1 – Encourage Alternate Transportation Modes (City of Tallahassee/Leon County):
Through the planning timeframe, the use of alternate transportation modes through the promotion of public transit, provision of or coordination with on-demand, micromobility or car-share and van-share or pool programs, investment in bicycle and pedestrian infrastructure, and support for telecommuting policies shall be encouraged by public and private sector transportation entities.

Policy 6.8.2 – Enhance Bicycle and Pedestrian Infrastructure (City of Tallahassee/Leon County):
City and County shall prioritize bicycle and pedestrian enhancements in high-traffic areas, mixed use areas, and near transit stops for both public and private projects to ensure biking and walking are a safe, comfortable, and convenient alternative to driving.

Policy 6.8.3 – Land Development Patterns (City of Tallahassee/Leon County):
The City and County shall propose or maintain land development regulations that promote development patterns that reduce the need for personal automobile ownership including mixed use development, Transit Oriented Development (TOD), and pedestrian friendly design strategies.

Policy 6.8.4 – Shared Parking Criteria (City of Tallahassee/Leon County):
Private shared parking arrangements may be allowed as a method to meet parking requirements for development. Eligibility criteria may be adopted regarding proximity of sites, timing of peak parking demand, requirements for a written and recorded parking agreement, availability of parking spaces, availability transit amenities, and other criteria that ensure the effectiveness of shared parking arrangements.

Policy 6.8.5 – Parking Reduction for Certain Development Types (City of Tallahassee/Leon County):
City and County land development regulations, if adopting minimum or maximum parking requirements, shall provide for reduced minimum parking requirements for mixed use developments, Transit Oriented Development (TOD), Trail Oriented Development (TrOD), and other development types that have a reduced parking need. Reductions from standard parking requirements shall be based on the peak parking demand for the mix of uses and account for mode shift.

Policy 6.8.6 – Private Parking Lots (City of Tallahassee/Leon County):
City and County land development regulations shall include provisions for privately owned and operated parking lots as a principal use in urban center and urban mixed use land use categories. Development and design criteria shall be adopted with regard to minimum and/or maximum size, location relative to intersections or distance between such facilities, demonstration of parking demand within a walkable area, minimum landscaping requirements to reduce visual impact and enhance aesthetics especially adjacent to public rights-of-way, lighting, and minimum requirements for safe and convenient pedestrian connections.

Policy 6.8.7 – Drop-Off & Pick-Up Zones (City of Tallahassee/Leon County):
The City and County shall adopt or maintain land development regulations through the planning timeframe for the provision of drop-off and pick-up zones to accommodate the increase in use of ride share services and autonomous vehicle use. Requirements shall apply to certain uses such as restaurants, bars, hotels, office parks, religious facilities, community facilities, sporting facilities, parks, and other uses with a high frequency of drop-off and pick-up activity. Criteria shall be with regard to size of the use, provide design standards, location on site, and the availability of porte cocheres or valet operations that meet the design requirements.

Policy 6.8.8 – Intelligent Transportation Systems (ITS) (City of Tallahassee/Leon County):
City and County transportation strategies, to the extent possible, shall incorporate intelligent transportation systems strategies including speed management programming, traffic signal control, and variable driver real-time messaging, to minimize environmental effects of congestion and improve safety.

Policy 6.8.9 – Traffic Operations Management (City of Tallahassee/Leon County):
The transportation management system in the land development code shall be maintained or revised to reduce demand for wider roads by evaluating traffic operations to maximize efficiency of the existing street system capacity and support modal shifts to public transit, bicycling, and walking.

Objective 6.9 – Transportation for the Disadvantaged (City of Tallahassee/Leon County):
Coordinate transportation options to empower members in the community who are unable to provide their own transportation to vital services, including seniors, and individuals with disabilities, people with low incomes, and children at risk.

Policy 6.9.1 – Human Services Transportation (City of Tallahassee/Leon County):
Through the planning timeframe, applicable projects shall comply with federal and state requirements regarding planning and coordination of human services transportation in meeting the needs of the Transportation Disadvantaged.

Policy 6.9.2 – Transport to Destinations (City of Tallahassee/Leon County):
Through the planning timeframe, the transit provider shall ensure Transportation Disadvantaged program services continue to provide transport to local goods and services, including medical services for all users.

Policy 6.9.3 – Affordable and Cost-Effective Service (City of Tallahassee/Leon County):
Transit providers, the Capital Region Transportation Planning Agency, Community Transportation Coordinator, and the Apalachee Regional Planning Council shall support innovative ways, such as utilizing emerging technology or negotiating fees and services with on-demand providers, to reduce costs and provide superior service for the transportation disadvantaged that also increases efficiency and provide local government savings.

Policy 6.9.4 – Transportation Disadvantaged Needs Assessment (City of Tallahassee/Leon County):

A needs assessment of the Transportation Disadvantaged shall be developed/updated every 5 years or as required by federal and state laws. This assessment of existing public and private transit programs shall be undertaken with an analysis to determine needs. A strategy to meet identified needs of the Transportation Disadvantaged shall be developed.

Objective 6.10 – Transit (City of Tallahassee/Leon County):

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

Policy 6.10.1 – Transit Development Plan (City of Tallahassee):

Through the planning timeframe, the Transit Development Plan shall identify transit improvements needs and capital improvements plans shall prioritize funding for transit projects that increase the availability, speed, frequency, duration, and reliability of transit. Development shall be consistent with and support the Transit Development Plan.

Policy 6.10.2 – Pedestrian Infrastructure Connectivity (City of Tallahassee/Leon County):

The annual infrastructure capital improvements list maintained by City and County shall prioritize sidewalks and pedestrian facilities that provide connectivity to transit stops.

Policy 6.10.3 – Southside Transit (City of Tallahassee/Leon County):

The City, County, and CRTPA shall prioritize improved transit service on the Southside by including, where appropriate and feasible, projects in the Transit Development Plan that would have a positive impact on the area.

Policy 6.10.4 – Employment and Activity Center Service (City of Tallahassee):

Systematically prioritize the extension and/or route modifications within the City limits to provide access to major employment, shopping, and business, recreational, and other activity centers. Transit service outside of City limits are not the responsibility of the City of Tallahassee.

Policy 6.10.5 – Transit Corridors (City of Tallahassee/Leon County):

Incentives shall be developed to encourage the donation of transit rights-of-way to establish and maintain transit corridors. Development agreements and land use regulations shall be used when available and in the best interest of transit service to preserve future transit corridors.

Objective 6.11 – Aviation (City of Tallahassee/Leon County):

Provide aviation facilities to meet the demand for commercial service, general aviation, freight and cargo, advanced air mobility, and military services and to enhance aviation and airport development opportunities.

Policy 6.11.1 – Adjacent Land Use Compatibility (City of Tallahassee/Leon County):
Protect the Tallahassee International Airport from the encroachment of incompatible land uses and the creation or establishment of airport hazards to ensure the continuation of normal airport operations, including landing and takeoff of aircraft, in order to promote public health, safety, and general welfare by implementing airport land use compatibility zoning regulations that include potential noise and safety impacts to surrounding land uses.

Policy 6.11.2 – Airport Master Plan (City of Tallahassee):
The Tallahassee International Airport shall maintain an airport master plan that establishes a logical set of development parameters and timelines that coincide with the airport's needs for general aviation, commercial service, freight and cargo, and advanced air mobility through the planning horizon.

Policy 6.11.3 – Compatibility of Land Use (City of Tallahassee/Leon County):
Airport land use compatibility zoning regulations shall include provisions for existing aviation facilities as well as planned aviation facilities identified in the airport master plan. The City and County shall coordinate with Airport staff to develop any additional regulations needed that are not identified in the airport master plan, such as for locations off-airport suitable for development under these categories and for advanced air mobility facilities and services.

Policy 6.11.4 – Compatibility for Noise and Safety (City of Tallahassee/Leon County):
Airport land use compatibility zoning regulations shall include potential noise and safety impacts to surrounding land uses.

Policy 6.11.5 – Advanced Air Mobility (City of Tallahassee/Leon County):
Advanced Air Mobility facilities, including any public-use vertiport facilities, shall be directed to appropriate areas and not located within areas that may create compatibility issues. Land development regulations shall identify zoning districts and/or areas where Advanced Air Mobility facilities are either prohibited or restricted uses and include appropriate development standards for Advanced Air Mobility facilities.

Objective 6.12 – Rail (City of Tallahassee/Leon County):
Accommodate and mitigate impacts of existing rail-based freight and cargo services, support opportunities for commercial passenger service, and coordinate with rail owners to enhance the safety of existing crossings and seek additional safe crossings for pedestrian and bicycle users.

Policy 6.12.1 – Railroad Crossings (City of Tallahassee/Leon County):
Coordinate with the Federal Highway Administration and railroad companies to ensure railroad crossings are constructed and maintained to ensure safe crossings for drivers, pedestrians, and cyclists. Pedestrian crossings shall be constructed and maintained to ensure compliance with the Americans with Disabilities Act and other Federal and State Standards. Deficient crossings and new crossings of railroads shall be inventoried and prioritized in programming of the transportation network and trail system.

Objective 6.13 – Intergovernmental Coordination (City of Tallahassee/Leon County):
Coordinate with neighboring jurisdictions, the Florida Department of Transportation, and the Capital Region Transportation Planning Agency to effectively plan and manage transportation systems that extend beyond jurisdictional boundaries.

Policy 6.13.1 – Consistency with State Transportation Plans (City of Tallahassee/Leon County):

Maintain consistency with and support state transportation plans, including the Florida Transportation Plan and the Strategic Intermodal System Plan.

Policy 6.13.2 – Consistency with Regional Transportation Plans (City of Tallahassee/Leon County):

Maintain consistency with and support regional transportation plans, including the Capital Region Transportation Planning Agency's Regional Mobility Plan, Transportation Improvement Plan, and any future regional transit plans.

Policy 6.13.3 – Consistency with Local Transportation Plans (City of Tallahassee/Leon County):

Maintain consistency with other transportation plans for Leon County and the City of Tallahassee, including the Bicycle and Pedestrian Master Plan.

Policy 6.13.4 – Signal Coordination Plans (City of Tallahassee/Leon County):

Require conformance of new signals with signal coordination plans and FDOT signal spacing standards for the state highway systems.

Policy 6.13.5 – Project Planning Partnerships (City of Tallahassee/Leon County):

Forge partnerships and effectively coordinate with modal providers, state and regional agencies, and other local governments in mobility planning and project development.

Policy 6.13.6 – Evacuation Routes (City of Tallahassee/Leon County):

Coordinate with the Florida Department of Transportation to ensure that the transportation network provides the capability to facilitate the evacuation of the coastal population in the event of an impending natural disaster.

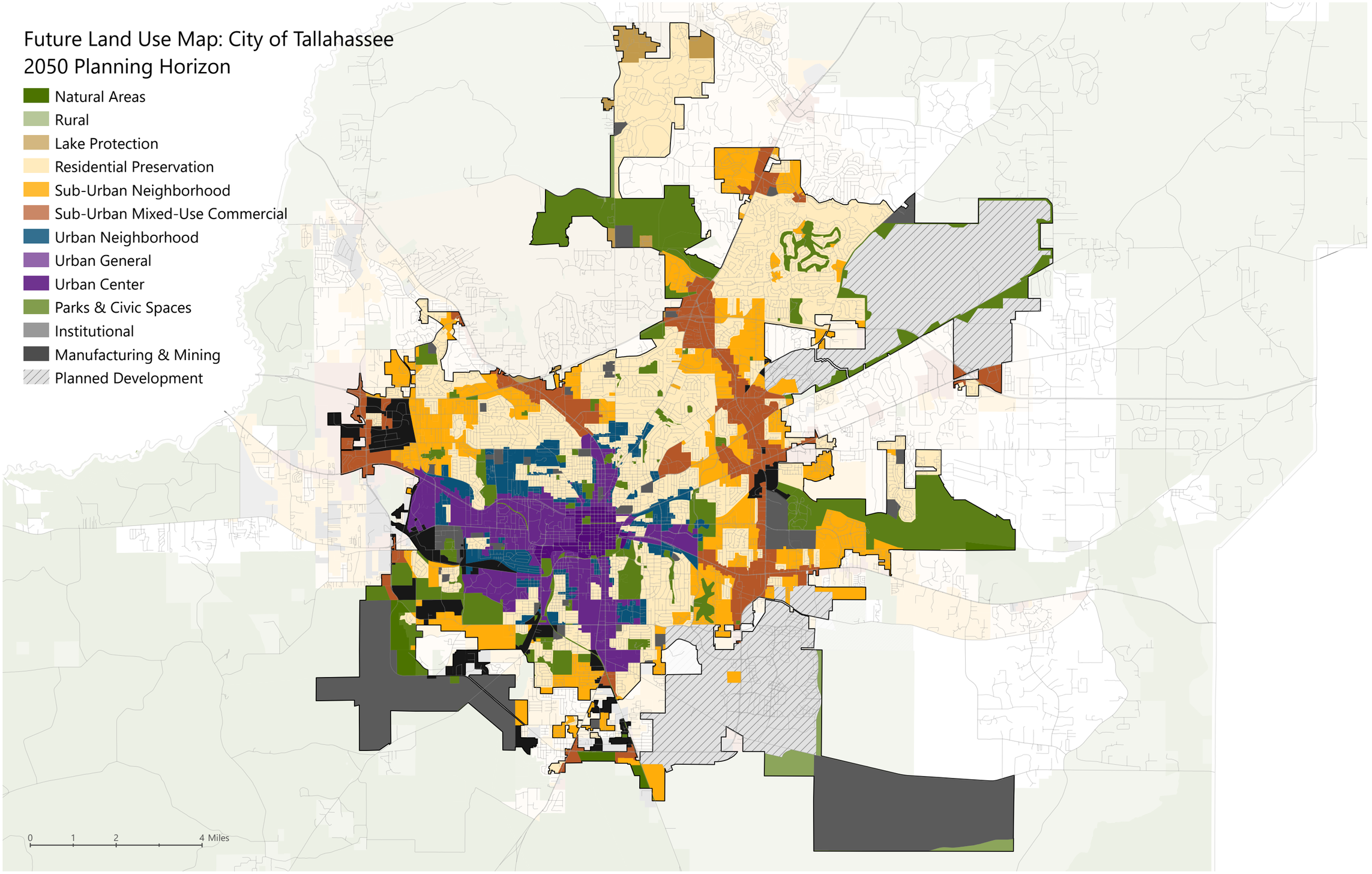
Policy 6.13.7 – Emerging Technology (City of Tallahassee/Leon County):

New advancements in transportation and mobility technologies shall be monitored for identification of potential infrastructure and safety needs, and implementation of these emerging technologies shall be coordinated with federal, state, regional, and local transportation authorities.

Maps Series: Future Land Use Map

Maps and Data are maintained through GIS: https://tlcgis.org/

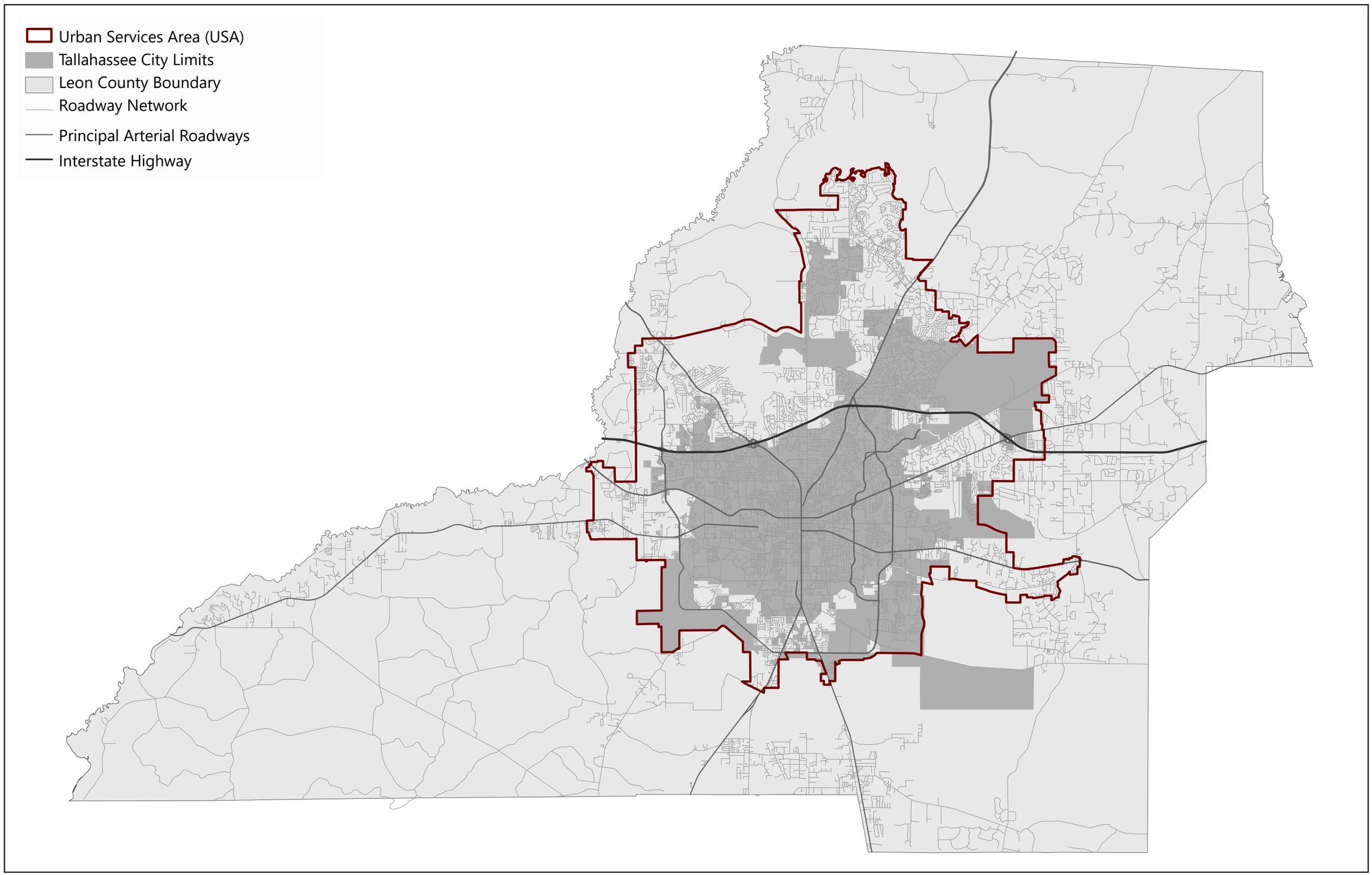
The Future Land Use Map is included in the map series for illustrative purposes. The official Future Land Use Map is adopted as Policy 2.8.1 of the Land Use and Mobility Element.


Future Land Use Map: City of Tallahassee
2050 Planning Horizon
Natural Areas
Rural
Lake Protection
Residential Preservation
Sub-Urban Neighborhood
Sub-Urban Mixed-Use Commercial
Urban Neighborhood
Urban General
Urban Center
Parks & Civic Spaces
Institutional
Manufacturing & Mining
Planned Development
0
1
2
4 Miles

Maps Series: Urban Services Area

Maps and Data are maintained through GIS: https://tlcgis.org/

The Future Land Use Map is included in the map series for illustrative purposes. The official Future Land Use Map is adopted as Policy 2.8.1 of the Land Use and Mobility Element.


Urban Services Area (USA)
Tallahassee City Limits
Leon County Boundary
Roadway Network
Principal Arterial Roadways
Interstate Highway

Maps Series: Natural and Historic Resources

Maps and Data are maintained through GIS: https://tlcgis.org/

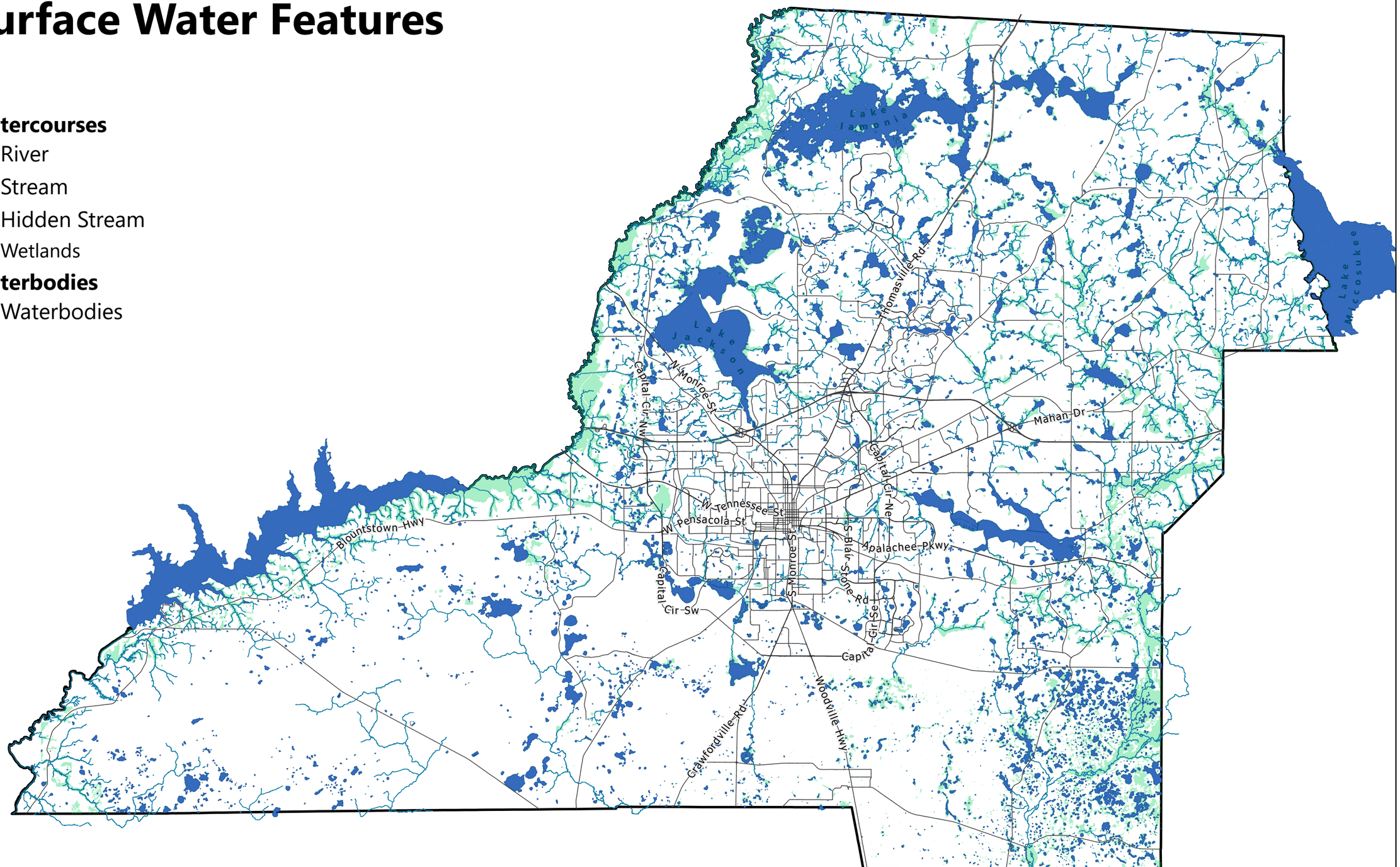
Surface Water Features

Watercourses

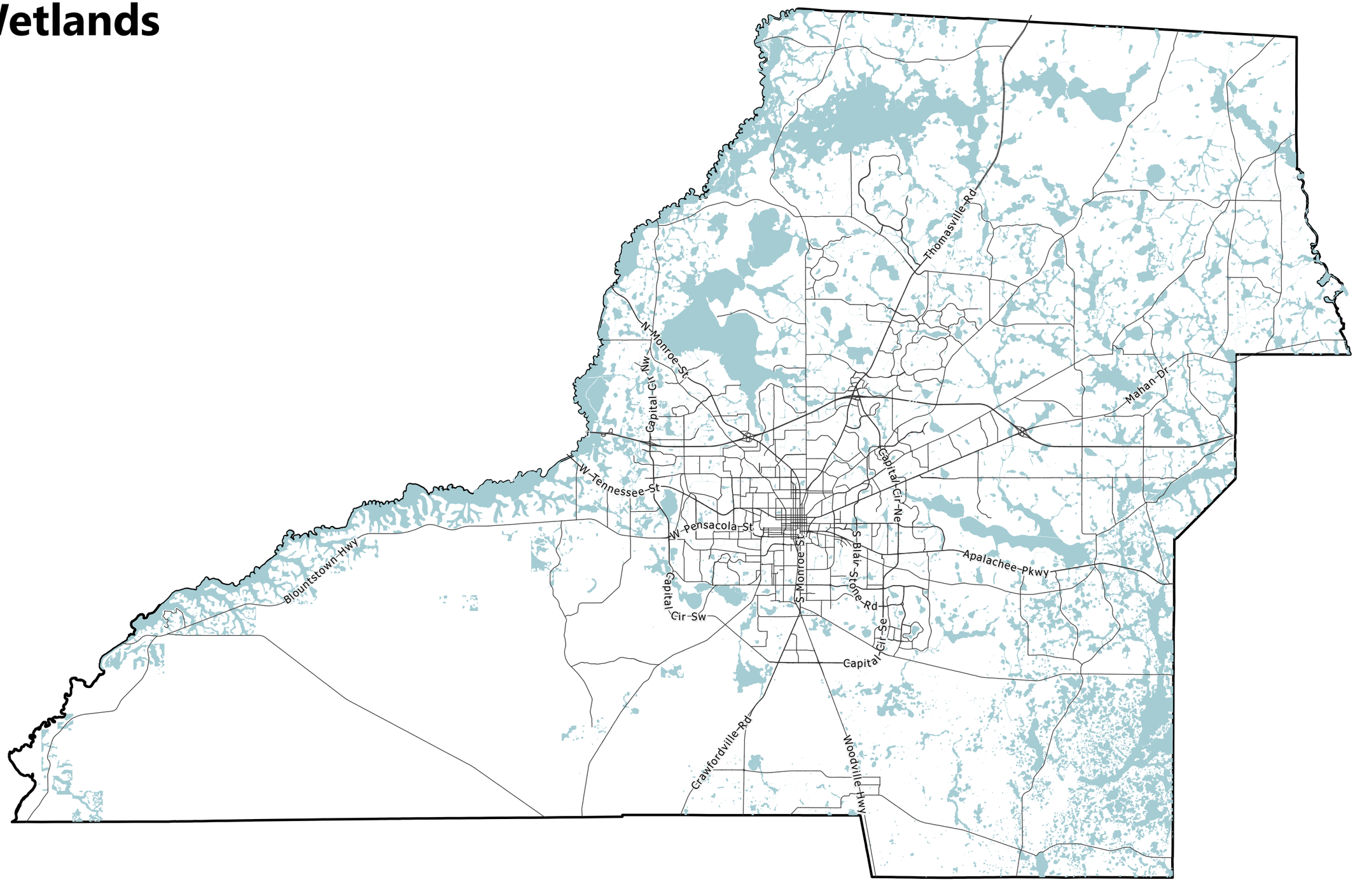
- River
- Stream
- Hidden Stream
- Wetlands

Waterbodies

- Waterbodies

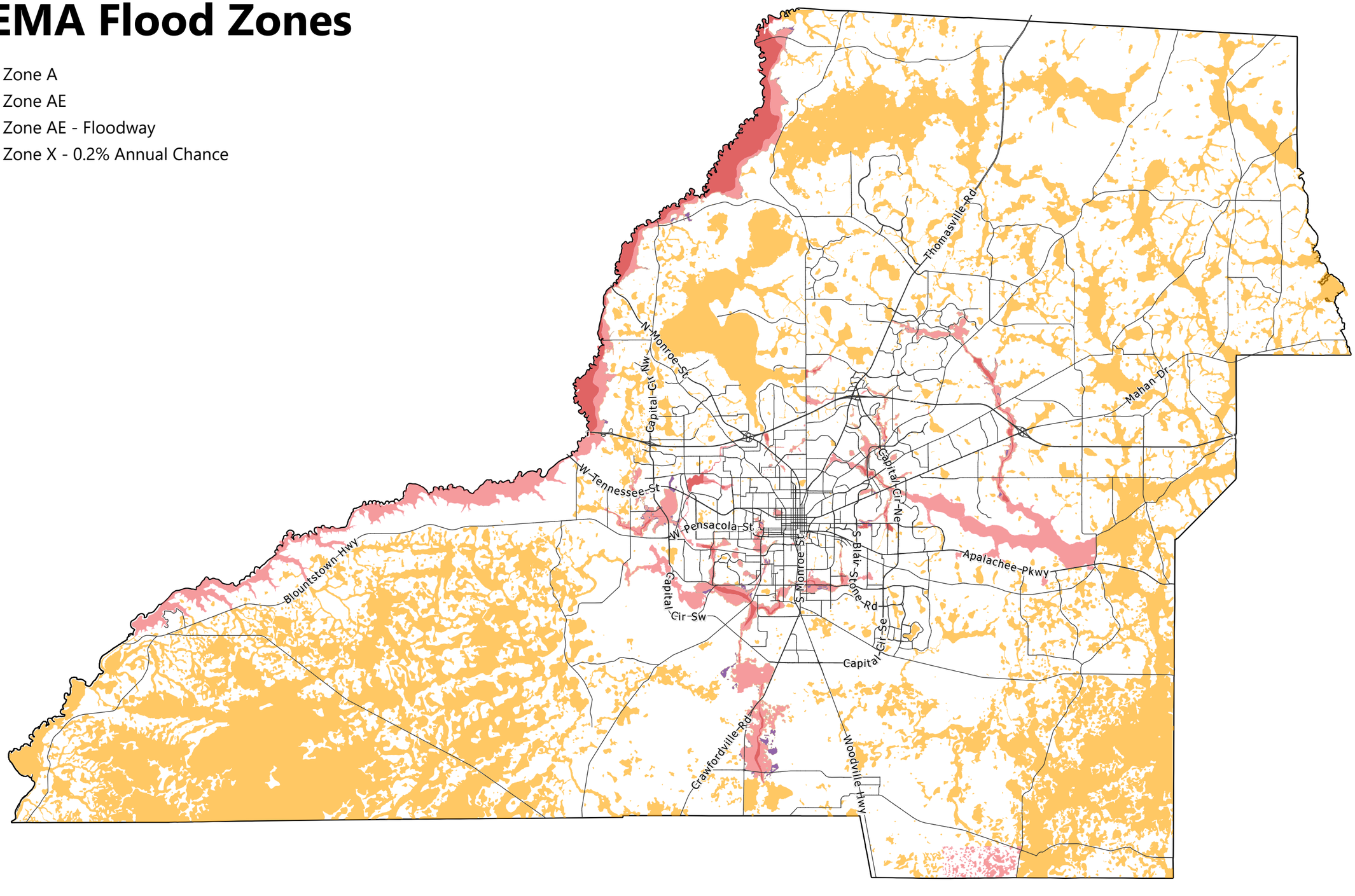


Wetlands


Thomasville Rd
N Monroe St
Capital Cir Nw
W Tennessee St
Blountstown Hwy
W Pensacola St
Capital Cir Ne
Mahan Dr
S Monroe St
S Blair Stone Rd
Apalachee Pkwy
Capital Cir Sw
Capital Cir Se
Crawfordville Rd
Woodville Hwy

FEMA Flood Zones

- Zone A
- Zone AE
- Zone AE - Floodway
- Zone X - 0.2% Annual Chance



Soils of Tallahassee-Leon County

Soils by Hydrologic Group

- Group A
- Group B
- Group C
- Group A/D
- Group B/D
- Group C/D
- No Group Indicated

Group A - Group A soils consist of deep, well drained sands or gravelly sands with high infiltration and low runoff rates.

Group B - Group B soils consist of deep well drained soils with a moderately fine to moderately coarse texture and a moderate rate of infiltration and runoff.

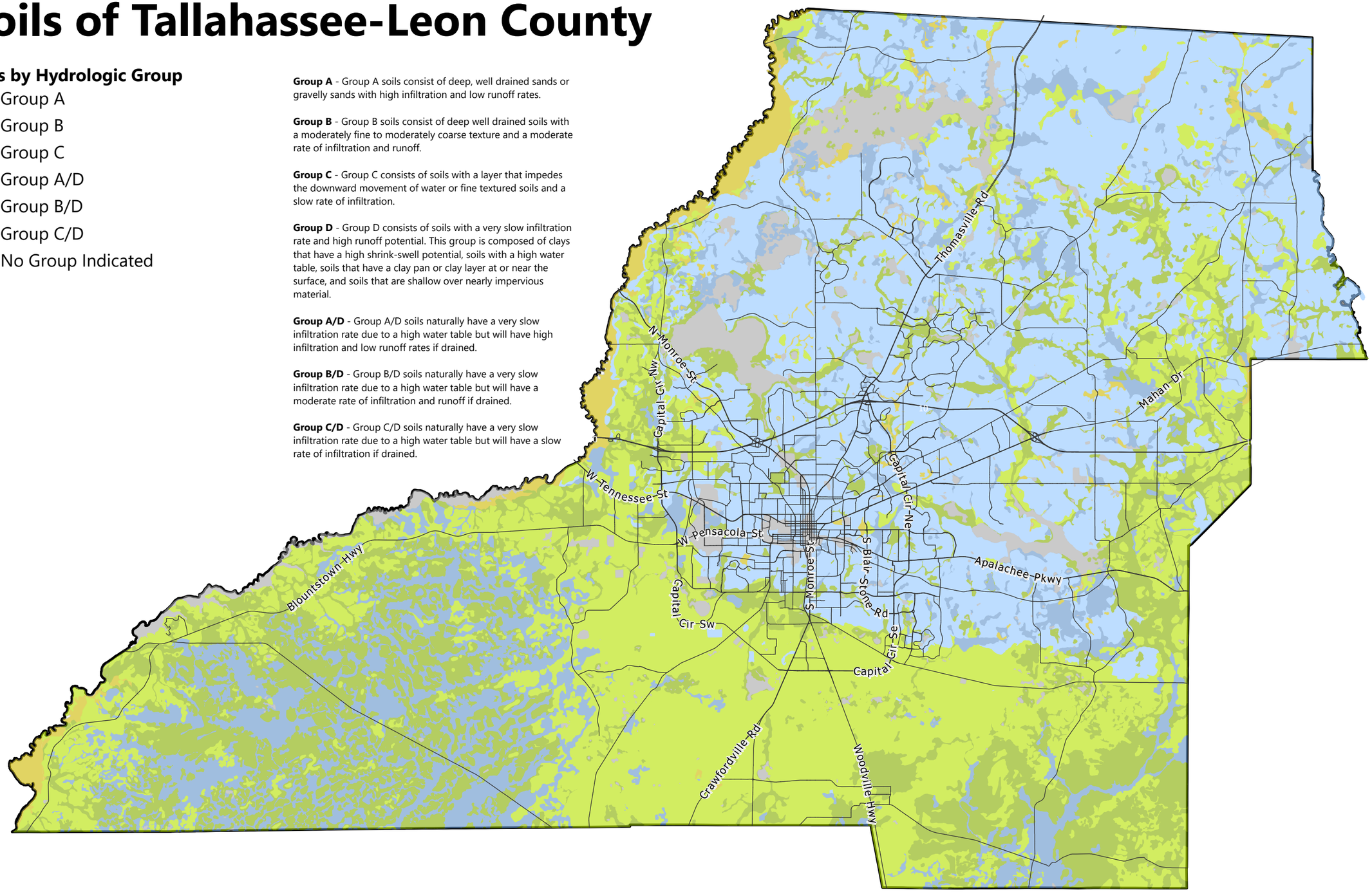
Group C - Group C consists of soils with a layer that impedes the downward movement of water or fine textured soils and a slow rate of infiltration.

Group D - Group D consists of soils with a very slow infiltration rate and high runoff potential. This group is composed of clays that have a high shrink-swell potential, soils with a high water table, soils that have a clay pan or clay layer at or near the surface, and soils that are shallow over nearly impervious material.

Group A/D - Group A/D soils naturally have a very slow infiltration rate due to a high water table but will have high infiltration and low runoff rates if drained.

Group B/D - Group B/D soils naturally have a very slow infiltration rate due to a high water table but will have a moderate rate of infiltration and runoff if drained.

Group C/D - Group C/D soils naturally have a very slow infiltration rate due to a high water table but will have a slow rate of infiltration if drained.



Designated Canopy Roads

Meridian Road from its intersection with Seventh Avenue to the state fine.

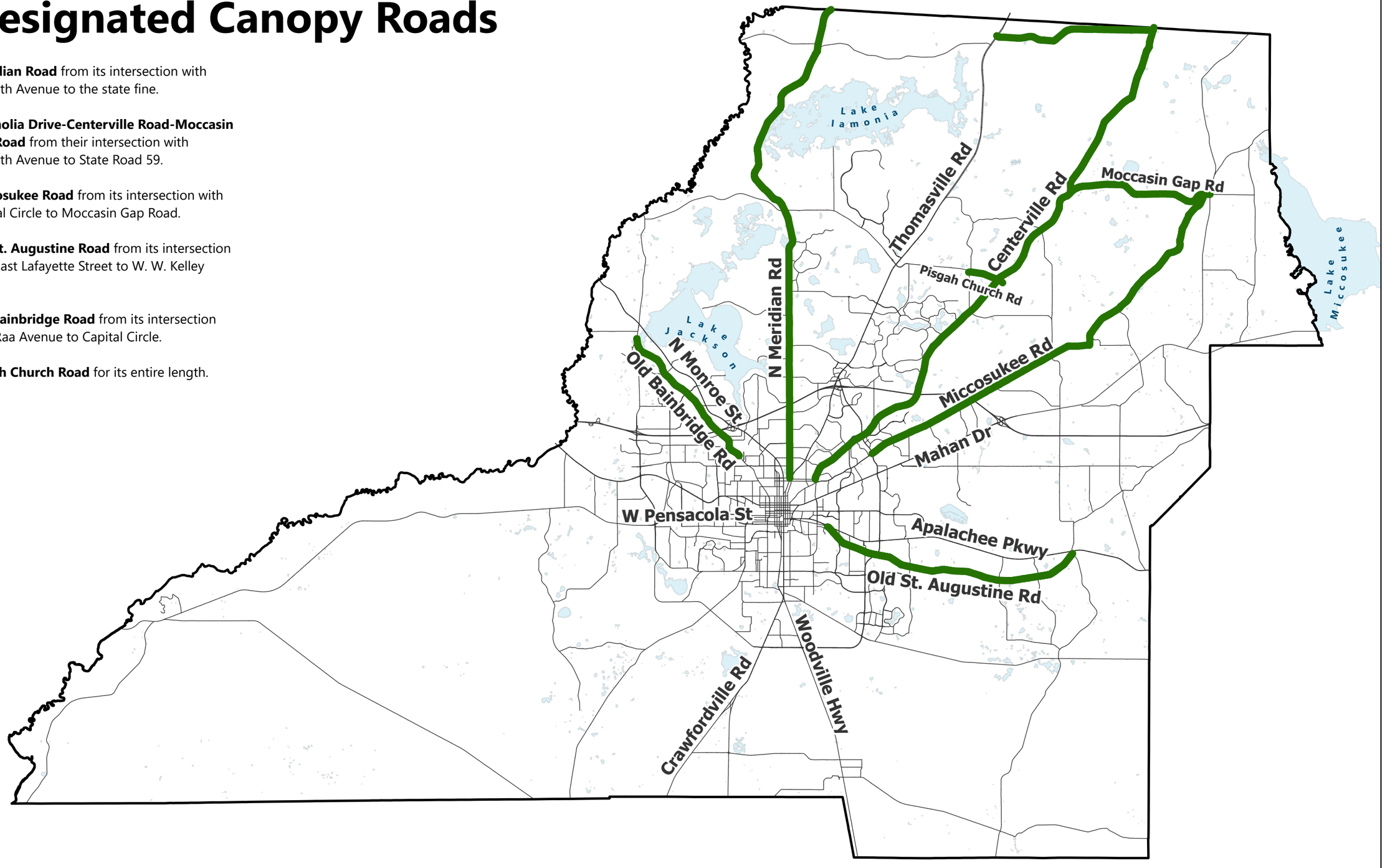
Magnolia Drive-Centerville Road-Moccasin Gap Road from their intersection with Seventh Avenue to State Road 59.

Miccosukee Road from its intersection with Capital Circle to Moccasin Gap Road.

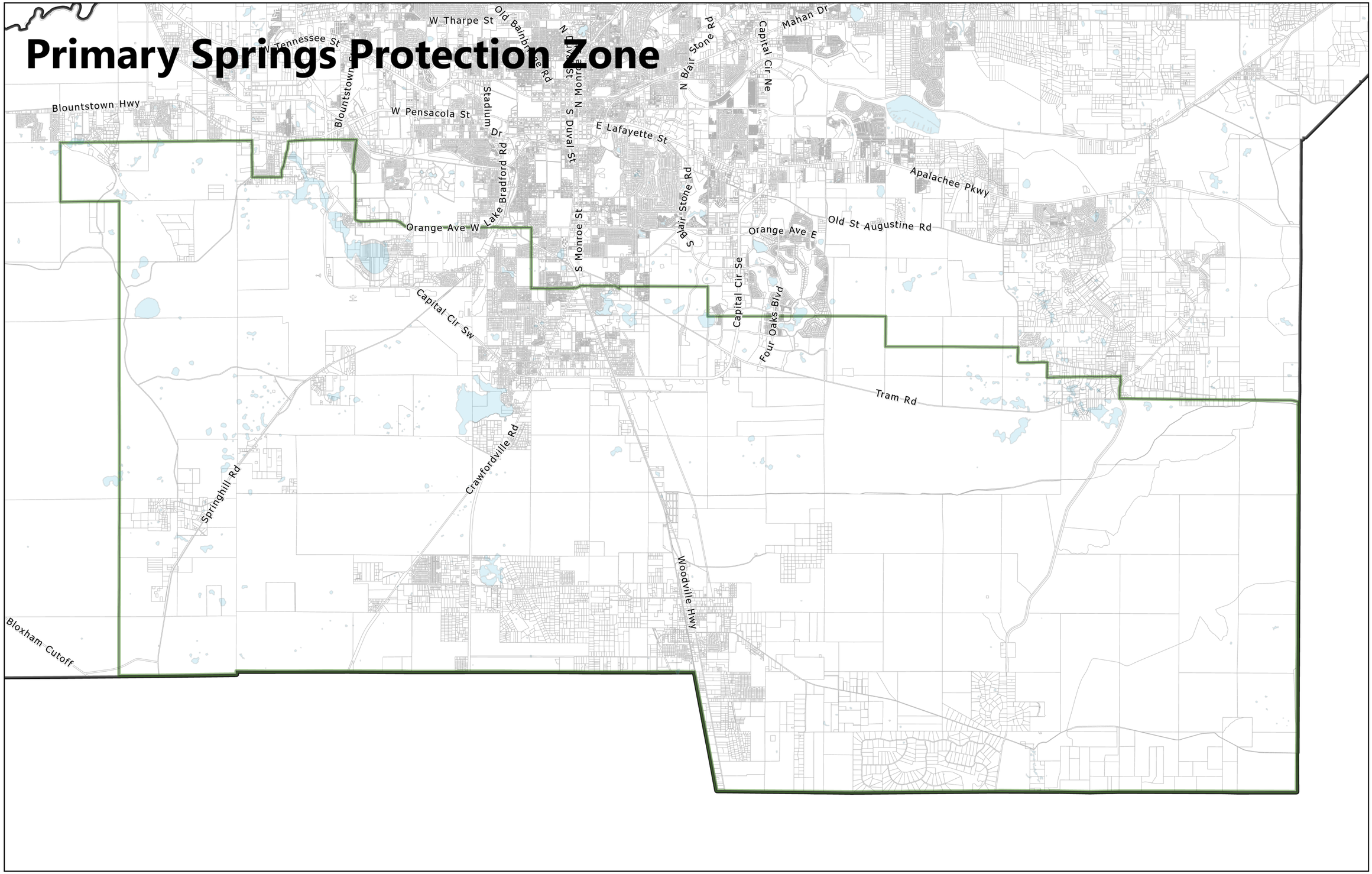
Old St. Augustine Road from its intersection with East Lafayette Street to W. W. Kelley Road.

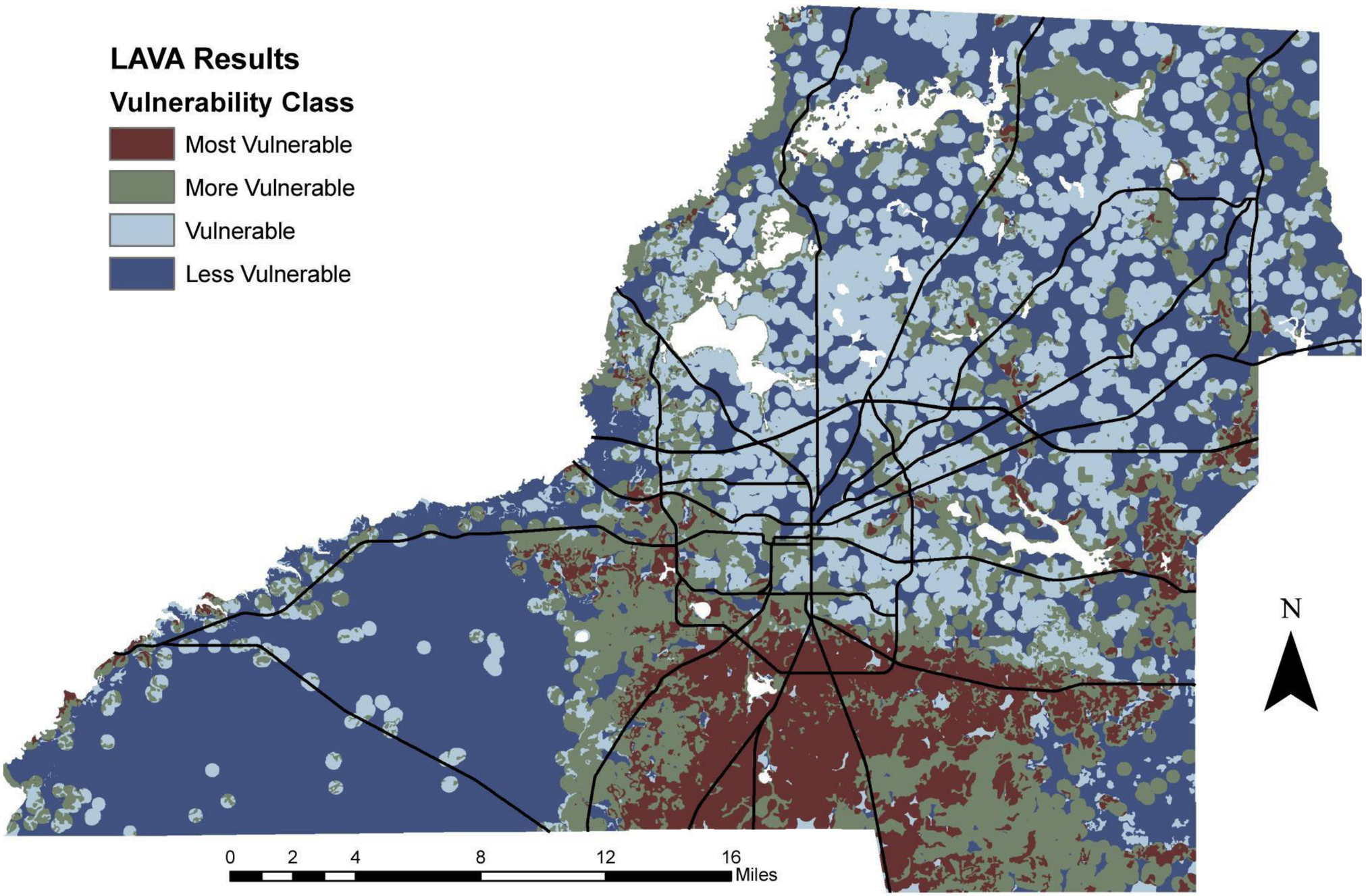
Old Bainbridge Road from its intersection with Raa Avenue to Capital Circle.

Pisgah Church Road for its entire length.

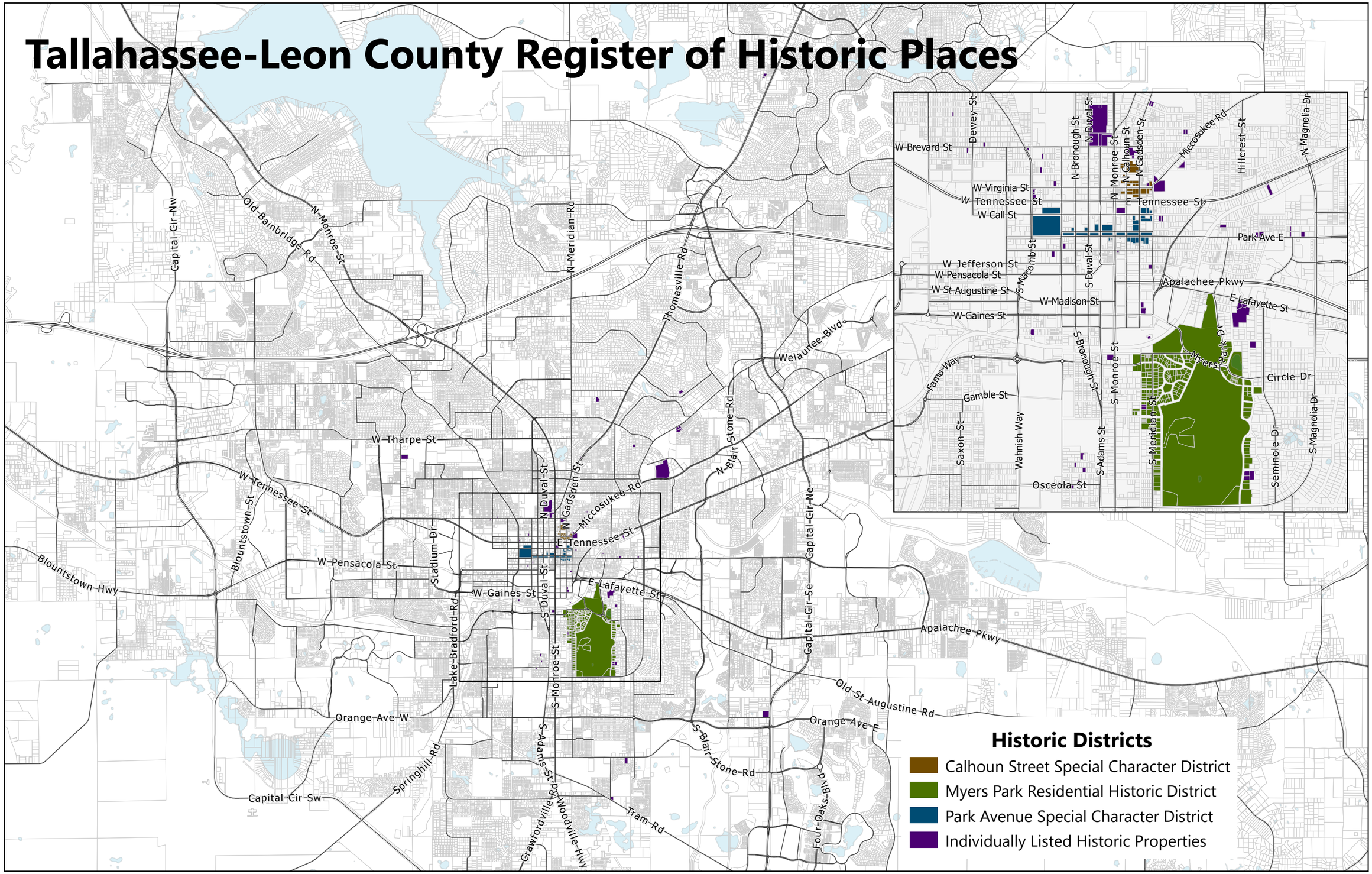


Primary Springs Protection Zone

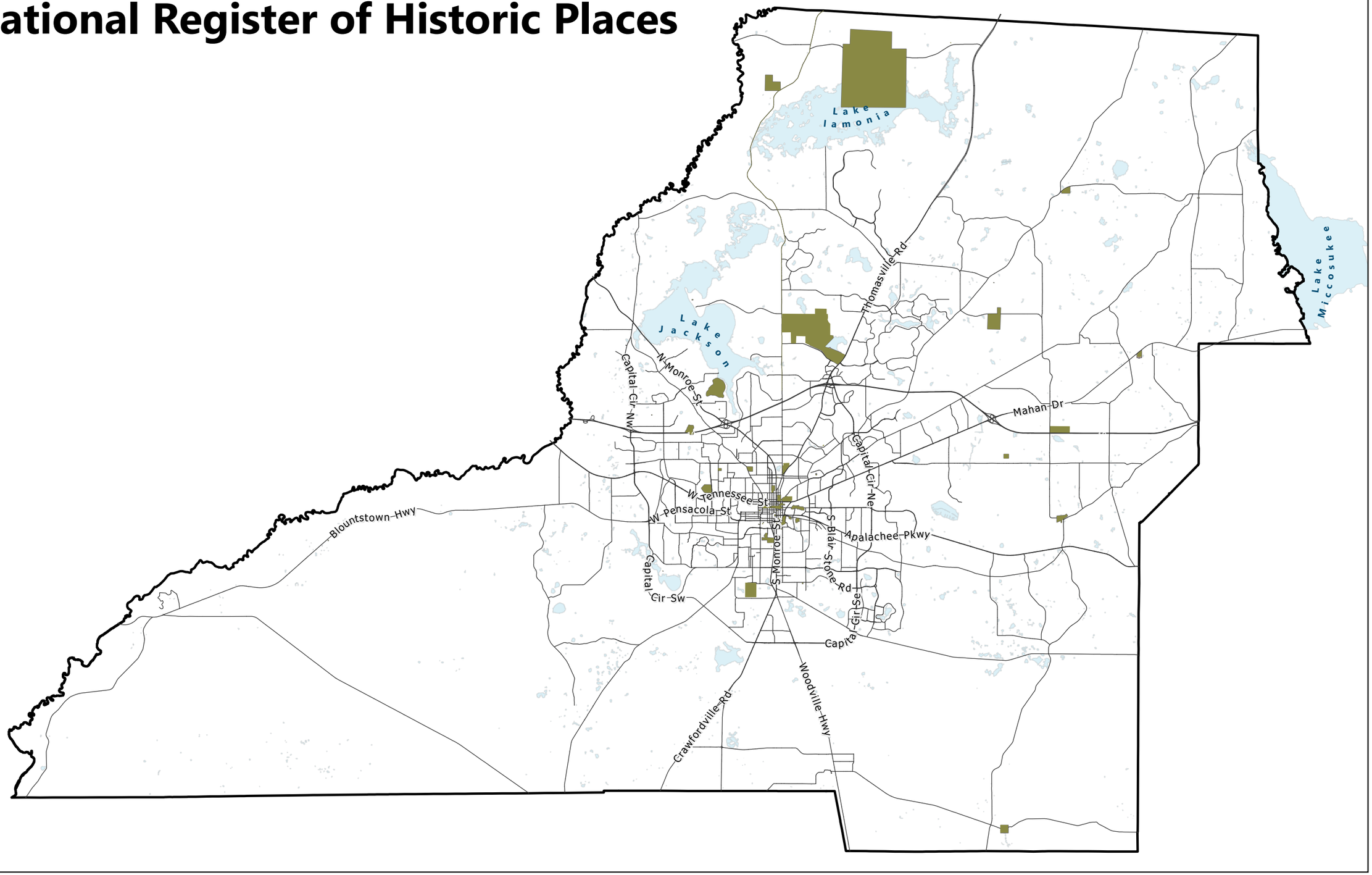


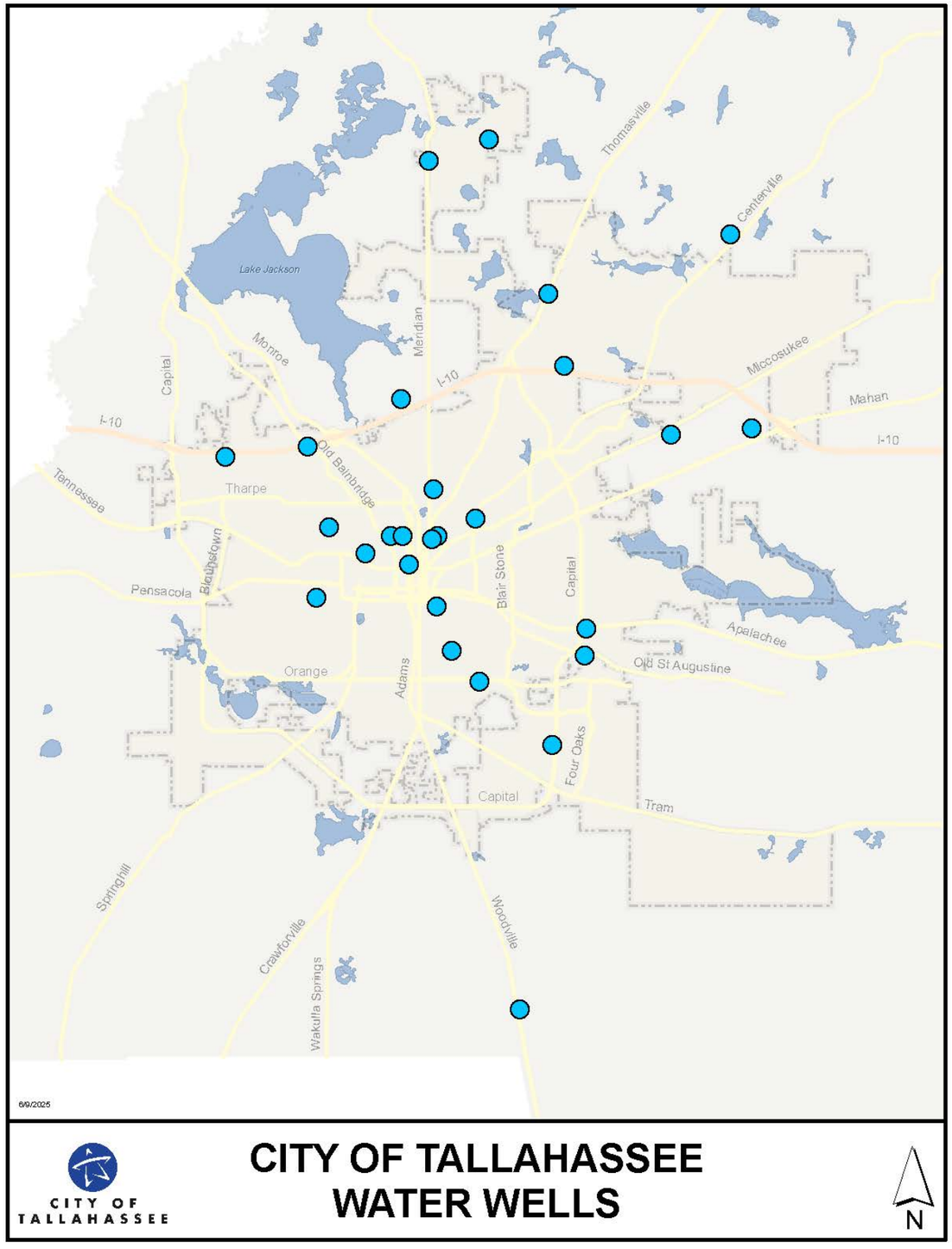

LAVA Results
Vulnerability Class
Most Vulnerable
More Vulnerable
Vulnerable
Less Vulnerable
0
2
4
8
12
16
Miles
N

Tallahassee-Leon County Register of Historic Places



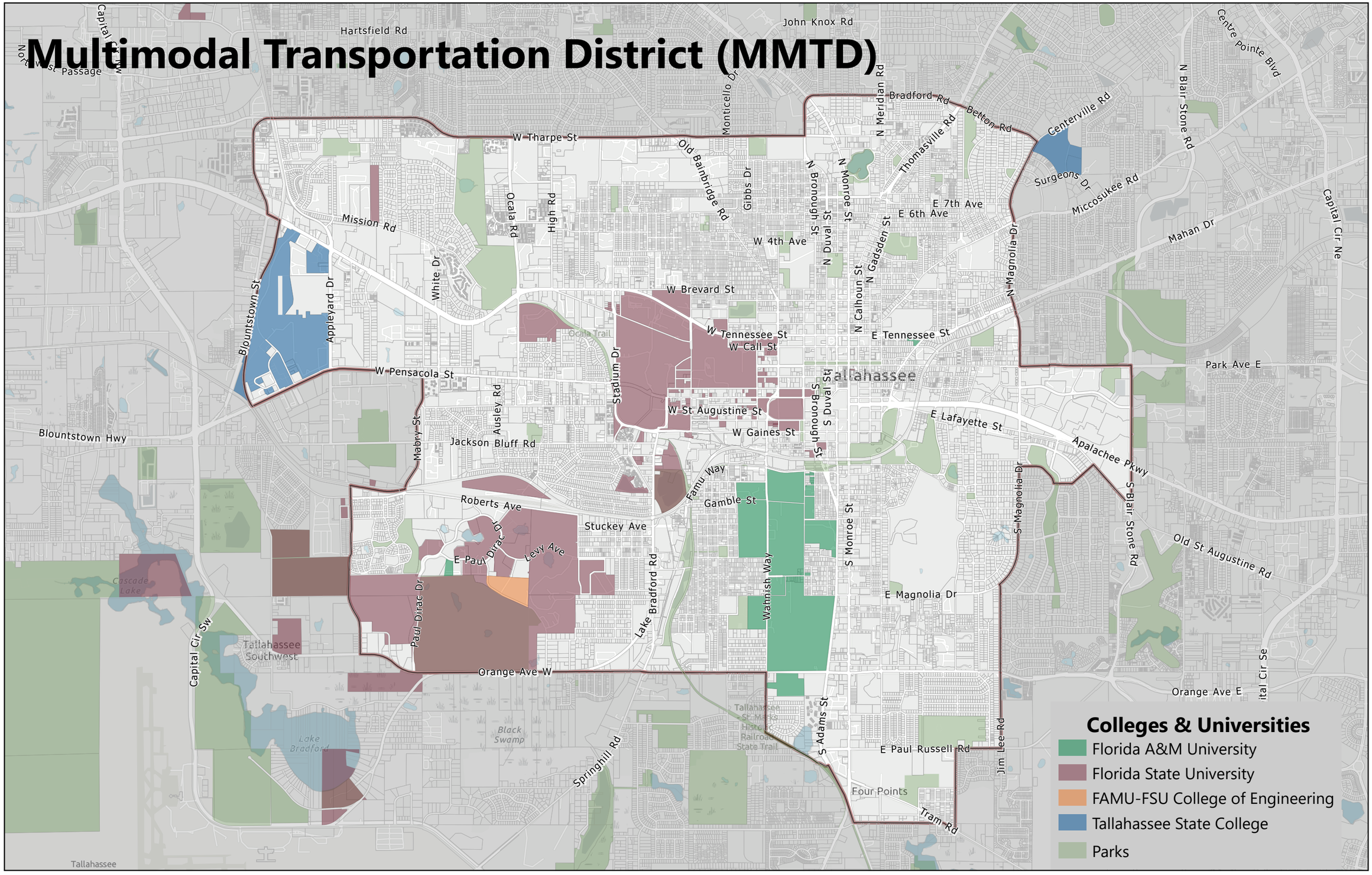
National Register of Historic Places




Lake Jackson
Thomasville
Centerville
Meridian
Monroe
Capital
I-10
Miccosukee
Mahan
Old Bainbridge
Tharpe
Tennessee
Blountstown
Pensacola
Blair Stone
Capital
Apalachee
Old St Augustine
Orange
Adams
Four Oaks
Capital
Tram
Springhill
Crawfordville
Wakulla Springs
Woodville
6/9/2025
CITY OF TALLAHASSEE
WATER WELLS
CITY OF TALLAHASSEE
N

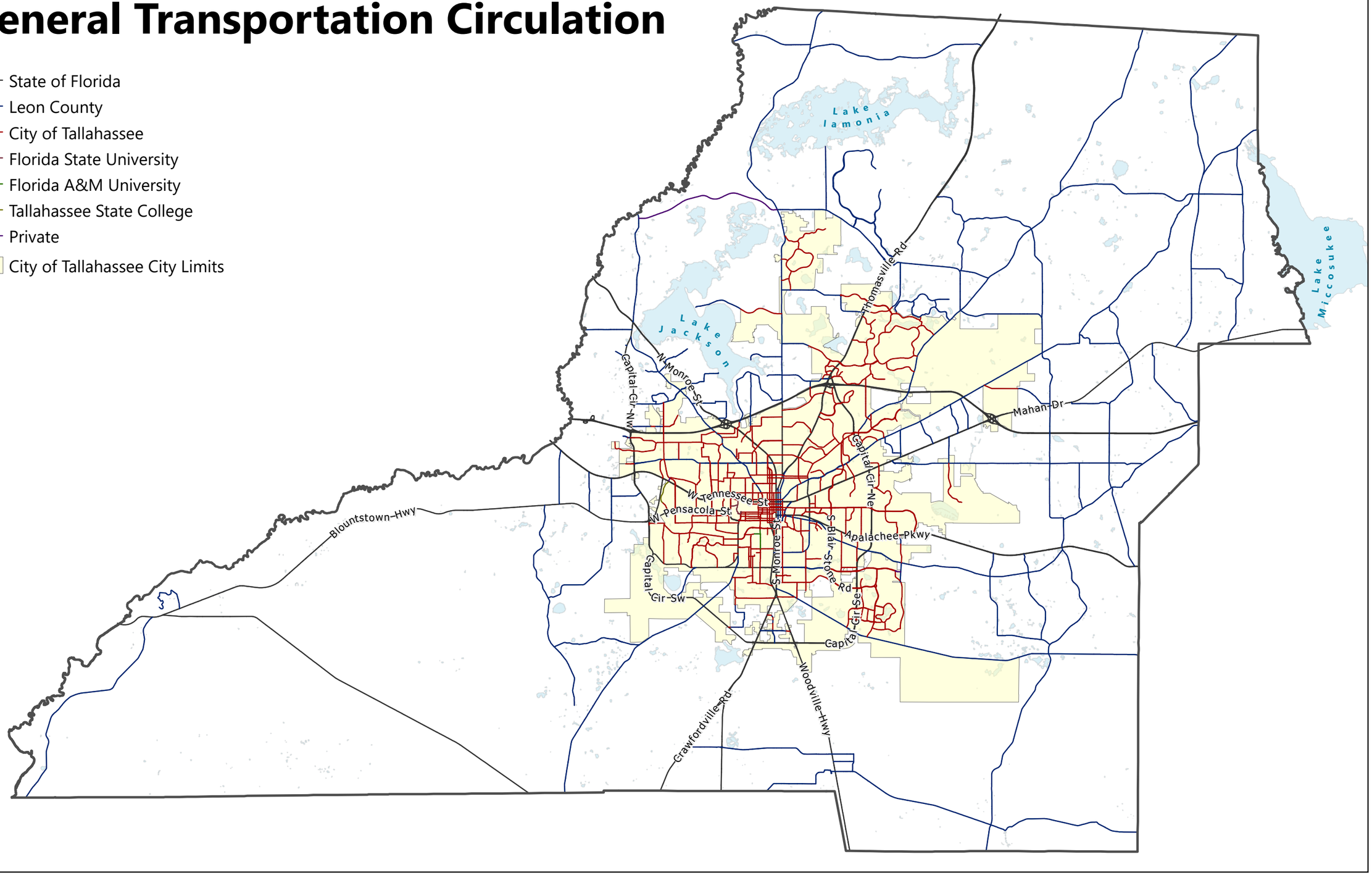
Mobility Maps

Multimodal Transportation District (MMTD)



General Transportation Circulation

- State of Florida
- Leon County
- City of Tallahassee
- Florida State University
- Florida A&M University
- Tallahassee State College
- Private
- City of Tallahassee City Limits



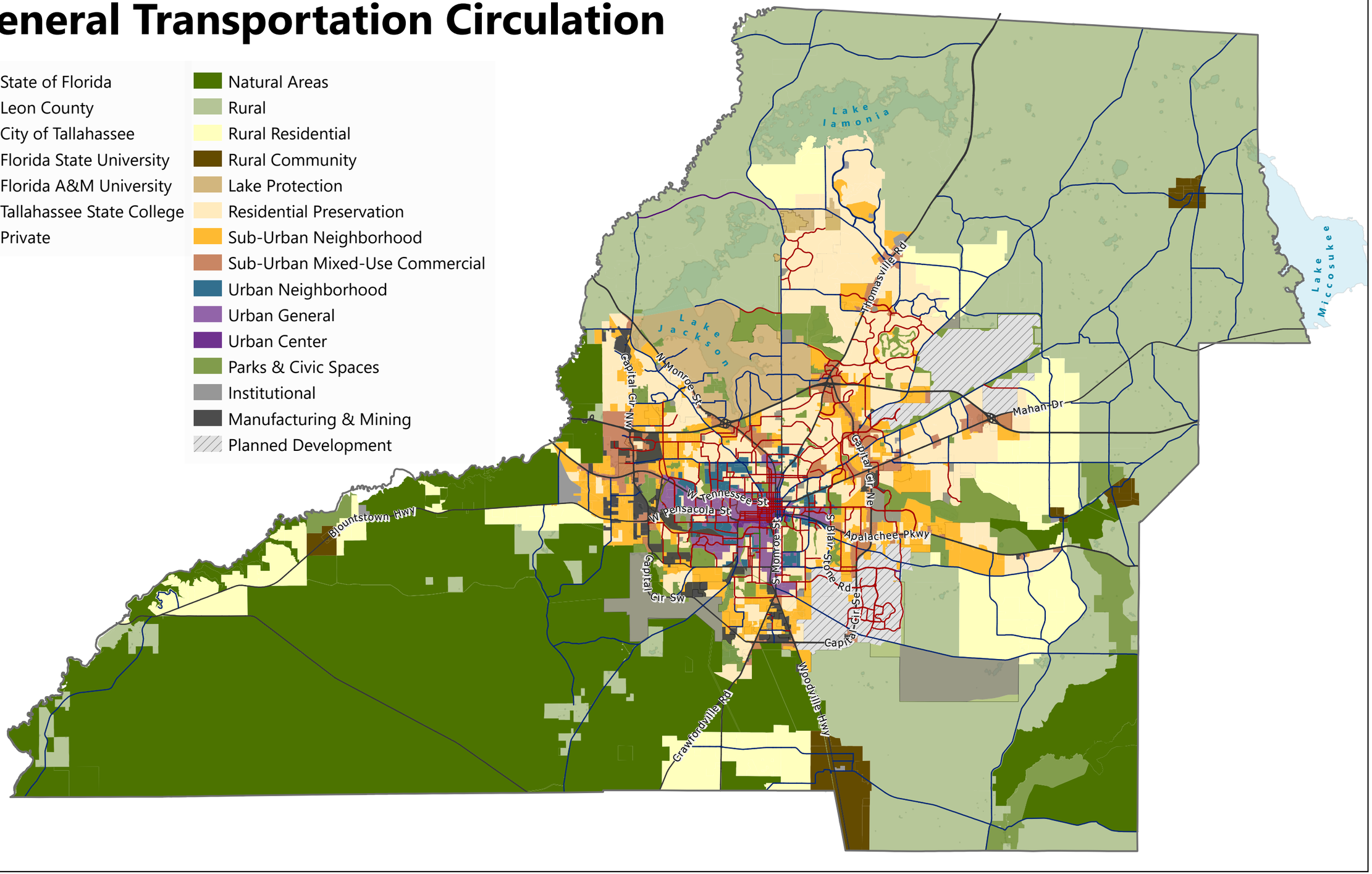
General Transportation Circulation

- State of Florida
- Leon County
- City of Tallahassee
- Florida State University
- Florida A&M University
- Tallahassee State College
- Private
- City of Tallahassee City Limits

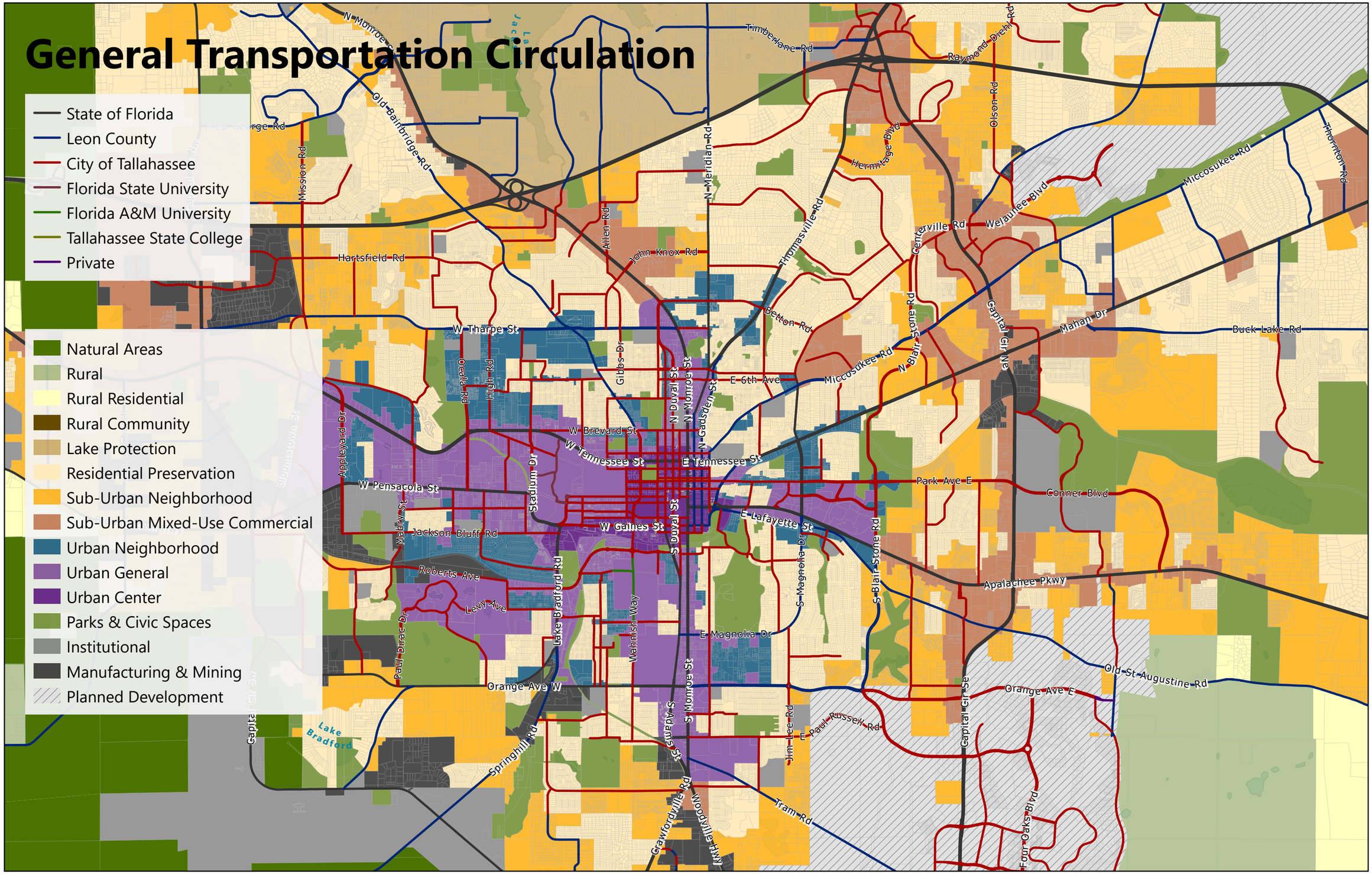
General Transportation Circulation

- State of Florida
- Leon County
- City of Tallahassee
- Florida State University
- Florida A&M University
- Tallahassee State College
- Private

- Natural Areas
- Rural
- Rural Residential
- Rural Community
- Lake Protection
- Residential Preservation
- Sub-Urban Neighborhood
- Sub-Urban Mixed-Use Commercial
- Urban Neighborhood
- Urban General
- Urban Center
- Parks & Civic Spaces
- Institutional
- Manufacturing & Mining
- Planned Development

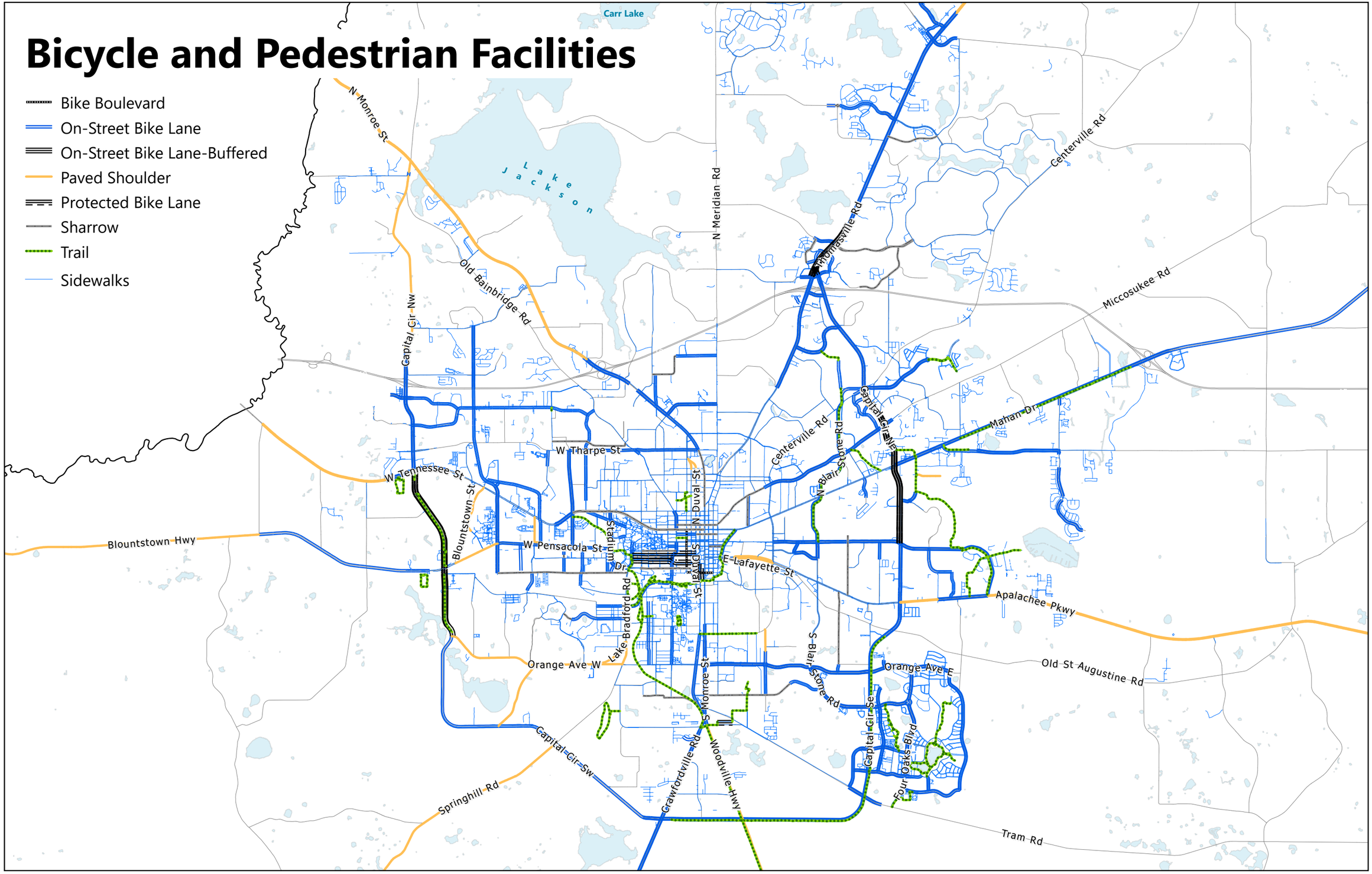

Lake Lamonia
Lake Jackson
Lake Miccosukee
Thomasville Rd
N Monroe St
Capital Cir NW
Mahan Dr
Capital Cir NE
W Tennessee St
W Pensacola St
S Monroe St
S Blair Stone Rd
Apalachee Pkwy
Capital Cir SW
Capital Cir SE
Bloxham Cutoff
Bloxham Cutoff
Bloxham Cutoff

General Transportation Circulation



Bicycle and Pedestrian Facilities

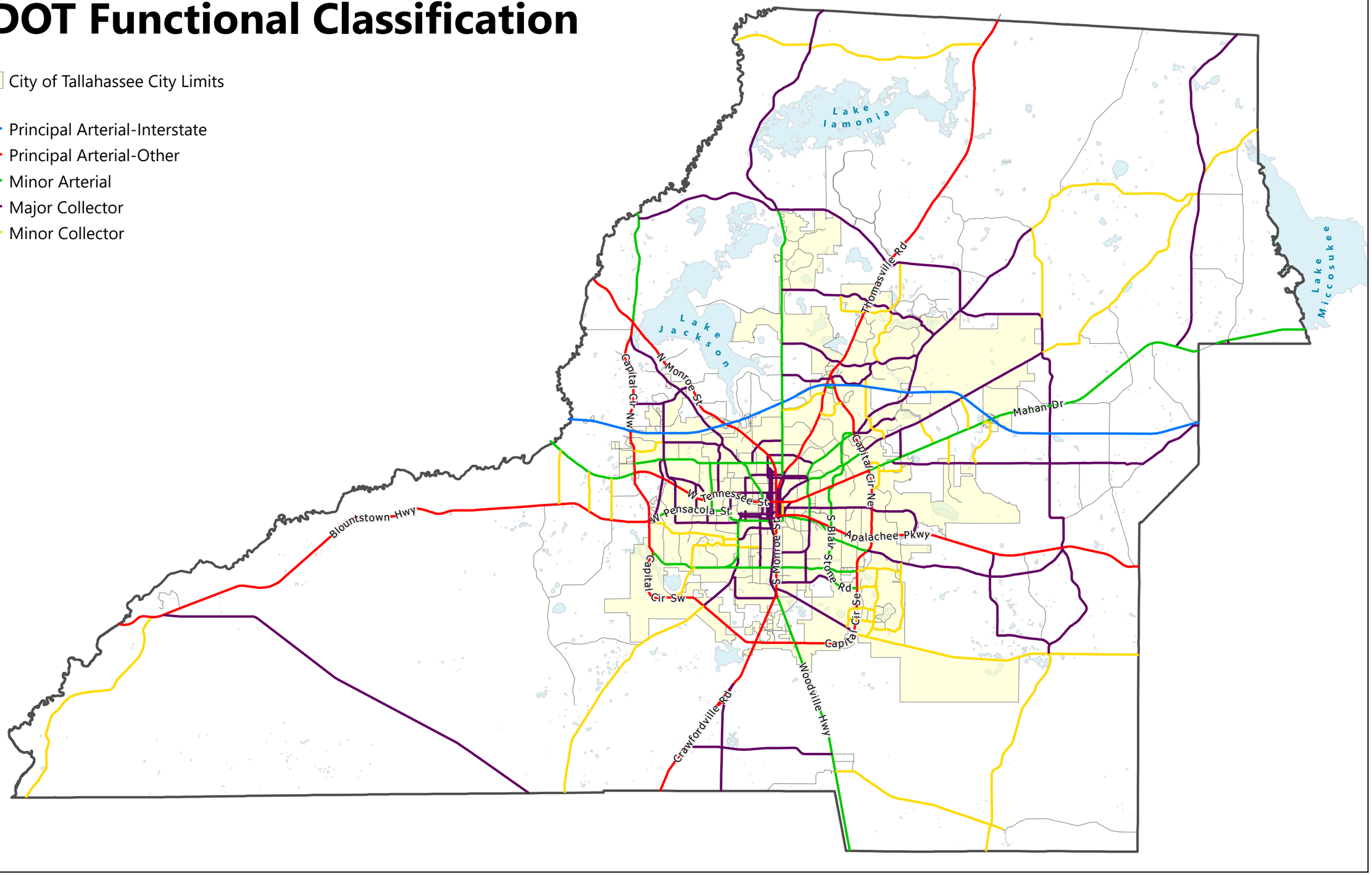
- Bike Boulevard
- On-Street Bike Lane
- On-Street Bike Lane-Buffered
- Paved Shoulder
- Protected Bike Lane
- Sharrow
- Trail
- Sidewalks



FDOT Functional Classification

City of Tallahassee City Limits

Principal Arterial-Interstate
Principal Arterial-Other
Minor Arterial
Major Collector
Minor Collector



FDOT Functional Classification

City of Tallahassee City Limits

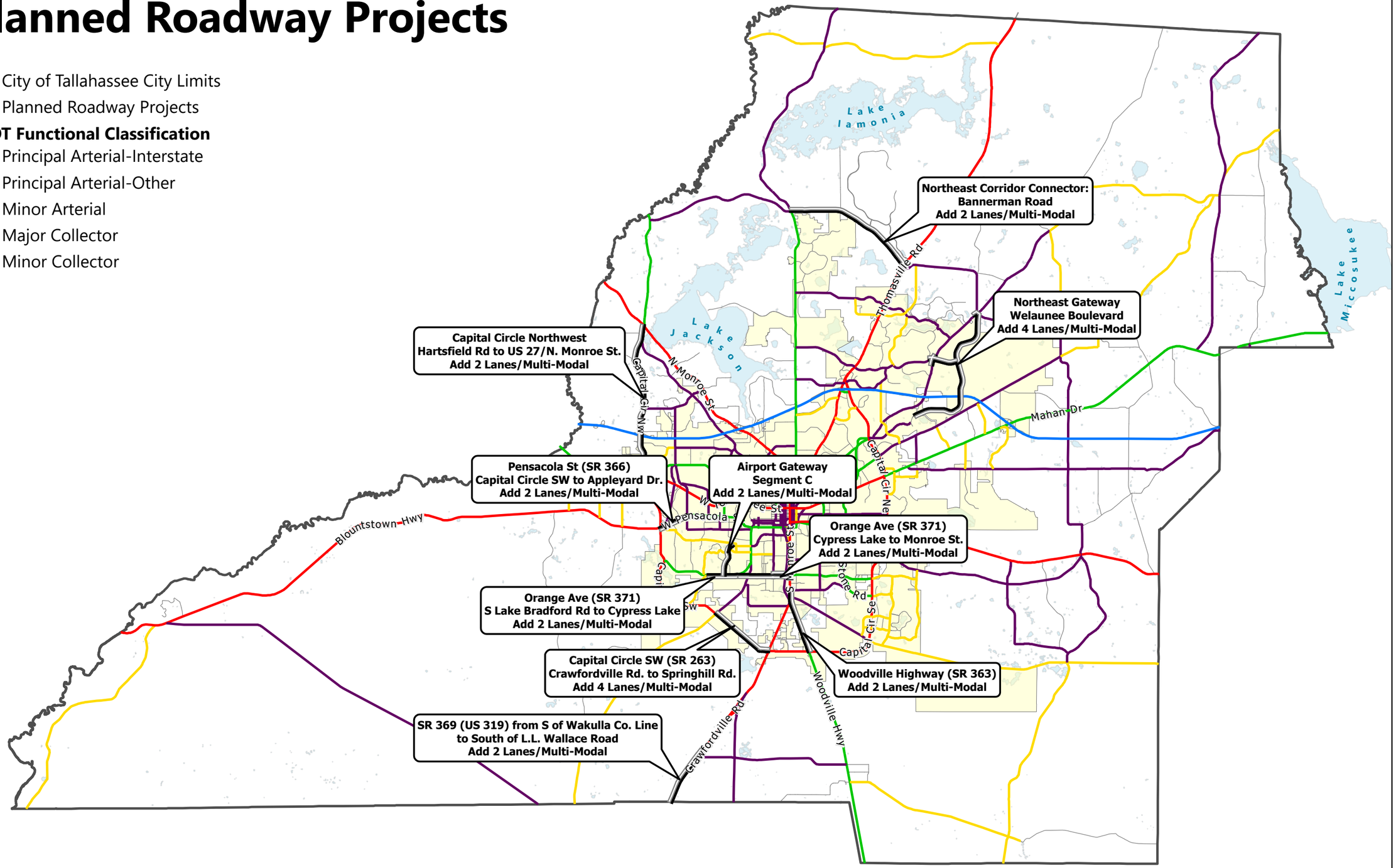
Principal Arterial-Interstate
Principal Arterial-Other
Minor Arterial
Major Collector
Minor Collector

Planned Roadway Projects

City of Tallahassee City Limits
Planned Roadway Projects

FDOT Functional Classification

Principal Arterial-Interstate
Principal Arterial-Other
Minor Arterial
Major Collector
Minor Collector



Planned Roadway Projects

City of Tallahassee City Limits

Planned Roadway Projects

FDOT Functional Classification

- Principal Arterial-Interstate
- Principal Arterial-Other
- Minor Arterial
- Major Collector
- Minor Collector

Capital Circle Northwest
Hartsfield Rd to US 27/N. Monroe St.
Add 2 Lanes/Multi-Modal

Northeast Gateway
Welaunee Boulevard
Add 4 Lanes/Multi-Modal

Pensacola St (SR 366)
Capital Circle SW to Appleyard Dr.
Add 2 Lanes/Multi-Modal

Airport Gateway
Segment C
Add 2 Lanes/Multi-Modal

Orange Ave (SR 371)
Cypress Lake to Monroe St.
Add 2 Lanes/Multi-Modal

Orange Ave (SR 371)
S Lake Bradford Rd to Cypress Lake
Add 2 Lanes/Multi-Modal

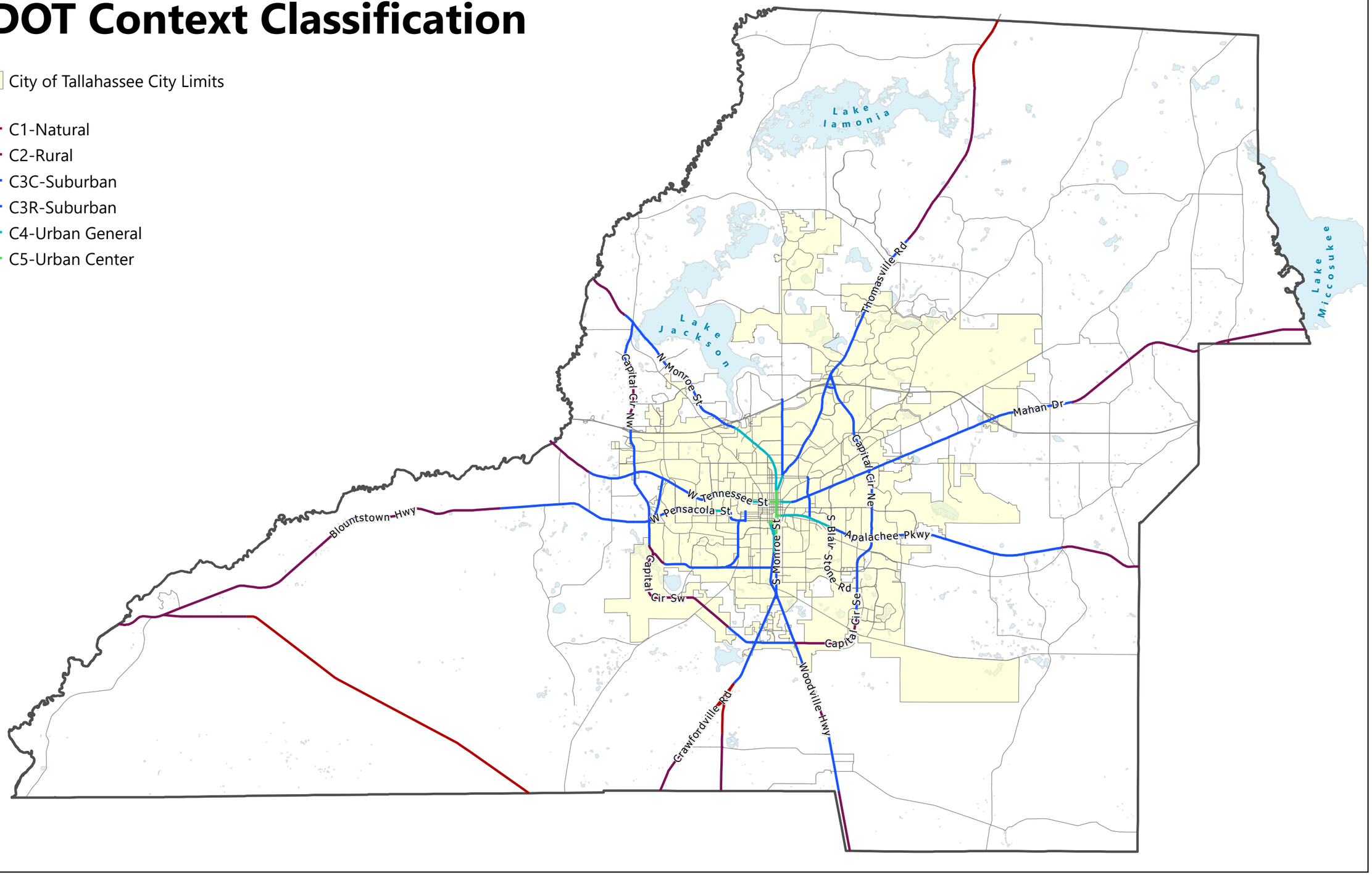
Capital Circle SW (SR 263)
Crawfordville Rd. to Springhill Rd.
Add 4 Lanes/Multi-Modal

Woodville Highway (SR 363)
Add 2 Lanes/Multi-Modal

FDOT Context Classification

City of Tallahassee City Limits

- C1-Natural
- C2-Rural
- C3C-Suburban
- C3R-Suburban
- C4-Urban General
- C5-Urban Center



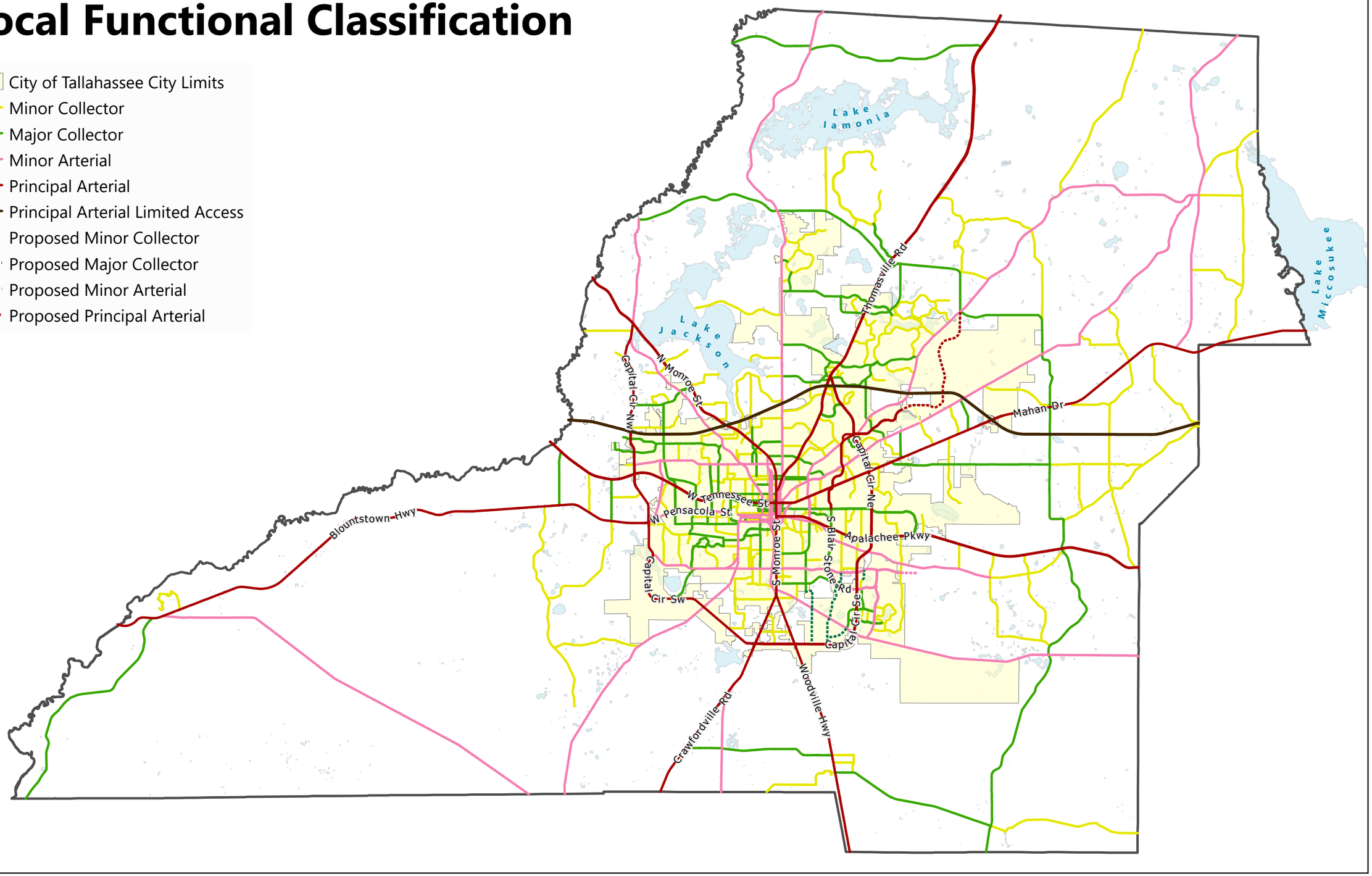
FDOT Context Classification

City of Tallahassee City Limits

- C2-Rural
- C3C-Suburban
- C3R-Suburban
- C4-Urban General
- C5-Urban Center

Local Functional Classification

- City of Tallahassee City Limits
- Minor Collector
- Major Collector
- Minor Arterial
- Principal Arterial
- Principal Arterial Limited Access
- Proposed Minor Collector
- Proposed Major Collector
- Proposed Minor Arterial
- Proposed Principal Arterial

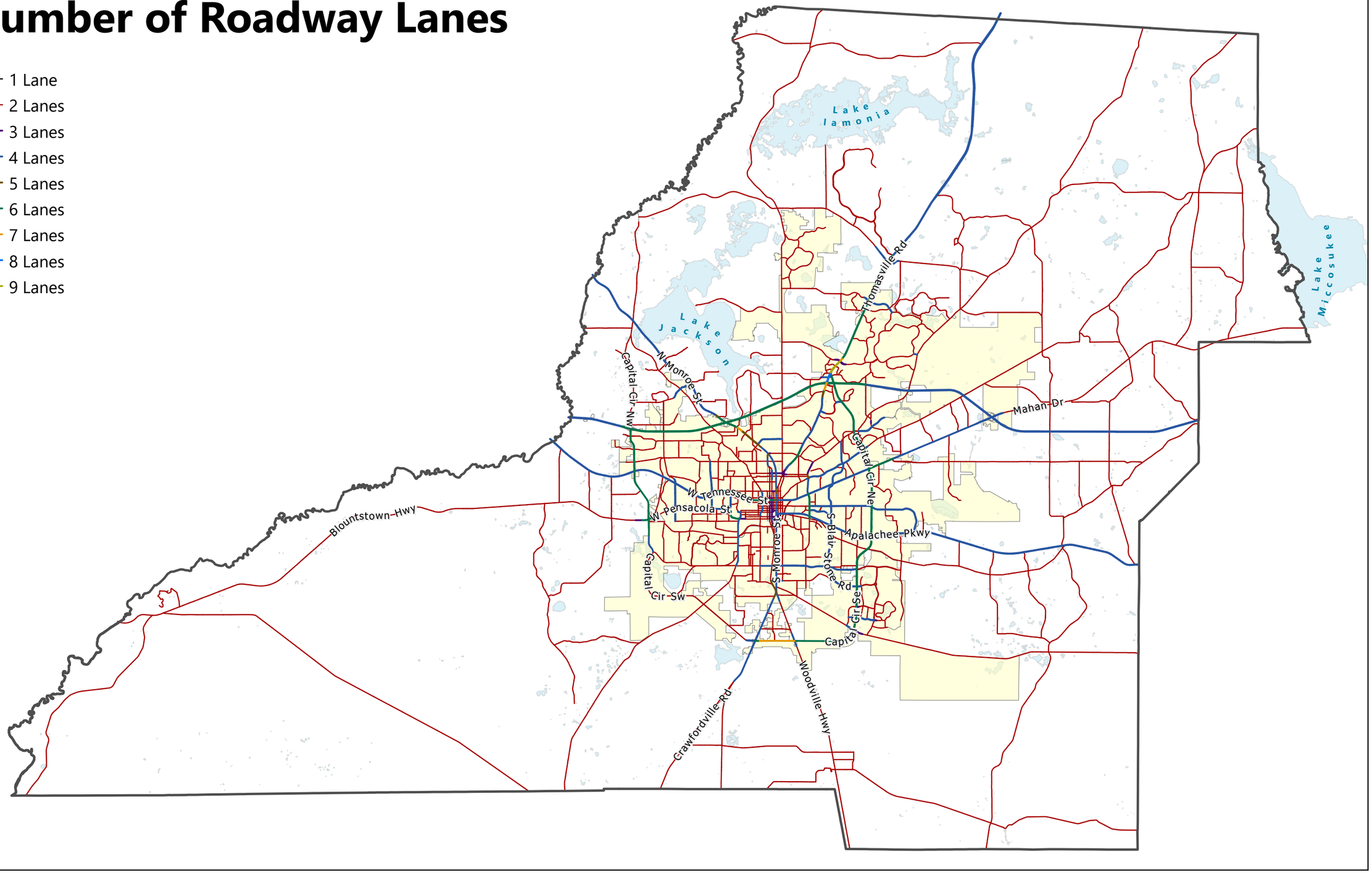


Local Functional Classification

- City of Tallahassee City Limits
- Minor Collector
- Major Collector
- Minor Arterial
- Principal Arterial
- Principal Arterial Limited Access
- Proposed Minor Collector
- Proposed Major Collector
- Proposed Minor Arterial
- Proposed Principal Arterial

Number of Roadway Lanes

- 1 Lane
- 2 Lanes
- 3 Lanes
- 4 Lanes
- 5 Lanes
- 6 Lanes
- 7 Lanes
- 8 Lanes
- 9 Lanes



Number of Roadway Lanes

- 1 Lane
- 2 Lanes
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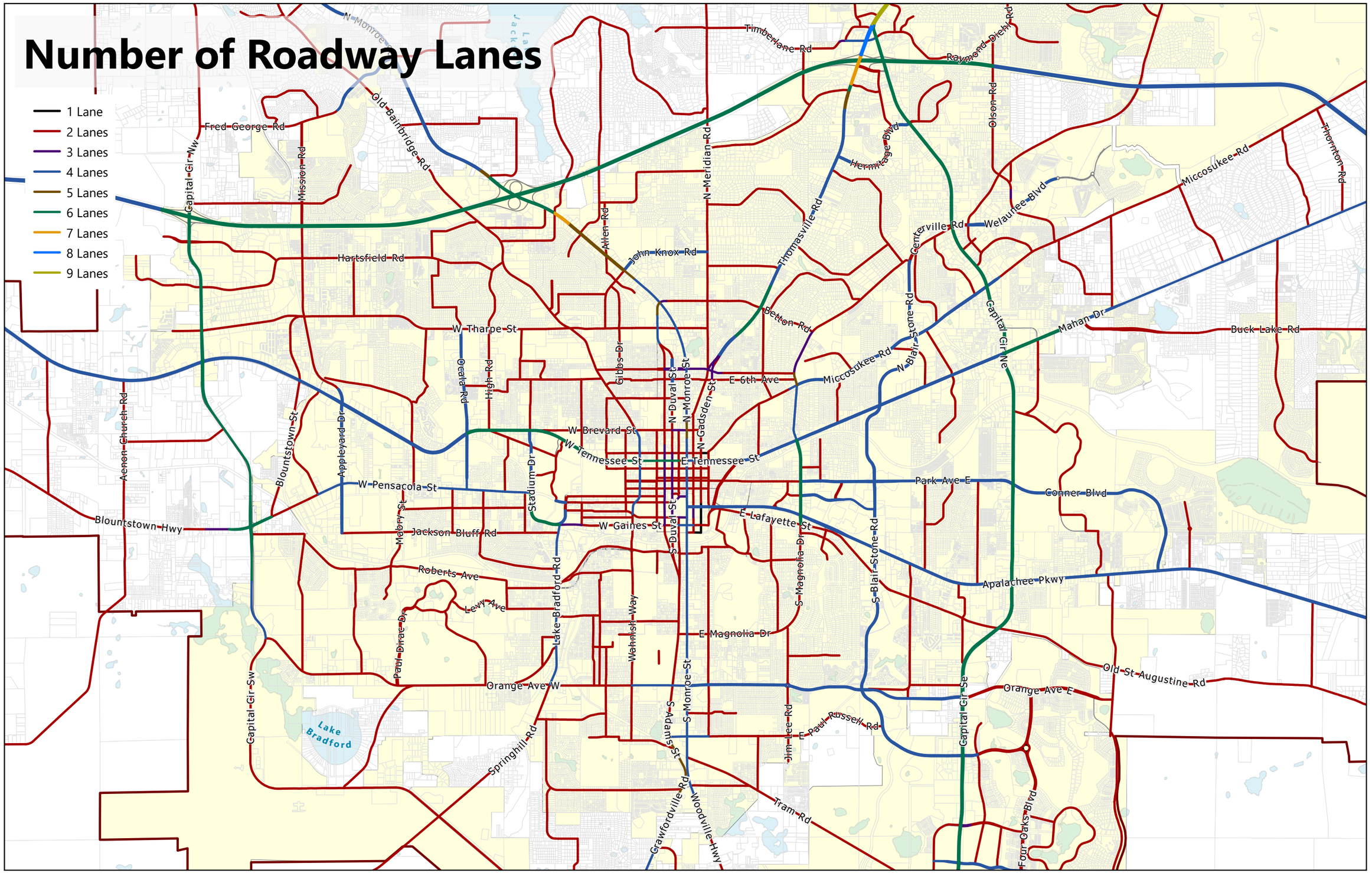
- 6 Lanes
- 7 Lanes
- 8 Lanes
- 9 Lanes



LAND USE

GOALS, OBJECTIVES AND POLICIES

Goal 1: [L] (EFF. 7/16/90)

The Comprehensive Plan shall protect and enhance the quality of life in this community by providing economically sound educational, employment, cultural, recreational, commercial, industrial and professional opportunities to its citizens while channeling inevitable growth into locations and activities that protect the natural and aesthetic environments and residential neighborhoods.

GROWTH MANAGEMENT/ URBAN SERVICES AREA

Objective 1.1: [L] (EFF.7/16/90; REV. EFF. 7/26/06; REV. EFF. 12/24/10)

Direct development to those areas which have in place, or have agreements to provide, the land and water resources, fiscal abilities, and the service capacity to accommodate growth in an environmentally acceptable manner. This shall be accomplished in part through the establishment and maintenance of an Urban Service Area (USA) concept. This Urban Service Area (USA) concept is based upon a desire to have Tallahassee and Leon County grow in a responsible manner, with infrastructure provided economically and efficiently, and surrounding forest and agricultural lands protected from unwarranted and premature conversion to urban land use. An urban service strategy provides for well-managed, orderly growth, which preserves natural resources and promotes fiscal responsibility. The location and size of the USA shall be depicted on the Future Land Use Map and is based upon the area necessary to accommodate 90% of new residential dwelling units within the County by the Plan Horizon; the ability to provide urban infrastructure; and, the presence of environmentally sensitive lands and water bodies, requiring protection from the impacts of urban development.

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

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

Policy 1.1.2: [L] (REV. EFF. 12/10/91)

Improvement of capital infrastructure shall be provided within the designated urban service area and shall be phased over the life of the plan.

Policy 1.1.3: [L] **(REV. EFF. 12/10/91; REV. EFF. 7/26/06)**

Capital infrastructure designed to support urban density outside the Urban Service Area shall be prohibited except as described below. Capital infrastructure which is designed or intended to provide services to the population of the Urban Service Area may be located outside the Urban Service Area. This policy includes but is not limited to landfill, spray irrigation facilities, and inter-county transportation roadways.

Capital improvement projects or expenditures designed to support urban density outside of the Urban Service Area will not occur outside the designated Urban Service Area unless a demonstrated hardship can be shown to occur for existing development or residents as of February 1, 1990. A demonstrated hardship refers to:

- Replacement of existing facilities due to deterioration or destruction from natural disaster.
- A public health and/or safety problem if no improvements are made (example - contaminated water wells).
- Potential of severe environmental degradation if no improvements are made (example - failing septic tanks).

The capacity of these facilities shall be limited to that necessary to serve development existing on or prior to February 1, 1990.

Policy 1.1.4: [L] **(REV. EFF. 7/20/05)**

Central water and sewer may be provided in areas designated as Rural Community, Woodville Rural Community, and enclaves within the Woodville Rural Community designated for Residential Preservation on the future land use map.

Policy 1.1.5: [L] **(EFF. 7/16/90; REV. EFF. 7/26/06)**

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

Policy 1.1.6: [L] **(EFF. 7/16/90)**

Areas within the urban service area will receive urban level capital facilities and services according to the schedule established in the Capital Improvements Element.

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

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

~~I. Land Use~~

~~*Policy 1.1.8: [L]* **(EFF. 7/26/06; REV. EFF. 12/24/10)**~~

~~The size of the USA is related to the projected fiscal capacity of the local government to provide urban infrastructure. An assessment of changing conditions over the 20-year period of the plan is built in through the required seven year Evaluation and Appraisal Report (EAR) and the annual capital improvements process. The integrity of the USA concept is maintained by strict adherence to the premise of not funding or scheduling major capital improvement projects outside the USA, Rural Communities or the Woodville Rural Community in conjunction with a policy of discouraging premature use and underutilization of land designated for urban development. Additionally, the size of the USA should be limited to reflect the ability of the public to provide infrastructure, limitations of environmental constraints and existing development and to provide for a phasing mechanism to the Plan Horizon.~~

~~The area within the USA is sized to accommodate approximately 50% more vacant land than is necessary to accommodate the population growth expected within the USA from 1993 to the Plan Horizon. It is expected that a USA sized 50% larger than our vacant land needs will provide sufficient constraint for growth management policies to be effective, while not over constraining the supply of vacant land.~~

~~*Policy 1.1.9: [L]* **(EFF. 7/26/06)**~~

~~In order to achieve efficient and effective use of infrastructure and land, residential density within the USA shall average no less than 2 dwelling units per gross acre. Some future land use categories may establish higher minimum densities and minimum intensity requirements for nonresidential development. Attainment of minimum densities and intensities will be measured and reported annually and be evaluated at a minimum during subsequent Evaluation and Appraisal Reports and adjustments to the Comprehensive Plan necessary to achieve this measure will be recommended as warranted in the future.~~

~~*Policy 1.1.10: [L]* **(EFF.7/16/90; RENUMBERED EFF. 7/26/06; FORMERLY POLICY 1.1.8.)**~~

~~Compliance with the Conservation Element shall be met prior to consideration of requirements in the Land Use Element.~~

~~*Policy 1.1.11: [L]* **(REV. EFF. 3/14/07; REV. EFF. 1/7/10)**~~

~~The growth management strategy of the Tallahassee-Leon County Comprehensive Plan is designed to be implemented by a series of instruments which include:~~

~~1) An **Urban Service Area** strategy to guide and coordinate land use densities and intensities with the availability of capital infrastructure and to discourage urban sprawl.~~

~~2) A **Land Use Map** to graphically distribute broad categories of land use and allowable densities and intensities. In conjunction with the Land Use Map, an environmental overlay system has been included which depicts the general~~

location of environmental features which are to be preserved as required by the Conservation Element, or to which development limitations will apply as identified in the Conservation Element.

3) A **Future Right-of-Way Needs Map** to graphically represent planned future transportation projects in the City of Tallahassee (City) and Leon County (County) and a table of projects indicating the project termini and access classifications. This map, table, and corresponding land development regulations are intended to provide a basis for coordinating new development with the provision of transportation facilities by designating corridors where the construction and improvement of transportation facilities is expected. Objectives and policies related to the Future Right-of-Way Needs Map are provided in the Transportation Element. **(EFF. 7/1/04)**

4) **Commercial Site Location** standards, which apply to certain Future Land Use Categories other than Central Core, Central Urban, Village Mixed Use, Suburban, Bradfordville Mixed Use, Planned Development and Woodville Rural Community shall be implemented through the Land Development Regulations, are intended to integrate commercial land uses into the transportation network and development patterns in order to assure accessibility by the general public. **(REV. EFF. 3/14/07; REV. EFF. 1/7/10)**

5) **Land Use Category Summaries** for each Future Land Use which in conjunction with the land use map provide the allowable densities and intensities of uses use on specific sites.

6) The **Planned Development Future Land Use Category** applies to large land holdings that will be developed for a mix of land uses. **(REV. EFF. 3/14/07)**

7) Descriptions of eight different **Mixed Use development patterns** which establish development pattern intent, allowed density and intensity, development pattern location criteria, and development pattern access criteria within the Bradfordville Mixed Use Category (see Objective 1.7) **(REV. EFF. 3/14/07)**

8) **Goals, Objectives and Policies** which further add guidance by outlining courses of action to be taken in conjunction within the instruments listed above to further assure implementation.

These instruments do not act independently of each other. Rather, they combine to form a set of parameters in which land use decisions are made consistent with a growth management strategy designed to address the issues important to the community.

Policy 1.1.12: [L] **(EFF. 8/9/12)**

The parcel shown on the map below at the intersection of I-10 and US Highway 90 is within the designated Urban Service Area (USA), as defined in Section 163.3164(50), Florida Statutes, having public services and facilities, including, but not limited to, central water and sewer capacity and roads. As a parcel within a designated statutory USA, proposed development within the parcel is exempt from the development of regional impact process pursuant to Section 380.06(29)(c)3, Florida Statutes. As part of this

exemption, any future development on the subject parcels shall, in addition to applicable Comprehensive Plan policies, address the following objectives:

(a) Provide opportunities for a "main street" component that allows on street parking,

(b) Provide landscaping, buffering and screening or any of the three options for aesthetic enhancements if building facades are not oriented towards Thornton Road and US 90,

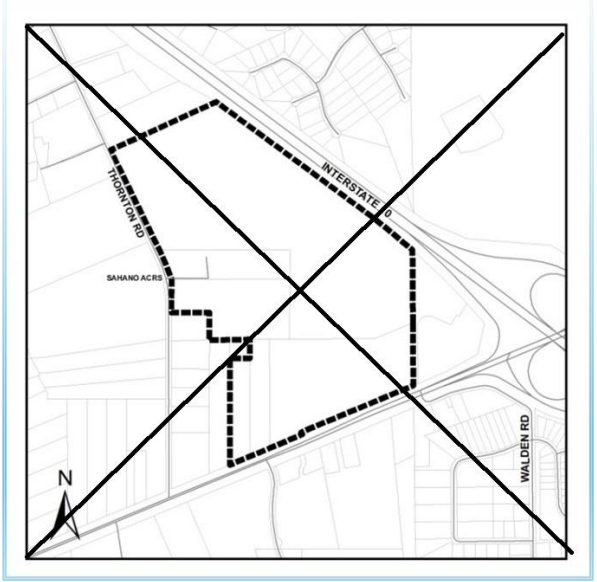
(c) Incorporate storm water management facilities and natural features as amenities into the project's overall design concept,

(d) Incorporate a consistent design theme for freestanding signage throughout the property,

(e) Coordination of appropriate location for mass transit stops and pedestrian connections to development on the property at the time of development,

(f) Buildings will incorporate architectural features and patterns that provide visual interest such as building facades that are not uniform in mass or scale and height and pedestrian scale facade treatments such as canopies, overhangs, arcades, gabled entryways, and porticos.

Map 1: I-10 and Mahan US 90 DRI Exemption Area



DEVELOPMENT IN RELATION TO ENVIRONMENTAL CONSTRAINTS

Objective 1.2: [L](EFF. 7/16/90; REV. EFF. 4/10/09)

Coordinate the location of land uses with local soil conditions, topography, and aquifer vulnerability as well as available services.

~~*Policy 1.2.1: [L] Leon County only* **(EFF. 7/16/90)**~~

~~Emphasize land use location that minimizes topographical changes. The proposed land use should fit the site location. The location should not be substantially altered to fit the proposed land use.~~

~~*Policy 1.2.1: [L] City of Tallahassee only* **(REV. EFF. 7/1/04)**~~

~~Emphasize land use location that minimizes topographical changes. The proposed land use should fit the site location. The location should not be substantially altered to fit the proposed land use, unless an off-site mitigation plan for the development of a site with significant grades has been approved. Such off-site mitigation plans shall recognize the contribution of preserved significant grades to community character, ameliorating the impacts of stormwater, and providing conditions for native plant communities.~~

~~*Policy 1.2.2: [L] Leon County only* **(REV. EFF. 9/19/91)**~~

~~The type, intensity and structural design of any development proposed for a site shall be appropriate to the existing natural topography. Site alterations will be limited to the absolute minimum necessary to develop a site safely. Design criteria in the land development regulations will emphasize site designs that fit the topography, not changing the topography to fit the design. Minimum grade changes typically associated with site development include those necessary for the safety of a building including parking, road right-of -way, handicapped access or utilities. Criteria for approval of development in areas with significant and severe grades will be limited to the type of land use that requires the least disturbance of sloped areas.~~

~~*Policy 1.2.2: [L] City of Tallahassee only* **(REV. EFF. 7/1/04)**~~

~~The type, intensity and structural design of any development proposed for a site shall be appropriate to the existing natural topography. Site alterations will be limited to the absolute minimum necessary to develop a site safely. Design criteria in the land development regulations will emphasize site designs that fit the topography, not changing the topography to fit the design, unless an off-site mitigation plan for the development of a site with significant grades has been approved. Minimum grade changes typically associated with site development include those necessary for the safety of a building including parking, road right-of -way, handicapped access or utilities. Criteria for approval of development in areas with significant and severe grades will be limited to the type of land use that requires the least disturbance of sloped areas.~~

~~*Policy 1.2.3: [L]* **(REV. EFF. 12/7/99)**~~

(a) The local governments shall maintain a map indicating the locations of all known operating and abandoned land fill sites. As the location of additional abandoned land fill sites become known, this map shall be revised accordingly.

(b) By 2001, local government will include requirements in their land development regulations that the development of any property within a mapped landfill site shall be required to submit information relating to the subsurface geology of the property necessary to assure that future development of the site will not adversely impact the health, safety or welfare of the public.

(c) By 2001, local governments will include requirements in their land development regulations that regulate the location of stormwater facilities or conveyance systems within any abandoned landfills.

Policy 1.2.4: [L] **(EFF. 4/10/09)**

By 2010, local government shall adopt in the Land Development Regulations a mapped Primary Spring Protection Zone for Wakulla Springs based on the Leon County Aquifer Vulnerability Assessment. Accompanying land development regulations for the Primary Spring Protection Zone shall be developed as indicated in Policy 4.2.5 of the Conservation Element to aid in the protection of Wakulla Springs. These efforts shall be coordinated with Wakulla County.

Policy 1.2.5: [L] **(EFF. 4/10/09)**

1. By 2014, local government shall develop and maintain as part of the local geographic information system database areas of known hazards.
2. By 2014, local government will include requirements in their land development regulations that mitigate and/or prevent future development in areas of known hazards. The land development regulations shall also contain provisions for the mitigation of existing development in areas of known hazards so as to prevent repetitive hazard losses.

LEVEL OF SERVICE (REGULATIONS)

Objective 1.3: [L] **(EFF. 7/16/90)**

Achieve and maintain the adopted level of service standards set forth within the Tallahassee-Leon County Comprehensive Plan.

Policy 1.3.1: [L] **(EFF. 7/16/90)**

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

Policy 1.3.2: [L] **(REV. EFF. 12/16/94)**

Residential density and/or non-residential intensity of development allowed for individual sites shall be determined by the degree of compliance with the goals, objectives and policies of the Comprehensive Plan and the land use development matrix, which is intended to be a pictorial representation of existing policies in the plan, as implemented by the land development regulations. Overall densities and intensities should be consistent with capital facilities and services being available at the adopted level.

Policy 1.3.3: [L] **(REV. EFF. 12/10/91)**

Environmental and development ordinances shall include the following:

(a) Explicit and strict protection of environmentally sensitive areas, thus minimizing future costs to taxpayers by prohibiting unsound uses; and

(b) Availability and use of the conservation and preservation overlays as detailed in the Conservation Element prior to the issuance of development orders.

(c) Apportioning development costs so that those fees collected from the existing population be applied to elimination of current "deficits" in levels of service, while those fees collected in new developments are applied to maintain levels of service established by the entire community. Maintenance and enhancements to the adopted levels of service shall be the responsibility of both. This policy shall not preclude new development paying toward current deficits if such an arrangement can be worked out between the local government and the developer.

(d) Policies and procedures in the land development regulations shall ensure that the range of development types by percentage distribution are monitored and maintained.

This policy shall not preclude new development paying toward current deficits if such an arrangement can be worked out between the local government and the developer.

Policy 1.3.4: [L] **(DEL. EFF. 3/14/07)**

Reserved

LAND DEVELOPMENT REGULATIONS

Objective 1.4: [L] **(REV. EFF. 7/20/05)**

Maintain a set of specific and detailed Land Development Regulations, which implement and are consistent with the goals, objectives and policies of the Tallahassee-Leon County Comprehensive Plan.

Policy 1.4.1: [L] **(REV. EFF. 12/10/91)**

Density and intensity incentives shall be established within the required land development regulations to encourage growth in areas which minimize and mitigate development's negative impact on the natural and aesthetic environment.

Policy 1.4.2: [L] **(REV. EFF. 12/16/94; REV. EFF. 1/7/10)**

The Comprehensive Plan shall establish guidelines for the application of traditional zoning districts in order to implement a future land use regulatory system that is more predicable than area wide application of mixed use performance zoning. These traditional zoning districts shall specify a range of allowable land use within each district. In certain land use designations, mixed use performance zoning will be retained to integrate land uses which may be otherwise incompatible. Development regulations shall include development and design standards. Allowed land uses within a future land use category shall be implemented by one or more specific zoning districts consistent with the intent of a future land use category. The development and application of specific zoning districts to a zoning map implementing the Comprehensive Plan shall be based upon furthering the intent of the Comprehensive Plan:

(a) Zoning district use classifications shall be developed, based upon the Comprehensive Plan, existing land use patterns, previous zoning which continues to direct land use and development standards, and accepted guidelines for land use impact classifications and service requirements;

(b) Specific zoning districts shall be implemented through the application of the zoning district classification system as guided by the Comprehensive Plan.

(c) All zoning decisions will be made by the governing Commission based upon a finding of the furthering of and consistency with the intent of the Comprehensive Plan, in recognition of Land Use Policy 1.1.10, which establishes the supremacy of the Conservation Element.

(d) Specific zoning districts will be applied within the Urban Service Area except for University Transition, Activity Center, Central Urban, Central Core land use designations and Mixed Use parcels greater than 200 acres in area. Extension of site specific zoning beyond the Urban Service Area and to other areas is consistent with the intent of the Comprehensive Plan.

Policy 1.4.3: [L] **(DEL. EFF. 7/25/03)**

Reserved

Policy 1.4.4: [L] **(DEL. EFF. 7/20/05)**

Reserved

Policy 1.4.5: [L] **(REV. EFF. 3/14/07)**

The Tallahassee-Leon County Comprehensive Plan, its future land use map and future land use categories as defined within the Plan, the land use summary charts which are intended to be a pictorial representation of existing policies in the comprehensive plan, and land development regulations adopted by local government as provided in the Plan shall in combination provide a unified system for the regulation of land use. Land use

regulations shall be consistent with the intended functions, land uses and intensity of the land use category designated on the future land use map.

(a) Any requested text amendment to the Comprehensive Plan shall be evaluated for consistency with the overall intent of the adopted Goals, Objectives, and Policies of the Plan;

(b) Any requested amendment to the Future Land Use Map shall be evaluated for consistency with the adopted Goals, Objectives, and Policies of the Plan as well as consistency with and the furtherance of the intent of the requested future land use category;

(c) Any request for a change in zoning use classification and specific zoning district mapping within a future land use category shall be evaluated for consistency with the adopted Goals, Objectives, and Policies of the Plan as well as consistency with and the furtherance of the intent of the future land use category in which it is located;

(d) The determination that a particular land use is permitted within a zoning district shall be made based upon a listing of allowable land uses within a zoning district or that an unlisted land use is substantially similar to allowable uses within the same district.

Policy 1.4.6: [L] **(EFF. 7/16/90; REV. EFF. 4/10/09)**

By 2014, land development regulations will include standards for the regulation of future land use categories, subdivision, signage, and areas subject to seasonal or periodic flooding and areas of known hazards. Regulations concerning areas subject to seasonal or periodic flooding shall be consistent with all applicable state and federal regulations.

Policy 1.4.7: [L] **(EFF. 7/16/90)**

The adopted land development regulations shall include requirements for stormwater management, open space, and convenient on-site traffic flow (including need).

Policy 1.4.8: [L] **(EFF. 7/16/90)**

The land use development matrix shall be adopted as part of the comprehensive plan and shall in conjunction with the future land use map and the goals, objectives and policies contained within the individual elements be used in evaluating future land use decisions.

Policy 1.4.9: [L] **(EFF. 7/16/90)**

Changes in classification of highways and streets that affect the allowable uses of property as set forth in the land development matrix and the comprehensive plan shall be considered plan amendments and shall be required to follow the plan amendment process.

~~*Policy 1.4.10: [L]* **(REV. EFF. 12/16/94)**~~

~~The land development regulations shall provide for zoning districts which shall indicate which land uses are allowed, prohibited, or conditional with specified constraints consistent with the criteria set forth in the narrative intent of the future land use categories, the land use development matrix which is intended to be a pictorial representation of existing policies in the Comprehensive Plan, and the Goals, Objectives, and Policies of the Comprehensive Plan.~~

(a) ~~In those future land use categories that encourage a mixing of land uses, the land development regulations shall contain provisions that facilitate multiple land uses within the same site, the same development, or the same structure.~~

(b) ~~When appropriate, the land development regulations may provide for zoning districts that allow for two or more land use types, consistent with the intent of the future land use category.~~

(c) ~~The land development regulations may also provide for zoning districts that further divide any of the allowed land use types into two or more subsets.~~

~~*Policy 1.4.11: [L]* **(EFF. 9/19/91)**~~

~~The land development regulations shall include standards and criteria such as minimum open space requirements (between 25% and 10% depending on the land use and existing vegetation), internal circulation and minimum setbacks and buffers for uncomplimentary land uses. These buffer requirements will contain buffer widths between land uses, required number of trees and shrubs per linear foot of buffer, opacity of the buffer, etc. Additional buffering requirements may be related to Planned Unit Developments (PUDs).~~

~~*Policy 1.4.12: [L]* **(EFF. 9/19/91)**~~

(a) ~~The intent of Site Plan and PUD planning and design requirements shall be to encourage and require the development of urban living and work spaces that minimize impacts to the natural environment. Environmental impacts shall be minimized through the development and redevelopment of compact and efficient urban land use patterns that closely integrate living and work spaces while maintaining compatibility through specified performance design criteria. Neighborhood and inter-site compatibility shall be implemented through site planning and design criteria that require objectionable impacts of particular land use activities to be internally located within site or building designs, rather than relying exclusively on standard landscape and setback buffering methods to reduce perimeter oriented objectionable impacts.~~

(b) ~~Objectionable impacts of service and delivery areas, refuse and recycling collection areas, as well as the outdoor storage and work areas generally associated with commercial and residential buildings shall be planned to minimize off-site impacts.~~

(c) ~~Site Plan and PUD requirements shall minimize impacts to the natural environment resulting from urban sprawl by not only identifying and protecting~~

environmentally sensitive lands, but just as importantly by limiting urban sprawl into less environmentally sensitive lands through the implementation of compact and efficient urban development and redevelopment.

Policy 1.4.13: [L] **(REV. EFF. 3/14/07)**

The intent of designating roads as nonresidential is to recognize existing nonresidential development patterns and to allow for planned mixed-use or nonresidential developments. As such, street access requirements contained in the Land Use Summary Charts are waived for those streets designated as nonresidential by clearly defining areas where existing development patterns will be allowed to continue. It also serves to protect residential and residential components such as elementary schools and neighborhood parks from adverse impacts of nonresidential development as well as protecting nonresidential development from the encroachment of residential uses.

The designation of a nonresidential street does not exempt any potential development along the street from further concurrency or consistency review.

Roadway access limitations and locational criteria from the nonresidential road classification system do not apply to the Woodville Rural Community, Suburban, Bradfordville Mixed Use, Planned Development, Village Mixed Use and Urban Residential 2 Future Land Use Categories. Roadway access limitations and locational criteria for these categories shall be established in Land Development Regulations.

Policy 1.4.14: [L] **(EFF. 8/17/92)**

Compile a list and waive access standards for non-residential minor collector and local streets based on the following criteria:

a) It is part of a platted non-residential subdivision.

b) It is part of an approved PUD.

c) It has over 66% of its developed frontage in non-residential land uses and essentially functions as an access road for these developments. The designation of these streets is a recognition of existing development patterns and is intended to permit future development compatible with existing land uses and consistent with road capacity and design. These streets will be reviewed by the respective elected Commission on a case by case basis and may be designated as non-residential streets.

A segment of a road, meeting the above criteria, may be designated a non-residential if it will not result in non-residential traffic impacting residential areas on other segments of the road or in the adjacent area. (A segment is the road length between two intersecting roads).

Policy 1.4.15: [L] **(EFF. 8/17/92; REV. EFF. 5/31/18)**

Waive access standards for heavy industrial land uses within the Heavy Industrial Future Land Use category and Industry and Mining Future Land Use category. This will be done

in conjunction with adopting a policy which waives local and minor collector access standards for all planned industrial and commercial development.

Policy 1.4.16: [L] **(EFF. 8/17/92)**

Unless otherwise specifically stated, all time lines stated in the Comprehensive Plan are intended to mean by December 31 of the stated year.

Policy 1.4.17: [L] (City of Tallahassee only) **(EFF. 8/17/92; REV. EFF. 6/6/08)**

New minor office uses may be permitted access to a local residential street in the Central Urban and University Transition land use categories within the city limits of Tallahassee so long as site design complies with land development regulations to mitigate potential incompatibility with residential land use in the vicinity.

Policy 1.4.18: [L] (City of Tallahassee only) **(REV. EFF. 3/14/07; REV. EFF. 6/6/08)**

New minor commercial uses shall not be permitted access to a local residential street within the city limits of Tallahassee. This limitation shall not apply to the Bradfordville Mixed Use, Suburban, Planned Development, Central Urban, University Transition, and Village Mixed Use Categories which establish street access standards by Land Development Regulations.

Policy 1.4.19: [L] **(EFF. 1/19/02)**

New commercial, office and residential land uses within the Gaines Street Corridor Study Area may be permitted access to any street classification or designation. Access limitations may be further restricted based on the Gaines Street Revitalization plan.

Policy 1.4.20: [L] **(REV. EFF. 7/25/03)**

Community services which are religious facilities to be used solely for religious functions, volunteer fire stations in the Rural or Agriculture/Silviculture/Conservation future land use categories, and community services that are operated by public agencies and are located outside of the Urban Service Area may be permitted access onto a local street only after a higher level of review as specified in the Land Development Regulations. Land development regulations shall require site design criteria addressing impacts which include, but are not limited to: peak use traffic, noise, building orientation and setbacks or any other potential negative impacts affecting adjacent residential uses or the residential character of the surrounding area. Religious facilities that have day care, recreation facilities, schools, or other similar ancillary activities shall not be permitted to access a local street.

Policy 1.4.21: [L] **(EFF. 7/1/94; REV. EFF. 7/20/05)**

The land development regulations shall provide for minor and major office uses, minor commercial uses, and low and medium density residential uses with access to minor collector streets and, in specific instances, to local streets, as well as the relaxation of parking, landscape, and buffering standards to encourage a wider variety of uses and greater range of economic development opportunities in the Central Urban future land use category, without creating conditions leading to the conversion of midtown residential enclaves, which although not meeting all of the criteria for inclusion in and protection by the Residential Preservation future land use category, remain viable for residential use and provide important housing opportunities in close proximity to the downtown area, the universities, and employment centers.

The intent of these land development regulations is to promote the infill of vacant blocks and tracts and/or the redevelopment of existing non-residential areas. These additional land development regulations shall also establish criteria to avoid creation of low-density residential enclaves for neighborhoods that satisfy some but not most of the general criteria for the Residential Preservation category.

To facilitate this, the land development regulations shall, at a minimum, provide the following techniques: allowing utilization of the Urban Planned Unit Development zoning district; allowing for the establishment of *Live-work units* with access to any (functional) classification of street; and, allowing for the establishment of proprietary zoning districts tailored to fit neighborhood or sub-neighborhood conditions, reflecting local preferences and incorporating applicable restrictions for mitigating impacts relating to allowable use, traffic circulation and access design, parking, building design, orientation, and height.

Policy 1.4.22: [L] **(EFF. 7/1/04)**

Waive all street access, intersection and adjoining use restrictions for allowed uses internal to the Activity Center future land use category. The exception to this policy is that access shall be prohibited to any local street within a recorded or unrecorded residentially platted subdivision. It is not the intent of this policy to waive landscaping or buffer requirements.

Policy 1.4.23: [L] **(EFF. 7/1/04)**

By 2005, the Tallahassee-Leon County Comprehensive Plan and the implementing City and County land development regulations shall include provisions relating to regional recreational facilities. These regulations shall establish a definition of regional recreational facilities and shall specify the Future Land Use Map categories and zoning districts that regional recreational facilities are allowable with and shall require a greater level of review and additional site design criteria to address the off-site impacts of regional recreation uses. Impacts addressed shall include, but be not limited to: peak use traffic, hours of operation, lighting, noise, building orientation, buffers and setbacks, or any other potential negative impacts of such uses affecting adjacent or nearby residential uses or residential character of the nearby area.

NON-CONFORMING USES AND NONCOMPLYING CHARACTERISTICS

Objective 1.5: [L] (EFF. 7/16/90)

Provide a procedure within the land development regulations which will substantially mitigate or lead to the eventual elimination of nonconforming land uses created by the adoption of this plan.

Policy 1.5.1: [L] (REV. EFF. 6/28/95)

Existing land uses which are nonconforming to the Comprehensive Plan may be reviewed by the local government at the request of the owner in order to determine the degree on nonconformity. The review may result in:

1) A determination that the impact of the nonconformity is minimal upon surrounding conforming land use and is not detrimental to the public health, safety and welfare and as a result, the nonconforming status is waived; or

2) A determination that the impact of the nonconformity may be substantially mitigated in which the development may attain conforming status by implementing the required mitigation steps; or

3) A determination that the nonconformity has substantial impacts which may not be overcome by any mitigation procedures and as such the development shall remain in a nonconforming status and such use shall terminate according to law.

Policy 1.5.2: [L] (EFF. 6/28/95)

A legally established single family residential use shall be considered a conforming use of land in all Comprehensive Plan land use designations. However, this conforming status shall not be interpreted to preclude the use of property adjoining a low density use for an otherwise permitted non-residential use if the low density residential use accesses an arterial or major collector roadway.

Policy 1.5.3: [L] (DEL. EFF. 8/1/07)

Reserved

Policy 1.5.4: [L] (EFF. 6/28/95)

The local government shall implement development regulations which distinguish between nonconforming uses which are to be terminated or amortized, and nonconforming uses in nonresidential designations which may continue, but not be expanded.

Policy 1.5.5: [L] (EFF. 6/28/95)

The local government shall implement development regulations which distinguish between nonconforming use of property and noncomplying physical characteristics or features of the use. This procedure shall allow for the continued conforming use of the

noncomplying physical features, and shall require correction of non-structural, noncomplying physical features prior to any conforming expansion of use.

Objective 1.6: [L] (Eff. 6/28/95; Del. Eff. 1/7/10)

Reserved

Bradfordville Mixed Use Development Patterns (applies to Bradfordville Study Area Only)

Objective 1.7: [L] (Rev. Eff. 3/14/07)

The Comprehensive Plan provides an overall vision for the community. The arrangement of land uses is a major factor in achieving this vision. Within the Bradfordville Mixed Use Future Land Use Category, land uses may be further separated to achieve efficient and environmentally sound development patterns and to promote the Plan's overall vision. This objective and its policies describe the development patterns associated with the Bradfordville Mixed Use Future Land Use Category.

The following statements of intent express, in part, the overall vision of the community as established in the Comprehensive Plan. These statements of intent explain the basis for the development patterns described in the following policies and shall be achieved through the zoning process and other Land Development Regulations as appropriate. Application of these development patterns in combination with each other is expected to achieve these intents. Individual development patterns may only partially achieve the following purposes:

a) Provide opportunity for residential, shopping, employment, education and recreation use within walking distance of each other;

b) Promote higher density housing and concentrations of nonresidential activity in close proximity to each other;

c) Provide for a range of housing opportunities which does not isolate families or individuals based upon age, income or race;

d) Ensure that mapping of zoning districts is consistent the long term protection of environmental features;

e) Ensure that mapping of zoning districts will be appropriate to location, access and surrounding land use;

f) Ensure that mapping of zoning districts is consistent with the phasing and availability of infrastructure;

g) Encourage a mix of complimentary land uses and concentrations of mixed use development in appropriate locations;

h) Promote development patterns which reduce trip length and/or the need for private automobile travel;

i) Ensure that zoning implementation does not promote sprawl development, nor concentrations of single use development; and

j) Scale development densities and intensities to provide a range of appropriately located development patterns.

Policy 1.7.1: [L] **(REV. EFF. 3/14/07)**

Low Density Residential Development Pattern

INTENT–The low density residential development pattern is intended to provide for a wide range of housing types and opportunities within the low density range. It is also intended that community facilities (Recreation, Community Services and Light Infrastructure) related to residential use be allowed. Some low density residential areas may be restricted to limited density zoning due to existing development patterns, or environmental or utility constraints, while other areas may have zoning districts that allow for a broad range of density.

DENSITY/INTENSITY–Areas designated Low Density Residential shall not have a gross density greater than 8 dwelling units per acre. Nonresidential development shall not have a gross building area exceeding 10,000 square feet per acre.

LOCATION–Bradfordville Mixed Use Area is appropriate for zoning Low Density Residential development patterns. Other areas appropriate for zoning Low Density Residential activities may include: Areas in Bradfordville Mixed Use where intensity of uses is constrained or limited due to environmental features or lack of adequate infrastructure; and Bradfordville Mixed Use areas in proximity to Village Centers. Land Development Regulations shall establish access criteria for community facilities to assure their appropriate location.

ACCESS–Areas zoned for the Low Density Residential development pattern shall have public street access.

Policy 1.7.2: [L] **(REV. EFF. 3/14/07)**

Medium Density Residential Development Pattern

INTENT–The Medium Density Residential development pattern is intended to encourage a wide range of medium density housing opportunities in close proximity to more intensive nonresidential uses, both which can be efficiently served by existing or planned infrastructure, including mass transit. It is also intended that community facilities (Recreation, Community Services and Light Infrastructure) related to residential use be allowed.

DENSITY/INTENSITY–Areas designated Medium Density Residential shall not have a gross density greater than 16 dwelling units per acre. Minimum density shall be 6 dwelling units per acre unless constraints of concurrency or natural features would preclude attainment of the minimum density. Nonresidential development shall not have a gross building area exceeding 20,000 square feet per acre.

LOCATION–Areas designated Bradfordville Mixed Use on the Future Land Use Map are appropriate for zoning of Medium Density Residential Areas. Additional criteria for zoning are as follows: Areas of existing medium density development; Areas of transition from more intensive use to Low Density Residential and Residential Preservation; Areas in proximity to higher intensity uses; Areas served by mass transit service; Areas in

proximity to community schools, parks, and public greenways; Areas along arterial and collector roadways; and Areas adjacent to the Village Center, Suburban Corridor, and Urban Pedestrian Center Mixed Use development patterns. Land Development Regulations shall establish access criteria for community facilities to assure their appropriate location.

ACCESS – Areas zoned for the Medium Density Residential development pattern shall have access to an arterial or collector roadway.

Policy 1.7.3: [L] **(REV. EFF. 3/14/07)**

Low Density Residential Office Development Pattern

INTENT–The Low Density Residential Office development pattern is intended to provide areas for office employment and residential uses in close proximity to each other. While conversion of existing residential structures on arterial and collector streets to office use is a situation where this development pattern will be applied, this development pattern should not be applied to such an extent that it would disrupt the viability of residential neighborhoods and adjacent residential properties. Zoning districts will be created to distinguish Residential Office areas by density and intensity, so that developments are scaled appropriately to their setting. It is also intended that community facilities (Recreation, Community Services and Light Infrastructure) related to residential or office use be allowed in a manner which would ensure the protection of adjacent uses.

DENSITY/INTENSITY–Redevelopment or reuse of existing residential or office uses in this development pattern shall have a maximum gross density of eight dwelling units per acre and/or an intensity not to exceed the floor area of the existing structure. New development in the Low Density Residential Office Development Pattern shall have a maximum gross density of eight dwelling units per acre and nonresidential gross building area shall not exceed 10,000 square feet per acre and non-residential gross building area shall not exceed 10,000 square feet per acre. For mixes of residential and non-residential development on one parcel an overall limit to building floor area will be set at 12,500 square feet per acre.

LOCATION–Bradfordville Mixed Use areas are appropriate for zoning of Low Density Residential Office for low density/low intensity uses. Additional criteria are as follows: Transition areas between Medium Density Residential, Village Center, and Urban Pedestrian Center Mixed Use development patterns to Low Density Residential and Residential Preservation; and Transitional land use areas along arterial and collector roadways and Areas of Low Density Residential Office as a principal land use along arterial and collector roadways.

ACCESS–Areas zoned for the Low Density Residential Office development pattern shall have access to an arterial or collector roadway.

Policy 1.7.4: [L] **(REV. EFF. 3/14/07)**

Medium Density Residential Office Development Pattern

INTENT–The Medium Density Residential Office development pattern is intended to provide areas for office employment and residential uses in close proximity to each other.

The Residential Office development pattern is intended in some locations to serve as an employment and residential area with medium densities and intensities. Zoning districts will be created to distinguish Medium Density Residential Office areas by density and intensity, so that developments are scaled appropriately to their setting. It is also intended that community facilities (Recreation, Community Services, Light Infrastructure and Post-Secondary Schools) related to residential or office use be allowed in a manner which would ensure the protection of adjacent uses. Ancillary first floor commercial use may also be permitted in Medium Density Residential Office.

DENSITY/INTENSITY–Residential use within this development pattern shall have a minimum density of 6 dwelling units per acre unless constraints of concurrency or natural features would preclude attainment of the minimum density and a maximum density of 16 dwelling units per acre in Bradfordville Mixed Use and nonresidential use shall not have a gross building area exceeding 20,000 square feet per acre.

LOCATION–Bradfordville Mixed Use areas are appropriate for zoning of Medium Density Residential Office density medium intensity uses. Additional criteria for mapping these areas are as follows: Areas of existing offices and multi-family uses; Areas adjacent to Medium Density Residential, Village Center, Suburban Corridor, and Urban Pedestrian Center Mixed Use development patterns; and Areas of Medium Density Residential Office as a principal land use along arterial and collector roadways.

ACCESS - Areas zoned for the Medium Density Residential Office development pattern shall have access to an arterial or collector roadway.

Policy 1.7.5: [L] **(REV. EFF. 3/14/07)**

Village Center Development Pattern

INTENT–The Village Center development pattern is intended to provide locations for offices and commercial uses which provide goods and services, that people frequently use, in close proximity to their homes. Village Centers are intended to be compact and not promote strip commercial development; therefore, zoning districts implementing this development pattern will include limitations on arterial and collector street frontage and maximum development pattern size, not to exceed 20 acres and 200,000 square feet of commercial use per parcel, except a Village Center may be as large as 30 acres if its gross square footage does not exceed 250,000 square feet. Village Centers are characterized by a scale and design that is compatible with nearby residential areas and zoning districts implementing this development pattern will include appropriate development standards. Zoning districts may include additional thresholds in order to size Village Centers in relation to the needs of the surrounding area. It is also intended that community facilities (Recreation, Community Services and Light Infrastructure) related to the principal use of this development pattern be allowed in a manner which would ensure the protection of adjacent uses.

DENSITY/INTENSITY–Nonresidential development shall not exceed 12,500 square feet of a gross building area per acre for Village Centers 20 acres and less. Nonresidential development shall not exceed 250,000 square feet of gross building area for Village Centers from 20 to 30 acres in size. Residential use is permitted on the second floor and

above, above office or commercial use, up to a maximum density of sixteen dwelling units per acre.

LOCATION–Bradfordville Mixed Use areas are appropriate for zoning Village Centers. Additional criteria for zoning these areas are as follows: Areas adjacent to low and medium density residential development; and Areas adjacent to the Residential Preservation Future Land Use category and Low Density Residential, Medium Density Residential, Suburban Corridor, and Urban Pedestrian Center Corridor Mixed Use development patterns.

ACCESS–Areas zoned for the Village Center development pattern shall have access to an arterial or collector roadway.

Policy 1.7.6: [L] **(REV. EFF. 3/14/07)**

Suburban Corridor Development Pattern

INTENT–The Suburban Corridor development pattern is intended to accommodate existing development patterns representing a broad range of commercial, light industrial, and office uses which typically serve a regional or sub-regional population. Office use, and commercial use up to 200,000 square feet per parcel is allowed. Medium density residential use is also appropriate within this development pattern in order to promote a living working environment and make efficient use of infrastructure. It is also intended that community facilities (Recreation, Community Services and Light and Heavy Infrastructure) be allowed. Suburban Corridors are characterized by a linear pattern of single use development along arterial roadways, low floor area ratios and large impervious surface parking areas which are generally larger than the use that they serve. This pattern of development makes inefficient use of infrastructure and has a disproportionate impact upon the environment. Increases in land area zoned for the Suburban Corridor to accommodate a single use development are inconsistent with the Comprehensive Plan, except for increases in areas zoned for Suburban Corridor which permit an allowed use with an existing structure to expand. The intent of this exception is to encourage the continued use of existing structures, rather than the relocation of business to outlying locations. Reusing existing single use sites for multiple use developments, adding new uses to single use sites and/or new multiple use developments in the Suburban Corridor that share parking facilities, have parking structures and/or have high floor area ratios shall be facilitated by Land Development Regulations.

DENSITY/INTENSITY–Nonresidential development shall not have a gross building area exceeding 25,000 square feet per acre. Residential use shall not exceed sixteen dwelling units per acre. Storage areas within buildings, warehouses, mini-warehouses and self-storage facilities may have a gross floor area up to 50,000 square feet per acre.

LOCATION–Bradfordville Mixed Use areas, which already exhibit the type of uses and intensity associated with the Suburban Corridor development pattern may be appropriate to be zoned Suburban Corridor. An increase in the area designated for Suburban Corridor may occur through limited expansion of the existing Suburban Corridors. In deciding whether to expand an existing Suburban Corridor, the following criteria shall be considered: Lack of suitably located land which can accommodate the Suburban Corridor development pattern; and Access to arterials with high traffic volumes, surrounded by

relatively low density and intensity uses, such as the Residential Preservation Future Land Use Category and Low Density Residential development pattern. Land Development Regulations shall establish access criteria for community facilities to assure their appropriate location. Expanding existing or establishing new Suburban Corridors shall require demonstration that more than one land use will be included in the expansion area.

ACCESS—Areas zoned for the Suburban Corridor development pattern shall have access to an arterial roadway.

Policy 1.7.7: [L] **(REV. EFF. 3/14/07; REV. EFF. 12/24/10)**

Urban Pedestrian Center Development Pattern

INTENT–The Urban Pedestrian Center is intended to encourage compact, linear and pedestrian scale urban development along arterial roadways that provide a wide range of uses and activities to serve both the corridor itself and surrounding areas. Although some areas within the Urban Pedestrian Center are currently of lower density and intensity, it is intended that Urban Pedestrian Centers will develop and redevelop with higher densities and floor area ratios. The arterial roadway along which the Urban Pedestrian Center is located is characterized by relatively high volume traffic with lower traffic speeds and served by mass transit. Zoning districts which implement the Urban Pedestrian Center will include urban design standards which establish criteria that will promote pedestrian activity. It is also intended that community facilities (Recreation, Community Services and Light Infrastructure) may also be allowed in a manner which would ensure the protection of the allowable uses within and adjacent to this development pattern. Residential use, office use, and commercial use up to 200,000 square feet per parcel is allowed.

DENSITY/INTENSITY–Nonresidential development in Bradfordville Mixed Use shall not exceed 20,000 square feet of gross building area per acre. Residential development in Bradfordville Mixed Use shall have a minimum density of 6 dwelling units per acre and shall not exceed sixteen dwelling units per acre. Building height shall not exceed six stories.

LOCATION–Bradfordville Mixed Use areas where the Urban Pedestrian Center is a transition between low density residential uses and more intensive uses may be appropriate for zoning of an Urban Pedestrian Center. Additional criteria for zoning these areas are as follows: Areas proximate to medium and high density residential land uses in urban areas; Areas proximate to higher intensity Mixed Use Development patterns, such as Medium Density Residential, Low and Medium Density Residential Office and Village Center; and Areas within walking distance of transit and along corridors designated for alternate transportation (per the most current adopted Long Range Transportation Plan).

ACCESS–Areas zoned for the Urban Pedestrian Center development pattern shall have access to an arterial roadway.

Policy 1.7.8: [L] **(REV. EFF. 3/14/07)**

Light Industrial Development Pattern

I. Land Use

INTENT–The Light Industrial development pattern is intended to provide areas for industrial and warehousing activities, including storage, service commercial, office and assembly activities. It is intended that regulations implementing this development pattern will preclude non-light industrial uses which would limit or interfere with industrial development. It is also intended that community facilities (Recreation, Community Services, Post-Secondary Schools, and Light and Heavy Infrastructure) may be allowed in a manner which would ensure the protection of the allowable uses within and adjacent to this development pattern. Office use, and commercial use up to 10,000 square feet per parcel, is allowed.

INTENSITY/DENSITY–Nonresidential development shall not exceed 25,000 square feet of gross building area per acre. Residential use (intended for a watchman or guard) shall not exceed one dwelling unit per industrial use. Storage areas within buildings, warehouses, mini-warehouses and self-storage facilities may have a gross floor area up to 50,000 square feet per acre.

LOCATION–Areas within Bradfordville Mixed Use that are currently developed with industrial uses may be appropriate for zoning as Light Industrial. New areas within Bradfordville Mixed Use that may be appropriate for zoning as Light Industrial include: Areas proximate to interstate and intrastate highways and highways which connect to cities in adjacent counties.

ACCESS–Areas zoned for the Light Industrial development pattern shall have access to an arterial roadway.

Policy 1.7.9: [L] **(REV. EFF. 3/14/07)**

Table 1: Bradfordville Mixed Use Development Patterns

BRADFORDVILLE MIXED USE	Development Patterns	Allowed Land Uses	**Density**	**Intensity**
Primary: (From 68 - 82%)	Low Density Residential	Residential, Recreation, Light Infrastructure & Community Service	Up to 8 UNITS/ACRE	10,000 SQ FT/AC
	Low Density Residential Office	Residential, Office, Recreation, Light Infrastructure & Community Service	Up to 8 UNITS/ACRE	10,000 SQ FT/AC
Secondary: (25% or less of Bradfordville Mixed Use)	Medium Density Residential	Residential, Recreation, Light Infrastructure & Community Service	8 to 16 UNITS/ACRE	20,000 SQ FT/AC
	Medium Density Residential Office	Residential, Office, Ancillary 1st Floor Commercial, Recreation, Light Infrastructure, Community Service & Post-Secondary Schools	Up to 16 UNITS/ACRE	20,000 SQ FT/AC
	Village Center	Residential, Office, Commercial up to 200,000 SQ FT, Recreation, Light Infrastructure & Community Service	Up to 16 UNITS/ACRE	12,500 SQ FT/AC
Tertiary: (7% or less of Bradfordville Mixed Use)	Urban Pedestrian Center	Residential, Office, Commercial up to 200,000 SQ FT, Recreation, Light Infrastructure & Community Service	Up to 16 UNITS/ACRE (1)	20,000 SQ FT/AC
	Suburban Corridor	Residential, Office, Commercial up to 200,000 SQ FT, Recreation, Light & Heavy Infrastructure & Community Service	Up to 16 UNITS/ACRE	25,000 SQ FT/AC
	Light Industrial	Ancillary Residential, Office, Commercial up to 10,000 SQ FT, Light Industrial, Recreation, Light & Heavy Infrastructure, Community Service & Post-Secondary Schools	1 unit / develop-ment	20,000 SQ FT/AC

Notes: (1) 8 units/acre minimum for exclusively residential

Goal 2: [L] **(EFF. 7/16/90; REV. EFF. 7/26/06)**

Provide for a high quality of life by planning for population growth, public and private development and redevelopment and the proper distribution, location and extent of land uses by type, density and intensity consistent with adequate levels of services and efficient use of facilities and the protection of natural resources and residential neighborhoods.

RESIDENTIAL LAND USE

Objective 2.1: [L] **(REV. EFF. 7/20/05)**

Enhance the livability of existing neighborhoods and in new neighborhoods provide for future mixed residential areas which will accommodate growth and provide a wide choice of housing types, densities and prices as well as commercial opportunities based on performance criteria. In furtherance of this, maintain a system of land development regulations and ordinances which will facilitate the implementation of the policies adopted in relation to residential land use. These shall include but not be limited to:

1) Setback requirements from natural waterbodies and wetlands
2) Buffering requirements
3) Open space requirements
4) Landscape requirements
5) Tree protection
6) Stormwater management requirements

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

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

a) Inclusion of a Residential Preservation category on the Future Land Use Map.

b) Limitations on future commercial intensities adjoining low density residential areas. Such limitations are to result in effective visual and sound buffering (either through vegetative buffering or other design techniques) between the commercial uses and the low density residential uses; and are to allow only those commercial activities which are compatible with low density residential development in terms of size and appearance.

c) Limitations on future higher density residential adjoining low density residential areas. Such limitations are to result in effective visual and sound buffering (either through vegetative buffering or other design techniques) between the higher density residential uses and the low density residential uses.

d) Limitations on future light industry adjoining low and medium density residential areas. Such limitations are to result in effective visual and sound buffering (either through vegetative buffering or other design techniques) between the light industrial uses and the low density residential uses.

e) Prevention or mitigation of off-site impacts from Industry and Mining uses.

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

Policy 2.1.2: [L] **(EFF. 7/16/90)**

Prohibit residential development where physical constraints or hazards exist, or require the density and design to be adjusted accordingly. Such constraints or hazards include but are not limited to flood, storm or slope hazards and unstable soil or geologic conditions.

Policy 2.1.3: [L] **(REV. EFF. 8/17/92)**

Require clustering of residential units on non-environmentally significant portions of parcels where conservation or preservation overlay districts exist elsewhere on the site. Net density on parcels where clustering is required on the developable portion of the parcel where the units are clustered shall not exceed double the allowable density for the land use category in which the parcel is located.

Policy 2.1.4: [L] **(EFF. 7/16/90)**

Residential densities shall not be permitted that would exceed the ability of local government or other providers to provide capital facilities and services in a cost effective manner.

Policy 2.1.5: [L] (City of Tallahassee) **(EFF. 7/16/90)**

Residential developments shall be designed to include a system of internal and inter-neighborhood circulation which promotes pedestrian and bicycle mobility. Within the Urban Service Area, sidewalks shall be required to provide pedestrian mobility.

Policy 2.1.5: [L] (Leon County) **(REV. EFF. 12/10/91)**

Bicycle facilities within residential developments shall only be required along major collectors or other streets with a higher functional classification.

Policy 2.1.6: [L] **(EFF. 7/16/90)**

Criteria shall be established within local development regulations which require within residential developments the provision of non-residential land uses such as parks, school sites and potential walk-to minor commercial and office opportunities.

Policy 2.1.7: [L] (REV. EFF. 8/17/92)

Criteria established within the subdivision ordinances shall set aside land for active and passive contiguous green space in order to provide for accessible recreation and/or open space areas for all neighborhoods.

Policy 2.1.8: [L] (REV. EFF. 7/26/06; REV. EFF. 1/7/10)

Maintain a viable mix of available residential densities to accommodate a variety of housing types. Current residential densities are summarized below:

RESIDENTIAL DENSITIES RANGE (REV. EFF. 12/15/11; REV. EFF. 7/19/13)

Table 2: Residential Densities Range

Future Land Use Category	Maximum Gross Density - Dwelling Units (DU)/Acre (Ac)[1]	Minimum Gross Density Dwelling Units (DU)/Acre (Ac)
Rural	1 DU/10 AC	No minimum
Urban Fringe	1 DU/3 AC (standard) or 1 DU/3 AC (Conservation subdivision)	No minimum
Urban Residential	10 DU/AC	4 DU/AC
Urban Residential 2	20 DU/AC [2]	No minimum
Village Mixed Use	20 DU/AC [2]	No minimum
Suburban	20 DU/AC [2]	No minimum
Planned Development	20 DU/AC [2]	No minimum
Bradfordville Mixed Use [2]	20 DU/AC	No minimum
Central Urban [2, 3]	45 DU/AC	No minimum
Activity Center [2, 3]	45 DU/AC	No minimum
University Transition [2, 3]	50 DU/AC	No minimum
Central Core [2, 3] (Eff.1/7/10)	150 DU/AC (Eff. 1/19/02)	No minimum
Rural Community	4 DU/AC	No minimum
Residential Preservation [2]	6 DU/AC	No minimum
Lake Talquin Recreation/Urban Fringe [4]	1 DU/3 AC (standard)	No minimum
Lake Protection [4]	1 DU/2 AC (standard)	No minimum

Notes:

[1] Maximum gross density is based on the gross acreage of the site and may not be achievable after addressing applicable land development regulations (e.g., parking, stormwater, and other regulations that may limit maximum development potential).

[2] Density ranges can be increased up to 25% above the maximum limits listed above for the purpose of providing affordable housing units, consistent with Policy 2.1.14 [LU].

[3] Density ranges can be increased up to 35% above the maximum limits listed above for the purpose of encouraging infill development and redevelopment, consistent with Mobility Element Policy 1.1.10 [M] (Eff. 12/15/11; Rev. Eff. 7/19/13)
[4] Clustering Option Available

Policy 2.1.9: [L] (Leon County) **(REV. EFF. 6/6/08)**

Either provision described in Policy 2.1.9 (a) and (b) below may apply only once to any individual, and may not be used in combination. Any parcel created through use of the non-family heir provision of this policy shall not be further divided using the family heir provision. Neither provision may be used to create a lot which is smaller than ½ acre in size. The provisions described below shall be further described and regulated within the implemented land development regulations.

a) Family Heir Subdivisions

The use of a parcel of property solely as a homestead by an individual who is the grandparent, parent, stepparent, adopted parent, sibling, child, stepchild, adopted child, or grandchild of the person who conveyed the parcel to said individual is permitted per this policy, notwithstanding the density or intensity of use assigned to the parcel within this Plan.

b) Non-Family Heir Subdivisions

To avoid a disproportionate impact on owners of small parcels of property, each parcel of property in single ownership as of February 1, 1990, in the Urban Fringe, and Rural and Lake Talquin Recreation/Urban Fringe areas may be developed at a maximum density of two units per acre, for the first six dwelling units on such parcel, including existing dwelling units. This provision for non-family heir subdivisions shall expire on February 1, 2010 at 12:01 a.m. when such subdivisions shall no longer be permitted.

Policy 2.1.9: [L] (City of Tallahassee) **(REV. EFF. 6/6/08)**

Either provision described in Policy 2.1.9 (a) and (b) below may apply only once to any individual, and may not be used in combination. Any parcel created through use of the non-family heir provision of this policy shall not be further divided using the family heir provision. Neither provision may be used to create a lot which is smaller than ½ acre in size. The provisions described below shall be further described and regulated within the implemented land development regulations.

a) Family Heir Subdivisions

The use of a parcel of property solely as a homestead by an individual who is the grandparent, parent, stepparent, adopted parent, sibling, child, stepchild, adopted child, or grandchild of the person who conveyed the parcel to said individual is permitted per this policy, notwithstanding the density or intensity of use assigned to the parcel within this Plan.

b) Non-Family Heir Subdivisions

~~To avoid a disproportionate impact on owners of contiguous property 25 acres or less in size in single ownership as of February 1, 1990, in the Urban Fringe, and Rural and Lake Talquin Recreation/Urban Fringe areas may be developed at a maximum density of two units per acre, for the first six dwelling units on such parcel, including existing dwelling units. This provision for non-family heir subdivisions shall expire on February 1, 2010 at 12:01 a.m. when such subdivisions shall no longer be permitted.~~

~~*Policy 2.1.10: [L]* **(DEL. EFF. 7/6/15)**~~

~~*Reserved*~~

~~*Policy 2.1.11: [L]* **(EFF. 1/19/02; REV. EFF. 6/6/08)**~~

~~Criteria for approval of Central Urban development shall be established in the Land Development Regulations.~~

~~*Policy 2.1.12: [L]* **(DEL. EFF. 6/6/08)**~~

~~*Reserved*~~

~~*Policy 2.1.13: [L]* **(EFF. 8/17/92)**~~

~~Existing adjoining land uses are not to be a factor in determining the suitability for residential development which would allow high and medium density residential uses to be located anywhere in the University Transitional land use category.~~

~~*Policy 2.1.14: [L]* **(EFF. 6/07/01; REV. EFF. 7/26/06)**~~

~~The land development regulations may contain provisions that allow for densities greater than otherwise provided in the respective future land use classifications specified within the Land Use Element in exchange for the construction of affordable housing units. These density bonuses shall be limited to a density no greater than 25% higher than would otherwise be allowed within the respective future land use classification. In addition, to ensure that the additional density does not create unacceptable adverse impacts, the land development regulations shall provide additional qualifying criteria which must be met in order to qualify for the density bonus. At a minimum, these criteria should ensure:~~

~~1) that the development seeking the density bonus will be providing affordable housing units;~~

~~2) that the development seeking the density bonus is located within the urban services area, in a location where zoning allows density of greater than 2 dwelling units per acre and where infrastructure, utilities, and public services are adequate and sufficient to meet the projected demands associated with the requested additional density; and,~~

3) that the design and orientation of the development seeking the density bonus is compatible with the surrounding land use character, particularly with any low density residential neighborhoods. Building size and massing, site layout and design, architectural characteristics, and landscaping will be components of this criterion.

The land development regulations may further restrict the density bonus to be provided in proportion to the quantity of affordable housing units to be provided in the development seeking the density bonus.

In addition, in order to provide the site design flexibility necessary to accommodate these density bonuses, the land development regulations shall contain provisions that allow for a reduction or elimination of requirements to set aside land for urban forest or landscaping, subject to the following criteria:

1) the development meets all of the above criteria for density bonuses;

2) no less than 10% of the dwelling units within the development will be affordable housing units;

3) the reduction or elimination of requirements to set aside land for urban forest or landscaping shall not have an adverse impact to any Preservation or Conservation feature;

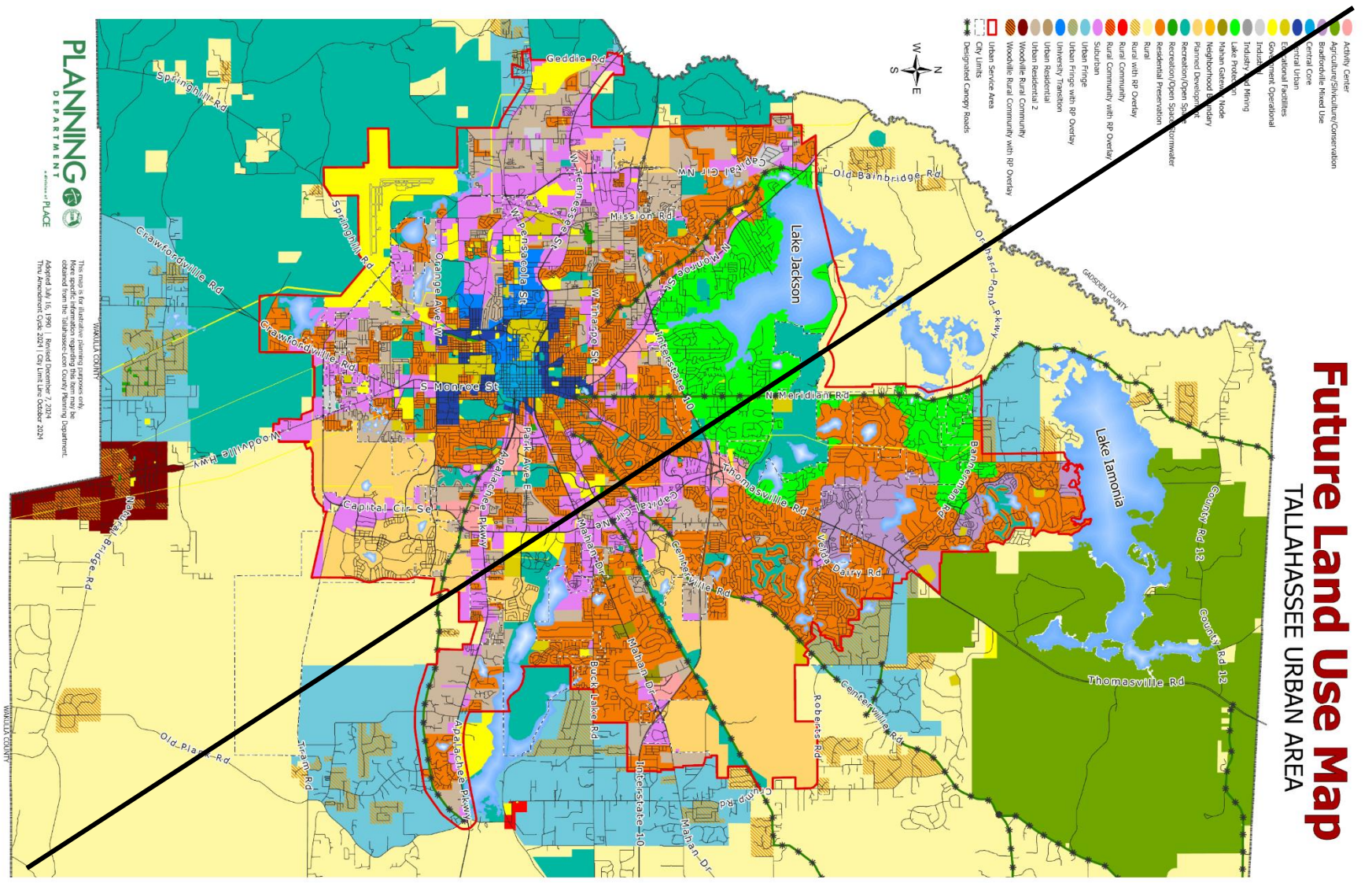
4) the development shall provide the minimum landscaping necessary to ensure compatibility with adjoining land uses; and

5) the development adheres to the general principles of Traditional Neighborhood Design, the Front Porch Florida program, and Crime Prevention Through Environmental Design (CPTED).

The land development regulations may base any reduction or elimination of requirements to set aside land for urban forest or landscaping on the quantity or percentage affordable housing units in the development and the proximity of the development to areas targeted for urban infill, redevelopment or more intensive land uses.

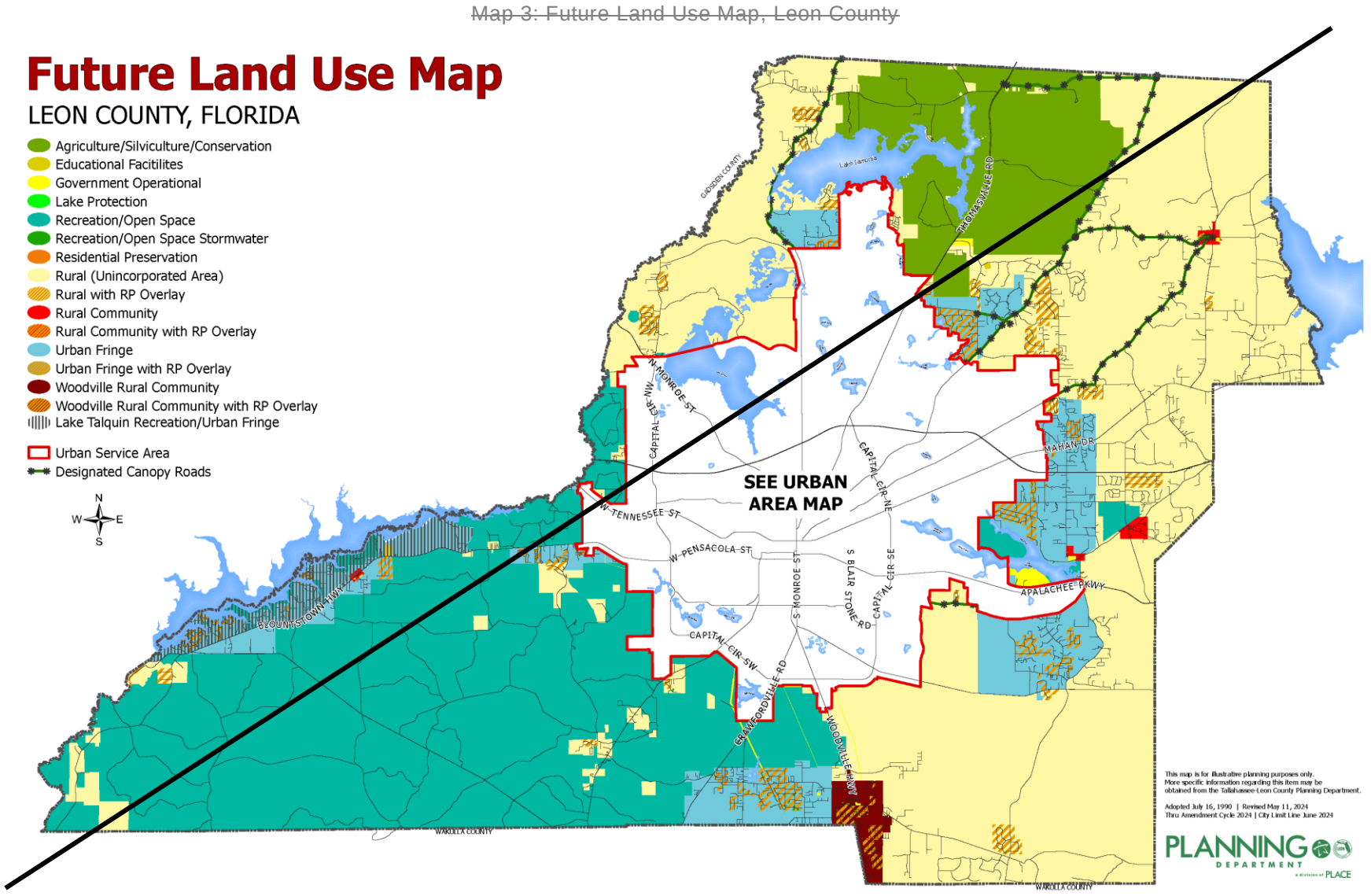
~~I. Land Use~~

~~Map 2: Future Land Use Map, Tallahassee Urban Area~~



~~I. Land Use~~

~~Map 3: Future Land Use Map, Leon County~~



FUTURE LAND USE MAP CATEGORIES

Objective 2.2: [L] (REV. EFF. 7/26/06)

To coordinate future land uses with suitable topography and soil conditions, the protection of natural resources and with the availability of adequate infrastructure through the establishment of a Future Land Use Map depicting appropriate land use categories. In order to fulfill this intent, the Land Use Plan establishes policies and guidance for the mapping of Future Land Use Categories, which are depicted on the Future Land Use Map. These categories are designed to promote a variety of land use types and patterns to meet the needs of the community.

The Tallahassee-Leon County Comprehensive Plan shall promote appropriate location of land uses and regulation of development

density and intensity based upon: (1) protection of conservation and preservation features; (2) compatibility with adjacent existing and future residential land uses; (3) access to transportation facilities in keeping with their intended function; and (4) the availability of infrastructure.

The Plan shall also establish policies and guidance for the mapping of Future Land Use Categories, which are depicted on the Future Land Use Map. These categories are designed to promote a variety of land use types and patterns to meet the needs of the community and are shown on the following maps:

NOTES APPLICABLE TO URBAN AREA FUTURE LAND USE MAP (REV. EFF. 3/14/07)

Parcels 21-26-35-C-0010, 21-26-35-C-0020, 21-26-35-C-130 may be developed as an independent living facility for the elderly only if a Planned Unit Development is approved which includes Parcels 21-26-51-000-0040, 21-26-51-000-0050, and 21-26-51-000-120. Development intensity on the vacant parcels is limited to 45 units and 34,000 square feet and building height is limited to three stories. If the Planned Unit Development is not completed or approved, the vacant parcels shall only be developed as low-density residential development allowed under the R-1 or R-2 zoning districts.

Parcel 11-08-20-630-0000 shall only be developed with general office that may include a lending institution with a drive-through facility on the first floor. The total amount of development is limited to 30,000 square feet. The architecture and site design must be consistent with the adjacent Thomasville Road/I-10 Planned Unit Development. Site plans must be submitted to the Live Oak Plantation and Piedmont Neighborhood Associations, the 1300 Live Oak Plantation Property Owners Association, as well as the developers of the Thomasville Road/I-10 Planned Unit Development for comments prior to submitting the site plan to the City.

The area designated University Transition with hatching is subject to Transportation Element Objective 2.2, which may limit density to less than the maximum permitted by the category.

NOTES APPLICABLE TO LEON COUNTY FUTURE LAND USE MAP **(REV. EFF. 6/19/07)**

The allowable density is limited to 200 single-family residential dwelling units on parcels 15-17-20-224-0000 and 15-20-20-034-0000 combined and no non-residential development is permitted on these parcels. Also, for these parcels at least 50% of the entire combined acreage must be placed in permanent open space. The permanent protection of this open space shall be further defined through the PUD process.
(Parcels) 12-02-20-602-0000 and 12-11-20-202-0000 will be developed at a cumulative density no greater than 81 residential detached units.

Policy 2.2.1: [L]

RURAL/AGRICULTURE **(REV. EFF. 8/17/92; REV. EFF. 7/26/06; REV. EFF. 12/24/10; REV. EFF. 7/6/15; REV. EFF. 1/19/20)**

INTENT

Leon County's agricultural and silvicultural lands have a long and productive history. They have served as both a source of food and materials for urbanized areas of the County and as a significant economic engine for the region. Decades of suburbanization have dramatically reduced the amount of arable land available for agriculture and silviculture within the County. These lands are now at a premium and require protection to ensure that they remain viable, unfragmented, and productive for future generations.

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

To promote infill and redevelopment within the Urban Service Area (USA) and Rural Communities, higher density residential, and non-residential activities that are not functionally related to and supportive of agriculture, silviculture and other natural resource based activities shall be prohibited within the Rural category.

ALLOWABLE USES, DENSITIES, AND INTENSITIES

1. Residential

   The Rural category shall allow for single family residential uses at a maximum density of one (1) dwelling unit per ten (10) gross acres.

2. Non-residential

   Agriculture, silviculture, and other natural resource based activities shall comprise the primary non-residential uses within the Rural category.

   Consistent with Florida's Right to Farm Act, bona fide agricultural uses, on land classified as agricultural land by the Leon County Property Appraiser, shall not be subject to a non-residential intensity limitation.

Non-residential uses functionally related to and directly in support of agricultural, silvicultural, and other natural resource based activities, including ecotourism activities, may be permitted at a maximum intensity of 2,000 sq. ft. per gross acre. The location of such uses shall be limited to the intersection of major collector and arterial or arterial and arterial designated roadways. Total development at any one intersection shall not exceed 10,000 sq. ft.

To ensure that such uses are developed in a manner that is compatible with the rural nature of the area, additional standards and limitations shall be included in the land development code.

3. Community and Recreational Facilities

Community services and recreational uses may be permitted provided they are compatible with the natural and rural surroundings. Facilities associated with these uses may be permitted at a maximum intensity of 2,000 sq. ft. per gross acre.

Active recreational uses not functionally related to or supportive of agriculture, silviculture, natural resource based, or ecotourism activities, including, but not limited to golf courses, drag strips, and racetracks for motorized vehicles, are prohibited.

To ensure that such uses are developed in a manner that is compatible with the rural nature of the area, additional design standards and limitations shall be included in the land development code.

SPECIAL CONDITIONS

The following special conditions shall apply to the Rural future land use category:

1. Development proposals within the Rural area shall be evaluated for compatibility with adjacent agricultural uses and shall consider the land management activities associated with such uses. Development that is incompatible with agricultural uses, or has the potential to fragment, encroach upon, or displace such uses, shall not be permitted.
2. Property within the Rural category shall not be converted to a more intense land use category unless the subject site adjoins the Urban Service Area or a designated Rural Community.
3. Non-residential and light infrastructure development shall be subject to design standards that preserve the scenic and rural character of this category and protect existing rural residential development from offsite impacts of non-residential development. Design standards shall include, but not be limited to, signage, lighting, parking, landscape buffers, and building materials.
4. Existing uses and structures listed on the local or national historic register at the time of adoption of this amendment shall be considered conforming.

Policy 2.2.2: [L]

URBAN FRINGE* **(REV. EFF. 8/17/92; REV. EFF. 7/26/06; REV. EFF. 4/10/09; REV. EFF. 12/24/10; REV. EFF. 12/15/11)**

The Urban Fringe category is intended to provide the opportunity for very low-density residential areas mixed with open space and agricultural activity on the periphery of the Urban Service Area. To protect Rural areas from premature development, facilitate infill and redevelopment inside the Urban Service Area, and in recognition of the significant area already mapped as Urban Fringe, no additional lands designated Rural or Urban Fringe as of August 26, 2006 shall be converted to a more dense or intense land use category unless adjoining lands are also within the designated Urban Service Area boundary or the designated Woodville Rural Community. Conversions to the Woodville Rural Community designation shall be consistent with the Transfer of Development Units provision in Policy 4.2.5: [C].

Conventional subdivision of land in the Urban Fringe may be permitted at a density of up to one unit per three acres. To promote a mix of residential areas and perpetually protected open space and agricultural lands, Conservation Subdivision developments are allowed and encouraged. Conservation Subdivision design in Urban Fringe may be permitted at a density of up to one unit per three gross acres with units clustered on no more than 50% of the site. Conservation Subdivisions must also permanently set aside at least 50% of the total site as open space and restrict development to the least environmentally sensitive and otherwise significant portions of the land.

Appropriately sized minor commercial activities and minor offices are permitted. Industrial, office and more intensive commercial land uses are prohibited due to lack of present infrastructure services or potential negative environmental impacts. Present or future agricultural, silviculture and forestry activities may be allowed.

Policy 2.2.3: [L]

RESIDENTIAL PRESERVATION **(Eff. 7/16/90; Rev. Eff. 7/26/06; Rev. Eff. 4/10/09; Rev. Eff. 5/31/18)**

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

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

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

1) Existing land use within the area is predominantly residential

2) Majority of traffic is local in nature

a) Predominance of residential uses front on local street
b) Relatively safe internal pedestrian mobility

~~3) Densities within the area generally of six units per acre or less~~

~~4) Existing residential type and density exhibits relatively homogeneous patterns~~

~~5) Assessment of stability of the residential area, including but not limited to:~~

~~a) Degree of home ownership~~
~~b) Existence of neighborhood organizations~~

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

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

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

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

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

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

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

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

~~The design and layout of expanding or redeveloping light industrial uses and adjoining residential preservation areas shall be oriented to place the section of the development with the least potential negative impacts in the area next to the existing and/or future low density residential area in the residential preservation land use category. New light industrial uses shall prevent or mitigate off-site impacts in accordance with the Research and Innovation Land Use category or the Industry and Mining Land Use category and applicable Land Development Regulations.~~

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

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

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

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

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

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

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

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

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

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

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

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

Policy 2.2.4: [L]

VILLAGE MIXED USE **(REV. EFF. 12/23/96; REV. EFF. 7/26/06; REV. EFF. 3/14/07)**

To create traditional neighborhood developments with an emphasis on low to medium density residential land use, small to medium scale commercial shopping opportunities for area residents, schools and small to moderate scale churches, and recreational and leisure oriented amenities for the enjoyment of area residents. Development in this category shall require compliance with traditional neighborhood development standards to be established in the Land Development Regulations. New development in this category requires the establishment of a true, mixed-use project, either through buildings that integrate a mixture of uses or series of buildings that result in a compatible mix of uses. Integration includes the establishment of pedestrian connections, shared public spaces, streetscapes that focus on people before automobiles and parking designs that minimize their visibility. Commercial development shall be of a walkable scale and intensity. Residential development shall include a mix of housing densities and housing types.

Traditional neighborhood development regulations shall include specific criteria to ensure that development in this category results in walkable, mixed-use neighborhoods that satisfy a variety of housing needs and provide easy access to goods and services. The regulations shall require:

- A minimum of 40 acres per project unless the proposed project compatibly integrates with existing development abutting the project to establish an effective area of at least 40 acres that is consistent with traditional neighborhood development standards;
- A high degree of connectivity;
- Flexible greenspace requirements;

- Design and amenities that facilitates pedestrian access throughout each development;
- Minimum densities that are consistent with the Village Mixed Use Intensity Guidelines;
- Maximum setback requirements and standards that orient entrances and windows toward streets and pedestrian facilities;
- A mix of uses that is consistent with the Village Mixed Use Intensity Guidelines; and
- Requirements for public spaces that are readily accessible by pedestrians.

Development shall comply with the Village Mixed Use Intensity Guidelines. The scale of all nonresidential land uses shall be limited to preclude large automobile-oriented retail businesses and to ensure that non-residential uses remain accessible to pedestrians living in surrounding residences. Traffic volumes and speeds shall be kept low, and parking for nonresidential uses shall be small in scale. In village centers, the number of spaces may be reduced to reflect increased pedestrian access. These characteristics are reflective of the village life-style. Residential development should include a mix of densities and housing types and be located to maximize pedestrian access to shops, public facilities and recreational opportunities that are passive or active.

Village Mixed Use Intensity Guidelines **(REV. EFF. 3/14/07)**

Table 3: Village Mixed Use Intensity Guidelines

Minimum Percentage of Land Use by Acreage (1)	Development Patterns	*Allowed Land Uses (3)*	Residential Density (2)	Non-Res Intensity
10% of net area	Low Density Residential	Residential, Recreation, Light Infrastructure & Community Service	0 to 8 units/ acre	10,000 SQ. FT. per acre
5% of net area	Low Density Residential Office	Residential, Office, Recreation, Light Infrastructure & Community Service	0 to 8 units/ acre	13,000 to 20,000 SQ. FT. per acre
10% of net area	Medium Density Residential	Residential, Recreation, Light Infrastructure & Community Service	8 to 16 units/ acre	12,500 SQ. FT. per acre
5% of net area	Medium Density Residential Office	Residential, Office, Ancillary 1st Floor Commercial, Recreation, Light Infrastructure, Community Service & Post-Secondary Schools	8 to 16 units/ acre	17,000 to 25,000 SQ. FT. per acre

Minimum Percentage of Land Use by Acreage (1)	Development Patterns	*Allowed Land Uses (3)*	Residential Density (2)	Non-Res Intensity
5% of net area	Village Center	Residential, Office, Commercial up to 50,000 SQ FT, maximum business size. Centers shall not be located closer than ¼ mile to another village center or commercial development including more than 20,000 SQ FT of floor area.	8 to 20 units/ acre	17,000 to 40,000 SQ. FT. per acre
10% of gross area	Public Spaces	Recreation and cultural facilities, plazas, trails, parks and other public gathering places		

Notes:

(1) All percentages except public spaces are based on net area to be defined in the land development regulations as excluding undevelopable land;

(2) Densities apply to residential acreage only.

(3) All projects in the Village Mixed Use category must have a discernible center with a minimum of 10,000 retail and/or office. The project must also have a minimum of 50 residential units in order to ensure a mixed use project is developed on site.

An essential component of Village Mixed Use is residential land use. The village also will require small shops and some services to serve nearby residents. Emphasis on commercial uses shall be limited to convenience goods and services, small to moderate scale grocery stores, and small pharmacies and offices. Office and commercial development in scale with surrounding residential areas are appropriate. Allowed land uses within the Village Mixed Use Future Land Use Category shall be regulated by zoning districts that implement the intent of this category, and reflect the unique land use patterns, character, and availability of infrastructure in the different Village Mixed Use areas. In areas lacking the necessary infrastructure, the Land Development Regulations may necessitate a lower intensity interim use that the maximum intensities established in this Plan. Any evaluation of a proposed change of zoning to a more intensive district shall consider, among other criteria, the availability of the requisite infrastructure, as well as compatibility with and appropriate connectivity to existing residential neighborhoods. Industrial development is prohibited in this Future Land Use Category.

Policy 2.2.5: [L]

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

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

areas inside the Central Core may be designated as appropriate based on existing land use pattern.

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

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

Suburban Intensity Guidelines **(EFF. 3/14/07; REV. EFF. 7/14/14; REV. EFF. 5/31/18)**

Table 4: Suburban Intensity Guidelines

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

I. Land Use

Development Patterns	Allowed Land Uses	Gross Residential Density	Non-Res Intensity	Percentage Mix of Uses
Medical Center	Residential, Office, Commercial, Recreation, Light Infrastructure & Community Service	6 to 20 UNITS/ ACRE (1)	80,000 SQ FT/ACRE (2)	
Business Park	Office, Residential and Commercial	Up to 16 UNITS/ ACRE	20,000 SQ FT/ ACRE	5-10%

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

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

Policy 2.2.6: [L]

BRADFORDVILLE MIXED USE **(REV. EFF. 12/23/96; REV. EFF. 7/26/06; REV. EFF. 3/14/07) (APPLIES TO BRADFORDVILLE STUDY AREA ONLY)**

The Bradfordville Mixed Use Category is depicted on the Future Land Use Map. The category establishes differing proportions of allowed land uses and land use densities and intensities and is intended to be implemented by zoning districts which will reflect eight different development patterns which are described in Objectives 1.7 and 6.1.

The Mixed Use Development patterns shall be applied through zoning and Land Development Regulations in a manner consistent with the Future Land Use Map delineation of Bradfordville Mixed Use. These eight different development patterns are not intended to be mapped as part of the Future Land Use Map, rather they are intended to serve as a mechanism to assure that the appropriate location and mixture of land uses occur within the category.

Commercial development allocations in the Bradfordville Mixed Use Future Land Use Category are intended to limit gross leasable square footage per parcel as defined in the Land Development Regulations.

Intended Function: Create a village atmosphere with an emphasis on low to medium density residential land use, small scale commercial shopping opportunities for area residents, schools and churches, and recreational and leisure oriented amenities for the enjoyment of area residents.

The intensity of all nonresidential land uses shall be kept minimal to reduce the intrusive impact upon the residential land use. The intensity of all nonresidential land uses shall be kept minimal to reduce the intrusive impact upon the predominant residential land use. Traffic volumes and speeds shall be kept low, and parking for nonresidential uses shall be minimal. These characteristics are reflective of the village life-style.

The essential component of Bradfordville Mixed Use is residential land use. The low to medium density residential development will be located to provide for maximum land use compatibility and enjoyment of recreational and leisure opportunities (recreational land uses are included in the description of Community Facilities). The village will also allow small shops and some services to serve nearby residents. Emphasis on commercial uses shall be limited to convenience, grocery, and small pharmacies and offices. Office and commercial development in scale with and meeting the needs of the surrounding predominately residential area are appropriate.

It is also possible that appropriate sites within the area designated for Bradfordville Mixed Use may be developed for enclosed industrial uses. These are land uses that would usually be considered incompatible with the mixed use village, but due to site conditions, with careful design and facility planning, may be successfully integrated. Compatibility is also protected by allowing few such uses and limiting their size (development intensity).

All of the development patterns are appropriate within Bradfordville Mixed Use as described in Policy 1.7.9 [L]. The development pattern descriptions established under Objective 1.7 guide the density and intensity, location and access to areas of complementary land use.

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

Policy 2.2.7: [L]

HEAVY INDUSTRIAL **(EFF. 12/10/91; REV. EFF. 7/26/06; RENUMBERED 3/14/07; REV. EFF. 5/31/18)**

Contains industrial uses which have or may have substantial off-site impacts. These areas have locational criteria more stringent than residential or commercial. Off-site impacts

require extensive buffering and/or relative distance from other land uses. Ancillary commercial uses designed to serve adjacent workers may be permitted. Other commercial and residential land uses are prohibited due to the encroachment factor. No additional property shall be designated with the Heavy Industrial Land Use category. Amendments to the Future Land Use Map adopted for the purposes of developing heavy industrial uses shall be designated with the Industry and Mining Land Use category.

Policy 2.2.8: [L]

CENTRAL URBAN **(REV. EFF. 6/07/01; REV. EFF. 7/26/06; RENUMBERED 3/14/07; REV. EFF. 6/6/08)**

Characterized by older developed portions of the community that are primarily located adjacent to or in close proximity to the urban core and major universities. Intended to provide a variety of residential types (up to 45 DU/AC), employment (includes light manufacturing), office and commercial activities. Infill and potential redevelopment and/or rehabilitation activity should be encouraged. Actual siting of land uses within the category are dependent on implementing zoning districts. Roadway access standards are determined by application of land development regulations. Land use intensity is intended to be higher (up to 20,000 sq. ft. for minor commercial uses; up to 100,000 sq. ft. for neighborhood commercial uses; and up to 200,000 sq. ft. for community commercial uses) due to the presence of requisite capital infrastructure and location of employment and activity centers.

Policy 2.2.9: [L]

HIGH INTENSITY URBAN ACTIVITY CENTER**(EFF. 7/16/90; REV. EFF. 7/26/06; RENUMBERED 3/14/07)**

Designed to function as urban activity centers by primarily providing for community wide or regional commercial activities located in proximity to multi-family housing and office employment centers. Intended to provide large scale commercial activities to serve retail needs of large portions of the population. Promotes efficiency of the transportation system by consolidating trips and discouraging unabated sprawl of commercial activities. Planned, integrated development is required to promote synergy between the different allowable land uses. An integrated pedestrian mobility system designed to provide safe and accessible foot and bike travel between the land uses shall be stressed in granting development approvals. Access and egress to Activity Centers as well as internal vehicle travel shall be planned in a comprehensive manner in order to facilitate traffic movement. Residential development shall be permitted up to 45 dwelling units per acre.

Policy 2.2.10: [L]

CENTRAL CORE **(EFF. 1/19/02; REV. EFF. 7/26/06; RENUMBERED 3/14/07; REV. EFF. 1/7/10; REV. EFF. 7/19/13)**

The current Central Core of Tallahassee has a strong government presence. However, the character of this area has changed since 2002 to a more mixed use center with new office, commercial, retail and residential uses. The Central Core of Tallahassee is intended to

expand into a vibrant 18-hour urban activity center with quality development. The emphasis in this area is intended to shift from cars to pedestrian, bike and transit modes of transportation. The development regulations within the Central Core area have to be amended to allow for a more urban kind of development where the primary emphasis is on pedestrian, bike and transit modes of transportation. The Central Core area is within the Downtown Overlay. The City of Tallahassee intends to promote mix of uses and higher densities and intensities within its Central core, while promoting multiple modes of transportation. The City shall establish Design Guidelines for this area in order to allow for more mixed use, pedestrian, bike and transit oriented development. Residential development may be permitted up to 150 units per acre.

Any development with density of more than 10 dwelling units per acre shall be consistent with the design standards identified in Policy 1.1.10 [M] subject to further clarification in the Land Development Code.

The future expansion of the Central Core FLUM will be limited to only those parcels within the Downtown Overlay District when:

- The proposed parcels are contiguous to existing central core FLUM area;
- The proposed parcel has all the infrastructure available;
- The proposed parcel has to exhibit a need for the expansion (e.g.: parcel of sufficient size not available in the Central Core FLUM for the proposed development).

Policy 2.2.11: [L]

RURAL COMMUNITY* **(REV. EFF. 6/28/02; REV. EFF. 7/26/06; RENUMBERED 3/14/07)**

The Rural Community future Land Use Designation is intended to distinguish long-established unincorporated communities located outside of the urban service area. These communities have existing concentrations of residential land use at densities typically less than those desirable within an urban area (gross densities are typically less than 2 dwelling units per acre and the most intensely developed portions rarely exhibit net densities above 4 dwelling units per acre). The intensity and layout of development within these communities more closely reflect rural design characteristics than urban design characteristics, with home sites and businesses typically being situated on larger lots, with greater setback than their urban counterparts, and while some commercial development in these communities occurs in the geographically compact "nodes", located at or near the intersections of major roads, it is also common to find established existing linearly developed commercial areas along limited portions of State Highway frontage. Communities so designated have grown as historically independent communities outside of the urban area and not extensions of urban sprawl. As such, this future land use designation recognizes that these communities typically have their own small, business-commercial "districts", where minor offices and small to moderate-sized commercial development provide local and surrounding rural residents access to basic shopping opportunities accordingly, the intensity of non-residential development is limited to a maximum of 50,000 square feet building and 50,000 square feet per parcel. Residential development may be permitted up to 4 dwelling units per acre. Development intensity

may be further limited according to the absence or presence of central water and sewer service, roadway capacity, and environmental limitations. Although some urban services may be available to serve development within areas designated Rural Community, urban services are not prerequisites for the limited development intensities allowed within these areas. Central sewer and water systems used to serve areas designated Rural Community shall be designated for lower density service as this category is not intended to create an area that attracts regional development or functions as a growth node.

Policy 2.2.12: [L]

WOODVILLE RURAL COMMUNITY* **(REV. EFF. 7/26/06; RENUMBERED 3/14/07; REV. EFF. 4/10/09)**

The Woodville Rural Community shares many of the same characteristics as other Rural Communities, but has experienced different types of growth pressures than the other areas designated as Rural Community. Therefore it has received a separate Future Land Use designation with specific objectives and policies to address the issues unique to Woodville. Non-residential development is limited to a maximum of 50,000 square feet per building and 50,000 square feet per parcel; residential development is limited to a density of 4 dwelling units per acre. Through the transfer of development units system provided for in Policy 4.2.5 [C] residential densities of up to 8 dwelling units per acre may be allowed.

*Category located outside of designated Urban Service Area.

Policy 2.2.13: [L]

EDUCATIONAL FACILITIES **(EFF. 8/17/92; REV. EFF. 7/26/06; RENUMBERED 3/14/07)**

This category contains:

(1) All public schools including elementary, middle school, high school, and post-secondary.

(2) All public lands for which educational facilities are proposed or planned.

(3) Private facilities with capacities for over three hundred students are also included in this category.

Permitted uses in this land use category are limited to educational facilities and ancillary community services to serve the student population, or the community in general. Allowed land uses within the Educational Facilities future land use category shall be regulated by zoning districts which implement the intent of this category.

Policy 2.2.14: [L]

RECREATION/OPEN SPACE **(EFF. 8/17/92; REV. EFF. 7/26/06; RENUMBERED 3/14/07)**

This category contains:

(1) Government owned lands which have active or passive recreational facilities, historic sites, forests, cemeteries, or wildlife management areas.

(2) Privately owned lands which have golf courses, cemeteries, or wildlife management areas.

Permitted uses include passive recreation and silviculture. Active recreation facilities are included if the site is within the USA or a rural community.

Policy 2.2.15: [L]

RECREATION/OPEN SPACE - STORMWATER FACILITY **(EFF. 7/2/99; REV. EFF. 7/26/06; RENUMBERED 3/14/07)**

This is a sub-category of the Institutional Recreation/Open Space category. This category is intended for government owned stormwater facilities.

Included in this category are the following:

(1) Government owned lands which serve as structural or non-structural stormwater facilities.
(2) The primary function of land in this category is stormwater attenuation, stormwater treatment for water quality, or stormwater conveyance.
(3) These areas may be used for passive parks that do not contain any permanent structure. Allowable open space uses include parks, nature preserves, cultivation, grazing, and unimproved pervious parking areas.

Policy 2.2.16: [L]

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

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

Airports*	Offices
Correctional Facilities	Outdoor Storage Facilities
Courts	Police/Fire Stations
Electric Generating Facilities	Sanitary Sewer Percolation Ponds
Electric Sub-Stations	Sanitary Sewer Pump Stations
Health Clinics	Sanitary Sewer Sprayfields
Libraries	Vehicle Maintenance Facilities

Incinerators	Waste to Energy
Materials Recovery Facilities	Water Tanks
Museums	Water Treatment Plants
Postal Facilities	Water Wells

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

Policy 2.2.17: [L]

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

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

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

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

Policy 2.2.18: [L]

LAKE PROTECTION **(REV. EFF. 12/22/95; REV. EFF. 7/26/06; RENUMBERED 3/14/07; REV. EFF. 7/14/14; REV. EFF. 7/6/15)**

INTENT

Lake Jackson, designated both an Outstanding Florida Water (OFW) and Aquatic Preserve, is one of the most unique waterways in Florida. Historically, the lake has suffered from water quality issues associated with rapid urbanization and large-scale roadway projects. Lake Jackson's water quality has improved since adoption of the Comprehensive Plan, due in large part to the adoption of stringent stormwater treatment standards and the implementation of capital projects; however, nutrient levels in the Lake remain elevated and the Lake continues to be designated "Impaired" by the Florida Department of Environmental Protection.

The intent of the Lake Protection category is to ensure that development within the Lake Jackson basin occurs in a sustainable and environmentally sound manner with minimal impact to water quality. The Lake Protection category is the basis for regulation and, where appropriate, limitation of development and redevelopment of land within the Lake Jackson Basin. The bounds of this category are to be the Lake Jackson basin boundary adjusted to include contributing watersheds but excluding existing, more intensely developed areas south of Interstate 10 and areas outside the Urban Service Area.

ALLOWABLE USES, DENSITIES, AND INTENSITIES

1. Residential

The Lake Protection category shall allow for residential uses at a base density of one (1) dwelling unit per two (2) gross acres.[1] To encourage compact and efficient development, two density bonus options are available for properties within the category:

i) A residential density of up to two (2) dwelling units per gross acre may be permitted within developments designed as a Clustered Subdivision.
ii) A residential density of up to eight (8) dwelling units per gross acre may be permitted within the Lake Protection Node (LPN) zoning district.

[1] (Leon County) Any development affecting real property located in whole or in part within the Lake Protection Future Land Use Map category west of US 27 North for which an initial Planned Unit Development Concept or Final Development Plan was approved before January 1, 2005 shall be vested for all uses, intensities and densities set forth in the PUD Concept Plan Ordinance. Said PUD shall be entitled to rely on the closed basin exemption previously set forth in this section if the Commission determined prior to January 1, 2005 that the PUD met the requirements for such closed basin exceptions and that such determination has not been overturned by a court of competent jurisdiction at the time vested rights are sought under this provision. If a court of competent jurisdiction invalidates such a PUD due to reasons unrelated to whether the property met the requirements for the closed basin exception, any new or modified PUD application relating to the same real property shall be vested for the uses, intensities and densities of the previously approved PUD. All development within said certified closed basins approved pursuant to this provision shall be approved through the PUD amendment process, except that in unincorporated Leon County a one-into-two residential lot split exemption shall be processed according to the established County procedures instead of the PUD process.

2. Mixed-use & Non-residential

Non-residential and mixed-use development (including, but not limited to, office and commercial uses) within the Lake Protection category may only be permitted within areas designated with the Lake Protection Node (LPN) zoning district. Within this district, single use, non-residential development shall be allowed at a maximum intensity of 10,000 square feet (S.F.) per gross acre. Projects containing a vertical mixture of uses, including any combination of office, commercial and residential uses, may receive a bonus of 2,500 S.F. per gross acre, for a total of 12,500 S.F. per gross acre.

3. Community and Recreational Facilities

Community services, light infrastructure, and recreational uses shall be permitted within the Lake Protection (LP) and Lake Protection Node (LPN) zoning districts. Facilities associated with these uses shall be allowed at a maximum intensity of 10,000 square feet (S.F.) per gross acre.

SPECIAL CONDITIONS

The following special conditions shall apply to the Lake Protection Future Land Use category:

1. The Lake Protection Node zoning district shall only be permitted at the following intersections:

- Highway 27 North and Sessions Road
- Highway 27 North and Capital Circle NW/Old Bainbridge Road
- Highway 27 North and Fred George Road
- Bannerman Road and Bull Headley Road

The exact extent of these Nodes shall be specified in the City of Tallahassee and Leon County land development regulations, but generally shall not extend beyond ¼ mile from the respective intersection and shall not include areas within a Special Development Zone (SDZ) or existing single-family subdivisions.

2. As an alternative to large-lot developments, Clustered Subdivisions shall be permitted within the Lake Protection zoning district. Clustered Subdivisions shall:

- Contain a minimum of 60% contiguous open space preserved in perpetuity and comprised of such things as preservation and conservation features, Special Development Zones, undeveloped uplands, passive recreation areas, and storm water facilities designed as a community amenity;
- Be developed at a maximum density of two (2) dwelling units per gross acre; and,
- Be served by central water and sewer systems.

3. A volume control based stormwater treatment standard shall be required for all development and redevelopment within the Lake Protection land use category. This standard shall ensure that runoff volumes in excess of the pre-development runoff volume shall be retained for all storm events up to a 100-year, 24-hour duration storm. To encourage redevelopment in the Lake Protection category, a partial credit may be applied toward existing impervious surface on previously developed sites.

4. Additional development standards deemed necessary to protect Lake Jackson from further degradation and/or improve existing water quality may be included in the land development code.
5. Existing, lawfully established, non-residential uses within the Lake Protection land use category that are compatible with surrounding uses and meet all water quality standards for the Lake Jackson Basin shall be considered permitted uses.

Policy 2.2.19: [L]

LAKE TALQUIN RECREATION/URBAN FRINGE* **(REV. EFF. 8/17/92; REV. EFF. 7/26/06; RENUMBERED 3/14/07)**

This is a category that is specific to the eastern shore area of Lake Talquin north of State Highway 20. This area has unique characteristics in that it has developed to a large extent with weekend or vacation homes along the lake. This category is intended to allow one unit per three acres or one unit per acre if the development is clustered on 25% of the site. This is intended to protect environmentally sensitive areas until the critical areas study is completed.

A critical areas study will be required for this area in order to ascertain the environmental impacts of further development in this area as well as a strategy to provide services. Once the critical areas study has been completed, allowable densities, based on the information from the study, will be reassessed.

*Category located outside of designated Urban Service Area.

Policy 2.2.20: [L]

AGRICULTURE/SILVICULTURE/CONSERVATION **(REV. EFF. 6/28/02; REV. EFF. 7/26/06; RENUMBERED 3/14/07; REV. EFF. 1/19/20; REV. EFF 7/25/24)**

Conserving large tracts of plantation and former plantation land, forest land, agriculture and silviculture lands and wildlife and conservation and recreational hunting areas is an efficient means of protecting natural resources that constitute important physical, social, aesthetic and economic assets to all of the residents of Leon County. The expansion of urban development into agriculture/ silviculture/ conservation areas creates conflicts between farm and urban activities that encourage the premature conversion of agricultural and silvicultural land to other uses, and results in the loss of open space and natural beauty. The designation of land as ASC substantially protects the continued existence of the land for agriculture, silviculture, forest wildlife conservation and recreational hunting purposes, and otherwise promotes the public health, safety and general welfare of the residents of Leon County.

Extensions of Community Services (libraries, religious facilities, and police/fire stations) and Light Infrastructure (water wells, water tanks, sewage pump stations, and electric substations) within all ASC areas is allowed. Solar facilities shall comply with the setback and landscape buffer area criteria for other similar uses in this land use category. Very low residential density not to exceed 1 unit per 10 acres, is also allowed within the entire

ASC land use category. Accessory uses directly associated with the operation of agriculture, silvicultural, wildlife conservation, recreational hunting and permitted residential uses shall be allowed.

Areas which meet the criteria for inclusion in the ASC category include, but are not limited to the tracts known as Foshalee, Cherokee and Horseshoe plantations, and the Tall Timbers Research, Inc. ownerships. These large-ownership properties are in the Rural Zoning District and some of the smaller portions of the properties within the District currently have minor commercial uses or have had such in the past.

In recognition of the existence of those uses, the need to provide nodes of non-residential land use between long distances of rural plantation lands to serve the needs of pass-by traffic, and the need for a potential expansion of similar uses such as office uses that are currently not permitted in the Rural Land Use District portions of the properties lying within the ASC Land Use Category may be developed utilizing the Planned Unit Development process for rezoning to allow the expansion of uses permitted within a special development district provided that the proposed ASC PUD meets and addresses the following criteria:

(A) The development parcel and Planned Unit Development is located in only one quadrant of the intersection of a Minor Collector or Major Collector and an Arterial Roadway of parcels in excess of 200 acres in size; and
(B) Other quadrants must be dedicated as a conservation easement in perpetuity.
(C) The arterial road frontage of the lands surrounding the proposed development remains in its natural state for a minimum of 500 feet from the right of way in a Conservation Easement;
(D) The development area for the non-residential component of the PUD is a maximum of 30 acres; and
(E) The area to be dedicated as a Conservation Easement in perpetuity is conveyed prior to the issuance of Environmental Management permits; and
(F) The following site plan and design criteria are incorporated into the overall PUD:
  (1) Parking is buffered from the adjacent roadways;
  (2) Clustering of buildings and parking areas is utilized; and
  (3) A maximum of 10,000 square feet per structure not to exceed 50,000 gross square feet in total of non-residential is provided; and
  (4) Asphalt/concrete areas are minimized by providing grassed overflow parking, etc.; and
  (5) A limitation to a maximum of 30% total impervious area is utilized; and
  (6) Maximum building height is limited to two (2) stories; and
  (7) The overall PUD site is limited to one access entrance to the arterial roadway and one access to the collector roadway and provides internal connection to the overall parent parcel; and
  (8) There is an architecturally consistent theme that reflects the regional plantation vernacular throughout the development; and
  (9) The development incorporates an overall infrastructure plan (sewer, water, fire, sheriff, garbage, etc.) designed to serve the proposed development without extending existing services; and
  (10) Retail uses are limited to tourist-related retail, convenience stores (including gasoline sales), restaurants, and hotel/motel lodging. Office uses are limited

to civic and social organizations, offices serving primarily rural and agricultural/silvicultural needs, membership sports and recreations clubs, cultural and educational retreat facilities, and research and testing services related to agriculture/silviculture and plantations. Recreational uses are limited to museums, art galleries, and botanical and zoological gardens.

Policy 2.2.21: [L]

NEIGHBORHOOD BOUNDARY **(EFF. 7/25/03; REV. EFF. 7/26/06; RENUMBERED 3/14/07; REV. EFF. 11/26/20)**

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

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

Intensity/Density: Density and intensity standards for residential and non-residential development shall be established within the implementing zoning district's development standards. In no case shall the maximum density established exceed eighteen (18) dwelling units per acre. Non-residential structures are permitted up to a maximum of 20,000 square feet of gross building floor area per acre.

Design Standards: The land development regulations shall establish design standards to promote compatibility with adjacent residential development.

Location and Orientation: The location of this land use category shall either serve as a buffer between residential development and more intensive development or to establish mixed-use corridors, or nodes, with neighborhood-scale, non-residential uses and a variety of residential uses where identified in a City or County coordinated placemaking, sense of place, neighborhood, or sector plan. Those properties currently within the Lake Protection land use category may not be amended to the Neighborhood Boundary land use category.

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

Policy 2.2.22: [L] **(EFF. 1/7/10; MAHAN DRIVE LAND USE CATEGORIES DEL. 1/7/10)**

MAHAN GATEWAY NODE LAND USE CATEGORY

INTENT

The Mahan Gateway Node land use category is applicable only within the Mahan Drive Corridor Study area (see reference map below). The application of this land use category and associated implementation regulations to the Mahan Drive Corridor is intended:

- To preserve existing residential preservation neighborhoods;
- To create an attractive gateway into Florida's Capital City, Tallahassee;
- To foster an appropriate mix and location of land uses along the corridor to preserve the scenic and residential character of a majority of the corridor;
- To provide for the potential development of commercial and retail developments within designated nodes along the corridor;
- To prohibit strip commercial development along the corridor;
- To maximize and promote efficient use of infrastructure within the Tallahassee-Leon County Urban Service Area;
- To facilitate the development and provision of transit service along the corridor;
- To promote pedestrian activities by providing neighborhood-serving commercial and office uses within walking distance of one another, nearby to existing and future residential developments; and
- To promote shorter vehicular trips for adjacent neighborhood residents and to increase usage of non-vehicular transportation modes.

ALLOWABLE LAND USES, DENSITY AND INTENSITY

1. Residential

   The Mahan Gateway Node shall provide for low to medium density residential development, ranging in maximum permitted density from 4-16 dwelling units per acre. The maximum residential density shall be allowed in the mixed use zoning district(s) as defined below. Residential uses and types ranging from single family detached houses to multi-family residential structures shall be allowed.

2. Mixed-use & Non-Residential

   Mixed-use developments and non-residential uses such as a combination of commercial/office uses and residential uses, shall be allowed within the Mahan Gateway Node future land use category based on the following intensity standards.

   iii) Maximum non-residential uses shall not exceed 12,000 gross square feet per acre. The highest intensity of non-residential uses shall be allowed in mixed-use developments, which combine residential and non-residential uses in a common plan of development.

   iv) Mixed-use development must include a residential component. The land development regulations shall specify the percentage range for the residential component.

3. Community Facilities

The Mahan Gateway Node future land use category shall allow community facilities related to residential uses including but not limited to religious facilities, libraries, police/fire stations, elementary and middle schools. Leon County shall consider siting public community facilities needed to support development in the Mahan Drive corridor, within the Mahan Gateway Node future land use category. Density transfers shall be allowed for properties dedicated and accepted by the appropriate local government for the location of public community facilities within these nodes.

IMPLEMENTATION DISTRICTS

In order to achieve the intent of the Mahan Gateway Node future land use category, the future land use category shall be implemented through zoning districts, based on the criteria cited below and further defined in the land development regulations.

Mixed-use zoning district(s)

The Mahan Gateway Node future land use category shall include at least one mixed-use zoning district which shall allow for medium density residential uses, non-residential uses and a combination of medium density residential uses and non-residential uses (mixed-use developments).

Mixed-use zoning district(s) for Mahan Gateway Node shall be guided by the following requirements:

1. Location

   i) The areas immediately surrounding the intersections of Mahan Drive and the following streets: Dempsey Mayo Road, Edenfield Road and Thornton Road and as further defined in the land development regulations.

   ii) The properties designated Residential Corridor Node (Future Land Use Map Amendment 2005-2-M-015) east of Highland Drive and on the south side of Mahan Drive.

   Mixed-use zoning district(s) shall have frontage on Mahan Drive and shall be limited in its extent along Mahan Drive as further defined in the land development. The depth of the district(s) shall be specified in the land development regulations.

2. Limitation on Non-Residential Uses: The land development regulations shall establish limits for the location of non-residential structures along the designated cross streets cited in subparagraph (a) above.

3. Access Management: Where feasible, practical and safe, access to Mahan Drive and the intersecting streets associated with each node shall be limited to one access driveway per node quadrant. Temporary access may be allowed until the desired interconnectivity for each node quadrant is achieved. The land development regulations shall specify criteria for access management, including, if necessary, the development of an access management plan.

4. Adjacency to Residential Preservation: Properties not currently designated Residential Corridor Node, as January 30, 2009, shall not be designated/zoned

in a manner to allow the mixed-use zoning district(s) to abut areas designated Residential Preservation. This provision is not applicable when the abutting properties in the Residential Preservation area have been developed with community facility uses. The mixed-use zoning district(s) are intended to be located in the core area of each designated node, around the identified arterial/collector roadway intersection with Mahan Drive.

5. Incentives for Unified Master Plan: To encourage, within the maximum development density and intensity standards, the combined development of properties within the Mahan Gateway Node future land use category, Leon County and/or the City of Tallahassee shall provide development incentives to property owners/developers within a node quadrant who proposed a binding master plan for a significant amount of the acreage or multiple properties within a node quadrant. The land development regulations shall provide a framework and guiding principles for the development of master plan(s) under this policy and the incentives to be provided.

Residential zoning district(s)

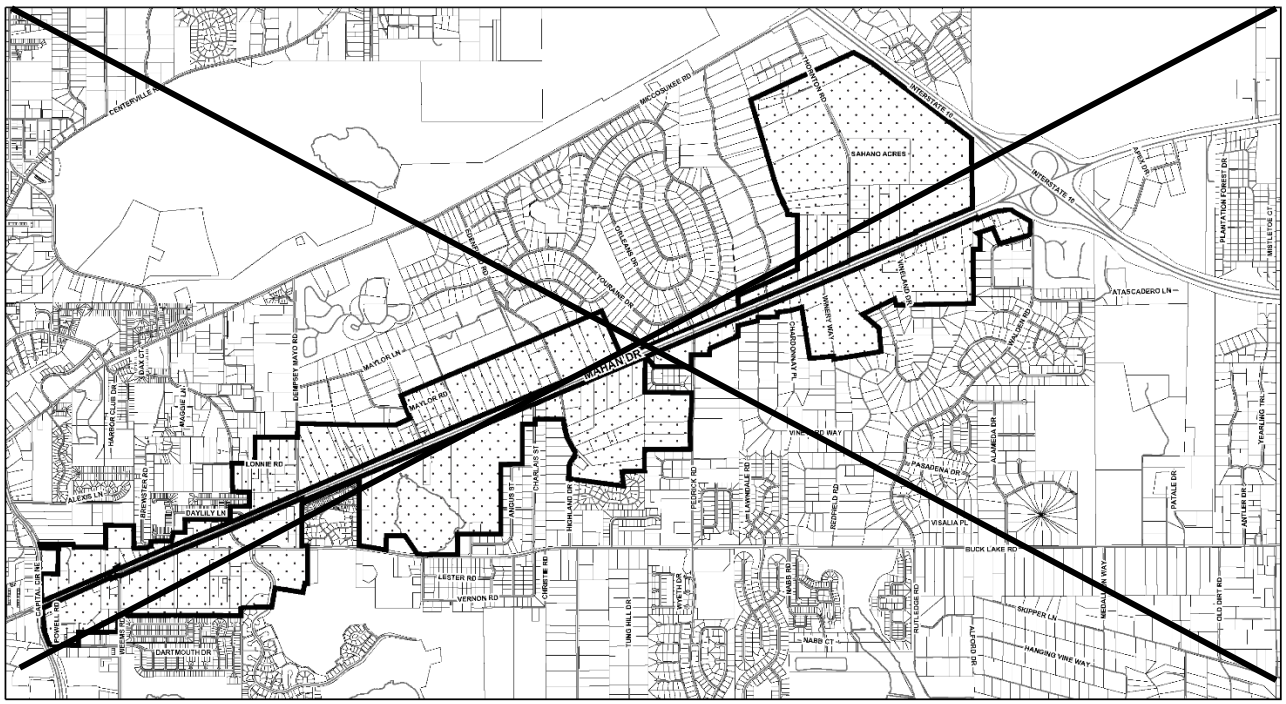
At least one residential zoning district shall be created and shall include all properties within the Mahan Gateway Node that are not designated mixed-use zoning district. The residential zoning district(s) shall develop primarily with residential uses and shall function as a transition area between the higher intensity/density uses allowed in the mixed-use zoning district(s) and the surrounding Residential Preservation areas. The residential zoning district(s) can also provide for community facilities and other neighborhood related uses as allowed by other policies in the comprehensive plan.

IMPLEMENTING LAND DEVELOPMENT REGULATIONS

The land development regulations may create density ranges to ensure compatibility with existing residential developments and other gateway development criteria. Standards addressing design elements to regulate development within the Mahan Gateway Node may include but are not limited to requirements addressing roofs, building scale, exterior building materials, building setbacks and height, fenestration, buffering, landscaping, solid waste disposal, parking lighting, transit oriented development, and signs. Such standards shall be included in the adopted land development regulations.

~~**I. Land Use**~~

~~Map 4: Mahan Drive Corridor Study Area~~



Policy 2.2.23: [L]

URBAN RESIDENTIAL **(EFF. 7/20/05; REV. EFF. 7/26/06; RENUMBERED 3/14/07; REV. EFF. 1/22/16)**

The primary intent of the Urban Residential land use category, which is to be applied only within the Urban Services Area, is to encourage medium density (4-10 dwelling units per acre) housing, thereby promoting infill development, reducing urban sprawl, and maximizing the efficiency of infrastructure. The implementing zoning district shall contain design standards as well as locational criteria in order to accomplish these goals. The Urban Residential category allows townhouses, single-family detached, two-family, and multiple-family dwelling units as well as community facilities related to residential uses. The implementing zoning district(s) within the land development regulations shall further specify the allowable uses. Urban Residential may serve as a transition category between lower density residential categories and more intensive development such as higher density residential and/or office land uses or major roadways where alternative modes of transportation are available to support the increased residential densities. The category is not intended to be applied within the interior of an existing neighborhood, unless to correct, legal non-conforming uses and/or densities. The maximum residential density within the Urban Residential is 10 DU/AC and the minimum is 4 DU/AC.

Policy 2.2.24: [L]

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

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

Policy 2.2.25: [L]

PLANNED USE OVERLAY DISTRICT **(EFF. 7/25/03; REV. EFF. 7/26/06; RENUMBERED 3/14/07)**

~~Planned Use Overlay District is an overlay district that may be applied on any specific property inside the Urban Service Area, except for those properties currently within the Lake Protection land use category. The regulatory conditions pertaining to this overlay district shall be adopted by ordinance as an amendment to the Future Land Use Map of this Comprehensive Plan.~~

~~The Planned Use Overlay District is created to allow the consideration of unique, innovative or narrowly defined land use proposals that, because of the specificity of the applied regulatory conditions, can be found compatible with the character of the surrounding land uses and the environmental conditions of the subject land. This district may allow residential and non-residential uses that might otherwise not be allowed in the underlying land use category, subject to unique design features or other regulatory conditions adopted to promote compatibility with adjacent areas. Such features include but are not limited to recreational areas, mixed use development, buffering, and landscaping. Development within this overlay shall result in an integrated plan of development. and each adopted Planned Use Overlay District designation shall address the following: the intent of the specific overlay district designation, density and intensity; permitted uses; access and interconnectivity by car, foot, bicycle, and transit; trip generation and trip capture; identification and protection of environmental features; open space; buffering of adjacent uses when necessary; and unique design features.~~

~~Applicants seeking amendment of the Future Land Use map in order to apply this overlay district to (a) specified parcel(s) shall be required to meet with those registered neighborhood association(s), if any, within ¼ mile circumference of the amendment site prior to the first scheduled public hearing regarding the specific development proposal. This meeting shall be in addition to the normal Comprehensive Plan amendment notice procedures and requirements. Due to the requirements above, applicants shall be required to request the application of the Planned Use Overlay District prior to the relevant Comprehensive Plan amendment application deadline. Planned Unit Development zoning shall be required to implement each Planned Use Overlay District and the entitlements granted through the application of the Planned Use Overlay District may be further limited by the Planned Unit Development zoning requirements. However, the minimum size requirement for Planned Unit Development shall not apply.~~

~~In the event that the Future Land Use Map overlay district has been applied to a site and no Planned Unit Development zoning has received approval by action of the City or County within 18 months of land use designation effective date, the Planned Use Overlay District shall be deemed null and void and shall be removed from the Future Land Use Map, leaving the original and underlying land use category in place. If, subsequent to the amendment to the Planned Unit Development (PUD) zoning district, the applicant seeks to rezone the property from PUD to another zoning district, the rezoning must be consistent with the underlying and existing Future Land Use Map category unless an amendment to the Future Land Use Map is also sought and approved. In instances where rezonings to zoning districts other than the required PUD zoning district and amendments to the Future Land Use Map, if necessary, are approved the Planned Unit Overlay District shall be deemed null and void.~~

~~*Policy 2.2.26: [L]*~~

LAND USE DEVELOPMENT MATRIX **(REV. EFF. 7/26/06; REV. EFF. 3/14/07; REV. EFF. 6/6/08)**

The land use development matrix depicts set performance criteria from which an individual can measure the development potential of any parcel of property. In effect the matrix provides guidance as to where a parcel would fall on the permittable development ranges outlined within the future land use categories. As mentioned earlier, the relationships within the matrix are based upon the policies included within the individual elements of the plan. The matrix measures a parcel's development potential based on the following land use principles:

(1) The parcel's designation on the future land use map.
(2) Its potential compatibility with surrounding existing land use.
(3) The degree of accessibility to the parcel (commercial uses only).
(4) Potential land use in relation to the function of the road which will carry traffic resulting from any subsequent development of the parcel.
(5) Environmental constraints on site.
(6) Availability of sewer and water.

The review standards outlined above are listed across the top of the matrix. Potential land uses beginning with minor commercial and ending with heavy industrial are listed vertically and are measured in relation to the review standards listed across the top. Each cell of the matrix contains an inherent policy based on the relationship between the proposed land use for that parcel (vertical axis) and a performance standard (horizontal axis). An "X" in that cell indicates the proposed use would be allowed. Conversely, an "O" indicates that the proposed use is not allowed. All cell blocks which are applicable to a proposed land use must contain an "x" in order for the proposal to be allowed. Thus an individual would locate the proposed land use along the vertical axis and review along the row of cells next to it in a left to right direction to determine which conditions would allow or prohibit the proposed use. As stated under the performance concept, each site is individually measured for suitability in relation to performance standards. As a result, growth management guidance is provided.

(Note: The Land Use Development Matrix does not apply to Bradfordville Mixed Use, Suburban, Research and Innovation, Industry and Mining, Urban Residential 2, Village Mixed Use, Planned Development, Central Core, Central Urban, University Transition, and Woodville Rural Community.) (REV. EFF. 6/28/02; REV. EFF. 3/14/07; REV. EFF. 6/6/08; REV. EFF. 1/7/10; REV. EFF. 5/31/18)

Policy 2.2.27: [L] **(EFF. 5/31/18)**

RESEARCH AND INNOVATION LAND USE

INTENT

Districts that support research and innovation are key components of an economic development strategy for the City of Tallahassee and Leon County. Maintaining lands used for research and innovation and expanding these uses in appropriate areas are necessary for job creation, flexibility to adapt to changing economic trends, and economic diversification essential for the community's future.

The intent of the Research and Innovation Land Use category is to recognize the variety of uses that occur in these districts and to facilitate the location of jobs relative to the homes of people who can provide critical talent in skilled trades.

Research and Innovation uses should be encouraged in areas with access to transit, bicycle, and pedestrian facilities. Because of the need for infrastructure and public services, the Research and Innovation Land Use shall only apply to areas located within the Urban Services Area.

ALLOWABLE LAND USES, DENSITIES, AND INTENSITIES

The Research and Innovation Land Use category accommodates a variety of uses that may have similar demands on public infrastructure. Research and Development and Innovation District uses are allowable in the Research and Innovation Land Use.

1. Research and Development – Research and Development uses shall be permitted at a maximum intensity of 45,000 square feet of gross building floor area per acre. Mixed use Research and Development projects may include commercial, office (other than the research and development uses), and residential uses. These ancillary uses may not exceed 40% of the total gross square footage of a Research and Development project.
2. Innovation District – Innovation Districts may include up to 45,000 square feet of gross building floor area per acre. The mixture of uses shall emphasize the technological and collaborative nature of these districts by including in the buildable square footage up to 80% in Innovation District, Research and Development, or compatible Light Industrial uses, up to 40% residential uses, and up to 40% in other non-residential support uses. Design standards detailed in the land development code shall provide for the protection of adjacent non-research and innovation properties by arranging the residential uses and non-research and innovation uses as a buffer or transition to adjacent properties.

SPECIAL CONDITIONS

The following special conditions shall apply to the Research and Innovation Future Land Use category:

1. Administrative offices that support and are functionally related to onsite activities are allowed in any of the implementing zoning districts for the Research and Innovation Land Use.
2. Site plans must demonstrate the protection of adjacent non-research and innovation properties through development standards outlined in the land development codes.
3. A plan for vehicular access to and from the site addressing delivery trucks and specialized equipment must be submitted with site plans and must demonstrate compatibility with adjacent land uses.

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

INDUSTRY AND MINING LAND USE

INTENT

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

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

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

ALLOWABLE LAND USES, DENSITIES, AND INTENSITIES

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

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

These areas shall have stringent locational criteria and require extensive buffering and/or relative distance from other land uses. These uses may require employment of techniques to prevent substantial impacts off-site or require mitigation and/or minimization techniques for impacts. Ancillary commercial uses designed to serve adjacent workers may be permitted.

SPECIAL CONDITIONS

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

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

~~**I. Land Use**~~

~~Table 5: Land Use Development Matrix, Tallahassee~~

TALLAHASSEE *

LAND USE DEVELOPMENT MATRIX

| PROPOSED LAND USE | TYPE | FUTURE LAND USES: NEIGHBORHOOD BOUNDARY | RURAL/AGRICULTURAL | URBAN FRINGE | ACTIVITY CENTER | RURAL COMMUNITY | LAKE PROTECTION | RESIDENTIAL PRESERVATION | LAKE TALQUIN | GOV'T OPERATIONAL | REC./OPEN SPACE | EDUCATIONAL | HEAVY INDUSTRIAL | URBAN RESIDENTIAL | EXISTING ADJOINING LAND USES (A)(D)(G): COMMERCIAL: MINOR | COMMERCIAL: NEIGHBORHOOD | COMMERCIAL: COMMUNITY | COMMERCIAL: REGIONAL | COMMERCIAL: HIGHWAY | OFFICE: MINOR | OFFICE: MAJOR | OFFICE: PARK | RES.: LOW | RES.: MEDIUM | RES.: HIGH | REC.: PASSIVE | REC.: ACTIVE | EDUC.: ELEMENTARY | EDUC.: MIDDLE | EDUC.: HIGH | COMMUNITY FACILITIES: COMMUNITY SERVICE | COMMUNITY FACILITIES: LIGHT INFRASTRUCTURE | COMMUNITY FACILITIES: HEAVY INFRASTRUCTURE | COMMUNITY FACILITIES: POST SECONDARY | LGT. IND.: MINOR | LGT. IND.: PARK | HVY. IND. | TRANSPORTATION ACCESS (B)(J): INTERSECTION LOCATION (E): PRIN. ART./PRIN. ART. | PRIN. ART./MIN. ART. | PRIN. ART./MAJ. COL. | PRIN. ART./MIN. COL. | PRIN. ART./LOCAL | MIN. ART./MIN. ART. | MIN. ART./MAJ. COL. | MIN. ART./MIN. COL. | MIN. ART./LOCAL | MAJ. COL./MAJ. COL. | MAJ. COL./MIN. COL. | MAJ. COL./LOCAL | MIN. COL./MIN. COL. | MIN. COL./LOCAL | LOCAL/LOCAL | STREET ACCESS (F): PRINCIPAL ARTERIAL | MINOR ARTERIAL | MAJOR COLLECTOR | MINOR COLLECTOR | LOCAL | ENVIRONMENTAL CONSTRAINTS (C): FLOODPLAIN/FLOODPLAIN UNDEVELOPED | SEVERE GRADES | SIGNIFICANT GRADES 10 - 20% | WETLAND | REGULATED | CLOSED BASIN | HIGH QUALITY SUCCESSIONAL FOREST | NATIVE FOREST | GROUNDWATER RECHARGE PROTECTION | CANOPY ROAD | INFRA-STRUCTURE: SEWER SYSTEM | SEPTIC TANK | WATER SYSTEM | WATER WELL |
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~~Table 6: Land Use Development Matrix, Leon County~~

LEON COUNTY*
LAND USE DEVELOPMENT MATRIX

FUTURE LAND USES

PROPOSED LAND USE	TYPE	NEIGHBORHOOD BOUNDARY	RURAL	URBAN FRINGE	ACTIVITY CENTER	RURAL COMMUNITY	LAKE PROTECTION	RESIDENTIAL PRESERVATION	LAKE TALQUIN	GOV. OPERATIONAL	REC./OPEN SPACE	EDUCATIONAL	HEAVY INDUSTRIAL	URBAN RESIDENTIAL
COMMERCIAL	MINOR	X	X	X	X	X	19	0	X	0	0	0	X	0
	NEIGHBORHOOD	0	0	0	X	X	0	0	X	0	0	0	0	0
	COMMUNITY	0	0	0	X	0	0	0	0	0	0	0	0	0
	REGIONAL	0	0	0	X	0	0	0	0	0	0	0	0	0
	HIGHWAY	0	0	0	X	0	0	0	X	0	0	0	0	0
OFFICE	MINOR	X	0	X	X	X	19	0	X	0	0	0	0	0
	MAJOR	0	0	0	X	0	0	0	0	0	0	0	0	0
	PARK	0	0	0	X	0	0	0	0	0	0	0	0	0
RESIDENTIAL	LOW	X	X	X	0	X	X	X	X	0	0	0	12	X
	MEDIUM	X	0	0	X	0	0	0	0	0	0	0	0	27
	HIGH	0	0	0	X	0	0	0	0	0	0	0	0	0
RECREATIONAL	PASSIVE	0	X	X	X	X	X	X	X	X	X	X	0	X
	ACTIVE	0	X	X	X	X	X	X	X	X	X	X	0	0
COMMUNITY FACILITIES	COMMUNITY SERVICES	X	X	X	X	X	X	X	X	X	X	X	0	X
	LIGHT INFRASTRUCTURE	0	X	X	X	X	X	X	X	X	X	X	X	0
	HEAVY INFRASTRUCTURE	0	0	X	0	0	0	0	X	X	0	0	X	0
	POST-SECONDARY	0	X	X	X	X	0	0	X	0	0	X	0	0
LIGHT INDUSTRIAL	MINOR	0	10	10	X	10	0	0	0	0	0	0	X	0
	PARK	0	0	0	X	0	0	0	0	0	0	0	X	0
HEAVY INDUSTRIAL	HEAVY INDUSTRIAL	0	10	0	0	0	0	0	0	0	0	0	X	0

EXISTING ADJOINING LAND USES (A) (D) (G)

PROPOSED LAND USE	TYPE	COMMERCIAL: MINOR	COMMERCIAL: NEIGHBORHOOD	COMMERCIAL: COMMUNITY	COMMERCIAL: REGIONAL	COMMERCIAL: HIGHWAY	OFFICE: MINOR	OFFICE: MAJOR	OFFICE: PARK	RES.: LOW	RES.: MEDIUM	RES.: HIGH	REC.: PASSIVE	REC.: ACTIVE	EDUC.: ELEMENTARY	EDUC.: MIDDLE	EDUC.: HIGH	COMMUNITY FACILITIES: COMMUNITY SERVICE	COMMUNITY FACILITIES: LIGHT INFRASTRUCTURE	COMMUNITY FACILITIES: HEAVY INFRASTRUCTURE	COMMUNITY FACILITIES: POST SECONDARY	LGT. IND.: MINOR	LGT. IND.: PARK	HVY. IND.
COMMERCIAL	MINOR	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	0	X	X	X	X
	NEIGHBORHOOD	X	X	X	X	X	X	X	X	0	X	X	X	X	0	X	X	X	X	0	X	X	X	0
	COMMUNITY	X	X	X	X	X	X	X	X	0	X	X	0	X	0	X	X	X	X	X	X	X	X	0
	REGIONAL	X	X	X	X	X	X	X	X	0	0	X	0	0	0	0	X	X	X	X	X	X	X	0
	HIGHWAY	X	X	X	X	X	X	X	X	0	X	X	X	X	0	X	X	X	X	X	X	X	X	X
OFFICE	MINOR	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	0	X	X	X	X	X	13
	MAJOR	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	1
	PARK	X	X	X	X	X	X	X	X	0	X	X	X	X	0	X	X	X	X	1	X	X	X	1
RESIDENTIAL	LOW	X	0	0	0	0	X	X	0	X	X	X	X	X	X	X	X	X	X	0	X	0	0	0
	MEDIUM	X	X	X	9	X	X	X	X	X	X	X	X	X	X	X	X	X	X	0	X	0	0	0
	HIGH	X	X	X	X	X	X	X	X	0	X	X	X	X	X	X	X	X	X	X	X	X	X	0
RECREATIONAL	PASSIVE	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
	ACTIVE	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
COMMUNITY FACILITIES	COMMUNITY SERVICES	X	X	X	X	X	X	X	X	2	X	X	X	X	X	X	X	X	X	X	X	X	X	X
	LIGHT INFRASTRUCTURE	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
	HEAVY INFRASTRUCTURE	0	X	X	X	X	0	1	1	0	0	0	0	X	0	0	0	1	X	X	0	X	X	X
	POST-SECONDARY	X	X	X	X	X	X	X	X	0	X	X	X	X	1	X	X	X	X	X	X	X	X	0
LIGHT INDUSTRIAL	MINOR	X	X	X	X	X	X	X	X	0	0	X	X	X	0	0	0	X	X	X	X	X	X	X
	PARK	X	X	X	X	X	X	X	X	0	0	X	0	X	0	0	0	X	X	X	X	X	X	X
HEAVY INDUSTRIAL	HEAVY INDUSTRIAL	X	0	0	0	X	0	0	0	0	0	0	0	X	0	0	0	X	X	X	0	X	X	X

TRANSPORTATION ACCESS (B) (J) — INTERSECTION LOCATION (E); STREET ACCESS (F)

PROPOSED LAND USE	TYPE	PRIN. ART./PRIN. ART.	PRIN. ART./MIN. ART.	PRIN. ART./MAJ. COL.	PRIN. ART./MIN. COL.	PRIN. ART./LOCAL	MIN. ART./MIN. ART.	MIN. ART./MAJ. COL.	MIN. ART./MIN. COL.	MIN. ART./LOCAL	MAJ. COL./MAJ. COL.	MAJ. COL./MIN. COL.	MAJ. COL./LOCAL	MIN. COL./MIN. COL.	MIN. COL./LOCAL	LOCAL/LOCAL	PRINCIPAL ARTERIAL	MINOR ARTERIAL	MAJOR COLLECTOR	MINOR COLLECTOR (G)	LOCAL (H)
COMMERCIAL	MINOR	0	0	X	X	23	0	X	X	23	X	X	0	X	0	0	X	X	X	X	0
	NEIGHBORHOOD	X	X	23	0	0	X	X	0	0	18	0	0	0	0	0	X	X	X	15	0
	COMMUNITY	X	X	0	0	0	X	0	0	0	0	0	0	0	0	0	X	X	0	0	0
	REGIONAL	X	X	X	0	0	X	X	0	0	0	0	0	0	0	0	X	X	15	0	0
	HIGHWAY	6	6	X	0	0	6	X	0	0	0	0	0	0	0	0	X	X	X	O	0
OFFICE	MINOR	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	X	X	X	X	0
	MAJOR	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	X	X	X	O	0
	PARK	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	X	X	X	O	0
RESIDENTIAL	LOW	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	16	16	16	X	X
	MEDIUM	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	X	X	X	X	0
	HIGH	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	X	X	X	O	0
RECREATIONAL	PASSIVE	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	X	X	X	X	X
	ACTIVE	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	X	X	X	X	0
COMMUNITY FACILITIES	COMMUNITY SERVICES	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	X	X	X	X	24
	LIGHT INFRASTRUCTURE	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	X	X	X	X	X
	HEAVY INFRASTRUCTURE	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	X	X	X	O	0
	POST-SECONDARY	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	X	X	X	O	0
LIGHT INDUSTRIAL	MINOR	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	X	X	X	O	0
	PARK	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	X	X	X	O	0
HEAVY INDUSTRIAL	HEAVY INDUSTRIAL	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	X	X	X	O	0

ENVIRONMENTAL CONSTRAINTS (C) / **INFRA-STRUCTURE**

PROPOSED LAND USE	TYPE	FLOODWAY/FLOODPLAIN UNDEVELOPED	SEVERE GRADES	SIGNIFICANT GRADES 10 - 20%	WETLAND	REGULATED CLOSED BASIN	HIGH QUALITY SUCCESSIONAL FOREST	NATIVE FOREST	GROUNDWATER RESOURCE PROTECTION	CANOPY ROAD	SEWER SYSTEM/ PACKAGE PLANT	SEPTIC TANK	WATER SYSTEM	WATER WELL
COMMERCIAL	MINOR	0	0	1	0	3	1	0	X	17	X	X	X	X
	NEIGHBORHOOD	0	0	0	0	3	1	0	4	11	X	0	X	0
	COMMUNITY	0	0	0	0	3	1	0	0	0	X	0	X	0
	REGIONAL	0	0	0	0	3	0	0	0	0	X	0	X	0
	HIGHWAY	0	0	1	0	3	1	0	4	0	X	0	X	0
OFFICE	MINOR	0	X	X	0	3	X	0	X	X	X	X	X	X
	MAJOR	0	0	1	0	3	1	0	X	17	X	0	X	0
	PARK	0	0	0	0	3	1	0	4	17	X	0	X	0
RESIDENTIAL	LOW	1	X	X	0	3	X	8	X	17	X	20	X	X
	MEDIUM	0	0	8	0	3	1	0	4	17	X	0	X	0
	HIGH	0	0	0	0	3	1	0	0	17	X	0	X	0
RECREATIONAL	PASSIVE	X	X	X	X	X	X	X	X	X	X	X	X	X
	ACTIVE	X	0	1	0	3	1	0	X	X	X	X	X	5
COMMUNITY FACILITIES	COMMUNITY SERVICES	0	0	X	0	3	X	0	X	X	X	X	X	5
	LIGHT INFRASTRUCTURE	0	0	X	0	X	1	0	X	X	X	X	X	5
	HEAVY INFRASTRUCTURE	0	0	0	0	3	1	0	4	17	X	21	X	21
	POST-SECONDARY	0	0	1	0	3	1	0	X	X	X	0	X	0
LIGHT INDUSTRIAL	MINOR	0	0	1	0	3	1	0	4	0	X	10	X	10
	PARK	0	0	0	0	3	1	0	4	0	X	0	X	0
HEAVY INDUSTRIAL	HEAVY INDUSTRIAL	0	0	0	0	3	1	0	0	0	X	22	X	22

X – Land use is compatible/allowable
0 – Land use incompatible/not allowable
1 – PUD or site plan review
2 – Planned unit development required, except for cemetaries or for religious facilities to be used solely for religious functions. P.U.D. requirement will apply if ancillary facilities are proposed in in conjunction with religious facilities.
3 – Permitted where sufficient stormwater management capacity exists within the basin
4 – Consistent with aquifer recharge policies contained within the Conservation Element
5 – Permitted outside of Urban Service Boundary
6 – Permitted only at those intersection quadrants which previously have been developed
7 – Permitted in conjunction with mixed use project (footnote deleted)
8 – Cluster development required (Max. 12 DU/AC)
10 – Agricultural related only
11 – No access to canopy road
12 – Residence for security or caretaker personnel allowed
13 – Office use permitted if ancillary to industrial use
14 – Intended for lower level of density range
15 – Secondary access only approved in conjunction with site plan, PUD or DRI
16 – Direct access allowed outside urban service area or on previously platted lot
17 – Primary access to canopy road permitted only when alternate access to non-canopy roads is unavailable. Primary access shall be restricted to one driveway designed to mitigate impacts. Planned development required for approval.
18 – Commercial restricted to 50,000 sq ft
19 – Permitted in county portion of category. (Resultant runoff must be retained on site) P.U.D. required
20 – Permitted on lots greater than ½ acre (Sewer Policy 2.1.3)
21 – Permitted for appropriate facilities located outside of Urban Service Area (Sewer Policy 1.3.7)
22 – May be permitted for sandmines or borrow pits (Conservation Policy 3.2.2)
23 – Commercial limited to one quadrant of the intersection
24 – Access allowed outside the Urban Service Area for Community Services operated by public agencies
26 – Minor Offices permitted access onto local streets within Neighborhood Boundary category only
27 – Density limited to 10 Dwelling units per acre

NA = Not applicable
* = To be used in conjunction with Future Land Use Map and applicable goals, objectives and policies contained within the Comprehensive Plan

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

Effective 11-13-20
Cycle 20-01 ESR

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

DOES NOT APPLY TO BRADFORDVILLE MIXED USE, SUBURBAN, URBAN RESIDENTIAL 2, VILLAGE MIXED USE, PLANNED DEVELOPMENT, UNIVERSITY TRANSITION, DOWNTOWN, WOODVILLE RURAL COMMUNITY, CENTRAL URBAN, RESEARCH AND INNOVATION, OR INDUSTRY AND MINING.

CONSERVATION SUBDIVISIONS

Objective 2.3: [L] (EFF. 7/1/04; RENUMBERED EFF. 7/26/06; REV. EFF. 8/1/07)

Conservation Subdivision land development regulations in the County shall continue to provide design options and guidelines for the development of Conservation Subdivisions that advance environmental resource protection or restoration or promote infill and redevelopment. The City may adopt similar provisions.

Policy 2.3.1: [L] **(EFF. 7/1/04; RENUMBERED EFF. 7/26/06)**

To minimize the threat of premature conversion of rural land, including properties supporting bona fide agriculture and silviculture, the Conservation Subdivision option shall not be allowed within the Rural Future Land Use category, with the exception of those areas designated as Rural Residential within the Bradfordville Sector Plan.

Policy 2.3.2: [L] **(EFF. 7/1/04; RENUMBERED EFF. 7/26/06; REV. EFF. 12/15/11)**

Within the land development regulations, local government shall define for various Future Land Use categories in which Conservation Subdivisions are allowed, any applicable density bonus incentives, and the minimum percentages of parent tract(s) to be protected as contiguous open space within Conservation Subdivisions. It shall be the intent to establish higher open space percentages for the less dense Future Land Use Map categories.

Policy 2.3.3: [L] **(EFF. 7/1/04; RENUMBERED EFF. 7/26/06)**

To better judge the impacts of Conservation Subdivisions on the demands for services and the effects of coordinating protected open space, local government may phase the implementation of Conservation Subdivisions within Future Land Use Categories more dense than Urban Fringe via the adoption of land development regulation provisions, beginning with Urban Fringe Future Land Use category and those areas designated as Rural Residential within the Bradfordville Sector Plan.

Policy 2.3.4: [L] **(EFF. 7/1/04; RENUMBERED EFF. 7/26/06)**

Conservation Subdivisions may be zoned as Planned Unit Developments (PUDs) or the land development regulations shall be otherwise crafted in order to provide the necessary flexibility with respect to setbacks, minimum lot sizes, street widths, and parking requirements etc. to increase the likelihood of employing this site design option and foster the long-term viability and usefulness of the open space subject to the required conservation easement.

Policy 2.3.5: [L] **(EFF. 7/1/04; RENUMBERED EFF. 7/26/06)**

Preservation features defined in Policies 1.3.4 [C] and 1.3.5 [C] shall be incorporated into the open space of any Conservation Subdivision. Conservation features defined in Policy 1.3.1 [C], archaeological sites, bona fide agriculture and silviculture, viewsheds of canopy roads and of other open space shall be incorporated into the open space of a Conservation Subdivision to the greatest extent practicable.

The Planning and respective Growth Management departments shall encourage the use of Conservation Subdivisions wherever parent tracts have been demonstrated to contain bona fide agriculture and silviculture, environmentally significant features, historically or archaeologically significant resources, or direct connections with existing or planned greenway corridors identified in either the Tallahassee-Leon County Greenway Master Plan or the Blueprint 2000 Project Definitions Report.

Policy 2.3.6: [L] **(EFF. 7/1/04; RENUMBERED EFF. 7/26/06)**

In the implementation of Conservation Subdivisions, all critical on-site resources that are to be preserved shall be of adequate size and buffered to ensure protection of the resource.

Policy 2.3.7: [L] **(EFF. 7/1/04; RENUMBERED EFF. 7/26/06)**

Where possible, local government shall require protected open space(s) within conservation subdivisions to be established adjacent or contiguous with existing or planned greenspace, whether public or private.

Policy 2.3.8: [L] **(EFF. 7/1/04; RENUMBERED EFF. 7/26/06)**

In the implementation of Conservation Subdivisions, local government shall require open space and related resources to be placed under a permanent easement that runs with the land. Said easement may be assigned to (1) local government or (2) a local or national land trust that is a 501(c)(3) organization for which conservation of resources is a principal goal and which can provide reasonable assurance it has financial and staff resources to monitor and manage the easement in accordance with the intent of the Objective 2.2 [L] and its supporting policies.

Policy 2.3.9: [L] **(EFF. 7/1/04; RENUMBERED EFF. 7/26/06)**

Local Government shall require all applications for Conservation Subdivisions to prepare a management plan for all protected open space and a dedicated source of revenues to ensure that all appropriate management activities are undertaken on a regular basis and that all terms of the conservation easement are monitored and enforced.

Policy 2.3.10: [L] **(EFF. 7/1/04; RENUMBERED EFF. 7/26/06)**

Local and State Government shall be encouraged to enter into agreements with the managers of protected open space within Conservation Subdivisions where it would be

mutually advantageous to consolidate management activities between the subdivision and any adjoining public lands.

Policy 2.3.11: [L] **(EFF. 7/1/04; RENUMBERED EFF. 7/26/06)**

It shall be the policy of the Property Appraiser's office to assess at the minimum rate or charge the applicable fee to all land preserved within a Conservation Subdivision, including property in bona fide agricultural and silvicultural use. However, the appraised value of associated developed land shall reflect any added value provided by proximity to protected open space.

Policy 2.3.12: [L] **(EFF. 7/1/04; RENUMBERED EFF. 7/26/06)**

Conservation Subdivisions shall be encouraged to include a range of housing types and sizes, and shall not be exempt from any adopted applicable affordable housing provisions.

Goal 3: [L] (EFF. 7/16/90; REV. EFF. 7/26/06)

Tallahassee-Leon County should continue to grow with an emphasis on selected growth that pays for itself through the provision of well-paid jobs and economic leverage factors which enhance the quality of life of the community.

COMMERCIAL LAND USE

Objective 3.1: [L] (REV. EFF. 7/20/05)

Provide for convenient, aesthetically pleasing and environmentally sound commercial opportunities which are easily accessible through planned integration into the existing transportation network. In furtherance of this objective, maintain a system of land development regulations and/or ordinances which facilitate the implementation of the policies adopted in relation to commercial land use.

Policy 3.1.1: [L] **(EFF. 7/16/90; REV. EFF. 7/26/06)**

Commercial development shall occur only in locations that are appropriate to its service and trade area and that are compatible with adjacent existing and proposed land uses and with existing and programmed public services and facilities. Commercial sites are determined through the use of site location standards contained within policy 3.1.2 below. The intensity of the commercial use is dependent upon the land use category which the potential site is in and the functional roadway classification of the immediate adjacent roads. Individual road classifications are depicted on the functional roadway classification map found within the Transportation Element.

~~*Policy 3.1.2: [L]* (REV. EFF. 12/23/96; REV. EFF. 6/28/02; REV. EFF. 7/26/06)~~

~~Allowed commercial development in the Mixed Use Category shall be determined in accordance with Objective 1.7 and the development pattern policies. Allowed commercial development in the Woodville Rural Community Category shall be determined in accordance with Objective 3.4 and subsequent implementing policies. In other Future Land Use Categories, development type and location standards for minor, neighborhood, community, regional, and highway commercial sites shall be as outlined below. These requirements are intended to group commercial land use toward intersections to provide access and prevent strip commercialization. Stringent access criteria which may include increased design considerations or the construction of frontage or service roads for development approval may be applied for commercial sites not located according to the commercial site location standards.~~

~~A. COMMERCIAL CLASSIFICATIONS~~

~~1. MINOR COMMERCIAL~~

~~a. Major Function~~

~~Provide for sale of convenience goods and services to immediate residential area.~~

~~b. Location~~

~~1) On or near the intersection (access within 330 feet of the centerline of the intersection) of local and arterial, collector and arterial, collector and collector; or~~

~~2) May be located within Planned Development provided it is located and designed to meet commercial needs of the majority of the residents of the development.~~

~~3) If on a local street, only one quadrant of the intersection shall be used for commercial purposes.~~

~~c. Trade Area~~

~~Generally within one mile and not considered as an attractor.~~

~~d. Site Area~~

~~Two acres or less. One-half acre if located on a local street.~~

~~e. Range of Gross Floor Area~~

~~Less than 20,000 square feet. Maximum 10,000 sq. ft. if located on a local street.~~

~~f. Design Standards~~

~~1) Aesthetically compatible with adjacent uses.~~

~~2) Adequate buffering, screening, landscaping and architectural treatment if integrated into neighborhood.~~

~~3) Sufficient parking; properly designed and safe internal traffic circulation.~~

~~2. NEIGHBORHOOD COMMERCIAL~~

~~a. Major Function~~

~~Provide for the sale of convenience goods and personal services such as food, drugs, sundries and hardware items to one or more neighborhoods.~~

b. Leading Tenants (examples)
Supermarket, drugstore and postal substation.

c. Location*
At the intersection* of major collector and arterial or arterial and arterial or major collector and major collector. Only one neighborhood commercial development will be allowed at the intersection of a major collector and arterial road. Commercial development at the intersections of major collectors shall be restricted to 50,000 sq. ft. Planned integrated access to the transportation system is required.
* See definition of *Intersection* in Glossary.

d. Radius of Primary Trade Area
One to three miles.

e. Site Area
Minimum two acres.

f. Range of Gross Floor Area
20,000 to 100,000 square feet.

3. COMMUNITY COMMERCIAL
a. Major Function
Same functions of neighborhood commercial but on a large scale. Provide for sale of retail goods such as clothing, variety items, appliances and furniture, hardware and home improvement items.

b. Leading Tenants (examples)
Supermarket, drug store, minor department stores, home improvement center, variety or discount center.

c. Location
At the intersection of arterials. Prohibited on designated canopy roads. Planned integrated access to the transportation system required.

d. Radius of Trade Area
Five miles or 15 to 20 minutes driving time. Service distinct geographical quadrants or three or more combinations of neighborhoods within community.

e. Site Area
Minimum ten acres.

f. Range of Gross Floor Area
20,000 to 100,000 square feet.

4. REGIONAL COMMERCIAL
a. Major Function
Same functions of community center, provide full range and variety of shopping goods for comparative shopping such as general merchandise apparel, furniture and home furnishings.

b. Leading Tenants (examples)
One or more full line department stores.

c. Location

Integrated into local transportation system and accessible by combination of arterials, major collectors, expressways and interstate highways. Potential on-site and off-site transportation improvements which may include additional turn lanes, intersection improvements, and frontage roads, may be required to provide adequate ingress and egress. Prohibited on designated canopy roads. Restricted to high intensity urban activity center land use category.

d. Radius of Primary Trade Area

Regional

e. Site Area

Minimum thirty-five acres.

f. Range of Gross Floor Area

200,000 to 1 million square feet.

5. HIGHWAY COMMERCIAL

a. Major Function

Provide for consumer oriented retail services designed for drive-in convenience.

b. Leading Tenants (examples)

Fast food franchise, liquor store, automotive service (i.e. oil change), convenience stores.

c. Location

At the intersection of arterial or collector streets in accordance with the Land Development Matrix, with driveway access to those streets, or integrated into the transportation network through a system of shared access or an access road system.

Unless the proposed development is at an intersection, it must be accessed from a frontage or service road with parking in the rear, or screened from the road by substantial existing or landscape vegetation if located in the front or side of the commercial establishment. Shared access may be authorized by local government only if prior or existing development precludes the use of a frontage or service road.

Structural setbacks from the road in these situations must be sufficient to accommodate the access road, and any front parking and landscaping. If the site has existing commercial use on both sides, and has road frontage of no more than 150 feet, the access requirement does not apply.

d. Radius of Trade Area

May serve immediate area but relies heavily on passerby traffic.

e. Site Area

One-half to two acres.

f. Range of Gross Floor Area

1,000 to 10,000 square feet

g. Design Standards
1) Adequate setback
2) Aesthetic landscaping
3) Rear parking or substantial screening if located in front or side

Policy 3.1.3: [L] **(EFF. 7/16/90)**

Commercial development shall provide adequate and appropriate landscaping, open space and buffering and be architecturally designed so as to discourage criminal activity and to enhance the appearance of structures and parking areas.

Policy 3.1.4: [L] **(REV. EFF. 7/1/94; REV. EFF. 12/24/10)**

Commercial development shall be designed to protect the design volume of the roads and streets which it impacts. Design requirements may include but not be limited to:

1) Shared access
2) Acceleration and deceleration lanes
3) Right in and right out limited access and,
4) Access via frontage and/or service roads

During development of the Long Range Transportation Plan, the City of Tallahassee and Leon County will adopt ordinances incorporating specific criteria for the following policy provisions. The arterial and collector roadways which will incorporate front or rear service roads will be delineated.

Level One - Short Range Service Road Implementation:

Roadways designated for short range service road implementation will incorporate service roads as part of the development or coordinate, design and schedule implementation of the service road in conjunction with adjacent development.

Level Two - Long Range Service Road Implementation:

Roadways designated for long range service road implementation will provide development setbacks for future service roads but will in the interim incorporate ingress and egress access controls to minimize traffic friction entering and leaving the roadway system. Immediate implementation of frontage roads may be required on parcels with frontage exceeding 275 feet.

Policy 3.1.5: [L] **(REV. EFF. 8/17/92)**

Commercial site location access standards may be waived except in low density residential areas if:

a) Access to the proposed non-residential development from either an arterial or major collector shall be by way of a frontage road, rear service road or existing local road which serves as a frontage or service road, unless the site has existing commercial uses on both sides: and the proposed site has no more than 150 feet of frontage on the major collector or arterial; and,

b) Parking for the proposed site is in the rear or screened from the road by existing or landscape vegetation if located in front of the commercial establishment or,
c) The planned unit development process is utilized and the adjoining properties are commercially developed.

Policy 3.1.6: [L] **(Eff. 9/19/91)**

Development along federal and state highways will be limited so as to control the adverse effects of strip commercial land uses. The commercial location standards of Land Use Policy 3.1.2. and the design options of Land Use Policy 3.1.4. shall specifically apply, along with other plan policies that have the effect of protecting the design capacity of federal and state highways.

Objective 3.2: [L] (Eff. 6/28/95)

Provide for the convenient, aesthetically pleasing and compatible location of office uses to provide business and professional services and employment opportunities that are easily accessible through planned integration into the existing transportation network.

Policy 3.2.1: [L] **(Eff. 6/28/95)**

Unless otherwise provided for by specific policies for the future land use categories in this Plan, site location standards for the location of minor and major office development shall be consistent with the following minimum criteria:

Minor offices shall include converted residences at the existing size or newly constructed building less than 10,000 square feet and .25 floor area ratio or less. Maximum size shall be 2,500 square feet if located on a local street. Minor offices may access a local street in the unincorporated area. Within the City, minor offices may access a local street if it is a designated nonresidential street.

Major offices shall include office buildings that exceed one or more of the minor office thresholds and unless specifically permitted by other Plan policies, shall be limited to having access to a major collector or arterial road.

Bradfordville Mixed Use and Suburban Future Land Use Category Nonresidential Development Category

Objective 3.3: [L](Eff. 12/23/96; Rev. Eff. 3/14/07)

Commercial and nonresidential development in the Bradfordville Mixed Use and Suburban Future Land Use Categories will be located consistent with the intended functions of the categories. The negative effects of commercial and nonresidential development on adjacent development and on roadway capacity will be mitigated through site design and locational standards in the land development regulations. Comprehensive Plan goals and objectives regarding the promotion of transit, bicycling and walking, and the preservation of roadway capacity will be incorporated into the design of commercial and nonresidential development.

Policy 3.3.1: [L] **(EFF. 12/23/96; REV. EFF. 3/14/07)**

Zoning for commercial development in the Suburban and Bradfordville Mixed Use Future Land Use Category shall occur only in locations that are compatible with adjacent existing and proposed land uses and with existing and programmed public services and facilities.

a. Regulation of Impacts

The Land Development Regulations shall establish zoning districts and development standards that mitigate the impacts of the allowed commercial uses. The impacts of commercial development that may require additional regulation include, but are not limited to, hours of operation, outdoor sales lots, night lighting, traffic volume and flow, noise, odor, signage, or other such impacts.

b. Location of Commercial and Nonresidential Zoning Districts

The Land Development Regulations shall establish zoning districts within Bradfordville Mixed Use and Suburban Future Land Use Categories that insure that the location of commercial and nonresidential zoning districts will provide for the appropriate integration of uses and the protection of residential areas consistent with Plan policies. Commercial zoning districts shall be geographically compact and located at or near the intersections of major roads or in a manner that reflects the existing linear development pattern.

Policy 3.3.2: [L] **(EFF. 12/23/96)**

The zoning districts which allow commercial and nonresidential development shall require adequate and appropriate landscaping, open space and buffering and be designed so as to discourage criminal activity and to enhance the appearance of structures and parking areas. In order to minimize the negative visual and off-site impacts of commercial development, the Land Development Regulations shall provide for development standards regulating commercial and nonresidential development as follows:

1) The Land Development Regulations shall provide for the following development standards for commercial and nonresidential development, which include, but are not limited to:

   a) Mass and height compatible with adjacent uses.
   b) Adequate buffering, screening, landscaping and architectural treatment if adjoining a residential area.
   c) Sufficient parking designed to minimize noise and visual impacts to adjoining residential areas, and safe internal vehicular and pedestrian circulation.
   d) Interconnections for vehicular and pedestrian traffic between adjacent nonresidential development
   e) Vehicular access to and from the site shall be designed to discourage traffic through adjoining residential areas.
   f) Provide for easy and safe pedestrian access to adjoining residential areas.

2) A commercial or nonresidential development accessing a minor collector, local street, or located adjoining a residential area shall be compatible with residential development in terms of its off-site impacts as defined in Land Use Policy 3.3.1.a.

The Land Development Regulations shall define as allowed uses the specific uses and provide for development standards which further the intent of this policy.

Policy 3.3.3: [L] **(EFF. 12/23/96)**

The Land Development Regulations shall regulate commercial development access to protect the safe and efficient operating characteristics of roads and streets. Commercial development shall meet access management criteria as set forth in the Land Development Regulations. In order to reduce the negative impact of commercial development to the volume of the road, the Land Development Regulations shall contain provisions which encourage the reduction in the number of commercial access points by requiring the sharing of access by two or more commercial developments for those uses that result in a large number of vehicular trips. Access management design requirements provided for in the Land Development Regulations may include but not be limited to:

a) Shared access;
b) Acceleration and deceleration lanes;
c) Right in and right out limited access and,
d) Access via frontage and/or service roads;
e) Minimum uninterrupted throat lengths for access drives;
f) Minimum lot width and depth requirements for allowing the full range of commercial uses;
g) Access provisions for transit and safe pedestrian movement both internal to the site and to adjacent properties.

COMMERCIAL (RETAIL, SERVICES, AND OFFICE) DEVELOPMENT IN THE WOODVILLE RURAL COMMUNITY FUTURE LAND USE CATEGORY

Objective 3.4: [L] **(EFF. 6/28/02)**

Commercial (retail, service, and office) development in the Woodville Rural Community Future Land Use Category will be consistent with the intended function of the Rural Community Future Land Use Category. The scale and intensity of commercial land use will reflect the location and size of the Rural Community in which it is situated; commercial and other non-residential development will be located, oriented, and designed in a manner that promotes compatibility with adjacent land uses and facilitates safe and efficient access for both vehicular and pedestrian traffic; and utilizes access management to protect the safe and efficient operation of the public highway and street system. Non-residential land use intensity is limited to 10,000 square feet per acre, not to exceed a maximum of 50,000 square feet per building and 50,000 square feet per parcel, except that principle structures for warehousing, storage, and mini-warehousing principal uses may have a gross floor area of no greater than 20,000 square feet per acre.

Policy 3.4.1: [L] **(EFF. 6/28/02)**

Objective 3.4 will be met through the enactment and implementation of land development regulations, including zoning district regulations, which address commercial development in the Woodville Rural Community Future Land Use Category.

Policy 3.4.2: [L] **(Eff. 6/28/02)**

Zoning Districts allowing commercial development in the Woodville Rural Community Land Use Category shall only be located where ensuing development can occur in a manner that would be compatible with adjacent existing and proposed land uses and with existing and programmed public services and facilities, in accordance with the following criteria:

a) Regulation of Impacts

The Land Development Regulations shall establish zoning districts and development standards that mitigate the impacts of the allowed commercial uses. The impacts of commercial development that may require additional regulation include, but are not limited to: outdoor sales lots, night lighting, traffic access, noise, signage, or other such impacts.

b) Location of Commercial Zoning Districts

The zoning districts that allow commercial land uses within the Woodville Rural Community Future Land Use Category shall ensure that commercial uses are located in a manner that minimizes the incompatible land use impacts. Commercial zoning districts shall be geographically compact and located at or near the intersections of major roads, with the sole exception of those zoning districts located in a manner that recognizes established linear commercially-developed areas along limited portions of State Highway frontage.

c) Access

The zoning districts that allow commercial land uses within the Woodville Rural Community Future Land Use Category shall establish access management standards that promote safe, convenient, and efficient movement of vehicular traffic within the public street system. These access management standards shall ensure the viability and safety of other modes of travel are not compromised for the purpose of limiting or controlling access. The zoning districts may allow access to a local street provided such access does not adversely impact residential areas or neighborhoods. The zoning districts shall prohibit commercial and non-residential access to a canopy road except as provided for by Conservation Policy 3.4.10.

Policy 3.4.3: [L] **(Eff. 6/28/02)**

In order to minimize the negative visual and off-site impacts of commercial development, the Land Development Regulations shall provide for development standards regulating commercial development. The Land Development Regulations shall establish specific regulations, standards, and/or limitations for commercial development and design aspects including, but not limited to:

- Mass and height compatible with adjacent uses.
- Adequate buffering, screening, landscaping and treatment of other design details as may be appropriate to further compatibility with adjoining residential areas.

- Location of parking facilities to minimize noise and visual impacts to adjoining residential areas, and facilitate safe internal vehicular and pedestrian circulation.
- Interconnections for vehicular and pedestrian traffic between adjacent non-residential development.
- Limitations on vehicular access to and from the site to discourage traffic through adjoining residential areas.

Policy 3.4.4: [L] **(Eff. 6/28/02)**

The Land Development Regulations shall regulate commercial development access. Commercial development shall meet access management criteria as set forth in the Land Development Regulations. The Land Development Regulations shall contain provisions which encourage the reduction in the number of commercial access points. Access management design requirements provided in the Land Development Regulations may include, but not be limited to:

a) Shared access;
b) Access provisions for safe pedestrian movement both internal to the site and to adjacent properties;
c) Limited direct access to commercial parking from residential streets.

Industrial Land Use

Objective 4.1: [L] **(Rev. Eff. 7/20/05)**

Provide opportunities for the location of industrial land uses in accessible areas with applicable available infrastructure while promoting protection from encroaching non-compatible land uses. To accomplish this, local government will maintain a system of land development regulations and/or ordinances which facilitate the implementation of the policies adopted in relation to industrial land use.

Policy 4.1.1: [L] **(Eff. 7/16/90)**

Industrial land shall be located in areas appropriate to its special needs and constraints including but not limited to consideration of: topography; choice and flexibility in site selection; access by truck, air or rail; commuter access for home-to-work trips; utilities; air and water quality considerations; proximity to supportive and related land uses; and compatibility with neighboring uses.

Policy 4.1.2: [L] **(Eff. 7/16/90)**

The timing and location of industrial development shall be permitted only with the availability and adequacy of existing or planned services and facilities.

Policy 4.1.3: [L] **(Rev. Eff. 12/23/96; Rev. Eff. 3/14/07; Rev. Eff. 5/31/18)**

Industrial development shall be located in such a manner as to prohibit industrial traffic through predominantly residential areas. Land Development Regulations shall address access standards for Industry and Mining uses to protect predominantly residential areas from traffic impacts traffic generated by industrial development.

Policy 4.1.4: [L] **(EFF. 7/16/90; REV. EFF. 5/31/18)**

Environmental impacts, infrastructure availability, transportation and land use compatibility criteria, as pictorially depicted on the matrix, shall be major factors in reviewing and approving Industry and Mining Land Uses.

PUBLIC FACILITIES LAND USE

Objective 5.1: [L] (EFF. 7/16/90)

Coordinate the future plans of State government, School Board, the institutions of higher learning, and other applicable entities with this Comprehensive Plan.

Policy 5.1.1: [L] **(DEL. EFF. 8/16/07)**

Reserved

Policy 5.1.2: [L] **(REV. EFF. 7/20/05)**

All proposals to site public schools, including post-secondary schools, shall be reviewed for consistency with the entire Comprehensive Plan. Such reviews shall be made in conjunction with the School Board to promote to the greatest extent possible, opportunities for residential, shopping, employment, education and recreation within walking distance of each other, and to encourage development patterns which reduce trip length and/or the need for private automobile trips.

Objective 5.2: [L] (EFF. 7/16/90)

By 1992, establish standards and regulations for the location of public facilities.

Policy 5.2.1: [L] **(EFF. 7/16/90; REV. EFF. 4/10/09)**

Develop regulations that will apply to the siting of public facilities and buildings. By 2014, local government shall also develop regulations that ensure the siting of critical facilities from within hazard areas and include provisions for the mitigation of existing critical facilities located in hazard areas.

Policy 5.2.2: [L] **(EFF. 12/7/99; REV. EFF. 5/31/18)**

Land development regulations shall establish the maximum allowable dimension of water distribution pipelines necessary to support urban intensity development. Water distribution pipelines that do not exceed this dimension shall be considered public facilities, necessary to support urban development, and allowed within all land use categories. New water distribution pipelines in excess of the established dimension limit for public facilities shall be considered as industrial uses and shall be required to be located within the Government Operational or Industry and Mining land use category.

Objective 5.3: [L] (Rev. Eff. 7/20/05)

All decisions regarding land requirements for future utility facilities shall be consistent with the goals, objectives, and policies of the plan so as to ensure the availability of suitable land for those facilities.

Policy 5.3.1: [L] (Eff. 7/16/90)

Based on population projections, master plans for future utility facilities shall include an assessment of land needs for those facilities, and the Capital Improvements Element shall be amended, in conjunction with the annual budget processes of the City and the County, to include costs and sources of revenues for those facilities.

Policy 5.3.2: [L] (Eff. 7/16/90)

By 1991, land development regulations shall include regulatory standards for the provision of public facilities.

Policy 5.3.3: [L] (Eff. 8/17/92)

All land uses permitted within the Educational Facilities, Recreation/Open Space, and Government Operational future land use categories shall, upon the transfer of land designated Institutional to an individual or private entity, require a future land use map amendment before any use other than existing, may occur.

Plan Implementation and Procedures
Critical Areas Study

Goal 6: [L] (Eff. 6/28/95)

The City and County will identify existing undeveloped areas within the Urban Service Area that are expected to undergo rapid development on a large scale. Planning guidelines will be developed for these areas on a systematic basis, with the planning implementation mechanism being dependent upon the size of the undeveloped area. By planning for undeveloped areas in a comprehensive manner, a mixture of integrated uses may be provided that are predominantly self-supporting, rather than predominantly dependent on public funding for additional infrastructure, and place a greater emphasis on pedestrian mobility and transportation alternatives. Nothing in this section shall negate the requirement for developments of regional impact to comply with Chapter 380 F.S.

Planned Development
Objective 6.1: [L](Rev. Eff. 12/23/96; Rev. Eff. 11/26/21)

This Future Land Use Category is intended to identify large land holdings that will be developed for various mixes of land uses, resulting in different types of commercial and residential neighborhoods. This category is assigned to large, undeveloped tracts of land for which more detailed planning is required to establish the most appropriate mix and arrangement of uses in accordance with this objective and the related policies. Developments in this category are intended to have a mix of uses that results in greater internal capture of automotive trips and a net fiscal benefit for local governments.

The intensities of development in planned development categories mirror the intensities authorized in the Suburban Future Land Use Category until a Planned Development Master Plan is completed and an amendment reflecting the Planned Development Master Plan is adopted into the Comprehensive Plan.

The mix of uses shall be established at the time of development through the planned unit development processes in accordance with this objective and related policies. Each Planned Development shall include a mix of residential unit types and complementary non-residential uses that, at build-out of the project, result in an internal capture of at least 20 percent of the trips generated by the development.

Policy 6.1.1: [L](Rev. Eff. 12/23/96; Rev. Eff. 3/14/07; Rev. Eff. 11/26/21)

Undeveloped areas within the Urban Service Area that, as of January 1, 2007, are predominantly in the same ownership, including contiguous parcels under the same ownership or control, and encompassing more than 200 acres shall be defined as Planned Development Areas. These Planned Development Areas shall require, prior to subdivision or development:

- Allocation of future land uses and intensities through the Comprehensive Plan amendment process in conjunction with approval of the Planned Development Master Plan;

- ~~Approval of a Planned Development Master Plan for development of all contiguous land holdings as an area plan that is consistent with, but not formally adopted as part of the Comprehensive Plan. The Planned Development Master Plan shall show the location, intensity and mix of proposed land uses, as well as the transportation network necessary to serve the proposed development;~~
- ~~Approval of a PUD, subject to Type D review as specified in the Zoning Code, that is consistent with the Planned Development Master Plan and identifies the specific criteria for development with the Planned Development. PUD approval may be granted in phases where a portion of the property is to be developed at any given time. If a Planned Unit Development is completed and approved for the entire contiguous Planned Development area along with the other Planned Development Master Plan requirements identified in Policy 6.1.2, the Planned Unit Development may serve as the Planned Development Master Plan once reflected in the Comprehensive Plan through a plan amendment.~~
- ~~To provide for a more self-supporting development pattern that is less oriented to the use of automobiles, the Planned Development Master Plan area shall include at least four different land uses (e.g., residential, office, commercial, recreation, light industrial, open space, and/or public that are integrated with each other, as well as with the unique characteristics of the Planned Development Area.~~

~~*Policy 6.1.2: [L]*~~**~~(Rev. Eff. 6/28/95; Rev. Eff. 3/14/07; Eff. 11/26/21)~~**

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

~~The Master Plan shall identify the following:~~

~~a) Boundary of area subject to Planned Development;~~
~~b) General depiction of mix, location and intensities of future land uses;~~
~~c) Activities permitted within each land use;~~
~~d) Total dwelling units;~~
~~e) Total square footage of non-residential development;~~
~~f) How natural resources on-site will be protected;~~
~~g) Major transportation system improvements that are consistent with adopted transportation plans and address the impacts to the surrounding area, including canopy roads and required interconnections. The plan shall address the issues of capacity maintenance, bicycle and pedestrian accessibility, and protection of~~

~~canopy roads, if applicable. The Master Plan will also address mass transit, if transit facilities are available or planned within the plan horizon for the Tallahassee-Leon County Comprehensive Plan to serve the Planned Development;~~

~~h) Facilities and development requirements to provide for alternative modes of transportation, such as bicycle and pedestrian mobility and, if available, mass transit;~~

~~i) A facilities plan which identifies the type, demand, and general location of needed utilities (including a master stormwater plan) in relation to existing and scheduled utilities in the areas of the development, as well as the location and adequacy of proposed schools, parks and open space;~~

~~j) How the development will reduce transportation demand by allowing for internal trip capture of at least 20% at project build-out through a mixture of uses that includes at least four of the following: residential; commercial; office; recreational, public, open space and light industrial;~~

~~k) How the development will comply with applicable affordable and inclusionary housing ordinances;~~

~~l) How the development will provide for the recreational needs of the community;~~

~~m) How the unique characteristics of the area, including cultural and historic resources, preservation and conservation features, and greenways, will be addressed;~~

~~n) A phasing plan showing the phasing of future land uses for the area and the minimum and maximum allowable densities and intensities, total dwelling units, and total square footage; and~~

~~o) A set of development guidelines that will direct the development of subsequent site specific development projects as part of a PUD. These guidelines shall address, but not be limited to, the interrelationships of uses, energy efficiency, pedestrian access. The guidelines shall include basic design elements that generally address crime prevention, such as landscaping and lighting considerations, Crime Prevention through Environmental Design (CTPED) principles, or other design concepts intended to improve safety and deter crime.~~

~~*Policy 6.1.3: [L]*~~ ~~**(REV. EFF. 12/7/99; REV. EFF. 3/14/07)**~~

~~a) A portion of a Planned Development Area not exceeding either 20% of the Planned Development Area or 200 acres, whichever is less, may be developed through the PUD process as established in the LDRs prior to the submittal of a Planned Development Master Plan for the remainder of the Planned Development. This advanced portion must include at least two different land uses (excluding public and recreation) unless the applicant can justify that the parcel size would not support that amount of uses. In this case, the applicant is still required to develop a mixed use project for the advanced portion. As part of the PUD approval, the applicant shall submit a map of all contiguous land holdings. Easements, right-of-way and other improvements located throughout and needed to serve the larger development may be required to be dedicated in conjunction with this development in advance of the Master Plan. This option shall not be used to reduce the overall area below the Planned Development threshold and any development authorized in advance of Master Plan approval must be included in the Master Plan. This option shall not be utilized by subsequent property owners resulting from the use of this option;~~

b) It is the intent of local government to allow timely installation of facilities and infrastructure recognized by the City and/or County Commission as being important for the orderly growth of the community. Subdivision of a portion of a Planned Development for sale or donation to a public or quasi-public entity for the purpose of conservation, preservation, or passive resource based recreation use shall not be contingent upon the adoption of a Master Plan and PUD Districts, but the applicant shall be required to submit a management plan to be approved by the local government in lieu of a PUD or site plan. Subdivision and development of a portion of a Planned Development for sale or donation for the purpose of providing schools (pre-kindergarten through twelfth grade) and/or infrastructure to serve primarily offsite needs shall not, likewise, be contingent upon the adoption of a Master Plan and PUD Districts, but shall be required to follow the review procedures for a PUD. Onsite infrastructure needed primarily for the future development of the Planned Development shall not be included as part of the advance development option provided in this paragraph. The educational facilities and types of infrastructure that are intended to be accessible by the public shall be designed for integrated auto, pedestrian and bicycle access, and shared access. The school facilities and infrastructure shall include adequate buffering for the remainder of the Planned Development. If any of these public acquisitions reduces the remaining acreage of the Planned Development below 200 acres, the Planned Development provisions of this Plan shall apply to all remaining acreage.

Policy 6.1.4: [L] **(EFF. 12/7/99; REV. EFF. 3/14/07)**

For Planned Developments that are split by an interstate highway that limits integration across the entire development, separate Master Plans and implementing PUDs may be adopted for each side. Subdivision or development of an area on one side of the interstate shall be dependent upon the prior adoption of a Master Plan for that side of the interstate only.

Policy 6.1.5: [L] **(EFF. 6/28/95; REV. EFF. 3/14/07)**

Local governments are authorized to adopt Land Development Regulations necessary to implement the Planned Development provisions as set forth in this objective and related policies. Planned Development Master Plans *(*including major modifications and minor amendments*)* shall be approved by the governmental entity having legal jurisdiction. The implementing PUDs shall also be approved by that governmental entity having legal jurisdiction for the lands included in the PUD.

Policy 6.1.6: [L] **(EFF. 3/14/07)**

The City of Tallahassee and Leon County shall establish a process in their respective land development codes, which provides for review and comment of Planned Development Master Plans by adjacent local governments and the Leon County School Board. The process shall establish for review and comment by state and regional agencies, if appropriate, and a pre-application meeting for City, County, and School Board staff to discuss proposed development impacts; and shall contain time frames for processing a Planned Development Master Plan approval.

Policy 6.1.7: [L] **(EFF. 6/28/95; REV. EFF. 3/14/07)**

Planned Developments which are to be developed at urban densities and provided with urban services shall be considered appropriate for annexation.

Policy 6.1.8: [L] **(EFF. 3/14/07)**

Those lands included in the Southeast Sector Plan and the Welaunee Critical Area Plan, which were approved consistent with the Critical Area Plan provisions of the Comprehensive Plan, are not subject to this section and are entitled to all uses, densities and intensities set forth in those plans. Any major modifications or increases in overall density/intensities would require these projects to conform to the Planned Development requirements.

FUTURE PLANNED DEVELOPMENT AREAS

Objective 6.2: [L]**(EFF. 6/28/95; REV. EFF. 3/14/07)**

As demands from a rapidly increasing population may require the expansion of the Urban Service Area in the future, additional areas will be identified as Planned Development Areas upon their inclusion within the Urban Service Area.

Policy 6.2.1: [L] **(EFF. 12/23/96; REV. EFF. 3/14/07)**

Upon expansion of the Urban Service Area, properties that meet the definitions for Planned Development Areas shall be designated such as part of the adopted Future Land Use Map and Zoning Map.

Southside Sector Plan

Goal 7: [L] (Del. Eff. 7/20/05)

Reserved

Objective 7.1: [L] (Del. Eff. 7/20/05)

Reserved

Policy 7.1.1: [L] (Del. Eff. 7/20/05)

Reserved

Southside Study Area Map (Del. Eff. 7/20/05)

~~Bradfordville Study Area~~

~~Goal 8: [L]~~ ~~(Del. Eff. 8/4/03)~~

~~*Reserved*~~

~~Objective 8.1: [L] (Del. Eff. 8/4/03)~~

~~*Reserved*~~

~~*Policy 8.1.1: [L]* (Del. Eff. 8/4/03)~~

~~*Reserved*~~

DOWNTOWN OVERLAY DISTRICT (EFF. 7/1/94; Objective 9.1: [L] REV. EFF. 1/7/10; REV. EFF. 7/6/15)

Promote revitalization, reinvestment and redevelopment characterized by site design which is pedestrian friendly and contains a mix of land uses which are designed to achieve compatibility.

Policy 9.1.1: [L] **(EFF. 7/1/94; REV. EFF. 1/7/10; RENUMBERED 7/6/15)**

Within those areas of the overlay that have a Residential Preservation land use designation, the Downtown Overlay designation is not intended to allow the development of nonresidential, or higher density than the Residential Preservation designation.

Policy 9.1.2: [L] **(REV. EFF. 1/7/10; RENUMBERED 7/6/15)**

Those parcels within the Downtown Overlay (except Gaines Street Corridor Study Area) are eligible to be added to the Central Core FLUM when

- The proposed parcels are contiguous to existing Central Core FLUM area;
- The proposed parcel has all the infrastructure available;
- The proposed parcel has to exhibit a need for the expansion (e.g.: parcel of sufficient size not available in the current Central Core FLUM for the proposed development).

Policy 9.1.3: [L] **(REV. EFF. 1/7/10; RENUMBERED 7/6/15)**

The City shall establish special design standards in this overlay district in order to encourage more urban development. These regulations include but are not limited to:

- Pedestrian oriented design standards;
- Reduced parking requirements;
- Flexibility in landscape, and buffer standards;
- Increased sidewalk and streetscape requirements.

Policy 9.1.4: [L] **(REV. EFF. 1/7/10; RENUMBERED 7/6/15)**

The City shall adopt Land Development Regulations to establish eligibility criteria (Such as minimum density) for developments in order to receive the incentives allowed under the Downtown Overlay goal.

REDEVELOPMENT

Objective 9.2: [L]**(FORMERLY OBJ. 1.6; REV. EFF. 1/7/10)**

Provide a strategic framework to encourage redevelopment within the City of Tallahassee. The strategies should be implemented in such a manner as to convey an economic

~~advantage for redevelopment without compromising the urban design and environmental quality of the community.~~

~~*Policy 9.2.1: [L]* **(EFF. 6/28/95; REV. EFF. 1/7/10)**~~

~~As part of the Redevelopment Strategy, the Gaines Street Corridor Study Area is designated as an Urban Infill and Redevelopment Area for the purpose of targeting economic development, housing, transportation, community revitalization and preservation, and land use incentives to encourage urban infill and redevelopment within the urban core of the community. This area is depicted on the Downtown Overlay map as "Gaines Street Corridor Study Area Urban Infill and Redevelopment Area."~~

~~*Policy 9.2.2: [L]*~~

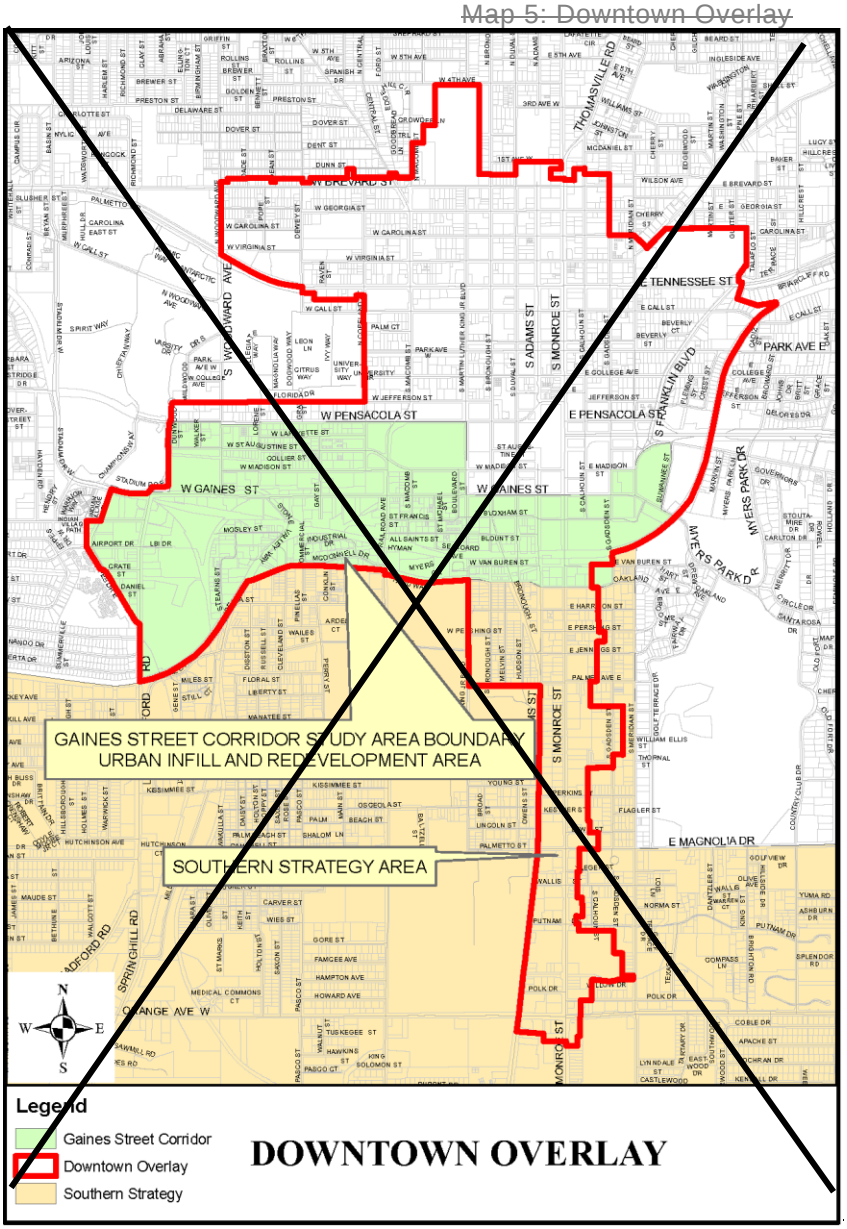
~~*Reserved*~~

~~*Policy 9.2.3: [L]* **(EFF. 12/8/00; FORMERLY POL. 1.6.4; REV. EFF. 1/7/10)**~~

~~For the Gaines Street Corridor Study Area the maximum density permitted is 100 dwelling units per acre. Densities within specific districts may be further restricted based on the Gaines Street Revitalization plan.~~

~~I. Land Use~~

~~Map 5: Downtown Overlay~~



~~DRI THRESHOLDS FOR A REGIONAL ACTIVITY CENTER~~

~~Objective 9.3: [L] (EFF. 1/7/10)~~

~~To encourage functional mixed use development, and to encourage revitalization and redevelopment, the Commissions may choose to designate specific land as a statutory "Regional Activity Center" (RAC), pursuant to Chapter 380.06(2)(e), F.S. and Rule 28-24.014(10)(a), F.A.C., to allow development of the specified land at greater density and intensity without necessarily obligating the developer to proceed through the Development of Regional Impact (DRI) process.~~

~~I. Land Use~~

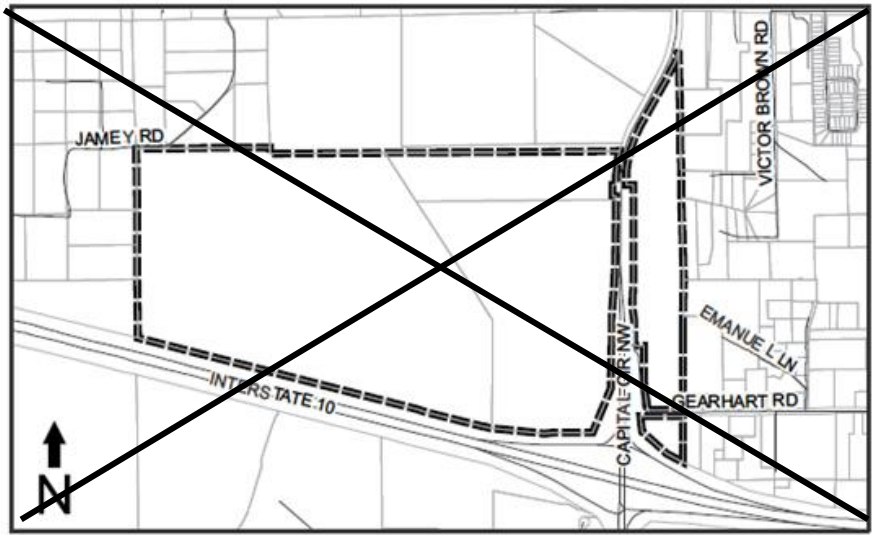
~~*Policy 9.3.1: [L]* **(EFF. 1/7/10)**~~

~~After the City of Tallahassee or Leon County designates a statutory Regional Activity Center (RAC, pursuant to Chapter 380.06(2)(e), F.S. and Rule 28-24.014(10)(a), F.A.C.), subsequent development approvals will include requirements for developers to provide necessary transportation system, drainage, protection of environmentally sensitive areas as defined in the Conservation Element, and utility infrastructure to support the RAC densities and intensities.~~

~~*Policy 9.3.2: [L]* **(EFF. 8/9/12)**~~

~~It is the intent of the local government to designate Park Place as a Regional Activity Center pursuant to Objective 9.3 [L] to use the increased Development of Regional Impact guidelines and standards consistent with Rule 28-24.014(10)(a), Florida Administrative Code. Park Place meets the parameters for a Regional Activity Center as defined in Section 380.06(2)(e), Florida Statutes, and in Rule 28-24.014(10)(c)2, Florida Administrative Code, and is depicted on the following map. Multi-use land uses for a Regional Activity Center can be accommodated by the currently designated Planned Development future land use category and development shall occur consistent with the guiding land use policies within the local comprehensive plan.~~

~~Map 6: Park Place Activity Center~~



SOUTHEAST SECTOR PLAN

Objective 10.1: [L] - Southeast Sector Plan (EFF. 5/20/96; REV. EFF. 8/25/08)

In keeping with the City's and County's commitment to promote the Southern Strategy, and to satisfy the Comprehensive Plan requirements for a comprehensive development plan for the Southwood property within the urban service area, the local governments hereby adopt the Southeast Sector Planned Development, known as the Southeast Sector Plan, that is consistent with Objective 6.1 [L] and its associated policies and with the Comprehensive Plan's Urban Service Area policies, that promotes innovative planning, promotes compact development strategies and protects the natural resources of the area. This plan shall contain design standards that promote compact commercial development, walk to shopping, higher density housing in close proximity to offices, commercial uses and employment centers. The same attention will be given to alternate modes of transportation and pedestrian mobility as is given to automobile transportation. Innovative ways may be developed to protect natural resources, the major focus being on the continued protection of conservation and preservation areas within the Southeast Sector Planning Area (Figure 10.A).

Policy 10.1.1: [L] - Southeast Sector Plan Overview **(REV. EFF. 7/7/99; REV. EFF. 8/25/08; REV. EFF. 11/26/21)**

The Southeast Sector Plan is hereby developed for an area in southeast Tallahassee and Leon County (see the Southeast Sector Planning Area map, Figure 10.A). For the Southwood, Colin English Properties, and the former Southside DRI lands, the Southeast Sector Plan shall constitute the Planned Development Master Plan consistent with Objective 6.1 [L] and its associated policies.

The following densities, intensities and development standards are hereby established for the Southeast Sector Planning Area:

A. Percent Mix of Land Uses Required:

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

(1) 40-60% of the land area in residential development

(2) 10-30% of the land area in commercial, office and/or industrial development

(3) 10-15% of the land area in community facilities/services and utility easements and recreational facilities.

(4) 20-30% of the land in open space/greenways. Open space shall comprise a minimum of 22% of each of the Southwood PUD and Colin English properties.

B. Densities and Intensities:

(1) The maximum densities and intensities for development within the Southeast Sector Planning Area are established in Policy 10.1.2.

C. Phasing:

(1) The Southeast Sector Planning Area will be permitted to develop in phases.

(2) Southwood has an approved Development of Regional Impact DRI development order and Planned Unit Development PUD zoning. These approvals establish the development entitlements and master plan for the Project. For this reason, the Southwood entitlements and development phasing are not identified in Table A below. The maximum and minimum densities and intensities for the Implementing Land Use Districts for Southwood are established in Policy 10.1.2.

(3) Additional development beyond Phase I of the English lands shall require a comprehensive plan amendment supported by adequate data and analysis if the Phase I lands (approximately 601 acres) have not been built consistent with the mix of uses established herein.

(4) No particular percent mix of uses within Phase I for the English properties will be required to meet or exceed the percent requirements for the total Southeast Sector Plan acreage and percentage of mix amounts.

TABLE A: ENGLISH PROPERTY DENSITIES, INTENSITIES AND PHASING **(REV. EFF. 8/25/08; REV. EFF. 11/26/21)**

	Maximum Residential Units	Minimum Residential Densities	Maximum Non-Residential	Hotel	Hospital
Phase I					
Colin English Phase I (603 acres)	6,030	As required by Policy 10.1.2 [L]	3,606,000 GSF		
Phase II					
Colin English Phase II (458 acres)	4,580	As required by Policy 10.1.2 [L]	2,740,000 GSF		

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

D. Land Use Location Criteria:

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

(2) Office development, and commercial (retail/possible hotel) uses to be located primarily in the northwest quadrant of the Southeast Sector Planning Area (English property, primarily utilizing Blair Stone Road) and surrounding the Capital Circle Office Center.

(3) Medium Density Residential to be located primarily, but not solely limited to areas adjacent to the Capital Circle Office Center and interspersed with office development in the northwest quadrant. Priority shall be given to areas adjacent to the Capital Circle Office Center.

(4) Low Density Residential to develop primarily in the northeast quadrant of the Southeast Sector Planning Area (Old St. Augustine Road vicinity), and secondarily in the northwest and southeast quadrants (perhaps as golf course communities).

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

(6) Community Facilities and Services to be located within each quadrant of the Southeast Sector Planning Area;

E. Affordable Housing:

Development must comply with applicable affordable and inclusionary housing ordinances.

F. Additional Requirements:

(1) A school site parcel for an elementary school at thirty (30) acres shall be set aside on the English Property, based on a projected build-out population of approximately 30,000. One elementary school shall be located on the English property and the other two schools shall be located on the Southwood property, provided that each of the public school sites on the Southwood property may be the location of a pre-kindergarten through grade 8 facility with the agreement of the Leon County School Board. The school site shall be located proximate to residential areas and shall be collocated with other compatible public facilities to the extent possible.

(2) In accordance with community wide requirements of the Comprehensive Plan, the Capital Improvements Element shall be amended to reflect the 5 year plan for the provision of urban services in accordance with this sector plan.

(3) Parcel # 31-03-20-602-000-0 and that portion of parcel # 31-11-20-001-000-0 which is directly south of parcel #602 shall be designated as low density residential and be limited to no more than three units per acre.

(4) No additional acreage within the Urban Service Area may be added to the Southeast Sector Planning Area except by a Comprehensive Plan Amendment. Any addition to the Southeast Sector Planning Area must be in conformance with the guidelines and standards of the Southeast Sector Plan Objective 10.1 and implementing policies 10.1.1 through 10.1.7.

Policy 10.1.2: [L] SESP Implementing Land Use Districts **(REV. EFF. 7/7/99; REV. EFF. 8/25/08; REV. EFF. 11/26/21)**

~~I. Land Use~~

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

~~(A) NEIGHBORHOOD VILLAGE CENTER – VC~~

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

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

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

~~Development in the VCs may obtain a waiver from the requirements in the Environmental Management Ordinance/Environmental Management Act (EMO/EMA) for natural area, landscaping and buffers as long as a landscape plan is prepared that meets established minimum requirements provided it is consistent with the requirements in the Comprehensive Plan. Stormwater detention and treatment facilities for TNDs and VCs shall be designed in accordance with applicable standards and shall be located outside of a TND or a VC in order to promote a compact pedestrian-oriented arrangement of land uses, except in situations where alternative sites for stormwater facilities are available that are consistent with the intent of the VC district. Local government shall conduct an environmental assessment at the time of an application for development or prior to rezoning consistent with Conservation Policy 1.1.1, in a TND or VC district prior to designating the boundaries of conservation and preservation areas, if present, within a TND or VC to determine the extent and location of conservation and preservation features. TNDs and VCs shall be located so as to minimize the impact on conservation and preservation features consistent with Conservation Policy 1.3.11 [C].~~

~~Allowed Uses:~~

- ~~Community facilities: Community Services and Light Infrastructure~~
- ~~Office uses~~
- ~~Commercial land uses~~
- ~~Residential uses in conformance with the Medium Density standards~~
- ~~Agriculture and silviculture uses are allowable interim uses until development approval is granted for a subject parcel, consistent with SESP Policy 10.1.8~~
- ~~Assisted Living Facilities~~

Residential Densities:
Minimum Density 4 DU/AC
Maximum Density 16 DU/AC
Maximum Floor Area Ratio:

1.0 for parcels larger than 20,000 sq. ft.
2.0 for parcels 20,000 sq. ft. or smaller

Minimum Floor Area Ratio:
0.5 F.A.R.

Clustering may be permitted provided maximum densities are not exceeded.

(B) TRADITIONAL NEIGHBORHOOD DISTRICT – TND

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

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

TNDs will locate close to Village Centers, parks and recreation, employment; allow for a variety of housing types which promote increased density; use energy-saving concepts in block and building designs; be located within close proximity to Village Centers, High Intensity Urban Centers and Mixed Use Office Parks; and be designed for bicycle and pedestrian accessibility.

Allowed Uses:

- Community facilities: light infrastructure.
- Restricted to mid-rise, multi-unit townhouses and row houses, attached residential units and single-unit townhouses and row houses.
- Agriculture and silviculture uses are allowable interim uses until development approval is granted for a subject parcel, consistent with SESP Policy 10.1.8.
- Accessory commercial use which is subordinate to the principal residential use.
- Specific densities and intensities, ratio of uses and implementation criteria shall be contained in the zoning code.

Residential Densities:
Minimum Density 4 DU/AC
Maximum Density 16 DU/AC

Clustering may be permitted provided maximum densities are not exceeded.

Development in the TNDs may obtain a waiver from the requirements in the EMO and EMA for natural area, landscaping and buffers as long as a landscape plan is prepared that meets established minimum requirements, provided it is consistent with the requirements in the Comprehensive Plan. Stormwater detention and treatment facilities for TNDs and VCs shall be designed in accordance with applicable standards and shall be located outside of a TND or VC in order to promote a compact pedestrian oriented arrangement of land uses except in situations where alternative sites for stormwater are available consistent with the intent of the TND district. Local government shall conduct at the time of an application for development or prior to rezoning, consistent with Conservation Policy 1.1.1 in a TND or VC district, an environmental assessment prior to designating the boundaries of conservation and preservation areas, if present, within a TND to determine the extent and location of conservation and preservation features. TNDs shall be located so as to minimize the impact on conservation and preservation features consistent with Conservation Policy 1.3.11 [C].

(C) MEDIUM DENSITY RESIDENTIAL - MDR

Provides moderate-density housing located within walking and biking distance of civic facilities, retail, schools and employment.

- Design of MDR shall use energy saving concepts and maximize roadway connections.
- Elementary schools shall be provided within close proximity and land will be reserved.
- All collectors and arterials shall have bike and pedestrian paths.
- It is the intent to have bike and pedestrian facilities as important as automobiles in regard to mobility when designing MDR areas.

Allowed Uses:

- Multi-family residential.
- Single-family attached and detached residential.
- Golf courses and recreation facilities.
- Agriculture and silviculture uses are allowable interim uses until development approval is granted for a subject parcel, consistent with SESP Policy 10.1.8.
- Community facilities: community services and light infrastructure.
- Community parks and recreation areas shall be located within close proximity to the residential uses.
- Neighborhood-scale commercial uses are allowed on corner lots to promote walk-to shopping. This use is intended to be the same scale, design and materials as the surrounding neighborhood. It is intended for the convenience of the surrounding neighborhood and the design, parking, and signage should reflect this intent.
- Assisted Living Facilities

Residential Densities:
Minimum Density 4 DU/AC
Maximum Density 20 DU/AC

Clustering may be permitted provided the maximum density is not exceeded.

Specific densities and intensities, ratio of uses and implementation criteria will be contained in the zoning code.

(D) Low Density Residential - LDR

Provides for low density residential units which are not necessarily convenient to shopping and employment areas. Density shall be between 2 to 8 units per acre.

Allowed Uses:

- Detached and attached single family residential
- Parks, golf courses, recreational facilities
- Agriculture and silviculture uses are allowable interim uses until development approval is granted for a subject parcel, consistent with SESP Policy 10.1.8.
- Community facilities: community services and light infrastructure
- Neighborhood scale commercial uses are allowed on corner lots to promote walk-to shopping. This use is intended to be the same scale, design and materials as the surrounding neighborhood. It is intended for the convenience of the surrounding neighborhood, and the design, parking and signage should reflect this intent.

Residential Densities:
Minimum Density 2 DU/AC
Maximum Density 8 DU/AC

Clustering may be permitted provided the maximum densities are not exceeded.

Specific densities and intensities, ratio of uses and implementation criteria will be contained in the zoning code.

(E) Large Lot Single Family Residential - LSF

Provide single-family residential uses in keeping with the rural character of outlying areas. This category is most likely not located conveniently to shopping and employment. Minimum size of lots will be 1/3 acre; maximum size of lots shall be 5 acres.

Allowed Uses:

- Detached single-family residential
- Golf courses and recreational facilities
- Agriculture and silviculture uses are allowable interim uses until development approval is granted for a subject parcel, consistent with SESP Policy 10.1.8.
- Community facilities: community services and light infrastructure.

Residential Densities:
Minimum Density 1 DU/5 AC
Maximum Density 3 DU/AC
Clustering may be permitted provided maximum densities are not exceeded.

(F) Mixed Use Office/Commercial - MUOC

Provides for higher-intensity commercial uses that are more intense than uses located in Village Centers. Intended as activity centers and shall include public plazas and other amenities.

- Uses and intensities shall be designed for maximum internal capture of shopping and business trips.
- Maximum pedestrian accessibility internal to the office/commercial centers.
- Centers shall be designed to blend with TND/MDR districts.
- Provide mass transit accessibility if transit is available, and
- May have regional stormwater facilities.

Allowed Uses:

- Community facilities: community services, light infrastructure and post-secondary educational facilities
- Community Commercial uses (100,000 to 200,000 square feet)
- Regional Commercial (200,000 to 1 million square feet)
- Office- Allows office uses 10,000 square feet or greater. The intent is to allow commercial and service oriented uses as an accessory use within an office building.
- Medium Density Residential in association with nonresidential uses.
- Hotels
- Medical facilities and institutional uses, including assisted living facilities. Hospitals may be permitted if based on design criteria such as access and building scale in relation to adjacent uses, as described in the LDRs.
- Golf Courses
- Agriculture and silviculture uses are allowable interim uses until development approval is granted for a subject parcel, consistent with SESP Policy 10.1.8.

Maximum Floor Area Ratios:
2.0 F.A.R.

(G) MIXED USE INDUSTRIAL - MUI

Provides for the location of manufacturing, warehouses, distribution centers, and research and development uses, with some commercial uses allowed that are designed to accommodate the needs of the industrial park work force.

- Commercial uses shall be provided within walking distance of work place.
- Equal access for mass transit, automotive, bicycle and pedestrian modes of transportation shall be provided.

Allowed Uses:

- Community facilities
- Light and heavy industrial
- Research and development
- Showroom warehouses
- Office associated with industrial and distribution uses
- Retail designed to serve the work force of the industrial park
- Agriculture and silviculture uses are allowable interim uses until development approval is granted for a subject parcel, consistent with SESP Policy 10.1.8.

Maximum Floor Area Ratios:
1.0 for nonresidential uses

(H) OFFICE/RESIDENTIAL

The Office/Residential district shall contain a variety of office and residential uses that range from duplexes to townhouses to multi-family. The residential uses will be integrated with the office development. The Office/Residential district shall be located in areas where there is access to collector and arterial roadways, and where the emerging development pattern is not predominantly low-density residential. In order to provide for a more pedestrian-friendly environment that efficiently utilizes land area and provides for interaction between the uses, large expanses of surface parking will be discouraged in favor of shared parking, mid-block parking, and parking garages. Provision will be made to serve this district with mass transit. Commercial uses may be permitted as ancillary uses to the office uses and located within office buildings.

Agriculture and silviculture uses are allowable interim uses until development approval is granted for a subject parcel, consistent with SESP Policy 10.1.8.

Allowed Uses:

- Community facilities: community services, light infrastructure, and post-secondary
- Office uses- not to exceed 300,000 sq. ft.
- Commercial uses- not to exceed 10,000 sq. ft., contained within office building.
- Hotels- May be permitted based on design criteria such as access and scale of the building in relation to adjacent uses, as described in the LDRs.

Residential Densities:
Minimum Density 4 DU/AC
Maximum Density 16 DU/AC

Floor Area Ratio (F.A.R.):
Maximum F.A.R. of .25 for parcels greater than 20,000 sq. ft.
Minimum F.A.R. of 1.0 for parcels smaller than 20,000 sq. ft.

(I) SOUTHWOOD TOWN CENTER - TC

Designed to serve as the pedestrian-oriented urban center of Southwood, containing a wide range of commercial, entertainment, residential, office and community services at urban intensities.

Development in the TC district may obtain a waiver from the requirements in the Environmental Management Ordinance/Environmental Management Act (EMO/EMA) for natural area, landscaping and buffers as long as a landscape plan is prepared that meets established minimum requirements provided it is consistent with the requirements in the Comprehensive Plan. Stormwater detention and treatment facilities for the TC district shall be designed in accordance with applicable standards and shall be located outside of the TC district in order to promote a compact pedestrian-oriented arrangement of land uses, except in situations where alternative sites for stormwater facilities are available that are consistent with the intent of the TC district. Local government shall conduct an environmental assessment at the time of

an application for development or prior to rezoning consistent with Conservation Policy 1.1.1, in the TC district prior to designation of the boundaries of conservation and preservation areas, if present, within the TC district, to determine the extent and location of conservation and preservation features. The TC district shall be located so as to minimize the impact on conservation and preservation features consistent with Conservation Policy 1.3.11 [C].

Allowed Uses:

- Commercial, including retail, entertainment and hotel uses.
- Residential, including assisted living, at the full range of densities in LDR and MDR. Residential uses may be collocated with compatible nonresidential uses in the same buildings.
- Office.
- Institutional.
- Community Facilities, such as police/fire stations and churches.
- Agriculture and silviculture uses are allowable interim uses until development approval is granted for a subject parcel, consistent with SESP Policy 10.1.8.

Mixture of Uses:

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

- 60,000 square feet of commercial
- 200 residential units

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

Residential Densities:

Minimum Density 2 DU/AC (no minimum density for residential uses second story and above for commercial or office uses)
Maximum Density 20 DU/AC

Specific densities and intensities, ratio of uses and implementation criteria, including standards to promote pedestrian-scale mixed-use development, will be included in the zoning code.

Maximum Floor Area Ratio:

2.0 F.A.R.

Minimum Floor Area Ratio:

0.25 F.A.R.

(J) MIXED USE EDUCATIONAL/INSTITUTIONAL - MUEI

Provides for educational, institutional and civic uses, and related activities including residential, which includes assisted living, office, sports and recreation, and related commercial uses, which include inns and hotels.

Allowed Uses:

- Schools, colleges and universities, museums, and civic facilities.
- Residential, including assisted living at the full range of densities in LDR and MDR.
- Sports and recreation facilities.
- Related supporting commercial facilities, including office, retail, inns and hotels.
- Agriculture and silviculture uses are allowable interim uses until development approval is granted for a subject parcel, consistent with SESP Policy 10.1.8.

Residential Densities:
Minimum Density 2 DU/AC
Maximum Density 20 DU/AC

Maximum Floor Area Ratio:
1.0 F.A.R.

Minimum Floor Area Ratio:
0.25 F.A.R.

(K) HISTORIC HOUSE OVERLAY (HHO)

The existing main house on the Southwood property is a historical resource within the Southeast Sector Planning Area. In order to preserve the character of the house and its grounds while providing for its future use as a component of the development in the Southeast Sector Planning Area, the Southwood PUD shall establish an overlay zoning district on the house and surrounding grounds. The allowable uses within the overlay district shall be those uses allowed within the LSF district. The following additional uses shall also be allowed within the HHO district so long as the design is compatible with the surrounding LSF uses and the historic nature of the house:

- Bed and Breakfast Inn
- Restaurant
- Conference Center

Policy 10.1.3: [L] Transportation **(REV. EFF. 7/7/99; REV. EFF. 11/26/21)**

Transportation guidelines for the Southeast Sector Plan shall be as follows:

Transportation systems shall be designed to promote alternatives to single-occupancy vehicle travel and to capture internal trips. Emphasis will be placed on designing commercial, office, employment and higher-density residential areas to be pedestrian and bicycle friendly. Emphasis will also be placed on alternative transportation modes.

(a) Right of way shall be planned and dedicated for the ultimate lanecage needed based on total build-out of the plan.

~~(b) If mass transit is available or planned within the plan horizon for the Tallahassee-Leon County Comprehensive Plan, Mass transit routes shall be included along major roadways in coordination with Star Metro.~~

~~(c) All land development shall provide for bicycle and pedestrian modes of transport.~~

~~(d) Traffic calming devices will be utilized along roadways in areas with high pedestrian activity.~~

~~(e) Access to canopy roads can only be permitted for uses other than medium or high density residential uses, commercial, office uses, and then only if there is no access to an alternative roadway and one cannot be secured. New access points must be configured to share access.~~

~~(f) Access management standards will be developed and implemented for all roadways.~~

~~(g) Use of roundabouts will be encouraged at intersections.~~

~~(h) A 100 foot tract on both sides of the centerline of Old St. Augustine Road shall be dedicated to the City of Tallahassee along the entire length of the property in excess of 200 acres in common ownership adjoining Old St. Augustine Road between Capital Circle and the Urban Service Area boundary. For properties in common ownership in excess of 200 acres, access to Old St. Augustine Road within the Southeast Sector Study Area will be limited to the following: 1) the tract of land referred to in Section I of Policy 10.1.2; 2) a new north-south roadway up to 1/2 mile west of Southwood Plantation Road. This intersection with Old St. Augustine Road will be a four-way stop unless a more efficient design can be developed that provides the maximum protection for the canopy on Old St. Augustine Road; 3) Southwood Plantation Road.~~

~~(i) The recommendations that are produced by the Scenic Vista and Conservation Easement Acquisition Plan will be taken under advisement by the developer when designing development adjacent to Old St. Augustine Road.~~

~~(j) The Transportation Element will be amended to reflect the transportation network needed to serve development within the Southeast Sector Planning Area.~~

~~(k) Any alignment of a limited access roadway/parkway shall be required to follow the Comprehensive Plan amendment process and be consistent with the Long Range Transportation Plan.~~

~~(l) In order to protect the traffic capacity of Capital Circle within the Southeast Sector Planning Area, the Capital Circle Access Points plan is established and shall be implemented by LDRs. Subdivisions adjoining Capital Circle shall not allow creation of parcels with sole access to Capital Circle (see Figure 10.B).~~

Policy 10.1.4: [L] - Open Space/Greenways **(REV. EFF. 7/7/99)**

The Southeast Sector Plan shall contain a pooled open space/greenway concept that will contain the majority of the open space requirements within a connected corridor. The following guidelines will be used in mapping the open space/greenway corridor:

(a) All conservation and preservation areas within the Southeast Sector Planning Area shall be mapped and protected consistent with Conservation Objective 1.3 and its implementing policies. In addition, the mapping of the open space/greenway corridor shall consider the location of conservation and preservation areas, except significant grades. Interconnected areas that best protect the conservation and preservation features of the area and provide open space will be included in the open space/greenway corridor. Consistent with the supporting data and analysis, such corridors shall constitute at least twenty-two percent of the Southeast Sector Planning Area. The City and the County will make all efforts to connect open space and greenways outside the Southeast Sector Planning Area to the open space/greenway system within the Southeast Sector Planning Area.

(b) Conservation and preservation areas shall be protected as required by the Comprehensive Plan.

(c) The mapped open space/greenway area will be generally mapped for the sector plan. Field verification of the exact delineation shall be conducted by a qualified biologist and approved by the Growth Management Department that has jurisdiction at the time development permits are sought.

(d) The following uses will be allowed and designated in the mapped open space/greenways areas:

(1) Passive recreation - Improvements that are natural resource-oriented, such as hiking and biking trails, boat landings and passive parks, may be constructed in passive recreation areas. Public access will be assured in designated passive recreation areas.

(2) Stormwater management facilities may be located in designated open space areas. This does not preclude the possible locating of stormwater facilities in preservation or conservation areas. Each facility and site must be evaluated individually in terms of impacts. The beneficial functioning of each preservation or conservation area is to be preserved. All stormwater facilities must meet the requirements of the EMA and EMO and must be consistent with the comprehensive plan.

(3) Wildlife management areas.

(4) Public roadways and utilities may cross through these areas if no alternative route can be secured.

(5) Golf courses (active recreation) are not permitted in conservation/preservation areas or in open space/greenways, but they may abut open space/greenways and conservation and preservation areas. Golf courses may cross these areas so long as the crossing does not adversely affect such areas and is consistent with the comprehensive plan.

All open space/greenway corridors shall have a management plan approved by the local government with jurisdiction that maintains these open space/greenway areas to protect the values for which these areas were designated. This may include but not be limited to: aesthetic open space, wildlife habitat, interconnection, preservation of floodplains and protection of conservation and preservation areas.

(c) Open space/greenway corridors may be privately owned or dedicated to the public by conveyance to a general or special purpose local governmental entity, or be designated as part of the statewide system of greenways and trails pursuant to State law. Privately owned, open space/greenway corridor areas shall, at a minimum, guarantee designated public trail access in perpetuity at the time of development.

It is also the intent to assure the long-term viability of open space areas and conservation and preservation areas through the proper management of these areas. Open space, conservation and preservation areas are valuable amenities to developing areas. It is intended that agriculture and silviculture uses will continue in the Southeast Sector Planning Area up to the point that individual tracts are converted to urban land uses. It is expected that agriculture and silviculture uses will be compatible with the long-term viability of planned open space, conservation, and preservation areas with proper management. It is also expected that the amenity value of those natural resources for urban development will be far greater than their agriculture or silviculture values.

Policy 10.1.5: [L] – Interrelationships **(REV. EFF. 7/7/99; REV. EFF. 8/25/08)**

The interrelationship between the sector plan, the Comprehensive Plan, and the implementing PUDs is defined as follows:

- The Southeast Sector Plan shall focus on land use decisions that avoid the promotion of strip commercial development along arterial roadways. The implementing PUDs for this sector plan shall be designed to avoid strip commercialization of arterial roadways. The sector plan shall reflect land uses along arterials, which do not promote strip commercial development.
- An objective and policies setting the guidelines for the development of the Southeast Sector Planning Area shall be adopted into the Comprehensive Plan.
- Within the implementing PUDs the Southeast Sector Planning Area may contain architectural controls, densities, intensities and criteria specific to each implementing PUD district provided for in Policy 10.1.2 [L].
- Specific criteria related to development districts, transportation, access management, architectural controls and specific development standards will be contained within the applicable LDRs implementing PUDs.
- The mapped open space requirements will count as the open space required in the EMO/EMA. Any open space dedicated outside the mapped area must meet all EMO/EMA requirements. The 10% site design alternative of the EMO/EMA will not be allowed in the Southeast Sector Planning Area

- Parcels that contain significant grades may be developed as long as best management practices are used, such as off-grade construction, minimum-grade changes and structures designed to accommodate the slopes.
- All land uses that border the study area shall be consistent with the adjacency requirements in the Comprehensive Plan.
- Access to canopy roads can only be permitted for low-density or large-lot single-family residential uses and only if there is no access to an alternative roadway and one cannot be secured. Roadways within the Southeast Sector Plan will be designed so that access to canopy roads will not be necessary.
- With the approval of the regulating authority, individual small closed basins within the DRI boundary may be aggregated into larger closed basin perimeters. The closed basin requirements of the Environmental Management Ordinance/Environmental Management Act (EMO/EMA) will apply within these larger closed basin areas, however, the Developer will have the flexibility to convey water between the smaller depressions within the boundary of the individual aggregated closed basin perimeters. Inter basin transfers out of any aggregated closed basin perimeter will not be allowed without a variance from the inter basin transfer restrictions in the EMO/EMA. Such a variance may be approved only if condition (c) of (3) of subsection 4.2.(3)(c) of the EMO/condition (c) of Article VII Section 10-188 of the EMA is met. If the receiving basin is itself a closed basin, pre/post volume control and all other closed basin requirements of the EMO/EMA will apply to the receiving basin.
- The applicant may request approval for a minor amount of development that may proceed prior to the issuance of the final development order. This development will consist of a sales office, limited commercial/office development and a limited number of model homes. This area will not exceed 25 acres (exclusive of right of way) and will meet access, environmental and Comprehensive Plan policy requirements. The specific amount of development that can occur pursuant to this policy shall be identified in the DRI Development Order.

Policy 10.1.6: [L] – Implementation **(Eff. 5/20/96; Rev. Eff. 8/25/08)**

A framework for detailed implementation of the development standards and requirements will be contained in the implementing PUDs. They shall include but not be limited to:

- Detailed definition of each district area in the zoning code. Also included will be design, development, transportation and density requirements for each district in sufficient detail to accomplish the intent of each district.
- Detailed criteria developed in order to adequately implement all the bicycle, pedestrian, access management and roadway design guidelines listed in the transportation guidelines policy (10.1.3).
- Access management criteria developed and implemented through the zoning code. It shall address access for all modes of transportation and shall include but not be limited to pedestrian, bicycle, mass transit, emergency vehicle, disabled, and car/van pooling.

- Unless otherwise specified in the Southeast Sector Plan amendment, the procedures and requirements in the Comprehensive Plan will be applicable to this area.

Policy 10.1.7: [L] - Specific Southeast Sector Land Development Regulations **(EFF. 5/20/96)**

The LDRs related to specific requirements will be amended to reflect any criteria or requirements related to environmental constraints specific to the Southeast Sector Plan guidelines, as adopted in the Comprehensive Plan.

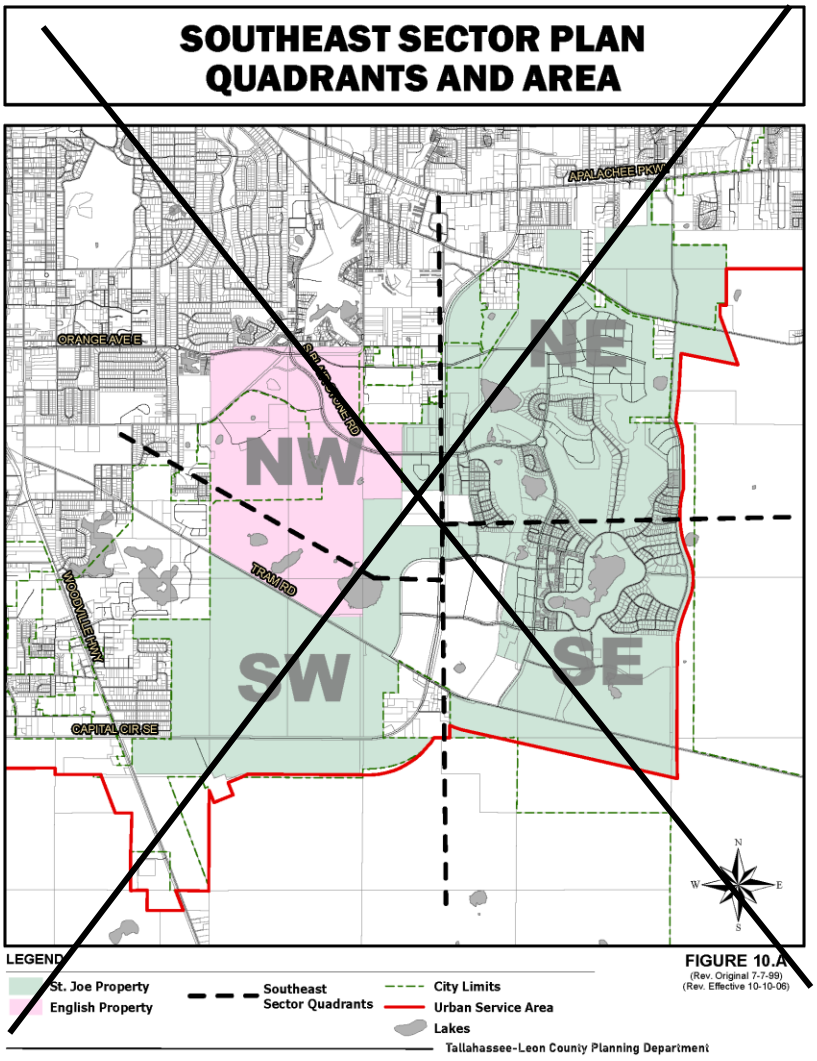
Policy 10.1.8: [L] - Agriculture and Silviculture Uses **(REV. EFF. 7/7/99)**

It is the intent of the requirements in this amendment to ensure that land identified for urban development within the time frame of the Comprehensive Plan is available for development and will not be encroached upon by incompatible land uses. It is also the intent to assure the long-term viability of open space areas and conservation and preservation areas through the proper management of these areas. Open space, conservation and preservation areas are valuable amenities to developing areas. It is intended that agriculture and silviculture uses will continue in the Southeast Sector Planning Area up to the point that individual tracts are converted to urban land uses. It is expected that agriculture and silviculture uses will be compatible with the long-term viability of planned open space, conservation, and preservation areas through proper management. It is also expected that the amenity value of those natural resources for urban development will be far greater than their agriculture or silviculture values.

(1) Agriculture and silviculture will be recognized as an allowable interim use in all land use categories within the Southeast Sector Planning Area.
(2) As soon as local government site plan or subdivision approval is granted for any portion of property within the Southeast Sector Planning Area, agriculture and silviculture activities shall cease to be allowable activities on the land for which local government approval has been granted and shall be phased out as set forth in the development order approving the site plan or subdivision plat. This elimination of agriculture and silviculture uses is intended to apply to parcels of land identified within the subdivision or site plan and to all land included in these parcels, such as land proposed to serve as buffer or open space.
(3) Prior to subdivision or site plan approval, agriculture and silviculture uses shall be allowed to continue within the Southeast Sector Planning Area in accordance with "1993 Silviculture Best Management Practices," Florida Department of Agriculture and Consumer Services, or its successor, and existing local government ordinances.
(4) Timber harvesting activities shall not be conducted until such time as the landowner has obtained a timber harvesting permit in accordance with the environmental and stormwater management ordinances of the appropriate local government.

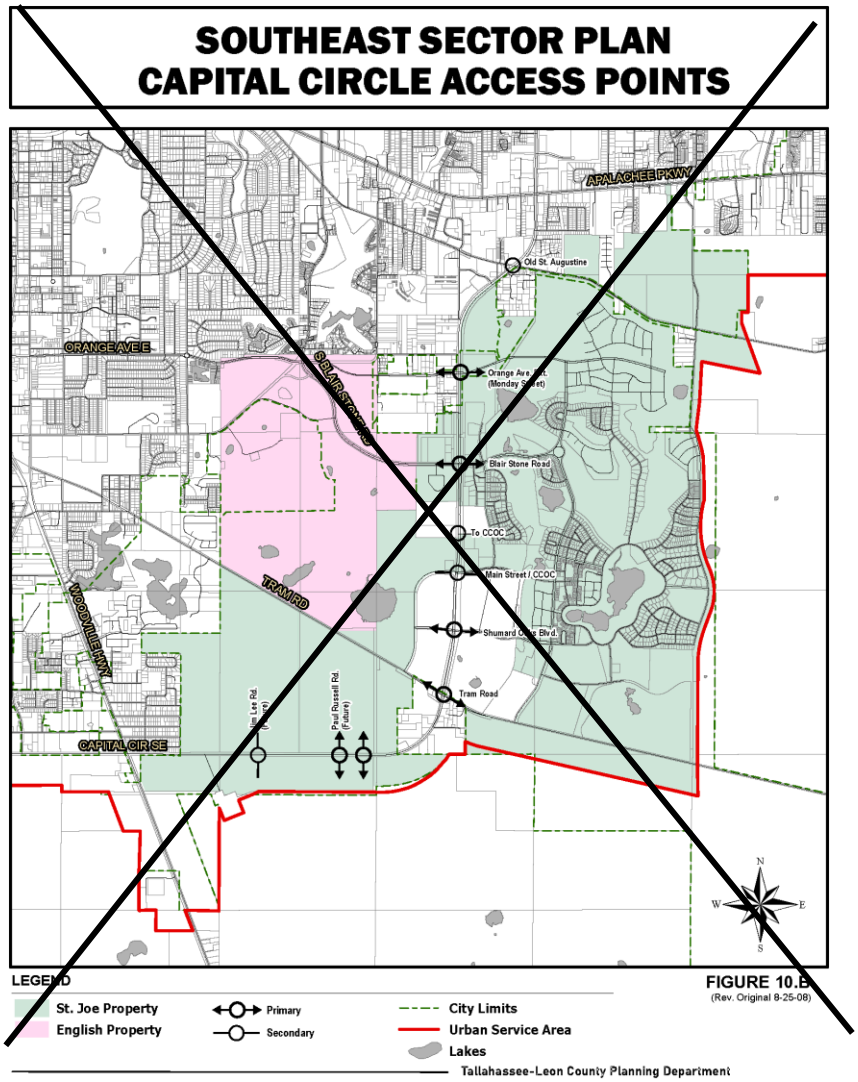
~~I. Land Use~~

~~Map 7: Southeast Sector Plan, Quadrants and Area~~



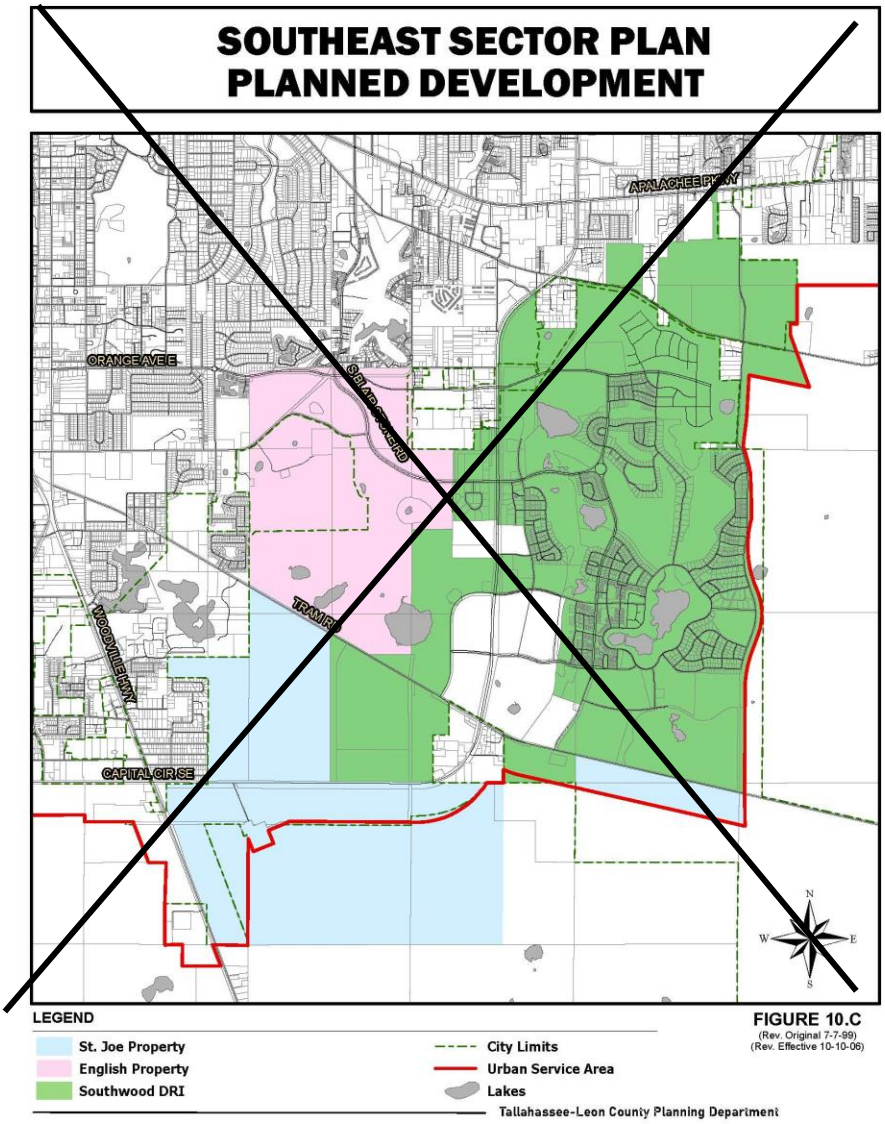
~~I. Land Use~~

~~Map 8: Southeast Sector Plan, Capital Circle Access Points~~



~~I. Land Use~~

~~Map 9: Southeast Sector Plan, Planned Development~~



~~Southside Action Plan~~

~~Goal 11: [L] – Southside Action Plan (Eff. 8/5/23)~~

~~A plan shall be developed and monitored to align with the community's desire for a framework of action in the southern part of the Tallahassee urban area. To achieve this goal, the local governments shall develop a Southside Action Plan that complements long term public and private investment with small scale visible improvements that are relatable and community driven. This approach recognizes that the vision of Southside citizens is essential to guiding the development, redevelopment, and rehabilitation of the~~

Southside; and that the community's vision focuses on three main areas of improvement: Beautification, Investment, and Engaged and Activated Citizens.

Objective 11.1 [L] – Beautification(Eff. 8/5/23)

Beautify and enhance both public and private spaces across the Southside Action Plan area by improving maintenance and increasing investment.

Policy 11.1.1: [L] **(Eff. 8/5/23)**

Focus local government beautification efforts in shared public spaces by frequently maintaining and enhancing existing public areas. Support citizen and business investment on private property and shared spaces.

Objective 11.2: [L] Investment (Eff. 8/5/23)

Direct collaborative efforts of both the public and private sectors towards an increase of homeownership, diverse development and redevelopment types, business variety, and infrastructure in the Southside Community.

Policy 11.2.1: [L] **(Eff. 8/5/23)**

Identify projects that initiate further investment opportunities in the Southside Community. Support partnerships across federal, state, city and county governments with non-profits and private organizations to identify resources for housing, homeownership, business, and infrastructure for the public.

Policy 11.2.2: [L] **(Eff. 8/5/23)**

Investment within the Southside Action Plan area shall not occur at the expense of the natural environment or water quality in a manner which is found to be inconsistent with local government initiatives, policies, rules or regulations.

Objective 11.3: [L] Engaged and Activated Citizens (Eff. 8/5/23)

Foster community involvement and celebration of the Southside.

~~*Policy 11.3.1: [L]* **(EFF. 8/5/23)**~~

~~Encourage citizens, neighborhoods, and businesses in the Southside to be engaged and actively involved in community-led projects. Promote projects, empower residents, and connect efforts with resources.~~

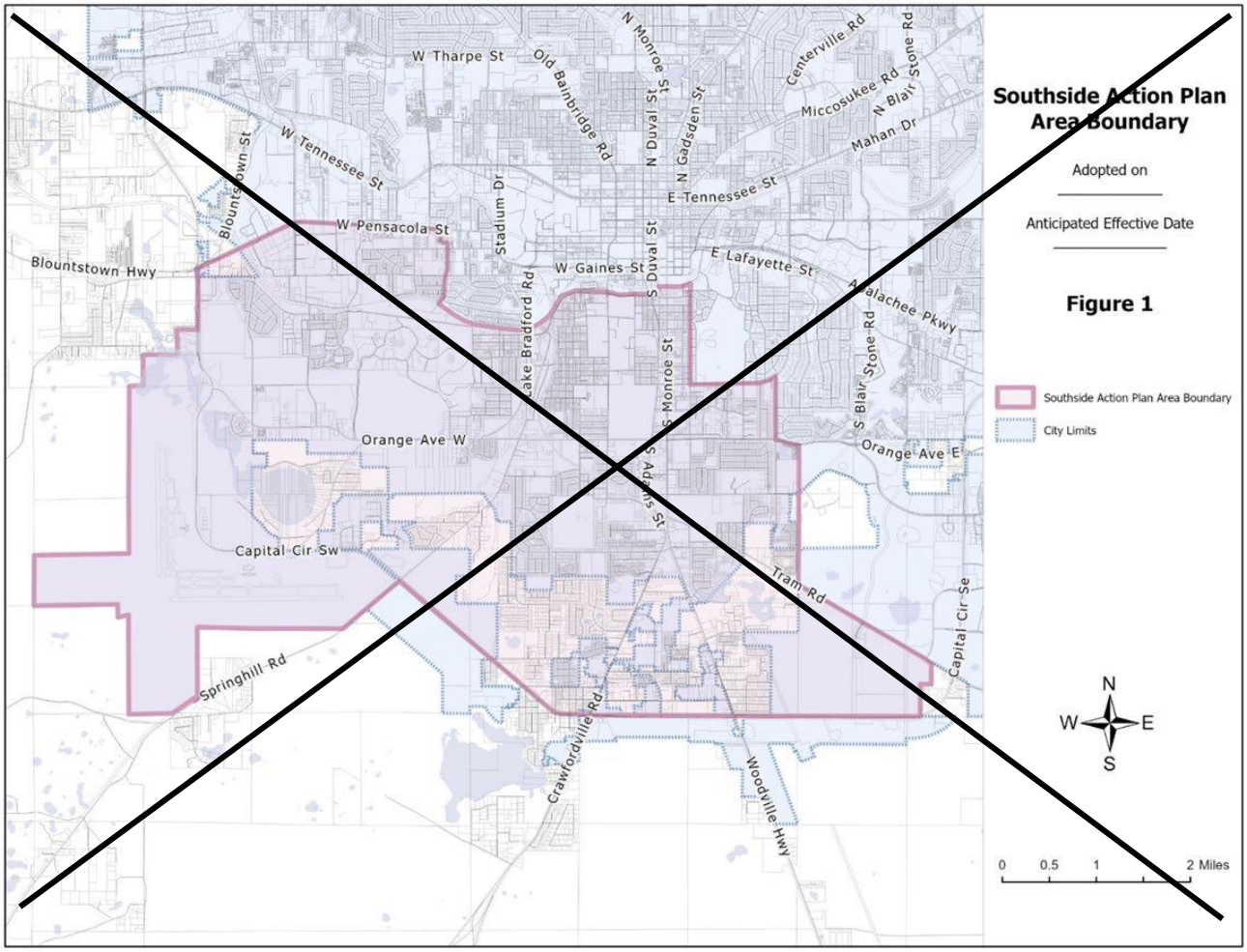
~~Objective 11.4: [L] Southside Action Plan Evaluation and Update; Relation to Other Goals, Objectives & Policies(EFF. 8/5/23)~~

~~*Policy 11.4.1: [L]* **(EFF. 8/5/23)**~~

~~The Tallahassee-Leon County Planning Department will monitor project implementation of the Southside Action Plan by reporting annually on Objective 11.1, 11.2, and 11.3; in coordination with the Leon County and the City of Tallahassee strategic plans.~~

~~I. Land Use~~

~~Map 10: Southern Strategy Area Boundary~~



~~CENTRAL CORE AREA~~

~~Goal 12: [L]~~ ~~(DEL. EFF. 4/10/09)~~

~~*Reserved*~~

~~CENTRAL CORE AREA~~ ~~(DEL. EFF. 4/10/09)~~

Welaunee Critical Area Plan

Goal 13: [L] (Eff. 12/10/02)

Guide planned development within the Welaunee Critical Planning Area through implementation of a critical area plan which includes a mixture of integrated land uses that are predominantly self-supporting rather than dependent upon public funding, places a greater emphasis on pedestrian mobility and transportation alternatives, provides new employment opportunities near major transportation arteries and protects natural systems in an urbanized setting.

Objective 13.1: Planned Development through 2020 (Eff. 12/10/02)

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

Policy 13.1.1: Plan Overview for Toe and Heel **(Eff. 12/10/02; Rev. Eff. 7/20/05; Rev. Eff. 8/27/17)**

The Toe and Heel shall develop as new mixed-use communities that provide employment opportunities, protect natural resources in an urbanized setting and emphasize pedestrian mobility and transportation alternatives. The intent of this policy is to locate employment and shopping in close proximity to residential land uses, provide activities that serve area residents as well as shoppers and employees from outside the area, offer housing to diverse socio-economic groups, establish recreation, educational, and cultural activities nearby, reduce automobile dependency of residents and employers, place public transportation facilities in population and employment centers, and protect natural systems within the context of a mixed-use built environment. The intent of this policy will be achieved through phased development consistent with these guidelines:

(1) A buildout population of approximately 5,950 for the Toe and 4,600 for the Heel.

(2) A buildout employment of approximately 1,240 jobs in the Toe and 3,560 jobs in the Heel.

(3) Development which reflects the following general allocation of land uses on an acreage basis:

(A) Residential uses on 35 percent to 45 percent of the Toe and 30 percent to 40 percent of the Heel.

(B) Retail and office uses on 3 percent to 8 percent of the Toe and retail, office and light industrial uses on 15 percent to 25 percent of the Heel.

~~(C) Primary open space and recreation uses (excluding the Miccosukee Canopy Road Greenway) on 15 percent to 25 percent of the Toe and 20 percent to 30 percent of the Heel.~~

~~(D) Community facilities and institutional, educational, civic and similar uses on 15 percent to 25 percent of the Toe and 10 percent to 20 percent of the Heel.~~

~~(4) The Toe and Heel may develop in phases consistent with necessary infrastructure and services and, for the Heel, consistent with the phasing schedules on Table 13-2, which is based on projections of densities and intensities of use derived from the corresponding acreage. Sub phases or stages of each phase may be developed in separate PUDs. The Toe and the Heel may be developed concurrently. Table 13-2 is attached as part of this Objective.~~

~~(5) A comprehensive plan amendment shall be required in order to exceed the projected total number of residential units or the projected total nonresidential square footage for the Heel, as set forth in Table 13-2. Such an amendment shall be consistent with the requirements of Objective LU 6.2 and its supporting policies.~~

~~(6) Development will comply with any ordinances in effect at the time of development that address the need for affordable housing. In addition, development shall comply with any other applicable requirements at the time of development.~~

~~(7) Specific guidelines and requirements for land use categories, transportation, access management, and other specific design standards shall be included in one or more PUD Concept Plans applicable to the Toe or Heel, respectively. Each PUD Concept Plan shall be adopted by the local government with jurisdiction before any development may take place on the parcel or tract included in the PUD Concept Plan, except as otherwise allowed pursuant to Policy LU 6.2.4. Each PUD Concept Plan shall be consistent with development guidelines and general design standards herein.~~

~~(8) Land Use Goal 13, its supporting objectives, policies and data and analysis, and all activities undertaken leading to and including adoption, is not intended to be considered evidence of a unified plan of development for purposes of §380.0651(4), F.S.~~

~~(9) The Toe and Heel will be developed with the infrastructure required to serve permitted development, including but not limited to water, sewer, stormwater management and on-site and off-site transportation mitigation, consistent with this Comprehensive Plan and all applicable regulations.~~

~~(10) Development within the Toe and Heel shall be aggregated under the City's concurrency regulations, as currently interpreted and applied by the City; unless, at some time in the future, the concurrency regulations are revised so that aggregation is not required for such development.~~

NOTE: Notwithstanding the above, the Heel may be developed under Policy LU 13.1.9, in which case the guidelines stated above will be adjusted to reflect the requirements of Policy LU 13.l.9.

*Policy 13.1.2: Primary Open Space Systems and Greenways***(EFF. 12/10/02; REV. EFF. 7/20/05)**

The primary open space systems for the Toe and Heel are defined as connected, continuous networks of open space. They constitute fundamental building blocks of these planned communities and are intended to serve multiple purposes in an urbanized setting, including but not limited to protection of conservation and preservation areas. Primary open space systems may include but are not limited to conservation and preservation areas, buffers for environmentally sensitive areas, pathways to facilitate pedestrian and bicycle mobility, aesthetic open space, passive recreation opportunities and community gathering places. Primary open space systems, together with other green spaces set aside to meet the Urban Forest and landscape requirement shall also meet the requirements of the comprehensive plan, Chapter 5, Environmental Management, Tallahassee Land Development Code or the Leon County EMA, whichever is applicable. The intent of this policy will be achieved through implementation of the following guidelines:

(1) Prior to approval of the first PUD Concept Plan on the Toe or the Heel, except as allowed by policy LU 6.2.4, a Natural Features Inventory consistent with the requirements of Chapter 5, Environmental Management, Tallahassee Land Development Code and the Leon County EMA, whichever is applicable, shall be submitted for the entire Toe or the entire Heel respectively.

(2) Credits for open space, wetland mitigation, slope mitigation, stormwater management or urban forest requirements may be requested outside of individual parcels or tracts under review but elsewhere within the Toe, or Heel, respectively.

(3) Areas with severe and significant slopes that are not located in the primary open space systems shall be protected in site-specific plans in accordance with the Comprehensive Plan, Chapter 5, Environmental Management, Tallahassee Land Development Code and the Leon County EMA, whichever is applicable.

(4) Wetlands, watercourses and water bodies, except Dove Pond, shall be protected by a 50-foot natural buffer from the jurisdictional wetland line where adjacent to developable land. If Dove Pond is not included as part of a regional stormwater management system to provide flood protection for downstream off-site properties as provided by Policy LU 13.1.5 and Policy LU 13.1.7, then Dove Pond shall be protected by a 50 foot natural buffer from jurisdictional wetlands where adjacent to developable land.

(5) The primary open space systems shall be open to the general public and be designed to provide connections with the Miccosukee Canopy Road Greenway at multiple locations, and to integrate internal recreational multi-use paths with the

~~greenway's trails. Connections to future regional greenways shall be considered in the design of the primary open space systems.~~

~~(6) The primary open space systems shall be designed to provide additional buffering as established in PUD Concept Plans for designated canopy road protection zones, in addition to the required 100-foot setback, where feasible.~~

~~(7) The primary open space system in the Heel may include a portion of the existing Miles Johnson Road with the consent of the local government with jurisdiction and construction of new roads adjacent to and on each side of the Miles Johnson Road roadbed and canopy.~~

~~(8) Primary open space may be privately owned, or be dedicated to the public by conveyance to a general- or special-purpose local governmental entity; or be designated as part of the statewide system of greenways and trails pursuant to state law. Privately owned open space/greenways shall, at a minimum, guarantee designated public trail access in perpetuity at the time of development. All required conservation easements will be placed over the conservation and preservation areas in accordance with local government regulations.~~

~~(9) The primary open space systems shall each have a management plan approved by the local government with jurisdiction in order to protect the values for which they were designated. The management plans may be adopted in phases so long as they are consistent with one another. Protection of the primary open space systems, including any preservation or conservation areas located within them, shall be provided by conservation easements and other measures consistent with Chapter 5, Environmental Management, Tallahassee Land Development Code or the Leon County EMA, whichever is applicable, except as otherwise provided by Policy LU 13.1.5 and Policy LU 13.1.7. Conservation easements within the City will be required consistent with City Growth Management Department's written policy. Conservation and preservation areas placed in conservation easements may be used toward satisfying the urban forest/ landscaping requirements of Chapter 5, Environmental Management, Tallahassee Land Development Code or the Leon County EMA, whichever is applicable.~~

~~(10) Acreage in the primary open space systems shall be counted toward satisfying the open space requirement established in PUD Concept Plans as provided by Policy LU 13.1.7.~~

~~(11) The following guidelines shall apply to uses within the primary open space systems as established in PUD Concept Plans:~~

~~(A) Passive recreation improvements that are natural resource-oriented, such as hiking, biking and riding trails and passive parks, may be constructed in the primary open space systems. Also allowable are community facilities such as bandshells, amphitheaters, gazebos and other improved gathering places if designed for non-vehicular and pedestrian access only, provided these activities are reviewed and approved as part of the management plan required for the conservation easement, when these activities are located such that impact to the conservation and preservation area is minimized and at the same time the overall purpose of the conservation easement is protected.~~

(B) Wildlife management areas may be included in the primary open space systems with protective measures addressed in the management plans, in accordance with Chapter 5, Environmental Management, Tallahassee Land Development Code or the Leon County EMA, whichever is applicable.

(C) Public roads and utilities may cross through the primary open space systems if no alternative route can be secured and impacts are minimized. Except for existing roads and specifically located existing road access easements, subject to the requirements of Policy LU 13.1.4 (2)(B) (related to an additional access to Miccosukee Road), the location of the roads shown on Figures 13-3, Toe Generalized Transportation Plan and Figure 13-4, Heel Generalized Transportation Plan, are approximate.

(D) Stormwater management facilities may be located in the primary open space systems subject to design criteria in the PUD Concept Plans and consistent with protection of conservation and preservation features pursuant to the Comprehensive Plan and Chapter 5, Environmental Management, Tallahassee Land Development Code or the Leon County EMA, whichever is applicable. Dove Pond may be utilized as part of a regional stormwater management system to provide flood protection for downstream off-site property owners in the Tri-Basin Study Area as provided the criteria in Policy LU 13.1.5 (4) and Policy LU 13.1.7 are met. Each other stormwater management facility must be evaluated in terms of impacts and meet the requirements of the Comprehensive Plan and Chapter 5, Environmental Management, Tallahassee Land Development Code or the Leon County EMA, whichever is applicable. If stormwater facilities are contained within the primary open space, then the public or private agency responsible for maintenance shall be allowed to perform necessary maintenance of these facilities consistent with each facility's level of service. Conservation and preservation areas are not to be used as conveyances for increased stormwater rates from development. The Stormwater Facilities Master Plan shall identify areas where drainage easements will be needed for proper maintenance of stormwater conveyances located within conservation and/or preservation areas.

(E) Access facilities for canoes and other watercraft without internal combustion engines may be located in the primary open space system. Fueling facilities shall not be allowed. If access facilities are located in conservation or preservation areas these activities shall be reviewed and approved as part of the management plan required for the conservation easement, when these activities are located such that impact to the conservation and preservation area is minimized and at the same time the overall purpose of the conservation easement is protected.

(12) The cemetery in the Toe shall be protected as provided by state law. The churches owning the cemetery should fence the cemetery and prohibit disturbance.

Policy 13.1.3: Land Use **(EFF. 12/10/02; REV. EFF. 7/20/05; REV. EFF. 8/27/17)**

The Toe and Heel shall contain an integrated mixture of uses that allows a broad range of residential, commercial, office, employment, recreation and civic, institutional and community uses with varying densities and intensities of use. The intent of this policy is to create a community pattern of multiple neighborhoods that are compact and walkable, with a mixture of uses, diversity of housing types and prices, and interconnected fine-grained street systems. A mix of uses should be encouraged throughout each phase of development and at buildout. Neighborhood densities and development intensities generally should be arranged in a hierarchical continuum radiating from center to edge. Pedestrian accessibility should be given precedence over automobile convenience as established in PUD Concept Plans.

(1) Land uses in the Toe and Heel shall be assigned on the basis of the following categories as established in PUD Concept Plans:

(A) EMPLOYMENT CENTER

Employment centers shall be located proximate to major transportation arteries in order to provide jobs for residents as well as regional employment opportunities. Employment centers are intended to contain a mix of uses and not be a single-use environment. They shall be designed with shared parking opportunities for nonresidential uses that have peak parking demands other than during normal office hours. An employment center shall range in size between 15 acres and 150 acres. Allowable uses include office, hotels and inns, light industrial, warehousing and distribution, laboratories, research, printing, banks, retail, restaurants and cafes, infrastructure including stormwater management facilities, civic, religious and institutional uses and educational uses. Residential uses shall not be allowed except when located above the ground floor in mixed-use office buildings.

Development intensities shall range from 8,000 square feet per acre to 15,000 square feet per acre. Ground-floor, pedestrian-friendly uses should be included to provide walk-to shopping opportunities. A minimum five percent on-site open space requirement shall be required for each preliminary plat in an employment center.

(B) TOWN CENTER

Town centers shall be planned as compact, efficient nodes. Traffic calming measures such as onstreet parking, buildings close to the road with parking in back, streetscape, and other such solutions shall be utilized to create a pedestrian-friendly, walkable center. A town center shall range in size between 10 to 30 acres and contain uses that serve surrounding neighborhoods as well as those traveling through the area. Uses shall be mixed horizontally and vertically to the maximum extent feasible. It is the design intent to plan for multiple storefronts and multiple retailers in town centers so all of the available retail space is not aggregated into one or two "big-box" stores. Allowable uses include office, retail, restaurants, bed and breakfasts, hotels and inns, theaters and other entertainment venues, specialty retail, grocery stores, residential, home occupational uses, and civic, religious and institutional uses (including day care services for children and adults).

~~Development intensities in town centers shall range from 8,000 square feet per acre up to 20,000 square feet per acre. Residential densities shall be allowed up to 16 dwelling units per acre with no minimum density required. Residential uses shall be encouraged above ground floor retail and other nonresidential uses. Town centers shall be planned on a block system with a gridded road network and on-street parking.~~

~~Stormwater management facilities shall be located outside of town centers to promote a compact, pedestrian-oriented development pattern except where alternative sites for stormwater facilities are not reasonably available. Community open space in the form of public squares and greens shall be planned as a focal point for a town center. No minimum on-site open space shall be required on each preliminary plat.~~

~~(C) NEIGHBORHOOD CENTER~~

~~Neighborhood centers shall allow small retail, specialty retail, office, restaurants, services, residential and other uses (including day care services for children and adults) that support residential uses within a neighborhood. These centers are also intended to function as a neighborhood focal point and are envisioned to have churches, town squares, and other civic, religious, and institutional uses. The neighborhood centers shall range in size from 5 to 8 acres and shall be designed to create a pedestrian-friendly environment. Traffic calming measures, such as on-street parking, buildings up close to the road with parking in back, streetscape, and other such solutions, shall be utilized to create a pedestrian-friendly, walkable center.~~

~~Development intensities in the neighborhood center shall range from 4,000 square feet per acre to 12,500 square feet per acre. The maximum residential density in the neighborhood center shall be 16 units per acre. No minimum density shall be required. Residential uses shall be encouraged above ground-floor retail and other nonresidential uses. Community open space in the form of village squares and village greens shall be planned as the focal point of a neighborhood center. No minimum on-site open space shall be required for each preliminary plat.~~

~~(D) MULTI-FAMILY RESIDENTIAL~~

~~Multi-family residential areas shall include residential units with a maximum density of 16 units per acre and a minimum density of 8 units per acre. Allowable uses include town homes, apartments, condominiums and other multi-family uses, single-family attached and detached residential units, office as a ground-floor use with residential uses above or in a live-work unit, civic, religious and institutional uses, infrastructure including stormwater management facilities, parks and recreation. A minimum 10 percent on-site open space shall be required on each preliminary plat.~~

~~(E) RESIDENTIAL HIGH DENSITY~~

~~Residential high-density areas should be within easy walking distance of town and neighborhood centers and/or arranged along either side of some of the internal roads. The maximum allowable density shall be 10 units per acre and~~

the minimum density should be 4 units per acre. Allowable uses include residential, civic, religious and institutional uses, parks and recreation, and infrastructure including stormwater facilities. A minimum of 10 percent on-site open space shall be required on each preliminary plat.

(F) RESIDENTIAL MEDIUM DENSITY

Residential medium density areas shall include single-family residential uses up to a maximum density of 4 units per acre with a minimum density of 2 units per acre. Allowable uses include residential, parks, open space and other recreational uses, civic, religious and institutional uses and infrastructure including stormwater facilities. These areas shall have an interconnected local road system with a range of lot sizes. A minimum of 15 percent on-site open space shall be required on each preliminary plat.

(H) RESIDENTIAL LOW DENSITY

Residential low-density areas shall include single-family residential uses with a maximum density of 2.5 units per acre and a minimum of 1 unit per acre. Allowable uses include residential, parks, open space and other recreational uses, civic, religious and institutional uses and infrastructure including stormwater facilities. A minimum of 15 percent on-site open space shall be required on each preliminary plat.

(I) RESIDENTIAL ESTATE

Residential estate areas shall include single-family residential uses up to a density of up to 1 unit per acre. Allowable uses include residential, parks, open space and other recreational uses, civic, religious and institutional uses and infrastructure including stormwater facilities. A minimum of 15 percent on-site open space shall be required on each preliminary plat.

(J) SCHOOLS AND COMMUNITY USES

The school and community uses category is intended for public and private schools, as well as a broad range of community, civic, religious and institutional uses, including but not limited, to libraries, fire stations, police stations, civic educational centers, places of worship and supporting uses, community centers and clubhouses. School support facilities are also allowable, and include but are not limited to, play fields, gymnasiums, and other education-related uses. A minimum of 15 percent on-site open space shall be required on each preliminary plat.

(2) Land uses should develop on the Toe, shown in Figure 13-1, consistent with the following locational criteria as established in PUD Concept Plans:

(A) One or more town centers should be located at strategic points along Welaunee Boulevard with no more than one each in the eastern and western sections.

(B) One or more neighborhood centers should be located at strategic points along Welaunee Boulevard with no more than one each in the eastern and western sections.

~~(C) Town and neighborhood centers shall be located within a one-quarter mile walking radius from the majority of the denser residential areas.~~

~~(D) Town and neighborhood centers, higher-density residential areas and the primary open space system shall be located proximate to school and community uses when feasible.~~

~~(E) School and community uses shall be located proximate to town or neighborhood centers, higher density residential areas and the primary open space systems when feasible.~~

~~(F) Residential medium density areas generally shall be located within one-quarter mile walking distance from town and neighborhood centers.~~

~~(G) Residential low density and residential estate areas shall be located outside the one-quarter mile walking radius from town and neighborhood centers. Residential areas adjacent to the Miccosukee Canopy Road Greenway or along currently designated canopy roads shall be either residential low density or residential estate.~~

~~(H) Institutional uses (including but not limited to an elementary school, senior citizens' activity center, assisted living facility, adult living facility, rehabilitation center, and adult care/memory unit) may be located in any land use district in the Toe.~~

~~(3) Unless developed pursuant to Policy LU 13.1.9, land uses should develop on the Heel, shown on Figure 13-2, consistent with the following locational criteria as established in PUD Concept Plans:~~

~~(A) Employment centers should be located as follows:~~

~~(i) An employment center should be proximate to the interchange of Interstate 10 and U.S. 90 and be compatible with nearby residential and mixed-use development. This employment center shall have direct access to an arterial, which will traverse the Heel.~~

~~(ii) An employment center should be located in the southern section of the Heel with direct access to U.S. 90. To minimize traffic loadings on U.S. 90, this employment center shall be connected to the Heel by internal roadways.~~

~~(B) No more than one town center may be located in the central section of the Heel proximate to residential areas. Employment centers should be located preferably within a one-quarter mile walking radius of the town center to provide restaurants, services, retail and other uses for employees.~~

~~(C) No more than two neighborhood centers may be located in the northern section of the Heel within a one-quarter mile walking radius of nearby residential development. No more than one neighborhood center may be located in the central section of the Heel.~~

~~(D) Town or neighborhood centers shall be located at the center of a one-quarter mile walking radius from the majority of the denser residential areas.~~

(E) School and community uses shall be located proximate to town or neighborhood centers, higher density residential areas and the primary open space system when feasible.

(F) Residential areas adjacent to the Miccosukee Canopy Road Greenway or along currently designated canopy roads shall be either single-family residential low density or single-family residential estate.

(G) Residential estate areas should be located in the northeastern section of the Heel adjacent to existing estate-type rural residential areas on adjacent lands.

Policy 13.1.4: Transportation **(EFF.12/10/02; REV.EFF.7/20/05; REV. EFF. 8/27/17)**

The transportation systems on the Toe and Heel, in addition to the arrangement of land uses, shall be designed to capture internal trips, promote alternatives to single-occupancy vehicle travel and support a mixed-use development pattern. The transportation network for the Toe and Heel shall support and enhance livable community concepts while meeting level of service standards. It is the intent of this policy to create communities and supporting transportation systems that encourage walkability and pedestrian accessibility, provide a road network with connectivity on-site and to surrounding areas, relieve pressure on canopy roads, minimize environmental impacts and encourage transit and other modes of transportation. Except for existing roads and specifically located existing access easements, subject to the requirements of Policy LU 13.1.4 (2)(B) (related to an additional access to Miccosukee Road), the location of the roads shown on Figures 13-3 Toe Generalized Transportation Plan and Figure 13-4 Heel Generalized Transportation Plan are approximate.

(1) These general transportation guidelines shall apply on the Toe and Heel as established in PUD Concept Plans and shown in Figure 13-3 and Figure 13-4, respectively:

(A) A fine-grained network of internal roads shall provide alternative travel routes and ensure that all roadways operate at acceptable levels of service at buildout.

(B) All land uses shall provide for alternative modes of transportation, with connections to the transit hub and bus shelters. The nature of and extent of any required accommodations shall vary based upon business size.

(C) Recreational and alternative transportation multi-use paths shall be planned internally for bicycle and pedestrian travel and shall be incorporated into the primary open space systems when feasible. The paths shall accommodate bicyclists, pedestrians and other forms of recreational use and connect to the Miccosukee Canopy Road Greenway at multiple locations consistent with the Miccosukee Canopy Road Greenway Management Plan.

(D) Multi-modal facilities (for motorists, cyclists, and pedestrians) shall be provided on all collector and arterial roads.

~~(E) Traffic-calming measures shall be utilized on local roads where significant pedestrian activity is expected.~~

~~(F) All access roads through a designated canopy road protection zone shall minimize disturbance to the canopy and understory in consultation with the City's Urban Forester. Utilities shall be collocated in these access roads when feasible.~~

~~(G) Transit shall be encouraged through planning and design by focusing density in areas where transit can serve the largest number of potential passengers. Bus shelters shall be provided by the developer at locations designated by Taltran.~~

~~(H) The road network in the Toe shall:~~

~~(i) Promote and enhance a livable community pattern, including mixed use and a pedestrian environment;~~

~~(ii) Protect the adjacent canopy roads by relieving traffic pressure on them;~~

~~(iii) Enhance the scale and pedestrian accessibility of town and neighborhood centers along Welaunee Boulevard, and~~

~~(iv) Provide for adequate road capacity to serve the development.~~

~~(I) Whenever possible, neighborhoods need to be interconnected and not solely dependent upon Welaunee Boulevard for ingress and egress. The street pattern should be planned to accommodate the highest frequency of street crossings in the town and neighborhood centers with decreasing frequency through residential areas and the least number of crossings in low density or "country" areas.~~

~~(J) No residential driveways shall connect directly to Welaunee Boulevard or the Shamrock South extension on the Heel. Direct access to canopy roads shall not be permitted for any residential or non-residential uses. Roadways within the Toe and the Heel will be designed so road access through designated canopy road protection zones will not be necessary except as otherwise expressly allowed in Policy 13.1.4.~~

~~(2) The following transportation guidelines shall apply in the Toe as established in PUD Concept Plans and shown in Figure 13-3:~~

~~(A) A transit hub for the transfer of passengers between bus routes shall be provided in a town or neighborhood center. The transit hub shall include facilities to accommodate up to four buses on a site not to exceed two acres and which is adjacent to available parking that can accommodate park and ride vehicles.~~

~~(B) Road access to the Toe from Miccosukee Road shall occur only within the existing road access easements across the Miccosukee Canopy Road Greenway at Arendell Way and Edenfield Road. In addition, road access to the Toe from Miccosukee Road at Dempsey Mayo within the existing road access easement may be approved in a PUD Concept Plan if it is determined by the local government with jurisdiction, based on analysis, that such a connection would~~

~~have a desirable impact on the Miccosukee Canopy Road. All impacts to the canopy road protection zone from such access roads shall be minimized.~~

~~(C) Road access to the Toe from Fleischmann Road shall be provided in accordance with City standards and subject to City approval.~~

~~(D) Road access to the Toe from Centerville Road shall be provided at one location.~~

~~(E) Welaunee Boulevard shall be designed consistent with a mixed-use development pattern and a pedestrian-friendly environment.~~

~~(i) It is the intent to promote the Welaunee Boulevard corridor as a "livable" roadway that supports and enhances a pedestrian-friendly environment. The character of this roadway, and the land uses along it, should be protected to ensure that strip development and auto-dependent land uses do not occur. Welaunee Boulevard should be designed to minimize changes to the natural contours of the landscape and vegetated areas along its length. Welaunee Boulevard should be designed so that the character of the roadway changes along its corridor.~~

~~(ii) In the "town" sections, Welaunee Boulevard should have a narrower right-of-way with roadway sections to be determined at the time of the PUD Concept Plans which may include on-street parking. Buildings should be placed close to the right-of-way with parking located behind. Pedestrians should have priority in the town and neighborhood centers. The highest number of road connections from the adjacent street network should occur in the town sections. Higher density residential uses and non-residential uses should be planned in the town sections.~~

~~(iii) In the "country" sections, land uses along the roadway should be lower density residential or open space. In these country sections, the design of the road shall minimize environmental impacts by utilizing split profile sections and wide medians to respond to topography and preserve vegetation. Right-of-way width shall vary consistent with the character of the area it is traversing while meeting level of service demands. Right-of-way in these areas shall accommodate medians with landscaping and may provide for an "eyebrow" road or, if necessary, accommodate a split-section profile for the purpose of minimizing environmental impacts.~~

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

~~(G) Construction of Welaunee Boulevard shall be phased to accommodate transportation impacts from approved development of the Toe. The roadway phases shall be consistent with the Urban Services-Development Agreement~~

between the City of Tallahassee and Powerhouse, Inc. dated April 15, 1990 as may be amended from time to time (referred to as the Urban Services Agreement) and shall be established in PUD Concept Plans in a manner that complies with the adequate public facilities requirements of this comprehensive plan and the land development code.

(3) The following transportation guidelines shall apply in the Heel as established in PUD Concept Plans and shown in Figure 13-4:

(A) Road access to the Heel from U.S. 90 shall occur in compliance with Florida Department of Transportation rules including the Shamrock South extension, which will traverse the Heel.

(B) Contingent upon approval by the Tallahassee Leon County M.P.O., the Shamrock South extension between Miccosukee Road and U.S. 90 will be shown on the 2025 updated long-range transportation plan as a component of the cost feasible plan, consistent with the Urban Services Development Agreement between the City of Tallahassee and Powerhouse, Inc. dated April 15, 1990 as may be amended from time to time (referred to as the Urban Service Agreement).

(C) Road access to the Heel from Miccosukee Road shall occur only at the existing Miles Johnson Road intersection and the Shamrock South extension, which will traverse the Heel, including the Miccosukee Canopy Road Greenway.

(D) Two roads may be constructed adjacent to the Miles Johnson Road roadbed and canopy if the local government with jurisdiction approves of incorporation of the existing Miles Johnson Road into the primary open space system.

(4) In PUD Concept Plans, the local government with jurisdiction shall require development on the Toe and Heel, respectively, to implement Transportation Demand Management (TDM) strategies, as appropriate, to reduce single-occupancy vehicle trips. Such strategies may include, but are not limited to, alternative work schedules, transportation allowances (carpool and vanpool programs), guaranteed ride home programs, telecommuting, transit supportive facilities (bus stops, shelters, etc.), and additional bicycle and pedestrian facilities and equipment.

Policy 13.1.5: Public Facilities **(EFF. 12/10/02; REV. EFF. 7/20/05)**

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

~~(1) Potable water, sanitary sewer, electricity and natural gas service shall be provided to development on the Toe and Heel pursuant to the existing Urban Services-Development Agreement.~~

~~(2) All stormwater management facilities shall be designed to meet treatment standards for Outstanding Florida Waters (OFW) (i.e. the first .75 inches of rainfall) or the applicable local standard, whichever is greater. Maintenance responsibility for all stormwater management facilities shall be provided as established in the Stormwater Facilities Master Plan and the Urban Services Agreement. Facilities which are dedicated to the City must be constructed to City standards.~~

~~(3) Dove Pond may be incorporated into a regional stormwater management system and be utilized for the storage of treated stormwater to provide flood protection for downstream off-site property owners provided:~~

~~(A) It can be shown through the completion of an Environmental Impact Analysis (EIA) incorporated into a Stormwater Facilities Master Plan (SFMP) that, with any increase in flood volume or flood stage, the wetlands and associated conservation and preservation areas are minimally impacted.~~

~~(B) Such use may be undertaken only with the landowner's express approval.~~

~~(C) Public agencies shall pay a pro rata share of capital costs based on the off-site stormwater runoff to be stored in Dove Pond during flood events, provided the landowner makes available the necessary land or rights of use at no cost to the public contemporaneous with issuance of a final local development order which establishes and allocates buildout stormwater capacity for the Toe.~~

~~(D) Local government funding shall not be utilized for the portion of any stormwater management facilities necessary to accommodate on-site development.~~

~~(E) Criteria in Policy 13.1.7 are also achieved.~~

~~(4) To provide flood protection for downstream off-site property owners in the Tri-Basin Study Area, inter-basin transfers of stormwater may be permitted between sub-basins of the Welaunee Closed Basin and from the Welaunee Closed Basin to the Lafayette Oaks and Pedrick Closed Basins through a public conveyance system. Such transfers may occur only from Dove Pond as provided by this policy and Policy LU 13.1.7 and shall be deemed consistent with Policy 1.1.5 [SM], Policy 2.2.5 [C] and Chapter 5, Environmental Management, Tallahassee Land Development Code or the Leon County EMA, whichever is applicable, when they comply with these criteria:~~

~~(A) Approval by the local government with jurisdiction of a regional stormwater management plan for the Tri-Basin Study Area, based on a detailed assessment indicating minimal negative impacts to water quality, quantity and rate of discharge due to inter-basin transfers to the receiving watershed.~~

~~(B) Approval of public funding, in an adopted local government budget, for off-site stormwater management facilities required by the regional plan.~~

~~(5) Facilities which discharge to or from an isolated or aggregated closed basin shall provide storage for the post-development increase in runoff volume for the 100-year, 24-hour critical storm.~~

~~(6) Facilities which discharge to Lake Lafayette shall provide both treatment and attenuation for storms consistent with the requirements of Chapter 5, Environmental Management, Tallahassee Land Development Code or the Leon County EMA, whichever is applicable.~~

~~(7) The landowner shall reserve for future dedication, to the City of Tallahassee, a site for fire protection and emergency services, not to exceed two acres.~~

~~(8) Unless developed pursuant to Policy LU 13.1.9, a 24-acre site for a 500-pupil elementary school for Leon County Schools shall be reserved for future dedication to the Leon County School Board in the Heel proximate to residential areas, a town or neighborhood center and the primary open space system, with off-site stormwater management provided through a regional system. Impacts to existing public schools shall be addressed during the development review process as required by this comprehensive plan, provided that the fair market value of the school site, any off-site stormwater treatment and storage capacity and any other land or improvement to support a public school shall be a credit, on a dollar-for-dollar basis, against any fee or exaction for public school impacts.~~

~~(9) Public facilities and improvements necessary to serve development on the Toe and Heel may be financed, planned, established, acquired, constructed, reconstructed, enlarged, extended, equipped, operated or maintained by one or more community development districts subject to the requirements of Chapter 190, Florida Statutes.~~

~~(10) Prior to approval of the first PUD Concept Plan on the Toe or the Heel, except as allowed by Policy LU 6.2.4, a Stormwater Facilities Master Plan (SFMP) shall be prepared by the applicant and approved by the local government for the entire Toe and the entire Heel. The SFMP shall accommodate stormwater flows from full build out conditions from any upstream offsite property and the entire Toe or the entire Heel, as applicable. The SFMP shall, at a minimum, identify regional impacts to flood extents and stormwater conveyance, establish infrastructure requirements necessary to manage stormwater in compliance with local, state and federal regulations, document the phasing, implementation and easement reservations necessary to serve full build out and facilitate environmental and stormwater permitting. To accomplish these goals, the SFMP shall provide analysis and design of the primary stormwater system based on detailed hydrologic and hydraulic modeling of existing and post-development conditions. The analysis shall incorporate existing land use, soils and topographic data, the conceptual land use plan, stage and water quality monitoring data and the applicable results and findings of the Natural Features Inventory and Environmental Impact Assessment. The design shall provide general parameters associated with the primary stormwater management facilities, drainage easements and conservation easements necessary to serve the development under full build-out conditions. Flood extents delineated by the SFMP shall allow identification of the 100-year flood exclusion area. No habitable structures shall be constructed within the post-~~

development (full build-out) 100-year floodplain. The SFMP's scope of work shall be approved by local government prior to development of the SFMP.

NOTE: Notwithstanding the above, the Heel may be developed under Policy LU 13.1.9, in which case the guidelines stated above will be adjusted to reflect the requirements of Policy LU 13.1.9.

Policy LU 13.1.6: General Design Standards **(EFF. 12/10/02; REV. EFF. 7/20/05)**

PUD Concept Plans shall incorporate design standards that will insure and guide mixed-use, integrated development that is pedestrian-friendly. In addition to the general design standards set forth in other policies, which support Land Use Objective 13.1, PUD Concept Plans shall be consistent with these general design standards:

(1) Sidewalks shall be provided throughout the Toe and Heel as follows:

(A) On both sides of Welaunee Boulevard. Sidewalks shall also be provided on both sides of collector roads and arterial roads in the Toe.

(B) On both sides of the Shamrock South extension which will traverse the Heel and on all other arterial and collector roadways in the Heel.

(C) On both sides of all streets in employment centers, town centers, and neighborhood centers.

(D) On one side in residential low-density and residential estate areas.

(E) On one side (fronting residences) of the two roads running parallel to Miles Johnson Road if it is closed to through traffic and incorporated into the primary open space system.

(F) Sidewalks shall be provided on both sides of streets in residential medium-density and residential high-density areas.

(2) On-street parking shall be accommodated where feasible in neighborhood and town centers and shall be credited toward parking requirements as specified in PUD Concept Plans.

(3) In town and neighborhood centers, parking shall be provided in the rear of buildings to the maximum extent feasible. Buildings shall be oriented to the street and designed with minimal setbacks from the road to promote a pedestrian-friendly environment. Criteria for a variance from build-to and setback lines may be established in PUD Concept Plans.

(4) PUD Concept Plans shall include integrated parking management strategies designed to achieve more efficient utilization of parking resources, mitigate peak travel demand and optimize the return on investments in public right-of-way. Integrated parking management strategies may include shared parking plans, short-term parking plans, parking areas "unbundled" from specific buildings, parking spillover prevention measures and time-limit strategies for on-street parking. Reductions from generally applicable parking space standards shall be granted in PUD Concept Plans when justified on the basis of integrated parking

management strategies, the mixed-use character of various portions of the development or other professionally accepted methodology.

(5) Town centers shall be designed as a marketplace for a variety of retailers to ensure that not all retail space is aggregated into one or two single "big-box" retail buildings.

(6) Building heights in town centers and neighborhood centers shall not exceed 65 feet from grade. Building heights in other land use categories shall be established in PUD Concept Plans at heights compatible with development in mixed-use centers and other land uses.

(7) Property signage in non-residential areas shall be provided in a coordinated manner that is compatible with the architectural vernacular and scale of development. It shall be consistent with a master signage plan established in PUD Concept Plans.

(8) Landscaping in common areas, residential areas, along roadways and in town, neighborhood and employment centers shall utilize only drought-resistant native plant species in an approved plant list established in PUD Concept Plans.

(9) Landscaping in town centers, neighborhood centers, employment centers and residential areas located within a one-quarter mile walking distance of those centers shall include street trees identified in an approved plant list established in PUD Concept Plans.

(10) Stormwater management facilities shall be designed consistent with the "Stormwater and Erosion and Sediment Control Best Management Practices for Developing Areas" as described in Chapter 6 of the FDEP Florida Development Manual, Appendix F of the Concurrency Manual and subject to local government approvals. During construction, sediment and erosion control shall be required as specified in Chapter 8 of the "Erosion and Sediment Control Handbook" (Goldman, Jackson, Bursztynsky).

(11) Constructed stormwater management facilities may be utilized to satisfy the open space requirements established in the PUD Concept Plans if the following general design standards are met:

(A) Stormwater management facilities shall be designed and constructed using predominantly non-angular, freeform, curvilinear contouring that visually integrates the facility into the overall landscape design.

(B) Retaining walls may be incorporated to maximize storage volume and to minimize excessive grade changes or tree removal, but may not exceed 50 percent of the limits of the facilities perimeter and may not exceed six feet in height. Terraced side slopes utilizing multiple retaining walls may be used when augmented with landscaping between retaining walls.

(C) Stabilized side slopes exceeding 4:1 slopes shall be planted with either artificial, erosion-resistant materials or with appropriate vegetative cover.

(D) Perimeter landscaping is a part of the design of the stormwater facility for dry retention/detention facilities as well as wet detention/treatment facilities.

(12) Integrated mixtures of land uses shall be located and designed to be consistent with comprehensive crime prevention strategies of natural surveillance, territorial reinforcement and natural access control.

Policy 13.1.7: Allowances **(EFF. 12/10/02; REV. EFF. 7/20/05)**

Development shall be designed on the Toe and the Heel to be consistent with the thresholds for impacts established in the Comprehensive Plan and Chapter 5, Environmental Management, Tallahassee Land Development Code or the Leon County EMA, whichever is applicable. Notwithstanding any other provisions of this Comprehensive Plan, development of the Toe and Heel may be subject to the following provisions as established in PUD Concept Plans:

(1) To reduce downstream flooding of off-site property owners in the Tri-Basin Study Area, Dove Pond may be utilized for the storage of treated stormwater as provided by this policy and Policy LU 13.1.5. If after the completion of the Environmental Impact Analysis (EIA) and Stormwater Facilities Master Plan (SFMP) it can be shown that impact to the wetlands and associated conservation and preservation areas have been minimized and that the impact to conservation and preservation areas is determined to be greater than 5 percent as allowed in Comprehensive Plan Policy 1.3.11[C], the Public Linear Infrastructure Variance process may be utilized to authorize the public regional stormwater management facility subject to the following:

(A) Local government approval of a regional stormwater plan for the Tri-Basin Study Area, based on a detailed assessment indicating minimal negative impacts to wetlands, water quality, quantity and rate of discharge both on-site and off-site due to inter-basin transfers to the receiving watershed.

(B) Approval of public funding, in an adopted local government budget, for off-site stormwater management facilities required by the regional plan.

(C) Impacts shall be permitted only when demonstrated to be the minimal impacts reasonably necessary to implement the regional plan.

(2) If Dove Pond is not utilized as a public regional stormwater management facility, then use of Dove Pond as a stormwater management facility must be evaluated in terms of impacts and meet the requirements of the Comprehensive Plan and Chapter 5, Environmental Management, Tallahassee Land Development Code or the Leon County EMA, whichever is applicable.

(3) To promote creation of the primary open space systems and their integration into the planned mixed-use communities with appropriate credit, the PUD Concept Plans shall establish an open space requirement which includes credit for the primary open space system, protected preservation and conservation areas, areas of constructed landscape and the minimum on-site landscaping required for individual sites set forth in Policy LU 13.1.2. Specific landscape standards and requirements shall be established in PUD Concept Plans. Such standards and requirements shall be designed to meet or exceed, on a cumulative basis, the

Landscape and Urban Forest requirements in Chapter 5, Environmental Management, Tallahassee Land Development Code or the Leon County EMA, whichever is applicable. These landscape standards shall include, but not be limited to, standards for provision of street trees in town centers and along public roadways, canopy trees and landscaped islands within parking lots, and special consideration of patriarch tree preservation. These standards will be developed to reflect the intent that town and neighborhood centers will be developed in an urban character with minimized setbacks and an emphasis on dense, mixed-use development. Various land uses in the Toe and the Heel shall satisfy the Urban Forest/Landscaping requirements based on thresholds established in the PUD Concept Plans. Such requirements shall be designed to meet or exceed, on a cumulative basis, the landscaping and urban forest requirements in Chapter 5, Environmental Management, Tallahassee and Development Code or the Leon County EMA, whichever is applicable.

Policy 13.1.8: Agricultural and Silvicultural Activities **(EFF. 12/10/02; REV. EFF. 7/20/05)**

It is the intent of this Policy to ensure that land identified for urban development within the time frame of the Comprehensive Plan is available for development and will not be encroached upon by incompatible land uses. It is also the intent to insure the long-term viability of open space areas and conservation and preservation areas through the proper management of these areas. Open space, conservation and preservation areas are valuable amenities to developing areas. It is intended that agriculture and silviculture uses will continue in the Toe and the Heel up to the point that individual tracts are converted to urban land uses. It is expected that agriculture and silviculture uses will be compatible with the long-term viability of planned open space, conservation, and preservation areas through proper management. It is also expected that the amenity value of those natural resources for urban development will be far greater than their agriculture or silviculture values.

(1) Agriculture and silviculture will be recognized as an allowable interim use in all land use categories within the Toe and Heel.

(2) As soon as local government site plan or subdivision approval is granted for any portion of property within the Toe and Heel, agriculture and silviculture activities shall cease to be allowable activities on the land for which local government approval has been granted and shall be phased out as set forth in the development order approving the site plan or sub-division plat. This elimination of agriculture and silviculture uses is intended to apply to parcels of land identified within the site plan or subdivision and to all land included in these parcels, such as land proposed to serve as buffer or open space.

(3) Prior to subdivision or site plan approval, agriculture and silviculture uses shall be allowed to continue within the Toe and Heel in accordance with the "2000 Silviculture Best Management Practices" as may be amended from time to time, Florida Department of Agriculture and Consumer Services, and existing local government ordinances.

(4) Timber harvesting activities shall not be conducted until such time as the landowner has obtained a timber-harvesting permit in accordance with the environmental and stormwater management ordinances of the appropriate local government.

Policy LU 13.1.9 Alternative Heel Program **(Eff. 7/20/05)**

Notwithstanding any other provision of this comprehensive plan, at the election of the landowner or an authorized developer as much as 800 acres in the Heel as depicted on Figure 13-5 may be developed as a separate project, without regard to other development in the Welaunee Critical Planning Area, with a land use designation of "Residential Estate" and a zoning designation of "Residential Acre." Such development shall be reviewed by the City as a residential subdivision and shall be required to meet all normal and customary requirements for such a development under the City's land development regulations, including but not limited to the EMO. Any portion of the Heel developed under this alternative program shall be exempt from the Critical Area Plan except for the following provisions:

(1) LU 13.1.1(6)
(2) LU 13.1.1(8)
(3) LU 13.1.1(9)
(4) LU 13.1.2(1)
(5) LU 13.1.3(1)(H)
(6) LU 13.1.4(1)(F)
(7) LU 13.1.4(1)(J)
(8) LU 13.1.4(3)(A)
(9) LU 13.1.4(3)(B)
(10) LU 13.1.4(3)(C)
(11) LU 13.1.4(3)(D)
(12) LU 13.1.5(1)
(13) LU 13.1.5(6)
(14) LU 13.1.5(10) as modified
(15) LU 13.1.6(8)
(16) LU 13.1.6(10)
(17) LU 13.1.6(11)
(18) LU 13.1.8

Any portion of the Heel depicted in Figure 13-5 not developed under this alternative program shall be subject to the Critical Area Plan as it otherwise would apply. Uses and maximum densities and intensities of use for such portion shall be allocated pro rata based on the uses and maximum densities and intensities of use on Table 5-2 of the data and analysis report for the "Welaunee Critical Area Plan – Toe and Heel" (Jan. 17, 2002).

Objective 13.2: Development Concept for the Welaunee Arch **(Eff. 12/10/02; Rev. Eff. 1/11/21)**

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

Policy 13.2.1: Concept. **(EFF. 1/11/21)**

This Welaunee Arch Master Plan satisfies the requirements of the Tallahassee-Leon County Comprehensive Plan for a planned development master plan in order to foster development on the Welaunee Arch with a region-serving, mixed-use activity center; residential areas with a strong sense of place and a range of diverse housing choices; transportation choices with linkage to commercial services and jobs; and planned recreation and open space.

Policy 13.2.2: Discourage Urban Sprawl. **(EFF. 1/11/21)**

The Welaunee Arch is located wholly within the Urban Services Area. Development within the Arch will discourage urban sprawl by, among other things, directing growth to a next-in-line area identified for future urban development since 1990; promoting walkable, connected neighborhoods that support a range of housing choices; implementing a multimodal transportation system that supports the internal capture of transportation trips; creating a balance of residential and nonresidential land uses through integrated, mixed-use centers and diverse housing types in close proximity to nonresidential uses; promoting the efficient and cost-effective provision or extension of public facilities and services; protecting and preserving natural resources; protecting environmentally sensitive lands; and providing public recreation and open space.

Policy 13.2.3: Implementation. **(EFF. 1/11/21)**

The Welaunee Arch Master Plan shall be implemented by one or more Planned Unit Development (PUD) Concept Plans, Regulating Plans with Form-based Codes, or other implementing plan as allowed by the Comprehensive Plan at the time of development. All such plans are referred to herein as Planned Development Concept Plans or PUD Concept Plans. Such PUD Concept Plans shall be consistent with this master plan and contain guidelines and requirements for land use categories, transportation facilities, access management, and other specific design standards. All PUD Concept Plans shall be consistent with the stormwater facility master plan and with transportation plans for the Phase of the Arch in which they are located, as developed and approved prior to or concurrent with the initial PUD Concept Plan for that Phase. The phasing of development in the Arch shall be consistent with necessary infrastructure and supporting services and the phasing requirements of Policy 13.2.5. Development Phases and PUD Concept Plans shall consider previously approved PUD Concept Plans within the Arch and anticipated development based on Figures 13-5 through 13-7 such that open space, stormwater, and transportation systems are planned and implemented consistent with the Policies in this Welaunee Arch Master Plan portion of the Welaunee Critical Area Plan.

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

LAND USE

Policy 13.2.4: Land Use Districts. (EFF. 1/11/21)

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

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

a. Activity Center. An activity center zone shall be a mixed use zone including between 75 and 280 acres. The activity center zone shall be located east of the residential zone, as generally depicted on Figure 13-5, and no closer than 1,000 feet from the Buckhead subdivision. This zone shall contain a diverse mixture of region-serving commercial, office, hotel, and other non-residential uses with a trade area extending beyond the Welaunee Arch. This zone may also contain higher-density residential and public and civic uses that can contribute to the center's vitality and sustainability. Residential densities in this zone shall have a minimum of 10 dwelling units per acre and a maximum of 20 dwelling units per acre for residential development not in vertically mixed-use buildings. Non-residential intensities shall range from 4,000 square feet per acre to 30,000 square feet per acre. The mixture of uses shall be 10% to 55% residential and community services uses and 45% to 90% non-residential uses. The activity center shall be planned on a block system with a gridded road network to facilitate connectivity. Block lengths shall generally be less than 500 feet with block perimeters generally being less than 3,000 feet. Bicycle and Pedestrian paths and drive aisles that directly connect to the parallel street may count as block end points, provided they include pedestrian facilities and accommodations that are required along frontages. Traffic calming measures such as on-street parking, buildings close to the road with parking in back, streetscapes with street trees and landscaping, and other such solutions shall be utilized to create a pedestrian-friendly, walkable center.

b. **Employment Center.** An employment center zone shall be a mixed-use zone located proximate to major transportation arteries in order to provide jobs for residents as well as regional employment opportunities and shall contain 75 to 280 acres. Employment centers are intended to contain a mix of uses and not be a single-use environment. Allowable uses include office, hotels and inns, light industrial, warehousing and distribution, laboratories, research, printing, banks, retail, restaurants and cafes, infrastructure

including stormwater management facilities, civic, religious and institutional uses and educational uses. Residential uses shall not be allowed in Employment Center zones except when located above the ground floor in mixed-use buildings. Development intensities of non-residential uses in the employment center zone shall range from 8,000 square feet per acre to 40,000 square feet per acre. This zone shall be designed with shared parking opportunities for nonresidential uses that have peak parking demands other than during normal office hours. The development of a PUD Concept Plan that includes this zone shall include coordination with Star Metro to include preliminary plans for transit connectivity between this zone and other mixed-use zones in the Arch. The employment center shall be planned on a block system with a gridded road network to facilitate connectivity. Block lengths shall generally be less than 500 feet with block perimeters generally being less than 3,000 feet. Bicycle and Pedestrian paths and drive aisles that directly connect to the parallel street may count as block end points, provided they include pedestrian facilities and accommodations that are required along frontages. Traffic calming measures such as on-street parking, buildings close to the road with parking in back, streetscapes with street trees and landscaping, and other such solutions shall be utilized to create a pedestrian-friendly, walkable center.

c. **Residential.** A residential zone shall be located between the Buckhead subdivision and the mixed-use zones as generally depicted on Figure 13-5. This residential zone shall include between 30 and 100 acres. Residential development density shall be no less than 2 dwelling units per acre and not exceed 6 dwelling units per acre. Accessory dwelling units shall not count towards the residential density in this zone.

d. **Open Space/Greenway.** The Open Space and Greenway area within the Northeast Gateway District includes all open space within the district and may incorporate the adjacent primary open space system as depicted on Figure 13-5. This area shall be consistent with the development standards of Policy 13.2.37. Specifically, an open space zone shall be located along the border with the established Buckhead Neighborhood serving as a buffer between the existing Buckhead Neighborhood and new development in the Arch. This zone shall be no less than 250 feet wide and will include the Welaunee Greenway and existing utility easements. In total, a minimum of 20% of the gross area in Phase 1 shall be designated as Open Space.

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

from the mixed-use center increases. The West Arch District as identified on Figure 13-5 shall be comprised of:

a. Mixed-Use Center. Development of the West Arch District shall include a single mixed-use center designated as either a Town Center zone or Village Center zone.

b. Town Center. A town center zone shall be a mixed-use development planned as a compact, efficient node between 20 and 120 acres in size. A town center shall contain uses that serve surrounding neighborhoods as well as those traveling through the area. Allowable uses include office, retail, restaurants, bed and breakfasts, hotels and inns, theaters and other entertainment venues, specialty retail, grocery stores, residential, home occupational uses, open space, and civic, religious and institutional uses (including day care services for children and adults). The Town Center shall include uses mixed horizontally and vertically. It is the design intent to plan for multiple storefronts and multiple retailers in the town center, so all of the available retail space is not aggregated into one or two "big-box" stores.

Development intensities in the town center shall range from 4,000 square feet per acre up to 30,000 square feet per acre. Individual building footprints for non-residential uses shall not exceed 50,000 gross square feet. Residential densities shall be no less than 8 dwelling units per acre up to a maximum of 20 dwelling units per acre for residential development not in vertically mixed-use buildings. Residential uses shall be encouraged above ground-floor retail and other nonresidential uses. The mixture of uses shall be 10% to 55% residential and community services and 45% to 90% non-residential uses. Town centers shall be planned on a block system with a gridded road network to facilitate connectivity. Block lengths shall generally be less than 500 feet with block perimeters generally being less than 3,000 feet. Bicycle and Pedestrian paths and drive aisles that directly connect to the parallel street may count as block end points, provided they include pedestrian facilities and accommodations that are required along frontages. Traffic calming measures such as on-street parking, buildings close to the road with parking in back, streetscapes with street trees and landscaping, and other such solutions shall be utilized to create a pedestrian-friendly, walkable center. Community open space in the form of public squares and greens or urban forest canopy areas shall be planned as a focal point for a town center. No minimum on-site open space shall be required on each preliminary plat; however, exceptional specimen trees, patriarch trees, and trees of significant size for its species that are in very good health shall be protected.

c. **Village Center.** A village center zone shall allow small retail, specialty retail, office, restaurants, services, open space, residential and other uses (including day care services for children and adults) that support residential uses within the District. This zone is also intended to function as a neighborhood focal point and is envisioned to have churches, town squares, and other civic, religious, and institutional uses. The village center zone shall range in size from 5 to 50 acres and shall be designed to create a pedestrian-friendly environment. Traffic calming measures, such as on-street parking, buildings up close to the road with parking in back, streetscape with street trees and landscaping, and other such solutions, shall be utilized to create a pedestrian friendly, walkable center. Block lengths shall generally be less than 500 feet with block perimeters generally being less than 3,000 feet. Bicycle and Pedestrian paths and drive aisles that directly connect to the parallel street may count as block end points, provided they include pedestrian facilities and accommodations that are required along frontages.

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

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

c. **Residential.** The Residential zone is intended to provide the opportunity for a range of housing choices in proximity to mixed-use land use zones that include nonresidential uses which can provide commercial shopping opportunities to meet daily needs. This zone is intended to provide a transition from the mixed-use center and neighborhood zones to existing development in the Killearn neighborhoods. Residential development shall be limited to a minimum of 2 dwelling units per acre with a maximum density of 10 dwelling units per acre, comparable to the maximum density of the Urban Residential land use category, mixed with open spaces and compatible with protected areas such as the Welaunee Greenway.

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

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

a. Mixed-Use Center. Development of the North Arch District shall include a single mixed-use center designated as either a Town Center zone or Village Center zone as defined in the West Arch District policy.

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

c. **Residential.** The Residential zone is intended to provide the opportunity for a range of housing choices in proximity to mixed-use land use districts that include nonresidential uses which can provide commercial shopping opportunities to meet daily needs. Residential development shall be a minimum of 2 dwelling units per acre and shall not exceed a density of 10

dwelling units per acre, comparable to the maximum density of the Urban Residential land use category, mixed with open spaces and compatible with protected areas such as the Welaunee Greenway. This zone is intended to provide a transition from the mixed-use center and neighborhood zones to existing development in the Killearn neighborhoods.

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

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

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

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

a. **Clustered Residential.** The cluster residential zone shall be comprised of clustered development that sets aside a minimum of 50% open space as a reserve area, comprised of such things as special development zones, preservation and conservation features, undeveloped uplands, oak-hickory forest, significant trees, passive recreation areas, and stormwater facilities designed as a community amenity. Adjacent open space as designated on

~~Figure 13-5 and consistent with Policy 13.2.37 may be included in the Conservation Design District reserve area calculations for cluster development. The development area shall be the area not set aside as reserve area and shall comprise no more than 50% of the total conservation design district. Within this district, development area shall be located on the least environmentally sensitive areas; be contiguous to the greatest extent practicable; and allow maximum open space to be easily maintained in the reserve area. The development area shall be developed at a minimum of two dwelling units per acre and a maximum of 12 dwelling units per acre. Planned Unit Developments may provide for a density bonus up to 20 dwelling units per acre where more area is set aside than required or where greenways, trails, or other passive recreational opportunities are provided in the reserve area.~~

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

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

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

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

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

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

b. **Village Center.** The Conservation Design District shall include a Village Center Zone subject to the design standards for a Village Center zone in the West Arch District Policy.

c. **Neighborhood.** The neighborhood zone is intended to provide the opportunity for a range of housing choices integrated with neighborhood scale, non-residential uses in proximity to a mixed-use land use districts that include nonresidential uses which can provide commercial shopping opportunities to meet daily needs. This zone shall be located within ¼ to ½ mile from the edge of the mixed-use center zone. In this neighborhood zone, residential development shall be no less than 4 dwelling units per acre and not exceed 14 dwelling units per acre. The maximum gross intensity allowed for new non-residential development is 20,000 square feet per acre. Building footprints for non-residential uses shall not exceed10,000 gross square feet.

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

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

Inventory approved by the City prior to approval of a PUD Concept Plan that includes this District.

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

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

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

the design and development criteria in Policy 13.2.37. The Conservation and Preservation Areas shall be subject to the design and development criteria of Policy 13.2.38.

Policy 13.2.5: Phasing. **(EFF. 1/11/21)**

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

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

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

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

Table 1. Land Uses in the Welaunee Arch

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

~~I. Land Use~~

	~~Conservation Design Clustered Residential~~	~~Maximum 50% of Conservation Design District~~	~~n/a~~	~~2-12 DU/acre~~	
	~~Open Space~~	~~Min. 50% gross area as Reserve Area in Phase 2.~~			
~~Residential Reserve (Phase 3)~~	~~Residential Reserve Clustered Residential~~	~~40% of Residential Reserve District~~	~~n/a~~	~~0-6 DU/acre~~	
	~~Open Space~~	~~60% gross area as Reserve Area in Phase 3.~~			
~~Open Space[3,4]~~	~~Open Space~~	~~Minimum of 20% of Phase 1; 50% of Phase 2; no less than 60% of Phase 3; and no less than 40% of total area in Welaunee Arch. Open Space includes Conservation and Preservation Areas, Reserve Area, and Primary Open Space Areas.~~			
	~~Conservation/ Preservation[5]~~	~~Approximately 900 acres (19% of the Arch)~~			
	~~Other Open Space~~	~~Approximately 1000 acres (21% of the Arch)~~			

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

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

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

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

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

~~*Policy 13.2.6: Development Totals.* **(EFF. 1/11/21)**~~

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

Policy 13.2.7: Development Standards for Mixed-Use Zones. **(Eff. 1/11/21)**

The Activity Center, Employment Center, Town Center, and Village Centers (collectively "Mixed-Use Zones") shall be subject to the following development standards in addition to the requirements of Policy 13.2.4:

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

Policy 13.2.8: Inclusionary housing. **(Eff. 1/11/21)**

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

Policy 13.2.9: Housing affordability. **(Eff. 1/11/21)**

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

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

Policy 13.2.10: Community Facilities. **(EFF. 1/11/21)**

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

Policy 13.2.11: Essential Services. **(EFF. 1/11/21)**

Mixed-use centers and residential neighborhoods shall be designed to facilitate essential services, such as fire, police, and emergency medical services consistent with generally accepted response times. PUD Concept Plans shall include the locations of essential services upon request by and through coordination and formal agreement with the City of Tallahassee and/or the Leon County School Board.

Policy 13.2.12: Landscaping. **(EFF. 1/11/21)**

All landscaped areas, except athletic playing fields and golf course fairways and greens, shall utilize drought-resistant native plant materials from the "Florida Friendly Landscaping™ Guide to Plant Selection and Landscape Design" or other regionally appropriate plant material guide approved by the City. Landscaping may not include invasive species listed by the Florida Exotic Pest Plan Council. Landscaping in mixed-use and neighborhood zones shall include shade trees planted as street trees. PUD concept plans may include incentives, such as reduced tree mitigation, for shade trees planted as street trees outside of mixed use and neighborhood zones.

Policy 13.2.13: Crime Prevention through Design. **(EFF. 1/11/21)**

Integrated mixtures of uses shall be located and designed consistent with comprehensive crime prevention strategies of natural surveillance, territorial reinforcement, and natural access control.

Policy 13.2.14: General Compatibility. **(EFF. 1/11/21)**

Development in the Welaunee Arch shall be compatible with adjoining land uses through measures including but not limited to density and height limitations, setbacks, and

vegetative and open space buffers. Unless otherwise specified in this master plan, buffers are not required between or within land use districts in the Welaunee Arch.

Policy 13.2.15: Compatibility with Existing Residential Development. **(EFF. 1/11/21)**

To facilitate compatibility with the existing residential developments located east of Centerville Road and west of Miccosukee Road that are designated as Residential Preservation or Urban Residential-2 on the Future Land Use Map, land in the Welaunee Arch that is within 1,000 feet of such neighborhoods as measured from the boundary of the neighborhood shall be limited to open space, greenways, and residential uses with a maximum density of 6 dwelling units per acre comparable to the Residential Preservation Land Use Category. Mixed Use Land Use districts shall extend no closer than 1,000 feet from these existing residential developments. The location and size of each specific use category shall be depicted on a Planned Unit Development (PUD) Concept Plan.

Policy 13.2.16: Interim Uses. **(EFF. 1/11/21)**

Agricultural and silvicultural uses, whether existing or new, shall be an allowed interim use in any area of the Welaunee Arch on which development is planned to occur, up to and until the start of actual construction on the applicable land.

TRANSPORTATION

Policy 13.2.17: Transportation System. **(EFF. 1/11/21)**

The Welaunee Arch shall be served by a transportation system designed to optimize mobility. Major thoroughfares shall be generally located as depicted on Welaunee Arch Transportation Map, Figure 13-7, with the final location and design to be based upon site-specific environmental, engineering, and related considerations. Thoroughfares connecting through the Arch to areas beyond the Arch shall be arterials designed as boulevards for high vehicular capacity and moderate speeds not to exceed a design speed of 45 miles per hour with sidewalks on both sides of the roadway and bicycle facilities. Thoroughfares connecting mixed use areas within the Arch shall be collectors designed as avenues with high vehicular capacity and low to moderate speeds not to exceed a design speed of 30 miles per hour with sidewalks on both side of the roadway and bicycle facilities. On thoroughfares, a shared use path of adequate width to accommodate bicycle and pedestrian traffic may substitute for the sidewalk on one side of the road and the bike lanes for that facility. Within mixed-use centers and neighborhoods, where feasible based on engineering design criteria and the protection of environmental features, a grid of interconnected streets will provide alternative travel paths. Energy efficiency shall be accomplished in areas that are intended for greater densities and intensities through support of frequent transit service and providing a safe, comfortable and attractive environment for pedestrians and cyclists. Transportation facility needs, including planned future corridors and projected deficiencies on existing facilities surrounding the Arch, resulting from projected development in the Arch as identified through traffic models completed as part of the I-10 Interchange PD&E and/or updates to MPO Long Range Transportation Plans shall be adopted into the applicable Mobility Element

policies and/or figures and updates to the Capital Improvements Element when applicable.

Policy 13.2.18: Internal Trip Capture. **(EFF. 1/11/21)**

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

Policy 13.2.19: Northeast Gateway/Welaunee Boulevard. **(EFF. 1/11/21)**

The Northeast Gateway, which is a major infrastructure project for the entire Welaunee Critical Planning Area, consists of region-serving roads to distribute traffic north, south, east and west from a potential I-10 interchange at Welaunee Boulevard, which was recommended in the Florida Department of Transportation (FDOT) Master Plan Update on February 28, 2013. North of I-10, the roadways that make up the Northeast Gateway include the extension of Welaunee Boulevard from south of I-10 north through the Arch, and the extension of Shamrock South from Centerville Road to U.S. 90 (Mahan Drive). Welaunee Boulevard and Shamrock South Extension are programmed to be constructed by the Blueprint Intergovernmental Agency consistent with the voter-approved Northeast Gateway project and may be phased based upon trip demand. Within the Arch, both Welaunee Boulevard and Shamrock South Extension shall be designed to function as a complete street to promote mobility for multiple users – pedestrians, bicyclists, motorists, and transit riders of all ages. No residential driveways shall connect directly to Welaunee Boulevard or Shamrock South Extension.

Policy 13.2.20: I-10 Flyover or Interchange. **(EFF. 1/11/21)**

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

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

prioritizes pedestrian mobility. Welaunee Boulevard may pass over Interstate 10 unless and until such time that a potential interchange is approved and constructed.

Policy 13.2.21: Right-of-Way Reservation. **(Eff. 1/11/21)**

The landowner shall reserve for future conveyance the right-of-way for Welaunee Boulevard, the Shamrock South Extension, and the I-10 Flyover or Interchange as generally depicted on Welaunee Arch Transportation Map, Figure 13-7. The terms of such reservation shall be consistent with the Urban Services-Development Agreement between the City of Tallahassee and Powerhouse, Inc. dated April 15, 1990, as restated and amended. Rights-of-way shall be restricted to transportation facilities and compatible infrastructure.

Policy 13.2.22: Complete Streets. **(Eff. 1/11/21)**

The transportation system shall be designed with complete streets in accordance with Objective 1.2 [M] and associated policies in the Mobility Element. A PUD Concept Plan shall provide in mixed-use centers for complete streets that include safe and convenient pedestrian facilities reasonably free from hazards and adequately separated from streets that carry high volumes of vehicular traffic and create a reasonable and direct route between destinations. Sidewalks shall be provided on both sides of local streets in mixed-use zones. Sidewalks shall be provided on at least one side of local streets in zones that allow only residential development.

Policy 13.2.23: Bicycle Facilities. **(Eff. 1/11/21)**

A PUD Concept Plan shall include a network of bicycle facilities, including on-street and off-street facilities, which should be coordinated with the open space areas of the Arch. The intent is to provide safe and convenient movement for bicycles reasonably free from hazard and providing a reasonable and direct route between destinations. Bicycle facilities shall be designed where practical to connect to similar facilities in other PUD Concept Plans. Where feasible, a shared-use path of adequate width to accommodate bicycle and pedestrian traffic may substitute for sidewalks and bike lanes. Protected bicycle lanes may be incorporated where feasible. Where bicycle, pedestrian, and/or shared use path facilities intersect the Welaunee Greenway, opportunities shall be provided to access the Greenway.

Policy 13.2.24: Parking in Mixed-Use Centers. **(Eff. 1/11/21)**

In mixed-use centers, vehicular parking shall be located on the street, in parking structures, or off-street at the street level. Off-street parking shall be provided in the rear of buildings where feasible based on engineering design standards and the protection of environmental features, or on the side of buildings and shall be limited in size and scale through such measures as shared parking, parking credits, and maximum parking limits. PUD Concept Plans may include incentives, such as reduced parking or setback requirements, for the use of building-mounted solar systems on parking structures.

~~Policy 13.2.25: Canopy Roads.~~ **~~(Eff. 1/11/21)~~**

~~Direct access to Canopy Roads shall not be permitted for any residential or nonresidential uses except parks or open space. Road access to the Welaunee Arch shall be provided from Miccosukee Road at no more than three locations. Road access to the Arch shall be provided from Centerville Road in no more than two locations. Canopy Road Zones shall be provided along Miccosukee Road and Centerville Road in addition to the Welaunee Greenway. PUD Concept Plans may include incentives, such as reduced tree mitigation, in return for new roadways being designed and planted with shade trees consistent with the requirements for future canopy road designation.~~

~~Policy 13.2.26: Transit.~~ **~~(Eff. 1/11/21)~~**

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

~~Policy 13.2.27: Electric, Connected and Automated Vehicles.~~ **~~(Eff. 1/11/21)~~**

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

~~Policy 13.2.28: Transportation Concurrency.~~ **~~(Eff. 1/11/21)~~**

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

~~PUBLIC FACILITIES AND SERVICES~~

~~*Policy 13.2.29: Adequate Public Facilities and Services.* **(EFF. 1/11/21)**~~

~~The supply and delivery of safe and adequate public facilities shall accommodate existing and future development consistent with the Comprehensive Plan. Development in the Welaunee Arch shall be served by adequate public facilities and services as required by law and consistent with the Welaunee Urban Services-Development Agreement, as restated and amended. Public facilities and services may be phased and financed, constructed, owned, operated, or maintained by any entity allowed by law, including but not limited to independent or dependent special districts, property owner associations, homeowner associations, or any combination of such entities. Any such entity may finance public facilities through any means allowed by law.~~

~~*Policy 13.2.30: Utilities.* **(EFF. 1/11/21)**~~

~~Potable water, sanitary sewer, and electricity service shall be provided by the City pursuant to the Welaunee Urban Services-Development Agreement, as restated and amended. Private providers shall provide telecommunications services. The installation of utilities may be phased consistent with the level-of-service and availability standards of the Tallahassee-Leon County Comprehensive Plan. Utility infrastructure improvements shall occur consistent with the general timing of development, instead of the infrastructure being provided well before development occurs. This timing of infrastructure with development is intended to ensure that there is no stranded or early investment in infrastructure waiting for future development to occur.~~

~~*Policy 13.2.31: Clean Energy.* **(EFF. 1/11/21)**~~

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

~~*Policy 13.2.32: Energy Efficient Environmental Design.* **(EFF. 1/11/21)**~~

~~Planned Unit Development Concept Plans may provide for incentives such as increases in building height, waiver or reduction of mobility and impact fees, reduction of parking and setback requirements, reservation of infrastructure capacity without cost, expedited processing of applications for Concept Plans and site development plans, and similar measures in each District where developments incorporate Leadership in Energy and Environmental Design (LEED) standards or similar industry-recognized green certifications and/or provide building-mounted solar systems that generate threshold MW levels of electricity. Alternatively, PUD Concept Plans may provide for utility fee or other similar exaction offsets commensurate to estimated energy efficiency gains from incorporating Leadership in Energy and Environmental Design (LEED) standards or similar industry-recognized green certifications and/or provide building-mounted solar~~

systems that generate threshold MW levels of electricity. This policy does not apply to the Residential Reserve Zone.

Policy 13.2.33: Stormwater Management. **(EFF. 1/11/21)**

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

The SFMP shall take into consideration stormwater flows from full build out conditions from any upstream, off-site property. However, nothing herein shall relieve the upstream, off-site properties from complying with applicable environmental ordinances or standards. The SFMP shall, at a minimum, identify regional impacts to flood extents and stormwater conveyance; establish infrastructure requirements necessary to manage stormwater in compliance with local, state, and federal regulations; document the phasing, implementation, and easement reservations necessary to serve projected full build out; and facilitate environmental and stormwater permitting. To accomplish these goals, the SFMP shall provide analysis and design of the primary stormwater system based on detailed hydrologic and hydraulic modeling of existing and post-development conditions. The analysis shall incorporate existing land uses, soils and topographic data, and the conceptual land use plan (Figures13-5 through 13-7). The design shall provide general parameters associated with the primary stormwater management facilities, drainage easements and conservation easements necessary to serve the development under projected full build-out conditions. Flood extents delineated by the SFMP shall identify the 100-year flood exclusion area under the full build-out condition. No habitable structures shall be constructed within the post-development, full build-out 100-year floodplains or 100-year flood exclusion areas. The SFMP shall incorporate low-impact design best management practices to encourage the disconnection of impervious surfaces and increase the removal of nutrients from stormwater discharges. The SFMP shall also evaluate the existing nutrient pollutant loading to Class III surface water resources and ensure net improvement in the post development condition. The SFMP scope of work must be approved by the City prior to development of the SFMP.

The Stormwater Facilities Master Plan shall identify the feasibility and location of regional stormwater facilities and how they should be designed and constructed as amenities within parks or publicly accessible areas. Stormwater facilities shall be located outside wetlands and floodplains. Stormwater facilities may be located in Open Space that is not wetland or floodplain subject to design standards in a PUD Concept Plan and consistent with protection of conservation and preservation lands required by the comprehensive plan and the Environmental Management Ordinance.

Policy 13.2.34. Wetlands and Floodplains. **(EFF. 1/11/21)**

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

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

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

Policy 13.2.35. Florida Springs and Aquifer Protection. **(EFF. 1/11/21)**

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

Policy 13.2.36: Schools. **(EFF. 1/11/21)**

Each PUD Concept Plan shall be analyzed for impacts on public schools based upon then-applicable pupil generation rates utilized by Leon County Schools. Schools shall be located in relation to neighborhoods in order to serve residents, provide a focal point for the neighborhoods, and be safely accessible by pedestrians and bicyclists. The co-location of schools, civic spaces, and active parks is encouraged. The City and County shall adhere to the Public School Concurrency and Facility Planning Interlocal Agreement, as required by Section 1013.33, F.S., which establishes procedures for, among other things, coordination and sharing of information; planning processes; school siting procedures; site design and development plan review; and school concurrency implementation. Prior

~~to site plan approval of the 500th residential dwelling unit in Phase 1, a 10-acre site shall be reserved for future dedication to the Leon County School Board proximate to residential areas, a Town or Village center and the primary open space system with off-site stormwater management provided through a regional system. Impacts to existing public schools shall be addressed during the development review process as required by this comprehensive plan, provided that the fair market value of the school site, any off-site stormwater treatment and storage capacity and any other land or improvement to support a public school shall be a credit, on a dollar-for-dollar basis, against any fee or exaction for public school impacts.~~

~~*Policy 13.2.37: Fire and Emergency Services.* **(EFF. 1/11/21)**~~

~~Upon request of the City, PUD Concept Plans shall include identified sites for fire and/or emergency services in coordination and formal agreement with the City.~~

~~RECREATION, OPEN SPACE and CONSERVATION~~

~~*Policy 13.2.38: Primary Open Space System.* **(EFF. 1/11/21)**~~

~~The intent of the Open Space and Conservation strategy is to identify, conserve, manage, restore, and protect significant natural resources during and after development of the Welaunee Arch in accordance with the Conservation Element of the Tallahassee-Leon County Comprehensive Plan and consistent with this Master Plan. No less than 40% (no less than 37% if the Alternative Development Program is utilized per Policy 13.2.44) of the gross area in the Welaunee Arch shall be designated Open Space which shall include the Primary Open Space System, Conservation and Preservation Areas, Greenways, and other designated open space in each development District.~~

~~Open Space shall comprise no less than 40% (no less than 37% if the Alternative Development Program is utilized per Policy 13.2.44) of the total gross area within the Welaunee Arch, or approximately 1,900 acres. Of the Open Space, approximately 900 acres (19% of the total gross area of the Welaunee Arch) are designated Conservation or Preservation Areas as defined in policies 1.3.1 and 1.3.4 of the Conservation Element. The precise size and location of Conservation and Preservation Areas shall be determined through a Natural Features Inventory approved by the City prior to approval of a PUD Concept Plan that includes such Conservation and Preservation area. The remainder of the Open Space, approximately 1,000 acres (21% of the total gross area of the Welaunee Arch), shall be open space incorporated into the development plan for each District or part of the Primary Open Space System.~~

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

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

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

~~(1) Credits for open space requirements, wetland mitigation, slope mitigation, stormwater management and/or urban forest requirements may be requested outside of individual parcels or tracts under review but elsewhere within the Arch.~~

~~(2) Areas with severe and significant slopes that are not located in the open space systems shall be protected in site-specific plans in accordance with the Comprehensive Plan and Chapter 5 – Environmental Management, Tallahassee Land Development Code.~~

~~(3) The Open Space systems shall be open to the general public and be designed to include and provide connections with the Miccosukee Canopy Road Greenway and Welaunee Greenway at multiple locations and to integrate internal recreational~~

~~multi-use paths with the greenways trails. Connections to future regional greenways shall be considered in the design of open space.~~

~~(4) The open space systems shall be designed to provide additional buffering for existing designated canopy road zones.~~

~~(5) Open space may be privately owned or dedicated to the public by conveyance to a general-purpose or special-purpose local government entity; or be designated a part of a statewide system of greenways and trails pursuant to state law. Privately owned open space/greenways shall, at a minimum, guarantee designated public trail access in perpetuity at the time of development. All required conservation easements will be placed over the Conservation and Preservation areas in accordance with local government regulations.~~

~~(6) The open space systems shall be governed by one or more management plans approved by the City in order to protect the values for which they were designated. The management plans may be adopted in phases so long as they are consistent with one another. Protection of Conservation and Preservation areas shall be provided by conservation easements and other measures consistent with Chapter 5 – Environmental Management, Tallahassee Land Development Code. Conservation and Preservation areas placed in conservation easements may be used towards satisfying the urban forest and landscaping requirements of Chapter 5 – Environmental Management, Tallahassee Land Development Code. A single management plan may be adopted for all open space and conservation and preservation area lands.~~

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

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

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

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

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

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

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

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

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

and neighborhood centers will be developed in an urban context with minimal setbacks and an emphasis on dense, mixed use development. Various land uses in the Arch shall satisfy the Urban Forest/Landscaping requirements based on thresholds established in the PUD Concept Plans. Such requirements shall be designed to meet or exceed, on a cumulative basis, the landscaping and urban forest requirements in Chapter 5 – Environmental Management, Tallahassee Land Development Code.

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

Policy 13.2.39: Conservation and Preservation Lands. **(EFF. 1/11/21)**

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

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

Conservation and Preservation lands shall be subject to a management plan to be reviewed and approved concurrent with the PUD Concept Plan that includes the applicable Conservation and Preservation lands. Such management plan shall address wildlife preservation, maintenance of native species diversity, management of the natural environment, restoration of environmental resources where warranted, and responsibility for long term management. Such management plan shall include measures to protect the values for which such lands were designated, including wildlife habitat and corridors, and may include conservation easements and other measures consistent with the Environmental Management Ordinance. Conservation and Preservation lands may be

utilized for public access, including trails, subject to the Environmental Management Ordinance. To the extent allowed by local, state, or federal law, Conservation or Preservation lands may be utilized to achieve mitigation required by permits. A single management plan may be adopted for all open space and conservation and preservation area lands.

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

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

Policy 13.2.40: Recreation Areas. **(EFF. 1/11/21)**

A PUD Concept Plan shall provide for reasonable public access to parks, recreation areas, natural areas, and open space. A multi-use trail system will be included that will link these areas where feasible to residential neighborhoods, mixed-use centers, schools, civic spaces, employment, recreation and open space, parks, and the Welaunee Greenway and Miccosukee Canopy Road Greenway.

Policy 13.2.41. Historic and Cultural Resources. **(EFF. 1/11/21)**

Through the completion of Natural Features Inventories, Planned Unit Developments shall identify historic and cultural resources including archaeological sites, historic structures and districts, and historic cemeteries. PUDs shall include standards sensitive to locating, assessing, and avoiding

potential adverse impacts to these resources. At a minimum, these standards shall comply with applicable state and local regulations. Where feasible based on the geographic

location of the resource and appropriate given the historic and cultural context of resource, informational and interpretive signage may be considered for these resources.

Policy 13.2.42: Natural Area Resident Notifications. **(EFF. 1/11/21)**

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

Policy 13.2.43: Perpetual Drainage Easement. **(EFF. 1/11/21)**

The Perpetual Drainage Easement across the Welaunee Arch shall be subject to the Order Clarifying Definition of Perpetual Drainage Easement, entered by Leon County Circuit Court on March 13, 1997. Lands within the Perpetual Drainage Easement shall be considered Open Space and may be utilized for active and passive recreation facilities and activities, including but not limited to, walking and bicycle trails, and playgrounds associated with development of lands owned by the landowner within the altered or undisturbed floodplains so long as the function of the easement is not impaired.

Policy 13.2.44: Welaunee Greenway. **(EFF. 1/11/21)**

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

incentivized through the PUD process to provide pedestrian and bicycle connectivity to the Greenway, particularly where it interfaces with Open Space areas and associated trail systems.

Policy 13.2.45: Alternative Development Program. **(Eff. 1/11/21)**

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

(1) Open Space Requirement Offset. PUD Concept Plans in any District of Phase 1 or Phase 2 may offset the open space requirements for that District by preserving lands in the Residential Reserve District (Phase 3) as open space.
   a. The offset shall be calculated on a per acre basis with a 15% bonus, resulting in an exchange of a 1.15 acre reduction in the open space requirement of the receiving District for each 1 acre of preserved open space in the Residential Reserve District. This exchange shall reduce the overall open space requirement for the Welaunee Arch by the net bonus amount (0.15 acres for each 1 acre preserved).
   b. The reserve area requirements for cluster residential zones in Phase 2 shall be offset concurrently with the open space requirements for any PUD Concept Plan including a cluster subdivision.
   c. Under the Alternative Development Program, preservation or conservation areas in the Residential Reserve District may count towards the open space requirements in the Conservation Design District. Conservation and Preservation areas in the Residential Reserve District shall be integrated with the Welaunee Habitat Park.
   d. If this Alternative Development Program is exercised, total Open Space in Phase 1 shall not be less than 15%, the total Open Space in Phase 2 shall not be less than 25%, and the overall total Open Space in the Arch at buildout shall not be less than 37%.
   e. The open space offset shall not apply within the area 1,000 feet from the Buckhead Neighborhood as identified in Policy 13.2.15.

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

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

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

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

(5) ~~Welaunee Habitat Park. Notwithstanding the phasing requirements in policy 13.2.5, at such time when all lands in in the Residential Reserve District have been preserved as open space under this alternative development program, or at such time when the final PUD Concept Plan for the Welaunee Arch is approved, the preserved Open Space in the Residential Reserve District, including the Conservation and Preservation lands, shall be designated as a Habitat Park. The Habitat Park shall be subject to the requirements of Policies 13.2.37 and 13.2.38. Prior to establishment of the Habitat Park, the existing uses of the property shall be permitted. Any previously established conservation easements shall remain in effect on lands in the Habitat Park. Passive recreation improvements that are~~

~~natural resource-oriented, such as hiking, biking and riding trails and passive parks, may be constructed in the Welaunee Habitat Park. Active Recreation uses are not permitted in the Welaunee Habitat Park.~~

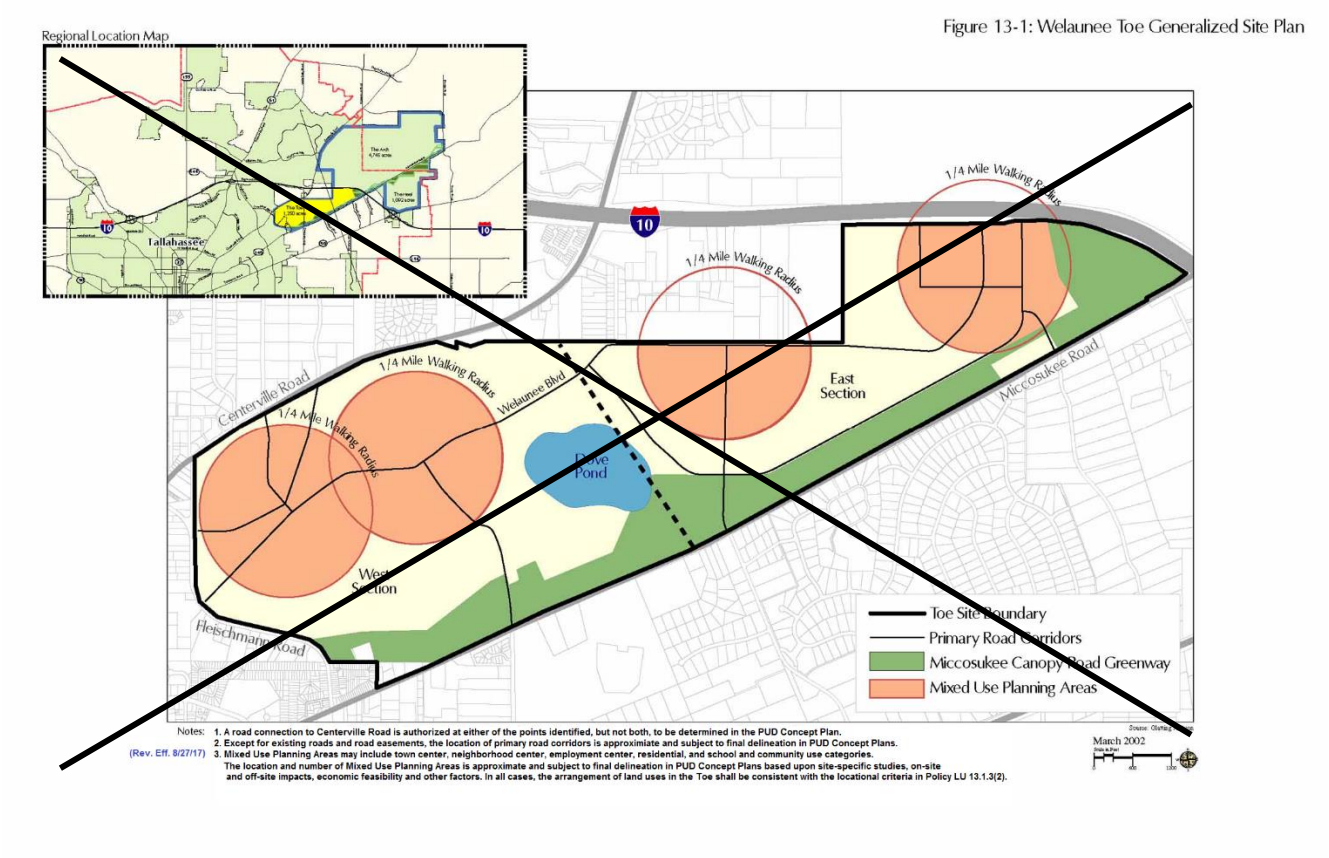
~~(6) By adoption of a separate ordinance, the City may create and administer a Welaunee Habitat Park credit bank. The Welaunee Habitat Park credit bank would facilitate the purchase of lands in the Residential Reserve District (Phase 3) and the sale of open space and tree mitigation credits in accordance with this development program. The Welaunee Habitat Park credit bank may be established independent of and prior to the creation of the Welaunee Habitat Park. If the City creates a Welaunee Habitat Park credit bank, consideration may be given to utilizing the credit bank to offset open space requirements and urban forest mitigation requirements associated with the development of properties located in other growth priority areas inside the Urban Services Area.~~

~~(7) If stormwater facilities are contained within the Residential Reserve District, then the public or private agency responsible for maintenance shall be allowed to perform necessary maintenance of these facilities consistent with each facility's level of service. The Stormwater Facilities Master Plan shall identify areas where drainage easements will be needed for proper maintenance of stormwater conveyances located within preserved open space and conservation or preservation areas.~~

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

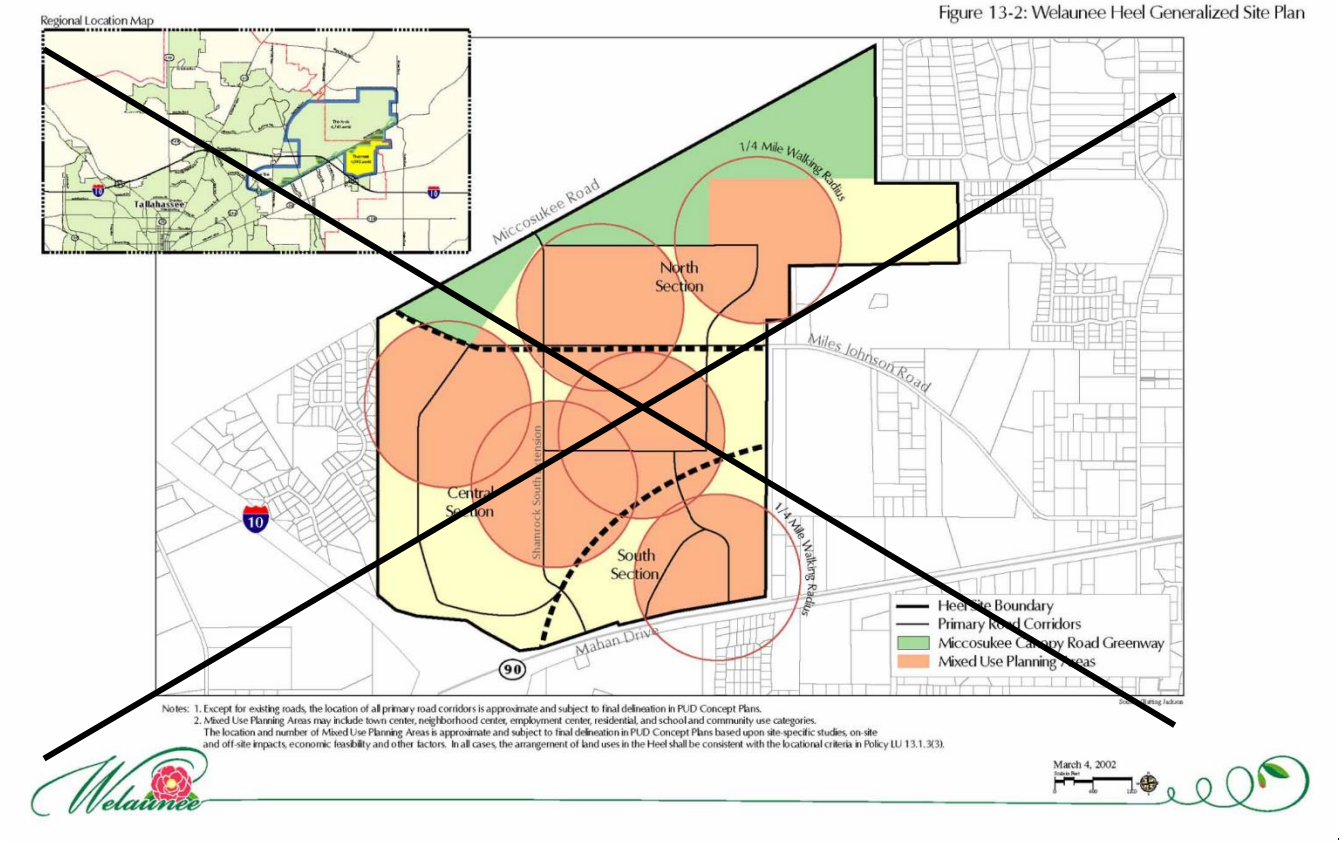
~~I. Land Use~~

~~Map 11: Welaunee Toe Generalized Site Plan~~



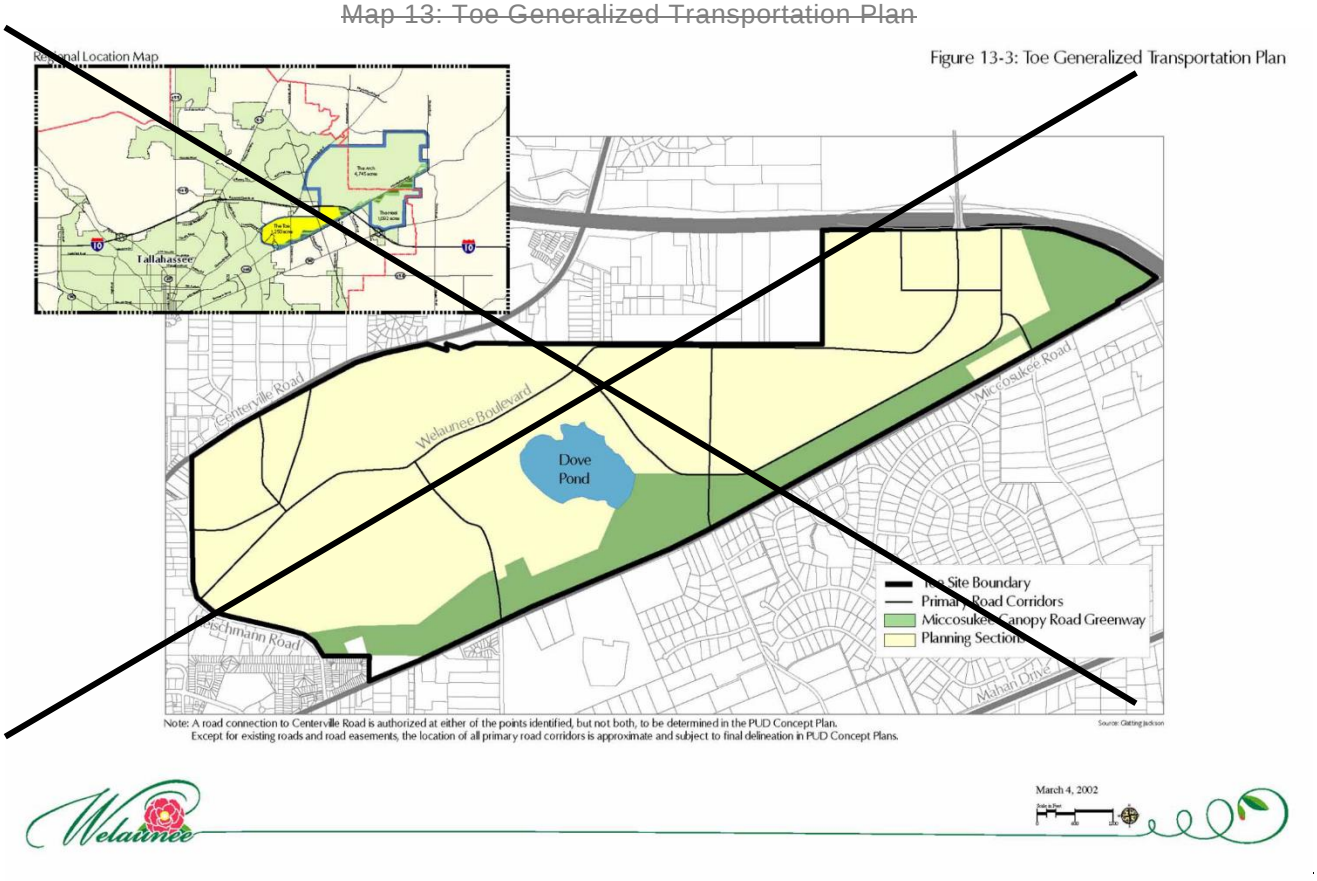
~~I. Land Use~~

~~Map 12: Welaunee Heel Generalized Site Plan~~



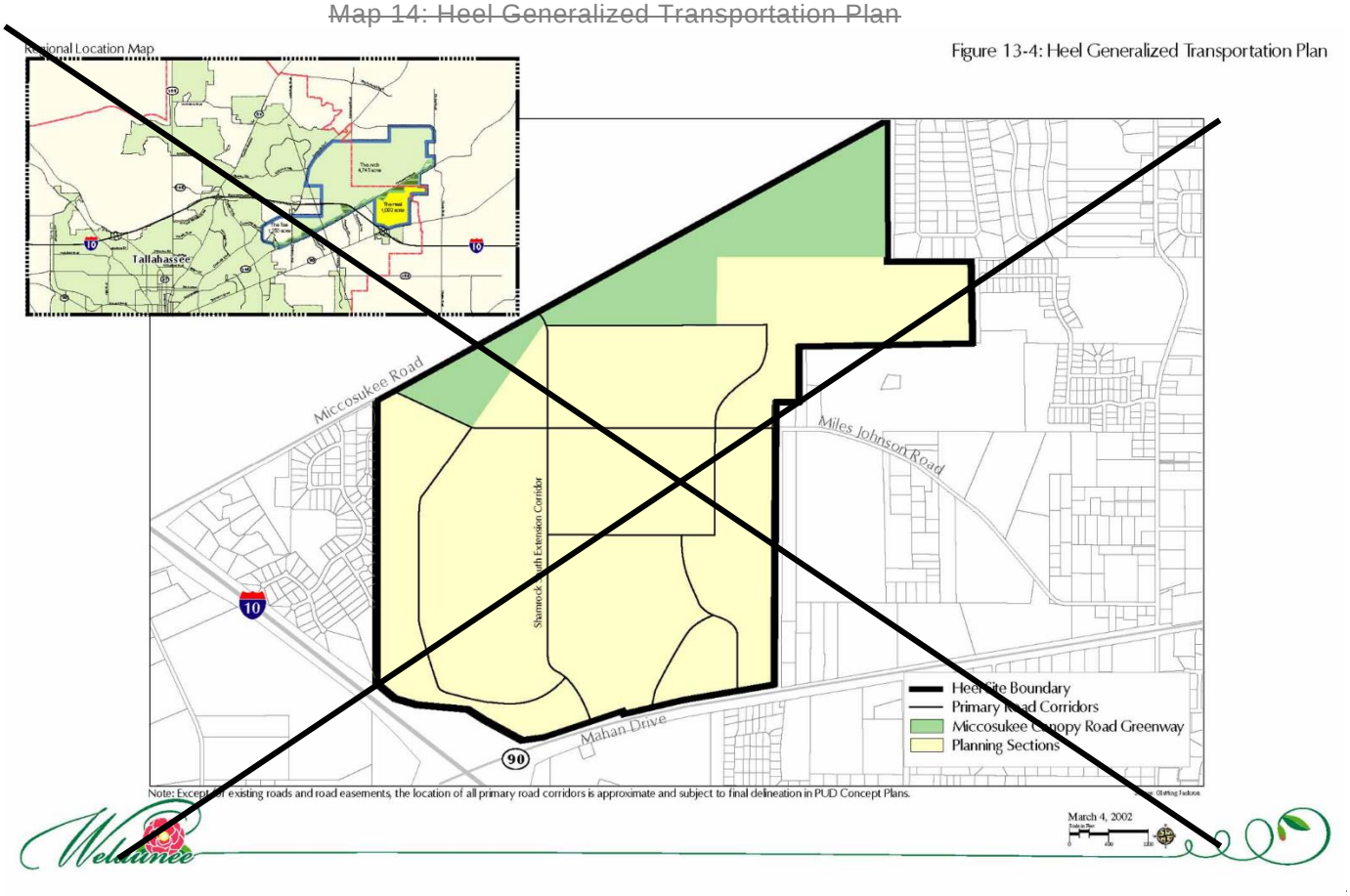
~~I. Land Use~~

~~Map 13: Toe Generalized Transportation Plan~~



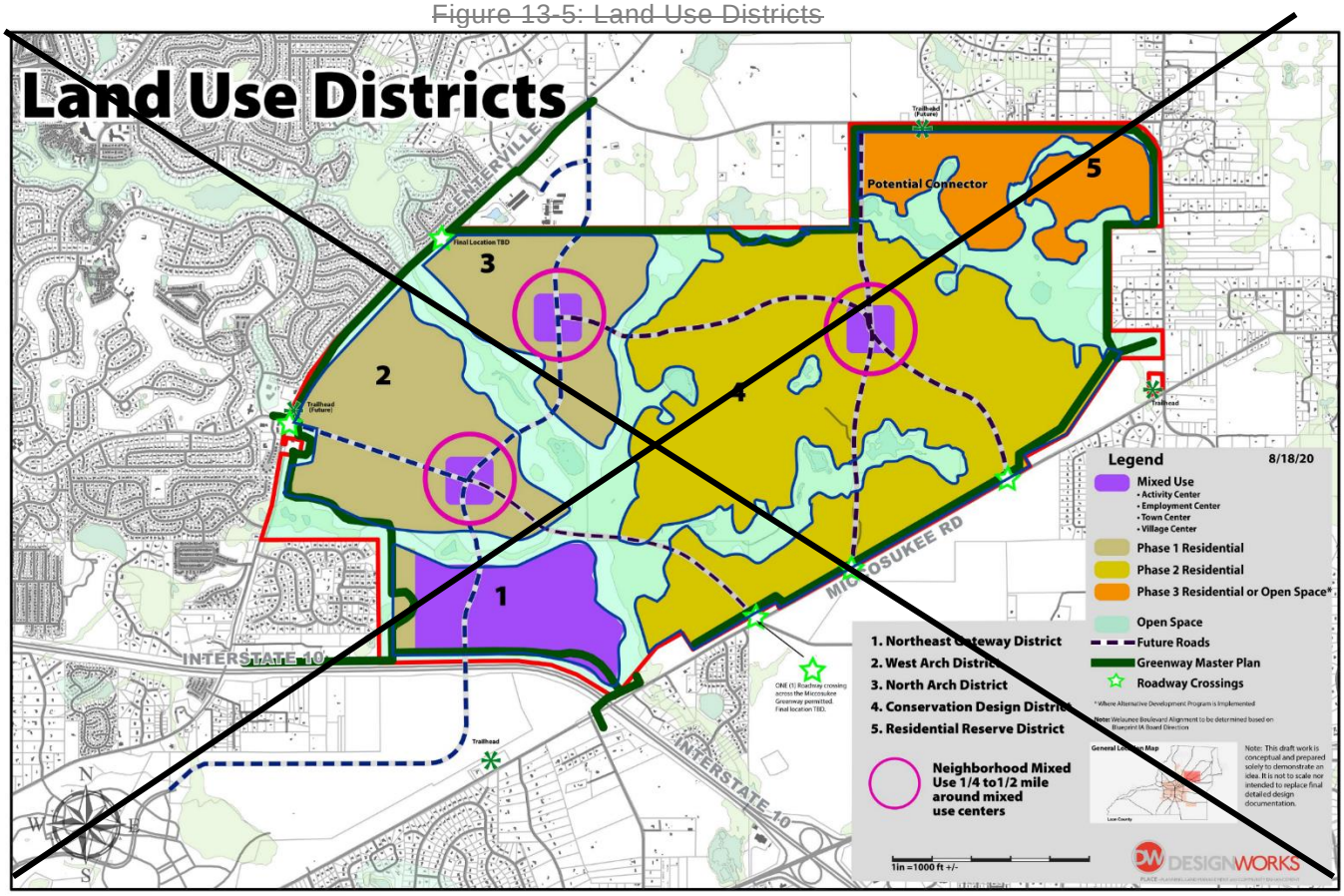
~~I. Land Use~~

~~Map 14: Heel Generalized Transportation Plan~~



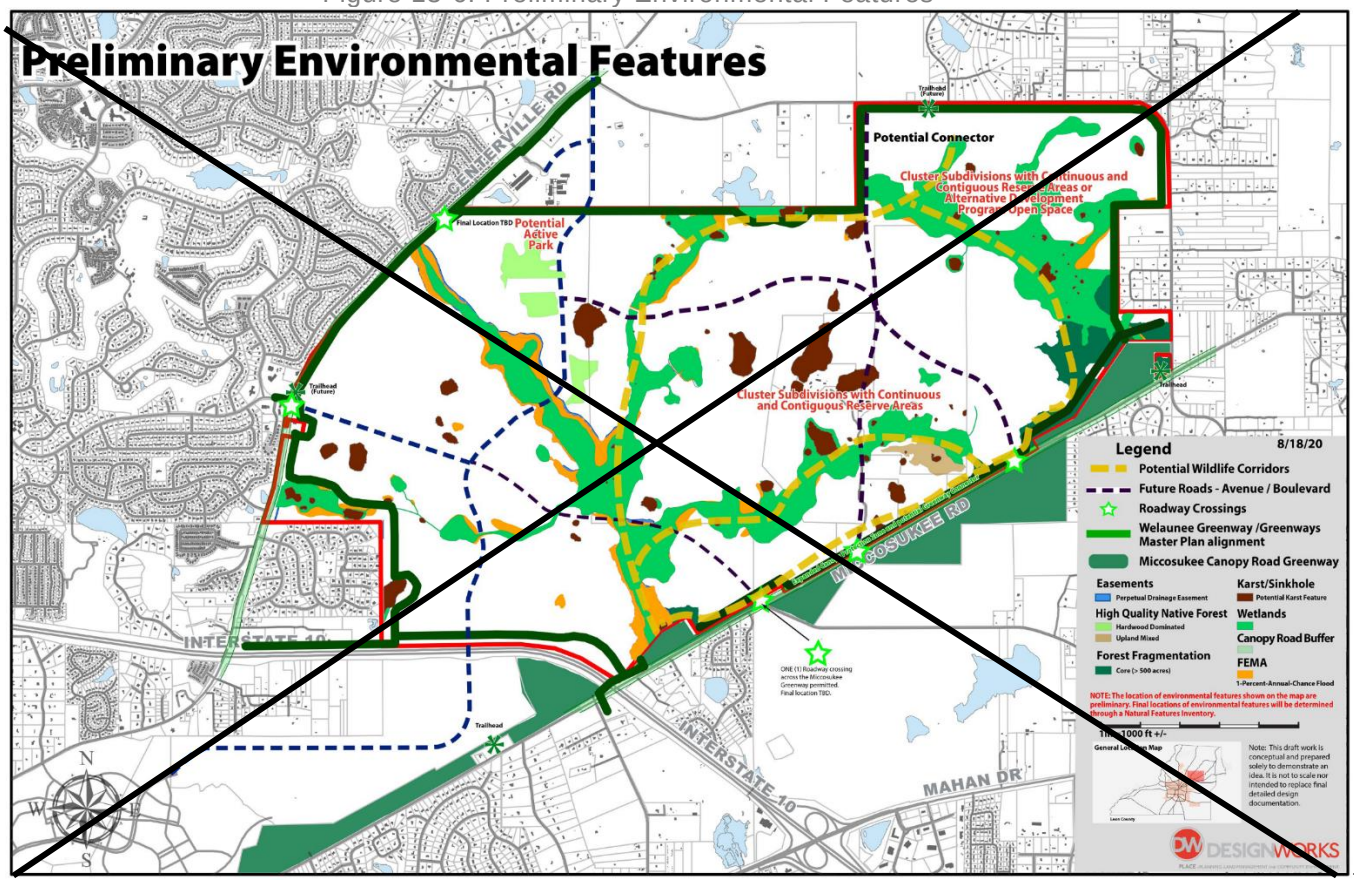
~~I. Land Use~~

~~Figure 13-5: Land Use Districts~~



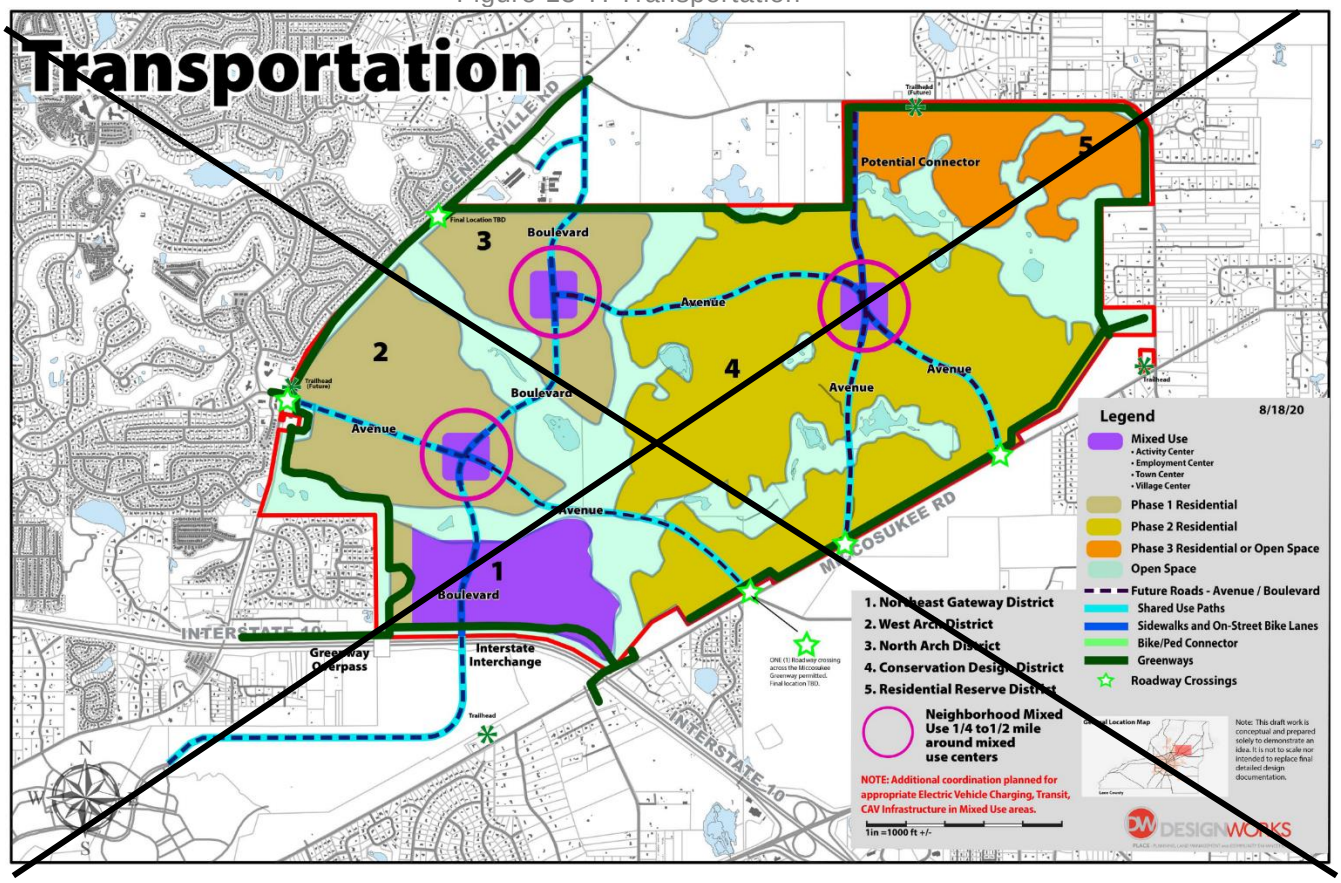
~~I. Land Use~~

~~Figure 13-6: Preliminary Environmental Features~~



~~I. Land Use~~

~~Figure 13-7: Transportation~~



~~Table 7: Welaunee (Heel) Phasing Schedule by Land Use~~

~~TABLE 13-2. WELAUNEE (HEEL) PHASING SCHEDULE BY LAND USE~~

~~The density and intensity of development projected on Welaunee (Heel) is shown below:~~

~~(Eff. 12/10/02)~~

~~LAND USE~~	~~PHASE I (2002-2010)~~		~~PHASE II (2011-2020)~~		~~BUILDOUT~~	
	~~Acres[1]~~	~~DUs/GSF~~	~~Acres[1]~~	~~DUs/GSF~~	~~Acres[1]~~	~~DUs/GSF~~
~~Residential[2]~~	~~170~~	~~1,291 DUs~~	~~207~~	~~816 DUs~~	~~377~~	~~2,107 DUs~~
~~Town and Neighborhood Centers[3]~~	~~21~~	~~190,608 GSF~~	~~9~~	~~51,744 GSF~~	~~30~~	~~242,352 GSF~~
~~Employment Centers[4]~~	~~50~~	~~495,616 GSF~~	~~40~~	~~405,504 GSF~~	~~90~~	~~901,120 GSF~~
~~Educational/Institutional[5]~~	~~24~~				~~24~~	
~~Primary Open Space and Recreation~~	~~200~~		~~60~~		~~260~~	
~~Miccosukee Road Greenway[6]~~	~~189~~				~~189~~	
~~Other[7]~~	~~61~~		~~61~~		~~122~~	

I. Land Use

TOTALS	715	1,291 DUs 686,224 GSF	377	816 DUs 457,248 GSF	1,092	2,107 DUs 1,143,472 GSF

Notes:

1. Acreage totals are based on conceptual planning and are only approximate. Acreage totals may change based on final development review.

2. Residential land use includes above-street units in town and neighborhood centers. No acreage has been allocated to these units because they will be located above nonresidential uses.

3. Retail uses shall comprise between 50% and 70% of total Phase 1 development in town and neighborhood centers with office uses to comprise between 30% and 50%. At buildout, the mix of uses in town and neighborhood centers shall be approximately 67% retail and 33% office.

4. Office and light industrial uses shall comprise between 75% and 95% of total Phase 1 development in employment centers with retail uses to comprise between 5% and 25%. At buildout, the mix of uses in employment centers shall be approximately 90% office and light industrial with approximately 10% retail.

5. Total includes 24 acre site for Leon County School Board for a 500 pupil elementary school with stormwater management facilities in off-site regional systems. Institutional uses in town, neighborhood and employment centers are included in square footage totals for those areas.

6. Although under State ownership, the Miccosukee Canopy Road Greenway shall be considered within the Welaunee Critical Planning Area for planning purposes.

7. Total includes stormwater management facilities, road rights-of-way and other community infrastructure.

8. These figures may be modified pro-rata to represent buildout if Heel is developed under Policy 13.1.9. (REV. EFF. 7/20/05)

Drainage Basin Study Areas

Goal 14 [L] (Leon County only) (Eff. 12/15/03)

Leon County and the City of Tallahassee will work cooperatively to further identify and address the special characteristics and needs of sub-areas of the City and County. This goal shall be implemented through the following objective and policy:

Objective 14.1 [L] (Leon County only) (Eff. 12/15/03)

By 2004, the City and County shall commence a process to evaluate the environmental conditions and issues relating to major drainage basin study areas of the county including but not limited to the following basins: Fred George, Lake Iamonia, Lake Jackson, Lake Lafayette, Lake Miccosukee, Lake Munson, Ochlockonee, St. Marks, and Woodville Recharge, to be used as one basis for sector plans and other major planning decisions of the local government. This evaluation shall address matters such as protection of conservation and preservation areas (as defined within this Plan), flooding, water quality, aquifer protection, and other issues as identified by the local governments. This evaluation shall be conducted cooperatively by the City and County, irrespective of jurisdictional boundaries, and the evaluation shall be based on technical and scientific information.

Policy 14.1.1 [L] (Leon County only) **(Eff. 12/15/03)**

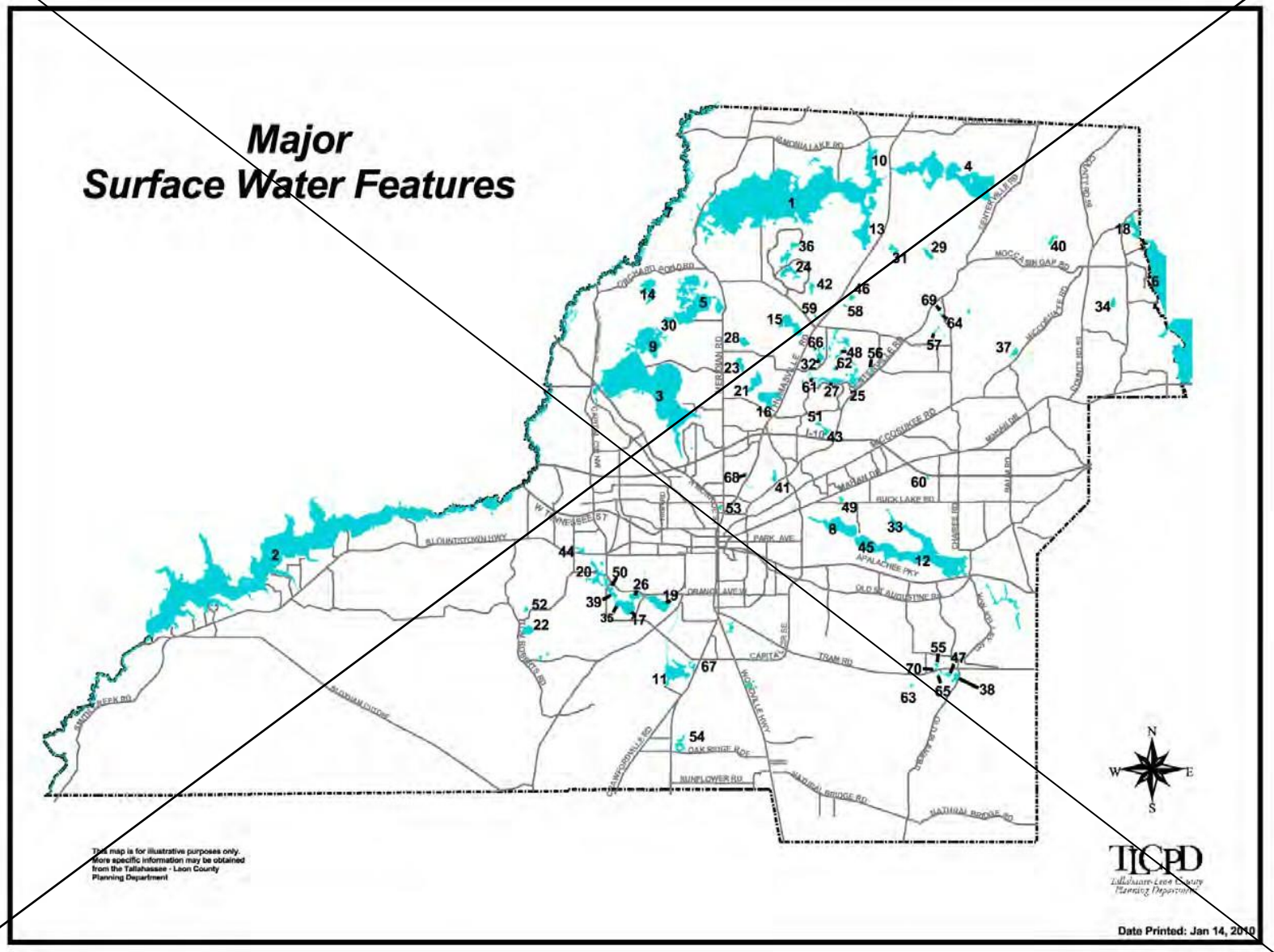
Sector planning shall be implemented as determined appropriate by the City or County; however, sector planning involving a joint effort of both jurisdictions, shall be encouraged. These sector plans may address elements such as land use, transportation, housing, economic development, environmental protection, infrastructure phasing, development standards and any other matter as identified by the local government. These sector planning efforts shall take into consideration the data gathered through the implementation of Objective 14.1 and shall use this information as background environmental data necessary for the completion of sector planning efforts.

Policy 14.1.2 [L] (Leon County only) **(Eff. 12/15/03)**

The data collected or gathered through the implementation of Objective 14.1 shall be used as a basis for determining whether or not future amendment to the Comprehensive Plan or land development regulations is necessary. However, Goal 14 and its associated Objective 14.1 are not intended to replace existing Comprehensive Plan policies related to environmental protection or storm water management. Instead, this goal and its associated objective is intended to support and aid in the implementation of existing Comprehensive Plan policies and is to be considered additive in this regard.

~~I. Land Use: Addendum~~

~~Map 15: Major Surface Features~~



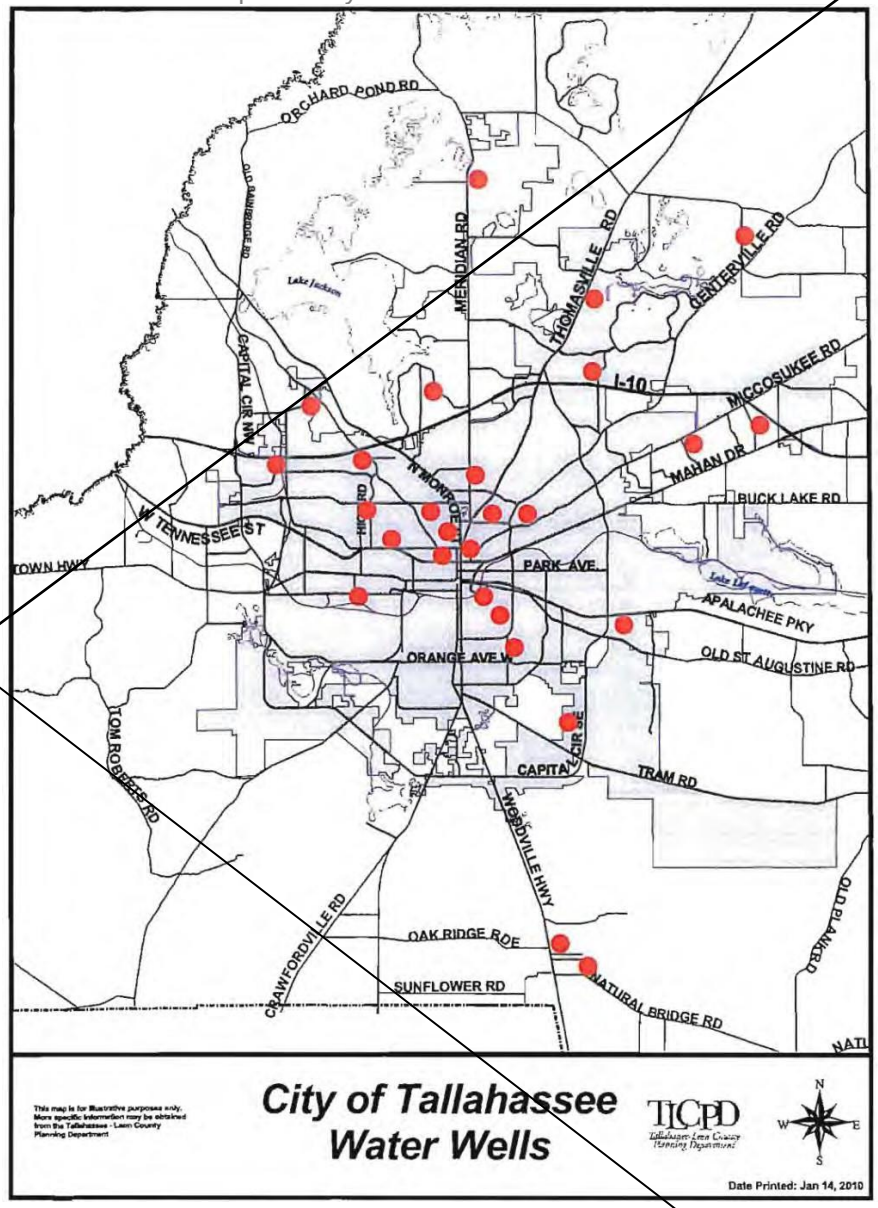
~~I. Land Use: Addendum~~

Table 8: Major Surface Water Features

Major Surface Water Features

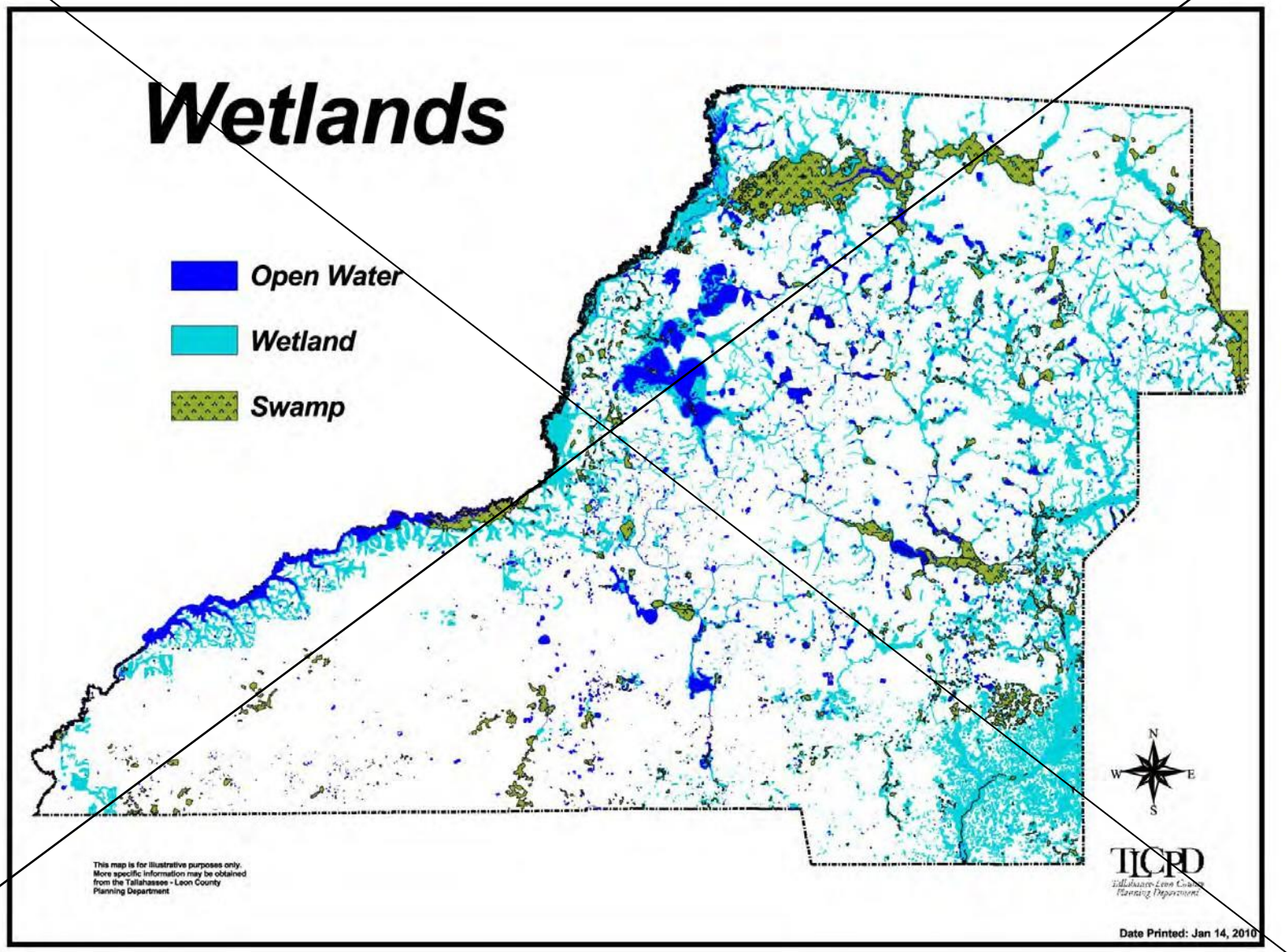
1. Lake Iamonia
2. Lake Talquin
3. Lake Jackson
4. Foshalee Lake
5. Carr Lake
6. Lake Miccosukee
7. Ochlockonee River
8. Lake Lafayette
9. Lake Jackson
10. Strickland Arm
11. Lake Munson
12. Lake Lafayette
13. Cromartie Arm
14. Orchard Pond
15. Lake Mcbride
16. Lake Hall
17. Lake Bradford
18. Lake Miccosukee
19. Black Swamp
20. Cascade Lake
21. Lake Overstreet
22. Moore Lake
23. Lake Elizabeth
24. Lake Diane
25. Lake Kanturk
26. Grassy Lake
27. Lake Killarney
28. Lake Mcbride
29. Huggle Pond
30. Carr Arm
31. Pickle Pond
32. Lake Tom John
33. Alford Arm
34. Ring Oak Plantation
35. Little Sir Echo
36. Monkey Business Pond
37. Gum Pond
38. Big Lake
39. Lake Hiawatha
40. Albert Lake
41. Goose Pond
42. Pine Hill Lake
43. Cascade Lake
44. Aenon Creek
45. Lake Lafayette (Piney Z)
46. Boat Pond
47. Lake Erie
48. Lake Kilkee
49. Buck Lake
50. Lake Minnchaha
51. Shakey Pond
52. Silver Lake
53. Lake Ella
54. Eight Mile Pond
55. Lake Weeks
56. Lake Belmont
57. Lake Neeley
58. Bradford Pond
59. Arrowhead Lake
60. Lake Cassie
61. Lake Kinsale
62. Lake Sheelin
63. Eagle Lake
64. Lake Mary
65. Lake Mattie
66. Lake Fae
67. Grassy Lake
68. Waverly Pond
69. Lake Nina
70. Lake Homer

Map 16: City of Tallahassee Water Wells



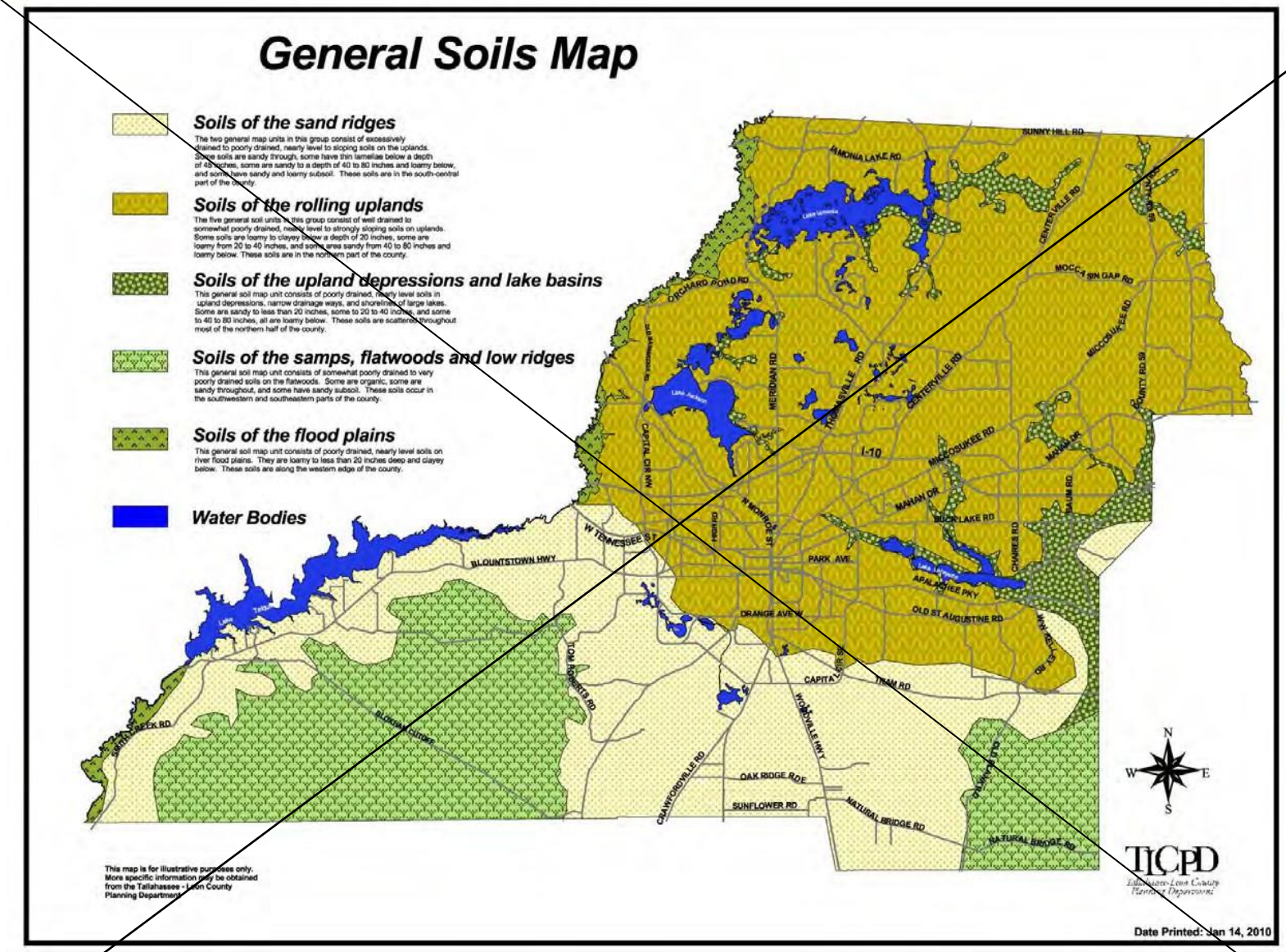
~~I. Land Use: Addendum~~

~~Map 17: Wetlands~~



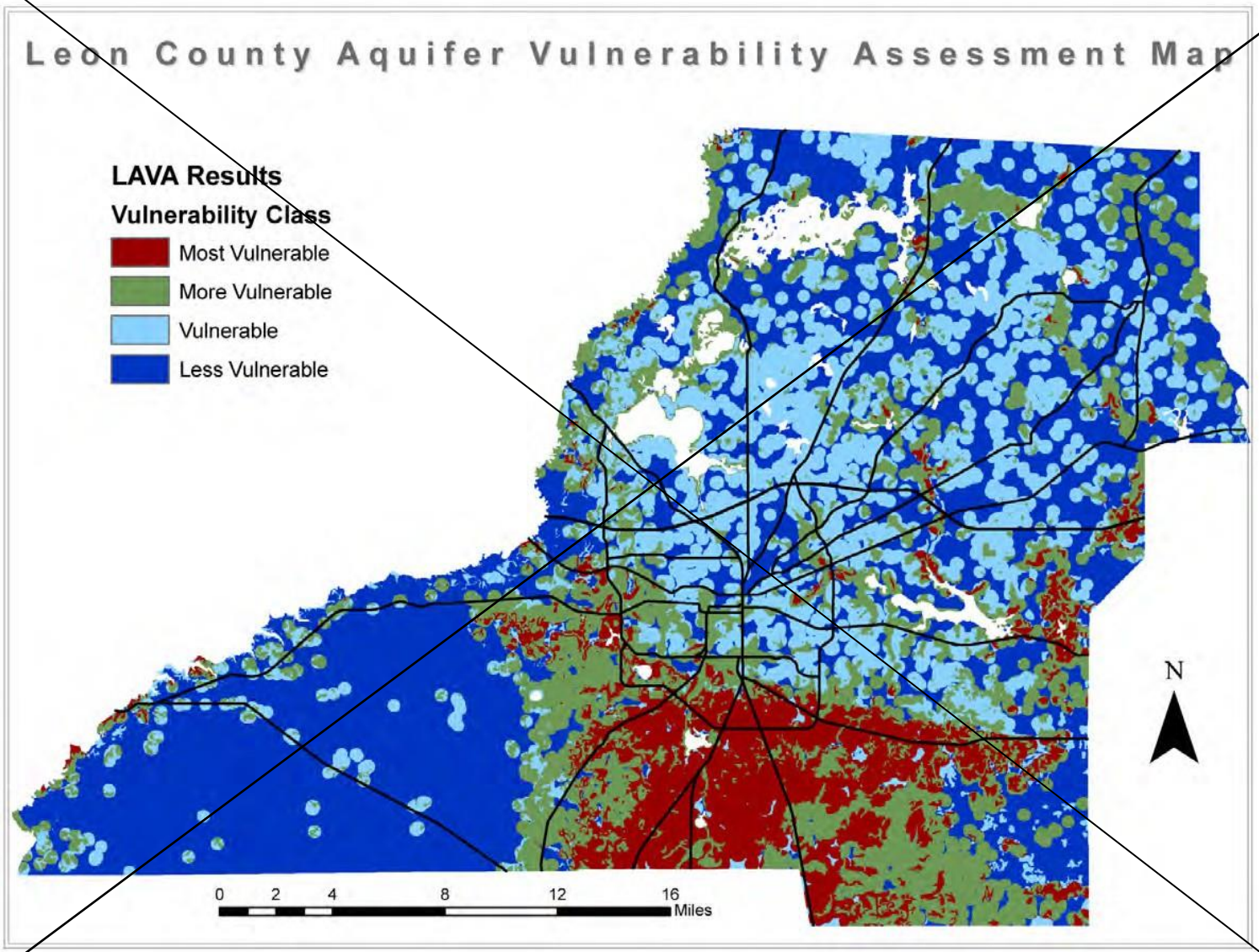
I. Land Use: Addendum

Map 18: General Soils Map



~~I. Land Use: Addendum~~

~~Map 19: Leon County Aquifer Vulnerability Assessment Map~~



MOBILITY

GOALS, OBJECTIVES AND POLICIES

Overall Goal (EFF. 12/15/11)

Establish a safe, energy efficient multi-modal transportation system that provides mobility for pedestrians, bicyclists, transit users, motorized vehicle users, users of rail and aviation facilities, supports public health through active living, and is sensitive to the cultural and environmental amenities of Tallahassee and Leon County.

Goal 1: [M] (EFF. 12/15/11)

MOTORIZED, BICYCLE, AND PEDESTRIAN CIRCULATION

Establish and maintain a safe, convenient, energy efficient, and environmentally sound automobile, transit, bicycle and pedestrian transportation system, capable of moving people of all ages and abilities as well as goods.

Objective 1.1: [M] **(EFF. 12/15/11)**

LAND USE AND TRANSPORTATION COORDINATION

Coordinate transportation and land use systems that foster vibrant communities with compact urban forms and a mixture of uses to minimize travel distances, reduce vehicle miles traveled and greenhouse gases, and to enhance pedestrian and bicycle mobility and transit accessibility.

Policy 1.1.1: [M] **(EFF. 12/15/11)**

Identification and programming of new road projects or substantial improvements to existing roads shall be consistent with the Future Land Use Element of the Comprehensive Plan and specifically the Urban Service Area strategy to promote urban infill and discourage urban sprawl.

Policy 1.1.2: [M] **(EFF. 12/15/11)**

Designate energy efficiency districts in areas that are intended for greater densities and intensities to support frequent transit service and where primary priority is to be placed on providing a safe, comfortable and attractive environment for pedestrians and cyclists. For each district:

1. evaluate and modify, if necessary, the zoning and land development regulations to ensure standards that will support compact, walkable, mixed-use development; and
2. adopt and maintain a connectivity plan identifying needed bicycle, pedestrian, roadway, and transit projects to increase connectivity and safety, minimize travel

distances for pedestrians and cyclists, and provide connections to other parts of the City, County, and Capital Region;

3. Coordinate with the Capital Region Transportation Planning Agency to include the Mobility District Plan priorities in Long Range Transportation Plan updates.

Policy 1.1.3: [M] **(EFF. 12/15/11)**

Promote the Downtown as an 18-hour activity center by supporting development of housing, restaurants, and cultural activities to encourage use beyond working hours.

Policy 1.1.4: [M] **(EFF. 12/15/11)**

Promote neighborhood parks to reduce the need for long distance trips for recreation.

Policy 1.1.5: [M] **(EFF. 12/15/11)**

Maintain a Greenways Master Plan that integrates pedestrian and bicycle mobility into a linear park and open space system that connects local, regional, and state facilities, with specific emphasis on connections within Downtown and energy efficiency districts.

Policy 1.1.6: [M] **(EFF. 12/15/11)**

A functional transportation network shall be coordinated and maintained with the Florida State University, Florida A&M University, and Tallahassee Community College master plans to link those educational institutions and provide access to transit and surrounding supporting land uses.

Policy 1.1.7: [M] **(EFF. 12/15/11)**

The City of Tallahassee and Leon County shall adopt and maintain ordinances providing for safe and convenient on-site traffic flow, considering motorized and non-motorized vehicle parking.

Policy 1.1.8: [M] **(EFF. 12/15/11)**

Development projects shall contribute to providing a safe, convenient, comfortable and aesthetically pleasing transportation environment that promotes walking, cycling, and transit use. Appropriate improvements or enhancements to the multimodal network shall be required as a condition of development approval, such as, but not limited to, the following:

a) Full accommodations for pedestrian access and movement, including shaded sidewalks, benches and enhanced crossings;
b) Full accommodations for bicycles, including lockers, showers, and racks;
c) Direct connections to the regional bicycle/pedestrian network;
d) Installation of shared use paths in accordance with FDOT recognized standards;
e) Well-designed accommodations for transfer of passengers at designated transit facilities;
f) Preferential parking for rideshare participants;

g) Well-designed access for motor vehicle passenger drop-offs and pick-ups at designated transit facilities and at commercial and office development sites;
h) Full accommodation for the mobility impaired, including parking spaces, sidewalks and ramps for handicapped access;
i) Weather protection at transit stops.

Policy 1.1.9: [M] **(EFF. 12/15/11)**

Designation of Multimodal Transportation District (MMTD). In accordance with the provisions of Florida Statute 163.3180(15), the City of Tallahassee and Leon County hereby establish a Multimodal Transportation District, as shown in the Multimodal District Boundaries Map, for the purpose of promoting walking, bicycling and transit use in order to reduce dependence on the automobile. Those roadways and associated rights-of-way shown as boundaries for the MMTD shall be considered part of the MMTD.

Policy 1.1.10: [M] **(EFF. 12/15/11; REV. EFF. 7/19/13)**

MMTD Residential Density Bonus. In order to increase redevelopment and infill development, residential densities within the MMTD may be increased up to 35% above the maximum allowed in the Residential Densities Range Table. This bonus shall not apply to lands designated Residential Preservation. Further bonuses may be applied to the Downtown. Eligibility criteria for these bonuses will be established within the land development regulations and shall include design standards facilitating pedestrian oriented site and building design with enhanced pedestrian access and amenities, urban scale development, innovative parking strategies, integrated mix of land uses, and other urban design features.

Policy 1.1.11: [M] **(EFF. 12/15/11)**

Land Use Within the MMTD. The City of Tallahassee and Leon County shall periodically review the Future Land Use Map and land development regulations within the district boundary(ies) and modify them as necessary to provide for appropriate densities, intensities and mixture of land uses to support 18-hour activity and multimodal transportation, based on the following targets:

a) A center(s) consisting of employment and services, relatively high density residential, and public spaces all oriented around convenient access to mass transit facilities;
b) Ratio of uses:
    i. Residential = 20%-60%
    ii. Nonresidential (office, commercial, light industrial, etc.) = 30%-70%
    iii. Public spaces (open space, parks, recreational, squares, etc.) = 5%-15%;
c) Specifically to facilitate walking and bicycling as an alternative to driving, areas designated primarily for residential uses should be no more than ½ mile from areas designated for shopping, services, and employment uses;
d) In order to support redevelopment in the urban center of Tallahassee that could support ten minute transit headways and/or light rail, an areawide (excluding open space) residential density of at least 20 units per acre, recognizing that some areas, such as Central Core, may have densities in excess of 150 units per acre and others in

established neighborhoods and areas designated Residential Preservation may have significantly less.

Policy 1.1.12: [M] **(EFF. 12/15/11)**

MMTD and Energy Efficiency District Urban Design and Land Development Regulations. Adopt and maintain land development regulations that ensure new construction and infill or redevelopment will contribute positively to the character and livability of the MMTD and energy efficiency districts, based on the following:

1. Buildings and blocks oriented to provide pedestrians and bicyclists easy access and a visually interesting environment;
2. Maximum block (length or perimeter);
3. Easy access to/from transit stops and surrounding land uses;
4. Recognition of more intense densities & intensities around center(s);
5. Special design considerations to support compatibility between uses, particularly between residential and non-residential uses;
6. Creating active sidewalks with buildings opening onto streets;
7. Transparency (i.e., windows) and active uses at ground levels;
8. Parking generally located to the sides and rear, internal to blocks, and/or in structured of off-site facilities;
9. Maximum parking standards that discourage single-occupant vehicle commuting and reinforce non-auto modes, but not so limited as to adversely impact the viability and vitality of the MMTD;
10. The use of shared parking;
11. For multifamily developments, pricing of parking separately from the units;
12. Recognizing that parking demand may change over time as more multimodal infrastructure and mixed uses are developed, building parking facilities such that they may be readapted for more active uses in the future.

Policy 1.1.13: [M] **(EFF. 12/15/11)**

Transit in the MMTD and Energy Efficiency Districts. The MMTD and energy efficiency districts shall be well-connected via transit to major trip generators and attractors both inside and outside of these areas, transit stops and waiting areas shall be safe and comfortable, and intermodal connections shall be made where feasible.

1. Priority should be given to funding of improvements that increase the availability, speed, frequency, duration and reliability of transit serving these areas.
2. StarMetro shall coordinate with the Capital Region Transportation Planning Agency regarding the provision of transit centers, super stops, and other facilities for the transfer of passengers to and from these areas through potential regional connections.
3. Benches, signage, lights, and covered or enclosed waiting areas shall be used to create safe, comfortable transit stops.
4. Bicycle parking at transit stops and bicycle racks on buses shall be provided as a means to interface bicycle travel with public transit.

Policy 1.1.14: [M] **(EFF. 7/17/21)**

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

Objective 1.2: [M] **(EFF. 12/15/11)**

COMPLETE STREETS

The transportation system shall be designed and operated to provide safe, convenient and context-sensitive access for pedestrians, bicyclists, motorists, and public transportation users of all ages and abilities.

Policy 1.2.1: [M] **(EFF. 12/15/11)**

Recognizing that urban, suburban, and rural areas have different needs, develop and maintain context sensitive design standards for transportation facilities to protect and enhance community character and enhance the safety and desirability of walking, cycling, and transit.

Policy 1.2.2: [M] **(EFF. 12/15/11)**

Safe and convenient facilities for pedestrians, cyclists and transit users shall be evaluated for all new road and road widening projects. Specifically, all road projects, including resurfacing projects, shall be evaluated for the addition of bicycle lanes or paved shoulders, and transit shelters where they did not previously exist.

Policy 1.2.3: [M] **(EFF. 12/15/11)**

Establish and maintain a safe and effective system of bicycle lanes, sidewalks, and shared-use paths in conjunction with existing and planned roadways and the Greenways Master Plan. Where design criteria allow and safe operation will occur, separate bicycle and pedestrian traffic from vehicular traffic. Provide adequate and secure bicycle parking facilities at major destinations.

Policy 1.2.4: [M] **(EFF. 12/15/11)**

In coordination with the Capital Region Transportation Planning Agency, maintain a bicycle and pedestrian master plan and pursue implementation funding.

Policy 1.2.5: [M] **(EFF. 12/15/11)**

Designate preferred entrance corridors into and connecting Tallahassee and Leon County, and adopt and maintain land development regulations to convert them into shaded pedestrian ways over time.

Policy 1.2.6: [M] **(Eff. 12/15/11)**

Require a scenic roadway assessment, environmental assessment, and landscape component in the planning and construction of new roads, and in the improvement of existing roads.

Policy 1.2.7: [M] **(Eff. 12/15/11)**

Require that all new or rebuilt multi-lane (four or six-lane) arterial and major collector streets be constructed with grassed and/or landscaped medians where sufficient right-of-way can be obtained, unless limited by environmental constraints.

Policy 1.2.8: [M] **(Eff. 12/15/11)**

Provide a safe, accessible environment and support active living for students by: developing and maintaining programs to increase biking and walking to schools; prioritizing sidewalk and bicycle infrastructure within a two mile radius of primary schools; and continuing to identify, fund and build Safe Routes to Schools projects.

Policy 1.2.9: [M] **(Eff. 12/15/11)**

Special consideration shall be given to areas with concentrations of students, seniors, low-income families or others that are more dependent on modes other than the automobile to provide a safe, accessible environment.

Policy 1.2.10: [M] **(Eff. 12/15/11)**

Educate the population on the health benefits of non-motorized modes of transportation. Increase safety to those who choose to walk or ride a bicycle by educating the public on existing laws related to motor vehicle, bicycle and pedestrian operation and interaction.

Policy 1.2.11: [M] **(Eff. 12/15/11)**

Enforce vehicle, bicycle and pedestrian regulations concerning obedience of traffic control signals and devices, use of pedestrian crosswalks, walking along the roadway, etc. Provide proper pavement markings and signage to enhance recognition of bicycle lanes and pedestrian crossings.

Policy 1.2.12: [M] **(Eff. 12/15/11)**

Adopt and maintain a City and County sign ordinance to control sign and billboard placement and limit lighted and motion activated sign usage.

Policy 1.2.13: [M] **(EFF. 12/15/11)**

Wherever feasible, bury utility lines. Priority should be given to areas where underground utilities can be incorporated into roadway construction and reconstruction projects.

Policy 1.2.14: [M] **(EFF. 12/15/11)**

Coordinate the transportation systems in Tallahassee and Leon County with one another and with the programs of the Capital Region Transportation Planning Agency and the Florida Department of Transportation to implement land use, transportation, and parking policies that promote transportation choice and to overcome identified deficiencies in the multimodal transportation network.

Objective 1.3: [M] **(EFF. 12/15/11)**

ENVIRONMENTAL AND NEIGHBORHOOD PROTECTION

Evaluate and minimize impacts of transportation projects on the natural environment and neighborhood integrity by using transportation demand reduction strategies to maximize existing roadway capacity, reduce the need for new roadway construction or expansion, reduce peak time traffic, reduce vehicle miles traveled, and reduce greenhouse gas emissions and other environmentally damaging pollutants.

Policy 1.3.1: [M] **(EFF. 12/15/11)**

Evaluate the natural features of Leon County, as delineated in the future land use and conservation elements, to avoid fragmenting and degrading regionally significant natural resources, wildlife corridors, greenways, and aquifers when planning new or expanding existing transportation facilities.

Policy 1.3.2: [M] **(EFF. 12/15/11)**

Reduce demand for more and wider roads by evaluating traffic operations to maximize efficiency of the existing street system capacity and support modal shifts to public transit, bicycling and walking.

Policy 1.3.3: [M] **(EFF. 12/15/11)**

Coordinate with Commuter Services of North Florida and state agencies regarding transportation demand reduction strategies such as staggered work hours for major employers, ridesharing, and parking fees.

Policy 1.3.4: [M] **(EFF. 12/15/11)**

Design, construct, and maintain transportation facilities to prevent flooding, minimize pollution, and maintain natural stormwater quantity, timing, rate, and direction of flow characteristics consistent with the adopted Stormwater Level of Service Standard.

Policy 1.3.5: [M] **(EFF. 12/15/11)**

Require an analysis that measures environmental and neighborhood impact prior to funding any new roadway alignments, construction, or changes to the traffic circulation system. The level and type of review may vary with the anticipated impact, and shall include community involvement.

Policy 1.3.6: [M] **(EFF. 12/15/11)**

Require tree plantings, where practical, for both new and old roads to increase screening, beauty, runoff control and reduction of summer heat. Existing trees shall be protected during transportation system development and maintenance.

Policy 1.3.7: [M] **(EFF. 12/15/11)**

Aesthetically enhance and provide added environmental protection to existing and new transportation corridors by the following methods which include but are not limited to:

a) Incorporating for new, or increasing for existing corridors, the number of green spaces/open spaces and pedestrian oriented areas.
b) Recognizing plantations as a significant part of the natural landscape when roads are being designed in areas of the County where they are present.
c) Encouraging the use of native vegetation and natural systems such as swales to control runoff.
d) Maintaining natural ground cover, canopy and understory where new roads are built.
e) Design public infrastructure improvements to minimize development impacts to protect designated canopy roads consistent with the Conservation Element.
f) Applying access management strategies that enhance the character of transportation corridors and gateways to the community by promoting shared access and consolidated signage and preserving green space for landscaping.

Objective 1.4: [M] **(EFF. 12/15/11)**

CONNECTIVITY & ACCESS MANAGEMENT

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

Policy 1.4.1: [M] **(EFF. 12/15/11)**

Require vehicular, pedestrian, and bicycle interconnections between adjacent, compatible development; and require these interconnections between adjacent, incompatible developments if it has the potential to reduce the vehicular traffic on the external street system without negatively impacting either development.

Policy 1.4.2: [M] **(Eff. 12/15/11)**

Utilize context sensitive roadway design and traffic calming to allow connectivity while mitigating the effects of through traffic on neighborhoods.

Policy 1.4.3: [M] **(Eff. 12/15/11)**

Within the Urban Service Area, require private developers to include bikeways and pathways or sidewalks within proposed developments and connecting to surrounding land uses.

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

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

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

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

Policy 1.4.6: [M] **(Eff. 12/15/11)**

Connections to and from energy efficiency districts. The transit, bike, and pedestrian networks within energy efficiency districts shall recognize the districts as activity nodes and thus logically interconnect with and service the surrounding areas.

Policy 1.4.7: [M] **(Eff. 12/15/11)**

Energy Efficiency District Network and Connectivity. Energy efficiency districts shall have a dense, interconnected network of local and collector streets, sidewalks, bikelanes, and shared-use paths in accordance with the following:

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

shopping areas, employment centers, transit stops, neighborhood parks, and schools.

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

Policy 1.4.8: [M] **(EFF. 12/15/11)**

The City of Tallahassee and Leon County shall adopt and maintain access management ordinances and supporting design standards to control the location, spacing, operation and design of access connections and median openings. Development access shall be designed to protect the maximum service volume, safety, and operating characteristics of transportation facilities that it impacts, considering impacts to all modes and users.

Policy 1.4.9: [M] **(EFF. 12/15/11)**

No new lot or parcel shall be platted or created along arterial or collector roadways that would result in connection spacing that does not comply with the applicable local or FDOT connection spacing standard.

Policy 1.4.10: [M] **(EFF. 12/15/11)**

Properties under the same ownership, consolidated for development, or part of phased development plans shall be considered one property for the purposes of access management. Access points to such developments shall be the minimum necessary to provide reasonable access, rather than the maximum available for that property frontage.

Policy 1.4.11: [M] **(EFF. 12/15/11)**

Service roads shall be used for access to development in the area surrounding new freeway interchanges and shall be separated from interchange ramps at a distance that conforms with the applicable FDOT or local access spacing standards, in order to preserve safe and efficient traffic operations in the interchange area. Circulation systems for interchange area development shall be continuous and designed to support both vehicular and pedestrian mobility.

Policy 1.4.12: [M] **(EFF. 12/15/11)**

Flexibility shall be provided in administration of access spacing standards to accommodate minor deviations, where appropriate, and to ensure that no property is denied reasonable access to the transportation system. Major deviations from access spacing standards shall not be granted until every feasible option for meeting access management standards has been explored and deemed impractical.

Policy 1.4.13: [M] **(EFF. 12/15/11)**

As Capital Circle is converted to a high capacity, multi-lane arterial, future access points shall be limited so that the improved roadway will function more efficiently and safely for

its intended purpose. In order to protect traffic capacity of the improved roadway and to assure public safety, the following policies will apply:

1) No new parcel shall be platted nor created through subdivision that results in a parcel with sole access to Capital Circle. Consolidation of two or more parcels that currently have access to Capital Circle into a parcel with a single access to Capital Circle shall be permitted;
2) New development abutting Capital Circle shall contribute to the development of a supporting system of local or collector roads, service roads, and/or shared access systems (e.g. joint use driveways), as an alternative to individual driveway access.
3) Where individual driveways must be provided to preserve reasonable access to a development site, applicants shall enter an agreement to cooperate in any future project to consolidate access points or to share access with abutting properties as opportunities arise.

Objective 1.5: [M] **(EFF. 12/15/11)**

LEVELS OF SERVICE

Establish transportation level of service (LOS) standards in order to measure the impacts of new development on, and to prioritize improvements to, the transportation system.

Policy 1.5.1: [M] **(EFF. 12/15/11)**

The peak hour roadway level of service for Tallahassee and Leon County is established as follows:

Table 1: Peak hour roadway level of service

Functional Classification	**Inside the USA**	**Outside the USA**
Interstate, Intrastate, Limited Access Parkways	C	B
Principal Arterials	D	C
Minor Arterials	D / E*	C
Major and Minor Collectors	D / E*	C
Local Streets	D	D

*For Minor Arterials, and Major and Minor Collectors located inside the Urban Service Area and south of U.S. 90, the Level of Service shall be "D" for purposes of establishing priorities for programming transportation improvements, and "E" for meeting concurrency requirements, to support the Southern Strategy. Roads north of U.S. 90 shall be LOS D for both programming improvement and concurrency purposes.

Policy 1.5.2: [M] **(EFF. 12/15/11)**

The level of service on all roadway facilities on the state highway system operating at the state recommended adopted minimum level of service standard or better at the time of adoption of the Comprehensive Plan will be maintained at the state adopted minimum level of service standard or a more strict local standard for the facility (if required adopted as part of the Plan). Level of service will be based on revised peak hour data compiled after Plan adoption.

Policy 1.5.3: [M] **(EFF. 12/15/11, REV. EFF. 8/9/2012)**

The Roadway Level of Service Standards established under Goal 1.5, and as may be duplicated in the Capital Improvements Element, may be waived if a mobility fee program is adopted into the local concurrency management manuals by the City and/or County Commissions. If implemented, the mobility fee program shall:

1) account for the fact that development further from activity nodes creates greater fiscal and environmental costs to the community;
2) support compact, mixed use development and redevelopment within adopted energy efficiency districts.

Policy 1.5.4: [M] **(EFF. 12/15/11)**

The City of Tallahassee and Leon County Concurrency Management systems will accumulate all development impacts, both below and above threshold standards, to determine cumulative impact of individual development orders. Cumulative impacts of all development will be monitored in order to maintain adopted level of service standards.

Policy 1.5.5: [M] **(EFF. 12/15/11)**

MMTD Areawide Multimodal Level of Service Standards and Performance Targets. In order to create community design that supports mobility, the following performance standards are established for the Multimodal Transportation District.

Table 2: MMTD Areawide Multimodal Level of Service Standards

Areawide Multimodal Level of Service Standards (Pursuant to F.S. 163.3180(15)(c))			
Pedestrian	**Transit**	**Bicycle**	**Automobile**
C	C	D	E+50%

In addition, because areawide level of service measures based on computer models do not recognize the full breadth of conditions affecting pedestrian, cycling, and transit comfort, safety and convenience, the following performance targets are also established. It is recognized these targets may take more than the 20-year planning period of this document to achieve, but are provided as continuing guidance for plan updates and capital investments.

Table 3: MMTD Areawide Multimodal Performance Targets

a) Areawide modal split:		
	Trips that both originate & end within the district	Trips originating or ending outside the district (not including pass through trips)
Transit	40%	25%
Bike/pedestrian	30%	10%
Automobile	30%	65%
b) Bicycle and Pedestrian Mobility		
i)	Formally designated north/south & east/west bicycle routes functioning at LOS C or better are provided at 1½ mile intervals	
ii)	All buses are equipped with bicycle racks	

iii)	All sidewalk and bicycle facilities within ½ mile of StarMetro transfer points function at LOS C or better;
iv)	All superstops are equipped with bicycle parking
v)	All intersections within ½ mile of StarMetro transfer points incorporate features to support safe and comfortable crossing for pedestrians and cyclists
c) Transit Mobility	
i)	All employees and dwelling units are within ¼ mile of a transit stop
ii)	80% of transit routes operate with 20 minute headways or less
iii)	80% of employees and dwelling units are served by routes operating at least 16 hours a day
iv)	40% of transit stops include benches, signage, lights, and covered or enclosed waiting areas
v)	80% of employees and dwelling units are within 1 mile of a StarMetro transfer point.
d) In Relation to Educational Uses	
i)	All pedestrian and bicycle facilities within 2 miles of primary schools function at LOS C or better
ii)	50% of students at Florida State University (FSU), Florida A&M University (FAMU), and Tallahassee Community College (TCC) commute to campus via non-auto modes
iii)	At least three satellite parking facilities for students are located outside of the MMTD but within a 20 minute transit ride of FSU, FAMU, or TCC

Policy 1.5.6: [M] **(EFF. 12/15/11)**

Transportation Concurrency within the MMTD. Pursuant to F.S. 163.3180(15)(c), development permits may be issued in reliance upon all planned community design capital improvements that are financially feasible over the development or redevelopment timeframe for the MMTD, without regard to the period of time between development or redevelopment and the scheduled construction of the capital improvements. Reflecting the purpose of a MMTD to promote higher density infill and to create a safe, desirable environment for pedestrians, the capital improvements plan will reflect primary emphasis on bicycle, pedestrian, and transit projects.

Policy 1.5.7: [M] **(EFF. 8/9/12)**

Changes to roadway segment capacity that result from the reduction or restriction of automobile laneage from existing conditions in order to implement multimodal or other non-automobile-oriented comprehensive planning goals will not require transportation concurrency mitigation. An analysis shall be conducted of transportation and land use impacts on parallel roadways that would result from the lane changes.

Objective 1.6: [M] **(EFF. 12/15/11)**

CORRIDOR PRESERVATION

Identify right-of-way needed for planned future transportation improvements and protect it from building encroachment as development occurs to preserve the corridor for transportation use, to maintain transportation level of service for concurrency, to improve coordination between land use and transportation, and to minimize the adverse social, economic, and environmental impacts of transportation facilities on the community.

Policy 1.6.1: [M] **(EFF. 12/15/11)**

The City and County shall adopt and maintain corridor management ordinances, in accordance with subsection 337.273(6), F.S., which are designed to protect future transportation corridors designated in the Tallahassee-Leon County Comprehensive Plan from development encroachment, to provide for right-of-way acquisition, and to mitigate potential adverse impacts on affected property owners.

Policy 1.6.1(a): [M] **(EFF. 12/15/11)**

Development orders may require conveyance of transportation rights-of-way consistent with a Future ROW Needs Map and Future Right-of-Way Needs and Access Classifications Table, as a condition of plat or development approval, provided that any required dedication shall not exceed the amount of land that is roughly proportionate to the impacts of the development on the transportation network.

Policy 1.6.2: [M] **(EFF. 12/15/11)**

Acquire and maintain sufficient right-of-way when building new roads or widening old facilities in order to protect waterbodies, wetlands, and flood plains. Plan corridor alignments to avoid environmentally sensitive areas and where this is not possible, acquire wide roadside buffers and prohibit driveways by purchase of access rights, as necessary, to prevent development from occurring within the environmentally sensitive area, as a result of the roadway availability.

Policy 1.6.3: [M] **(EFF. 12/15/11)**

Future right-of-way needs for selected transportation corridors designated for improvement in the Tallahassee-Leon County Comprehensive Plan are generally depicted in the table below and in the Future Right-of-Way Needs Map and the Long Range Transportation Plan.

Table 4: Future Right-of-Way Needs Without an Existing Corridor Alignment

Future Right-of-Way Needs WITHOUT an Existing Corridor Alignment	
Functional Classification	**ROW (ft.)[1,3]**
Blueprint Principal Arterial[4]	230
Principal Arterial	200
Minor Arterial	176
Major Collector	146
Minor Collector	100

Notes:

1) Widths represent maximum anticipated ROW needs for generalized corridors; not precise alignments. Where a specific alignment is established through alignment studies, engineering studies or design, such alignment shall apply for the purpose of development review. Actual road location and design will be determined by specific corridor and design studies.
2) Alternative widths may be established by the local government, in consultation with other affected agencies, pursuant to an adopted Critical Area Plan or based

upon an analysis of existing constraints, community planning objectives, and other considerations unique to the roadway or surrounding land development.

3) In addition to the number of travel lanes, the following are important considerations in the determination of right-of-way needs for future corridors:
   a. Space for sidewalks to provide safe and convenient movement of pedestrians.
   b. The provision of bike lanes or separate bike paths.
   c. Space for current or future location of utilities so that, when necessary, they can be safely maintained without undue interference with traffic. The utility strip needs to be of sufficient width to allow placement of a water main so that in the case of rupture, neither the roadway pavement nor adjacent property will be damaged.
   d. Accommodation of stormwater at the surface or in storm drains.
   e. Accommodation of auxiliary lanes at intersections.
   f. Placement of trees to improve the aesthetic qualities of the roadway, to shade pedestrians, and improve community appearance. The space needs to be adequate to accommodate tree growth without damaging sidewalks, abutting development, or curb and gutter.
   g. Allowing for changes in the paved section, utilities, or other modifications, that may be necessary in order to meet unseen changes in vehicular, pedestrian, bicycle, or other transportation needs as a result of changes in land use and activity patterns.

2) Planned ROW needs for Capital Circle from Centerview to W. Tennessee, as accepted by the Blueprint Intergovernmental Agency on November 19, 2001.

Policy 1.6.4: [M] **(EFF. 12/15/11)**

All proposed development plans on designated future transportation corridors shall be reviewed for consistency with the Future Right-of-Way Needs Map, the Long Range Transportation Plan, and any specific alignment or engineering studies and shall be consistent with identified right-of-way needs for designated future transportation corridors as a condition of development approval.

Policy 1.6.5: [M] **(EFF. 12/15/11)**

The Future Right-of-Way Needs Map shall be reviewed, and updated if necessary, every five years concurrent with the Long Range Transportation Plan update, or more frequently as necessary to address the growth and mobility needs of the local government.

Policy 1.6.6: [M] **(EFF. 12/15/11)**

City and County Staff shall consult with the Florida Department of Transportation in determining conceptual alignments, acquiring future right-of-way, and reviewing proposed development that substantially impacts state highways designated for improvement in the Tallahassee-Leon County Comprehensive Plan to ensure that local decisions are consistent with state and federal policy, and to ensure that development

activity does not substantially impair the viability of the future state transportation corridor.

Policy 1.6.7: [M] **(EFF. 12/15/11)**

Explore land banking policies, procedures and funding options to facilitate early acquisition of right-of-way for designated future transportation corridors.

Policy 1.6.8: [M] **(EFF. 12/15/11)**

Right-of-way acquisition shall be facilitated by the establishment of a program to identify, prioritize, and acquire needed right-of-way consistent with the Right-of-Way Needs Map and Capital Improvements Element.

Policy 1.6.9: [M] **(EFF. 12/15/11)**

Where needed right-of-way is identified in the energy efficiency district connectivity plans, such projects shall also be included on the Right-of-Way Needs Map and/or in the Long Range Transportation Plan.

Goal 2: [M] (EFF. 12/15/11)

TRANSIT

Capture a five to ten percent mode share through the development and improvement of the mass transit system so that transit is seen as a viable alternative to the automobile as a means of transportation.

Objective 2.1: [M] **(EFF. 12/15/11)**

IMPLEMENTATION STRATEGIES

In coordination with the Metropolitan Planning Organization, City of Tallahassee, Leon County and the Florida Department of Transportation, expand the integration of mass transit planning into the overall transportation delivery system by coordination of the short-range transit operations plan, Transit Development Plan, Bicycle and Pedestrian Master Plan and Long Range Transportation Plan development.

Policy 2.1.1: [M] **(EFF. 12/15/11)**

Land use regulations shall be developed which emphasize pedestrian movement and the use of transit.

Policy 2.1.2: [M] **(EFF. 12/15/11)**

Systematically extend and/or modify transit routes within the urban area to provide access to major employment, shopping, and business, recreational and other activity centers.

Policy 2.1.3: [M] **(EFF. 12/15/11)**

Coordinate the location and design of office parks to foster ride sharing and transit use.

Policy 2.1.4: [M] **(EFF. 12/15/11)**

Discourage single occupancy vehicle use through design criteria for new development and innovative programs such an employee pass program.

Policy 2.1.5: [M] **(EFF. 12/15/11)**

Encourage the elimination of the subsidy of public employee parking to encourage ride sharing and transit use.

Policy 2.1.6: [M] **(EFF. 12/15/11)**

Develop and maintain a marketing strategy and campaign to inform the public on mass transit and to increase ridership.

Policy 2.1.7: [M] **(EFF. 12/15/11)**

The potential impacts upon transit shall be determined and utilized in evaluating highway projects when planning new roads or capacity expansions to existing roads.

Policy 2.1.8: [M] **(EFF. 12/15/11)**

For purposes of evaluating transit level of service over the Plan Horizon and to implement the Regional Mobility Plan goal of a 10% modal split, the local government should expand coverage to serve 80 to 89 percent of the residential population within the Urban Service Area by a transit route along an arterial or collector roadway within approximately 1/2 mile.

Policy 2.1.9: [M] **(EFF. 12/15/11)**

Revisions to and expansion of transit service will be based on existing and major trip generators and densities to provide efficient mass transit services.

Policy 2.1.10: [M] **(EFF. 12/15/11)**

Future transit planning for Tallahassee and Leon County will include provisions for determining the location of transit regional transfer facilities and/or superstops.

Policy 2.1.11: [M] **(EFF. 12/15/11)**

To provide efficient transit for Tallahassee and Leon County, future transit planning will address provisions for efficient and frequent service based on trip generations and density of land uses, safe and convenient transit facilities and adaptation for the special needs of the transportation disadvantaged.

Objective 2.2: [M] **(EFF. 12/15/11)**

TRANSIT ALTERNATIVES

Adopt and maintain a plan for expanding the transit system beyond buses.

Policy 2.2.1: [M] **(EFF. 12/15/11)**

Initiate a study to evaluate the alternative types of transit in relation to their potential use in the City.

Policy 2.2.2: [M] **(EFF. 12/15/11)**

Develop a long-range master plan for building the transit system type determined to be most feasible in Policy 2.2.1.

Objective 2.3: [M] **(EFF. 12/15/11)**

PROTECTION OF FUTURE TRANSIT CORRIDORS

Develop and maintain a plan that identifies future transit rights-of-way and corridors and provides means of protecting and acquiring such areas.

Policy 2.3.1: [M] **(EFF. 12/15/11)**

Existing and future transit rights-of-way and corridors shall be identified as a part of the comprehensive plan for integrating transit into the existing transportation system.

Policy 2.3.2: [M] **(EFF. 12/15/11)**

Incentives to encourage the donation of transit rights-of-way and corridors shall be developed.

Policy 2.3.3: [M] **(EFF. 12/15/11)**

Development agreements and land use regulations shall be utilized to preserve future transit corridors.

Objective 2.4: [M] **(Eff. 12/15/11)**

Funding of Transit

By 2012, alternative and innovative funding sources shall be developed to support an effective transit system.

Policy 2.4.1: [M] **(Eff. 12/15/11)**

Transit shall be regarded as a vital public service with increased funding to allow it to compete with the private automobile on an equal basis.

Policy 2.4.2: [M] **(Eff. 12/15/11)**

Funding for transit operating expenses should include and should not be limited to the following sources: sales tax, property tax, future charter county surtax, gas tax, impact fees, and the significant benefits program.

Objective 2.5: [M] **(Eff. 12/15/11)**

Transportation for Disadvantaged

Provide for full implementation of the requirements of Chapter 427, Florida Statutes and Section 3046(a)(9) of the SAFETEA-LU Act regarding planning and coordination of human services transportation in meeting the needs of the transportation disadvantaged.

Policy 2.5.1: [M] **(Eff. 12/15/11)**

A needs assessment of the transportation disadvantaged shall be undertaken.

Policy 2.5.2: [M] **(Eff. 12/15/11)**

An assessment of existing public and private transit programs shall be undertaken with an analysis to determine unmet needs.

Policy 2.5.3: [M] **(Eff. 12/15/11)**

A strategy to meet identified unmet needs shall be developed with emphasis being given to meeting the needs of the transportation disadvantaged (i.e., those individuals who because of physical or mental disability, income status, or age are unable to transport themselves or to purchase transportation).

Goal 3: [M] (EFF. 12/15/11)

AVIATION

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

Objective 3.1: [M] (EFF. 12/15/11)

LONG TERM IMPLEMENTATION GUIDELINES

Expand and improve on a phased, incremental basis, the aviation facilities at and the access to Tallahassee Regional Airport to meet the transportation needs of the Capital Region while maintaining consistency with all elements of the comprehensive plan. The Tallahassee Regional Airport Master Plan will be maintained and monitored on an ongoing basis to ensure that implementation of the plan meets the aviation needs of the area.

Policy 3.1.1: [M] (EFF. 12/15/11)

Implement the Tallahassee Regional airport Master Plan for the Year 2005 and implement the recommendations of the Tallahassee Regional Airport Noise Compatibility Plan.

Objective 3.2: [M] (EFF. 12/15/11)

ACCESS TO AIRPORT

Access routes to the Tallahassee Regional Airport will be integrated with the street and highway planning process of the City, County, MPO, and Florida DOT. Alternative modal choices will be studied as part of the mass transportation planning process.

Policy 3.2.1: [M] (EFF. 12/15/11)

An appropriate gateway from the airport to Downtown/Capitol Center/University destinations shall be designated and improved. Such improvements shall consider roadway capacity, adjacent land uses, landscaping, and incorporation of future mass transportation facilities.

Policy 3.2.2: [M] (EFF. 12/15/11)

Conduct a feasibility study to determine the need for, type of, and proposed location of mass transportation services between the airport and priority destinations within the urban area.

Policy 3.2.3: [M] **(EFF. 12/15/11)**

The interface between the roadway network and the airport vehicle circulation system shall be designed, constructed, and signalized (when warranted) to provide efficient on-site and off-site traffic flow.

Policy 3.2.4: [M] **(EFF. 12/15/11)**

The City of Tallahassee will coordinate any aviation facilities plan with U.S. Army Corps of Engineers, the Federal Aviation Administration, the MPO, military service, the FDOT 5 Year Transportation Plan and the Continuing Florida Aviation System Planning Process.

Policy 3.2.5: [M] **(EFF. 12/15/11)**

The Traffic Circulation and Mass Transit sub-elements shall consider future airport access needs.

Objective 3.3: [M] **(EFF. 12/15/11)**

CRITERIA FOR OPERATION AND MODIFICATION TO AIRPORT

Operation of and modification to Tallahassee Regional Airport shall take into account impacts to adjacent land uses, the natural resources, and the community in general.

Policy 3.3.1: [M] **(EFF. 12/15/11)**

Future modifications to airport facilities shall take into account the potential for noise and safety hazards to surrounding land uses.

Policy 3.3.2: [M] **(EFF. 12/15/11)**

Future modifications to airport facilities shall be accomplished so as to be compatible with nearby natural resources.

Policy 3.3.3: [M] **(EFF. 12/15/11)**

Aviation and related facilities development and expansion shall be consistent with the conservation element.

Policy 3.3.4: [M] **(EFF. 12/15/11)**

Aviation and related facilities development and expansion shall mitigate structural and non-structural impact on adjacent natural resources.

Policy 3.3.5: [M] **(EFF. 12/15/11)**

Additional parking shall be provided in ways that minimize impervious surfaces and that maintain the appearance of the airport terminal.

Policy 3.3.6: [M] **(EFF. 12/15/11)**

Aesthetics shall be considered in any future airport facility design.

Objective 3.4: [M] **(EFF. 12/15/11)**

LAND USE IN ADJACENT AREAS

Development near the airport shall occur in ways and at locations compatible with the airport's operation and expansion and with sensitivity to protecting existing residential and natural resources adjacent to the airport.

Policy 3.4.1: [M] **(EFF. 12/15/11)**

Land use decisions in the vicinity of the Tallahassee Regional Airport shall only be permitted if compatible with the current and future operation of the airport facility and the future land use element.

Policy 3.4.2: [M] **(EFF. 12/15/11)**

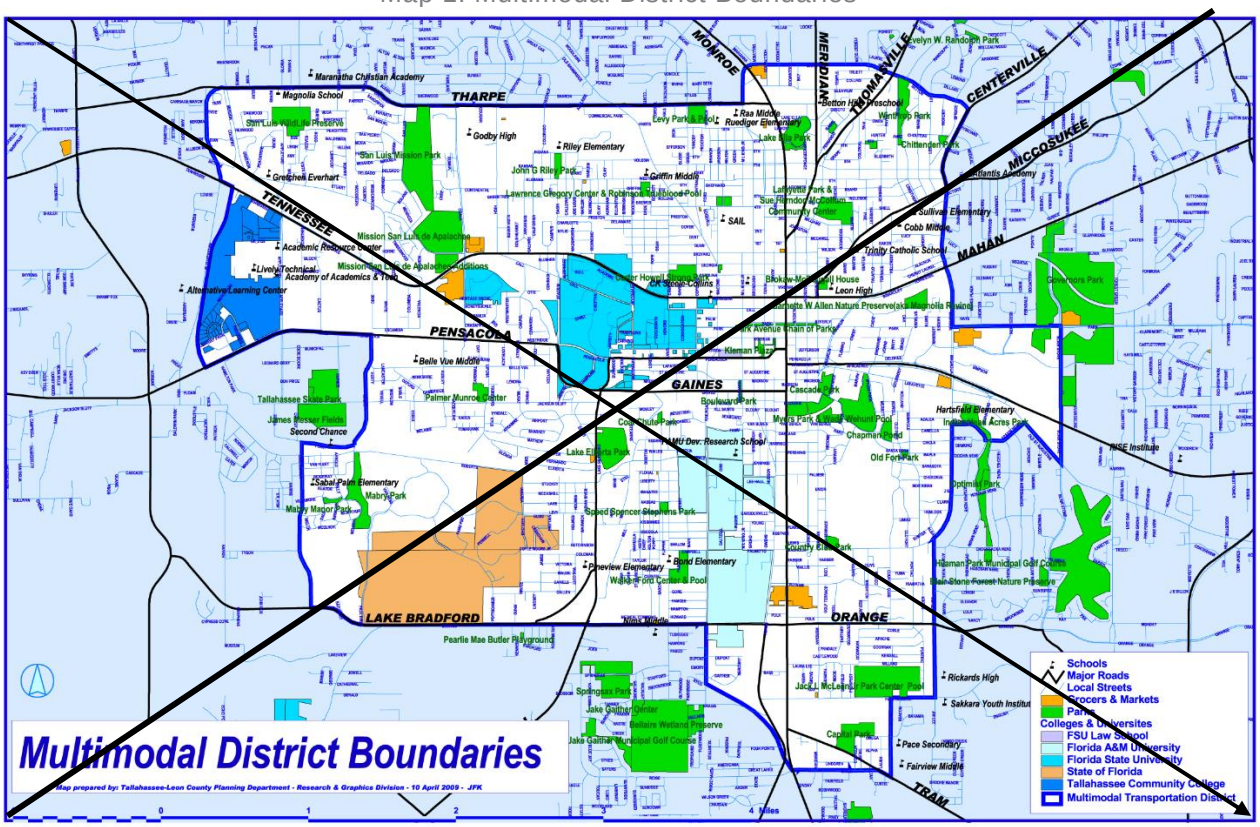
Residential development or other noise-sensitive land uses shall not be permitted within the predicted 65 Ldn noise contours without the use of mitigative noise control measures. Incompatible land uses in airport approach zones shall not be permitted. The high noise contours associated with the airport shall be publicized.

Policy 3.4.3: [M] **(EFF. 12/15/11)**

Additional land uses shall not be permitted in airport zones if, due to structural height, they hinder airport operation or reduce navigable airspace.

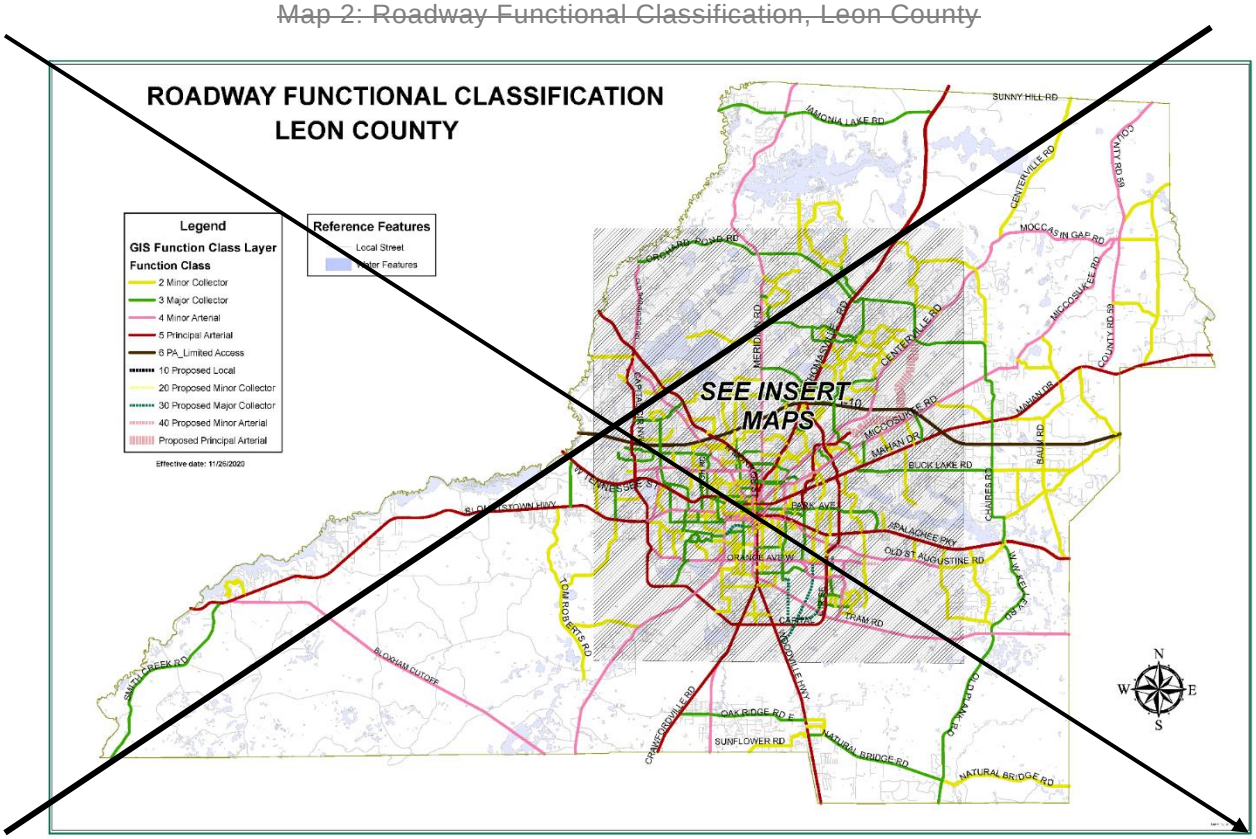
~~II. Mobility~~

~~Map 1: Multimodal District Boundaries~~



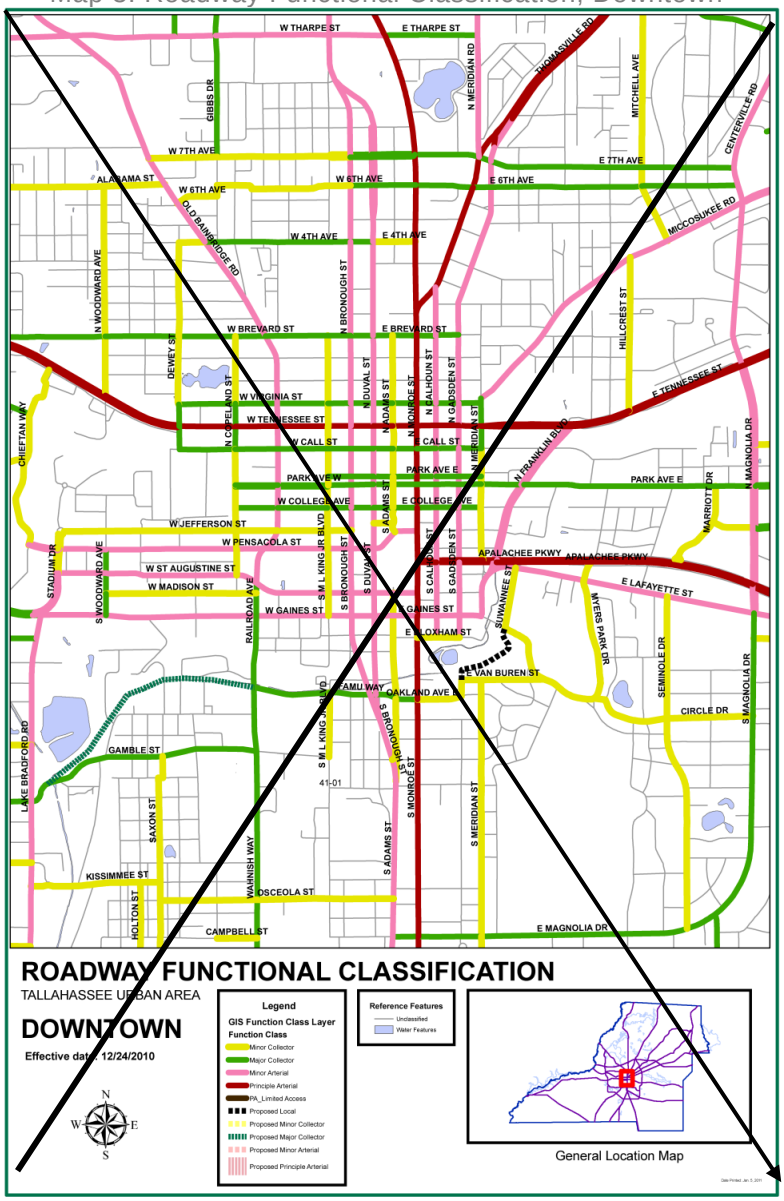
~~II. Mobility~~

~~Map 2: Roadway Functional Classification, Leon County~~



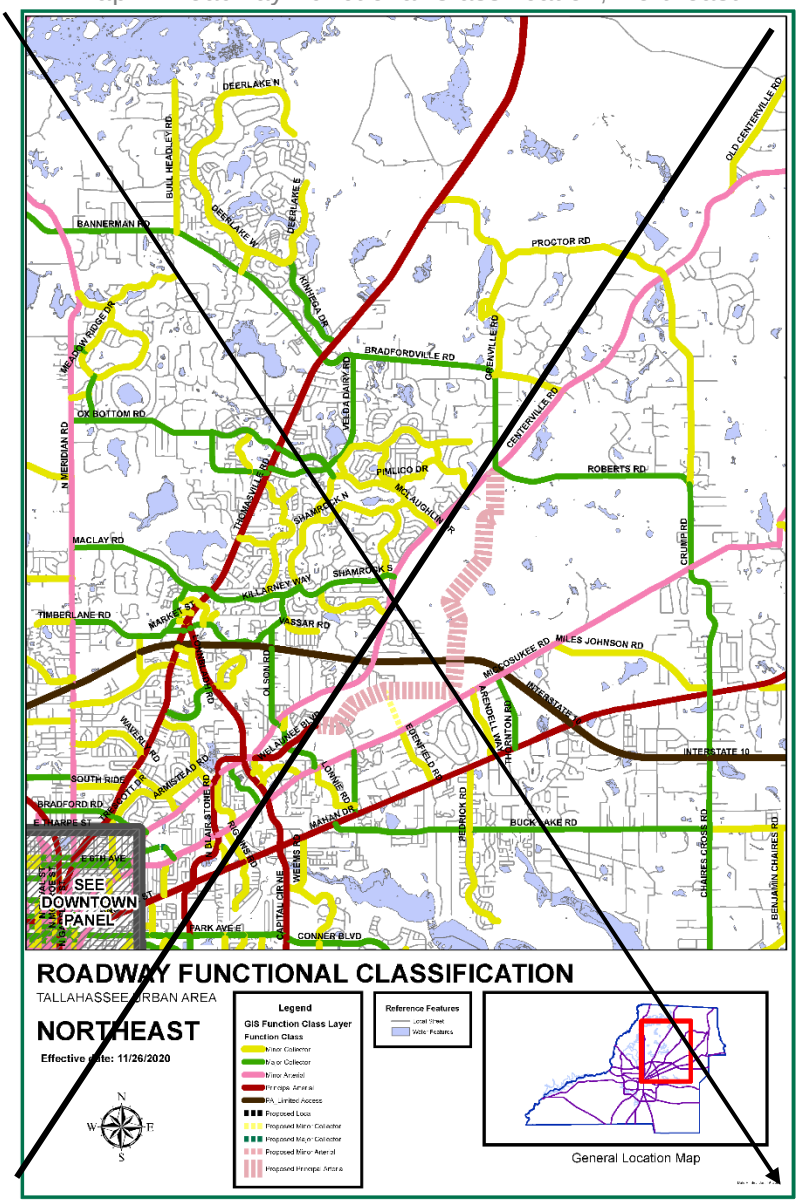
~~II. Mobility~~

~~Map 3: Roadway Functional Classification, Downtown~~



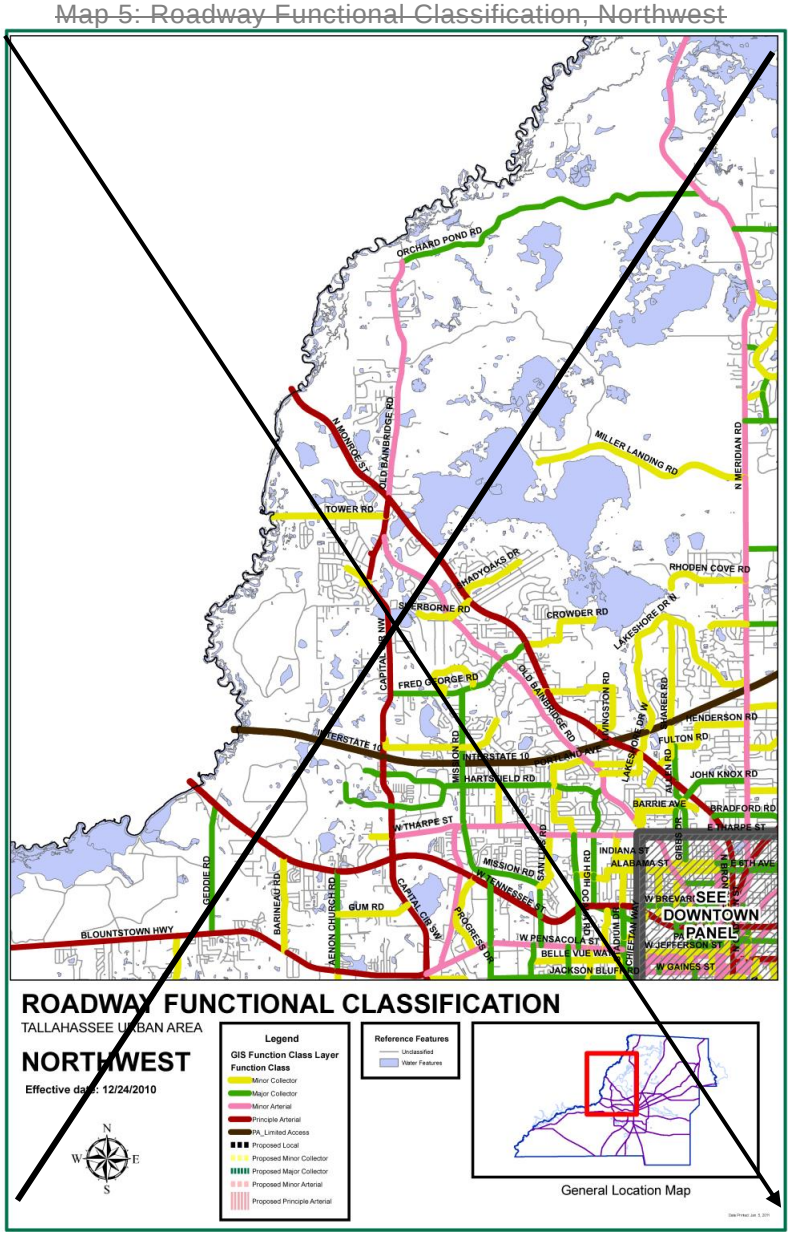
~~II. Mobility~~

~~Map 4: Roadway Functional Classification, Northeast~~



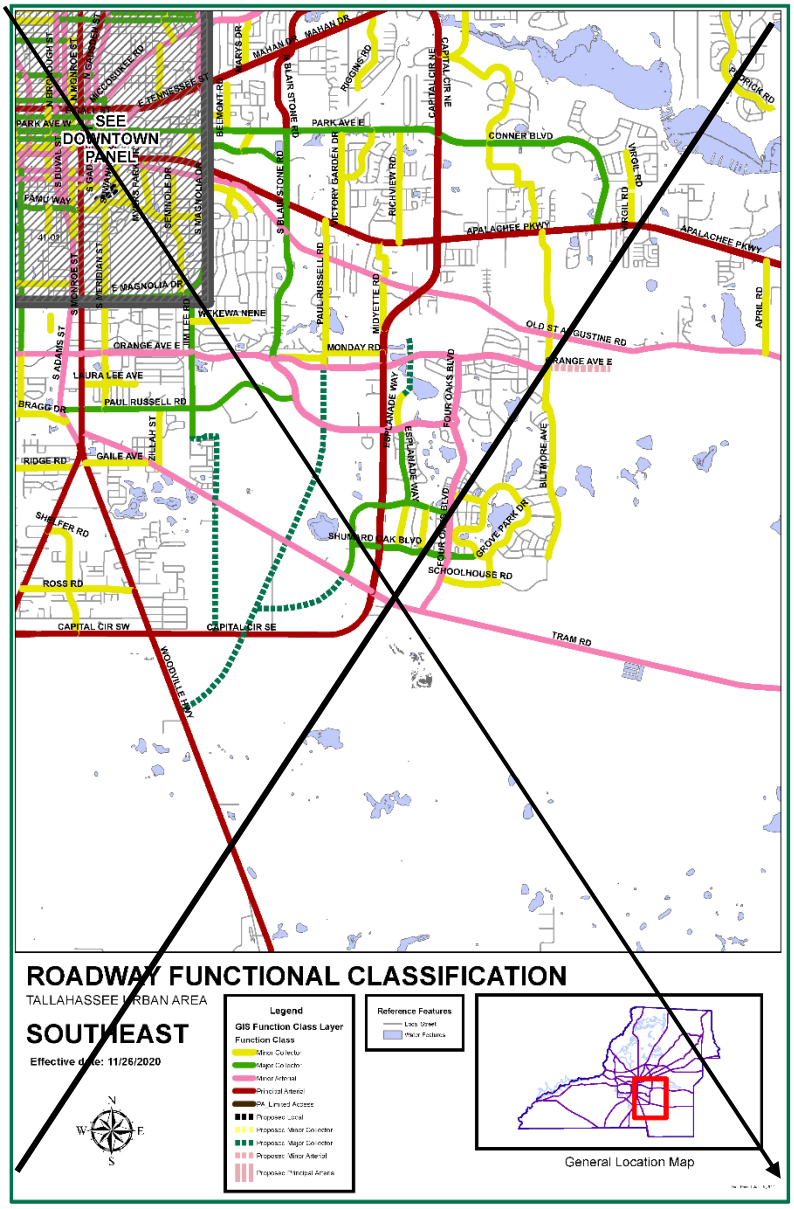
~~II. Mobility~~

~~Map 5: Roadway Functional Classification, Northwest~~



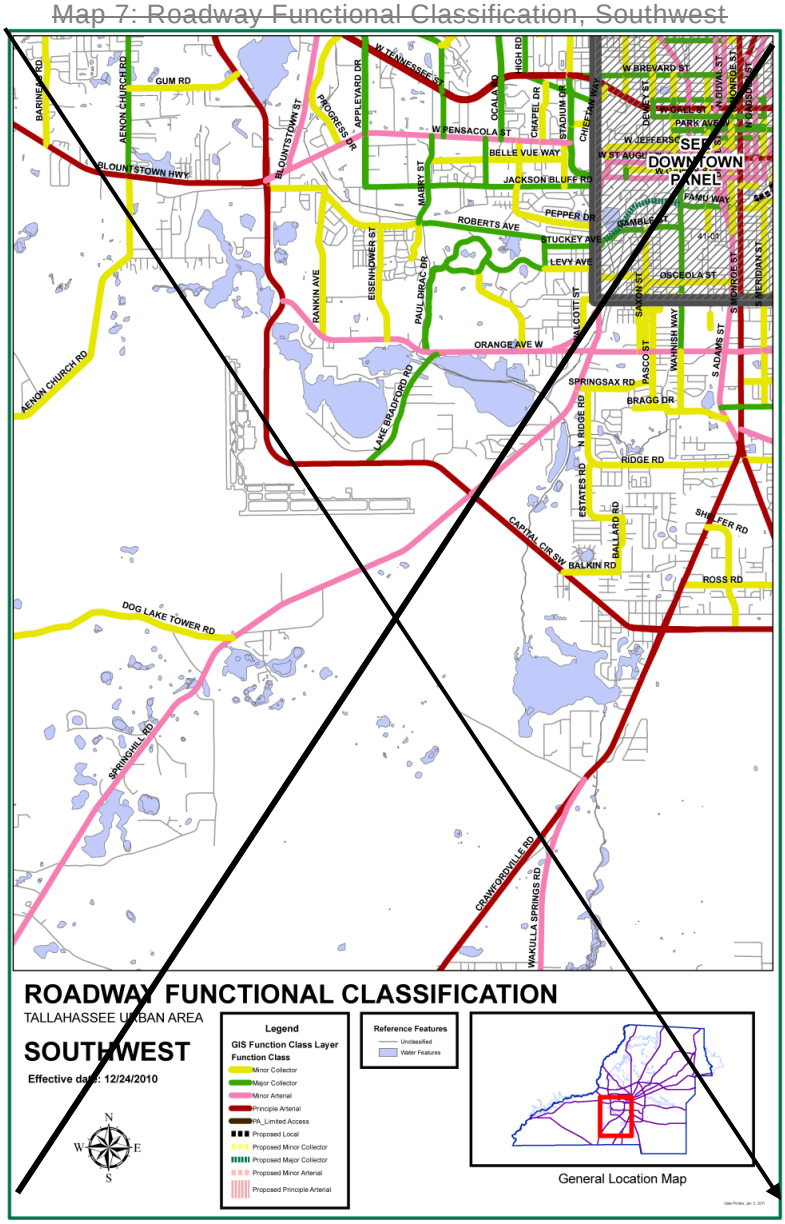
~~II. Mobility~~

~~Map 6: Roadway Functional Classification, Southeast~~



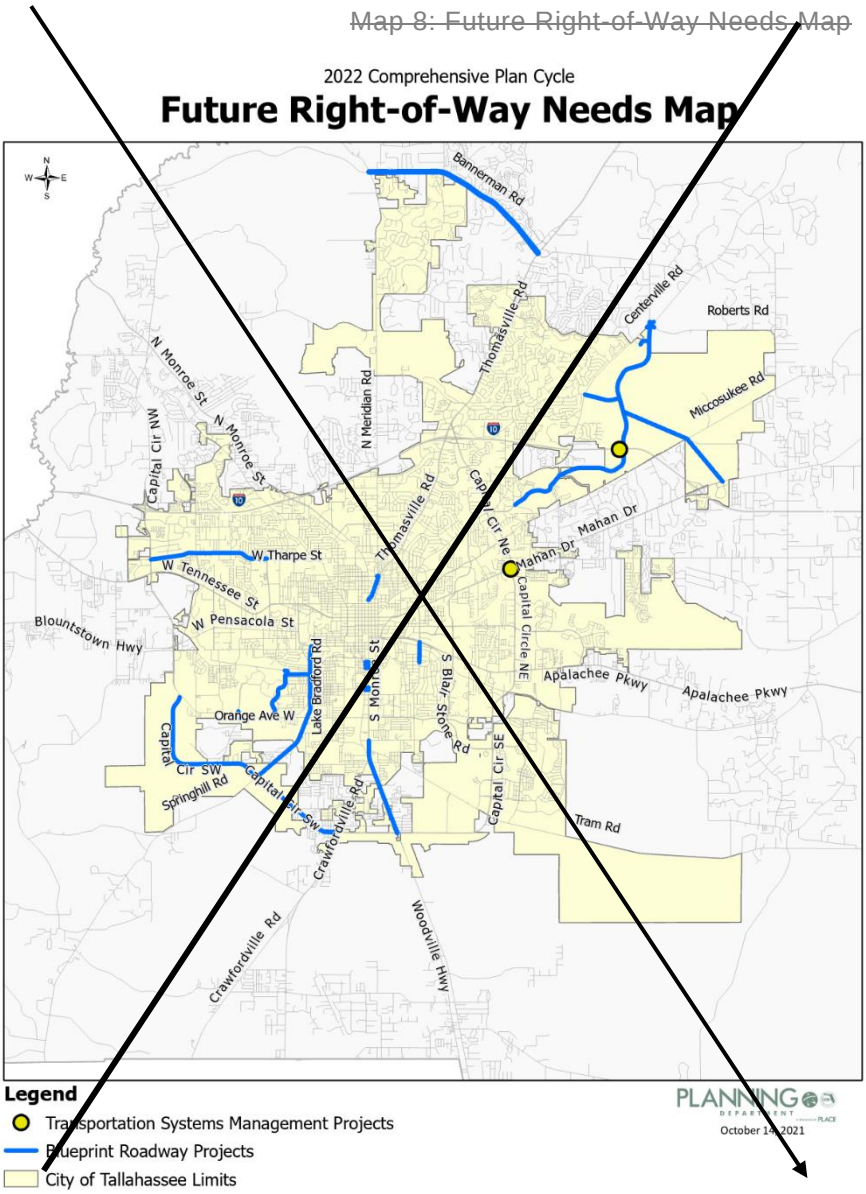
~~II. Mobility~~

~~Map 7: Roadway Functional Classification, Southwest~~



~~II. Mobility~~

~~Map 8: Future Right-of-Way Needs Map~~



GLOSSARY

ACCESS: **(EFF. 6/25/96)** The means of vehicular entry to or exit from property to or from a public or private road.

ACLF: **(EFF. 7/16/90)** Means adult congregate living facility as defined in Section 400.402 of the Florida Statutes.

ACQUISITION: **(EFF. 7/16/90)** Includes purchase, land exchange, donation, easement, assisting private owners in obtaining tax advantages, etc. "Purchase" shall include all acquisition costs, such as surveying and title insurance.

ACTIVE RECREATION FACILITY: **(EFF. 7/16/90)** Means those recreation lands and improvements that are facility oriented, i.e. swimming pools, ball fields, tennis courts.

ADJOINING LAND USES: **(EFF. 8/17/92)** Land uses on parcels which are touching or contiguous to each other, as distinguished from lying near to or adjacent. For purposes of this Plan, land uses on parcels that are separated from each other by a local or a minor collector street or roadway shall also be considered adjoining; land uses on parcels that are separated by a major collector or an arterial street or roadway or by a railroad right of way shall not be considered adjoining.

ADVANCED AIR MOBILITY: Vehicles and infrastructure associated with vertical take-off and landing (VTOL), air taxis, electric and hybrid short-to-medium distance aircraft. These vehicles may be piloted or autonomous and carry either passengers or cargo.

ADVANCED WASTEWATER TREATMENT: **(EFF. 4/10/09)** Treatment of sewage that goes beyond the secondary or biological wastewater treatment stage and includes the removal of nutrients such as phosphorus and nitrogen and a high percentage of suspended solids and biochemical oxygen demand.

AFFORDABLE HOUSING: **(REV. EFF. 7/20/05; REV. EFF. 12/24/10)** Housing that costs no more than 33% of the annual income of a household earning 80% or less of area median income (AMI) for homeownership and 60% AMI or less for rental housing, adjusted for the number of people in the household, as defined by the U.S. Department of Housing and Urban Development (HUD) annually.

AGRICULTURE: **(EFF. 7/6/15)** The production, keeping or maintenance, for sale, lease or personal use, of plants and/or animals useful to humans, including, but not limited to, the growing of crops, dairying, grazing, the raising and maintenance of poultry and other livestock, horticulture, nursery, forestry, and sod farms. Commercial feed lots, the raising of furbearing animals, riding academies, livery or boarding stables or dog kennels are not considered to be normal agricultural uses.

AGRITOURISM: **(EFF. 7/6/15)** Any agricultural related activity consistent with a bona fide farm or ranch or in a working forest which allows members of the general public to view or enjoy activities related to farming, ranching, historical, cultural or harvest-your-own attractions for recreational, entertainment or educational purposes.

ALTERED FLOODPLAINS: **(EFF. 7/16/90)** Areas within the 100 year floodplain that have been either ditched, drained, filled or have had structures built on them, any of which have diminished the flood storage capacity of the floodplain.

ALTERED WETLANDS: **(EFF. 8/17/92)** Wetlands that have been degraded to the extent their ecological function has been detrimentally impaired and the likelihood that they cannot be re-established except through a distinct program of man-made mitigation. Wetlands that can have beneficial function restored through natural processes will not be considered altered.

ARCHAEOLOGICAL SITE: **(EFF. 7/16/90)** A location that has yielded or may yield information on history or prehistory.

AREA PARK: **(EFF. 7/16/90)** Means those park facilities that serve the population of the urban service area, including but not limited to community parks and sports complexes.

BASIC LIVING SHELTER: **(EFF. 7/16/90)** Means a dwelling unit which, at a minimum, is structurally sound, includes indoor plumbing, has a functional heating source, and provides protection to its inhabitants from the elements.

BEST MANAGEMENT PRACTICES: **(EFF. 7/16/90)** Those practices and principles designed to reduce and manage non-point source pollution and in some cases, protect wildlife and habitat. These principles and practices are generally outlined in the latest updated version of various BMP manuals including “Silviculture Best Management Practices,” “Best Management Practices,” “A Landowners Handbook for Controlling Erosion for Forestry Operations,” “Management Guidelines for Forested Wetlands,” “DER: Florida Development Manual, A Guide to Sound Land and Water Management,” and other publications on best management practices that are accepted by the industries and regulatory bodies. The local government reserves the right to add to or alter BMPs in specific instances as part of development agreements or development orders.

BUFFER: **(EFF. 6/25/96)** Open spaces, planted areas, fences, walls, berms, any combination thereof, or any other structure or design mechanism that is used to physically separate or screen one land use from another so as to visually shield and/or mitigate potential negative impacts.

BUSINESS ACCELERATOR: **(EFF. 5/31/18)** An organization that offers a range of support services and funding opportunities for startup businesses, including capital and investment, mentorship, office space and supply chain resources.

BUSINESS INCUBATOR: **(EFF. 5/31/18)** Organizations that help new and startup companies develop by providing services such as management training or office space, and are often a good path to capital from investors.

CANOPY ROAD: **(EFF. 7/16/90)** Road designated by local government as having significant aesthetic, cultural and historical value.

CAPITAL FACILITIES: **(EFF. 7/16/90)** Means transportation systems or facilities, including roads, mass transit, bikeway, sidewalk and aviation facilities; sewer systems or facilities; solid waste systems or facilities; drainage and stormwater management systems or facilities; potable water systems or facilities; education systems or facilities; parks and recreation systems or facilities; and health systems or facilities.

CAPITAL INFRASTRUCTURE: **(REV. EFF. 8/17/92)** Consists of sewer and water, roads, mass transit, solid waste, drainage, and parks.

CAPITOL CENTER PLANNING COMMISSION: **(EFF. 8/17/92)** As defined by §272.12, Florida Statutes.

CDBG: **(EFF. 7/16/90)** Means the Community Development Block Grant, as authorized under Title I of the Housing and Community Development Act of 1974.

CLOSED BASIN: **(EFF. 7/16/90)** A naturally depressed portion of the earth's surface for which there is no natural outlet for runoff other than percolation, evaporation, or transpiration.

CLUSTERING: **(EFF. 12/7/99)** The grouping together of structures and infrastructure on a portion of a development site with the balance remaining undeveloped or reserved as green space, which may or may not be used for development at a later date.

COMMERCIAL: **(REV. EFF. 6/25/96)** Generally, an activity or business involving the sale of goods and/or services carried out for profit.

> **MINOR**: **(EFF. 7/16/90)** Provide for the sale of convenience goods and services to the immediate residential area. Gross floor area—less than 20,000 square feet except at a local street intersection where maximum allowable is 10,000 square feet.
>
> **NEIGHBORHOOD**: **(REV. EFF. 9/19/91)** Provide for the sale of convenience goods and personal services such as food, drugs, sundries and hardware items to one or more neighborhoods. Gross floor area—20,000 to 100,000 square feet. Except at intersection of collectors where maximum allowable is 50,000 square feet.

COMMUNITY: **(EFF. 7/16/90)** Same functions of neighborhood commercial but on a larger scale. Provide for sale of retail goods such as clothing, variety items, appliances and furniture, hardware and home improvement items. Gross floor area—100,000 to 200,000 square feet.

REGIONAL: **(EFF. 7/16/90)** Same functions of community center, provide full range and variety of shopping goods for comparative shopping such as general merchandise apparel, furniture and home furnishings. Gross floor area - 200,000 to 1,000,000 square feet.

HIGHWAY: **(EFF. 7/16/90)** Provide for consumer oriented retail services designed for drive-in convenience. Gross floor area - 1,000 to 10,000 square feet.

COMMERCIALIZATION CENTERS: **(EFF. 5/31/18)** Facilities designed to further develop technologies through research partnerships, assistance with patents, and support for delivering products to the market through licensing and the creation of companies.

COMMUNITY FACILITIES: **(REV. EFF. 8/17/92)** Facility or service which may be public or privately owned, established, and intended to provide significant public benefit.

COMMUNITY SERVICES: **(EFF. 7/16/90; REV. EFF. 8/27/17)** A facility owned or operated by a public or private entity or agency that provides a service or significant public benefit directly to the general public, such as libraries, religious facilities, police/fire stations, hospitals, museums, and schools.

LIGHT INFRASTRUCTURE: **(EFF. 7/16/90; REV. EFF. 1/19/20)** Water wells, water tanks, sewage pump stations, electric substations, and solar power stations and systems.

HEAVY INFRASTRUCTURE: **(EFF. 7/16/90; REV. EFF. 12/24/10; REV. EFF. 1/19/20)** Government operational facilities, which have significant off-site impacts. Also included are such facilities operated by semi-public or private utility providers. These facilities shall include but are not limited to:

Waste-to-energy facilities
Materials recovery facilities
Sanitary sewer facilities
Sanitary sewer percolation ponds
Sewage treatment plants
Airports
Power generating stations (non-solar powered)
Landfills
Sludge disposal facilities
Incinerators
Correctional facilities
Water treatment plants
Outdoor storage facilities
Vehicle maintenance facilities
Solid waste transfer station
Correctional facilities

POST-SECONDARY: **(EFF. 7/16/90)** Public or private - Universities, colleges, vocational/technical schools.

COMMUNITY PARK: **(EFF. 7/16/90)** Means those parks that serve several neighborhoods with total populations of up to 25,000 and have a service area of up to a three mile radius. "Ride-to" facilities that are also accessible to bicyclists and pedestrians shall be included.

COMPATIBILITY: **(EFF. 5/31/18)** A condition in which land uses or conditions can coexist in relative proximity to each other in a stable fashion over time such that no use or condition is unduly negatively impacted directly or indirectly by another use or condition.

CONSERVATION: **(EFF. 7/16/90)** Allowing only carefully planned development activities to occur on a site; development activities must be compatible with the perpetuation of the ecological resources on the site.

CONSERVATION SUBDIVISION: **(EFF. 7/1/04)** A residential or mixed-use development that has been developed utilizing a design approach in which a significant fraction of the parent tract(s) is reserved as permanently protected open space and the remaining fraction of the land is developed. Under this design approach, development is clustered or concentrated on the least environmentally or otherwise significant portions of the development site.

CONTEXT SENSITIVE DESIGN: Land use and streetscape design that prioritizes physical and social context, while also preserving scenic, aesthetic, historic, and environmental resources, to provide mobility and safety for all users in a way that is reflective of the specific area in which the development and/or roadway is constructed.

COUNTYWIDE PARK: **(EFF. 7/16/90)** Means those park facilities that serve the entire county population, including but not limited to regional parks, boat landings and parks, golf courses, state parks, including university recreation areas, and national forest lands.

COWORKING SPACES: **(EFF. 5/31/18)** Shared workplaces or offices that facilitate the social gathering of a group of people who are still working independently. Unlike in a typical office, those utilizing coworking spaces are usually not employed by the same organization. Coworking spaces are often attractive to work-at-home professionals, independent contractors, or people who travel frequently.

DENSITY: **(EFF. 12/7/99)** *see* Gross Density

DENSITY NEUTRAL: **(EFF. 7/1/04)** As applied to Conservation Subdivisions, means that the allowable density achieved through the utilization of the conservation subdivision design approach shall not exceed the maximum density established for the Future Land Use Map category and base zoning district applicable to the subject property or properties.

DEVELOPMENT: **(EFF. 7/16/90)** Any proposed change in the use or character of the land, including but not limited to, land clearing or the placement of any structure or site improvement on the land except for silviculture activities employing best management practices.

DILAPIDATED: **(EFF. 7/16/90)** Means a structure which does not provide safe and adequate shelter in its present condition and endangers the health, safety and well-being of the occupants. A structure in the dilapidated classification cannot be economically repaired. A house is dilapidated when it has one or both of the following conditions:

1) Inadequate original construction such that it does not provide adequate protection against the elements;
2) Defects which would cost over 50% of the total value of the shelter to repair.

DRAINAGE BASIN: **(EFF. 12/7/99)** The area defined by topographic boundaries which contributes stormwater to a watershed or drainage system, including all areas artificially added to the basin.

ECOTOURISM: **(EFF. 7/6/15)** Tourism that focuses on the appreciation of natural areas, wildlife, or cultural and historical resources and strives to minimize ecological impact or damage. This nature-based tourism involves education and interpretation of the natural environment and is managed to be ecologically sustainable. Activities may include cycling, camping, fishing, hunting, paddling, hiking, birding, visiting scenic byways, agritourism, and wildlife viewing.

ENDANGERED SPECIES: **(EFF. 7/16/90)** Are defined based on the same criteria and analogous to the state and federal list: Any species of fish and wildlife or plant naturally occurring in Florida, whose prospects of survival are in jeopardy due to modification or loss of habitat; over utilization for commercial, sporting, scientific or educational purposes; disease; predation; inadequacy of regulatory mechanisms; or other natural or man-made factors affecting his continued existence.

~~**ENTERPRISE ZONE**: **(EFF. 7/16/90)** Means an area in the state designated pursuant to Section 290 of the Florida Statutes and approved by the Secretary of the Department of Community Affairs.~~

ENVIRONMENTALLY SIGNIFICANT LANDS: **(EFF. 7/16/90)** Areas that provide breeding, wintering or foraging habitat, for federal, state, and locally listed plant and animal species; flood plains, wetlands, native forests and vegetated areas.

~~**FEDERAL UNIFORM RELOCATION ACT**: **(EFF. 7/16/90)** Means the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as passed and subsequently amended by the Congress of the United States.~~

FLOOD OR **FLOODING**: **(EFF. 1/23/09)** A temporary condition of partial or complete inundation of normally dry land or wetlands from the overflow of water bodies or watercourses in response to stormwater runoff, or from excessive overland flow of stormwater, or the accumulation of stormwater runoff in a closed basin.

FLOODPLAIN: **(EFF. 1/23/09)** An area of land susceptible to being flooded by stormwater. Floodplains are normally designated in terms of their probability of flooding with a specified period, such as one, ten, 25, 50, and 100 years.

FLOODWAY: **(EFF. 7/16/90; REV. EFF. 1/23/09)** That part of the floodplain associated with the channel of a river, steam, or other watercourse, or waterbodies and the adjacent land areas that must be reserved in order to discharge the base flood without cumulatively increasing the water surface elevation of the floodway.

FLOOR AREA RATIO: **(EFF. 6/25/96)** A measure of development intensity expressed as a ratio of the gross floor area of all buildings on a site divided by the total area of the site.

FLORIDA CAPITOL CENTER PLANNING DISTRICT: **(EFF. 8/17/92)** As defined by §272.12, Florida Statutes.

FLORIDA MASTER SITE FILE: **(EFF. 7/16/90)** A clearinghouse for information on archaeological sites, buildings and historic resource surveys. Inclusion in the Florida Master Site File does not necessarily mean that the resource possesses historic, architectural, archaeological or cultural significance, or is worthy of preservation.

FREEWAYS: **(EFF. 7/1/04)** Roadways that provide the highest level of mobility and are intended to carry the greatest amount of traffic at the highest speeds. Accordingly, freeway mainlanes provide no direct access to property and access to the freeway is provided only at interchanges and ramps.

FUNCTIONAL AREA OF AN INTERSECTION: **(EFF. 7/1/04)** The area beyond the physical intersection that comprises decision and maneuver distance, plus any required vehicle storage length, and is protected through corner clearance standards and connection spacing standards.

GREEN SPACE: **(EFF. 7/16/90)** Means that part of a lot open and unobstructed from its lowest level upward which is accessible to all residents on the lot, except as may be required for safety, and which is not used for off-street parking, streets, drives, refuse storage or other utility or building purposes.

GREEN INFRASTRUCTURE: Infrastructure that uses plants, soils, and other media to capture and treat stormwater. It relies on the natural processes of filtration, infiltration, and evapotranspiration to manage stormwater

GROSS DENSITY: **(EFF. 7/16/90)** Means the number of dwelling units per gross acre, an area of land containing forty three thousand, five hundred sixty (43,560) square feet including rights-of-way, common areas and the like. All residential densities referred to in the plan shall be gross densities unless otherwise noted.

GROUNDWATER RESOURCE PROTECTION: **(EFF. 7/16/90)** Areas determined to have high recharge to the aquifer and/or area where the potential for groundwater contamination is high.

GROUP HOME: **(EFF. 7/16/90)** Means a facility which provides a living environment for unrelated residents who operate as the functional equivalent of a family, including such supervision and care as may be necessary to meet the physical, emotional and social needs of the residents. Adult congregate living facilities comparable in size to group homes are included in this definition. It shall not include rooming or boarding homes, clubs, fraternities, sororities, monasteries or convents, hotel, residential treatment facilities, nursing homes, or emergency shelters.

HAZARD: **(EFF. 4/10/09)** Means a condition that exposes human life or property to harm from a man-made technological, or natural disaster.

HAZARD MITIGATION: **(EFF. 4/10/09)** Means any action taken to reduce or eliminate the exposure of human life or property to harm from a man-made or natural disaster.

HAZARDOUS WASTE: **(EFF. 7/16/90)** Means solid waste, or a combination of solid wastes, which because of its quantity, concentration, or physical, chemical, or infectious characteristics, may cause, or significantly contribute to, an increase in mortality or an increase in serious irreversible or incapacitating reversible illness, or may pose a substantial present or potential hazard to human health or the environment when improperly transported, disposed of, stored, treated, or otherwise managed.

HEAVY INDUSTRIAL: **(EFF. 7/16/90; REV. EFF. 5/31/18)** Heavy industrial uses have or may have substantial offsite impacts, such as noise, vibrations, smoke, dust and particulate matter, and noxious or odorous gases. Heavy industrial uses typically depend on access to Strategic Intermodal System (SIS) facilities, rail facilities, or airport facilities.

HIGH QUALITY SUCCESSIONAL FOREST: **(REV. EFF. 12/10/91; REV. EFF. 7/19/13)** High quality successional forest shall mean a medium quality natural plant community that is a forest type described in the Florida Natural Areas Inventory publication "Guide to the Natural Communities of Florida." These forests typically show signs of past disturbances, but still retain a good distribution of high quality indicator species. A medium quality natural community generally possesses the following characteristics:

1) The floristic composition contains many of the more common species typical of the natural community type, although most rare species are absent;
2) The community may contain invasive exotic plants that could be controlled through management;
3) The community has likely had some past disturbance, but not to the extent that the potential for recovery or restoration to a high quality natural community is significantly impaired (unauthorized activities in high quality successional forest areas resulting in a violation of the ordinances will not be excluded from protection as such).

HISTORIC RESOURCE: **(EFF. 7/16/90)** Means all areas, districts, or sites containing properties listed on the Florida Master Site File, the National Register of Historical Places, or designated by a local government as historically, architecturally or archaeologically significant.

HYDRAULIC FRACTURING: **(EFF. 5/31/18)** The process by which fractures are created by pumping fluids at high pressure into target rock formations to stimulate the flow of natural gas or oil, increasing the volumes that can be recovered.

INNOVATION DISTRICTS: **(EFF. 5/31/18)** Geographic areas that are physically compact, walkable, and transit-accessible where educational institutions, university-affiliated research and development facilities, and/or technology-focused companies cluster and connect with startup companies, business incubators, and business accelerators. Innovation Districts are mixed-use areas that provide housing, office, and retail in addition to the educational and business uses.

INTEGRATED ACCESS: **(EFF. 12/10/91)** The permitting of ingress and egress to a parcel of land in a manner which will minimize disruptions of the traffic flow due to turning movements on the local, collector, or arterial street on which the parcel fronts. Integrated access may include the requirement of shared access or the use of frontage or rear access roads.

INTENSITY: **(EFF. 12/7/99)** A measurement of the extent of land development, including the consumption or use of the space above, on, or below ground; examples of intensity measurement may include: the measurement of the use of or demand on facilities or services, allowed square footage or a floor area ratio of non-residential development, or the number of dwelling units per acre of residential development.

INTERMODAL: The term intermodal generally describes facilities that are used to move freight and cargo, as well as their transfer stations. Such facilities may include ports, railroad freight yards, freight/commercial airports, and the highways and railways that connect these facilities.

INTERSECTION: **(EFF. 6/25/96)** The point where the centerlines of two or more roads meet or cross and where allowance is made for the interchange of vehicular traffic.

LAND DEVELOPMENT REGULATIONS: **(EFF. 7/16/90)** Ordinances enacted by governing bodies for the regulation of any aspect of development, and including any local government zoning, rezoning, subdivision, building construction, or sign regulations, or any other regulations controlling the development of the land.

LDN: **(EFF. 7/16/90)** Means that measure of noise known as the Average Day-Night Sound Level rating which is the yearly energy average of the A-weighted sound level (to approximately the frequency response of the ear) integrated over a 24-hour period.

LEVEL OF SERVICE: **(EFF. 7/16/90)** Means an indicator of the extent or degree of service provided by, or proposed to be provided by a facility based on or related to the operational characteristics of the facility. Level of service shall indicate the capacity per unit of demand for each facility.

LEVELS OF SERVICE: (EFF. 7/16/90)

A Represents free flow. Individual users are virtually unaffected by the presence of others in the traffic stream.

B Is in the range of stable flow, but the presence of other users in the traffic stream begins to be noticeable.

C Is in the range of stable flow, but marks the beginning of the range of flow in which the operation of individual users becomes significantly affected by interactions with others in the traffic stream.

D Represents high density, but stable flow. Speed and freedom to maneuver are severely restricted.

E Represents operating conditions at or near the capacity level. All speeds are reduced. Freedom to maneuver within the traffic stream is extremely difficult.

LIGHT INDUSTRIAL: **(EFF. 7/16/90, REV. EFF. 5/31/18)** Light Industrial uses typically constrain potentially offensive impacts onsite, either through complete enclosure or a combination of enclosure and screening. Light Industrial uses shall include the finishing of products composed of previously manufactured component parts (such as the assembly of apparel or food processing excluding slaughter); and any manufacturing, storage, or distribution of products unlikely to cause any of the following impacts to be detected off-site: odor, noise, fumes or dispersion of waste, or radiation. Ancillary commercial uses designed to serve adjacent workers may be permitted. Light Industrial uses are not dependent upon direct access to rail facilities for off-loading and on-loading. Mixed Use Industrial sites allow light industrial uses supported by training facilities, offices, restaurants, small scale commercial storefronts, factory tours, retail, ancillary residential and/or open space uses.

LISTED SPECIES: **(EFF. 7/16/90)** Any plant or animal listed by the county, state or federal governments as an endangered or threatened species, or a species of special concern.

LIVE-WORK UNITS: **(EFF. 7/20/05)** Residential structures with their own lots, designed to accommodate and that include both living facilities and commercial/office components within the structure or on the same lot. The non-residential uses allowed in live-work units are “destination” businesses that do not rely on passerby and drive-by traffic, but more typically have visitation by appointment.

LOCALLY DESIGNATED HISTORIC RESOURCE: **(EFF. 7/16/90)** A resource that has been designated as historic under the Tallahassee-Leon County Zoning Code and that undergoes design review by the Tallahassee-Leon County Architectural Review Board.

LOCAL PARK: **(EFF. 7/16/90)** Means those park facilities that serve the population of the corporate city limits, including but not limited to neighborhood parks and passive recreation facilities.

LOCAL STREETS: **(REV. EFF. 7/1/04)** Local streets collect traffic from adjacent land uses and other minor streets (cul-de-sacs, loops, alleys, lanes) and channel it to the collector/arterial system. Local streets are intended to carry the lowest traffic volumes at the lowest speeds, discourage through traffic (usually do not carry traffic between two streets of a higher classification), and to provide access to abutting land.

LOW IMPACT DEVELOPMENT: **(EFF. 4/10/09)** A land planning and engineering design approach that focuses on minimizing adverse impacts of development on water quality. This approach is implemented by replicating the pre-development hydrologic regime of the development site through infiltrating, filtering, storing, evaporating, and detaining stormwater runoff close to its source.

MAJOR COLLECTOR: **(REV. EFF. 7/1/04)** Major collector roadways channel traffic between arterials, from other collector streets to the arterial system, and from a major activity center to the arterial street system. Major collectors may carry relatively high traffic volumes.

MAJOR DETERIORATION: **(EFF. 7/16/90)** Means a dwelling unit which has major defects requiring extensive repairs. The unit will not necessarily provide safe and decent shelter unless the repairs are made. These housing units usually have critical defects of a substantial nature, such as:

1) Holes, open cracks, rotted or missing materials over a large part of the foundation, walls, roof or chimney;
2) Substantial sagging of floors, walls or roof,
3) Extensive damage by storm, fire or flood.

MAKERSPACES: **(EFF. 5/31/18)** Collaborative work spaces with tools available for the purposes of enabling people to design, prototype and create manufactured works that typically would not be possible to create with the resources available to individuals working alone. Makerspaces are intended to provide access to equipment, community, and education. Makerspaces often have a variety of equipment, such as 3D printers, laser cutters, CNC (Computer Numerical Control) machines, soldering irons, or sewing machines.

MASS TRANSIT: **(EFF. 7/16/90)** Means passenger transportation service, usually local in scope, that is available to any person who pays a prescribed fare. It operates on established schedules along designated routes or lines with specific stops and is designed to move relatively large number of people at one time.

MICROMOBILITY: The term micromobility is used to describe emerging transportation alternatives such as e-scooters, e-bikes, and electric skateboards. It is frequently used in describing bikeshare and e-scooter share schemes.

MINING: **(EFF. 5/31/18)** Mining uses have the potential for substantial offsite impacts and alterations to the land structure on and around the mining site. Mining uses shall include the mining and quarrying of sand, gravel, clay, limestone, ceramic, and refractory minerals. Mining uses do not include hydraulic fracturing. Mining uses typically depend on a transportation system that can support large and heavy trucks.

MINOR ARTERIAL: **(REV. EFF. 7/1/04)** Minor arterial roadways interconnect with and augment the principal arterial system. They are similar in function to principal arterials, but accommodate trips of more moderate length and distribute travel to geographic areas smaller than that of the principal arterial system. Therefore, they provide a somewhat higher degree of property access than principal arterials.

MINOR COLLECTOR: **(REV. EFF. 7/1/04)** Minor collector roadways channel traffic from minor streets to the major collector/arterial system, between other collectors, and from activity centers to a street of higher classification. Minor collectors provide access to adjoining properties and generally have lower volumes, shorter trip lengths, and fewer through trips than major collectors.

MISSING MIDDLE HOUSING: This type of housing is represented as house-scale buildings with multiple units, such as duplexes, fourplexes, cottage courts, and cluster housing types, that fit seamlessly into existing residential neighborhoods, offering more housing options and supporting walkability. These types are frequently "missing" from the typical Florida housing market.

MITIGATION: **(EFF. 7/16/90)** To lessen or eliminate the impact of development on a significant historic resource. Mitigation can include the modification of project plans to ensure preservation of the significant resource, landscape buffering, adaptive use of a historic building, archaeological salvage, or historic or photographic documentation or the resource.

MSTU/MSBU: **(EFF. 7/16/90)** Means municipal service taxing units or municipal service benefit units, as authorized and defined in Florida Statutes, Chapter 125.01 (1)(q).

MULTIMODAL: The term multimodal describes supporting the presence of a variety of transportation options including but not limited to walking, biking, rolling (wheelchair et al.), micromobility (e-scooters et al.), freight, trolly, bus, train, etc. The term is generally used to emphasize alternatives to vehicular modes of transportation.

NATIONAL REGISTER OF HISTORIC PLACES: **(EFF. 7/16/90)** A federal listing of culturally significant buildings, structures, objects, sites and districts in the United States. This program was established by Congress in 1935 and is maintained by the United States Department of the Interior.

NATIVE FOREST: **(EFF. 7/16/90; REV. EFF. 7/19/13)** Native forest shall mean a high quality natural plant community that is a forest type described in the Florida Natural Areas Inventory publication "Guide to the Natural Communities of Florida." A high quality natural community generally possesses the following characteristics:

1) The plant species composition is dominated by high quality indicator species which are typical of their natural community type;
2) The community may contain invasive exotic plants that could be controlled through management;
3) Evidence of historical disturbance may be present, but the disturbance has not destroyed or prevented the re-establishment of a high quality natural community type.

NATURAL ACCESS CONTROL: **(EFF. 12/10/02)** A design concept directed primarily at decreasing opportunities for criminal activities by denying access to crime targets and creating a perception of risk for potential offenders. Natural access control is developed by designing streets, parking areas, sidewalks, building entrances, and neighborhood gateways, which clearly indicate public routes and discourage access to private areas with structural elements.

NATURAL SURVEILLANCE: **(EFF. 12/10/02)** A design concept directed primarily at identifying potential undesired r criminal activities. Natural surveillance is promoted by features that provide day and night visibility from windows, doors, and porches that oversee parking areas, pedestrian areas, play areas, building entrances, and similar areas.

NATURAL VEGETATION: **(EFF. 7/16/90)** The trees and plants occurring on a site prior to development, alteration or clearing of that site.

NEIGHBORHOOD PARK: **(EFF. 7/16/90)** Means those parks that serve as the focus for neighborhood units with a population of up to 5,000 and have a service area of approximately one-half mile and are accessible primarily to pedestrian and bicyclists.

NET ACRE: **(EFF. 7/16/90)** The amount of usable land area, exclusive of impervious areas and areas subject to environmental constraints.

NEW DEVELOPMENT: **(EFF. 7/16/90)** Means all land development activity subject to a development order after the adoption of this Comprehensive Plan, except those that shall be granted vested rights pursuant to the Plan itself.

OFFICE: **(REV. EFF. 6/25/96)** Generally, a room, group of rooms, or building used primarily for conducting the affairs of a business, profession, service, industry or government. An office shall not include the sale of goods for a profit as its primary use. For purposes of this Plan, the following are categories of office intensity:

MINOR: **(REV. EFF. 6/28/95)** Converted residence at the existing size or newly constructed building less than 10,000 square feet and .25 floor area ratio or less. Maximum of 2,500 square feet if located on a local street.

MAJOR: **(REV. EFF. 6/28/95)** An office building or buildings with more than a .25 floor area ratio, or at least 10,000 square feet. This includes a series of buildings within a subdivision that when combined is equal to or exceeds these thresholds.

OFF-SITE MITIGATION: **(EFF. 7/1/04) CITY OF TALLAHASSEE ONLY**—To compensate for the impacts of development on significant environmental resources in areas deemed important for infill or related conversions of land use by preserving, restoring and enhancing the environmental functions of ecosystems elsewhere.

ON-SITE SYSTEM: **(EFF. 7/16/90)** Means any sanitary sewer system designed and built to serve a single parcel of land, i.e. septic tank or package treatment plant with capacity sized to:

a) Meet the demand for a single parcel of land and its intended use
b) Meet the projected demand for a single parcel of land after its subdivision

An on-site system may serve more than one parcel but only to correct an existing environmental problem.

OPEN SPACE: **(EFF. 7/1/04)** Means undeveloped lands suitable for passive recreation or conservation uses. In the context of Conservation Subdivisions, Open Space refers to lands subject to a required conservation easement. These lands may include Conservation and Preservation features defined in this Plan, or agricultural or silvicultural properties, that are managed to preserve or promote environmental and aesthetic resources.

PASSIVE RECREATION FACILITY: **(EFF. 7/16/90)** Means those recreation lands and improvements that are natural resource oriented, i.e. hiking trails, boat landings, neighborhood parks.

PEAK HOUR: **(REV. EFF. 8/17/92)** Means the period during which the maximum amount of travel occurs. The period when demand for transportation service is heaviest.

PLANT COMMUNITY: **(EFF. 7/16/90)** A natural association of plants that is dominated by one or more prominent species, or possesses a characteristic physical and discernible attribute.

~~**POLYGON CONNECTIVITY INDEX**: **(EFF. 4/10/09)** A measure of connections within a transportation network. A polygon is created when elements of the transportation network connect and create closed loops, thus allowing a traveler to make a loop on its perimeter. The more polygons there are within an area, the more route options exist for a traveler. More polygons equal a higher connectivity index and a higher degree of mobility.~~

POPULATION ACCOMMODATION RATIO (PAR): **(EFF. 4/18/02)** The Population Accommodation Ratio (PAR) is the relationship between the supply of land available for development and the expected population growth over a period of time. A PAR of 2.00 means that there is twice the supply of land available for development compared to the expected population growth over a period of time. A PAR of 1.50 means there is 50% more land available for development than is needed for the expected population growth over a period of time.

PRESERVATION: **(EFF. 7/16/90)** Establishing strict requirements for the maintenance of significant ecological resources in a natural state. Activities should be in strict compliance with an effort to perpetuate the ecological value of the site or surrounding areas, including maintenance of listed plant and animal species.

PRESERVE AREAS: **(EFF. 7/16/90)** Vegetative areas required to be preserved by law.

PRINCIPAL ARTERIAL: **(REV. EFF. 7/1/04)** Principal arterial roadways are designed to carry the next highest level of mobility and are intended to carry substantial traffic volumes over relatively long distances and at relatively high speeds. Direct property access may be provided but must be carefully managed to avoid creating unsafe and congested conditions and to preserve mobility.

PRIVATE RECREATIONAL FACILITIES: **(EFF. 7/1/04)** Recreational resources provided by the private sector.

COMMERCIAL RECREATIONAL FACILITIES: **(EFF. 7/1/04)** Facilities operated by the private sector as for profit or not-for profit.

RESIDENTIAL RECREATIONAL FACILITIES: **(EFF. 7/1/04)** Facilities located within and associated with residential developments.

PROOF OF CONCEPT CENTERS: **(EFF. 5/31/18)** Facilities designed to provide services related to financial capital, business support, and university research to promote the adoption and further development of programs that aid technologies through phases between patenting and the creation of marketable products.

PUBLIC FACILITY: **(EFF. 7/16/90)** Means capital facilities that are owned by a governmental entity.

RECREATIONAL:

PASSIVE: **(EFF. 7/16/90)** Natural resource oriented, (hiking trails, boat landings, neighborhood parks).

ACTIVE: **(EFF. 7/16/90)** Facility oriented, (swimming pools, ball fields, tennis courts).

REGIONAL PARK: **(EFF. 7/16/90)** Means a large resource based area which serves the entire county. Such a park should serve a minimum of 100,000 population and be within a 30 minute driving time of that population.

REGULATED CLOSED BASINS: **(EFF. 7/16/90)** A naturally depressed portion of the earth's surface, at least 10 acres in size, for which there is no natural outlet for runoff other than percolation, evaporation, or transpiration.

REHABILITATION: **(EFF. 7/16/90)** The act or process of returning a property to a state of utility through repair or alteration which makes possible an efficient contemporary use while preserving those portions or features of the property which are significant to its historical, architectural, and cultural values.

RESEARCH AND DEVELOPMENT: **(EFF. 5/31/18)** Research and Development uses shall have minimal offsite impacts and include facilities for developing technologies related to the physical and life sciences. Facilities may include laboratories, wet laboratories, classrooms, commercialization centers, coworking spaces, makerspaces, craftsman studios, proof of concept centers, and related facilities. Active and passive recreation, open space, hotels, restaurants, and limited retail and residential are allowed as ancillary uses to support the collaborative nature of research and development centers.

RESIDENTIAL: **(REV. EFF. 6/25/96)** Land that is used for or proposed to be used for the principal purpose of providing dwelling unit(s) for human habitation.

LOW: **(EFF. 7/16/90)** 0-8 dwelling units per acre

MEDIUM: **(EFF. 7/16/90)** 8-16 dwelling units per acre

HIGH: **(EFF. 7/16/90)** 16-50 dwelling units per acre

URBAN: **(EFF. 1/19/02)** 51 units to 150 units

RESPONSIBLE MANAGEMENT ENTITY: **(EFF. 4/10/09)** A legal entity that has the technical, managerial, and financial capacity to ensure viable long-term, cost-effective, centralized management, operation, and maintenance of decentralized wastewater systems in accordance with appropriate regulations and generally accepted accounting principles. Viability is defined as the capacity of a responsible management entity to provide adequate technical, managerial, and financial resources to protect the public health and the environment consistently, in perpetuity, and at a minimal cost to taxpayers.

SANITARY SEWER FACILITIES: **(EFF. 7/16/90)** Means structures or systems designed for the collection, transmission, treatment, or disposal of sewage and includes trunk mains, interceptors, treatment plants and disposal systems.

SANITARY SEWER SERVICE: **(EFF. 7/16/90)** Means sewer service provided by sanitary sewer designed to serve a large service area and usually more than one land use type. These facilities have the intent and potential for expansion of their service areas.

SCHOOLS: **(EFF. 6/26/98)** Facilities intended primarily for the education of children pre-kindergarten through twelfth grade, children identified as exceptional regardless of age or grade, or for the vocational or community education of high school age students and adults. Unless otherwise stated elsewhere in the Plan, this term refers to public and private schools.

SECTION 8 PROGRAM: **(EFF. 7/16/90)** Means those programs authorized under the renumbered Section 8 of the United States Housing Act of 1937. These programs allow the Department of Housing and Urban Development to contract directly with the owner of existing, new, or rehabilitated units for the payment of the difference between a contract rent not exceeding a fair market rate for the dwelling and a specified percentage of the tenant's gross income.

SEVERE GRADES: **(EFF. 7/16/90)** Slopes greater than 20%.

SILVICULTURE: **(EFF. 7/6/15) A** practice, operation, or process following accepted forest management principles whereby the crops constituting forests are tended, harvested, and reforested.

SOLID WASTE: **(EFF. 7/16/90)** Means sludge from a waste treatment works, water supply treatment plant, or air pollution control facility or garbage, rubbish, refuse or other discarded material, including solid, liquid, semisolid, or contained gaseous material resulting from domestic, industrial, commercial, mining, agricultural, or governmental operations (as defined by Section 9J-5.002(88), F.A.C.).

SPECIAL NEEDS HOUSING: **(EFF. 7/16/90)** Means that part of the housing provision system designed to fulfill the demand of a household or individual who needs assistance, either permanent or temporary, in obtaining basic shelter, including but not limited to very low and low income handicapped individuals, homeless persons, group homes for persons with physical, emotional or cognitive disabilities, shelters for battered victims, adult congregate living facilities, and halfway houses for the non-criminal or non-delinquent.

SPECIES OF SPECIAL CONCERN: **(EFF. 7/16/90)** Are defined based on the same criteria and analogous to the state and federal list: A species, subspecies or isolated population which warrants special protection, recognition or consideration because it has an inherent significant vulnerability to habitat modification, environmental alteration, human disturbances, or substantial human exploitation which, in the foreseeable future may result in its becoming a threatened species; may already meet certain criteria for designation as a threatened species but for which conclusive data are limited or lacking; may occupy such an unusually vital and essential ecological niche that should it decline significantly in numbers or distribution, other species would be adversely affected to a significant degree, or has not significantly recovered from past population depletion.

STARTUP COMPANY: **(EFF. 5/31/18)** An entrepreneurial venture that is typically a newly emerged, fast-growing business that aims to meet a marketplace need by developing a viable business model around an innovative product, service, process or a platform.

SUBSTANDARD HOUSING: **(EFF. 7/16/90)** Means any structure which falls within the structural conditions defined as “major deterioration” and “dilapidated.”

SUPERSTOPS: **(EFF. 4/10/09)** Transit stops that will serve as transfer stations for two or more routes, removing the need for riders to go to a single, centralized location to make transfers.

TERRITORIAL REINFORCEMENT DESIGNS: **(EFF. 12/10/02)** Create or extend the spheres of influence of legitimate users of designed environments. Properly designed environments allow legitimate users to develop a sense of territorial control, while potential offenders (perceiving the legitimate user control of the environment) are discouraged from attempting criminal activities. Territorial reinforcement is promoted by features that distinguish private spaces from public spaces with the use of fences, gateways, hedges, and similar design strategies.

THREATENED SPECIES: **(EFF. 7/16/90)** Are defined based on the same criteria and analogous to the state and federal list: Any species of fish, wildlife and plants naturally occurring in Florida which exists in such small populations as to become endangered if it is subjected to increased stress as a result of further modifications of its environment.

THROUGH TRIPS: **(EFF. 6/07/01)** A through trip is one that has neither a beginning point nor a destination point contained within the subject area or on a particular roadway segment.

TRAIL ORIENTED DEVELOPMENT (TrOD): Trail Oriented Development is designed to locate buildings in immediate proximity to multi-use path transportation corridors with the intention of connecting or relating residences and businesses to the nearby trail facilities. Generally TrOd is compact, walkable, pedestrian and bike-oriented, and mixed-use.

TRANSIT ORIENTED DEVELOPMENT (TOD): Transit Oriented Development is designed to be compact, walkable, pedestrian-oriented, and mixed-use development that is centered near and around transit. TOD supports vibrant communities with a mix of commercial, residential, office and entertainment uses.

TRANSPORTATION CORRIDOR: **(EFF. 7/16/90)** Means a broad geographical band that follows a general directional flow or connects major sources of trips. It may contain a number of streets and highways and transit lines or routes.

TRANSPORTATION SYSTEM: **(EFF. 7/16/90)** Means a coordinated system made up of one or several modes of transportation serving a common purpose of the movement of people, goods, or both.

UNDEVELOPED FLOODWAY/FLOODPLAIN: **(EFF. 7/16/90)** A floodway/floodplain which has not been altered.

VULNERABLE ROAD USER: The term vulnerable road use describes transportation systems users outside of vehicles. It includes pedestrians, cyclists, wheelchair/powerchair users, micromobility users, et al

WATER BODY AND NATURAL WATER BODY: **(EFF. 7/16/90)** A water body is a depression in the ground that normally and continually contains surface water. This is opposed to a wet depression that holds water only intermittently. There are some types of wetlands that are examples of areas that hold water only certain times of the year. A natural water body is a depression in the ground existing in and produced by nature, not man-made, and occurring due to the operation of the ordinary course of nature that normally and continually contains surface water or has historically held surface water on a continuing basis.

WET LABORATORIES: **(EFF. 5/31/18)** Laboratories where chemicals, drugs, or other materials are handled in liquid solutions or volatile phases, requiring direct ventilation and specialized piped utilities (typically water and various gases).

WETLAND: **(REV. EFF. 6/28/02; REV. EFF. 7/19/13)** Wetlands mean those areas included within the landward extent of surface waters of the state, pursuant to applicable rules in the Florida Administrative Code, or any area which is inundated or saturated by surface water or groundwater at a frequency and duration sufficient to support, and which under normal circumstances does support a prevalence of vegetation typically adapted for life in saturated soils. Soils present in wetlands generally are classified as hydric or alluvial, or possess characteristics that are associated with reducing soil conditions. The prevalent vegetation in wetlands generally consists of facultative or obligated hydrophytic macrophytes that are typically adapted to areas having soils conditions described in this definition. These species, due to morphological, physiological, or reproductive adaptations have the ability to grow, reproduce, or persist in aquatic environments or anaerobic soil conditions. Florida wetlands generally include swamps and marshes, bayheads, bogs, cypress domes and strands, sloughs, wet prairies, riverine swamps and marshes, hydric seepage slopes, tidal marshes, mangrove swamps, and other similar areas. Florida wetlands generally do not include longleaf or slash pine flatwoods with an understory dominated by saw palmetto. The City of Tallahassee and Leon County intend to continue to protect isolated wetlands and wetlands on properties held by a single owner. Isolated wetlands and wetlands in one ownership must meet the State of Florida's definition for wetlands with regard to percent composition of wetland plant species, hydrologic indicators, and soils (Chapter 62-340, F.A.C.)

Column
AFFIDAVIT OF PUBLICATION

See Proof on Next Page

COLUMN SOFTWARE, PBC

STATE OF FLORIDA
COUNTY OF LEON

Before the undersigned authority personally appeared Edmar Corachia, who on oath says that he or she is an authorized agent of Column software, PBC; that the attached copy of advertisement, being a legal advertisement or public notice in the matter of Notice of Public Hearing, was published on the publicly accessible website of Leon County, hosted by Column Software, PBC on Nov. 24, 2025

Affiant further says that the website complies with all legal requirements for publication in chapter 50, Florida Statutes.

PUBLICATION DATES:
Nov. 24, 2025

Notice ID: D9Fg9O7668frObUM7t1A
Notice Name: Notice of Public Hearing

PUBLICATION FEE: $0.00

PAMELA BAEZ
Notary Public - State of Florida
Commission # HH 732409
Expires on October 19, 2029

Signed by:

Edmar Corachia

_____ _____, as authorized signatory of Column Software, PBC

VERIFICATION

State of Florida
County of Orange

Signed or attested before me on this: 11/25/2025

_____
Notary Public
Notarized remotely online using communication technology via Proof.

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CITY OF TALLAHASSEE

NOTICE OF PUBLIC HEARING

NOTICE IS HEREBY GIVEN that the Tallahassee City Commission will conduct public hearings, and the public may be heard on Dec. 10, 2025, at 6:00 p.m. in the City Hall Commission Chambers, 300 S. Adams St., Tallahassee, FL to consider adoption of the following ordinance(s):

Ordinance No. 25-O-02AA

AN ORDINANCE OF THE CITY OF TALLAHASSEE AMENDING THE 2030 TALLAHASSEE-LEON COUNTY COMPREHENSIVE PLAN; ADOPTING AMENDMENTS TO THE LAND USE ELEMENT INCLUDING THE FUTURE LAND USE MAP AND ADDENDUM; MOBILITY ELEMENT; AND GLOSSARY; PROVIDING FOR SEVERABILITY AND CONFLICTS; AND PROVIDING AN EFFECTIVE DATE.

Ordinance No. 25-O-23

AN ORDINANCE OF THE CITY OF TALLAHASSEE UPDATING THE CAPITAL IMPROVEMENTS ELEMENT OF THE 2030 TALLAHASSEE/LEON COUNTY COMPREHENSIVE PLAN; PROVIDING FOR SEVERABILITY AND CONFLICTS; AND PROVIDING AN EFFECTIVE DATE.

Ordinance No. 25-O-24

AN ORDINANCE OF THE CITY OF TALLAHASSEE, FLORIDA, 3 AMENDING CHAPTER 10 OF THE LAND DEVELOPMENT CODE; 4 REVISING PERMITTED PRINCIPAL USES FOR THE C-1, C-2, AND CP 5 ZONING DISTRICTS; PROVIDING FOR CONFLICTS, SEVERABILITY 6 AND AN EFFECTIVE DATE.

Ordinance No. 25-O-27

AN ORDINANCE OF THE CITY OF TALLAHASSEE, 3 FLORIDA; AMENDING CHAPTER 9 OF THE LAND DEVELOPMENT 4 CODE CONCERNING CERTIFIED RECOVERY RESIDENCES; 5 PROVIDING FOR CONFLICTS, SEVERABILITY AND AN EFFECTIVE 6 DATE.

Ordinance No. 25-O-28

AN ORDINANCE OF THE CITY OF TALLAHASSEE, FLORIDA, 3 AMENDING CHAPTERS 16 AND 17 OF THE CODE OF GENERAL 4 ORDINANCES; PROVIDING FOR CONFLICTS; PROVIDING FOR 5 SEVERABILITY; AND PROVIDING FOR AN EFFECTIVE DATE.

Interested parties may appear at the meeting and be heard with respect to the proposed ordinance(s).

If a person decides to appeal any decision made by the City Commission with respect to any matter considered at such hearing, they will need a record of the proceedings and should ensure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which the appeal is to be based.

Copies of said ordinance(s) may be inspected in the Office of the City Treasurer-Clerk, City Hall, 300 S. Adams St., Tallahassee, FL or by calling (850) 891-8130. Copies are also available online at: http://www.boarddocs.com/fla/talgov/Board.nsf/Public

In accordance with the provisions of the American with Disabilities Act (ADA), any person requiring special accommodations at the hearing or meeting because of a disability or physical impairment should contact the City Treasurer-Clerk's Office during business hours at 850-891-8130. Requests should be submitted at least two business days prior to the meeting. For those who are hearing or speech impaired, please contact the Florida Relay Service by dialing 7-1-1, or (800) 955-8771 (TTY), or (800) 955-8770 (Voice) for aid in contacting our Office.

CTC-20251210-33

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ATTACHMENT #4
ADDITIONAL DATA AND ANALYSIS

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County Adoption Agenda Item
12/09/2025 Public Hearing Meeting
with Attachments

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Leon County
Board of County Commissioners
Agenda Item#25

December 9, 2025

To:	Honorable Chairman and Members of the Board
From:	Vincent S. Long, County Administrator
Title:	Adoption Public Hearing on the Comprehensive Plan Update

Review and Approval:	Vincent S. Long, County Administrator
Department/Division Review and Approval:	Ken Morris, Assistant County Administrator Nawfal Ezzagaghi, Assistant County Administrator Artie White, Director, Planning, Land Management & Community Enhancement (PLACE) Mike Alfano, Director, Planning
Lead Staff/ Project Team:	Susan Poplin, Administrator of Comprehensive Planning Tyler Maldonado, Principal Planner Adam Moran, Planner II Ed Young, GIS Coordinator

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Statement of Issue:

This item requests the Board conduct the adoption public hearing and adopt an ordinance amending the Land Use and Mobility Elements of the 2030 Tallahassee-Leon County Comprehensive Plan (Attachment #1) pursuant to Section 163.3184, Florida Statutes (F.S.). If adopted by both the Board and City Commission, the current Land Use Element and Mobility Element will be replaced by the proposed Land Use and Mobility Element.

Fiscal Impact:

None.

Staff Recommendation:

Option #1: Conduct the adoption public hearing and adopt the proposed ordinance (Attachment #1), thereby adopting the proposed Land Use and Mobility Element and Glossary revisions to the Tallahassee-Leon County Comprehensive Plan, subject to the City Commission's adoption of the proposed amendments in accordance with Policy 1.8.1 of the Intergovernmental Coordination Element.

Report and Discussion

Background:

At its November 18, 2025, meeting, the Board accepted a status report on the proposed Land Use and Mobility Element (LME), provided policy direction for specific updates to the proposed LME, and directed staff to schedule the adoption public hearing on the proposed LME for December 9, 2025. The item requests the Board conduct the adoption public hearing and adopt an ordinance (Attachment #1) amending the existing Land Use and Mobility Elements of the 2030 Tallahassee-Leon County Comprehensive Plan with the proposed LME, subject to the City Commission also adopting the proposed amendments in accordance with Policy 1.8.1 of the Intergovernmental Coordination Element. The adoption hearing for the City Commission is scheduled for December 10, 2025.

This item advances the following FY 2022 – FY 2026 Strategic Initiatives:

- *Complete a comprehensive review and revision to the Land Use Element of the Comprehensive Plan. (2022-13)*
- *Host community outreach events on the Vision 2025 Comprehensive Plan Land Use and Mobility Elements Update to share information and solicit input from citizens, advocacy groups, and neighborhood representatives. (2024-83)*

These particular Strategic Initiatives align with the Board's Environment and Governance Strategic Priorities:

- *(EN3) Promote orderly growth and sustainable practices.*
- *(G3) Inform and engage citizens through multiple outreach platforms to ensure consistent, high-value, transparent communication on our most important issues.*

The Board and City Commission initiated an update to the Tallahassee-Leon County Comprehensive Plan (Plan), beginning with the Land Use and Mobility Elements—Comprehensive Plan Elements that guide future growth, development, and transportation planning. Launched in late 2022, the

current effort to revise the Plan reflects current conditions, complies with statutory requirements, and aligns with the community's long-term vision based on extensive public engagement.

On February 25, 2025, the Board and City Commission held a Joint Workshop to review draft goals and objectives and provided policy direction for the proposed LME. Feedback from both Commissions was used to refine the draft documents in preparation for formal review.

The Tallahassee-Leon County Local Planning Agency (LPA) held a public hearing on April 1, 2025, following several work sessions to review the proposed LME. The LPA voted to recommend transmittal of the proposed LME to the Board and City Commission.

At its May 13, 2025, meeting, the Board held the Transmittal Public Hearing and voted to transmit the proposed LME and supporting data analysis to the State Land Planning Agency (Florida Commerce) and other state and regional review agencies for the 30-day review period pursuant to Section 163.3184, F.S.

During this same period, the City Commission considered the companion transmittal on June 11, 2025. In response to citizen concerns regarding residential density, neighborhood compatibility, and growth patterns, the City Commission deferred transmittal and directed staff to conduct additional community engagement before proceeding.

Subsequently, at its July 8, 2025 meeting, the Board directed staff to undertake additional public engagement focused on the proposed LMEs, to compile and summarize community feedback, and to return to the Board with a status report, policy recommendations, and a revised project schedule for consideration prior to adoption.

While the County's engagement process was underway, the City continued its review of the proposed LME. In response to community concerns about the proposed Urban and Sub-Urban Residential Preservation Future Land Use Categories (FLUCs), the City held a community meeting on August 18, 2025, attended by representatives from numerous neighborhood associations. Based on feedback from that meeting, the City Commission voted on August 20, 2025, to retain the existing Residential Preservation FLUC with revisions to address legally established nonconforming uses. The City Commission then held its Transmittal Hearing on September 17, 2025, and voted to transmit the proposed LME—incorporating the updated Residential Preservation policies—to the State Land Planning Agency and review agencies.

The Board received a status update on November 18, 2025, that provided a thorough summary of the input received through the Board-directed community engagement. At that meeting, the Board provided policy direction to staff on specific updates to the proposed LME. Additionally, the Board directed staff to schedule the adoption public hearing for December 9, 2025. This item provides a proposed ordinance (Attachment #1) for Board consideration for the adoption public hearing. This item recommends that the Board approve the adoption of the proposed Ordinance to amend the Land Use and Mobility Elements and revise the Plan's Glossary (Option #1).

Policy 1.8.1 of the Intergovernmental Coordination Element of the Tallahassee-Leon County Comprehensive Plan requires approval by both the Board and the City Commission for text amendments, including amendments to the Urban Services Area (USA), to become effective.

Should the Board approve the adoption of the proposed LME (Option #1), and the City Commission also approves adoption of the proposed LME at its adoption public hearing, the adopted LME and related Glossary update will again be submitted to the Florida Department of Commerce and commenting agencies for a compliance review. The proposed LME would become effective 31 days after the State Land Planning Agency notifies the local governments that the plan amendment package is complete.

Analysis:

The proposed Land Use and Mobility (LME) Goals, Objectives, and Policies (Attachment #1) provide a roadmap for what the Tallahassee-Leon County community will look like in the future with the population growth projected between today and 2050.

Purpose of the Comprehensive Plan and Relationship to Land Development Codes

The Tallahassee-Leon County Comprehensive Plan is intended to express the community's plan for how growth and development occur in the City of Tallahassee and Leon County. The current Comprehensive Plan includes Goals, Objectives, and Policies regarding how land is developed to accommodate projected population growth, how infrastructure is planned and provided to support anticipated growth, how natural features are protected, and how various other factors that promote a high quality of life are addressed in the community. The Comprehensive Plan also includes the land use plan that reflects assigned future land use designations on a Future Land Use Map (FLUM). The Plan gives direction to programs and activities, and to regulation through land development codes, including zoning districts. When the update is completed, an assessment of the existing land development codes is needed to ensure that they implement the intent of the Comprehensive Plan including the FLUM and remain consistent with the Comprehensive Plan.

Implementation of the FLUM Through Zoning

Zoning districts defined in the City and County's respective Land Development Codes and reflected on the respective City and County official zoning maps implement the FLUM. In some cases, a Future Land Use Category (FLUC) is implemented by only one or two zoning districts. For example, the Urban Fringe FLUC is implemented by the Urban Fringe zoning district, the Recreation and Open Space zoning district, or a Planned Unit Development. In other cases, a FLUC may be implemented by numerous zoning districts. For example, the Suburban FLUC can be implemented by twenty-two different zoning districts. The zoning districts that implement the Suburban FLUC range from Residential Acre (RA) allowing up to one unit per acre to Medium Density Residential (MR) allowing up to 16 units per acre and from Neighborhood Commercial (C-1) allowing up to 12,500 square feet of commercial development per acre to Medical Arts Commercial (CM) allowing up to

80,000 square feet per acre. The current effort to update the FLUM does not change the current zoning designation of any property and allows existing districts to remain in place. Future zoning changes will continue to be assessed as required by the Comprehensive Plan and the land development codes.

Public Engagement

Public engagement for the LME Update was extensive, with opportunities for participation provided at multiple stages of the project. Attachment #2, *Comprehensive Plan Update Project History*, documents this process and outlines the various points at which the community was invited to provide input. Building on these earlier efforts, the consultant team conducted additional outreach activities tailored to the project's needs, which included the following:

- Ambassador Program (Throughout project)
- Educational Roadshow (September 18 - 20, 2023)
- Roundtable Discussions (September 26 - 29, 2023)
- Vision Survey (October - November 2023)
- Community Building Blocks Survey (December 2023 - February 2024)
- Strengthen, Transform, Enhance, and Preserve (STEP) Framework Workshops (January 29 - 30, 2024)
- Comprehensive Plan/Land Development Code Assessment Sessions (December 2024)
- Public Survey on Goals and Objectives (February - March 2024)
- Local Planning Agency Workshop on LME Goals and Objectives (February 4, 2025)
- Committees and Stakeholders Meeting (February 26, 2025)
- Community Engagement Meeting (March 3, 2025)
- Local Planning Agency Workshop on Future Land Use Map and Land Use Categories (March 11, 2025)
- Public Survey on Goals, Objectives, and Policies (March - April 2025)
- Local Planning Agency Public Hearing (April 1, 2025)

In addition to the consultant-led outreach, the Planning Department conducted further public engagement to gather input from community members and organizations on the draft LME Goals, Objectives, and Policies. Feedback was collected through public surveys and comments submitted directly to staff, and is summarized in Attachment #3, *Public Comment*. This input was reviewed and incorporated where it aligned with community values, data analysis, other elements of the Comprehensive Plan, applicable state statutes, and the overall purpose of the Plan. Comments deemed more appropriate for implementation through the land development code have been set aside for consideration during future updates to that code.

Data Analysis

The proposed Comprehensive Plan update must be supported by appropriate data and analysis, as required by state law. Sections 163.3177(6)(a) and (b), Florida Statutes, specify minimum

requirements, including population projections; existing land uses and natural resources; the availability of public facilities and services; transportation circulation; and projected transportation levels of service. Business Impact Estimates (BIEs) for both the City and the County were also completed as required and are included as Attachment #4. These BIEs are available on the respective City and County websites. All supporting data and analyses for the Comprehensive Plan update are publicly accessible at: https://www.compplantlc.com/pages/dataandanalysis.

Housing Needs Assessment:

As part of the required data and analysis supporting the Comprehensive Plan update, an evaluation of future housing needs was completed to assess whether projected growth can be supported by existing and anticipated housing supply. This analysis identifies the additional housing units likely to be required through 2050 and examines current market conditions to understand existing shortages and pressures.

Projected population growth in Leon County is expected to create demand for approximately **23,000 additional housing units by 2050**. This estimate reflects the projected addition of roughly 41,500 residents over the next 25 years, calculated using the county's average household size (2.28 persons) and a standard housing multiplier (1.25).

The local housing market is already experiencing supply pressures. As of July 2025, Tallahassee and Leon County have an estimated housing supply of 3.8 months. Although this represents an improvement from the pandemic period—when supply dropped below three months—it remains below the six-month supply that the National Association of Realtors identifies as a balanced market. Markets operating below this threshold typically experience faster price increases.

Beyond overall supply constraints, specific housing types face additional shortages. The Florida Apartment Association reports a deficit of 2,825 apartment units across all income levels in the Tallahassee Metro Area. Analyses by the University of Florida's Shimberg Center further indicate a shortfall of 7,855 affordable rental units for households earning less than 50 percent of the area median income.

Meeting this future housing demand depends on the amount and type of land available for development within the Urban Services Area (USA). The following section reviews current land capacity and considerations related to potential USA adjustments.

Growth in the USA – which is approximately 107,498 acres- will predominantly be accommodated on larger, undeveloped parcels such as the Colin English property and Welaunee Critical Planning Area Plan areas. As shown in Attachment #5, approximately 65% of the acreage inside the Urban Services Area (USA) is identified as low-density residential and, as such, has limited infill development and redevelopment potential. Additionally, parcels identified as vacant on Attachment #5 do not inherently mean that they are available or that they are not constrained by environmental features or other factors that limit development.

Given the high percentage of land within the Urban Services Area (USA) designated for low-density uses—and the limited number of parcels that are both vacant and developable—an expansion of the USA is warranted to accommodate projected growth. The proposed changes add approximately 3,800 acres (and remove approximately 1000 acres, mainly in public areas such as the national Forest) for a net increase of approximately 2,800 acres. This expansion serves to align the USA boundary with property lines, transportation corridors, and geographic features, rather than bisecting individual properties. The expansion also includes areas adjacent to existing or planned developments, such as Southwood on the south side and the area north of Bannerman Road (east of North Meridian Road), where subdivision of land has already occurred.

As shown on the proposed Future Land Use Map (FLUM), properties within the proposed expansion generally retain their existing allowable densities, intensities, and uses. In one instance, properties included in the expansion are designated as Planned Development, which will require approval of a Master Plan prior to any development. The USA concept continues to be applied in the proposed LME to direct growth to appropriate areas and to ensure that development is supported by planned services.

Planned Development Master Plans

Areas designated as Planned Development on the FLUM require the adoption of a Master Plan before any development may occur. Adopted policies in the Land Use Element state that "*a Planned Development Master Plan shall be adopted as an area plan that is consistent with, but independent of the Comprehensive Plan.*" In keeping with this principle, the proposed LME removes the adopted Southeast Sector Plan and Welaunee Critical Area Plan from the Comprehensive Plan. Both the Southeast Sector Plan and the Welaunee Critical Area Plan remain adopted Master Plans with no changes proposed. Changes to these Master Plans will still require a public process with relevant Board or City Commission approval, and any future development within these areas must be consistent with the appropriate master plan.

The Southeast Sector Plan and Welaunee Critical Area Plan are included in Attachment #6. To support this structure, language has been added to the Planned Development FLUC to reiterate that these Master Plans remain the Master Plans for these areas, as well as indicating that the Capital Circle Office Complex Planned Unit Development serves as the Master Plan for that specific Planned Development area.

Statutory Requirements

The proposed LME replaces the existing separate Future Land Use Element and Mobility Element of the Comprehensive Plan. As such, the proposed LME must meet both the requirements of Section 163.3177(6)(a), F.S., for Land Use, and (6)(b) for Transportation. Attachment #7 provides a

comprehensive review demonstrating how the proposed Goals, Objectives, and Policies satisfy both sets of statutory requirements and maintain internal consistency within the Comprehensive Plan.

Comprehensive Plans must also be internally consistent across all elements. Attachment #8 illustrates how the Goals, Objectives, and Policies in the currently adopted Land Use and Mobility Elements relate to those proposed in the LME, offering a clear crosswalk between the existing structure and the updated framework.

Section 163.3177, F.S., identifies requirements for a map series. Attachment #9 presents the required map series with Natural and Historic Resources as well as Mobility Maps. As required by statute, these maps include surface waters, wetlands, flood zones, soils, historic district boundaries, potable water wells, transportation concurrency management areas, and the transportation system. Based on comments from Florida Commerce on the transmittal packages submitted for review following the Board's and the City Commission's transmittal hearings, the map series was updated as described in more detail below.

Glossary Updates

Attachment #10 includes new and revised terms to add to the Comprehensive Plan Glossary. The proposed amendment also removes outdated terms from the Glossary that are not used in any Element of the Comprehensive Plan.

Previous Direction from the Board and City Commission

At the February 25, 2025, Joint Workshop with the Board and City Commission, the Commissioners provided direction for the following to be addressed in the draft LME:

- Including policies and subsequent updates to land development code regulations that incentivize redevelopment along major roads and gateway corridors by allowing increased densities and intensities along with urban design standards.
- Addressing existing legally non-conforming uses, specifically in the Lake Protection FLUC, in ways that both improve water quality and achieve high-quality development.
- Coordinating and incorporating the efforts of the Woodville Sense of Place Plan with updates to the Comprehensive Plan and subsequent updates to the County land development code.
- Evaluating densities allowed in the Rural FLUC and identifying areas on the south side of unincorporated Leon County that should have higher allowable densities and intensities.
- Eliminating parking minimums from the Comprehensive Plan and land development codes.

Based on the direction from the Board and City Commission, the following components are included in the Draft Goals, Objectives, and Policies:

Incentivizing development on major roadways and gateways: The proposed FLUM incorporates higher density and intensity land uses along major corridors. Additionally, proposed Policy 2.6.2 specifically addresses Gateway corridors, including South Monroe, North Monroe, and the West Pensacola Street corridors. Proposed Policy 1.2.4 also aims to enhance gateway corridors through access management, preserved green space for landscaping, and consolidated signage.

Non-conforming uses in the Lake Protection FLUC: The Lake Protection FLUC (Policy 2.8.7) includes a provision that allows uses that are compatible with surrounding area and meets water quality standards for the Lake Jackson Basin to be considered permitted uses. It also provides for the development of a Lake Protection Corridor zoning district that can address uses and design standards along North Monroe Street to improve the corridor.

Woodville Sense of Place Plan: The Woodville Sense of Place is included in Policy 2.6.4. to acknowledge the potential future adoption and the need to align the Comprehensive Plan and land development codes, as necessary, when that effort is completed.

Higher Densities on the Southside: The proposed FLUM changes properties inside the USA that are currently designated Rural to higher density/intensity land uses. This was primarily on the south side of Leon County. Having areas designated Rural inside the USA is inconsistent because Rural is intended for areas that do not have and are not planned to have urban services, while the USA is specifically intended to be where urban services exist or are planned.

Additionally, the Woodville Sense of Place policy (Policy 2.6.4) may further support higher density and intensity in areas around Woodville as recommendations from that planning process are developed. Proposed Policy 2.2.6 also streamlines the transition of properties designated Rural or Rural Residential to higher density or intensity when sewer services become available, reinforcing the broader intent to guide development to areas with appropriate infrastructure.

Parking Minimums: The Comprehensive Plan does not include any parking minimums. Proposed Policy 2.7.4 states that minimum parking requirements shall not be applied to areas designated Urban Center of the FLUM and shall be significantly reduced, removed, or made otherwise flexible for other areas in the MMTD. The proposed policy enables parking minimums to be eliminated (or reduced/made flexible as determined by the City Commission) in the City's Land Development Code. Additionally, proposed Policy 6.8.5 enables parking minimums to be reduced or eliminated for other types of development, including transit-oriented development, trail-oriented development, and mixed-use developments.

LPA Workshops and Public Hearing through April 1, 2025

The Local Planning Agency (LPA) has a significant role in review and recommendation for the comprehensive plan update. Leading up to public hearing on April 1, 2025, the LPA held three workshops where it received information and progressively considered and made recommendations

for the Land Use and Mobility Element (LME) Goals, Objectives, and Policies, and the Future Land Use Map. These workshops are summarized as follows:

- January 7, 2025 Workshop: Introductory Workshop on the comprehensive plan and plan update that included roles, process, and potential schedule.
- February 4, 2025 Workshop: Workshop to review the draft Land Use and Mobility Element Goals and Objectives that resulted in recommendations to incorporate Neighborhood First Plans and address housing diversity.
- March 11, 2025 Workshop: Workshop on the Draft FLUM and FLUCs that resulted in additional compatibility provisions for Residential Preservation and data generation to identify the magnitude of changes for the land use plan (See Attachment #11).

At the February and March workshops, the LPA proposed revisions that were incorporated into the proposed drafts, were shared with the public and the Commissions.

Subsequent to the workshops, the LPA held a public hearing on April 1, 2025, to consider the proposed amendments to the LME of the Tallahassee-Leon County Comprehensive Plan for transmittal to the Commissions.

Staff provided a presentation highlighting policies addressing natural resources protection, neighborhood character preservation, densities and intensities, the FLUM, the USA, and transportation policies for connectivity and safety. The LPA received comments from nine (9) public speakers.

After discussion, the LPA voted unanimously to:

- Transmit the proposed Land Use and Mobility Element to the Board and City Commission;
- Request the City Commission consider rescheduling the transmittal hearing to May 14, 2025; and
- Incorporate edits to the proposed Urban Residential Preservation, Sub-Urban Residential Preservation, and the Lake Protection FLUCs to address concerns with densities and commercial uses.

The proposed policies were revised to address the LPA recommendations; however, subsequent Board and City Commission direction has resulted in the removal of the Urban Residential Preservation and Sub-Urban Residential Preservation FLUCs.

Additional Neighborhood Outreach

The City Commission considered transmittal of the proposed plan update at its June 11, 2025, meeting. In response to citizen concerns regarding residential density, neighborhood compatibility, and growth patterns, the City Commission deferred transmittal and directed staff to conduct additional community engagement before proceeding.

Subsequently, at its July 8, 2025 meeting, the Board directed staff to undertake additional public engagement focused on the proposed Land Use and Mobility Elements, to compile and summarize community feedback, and to return to the Board with a status report, policy recommendations, and a revised project schedule for consideration prior to adoption. Following that direction, staff launched a countywide community engagement effort.

While the County's engagement process was underway, the City continued its review of the proposed LME. In response to community concerns about the proposed Urban and Sub-Urban Residential Preservation Future Land Use Categories (FLUCs), the City held a community meeting on August 18, 2025, attended by representatives from numerous neighborhood associations. Based on feedback from that meeting, the City Commission voted on August 20, 2025, to retain the existing Residential Preservation FLUC, with revisions to address legally established nonconforming uses. The City Commission then held its Transmittal Hearing on September 17, 2025, and voted to transmit the proposed LME—incorporating the updated Residential Preservation policies—to the state review agencies. The proposed LME in Attachment #1 reflects these changes.

LME Changes June – September 2025

The following section details the revisions made to the proposed LME between June and September 2025. Comments were received by state agencies in response to the proposed plan transmitted May 13, 2025, by Leon County, and several of the changes described below were directed to address technical assistance comments from Florida Commerce and the Florida Department of Environmental Protection (FDEP).

Planning Periods

Policy 2.1.1 was updated to provide the specific years covered by the short term 10-year planning period and specify that the planning periods are to be considered for amendment during the Evaluation and Appraisal Review process using relevant and appropriate data and analysis of public facilities. This update addresses the technical assistance comment from Florida Commerce.

Density and Intensity Incentives

Policy 3.6.4 was updated to establish a maximum density and intensity standard for proposed density bonuses that facilitate growth in areas that minimize and/or mitigate impacts on the natural environment or community character. This update addresses the technical assistance comment from Florida Commerce.

Future Transportation Maps

The map series was updated to include a functional classification map, a map of planned roadway improvements with the number of lanes, and a context classification map. This update addresses the technical assistance comment from Florida Commerce.

Mahan Gateway Node

Mahan Gateway Nodes are calibrated to the Sub-Urban Mixed-Use Commercial FLUC proposed along the Mahan Corridor. The nodes will continue to be implemented by the existing Mahan Corridor Node and Mahan Corridor Ring zoning districts.

Community Facilities and Community Services

According to the current definition in the glossary of the Comprehensive Plan, Community Facilities include community services, light infrastructure, heavy infrastructure, and post-secondary uses. Community Facilities are allowed in all FLUCs subject to intensity standards included in the FLUCs. Further limitations on Community Facilities are established in implementing zoning districts. Updates to the proposed LME reflect the correct use of the terms "Community Facilities" and "Community Services" depending on the intent of specific FLUCs.

Lake Protection Land Use and Lake Jackson Basin Area

Upon the County's transmittal hearing to the State agencies, FDEP raised concerns about the County's proposed FLUM modification from Rural to Lake Protection in proximity to the Lake Jackson Aquatic Preserve and the inclusion of the area within the USA. The City does not have jurisdiction over the FLUM designations in the unincorporated area but the Board and City Commission must both approve the boundary of the USA.

Based on the extent of the proposed USA boundary expansion over environmentally sensitive features within this area of the Lake Jackson basin, and comments from the State, the County recommended revisions to the unincorporated area FLUM and USA boundary. See Attachment #12 Urban Services Area Revisions Summary. These revisions included the removal of the proposed Lake Protection Node at Meridian Road and Bannerman Road/Orchard Pond Parkway, the reduction of area proposed for the inclusion in the USA, the maintenance of lands designated Rural on the FLUM in the vicinity of the lakes, and the removal of the planned development provision for Lake Protection.

At the July 8, 2025, Board meeting, revisions to the proposed comprehensive plan amendment affecting the Lake Jackson basin and the Lake Protection FLUC were presented in a map which reduced the area previously proposed for inclusion in the USA, specifically by reverting back to the existing USA boundary along the western side of North Meridian Road, and the removal of the proposed Lake Protection Node from the intersection of Meridian Road and Bannerman Road-Orchard Pond Parkway. The proposed USA depicted an expansion east of Meridian Road to include areas that were previously developed and parcels previously subdivided for development.

The Board directed staff to develop and implement a comprehensive public participation plan designed to actively engage residents. These efforts, detailed further in this report, garnered additional feedback from the unincorporated community, stakeholders, and reviewing agencies regarding this particular issue.

Transmittal by the City Commission on September 17, 2025

At its September 17, 2025, meeting, the City Commission voted to transmit the proposed LME and Glossary revisions, revised as detailed above, to the State Land Planning Agency as presented at the Transmittal Public Hearing.

Additional Community Engagement in the Unincorporated Area September – October 2025

As indicated earlier, at the July 8, 2025, meeting, the Board directed staff to conduct additional public engagement on the proposed LME and to bring back a status report with a summary of community input and a revised project schedule for the Board's consideration.

Following the July 8, 2025, meeting, staff scheduled community open houses across the County, developed materials for the public engagement, and began promoting the engagement through coordination with Leon County Community and Media Relations (CMR) staff. Information was shared via County social media platforms and press releases, fliers were put up at community centers where the open houses would be held, staff attended activity group meetings at community centers to inform citizens of the upcoming meetings, and staff gave interviews with local media outlets who covered the engagement efforts with reporting in several mediums. The schedule of community open houses in unincorporated Leon County included meetings at:

- Lake Jackson Community Center on Thursday, September 25, 2025
- Miccosukee Community Center on Monday, September 29, 2025
- Chaires Community Center on Tuesday, September 30, 2025
- Fort Braden Community Center on Wednesday, October 1, 2025
- Bradfordville Community Center on Wednesday, October 8, 2025
- Woodville Community Center on Wednesday, October 15, 2025, and Tuesday, October 21, 2025

Community engagement sessions on the LME at the Woodville Community Center were included in the larger engagement on the County's Woodville Sense of Place Plan because of the relevance and relationship between the Comprehensive Plan and the Sense of Place Plan.

November 18, 2025 Status Report

A Status Report detailing this engagement, the feedback received, and additional analysis on the topics raised was presented to the Board at its November 18, 2025, meeting. At that meeting, the Board directed staff to incorporate 13 policy recommendations into the LME. The Board also directed staff to initiate a text amendment for the 2026 Comprehensive Plan Amendment Cycle to add a policy to Intergovernmental Coordination Policy 1.8.2 that requires large-scale map amendments, small-scale map amendments of 10 acres or more for properties designated Residential Preservation, Lake Protection, or Rural, and USA boundary expansions to come to the Board as a

workshop or an agenda item prior to a Transmittal or Adoption Public Hearing. The 13 policy recommendations, which have been incorporated into the materials presented in this item at the Board's direction were to:

1. Adjust the Urban Services Area (USA) east of Meridian Road where development patterns already reflect urban or previously subdivided parcels.
2. Do not expand the USA or change land use designations west of Meridian Road to protect the Lake Jackson Basin and maintain established rural and environmental protections.
3. Maintain the USA boundary in the Chaires Area as previously transmitted to the State Land Planning Agency and review agencies.
4. Change the Bexar property designation from *Sub-Urban Neighborhood* to *Sub-Urban Mixed-Use Commercial* to reflect the 2019 Comprehensive Plan amendment.
5. Maintain the Fort Braden Rural Community boundary as transmitted, with a minor expansion to include two parcels currently partially designated as Rural Community.
6. Clarify Rural Community density standards by limiting properties without sewer to a maximum of two dwelling units per acre and maintaining up to eight units per acre where central sewer service is available, primarily within the Woodville area.
7. Clarify that public schools are directed to the USA, while remaining allowable in all Future Land Use Categories (FLUCs) except Natural Areas.
8. Confirm that existing Planned Developments—Southwood, Colin English, and Welaunee—continue to be governed by their adopted master plans.
9. Clarify the Lake Protection FLUC to emphasize sewer connections and redevelopment of existing developed nodes, with central sewer required in Conservation Subdivisions and Lake Protection Nodes along U.S. Highway 27 to achieve maximum density.
10. Confirm that Mahan Gateway Nodes correspond to the Sub-Urban Mixed-Use Commercial FLUC and remain implemented through existing Mahan Corridor Node and Ring zoning districts.
11. Standardize terminology to ensure consistent use of "Community Facilities" and "Community Services" throughout the LME, aligned with the Comprehensive Plan glossary and implementing zoning districts.
12. Remove the Urban and Sub-Urban Residential Preservation FLUCs and replace them with updated language addressing non-conforming uses, as directed by the City Commission on August 20, 2025.
13. Revise the Natural Areas FLUC to recognize the State's authority to manage publicly owned lands consistent with approved management plans, including the use of prescribed fire.

At the November 18, 2025, meeting, the Board discussed several topics that were included in the agenda materials, presented by staff, or raised by Board members in response to citizen comment. The following sections provide a summary of this discussion and additional relevant information as requested by the Board.

USA Expansion East of Meridian Road (Policy Recommendation #1)

Discussion on the impacts of expanding the USA boundary by 1,485 acres, east of Meridian Road, was focused on the development potential of the properties in the proposed expansion. This expansion includes parcels that have a density higher than Urban Fringe/Rural Residential (which acts as a buffer between urbanized and rural areas), parcels that have already been developed or subdivided, and included parcels currently split by the USA. The allowable densities and intensities today will remain in place in this area. The only practical effect of the USA expansion east of Meridian Road is that the area will be included in future planning for infrastructure (i.e., future water and sewer master plans will account for this area being within the USA). This supports the future extension of central water and sewer to developed parcels and enables undeveloped parcels to be served by these systems as they become available. Future connections or development on central water and sewer will enhance protections for Lake Iamonia and Lake Jackson, which receive drainage from this area.

Extending infrastructure to large, undeveloped tracts can create conditions conducive to subdivision and subsequent development. However, the area east of Meridian Road is already characterized by a mix of developed parcels and parcels previously subdivided for development, with relatively few large undeveloped properties remaining. Incorporating this area without modifying the underlying land use designation would not stimulate additional development activity, as the extension of the USA itself does not confer any new development entitlements beyond those already in place.

Maintaining Proposed USA Expansion Near Chaires (Policy Recommendation #3)

Discussion on the impacts of the net USA expansion of 1,408 acres south of Apalachee Parkway was also discussed. This expansion was first presented to the Board at the May 13, 2025. Discussion of this topic was focused on potential impacts to Old St. Augustine Road, a designated canopy roadway, should development occur on several large acre properties in this area. The properties in question are proposed to be designated as Planned Development or Rural Residential.

For the properties designated as Planned Development, a master plan would need to be adopted by the Board for these properties prior to development activity. The master plan requirements of the Planned Development FLUC require that the master plan shall provide for a development pattern of the area that is less oriented to the use of automobiles and include things such as: How natural features on-site will be protected; major transportation system improvements that are consistent with adopted transportation plans (this would include showing an extension of Orange Avenue through the development, which would alleviate traffic pressure on Old St. Augustine Road); impacts to surrounding areas and protection of canopy roads; how the development will reduce transportation demand by allowing for internal trip capture at project build-out through a mixture of land uses; and how the unique characteristics of the area, including cultural, environmental, and historic resources, will be addressed. As such, any potential development for this area will be required to go through an extensive public vetting process and require that the Board adopt a master plan for the area, addressing the raised concerns, before development may occur.

For the properties designated Rural Residential, there is no change in the allowable development from what is currently allowed.

Lake Protection Conservation Subdivision Standards

Discussion at the November 18, 2025, meeting also included the Lake Protection conservation subdivision standards. As proposed, the base density for the Lake Protection FLUC will remain 1 unit for two acres. For properties wishing to utilize the conservation subdivision procedure, 60% of property would be put into a conservation reserve and the remaining 40% of the property will be able to develop at 2 units per acre. This is the density currently allowed. The proposed Lake Protection FLUC adds a provision allowing properties wishing to utilize this process that have access to central water and sewer to set aside 60% of their property for conservation and develop at 4 units per acre. The proposed increase only applies to conservation subdivisions that have access to water and sewer. The intent is to incentivize the utilization of the conservation subdivision approach over traditional development by providing an increase in density that makes the water and sewer connections more feasible so that more land in the Lake Jackson basin is put into conservation easements.

Data Analysis

Section 163.3177(6)(a) and (b), F.S., require amendments to be based on data analysis as defined in those provisions. Staff, working with the consultant team for the project, developed the data analysis required by statute and made them available on the project website at https://www.compplantlc.com/pages/dataandanalysis. The data analysis has been twice submitted to State and review agencies and been found in compliance. This analysis includes medium population projections as published by the Office of Economic and Demographic Research, as required by Section 163.3177(1)(f)(3). The Community Audit available on the Data Analysis page discusses conservation and environmental lands, easements, analyses of housing, economic development data, placemaking, existing land uses, future land use analyses, infill development, vacant and underutilized lands, development potential based on the Future Land Uses, major developments, and current development trends.

As reflected in Attachment #5, the development potential analysis in the Community Audit was further refined to evaluate vacant parcels and potential redevelopment. This analysis highlights that substantial portions of the community lie within Future Land Use Categories (FLUCs) that inherently limit development or redevelopment potential—such as Residential Preservation, Lake Protection, Rural, Government Operation, and other restrictive categories. In addition, many vacant parcels are located in areas not well suited for residential use, such as commercial subdivisions.

The analysis also does not account for parcel-specific constraints that can limit development feasibility, including environmental features, physical site conditions, subdivision regulations, infrastructure capacity, urban forest requirements, parking and setback standards, and height limitations. These factors are typically addressed during the site-planning stage. Finally, a parcel

identified as vacant does not necessarily indicate that it is available for development, as ownership, access, environmental constraints, and other considerations may limit its actual suitability.

Section 163.3177(6)(a)4., F.S., states: "*The amount of land designated for future planned uses shall provide a balance of uses that foster vibrant, viable communities and economic development opportunities and address outdated development patterns, such as antiquated subdivisions. The amount of land designated for future land uses should allow the operation of real estate markets to provide adequate choices for permanent and seasonal residents and business and may not be limited solely by the projected population. The element shall accommodate at least the minimum amount of land required to accommodate the medium projections as published by the Office of Economic and Demographic Research for at least a 10-year planning period unless otherwise limited under s. 380.05, including related rules of the Administration Commission*." Accordingly, by ensuring that the LME provides at least the amount of land needed to accommodate medium population growth projections, it meets statutory requirements while also allowing for additional land capacity beyond the minimum necessary. The analyses provided satisfy these requirements. As noted above, the data analysis was submitted to the State Land Planning Agency and review agencies as part of the transmittal packages following both the Board's and the City Commission's respective transmittal hearings. All comments related to the data analysis for the proposed LME have been addressed. See Attachment #13 for all comments received from State and review agencies.

Next Steps in the Adoption of the LME

The proposed LME was updated following the Board's November 18, 2025, meeting to incorporate the policy direction provided by the Board at that meeting.

Policy 1.8.1 of the Intergovernmental Coordination Element requires both the Board and City Commission to adopt amendments to the text of the Comprehensive Plan. As such, the proposed LME is not considered adopted unless or until both the City Commission and Board adopt the proposed LME.

The City Commission will be holding an Adoption Public Hearing on December 10, 2025. The proposed Land Uses on the Future Land Use map reflects lands in unincorporated Leon County for Board consideration and lands within City limits for City Commission consideration. Aside from the land uses on the FLUM being specific to each jurisdiction, the proposed LME for City Commission consideration contains the same Goals, Objectives, and Policies and the same USA as the proposed LME in Attachment #1 for Board consideration. Should the Board and City Commission fail to agree on a change, it will not be included in the adopted LME.

If the LME is adopted (Option #1) by both the Board and City Commission, the adopted amendment will be submitted to the Florida Department of Commerce and other reviewing agencies for a 30-day compliance review. The proposed LME would become effective 31 days after the State Land Planning Agency notifies the local government that the plan amendment package is complete.

Options:

1. Conduct the adoption public hearing and adopt the proposed ordinance (Attachment #1), thereby adopting the proposed Land Use and Mobility Element and Glossary revisions to the Tallahassee-Leon County Comprehensive Plan, subject to the City Commission's adoption of the proposed amendments in accordance with Policy 1.8.1 of the Intergovernmental Coordination Element.
2. Conduct the adoption public hearing and do not adopt the proposed ordinance (Attachment #1), thereby not adopting the proposed Land Use and Mobility Element and Glossary revisions to the Tallahassee-Leon County Comprehensive Plan.
3. Board direction.

Recommendation:

Option #1

Attachments:

1. Ordinance Land Use and Mobility Element and Glossary Update
2. History of the Land Use and Mobility Elements Update
3. Public Comment
4. Business Impact Estimate
5. Vacant and Potential Redevelopment Analysis
6. Planned Development Master Plans
7. Statutory Requirements Checklist
8. Policy Crosswalk and Internal Consistency Review
9. Map Series
10. Glossary Revisions
11. Land Use Comparison
12. Urban Services Area Boundary Adjustments
13. Comments from the State and Review Agencies

LEON COUNTY ORDINANCE NO.

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

RECITALS

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

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

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

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

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

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

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

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

WHEREAS, in exercise of its authority, the Board of County Commissioners of Leon County has determined it necessary and desirable to adopt the amendment to the comprehensive plan to preserve and enhance present advantages; encourage the most appropriate use of land, water and resources, consistent with the public interest; overcome present handicaps; and deal effectively with

future problems that may result from the use and development of land within Leon County, and to meet all requirements of law;

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

Section 1. Purpose and Intent.

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

Section 2. Text Amendment.

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

A. Consolidates the Future Land Use and Mobility Elements into the Land Use and Mobility Element;

B. Replaces the Land Use Element text and maps, including the Future Land Use Map and Addendum;

C. Replaces the Mobility Element text and maps; and

D. Revises the plan's Glossary of terms.

Section 3. Applicability and Effect.

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

Section 4. Conflict with Other Ordinances and Codes.

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

Section 5. Severability.

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

Section 6. Copy on File.

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

Section 7. Effective Date.

The effective date of this ordinance shall be after adoption by both the City Commission and County Commission and 31 days after the state land planning agency notifies the local governments that the plan amendment package is complete or as provided in section 163.3184(3)(c)(4), Florida Statutes.

DONE, ADOPTED, AND PASSED by the Board of County Commissioners of Leon County, Florida, this _____ day of _____, 2025.

LEON COUNTY, FLORIDA

By:_____
Christian Caban, Chairman
Board of County Commissioners

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

By:_____

APPROVED AS TO FORM:
Leon County Attorney's Office

By:_____
Chasity H. O'Steen, Esq.
County Attorney

EXHIBIT A

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LAND USE AND MOBILITY ELEMENT

GOALS, OBJECTIVES AND POLICIES

Goal 1 [LM] – A Healthy Environment:

Our community will maintain a healthy environment with drinkable water, breathable air, unpolluted lakes, rivers, and soils, renewable energy sources, conservation areas that protect valuable or irreplaceable natural resources, and open spaces available and accessible to all residents and visitors to our community.

To achieve this goal, our community will:

- Identify natural resources that contribute to a healthy environment and human well-being. Prioritize the preservation of natural areas (including conservation areas, environmentally sensitive features, and water resources) when making land use and transportation decisions.
- Provide access and opportunities for passive and active open spaces that promote healthy active lifestyles for all citizens.
- Coordinate between the City and County, with neighboring jurisdictions, and with regional, state, and federal agencies to cooperatively support protection of natural resources that extend beyond jurisdictional boundaries.

Objective 1.1 – Identification of Natural Resources and Historic Features (City of Tallahassee/Leon County):

Identify natural, cultural, archaeological, and historic resources that contribute to human well-being and community character.

Policy 1.1.1 – Geographic Data (City of Tallahassee/Leon County):

Local governments shall maintain a geographic information system enabling mapping and spatial analyses that includes, at a minimum, the following data:

- Wetlands, waterbodies, watercourses
- Floodplains and floodways
- Significant and severe grades
- Drainage basins and related features
- High quality successional and native forests
- Active and other karst features
- Significant trees
- Canopy road corridors
- Local soil types and conditions
- Known operating and abandoned landfill sites
- Known active and former mining sites
- Historic resources of national, state and local significance
- Florida Ecological Greenway Network Primary Springs Protection Zone
- Perpetual conservation easements

Policy 1.1.2 – Designated Canopy Roads (City of Tallahassee/Leon County):
Local governments shall maintain a map and spatial data that identify and depict designated canopy roads.

Policy 1.1.3 – Historic District Boundaries and Historically Significant Properties (City of Tallahassee/Leon County): Local governments shall maintain a map and spatial data that identify and depict historic district boundaries and historically significant properties meriting protection. This map shall be included in the Land Use Addendum and updated with current data during the Evaluation and Appraisal Review process or as needed.

Policy 1.1.4– Soils and Water Features (City of Tallahassee/Leon County):
Local governments shall maintain a map and spatial data that identify and depict surface water features, the primary springs protection zone and soils. These maps shall be included in the Land Use and Mobility Element Addendum and updated with current data during the Evaluation and Appraisal Review process or as needed.

Objective 1.2 – Preservation of Natural Areas (City of Tallahassee/Leon County):
Preserve important natural areas, including conservation areas, environmentally sensitive features, and water resources through a combination of identification, analysis, designation of resources on the Future Land Use Map, policies in the Conservation Element, land development regulations, and acquisition. Prioritize the protection of these areas when making decisions regarding land use, transportation, and infrastructure location and expansion.

Policy 1.2.1 – Acquisition of Conservation and Preservation Lands (City of Tallahassee/Leon County):
The City and County shall monitor existing and potential funding sources for the acquisition of land to restore, connect, and protect natural habitats and sensitive lands. The Planning Department shall coordinate with the appropriate departments, agencies, or partners to support application and securing of funding for priority acquisition areas.

Policy 1.2.2 – Environmental Analysis (City of Tallahassee/Leon County):
Planning Department staff shall conduct an environmental analysis when amendments to the Comprehensive Plan are proposed. The analysis shall include natural resources and geographic features, including those listed in Policy 1.1.1, that contribute to human well-being and community character and identify the potential impacts to environmental and human health.

Policy 1.2.3 – Transportation Impact Mitigation (City of Tallahassee/Leon County):
The planning and design of new or the expansion of existing local transportation facilities shall account for natural, cultural, and historic resources and existing neighborhoods. These projects shall prioritize avoiding and minimizing impacts to those features. Where avoidance and minimization are not feasible or practical, impacts to the features shall be mitigated.

Policy 1.2.4 – Transportation Corridor Environmental Features (City of Tallahassee/Leon County):
The City and the County shall consider context-based beautification, landscaping, and stormwater facility and land development regulations that provide environmental protection measures for transportation corridors, where feasible by:

a. Increasing the amount of site and adjacent green spaces/open spaces.
b. Utilizing native or adapted vegetation and natural systems, such as bioswales, to control runoff.

c. Maintaining and/or enhancing ground cover, canopy, and understory vegetation where new roads are built.
d. Protecting designated canopy roads by designing public infrastructure improvements to minimize development impacts consistent with the Conservation Element and Canopy Roads Management Plan.
e. Enhancing the character of transportation corridors and gateways to the community through access management strategies, preserved green space for landscaping, and consolidated signage.

Policy 1.2.5 – Connected Open Space (City of Tallahassee/Leon County):
Open space that is proposed in a development application shall be organized in a manner that prioritizes natural areas with sensitive onsite environmental features and creates continuous and contiguous open space areas to the greatest extent possible to minimize habitat fragmentation. Where feasible, the siting of open space shall occur in a manner that creates cohesive and connected open space across property boundaries to ensure interconnected greenspaces.

Policy 1.2.6 – Conservation Element (City of Tallahassee/Leon County):
Should conflicts arise between implementation of policies in the Land Use and Mobility Element and the Conservation Element on matters of natural resources, the Conservation Element policies shall take precedent.

Objective 1.3 – Access to Parks and Recreation (City of Tallahassee/Leon County):
Provide equitable public access to existing and future recreation areas, open spaces, greenways, and parks.

Policy 1.3.1 – Greenways and Trails Master Plan (City of Tallahassee/Leon County):
The Planning Department shall maintain a Greenways and Trails Master Plan that identifies opportunities to expand or create a network of shared use paths that connect areas of the City and County. The master plan shall guide the implementation of the local greenway system, in coordination with the State of Florida and other conservation funding, managing, and landholding entities. The master plan shall be updated at least every 10 years to reflect completed projects, new additions and opportunities, and other changes to the greenway system.

Policy 1.3.2 – Urban Recreation Spaces (City of Tallahassee/Leon County):
Urban recreation spaces shall be developed and maintained to provide accessible opportunities for skateboarding, art installations and exhibitions, and nature-based experiences. These spaces may include educational elements such as signage or kiosks.

Policy 1.3.3 – Bicycle Parking at Parks and Civic Spaces (City of Tallahassee/Leon County):
All parks shall have bicycle parking facilities co-located with park amenities. Local government land development regulations shall specify requirements, including amount and location, for bicycle parking.

Policy 1.3.4 – Multimodal Access to Parks and Recreation (City of Tallahassee/Leon County):
All new and substantial improvements to parks and recreational facilities within the Urban Services Area shall provide public sidewalks in accordance with applicable streetscaping requirements, accessible pedestrian connections, for users of varying abilities, from amenities to all adjacent public street frontages, and pathway, trail and bicycle facility interconnections to all adjacent trails, public facilities, and neighborhoods. Coordination with StarMetro for evaluating new stop facilities or improving existing bus stop facilities shall be required within the City limits.

Objective 1.4 – Urban Forests (City of Tallahassee/Leon County):
Using the best available data, manage urban forests through strategies that address preservation of trees, planting of new trees, removal of unhealthy trees or trees in unsuitable locations for that species, maintenance of existing trees, and minimization of infrastructure conflicts.

Policy 1.4.1 – Priority Planting Sites (City of Tallahassee/Leon County):
The City and County shall identify priority planting sites to guide the planting of trees to improve wildlife habitat by reducing urban forest fragmentation, and provide for the preservation or creation of connected, wooded, and environmental corridors. The general recommendations of the Urban Forest Master Plan shall be used to inform the priority planting sites.

Policy 1.4.2 – Species Suitability (City of Tallahassee/Leon County):
The City and County shall maintain lists of tree species that are not invasive, nonindigenous species, that minimize hardscape conflicts, minimize overhead utility conflicts, and are wind resistant. These lists will be used to guide and promote the planting of suitable and preferably native species for different site locations and scenarios.

Policy 1.4.3 – Public Tree Inventory (City of Tallahassee/Leon County):
The City shall support the maintenance and updating of the Public Tree Inventory to gain data to better manage urban forests, including through identifying and securing funding opportunities.

Policy 1.4.4 – Public Development Tree Prioritization (City of Tallahassee/Leon County):
Public transportation projects shall prioritize the protection of existing high-quality trees during transportation systems planning, development, and maintenance without compromising transportation safety. Protected and preserved trees should be of a suitable species for their location, be in good health, and provide screening, landscape, runoff control, and shade without compromising safety or urban forest quality.

Policy 1.4.5 – Private Development Tree Standards (City of Tallahassee/Leon County):
Local government land development regulations shall prioritize and incentivize protection of high-quality trees through requirements for tree preservation and removal. Regulations shall include methods of relief from other development standards that commonly conflict with preservation of existing trees to reduce the need for deviations when preserving qualifying trees.

Objective 1.5 – Green infrastructure (City of Tallahassee/Leon County):
Implement green infrastructure strategies, where feasible, as a cost-effective, resilient approach to reduce flooding and treat stormwater while delivering environmental, social, and economic benefits.

Policy 1.5.1 – Community Wide Green Infrastructure (City of Tallahassee/Leon County):
The City and County shall incorporate the use of green infrastructure into their land development regulations as a viable and preferred option for achieving a connected network of natural areas that provide habitat, flood protection, cleaner air, and cleaner water. Strategies include those that:

- Create green streets and alleys by retrofitting streets and alleys as part of any repair, maintenance, or other disturbance to the road, sidewalk, or transportation right-of-way that would provide a feasible opportunity for street-level stormwater management.

- Implement green parking standards such as requiring parking facilities to have certain percentages of shaded parking.
- Ensure a robust urban tree canopy through implementation of the Urban Forest Master Plan and Canopy Road Management Plan, or their successors.
- Support off-site regional stormwater solutions for new or infill walkable development.
- Reference national models, including the Green Infrastructure standards of the United States Green Building Council (USGBC).
- Supporting transit and alternative transportation modes.

Policy 1.5.2 – Site Specific Green Infrastructure (City of Tallahassee/Leon County):
Local governments shall incentivize the use of green infrastructure stormwater management systems in the land development regulations and/or form-based code by reducing minimum green space requirements or offering other incentives in exchange for the provision of green infrastructure. Green infrastructure mimics nature to soak up and store water and may include strategies such as rain gardens, planter boxes, bioswales, and green roofs.

Policy 1.5.3 – Design Guidelines for Green Infrastructure (City of Tallahassee/Leon County):
Local governments shall establish guidelines for incorporating the use of green infrastructure techniques in public infrastructure and private development applications. Guidelines should identify the appropriate conditions for applying green infrastructure techniques, minimum and maximum design thresholds, and contemplate variations in design for urban/suburban/rural contexts.

Objective 1.6 – Community Resilience (City of Tallahassee/Leon County):
Foster community resilience by strengthening the reliability of our infrastructure and encouraging sustainable building practices, protecting a robust natural environment and local economy, and empowering self-sufficiency across the community.

Policy 1.6.1 – Energy Efficiency (City of Tallahassee/Leon County):
The City and County shall develop regulations and design standards for compact development and encourage green building techniques to reduce greenhouse gas emissions from energy generation and transportation. These regulations shall be implemented as prescribed in the land development codes to conserve land; to promote livability, walkability, and transportation efficiency, including reduced vehicle distance traveled; to leverage and support transit investments; and to reduce public health risks by encouraging daily physical activity associated with walking and bicycling.

Policy 1.6.2 – Multimodal Connectivity (City of Tallahassee/Leon County):
Within the Urban Services Area, the City and County shall use zoning and development standards for subdivision and planned unit developments to promote the location of homes, jobs, stores, parks, schools, and other destinations within 20 minutes walking distance of each other so that people can easily walk, bike, use public transit, or drive shorter distances. Development standards shall provide for interconnected pedestrian, bicycle, and transit amenities and account for the potential for future connection and expansion of pedestrian and bicycle networks on adjacent properties.

Policy 1.6.3 – Smart Growth Strategies for Community Resilience (City of Tallahassee/Leon County):
The City and County shall develop smart growth strategies to help our community adapt to the effects of climate change, natural disasters, and other events that may challenge the resilience of the City of Tallahassee and Leon County. Such strategies may include hardening infrastructure; constructing stormwater conveyance systems with greater capacity; developing complete, walkable streets; supporting agriculture and local food production; reducing indoor and outdoor water use; reducing pollutant emissions; supporting transit; and increasing renewable energy production.

Policy 1.6.4 – Urban Heat Islands (City of Tallahassee/Leon County):
The local governments shall develop strategies that minimize effects of heat islands, such strategies may include:

a. Tree and vegetation cover.
b. Green roofs and rooftop gardens.
c. Roof coatings or materials with high albedo that significantly reflect heat away from a building.
d. Alternative pavements that mitigate heat island effects.

Policy 1.6.5 – Resiliency of Transportation Facilities (City of Tallahassee/Leon County):
Design, construct, and maintain transportation facilities to prevent flooding, minimize pollution, and maintain natural stormwater runoff volume, timing, rate, and direction of flow characteristics consistent with the adopted Stormwater Level of Service Standard.

Policy 1.6.6 – Urban Forests and Climate Resilience (City of Tallahassee/Leon County):
Ensure the urban forest is managed within the urban core to balance and reduce conflicts, when feasible, between long-term urban forest health and coverage and above-ground utilities.

Objective 1.7 – Intergovernmental Coordination (City of Tallahassee/Leon County):
Coordinate with neighboring jurisdictions to effectively address and support the protection of natural resources that extend beyond jurisdictional boundaries.

Policy 1.7.1 – Key Regional Partners (City of Tallahassee/Leon County):
Coordinate with key partners, such as the Northwest Florida Water Management District (NWFWMD), and Florida Department of Environmental Protection (FDEP) on the protection and management of water resources and other environmentally sensitive features.

Policy 1.7.2 – Colleges and Universities (City of Tallahassee/Leon County):
Florida State University, Florida A&M University, and Tallahassee State College shall be subject to environmental protections identified within the Comprehensive Plan. This will be accomplished through the statutorily required campus master planning process for Florida State University and Florida Agricultural and Mechanical University.

Goal 2 [LM] – Distinct Urban and Rural Areas:

Our community will provide residents with diverse options for where they live or visit by maintaining a distinction between rural, sub-urban, and urban areas.

By maintaining a distinction between these areas, our community will:

- Provide a variety of lifestyle and housing choices while reducing sprawl.
- Foster economic development in urban areas and identified activity centers.
- Promote efficient development patterns.
- Support revitalization and redevelopment efforts within the Urban Services Area.
- Reduce infrastructure costs.
- Protect agricultural and forest management uses.
- Preserve and create natural resource-based activities, ecosystem functions and ecosystem services, and scenic vistas and pastoral landscapes.

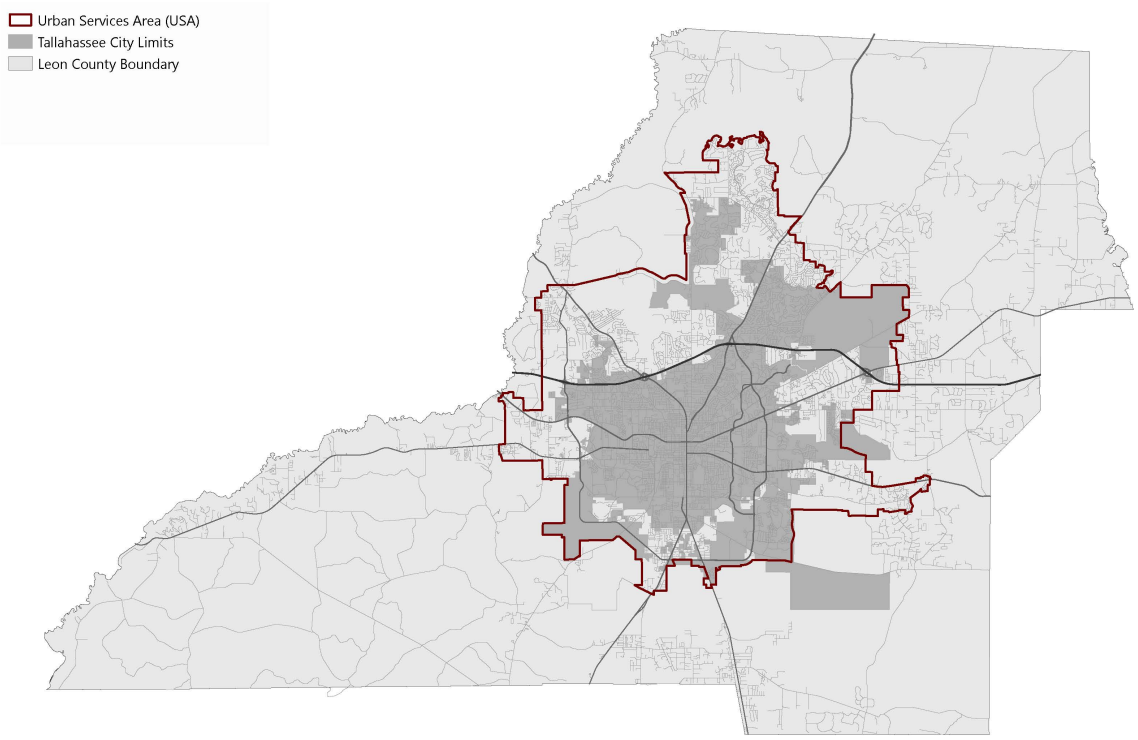
Objective 2.1 – Growth and Population Accommodation (City of Tallahassee/Leon County):
Tallahassee and Leon County will accommodate our population growth in a responsible manner. A growth and development strategy that provides for well-managed, orderly growth that preserves natural resources and promotes fiscal responsibility shall be leveraged to maximize economic and environmental stewardship while accommodating the increased population.

Policy 2.1.1 – Comprehensive Planning Periods (City of Tallahassee/Leon County):
The comprehensive plan shall have two planning periods. The short-term planning period shall be for a 10-year horizon from 2025 to 2035. The long-term planning period shall be the year 2050. The long-term planning period shall be amended during the Evaluation and Appraisal Review (EAR) process to reflect available population projections and relevant data and analysis of public facilities.

Policy 2.1.2 – Population Projections (City of Tallahassee/Leon County):
Population growth for the long-term planning period shall be based on University of Florida's Bureau of Economic and Business Research (BEBR) medium population projections.

Objective 2.2 – Efficient Growth (City of Tallahassee/Leon County):
To support the projected population growth, infrastructure shall be provided economically and efficiently while protecting surrounding forestry uses and agricultural lands from unwarranted and premature conversion to urban land uses. Growth and development shall be directed toward areas with existing or planned infrastructure in a manner that maintains distinct natural, rural, sub-urban, and urban areas.

Policy 2.2.1 – Urban Services Area (USA) (City of Tallahassee/Leon County):



To provide for well-managed, orderly growth that preserves natural resources and promotes fiscal responsibility, the City and County's growth management strategy shall include an Urban Services Area (USA). The USA shall include all areas where public facilities and services, including central water and sewer, are available or are identified in the 5-year schedule of capital improvements. The USA will be sized to include approximately 50% more vacant and developable land than is necessary to accommodate the projected population growth expected within the USA by the long-term planning horizon and will account for both the ability to provide urban infrastructure and the presence of environmentally sensitive lands and water bodies.

Policy 2.2.2 – Improvement of Capital Infrastructure (City of Tallahassee/Leon County):

Capital infrastructure improvements shall be targeted for areas within the Urban Services Area within the long-term planning period. These improvements shall be phased incrementally through annual updates to the Capital Improvements Schedule.

Policy 2.2.3 – Planning for Urban Services (City of Tallahassee/Leon County):

Local government infrastructure master plans, and updates to master plans, shall account for the Urban Services Area when determining where to provide sewer, water, electricity, paved streets, sidewalks, and other related urban services.

Policy 2.2.4 – Urban Services Outside of the Urban Services Area (City of Tallahassee/Leon County):

Urban services may be provided outside of the Urban Services Area where necessary to address critical environmental issues, critical public health issues, and/or other critical hazard vulnerabilities. Exceptions shall be substantiated in the capital improvement planning process. Emergency repairs and improvements necessary to maintain the public health, safety, and well-being shall be allowed without inclusion in the capital improvement planning process.

Policy 2.2.5 – Densities and Intensities (City of Tallahassee/Leon County):
Residential densities and non-residential intensities are established in the Future Land Use Categories and reflected on the Future Land Use Map, and are supported by available capital infrastructure. New growth shall be directed to areas within the Urban Services Area. Residential density and/or non-residential intensity of development allowed for individual site shall be determined by the infrastructure capacity to serve each proposed development, adopted levels of service, and/or the ability to implement conditions of approval or mitigation of potential impacts for the proposed development.

Policy 2.2.6 – Exceptions to the Urban Services Area (City of Tallahassee/Leon County):
Properties in southern Leon County designated Rural or Rural Residential on the Future Land Use Map that are located either between the Urban Services Area and Rural Community in Woodville or west of the Rural Community in Woodville may be designated with a higher density land use when central sewer service is available without requiring an amendment to the Urban Services Area. Any development that utilizes this provision must connect to central sewer.

Policy 2.2.7 – Roadway Improvements (City of Tallahassee/Leon County):
The planning, design, and construction of new streets and roads and the widening of existing streets and roads shall be consistent with the priority of urban services, the Future Land Use Map, and the Urban Services Area.

Policy 2.2.8 – Adaptive Reuse, Infill Development, and Redevelopment (City of Tallahassee/Leon County):
The City of Tallahassee and Leon County shall incentivize brownfield reclamation, building reuse, and the adaptive reuse of existing structures through land development regulations. These measures will support efficient growth, preserve historic buildings, protect natural resources, maintain affordable housing, and prevent the premature conversion of rural and agricultural land into suburban and urban development. Incentives may include density and intensity bonuses of up to 25%, modified development review thresholds, prioritized permitting, and fee waivers to encourage redevelopment and sustainable land use as specified in the land development code.

Policy 2.2.9 – Greyfields & Brownfields (City of Tallahassee/Leon County):
The local governments may incentivize the redevelopment and/or restoration of value to contaminated or under-utilized land on greyfield, brownfield, or other adaptive reuse/infill sites through strategies including possible density bonuses where appropriate, waiver of development fees or some combination of the two.

Policy 2.2.10 – Transportation Corridors (City of Tallahassee/Leon County):
Identify right-of-way (ROW) needed for planned future transportation improvements—in accordance with Florida Statutes Section 163.3177(6)(b)1., Section 337.273, and Section 334.03(29)—and protect it from development encroachment as development occurs to preserve the corridor for transportation use, to maintain transportation level of service standards and ensure that infrastructure occurs concurrent with the impact of development, meet concurrency, to improve coordination between land use and transportation, and to minimize the adverse social, economic, and environmental impacts of transportation facilities.

The future right-of-way needs for selected transportation corridors designated for improvement in the Tallahassee-Leon County Comprehensive Plan are depicted in the table below. This map,

table and corresponding land development regulations are intended to provide a basis for coordinating new development with the provision of transportation facilities by designating corridors where the construction and improvement of transportation facilities is expected

Future Right-of-Way Needs WITHOUT an Existing Corridor Alignment	
Functional Classification	**ROW Width (ft.)[1-3]**
Blueprint Principal Arterial	230
Principal Arterial	200
Minor Arterial	176
Major Collector	146
Minor Collector	100

1) Widths represent maximum anticipated ROW needs for generalized corridors; not precise alignments. Actual road location and design will be determined by specific corridor alignment studies, engineering studies, or other design studies.

2) Alternative widths may be established by the local government, in consultation with other affected agencies, pursuant to an adopted Critical Area Plan or based upon an analysis of existing constraints, community planning objectives, and other considerations unique to the roadway or surrounding land development.

3) In addition to the number of travel lanes, the following are important considerations in the determination of right-of- way needs for future corridors:

   a. Space for sidewalks to provide safe and convenient movement of pedestrians.

   b. The provision of bike lanes or separate bike paths.

   c. Space for current or future location of utilities so that, when necessary, they can be safely maintained without undue interference with traffic. The utility strip needs to be of sufficient width to allow placement of a water main so that in the case of rupture, neither the roadway pavement nor adjacent property will be damaged.

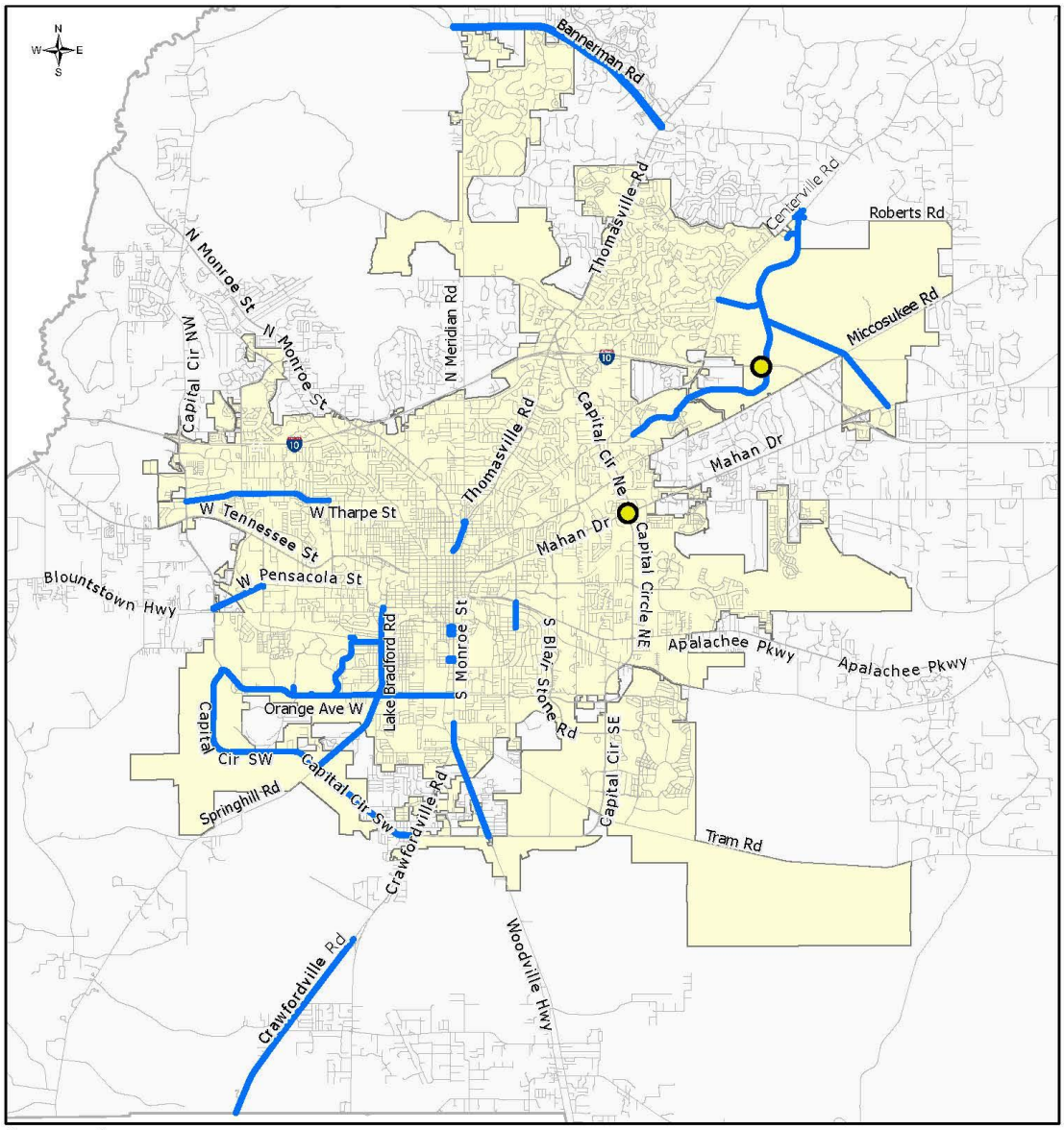
   d. Accommodation of stormwater at the surface or in storm drains.

   e. Accommodation of auxiliary lanes at intersections.

   f. Placement of trees to improve the aesthetic qualities of the roadway, to shade pedestrians, and improve community appearance. The space needs to be adequate to accommodate tree growth without damaging sidewalks, abutting development, or curb and gutter.

   g. Allowing changes in the paved section, utilities, or other modifications that may be necessary to meet unseen changes in vehicle, pedestrian, bicycle, or other transportation needs resulting from changes in land use and activity patterns.

Corridor Preservation Map



Objective 2.3 – Public Infrastructure (City of Tallahassee/Leon County):
Provide public infrastructure, public facilities, and public services that are necessary for public health, safety, and well-being efficiently, effectively, and equitably.

Policy 2.3.1 – Public Facilities Siting (City of Tallahassee/Leon County):
Public facilities, including community services, light infrastructure, and post-high school educational uses that provide for the operation of and provision of services on property owned or operated by local, state and federal government shall be allowable in any future land use category. Public infrastructure facilities may include public services and uses provided by private entities operating on property owned by the local, state, or federal government.

Policy 2.3.2 – Public Infrastructure Resilience (City of Tallahassee/Leon County):
To maintain resiliency and assist with post-disaster continuity of government, the siting of public infrastructure and facilities shall account for hazards by locating outside of hazard areas and evacuation zones or mitigating against potential impacts.

Policy 2.3.3 – School Siting Review & Criteria (City of Tallahassee/Leon County):
All proposals to site public or private schools shall be reviewed for consistency with the Comprehensive Plan.

Objective 2.4 – Preservation of Rural Areas (City of Tallahassee/Leon County):
Protect and create agricultural and silvicultural uses, natural resource-based activities, ecosystems, scenic vistas, and pastoral landscapes by preserving rural areas of the community and preventing the premature conversion of rural lands into low density, single-use districts.

Policy 2.4.1 – Transfer of Development Rights (City of Tallahassee/Leon County):
A transfer of Development Rights program may be established to transfer development rights from areas designated Rural on the Future Land Use Map to areas designated Rural Community or Rural Residential on the Future Land Use Map where central sewer service is available. In no instance shall the level of development be inconsistent with the provisions of the Utilities and Conservation Elements.

Policy 2.4.2 – Criteria for Urban Service Area Expansion (City of Tallahassee/Leon County):
To avoid premature conversions of rural areas to higher density and intensity uses, expansions to the Urban Services Area shall be contiguous with the Urban Service Area boundary, shall demonstrate the availability of or ability to provide central water and sewer service, and shall be based on an analysis of population projections and growth trends and an analysis of developable vacant land currently within the Urban Services Area.

Objective 2.5 – Reconnecting Urban Sprawl (City of Tallahassee/Leon County):
Mitigate the impacts of automobile-oriented, single-use developments by leveraging transportation connectivity, land use, and urban design principles that focus on reducing environmental impacts, incorporating a mix of uses, reducing vehicle miles traveled, and improving mobility, especially for people walking, riding bicycles, and using transit.

Policy 2.5.1 – Suburban retrofit (City of Tallahassee/Leon County):

The City of Tallahassee and Leon County shall develop and maintain land development regulations that encourage and incentivize redeveloping suburban areas to:

- Adaptively reuse vacant and underutilized buildings for new uses.
- Reconstruct degraded wetlands and watercourses to either "natural" functionality or repurpose them to complimentary functionality with additional community-use features.
- Build compact, walkable, mixed-use developments using Complete Streets design principles.
- Reduce block sizes to improve walkability.
- Establish more continuous streetscapes with liner buildings close to the street.
- Retrofit streets with appropriate design elements and sidewalks based on the designated Roadway Context Classification and available right-of-way.
- Interconnect street networks.
- Include more diversity in residential building types.
- Provide transit amenities.

Objective 2.6 – Recognizable Places (City of Tallahassee/Leon County):
Foster and protect distinctive, attractive places that are recognizable and important to the community.

Policy 2.6.1 – Beautifying Public Spaces (City of Tallahassee/Leon County):
The local governments shall provide land use regulations that require investment in the streetscape by adding features such as benches, planters, bike racks, tree boxes with trees with a healthy canopy; and providing space for public art installations where appropriate for a given context.

Policy 2.6.2 – Gateway Corridors (City of Tallahassee/Leon County):
Encourage the redevelopment and improvement of Gateway Corridors by providing higher density and intensity land uses along with design standards that promote complete streets and require enhanced landscaping along the corridors. Where appropriate and feasible, Gateway Corridors shall be evaluated for other improvements, including regional stormwater, parking facilities, brownfield remediation, and infrastructure improvements. Gateway Corridors include South Monroe Street, North Monroe Street, West Pensacola Street, West Tennessee Street, Thomasville Road, Mahan Drive, Apalachee Parkway, Lake Bradford Road, South Adams Street, Orange Avenue, and Springhill Road.

Policy 2.6.3 – North Monroe Corridor (City of Tallahassee/Leon County):
In addition to the Gateway Corridor components identified in Policy 2.6.2, encourage the redevelopment of the North Monroe Corridor and by establishing and maintaining the Lake Protection Corridor zoning district for areas north of Interstate-10 that are within the Lake Jackson Basin. Land development regulations shall also provide provisions for non-conforming uses and properties in the Lake Protection land use category to be deemed conforming when redevelopment or site improvements result in the site meeting the design standards and water quality standards for the Lake Jackson basin established in land development regulations.

Policy 2.6.4 – Woodville Sense of Place (Leon County):

Upon the adoption of the Woodville Sense of Place Plan by the Board of County Commissioners, the Tallahassee-Leon County Planning Department shall evaluate the need for updates to the Comprehensive Plan and land development regulations to implement the recommendations of the plan.

Policy 2.6.5 – Future Downtown Development (City of Tallahassee):

The City of Tallahassee shall incorporate design standards in the land development regulations that require complementary development and redevelopment in the Downtown area, specifically with regard for the historic context and support for multi-modal transportation.

Policy 2.6.6 – Bradfordville Study Area (Leon County):

The Bradfordville Study Area is defined in the Bradfordville Sector Plan, as adopted by the Leon County board of County Commissioners on July 11, 2000, and is depicted on the following map. Development in the unincorporated area of Leon County in the Bradfordville Study Area shall continue to be subject to the development standards for the area included in Leon County land development regulations based on the Bradfordville Area Plan.



Objective 2.7 (City of Tallahassee) – Multimodal Transportation District (MMTD):

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

Policy 2.7.1 – MMTD Implementation (City of Tallahassee):

The Multimodal Transportation District (MMTD), established in 2009 under the requirements of Florida Statute Section 163.3180(15) (2009) for the purpose of promoting walking, bicycling, and transit use, shall be maintained, updated, and implemented by relevant City and County departments through the Multimodal Transportation District Land Development Code and the project programming of the Capital Improvements Schedule.

Policy 2.7.2 Land Use Within the MMTD (City of Tallahassee):

The City of Tallahassee and Leon County shall periodically review the Future Land Use Map and land development regulations within the MMTD and modify them as necessary to facilitate appropriate densities, intensities, and mixture of land uses to support the goals of the district, based on the following targets:

a. Central nodes consisting of employment and services, relatively high density residential, and public spaces all oriented around convenient access to public transit facilities.

b. Areas designated primarily for residential uses should be no more than ½ mile from areas designated for shopping, services, and employment uses.

Policy 2.7.3 – Land Development Regulations in the MMTD (City of Tallahassee):

Adopt and maintain context-based land development regulations that ensure new development and redevelopment will contribute to walkable urban development patterns. Additionally, these regulations shall include and/or address the following:

a. Building placement.

b. Block size standards shall encourage small blocks and an interconnected street network.

c. Sidewalks with widths based on context.

d. Facade transparency.

e. Parking location.

Policy 2.7.4 – Minimum Parking Requirements (City of Tallahassee):

Minimum parking requirements shall not be applied to areas designated Urban Center of the Future Land Use Map and shall be significantly reduced, removed, or made otherwise flexible for other areas in the MMTD.

Policy 2.7.5 – Transit in the MMTD (City of Tallahassee):

The MMTD shall be well-connected via transit to major trip generators and attractors both inside and outside the areas where feasible; transit stops and waiting areas shall be safe, accessible, and comfortable, and intermodal connections shall be made.

Policy 2.7.6 – Transportation Mitigation (City of Tallahassee):

Transportation mitigation funds collected within the MMTD shall be used for projects within the MMTD with priority given to bicycle, pedestrian, or transit projects.

Policy 2.7.7 – MMTD Evaluation (City of Tallahassee):

The MMTD code shall be evaluated for opportunities to incorporate FDOT Context Classification along state roads, consideration of implementation through form-based code, and opportunities to streamline infill development and redevelopment within the Urban Center land use category.

Objective 2.8 – Community Context (City of Tallahassee/Leon County):

Identify natural, rural, sub-urban, and urban context areas based on distinguishing characteristics of the different locations across the community. The distinguishing characteristics used to identify the context areas will include existing development patterns, future development patterns based on land use and zoning, natural features, access to infrastructure, adjacent roadway classifications and proximity to employment centers, universities and schools, transit lines, trails and multi-modal facilities. The context areas shall be used as the basis for planning and design of land uses,

transportation facilities, public facilities, and infrastructure in the City of Tallahassee and Leon County.

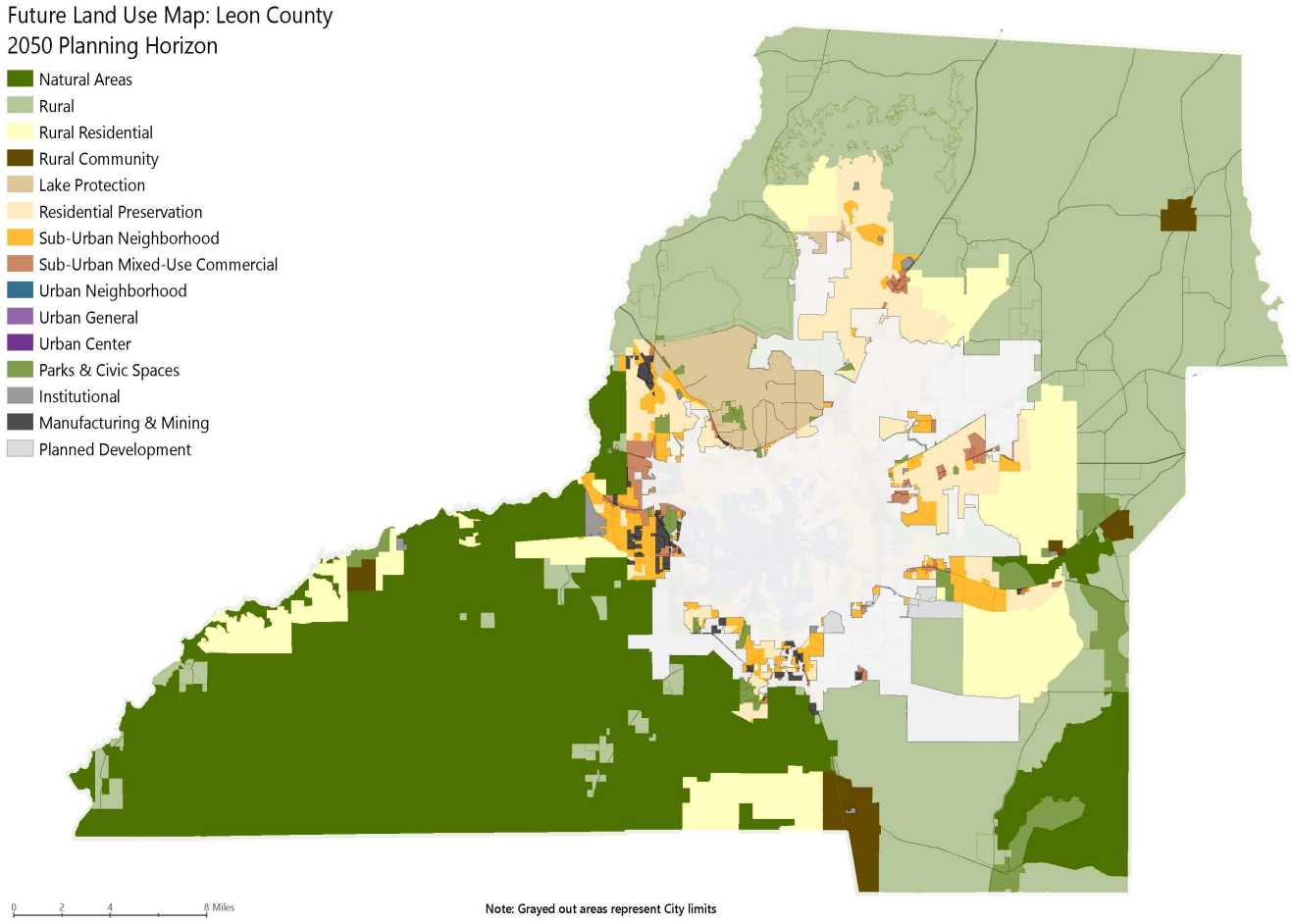
Policy 2.8.1 – Tallahassee-Leon County Future Land Use Map (City of Tallahassee/Leon County):

Identify the distribution, extent, and location of the different uses of land in the City of Tallahassee and Leon County in a manner that reflects community context and the vision for the community's future.

Policy 2.8.2 – Context Area Densities, Intensities and Mix of Uses (City of Tallahassee/Leon County):

The Future Land Use Map and Zoning Atlas shall include uses, densities, and intensities consistent with concentrating development within the Urban Services Area. Land uses and zoning within the Urban Context Areas shall have higher allowable densities and intensities than the Sub-Urban Context Areas, which shall have higher allowable densities and intensities than the Rural Context Areas. To ensure a mixture of uses in mixed-use land use categories, a minimum of 5% open space (which may include landscaping and stormwater facilities subject to land development regulations) is required and residential or non-residential land uses may develop from a range of 5% up to 95%. Public Schools are an allowable use in all future land use categories within the Urban Services Area with the exception of the Natural Areas land use. This provision is intended to provide sufficient lands proximate to residential areas to allow existing and future school siting considerations.

Future Land Map



Future Land Use Categories (FLUCs)

Policy 2.8.3 – Natural Areas Future Land Use Category (City of Tallahassee/Leon County):

State and national forests, wildlife management areas, and other managed natural areas serve to sustain the health, diversity, and productivity of valuable ecosystems while integrating public use of these resources. The Natural Areas land use category represents conservation and preservation areas protected from development.

Natural Areas consist of lands approximating or reverting to wilderness conditions, including lands unsuitable for settlement due to topography, hydrology, or vegetation. Areas designated as Natural Areas shall be protected from development except for community services, light infrastructure, and recreational uses that are compatible with the natural surroundings. Silviculture (the growth and cultivation of trees) shall be allowed.

Residential uses shall be limited to hosts and resident volunteers involved in the maintenance or operation of the managed natural areas. No residential uses shall exceed a density of one dwelling unit per 10 acres.

The following special conditions shall apply to the Natural Areas future land use category:

1. Ecotourism uses and structures ancillary to ecotourism uses (such as trailheads, interpretive kiosks, boat ramps, canoe/kayak launches, and campsite amenities) are allowable provided the structures preserve the scenic and natural character of this category.
2. Accessory uses directly associated with the operation of silvicultural, wildlife conservation, and recreational hunting shall be allowed.
3. Light infrastructure shall be allowed within the Natural Areas future land use category, provided there is no reasonable alternative location outside of Natural Areas future land use areas that provide the same public benefit.
4. State forests managed by the Florida Forest Service may be managed with frequent prescribed fire to meet ecological restoration and maintenance, wildlife habitat improvement, forest pest prevention, access and aesthetic control, and hazardous fuel reduction objectives in accordance with their respective 10-year Land Management Plans (F.s. 253.034).

Policy 2.8.4 – Rural Future Land Use Category (City of Tallahassee/Leon County):

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

The Rural land use category shall allow single family residential uses at a maximum density of one dwelling unit per 10 acres.

Non-residential uses functionally related to and directly in support of agriculture, the growth and cultivation of trees, and other natural resource-based activities, including ecotourism activities, may be permitted at a maximum intensity of 2,000 square feet per acre. The location of such uses shall be limited to the intersection of major collector and arterial or the intersection of two arterial designated roadways with development standards provided in land development code regulations for these nodes, except for non-residential uses supporting ecotourism activities, which shall be allowed near the waterbodies and natural features that are the focus of the ecotourism activity.

Community services, light infrastructure, and recreational uses may be permitted provided they are compatible with the natural and rural surroundings. Facilities associated with these uses may be permitted at a maximum intensity of 5,000 square feet per acre, with the primary structure not to exceed 7,500 square feet.

Active recreational uses not functionally related to or supportive of agriculture, silviculture, or natural resource-based ecotourism activities are prohibited. This includes, but is not limited to, golf course, drag strips, and racetracks.

To ensure that such uses are developed in a manner that is compatible with the rural nature of the area, additional design standards and limitations shall be included in the land development code.

The following special conditions shall apply to the Rural Land Use category:

1. Development proposals within the Rural Land Use category shall be evaluated for compatibility with adjacent agricultural and silvicultural uses and shall consider the land management activities associated with such uses, including prescribed fires which result in smoke. Development that is incompatible with agricultural uses, or has the potential to fragment, encroach upon, or displace such uses, shall not be permitted.
2. Property within the Rural Land Use category shall not be converted to a more intense land use category unless the subject site adjoins the Urban Services Area or a designated Rural Community.
3. Non-residential development shall be subject to design standards that preserve the scenic and rural character of this category and protect existing rural residential development from offsite impacts of non-residential development. Design standards shall include, but not be limited to, signage, lighting, parking, landscape buffers, and building materials.
4. Existing uses and structures listed on the local or national historic register as of July 6, 2015, shall be considered conforming.
5. Because urban services are not planned or programmed for areas within the Rural land use category, the Rural land use category shall not be applied to properties within the Urban Services Area.

Policy 2.8.5 – Rural Residential Future Land Use Category (Leon County):

The intent of the Rural Residential category is to provide the opportunity for very low-density residential areas mixed with open space and agricultural activity on the periphery of the Urban Services Area.

Residential land uses in Rural Residential shall be permitted at a density of up to one dwelling unit per three acres except in Conservation Subdivisions developed in accordance with the special conditions for the Rural Residential land use.

Community facilities, minor commercial activities, and minor offices are permitted. The maximum allowable gross square footage in Rural Residential may not exceed 20,000 square feet per acre for minor commercial and 100,000 square feet per acre for neighborhood commercial and shall be further detailed in the land development code.

Industrial, office, and more intensive commercial land uses are prohibited due to lack of present infrastructure services or potential negative environmental impacts. Present or future agricultural, silviculture and forestry activities may be allowed.

The following special conditions shall apply to the Rural Residential Land Use category:

1. To promote a mix of residential areas and perpetually protected open space and agricultural lands, Conservation Subdivisions are allowed and encouraged. Conservation Subdivision design in the Rural Residential land use may be permitted at a gross density of up to one unit per three acres with units clustered on no more than 50% of the site. Conservation Subdivisions must also permanently set aside at least 50% of the total site as open space and restrict development to the least environmentally sensitive and otherwise significant portions of the land. Residential lot size shall be a minimum of 0.5 acre.
2. To protect rural areas from premature development, facilitate infill and redevelopment inside the Urban Services Area, and in recognition of the significant area already mapped as Rural Residential, no additional lands designated Rural or Rural Residential shall be converted to a more dense or intense land use category unless it is within the Urban Services Area and adjoining lands are also within the designated Urban Services Area.
3. Existing, lawfully established, non-residential uses within the Rural Residential land use category that are compatible with surrounding uses shall be considered permitted uses.
4. Existing lots of record shall be considered vested for the purposes of single-family residential use regardless of lot size or density provided all other development standards can be met.
5. Drive-in and drive-thru facilities are not permitted in Rural Residential.

Policy 2.8.6 – Rural Community Future Land Use Category (Leon County):
The intent of the Rural Community land use is to distinguish long-established unincorporated communities located outside of the urban service area. These unincorporated rural communities have historically grown independently as communities outside of the Tallahassee urban area and are not extensions of urban sprawl. The Rural Community land use represents geographically compact concentrations of developed areas, including many historic towns, immediately surrounded by rural and natural areas.

Residential uses within the Rural Community land use are allowed at a base maximum density of 2 dwelling units per acre. Where central sewer is available, the maximum density allowed is 8 dwelling units per acre.

Community facilities, minor offices and small to moderate-sized commercial development that provide local and surrounding rural residents access to basic shopping opportunities are limited to a maximum intensity of 10,000 square feet per acre. Maximum building size shall not exceed 50,000 square feet. The Land Development Code shall incorporate standards to minimize potential adverse effects of non-residential uses on surrounding residential property, encourage clustering of businesses to discourage "strip" development, provide for utility space minimums to avoid traffic interference, limit building mass, and encourage pedestrian access.

The following special conditions shall apply to the Rural Community Land Use category:

1. Water and wastewater systems used to serve areas designated Rural Community shall be designated for lower density service as this category is not intended to create an area that attracts regional development.
2. Rural Communities within the Primary Springs Protection Zone shall implement development provisions per the Conservation and Utilities Elements.

Policy 2.8.7 – Lake Protection Future Land Use Category (City of Tallahassee/Leon County):

Lake Jackson, designated both an Outstanding Florida Water (OFW) and Aquatic Preserve, is one of the most unique waterways in Florida. The intent of the Lake Protection category is to ensure that development within the Lake Jackson basin occurs in a sustainable and environmentally sound manner, achieving measurable reductions in nutrient pollutants and improving water quality. The bounds of this category are to be based on the Lake Jackson basin boundary. The boundaries of the Lake Protection category may be applied to areas outside but adjacent to the Lake Jackson basin where application of the category promotes cohesive development patterns along a mixed-use corridor or node.

The Lake Protection category shall allow for residential uses at a density of one dwelling unit per two acres. To encourage compact and efficient development, three density bonus options are available for properties within the category:

- A residential density of up to 4 dwelling units per acre may be permitted within developments designed as a Conservation Subdivision, where served by central water and sewer systems.
- A residential density of up to 8 dwelling units per acre may be permitted within the Lake Protection Corridor (LPC) zoning district, where served by central water and sewer systems.
- A residential density of up to 20 dwelling units per acre may be permitted for properties on US Highway 27 within the Lake Protection Node (LPN) zoning district, where served by central water and sewer systems, and where design standards, including buffering to adjacent low and density residential, as established in the land development code is met.

Non-residential and mixed-use development within the Lake Protection category may only be permitted within areas designated with the LPN and LPC zoning districts. Within these districts, single use, non-residential development shall be allowed at a maximum intensity of 10,000square feet per acre in the LPC zone and 20,000 square feet per acre in the LPN zone where buffering to low-density residential as established in the land development code is met. Projects containing a vertical mixture of uses, including any combination of office, commercial and residential uses, may receive a bonus of 2,500 square feet per acre in the LPC zone and a bonus of 10,000 square feet per acre in the LPN zone.

Community services, light infrastructure, and recreational uses shall be permitted. Facilities associated with these uses shall be allowed at a maximum intensity of 10,000 square feet per acre.

The following special conditions shall apply to the Lake Protection Future Land Use category:

1. The local governments shall implement the Lake Protection Land Use Category with a minimum of three zoning districts, including Lake Protection, LPC, and LPN.
2. The LPN zoning district shall only be permitted at the following intersections:
    a. Highway 27 North and Sessions Road
    b. Highway 27 North and Capital Circle NW/Old Bainbridge Road
    c. Highway 27 North and Fred George Road
    d. Bannerman Road and Bull Headley Road

    The exact extent of these Nodes shall be specified in the City of Tallahassee and Leon County land development regulations but generally shall not extend beyond 0.25 miles from the respective intersection and shall not include areas within a Special Development Zone (SDZ) or existing single-family subdivisions.
3. The LPC zoning district shall only be permitted along Highway 27. The exact extent of the LPC shall be specified in the City of Tallahassee and Leon County land development regulations but generally shall not extend beyond 0.25 miles from the centerline of Highway 27 and shall not include areas within a Special Development Zone (SDZ).
4. As an alternative to large-lot developments, Conservation Subdivisions shall be permitted within the Lake Protection land use category and shall include the following:
    a. Contain a minimum of 60% open space preserved in perpetuity through a conservation easement and comprised of such things as preservation and conservation features, Special Development Zones, undeveloped uplands, passive recreation areas, and storm water facilities designed as a community amenity; and
    b. Be developed at a maximum gross density of two dwelling units per acre or a maximum gross density of four dwelling units per acre when served by central water and sewer systems.
5. Land development regulations shall include stormwater treatment standards for all development and redevelopment within the Lake Protection land use category. To

encourage redevelopment in the Lake Protection category, land development regulations may provide for a partial credit applied toward existing impervious surface on previously developed sites.

6. Minimum open space requirements, Low Impact Development strategies, and maximum building footprints shall be included as development standards for the zoning districts implementing the Lake Protection land use category. Additional development standards deemed necessary to protect Lake Jackson from further degradation and/or improve existing water quality may be included in the land development code.

7. The land development regulations shall provide provisions for legally established non-conforming uses and properties in the Lake Protection land use category to be deemed conforming when redevelopment or site improvements result in the site meeting the design standards, including buffering to adjacent low-density uses, and water quality standards for the Lake Jackson basin established in land development regulations.

Policy 2.8.8 – Residential Preservation Future Land Use Category (City of Tallahassee/Leon County):

Characterized by existing homogeneous residential areas within the community that are predominantly accessible by local streets. The primary function is to protect existing stable and viable residential areas from incompatible land use intensities and density intrusions greater than 6 units per acre. Future development primarily will consist of infill due to the built-out nature of the areas. Commercial, including office as well as any industrial land uses, are prohibited. Future arterials and expressways should be planned to minimize impacts within this category. Single family, townhouse, duplexes and cluster housing may be permitted within a range of up to six units per acre. Notwithstanding the maximum densities in this policy, existing legally established residential uses exceeding 6 units per acre shall be deemed conforming. Such uses may rebuild to existing building lot coverage percentage and density. Expansion of residential uses exceeding 6 units per acre or other non-conforming uses are prohibited. Nonresidential uses, other than community facilities and recreational facilities are not permitted. Community facilities are limited to a maximum of 60% impervious surface.

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

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

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

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

New or redeveloped commercial uses adjoining residential preservation designated areas shall mitigate potential impacts by meeting land development regulation requirements for buffers, screenings, landscaping, noise, setbacks and stepbacks to be compatible with low density residential development in terms of size and appearance. The factors cited in paragraph (d) below shall be used when determining the compatibility and design techniques. The design and layout of adjoining commercial uses shall be oriented to place the section of the development with the least potential negative impacts next to the residential preservation area.

b) Limitations on existing light industry adjoining residential preservation neighborhoods.

Expanding or redeveloped light industrial uses adjoining low-density residential areas within the residential preservation land use category shall mitigate potential negative impacts and provide screening or buffering between the light industrial uses and the low and medium density residential uses. The factors cited in paragraph (d) below shall be considered when determining compatibility and design techniques.

The design and layout of expanding or redeveloping light industrial uses adjoining residential preservation areas shall be oriented to place the section of the development with the least potential negative impacts in the area next to the existing and/or future low density residential area in the residential preservation land use category. New light industrial uses shall prevent or mitigate off-site impacts in accordance with the Institutional Special District or the Manufacturing and Mining Special District t and applicable Land Development Regulations.

c) Additional development requirements for allowed community facilities when adjoining low density residential areas, except for cemeteries or religious facilities to be used solely for religious functions.

Such development requirements will also apply to ancillary facilities when proposed in conjunction with religious facilities and are to result in effective visual and sound buffering (either through vegetative buffering or other design techniques) between the community facilities and the adjoining residential preservation area.

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

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

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

Policy 2.8.9 – Sub-Urban Neighborhood Future Land Use Category (City of Tallahassee/Leon County):

The intent of the Sub-Urban Neighborhood land use category is to allow for neighborhood-scale development that provides a mix of housing types and neighborhood scale commercial within a walkable and bikeable area It is not intended to be applied within the interior of an existing established low-density neighborhood, unless to correct, legal non-conforming uses and/or densities. Principal uses within the district shall include residential development, neighborhood commercial, and neighborhood supportive facilities such as community facilities, recreational amenities, and light infrastructure.

The Sub-Urban Neighborhood category shall allow for residential uses at a maximum density of 20 dwelling units per acre. Allowed residential building types are single-family detached, single-family attached, duplexes, triplexes, fourplexes, multiplexes, multi-family, and live-work units.

Office, commercial, and community service uses are allowed up to 20,000 square feet per acre. The intensity of all non-residential land uses shall be kept minimal to reduce the intrusive impact upon the predominant residential land use. Land development regulations shall include development standards to maintain low traffic volumes, vehicular speeds, and parking for non-residential uses.

The following special conditions shall apply to the Sub-Urban Neighborhood Future Land Use category:

1. Urban design standards, buffering standards, and screening standards shall be included in the City of Tallahassee and Leon County land development regulations to ensure compatibility between residential and non-residential uses within the Sub-Urban Neighborhood land use.
2. If central sanitary sewer is not available, non-residential development is limited to a maximum of 900 gallons of wastewater flow per day. Community service facilities are limited to no more than 5,000 square feet, or a sewage flow not to exceed 900 gallons per day. Also, refer to Sanitary Sewer Policies 1.2.3 and 2.1.2 of the Utilities Element of the Comprehensive Plan for additional requirements.

Policy 2.8.10 – Sub-Urban Mixed-Use Commercial Future Land Use Category (City of Tallahassee/Leon County):

The intent of the Sub-Urban Mixed Use Commercial Land Use Category is to establish activity centers and mixed-use nodes that provide community wide or regional commercial activities and housing. This land use category promotes the efficiency of the transportation system through consolidation of trips and discouragement of the unabated sprawl of commercial activities. An integrated pedestrian and bicycle access system shall be provided to afford safe and accessible foot and bike travel between the land uses. The district is intended to facilitate efficient traffic flow by allowing only land uses developed with comprehensively planned access, egresses, and internal circulation systems through the land development review and approval process.

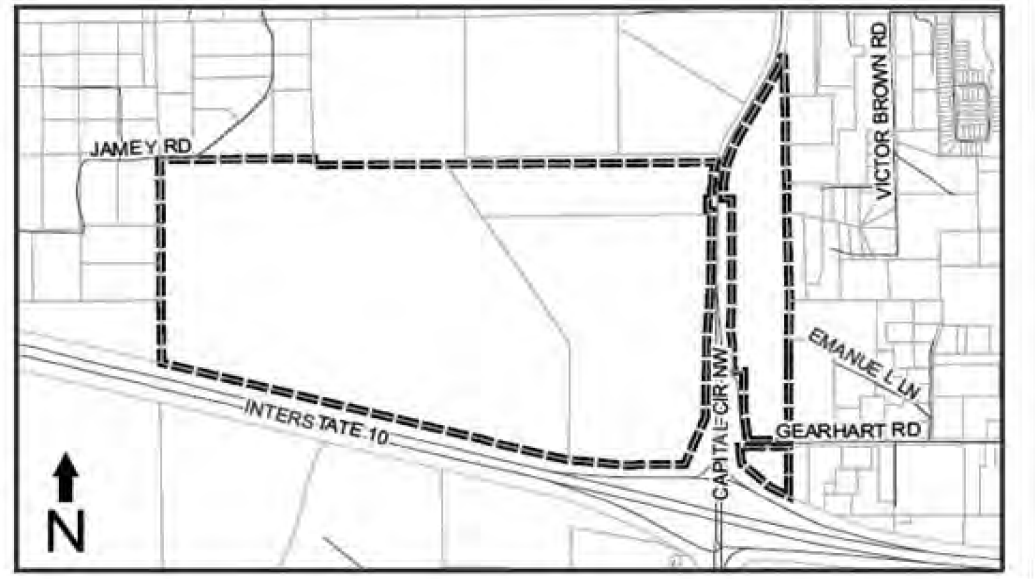
Residential land uses at a maximum density of up to 45 dwelling units per acre shall be allowed in the Sub-Urban Mixed Commercial Land Use Category. Recreational opportunities, cultural activities, commercial goods and services should be located nearby to complement residential

uses. Mass transit stops should be located at large commercial centers with appropriate connections established between commercial and residential areas to reduce the automobile dependency of residents and employers. For infill development and redevelopment projects, a variety of residential types, employment, office, and commercial uses should be incorporated.

Non-residential uses including office, recreation, light infrastructure, community services, and educational facilities shall be allowed up to 25,000 square feet per acre except for in the scenarios outlined in the special conditions below.

The following special conditions shall apply in the Sub-Urban Mixed Use Commercial Land Use Category:

1. Except within mixed-use centers, larger-scale commercial development shall be buffered from residential neighborhoods.
2. If development within the Sub-Urban Mixed Use Commercial Land Use Category only contains residential land uses, at least 5% of the gross site must be used for passive or active open space such as pocket parks, green space, or trails. The required 5% of the site shall be contiguous.
3. Non-residential development that is a part of a mixed-use development that includes medical centers may have an intensity of up to 80,000 square feet per acre, and up to 176,000 square feet per acre if it includes a hospital.
4. Park Place is a designated Regional Activity Center subject to the increased Development of Regional Impact guidelines and standards consistent with Rule 28-24.014(10)(a), Florida Administrative Code.



Park Place meets the parameters for a Regional Activity Center as defined in Rule 28-24.014(10)(c)2, Florida Administrative Code, and is depicted on the map above. Multi-use land uses for a Regional Activity Center can be accommodated by the currently designated Planned Development future land use category and development shall occur

consistent with the guiding land use policies within the local comprehensive plan and the land development code.

Policy 2.8.11 – Urban Neighborhood Future Land Use Category (City of Tallahassee):
The intent of the Urban Neighborhood Land Use is to provide medium density housing, live/work housing, and a mix of uses set within small to medium blocks that are defined by walkable streets characterized by narrow travel lanes, on-street parking, sidewalks, and planter strips. It is not intended to be applied within the interior of an existing established low-density neighborhood, unless to correct legal non-conforming uses and/or densities. The Urban Neighborhood area shall be characterized by a mix of uses on small lots, with residential uses being the predominant type, and a street network that generally connects to residential neighborhoods along corridors or behind the uses fronting major collectors or arterial roadways. Non-residential neighborhood-scale uses are allowed and intended to integrate into the surrounding neighborhood. Pedestrian safety and comfort shall be prioritized over vehicle speed.

Allowed land uses include residential and neighborhood-scale non-residential uses. The scale of all non-residential land uses shall remain accessible to pedestrians living in surrounding residences. Emphasis on commercial uses shall be limited to convenience goods and services, small to moderate scale grocery stores, and small pharmacies and offices. Community facilities, office, and commercial development in scale with surrounding residential areas are appropriate.

A maximum gross density of 26 dwelling units per acre is allowed. Residential development should include a mix of densities and housing types and be located to maximize pedestrian access to shops, public facilities and recreational opportunities that are passive or active.

A maximum intensity for commercial uses of 30,000 square feet per acre and a maximum intensity for office uses of 30,000 square feet per acre are allowed. Traffic volumes and speeds shall be kept low, and parking for nonresidential uses shall be small in scale. The number of parking spaces may be reduced to reflect increased pedestrian access.

The following special conditions shall apply to the Urban Neighborhood Land Use Category:

1. Design and development standards for the Urban Neighborhood area shall detail the placement, scale, and relationship between buildings and the street, including landscaping standards, to support an area of high pedestrian comfort and a continuous walkable street network throughout the district.
2. Urban design standards, buffering standards, and screening standards shall be included in the City of Tallahassee and Leon County land development regulations to ensure compatibility between residential and non-residential uses within the Urban Neighborhood land use category.

Policy 2.8.12 – Urban General Future Land Use Category (City of Tallahassee):
The intent of the Urban General Land Use is to provide a mixture of uses including a variety of residential land uses, employment (including light manufacturing), office and commercial activities that are arranged in a manner to promote walkability and bikeability, or reduce automobile use. This category includes a variety of building types, short setbacks, wide sidewalks,

and a street scape with trees, typically defining medium-sized blocks within walking distance of high activity or employment centers; essentially a walkable urban area with a mix of housing options and significant non-residential uses related to and supporting housing. The land use category provides higher density residential opportunities near university campuses and the downtown area. Infill and potential redevelopment and/or rehabilitation activity are encouraged.

Allowed land uses include residential, commercial, office, and community facilities.

A maximum gross density of 50 dwelling units per acre is allowed.

A maximum intensity for commercial uses of 60,000 square feet per acre and a maximum intensity for office uses of 60,000 square feet per acre are allowed.

Development in this category located along public frontages shall incorporate uses that emphasize and encourage pedestrian foot traffic and contribute towards a visually-interesting environment for the adjacent public realm. This can be achieved through methods such as high percentage of transparency, frequent pedestrian opening with connections to adjacent streetscapes, and human-scaled architectural details. Development that is primarily served by automobile traffic and generates low foot traffic shall be subject to a maximum intensity of 30,000 square feet per acre.

The following special conditions shall apply to the Urban General Land Use Category:

1. Design and development standards in the land development regulations for the Urban General area shall detail the placement, scale, and relationship between buildings and the street to support an area of high pedestrian comfort and safety, and a continuous walkable street network throughout the district.
2. Development standards in the Tallahassee Land Development Code may not require minimum parking requirements for uses in the Urban General land use category.
3. Street access by nonresidential uses may be permitted within the City limits of Tallahassee so long as site design complies with land development regulations to mitigate potential incompatibility with residential uses within the land use district.
4. Development at universities and colleges shall be regulated by the respective campus master plans and development agreements. Coordination on development in the proximity of universities and colleges shall be subject to development agreements.
5. The land development regulations shall include standards for development that do not incorporate uses that emphasize and encourage pedestrian foot traffic or contribute towards a visually-interesting environment for the adjacent public realm. Standards shall include requirements such as enhanced bicycle and pedestrian amenities and streetscaping features, building façade enhancements, and building placement.

Policy 2.8.13 – Urban Center Future Land Use Category (City of Tallahassee):
The intent of the Urban Center land use category is to be a vibrant, 18-hour urban activity center with quality development that includes a variety of residential and nonresidential uses at high densities and intensities. The land use is characterized by buildings in close proximity to one another, featuring retail on the ground floor and residential units above, wide sidewalks, consistent street trees, and a strong emphasis on pedestrian activity. The emphasis in this area, which is within the Multimodal Transportation District, is to facilitate a shift from cars to

pedestrian, bike and transit modes of transportation. The land use intends to promote a mix of uses and higher densities and intensities within its Urban Center, while promoting multiple modes of transportation.

Allowed land uses include residential, commercial, office and community facilities.

A maximum gross residential density of 150 dwelling units per acre is allowed. Development intensity in Urban Center is up to 100% lot coverage. Land development regulations may establish more restrictive lot coverage, building heights, and design standards for different locations, neighborhoods, and special character districts within the Urban Center land use.

Intensity for nonresidential uses shall be identified in the Downtown regulating land development code that shall include lot coverage and maximum building height.

The following special conditions shall apply to the Urban Center Land Use Category:

1. The development regulations within the Urban Center area shall establish Design Guidelines for the land use in order to allow for more mixed-use, pedestrian, bike and transit- oriented development.
2. Future Expansion of the Urban Center land use shall be subject to the following requirements.
    a. The proposed parcels shall be:
        i. Within the existing Downtown Overlay; and
        ii. Contiguous to the existing Urban Center FLUM area.
        iii. Served by available and adequate infrastructure to support the densities and intensities allowed in the Urban Center land use.
        iv. Demonstrated to exhibit a need for the expansion (e.g.: parcel of sufficient size not available in the Central Core FLUM for the proposed development).

Policy 2.8.14 – Special Development Districts (City of Tallahassee/Leon County):
The following Special Development Districts are created to address unique uses and areas throughout the community:

- Manufacturing and Mining – Heavy industrial land uses that do not, typically, have a defined intensity or density and may have the potential to create significant offsite impacts to surrounding areas, have specific federal and/or state requirements and must receive federal and/or state approval in addition to local government approval. Impacts such as noise, lighting, traffic, and vibrations that are not regulated by federal and/or state laws shall be regulated by the City and County.
- Institutional - Heavy infrastructure community facilities which may be public or privately owned or established that provide significant public benefit but may have the potential to create off-site impacts.
- Parks and Civic Spaces – City, County, State and Federal areas utilized for passive and/or active recreation uses. The principal land use will not, typically, have a defined density

or intensity.

- Planned Development – Large, undeveloped land areas within the Urban Services Boundary that are generally under single ownership that are required to be master planned prior to development.

Special Development Districts shall be subject to the provisions of the Comprehensive Plan except where otherwise specified by federal and state laws.

Policy 2.8.15 – Manufacturing and Mining Special District (City of Tallahassee/Leon County):

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

Manufacturing and mining uses intended for the distribution of manufactured goods should be encouraged in areas with access to the Tallahassee International Airport or the Florida Department of Transportation's (FDOT) Strategic Intermodal System (SIS) facilities. The Manufacturing and Mining Special District shall not be applied to areas outside the Urban Services Area.

Because heavy industrial uses vary in their operations and potential for offsite impacts, performance and locational criteria shall be established in the City and County land development codes for the implementing zoning districts.

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

- Light Industrial – Light Industrial uses shall be permitted at a maximum intensity of 30,000 square feet of gross building floor area per acre. Ancillary residential uses (intended for caretaking, maintenance, the temporary lodging of employees, or security) may not exceed two units per acre.
- Mining – Mining uses shall be permitted subject to applicable landscaping and natural area requirements and the dimensional standards included in land development regulations. A land reclamation plan shall be submitted demonstrating that upon termination of the activity, the land shall be returned to a condition that will allow an effective reuse compatible with surrounding properties.
- Heavy Industrial – Heavy Industrial uses shall be permitted at a maximum intensity of 30,000 square feet of gross building floor area per acre. These areas shall have stringent locational criteria and require extensive buffering and/or relative distance from other land uses. These uses may require employment of techniques to prevent impacts offsite or require mitigation and/or minimization techniques for impacts. Ancillary commercial

uses designed to serve adjacent workers may be permitted.

The following special conditions shall apply to the Manufacturing and Mining Special District:

1. Noise, vibrations, smoke, dust and particulate matter, odor, and lighting resulting from industry and mining uses shall be prevented or mitigated to avoid negative impacts on properties in the vicinity of these uses. The City and Leon County Land Development Code shall provide minimum mitigation standards.
2. Administrative offices that support and are functionally related to onsite activities are allowed in any of the implementing zoning districts for the Industry and Mining Special District.
3. Site plans must demonstrate the protection of adjacent non-industry and non-mining properties through development standards outlined in the land development codes.
4. A plan for vehicular access to and from the site addressing heavy trucks and equipment must be submitted with site plans and must demonstrate compatibility with adjacent land uses.
5. Hydraulic fracturing, proppant fracturing, acid fracturing, matrix acidizing, and similar activities, commonly referred to as fracking, are not permitted uses in the Industry and Mining Land Use.

Policy 2.8.16 – Institutional Special District (City of Tallahassee/Leon County):

The purpose of this Special District is to provide lands for heavy infrastructure community facilities that must obtain federal and/or state approvals to be located, modified and/or expanded within the community. Institutional facilities and uses may be public or privately owned or established but must provide significant public benefit.

Principal uses for institutional facilities and uses may not have a defined density or intensity. Generally, facilities and accessory uses shall not occupy more than 90 percent of the entire site when located within the Urban Service Boundary or 75 percent of the entire site when located outside of the Urban Services Boundary. Primary buildings for institutional uses shall be permitted at a maximum intensity of 30,000 square feet of gross building floor area per acre.

The following special conditions shall apply to the Institutional Special District:

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

Policy 2.8.17 – Parks and Civic Spaces Special District (City of Tallahassee/Leon County):

The Parks and Civic Spaces Special District may be applied to publicly or privately owned lands and is intended to provide areas within the community for the resource conservation and recreational facility needs of the community. Non-residential uses that enhance parks with active recreational facilities, such as a clubhouse at a golf course or restaurant and retail uses at parks in urban areas, are allowed if designed to complement the park's intended use.

The maximum intensity for non-residential uses in areas designated Parks and Civic Spaces Special District is 1,000 square feet per acre. Residential uses shall be limited to hosts and resident volunteers involved in the maintenance or operation of the parks and civic spaces.

The following special conditions shall apply to the Parks and Civic Spaces Special District:

1. Commercial active recreation land uses shall be established through the Planned Unit Development process.
2. Because commercial active recreation land uses vary in their operations and potential offsite impacts, the Planned Unit Development shall establish standards to address the potential offsite impacts, including, but not limited to noise, lighting, and traffic access and congestion.

Policy 2.8.18 – Planned Development Special District (City of Tallahassee/Leon County):

The Planned Development Special District is intended to identify large, undeveloped land holdings that will be developed with various mixes of land uses for which more detailed planning is required to establish the appropriate mixture and arrangement of uses. Undeveloped areas within the Urban Service Area that, as of January 1, 2007, are predominantly in the same ownership or control and encompassing more than 200 acres shall be defined as a Planned Development Special District. These Planned Development Special Districts shall require, prior to subdivision or development, a Master Plan approved by the jurisdiction in which the Planned Development Special District is located.

The Planned Development Special District allows intensities of 25,000 square feet per acre and densities shall not exceed 20 dwelling units per acre. Storage areas within buildings, warehouses, mini-warehouses and self-storage facilities may have a gross floor area up to 50,000 square feet per acre.

The following special conditions shall apply to the Planned Development Special District:

1. Master Plans shall show the location, intensity and mix of proposed land uses, as well as the transportation network necessary to serve the proposed development. To provide for a more self-supporting development pattern that is less oriented to the use of automobiles, the Master Plan area shall include at least four different land uses (e.g., residential, office, commercial, recreation, light industrial, public or private open space) that are integrated with each other, as well as with the unique characteristics of the development area.
2. Master Plans shall identify the following:
    a. Boundary of area subject to Planned Development.
    b. General depiction of mix, location and intensities of future land uses.
    c. Activities permitted within each land use.

d. Total dwelling units.

e. Total square footage of non-residential development.

f. How natural resources on-site will be protected.

g. Major transportation system improvements that are consistent with adopted transportation plans.

h. Capacity maintenance, bicycle, and pedestrian accessibility, impacts to surrounding areas and protection of canopy roads, if applicable.

i. Address mass transit, if transit facilities are available or planned within the plan horizon for the Tallahassee-Leon County Comprehensive Plan to serve the Planned Development.

j. Facilities and development requirements to provide alternative modes of transportation, such as bicycle and pedestrian mobility and, if available, mass transit.

k. An infrastructure plan which identifies the type, demand, and general location of needed utilities in relation to existing and scheduled utilities in the areas of the development.

l. The location and adequacy of proposed schools, parks, and open space.

m. How the development will reduce transportation demand by allowing for internal trip capture at project build-out through a mixture of land uses.

n. How the development will comply with applicable affordable housing policies and/ordinances.

o. How the unique characteristics of the area, including cultural and historic resources, preservation and conservation features, and greenways, will be addressed.

p. A set of development guidelines that will direct the development of implementing PUD/PUDs. These guidelines shall address, but not be limited to, building height, setbacks, the interrelationships of uses, energy efficiency, pedestrian access. The guidelines shall include basic design elements that generally address crime prevention, such as landscaping and lighting considerations, Crime Prevention through Environmental Design (CTPED) principles, or other design concepts intended to improve safety and deter crime.

3. Previous approved Comprehensive Plan Area Plans shall constitute a Master Plan as required by this policy. The Southeast Sector Plan serves as the Master Plan for Southwood, Colin English Properties, and the former Southside DRI lands. The Welaunee Critical Area Plan serves as the Master Plan for the Welaunee Toe, Heel, and Arch. The Capital Circle Office Complex Planned Unit Development Master Plan Concept shall serve as the Master Plan for this area, and shall be exempted from the four use requirement of this policy.

4. Approved Master Plans are to be implemented by one or more Planned Unit Developments. Minimum size requirements for Planned Unit Developments within the district shall be established in the land development code. Minor and major amendments to the Master Plan may be approved through the Planned Unit Development requirements and procedures. The Planned Unit Development may serve as the Master Plan if it meets the requirements for a Master Plan enumerated in this policy.

5. Easements, right-of-way and other improvements located throughout the Planned Development District boundary may be required to be dedicated in conjunction with proposed development applications to ensure adequate facilities can be constructed consistent with the

Master Plan.

6. Subdivision of a portion of a Planned Development District for sale or donation to a public or quasi-public entity for the purpose of conservation, preservation, or passive resource-based recreation use shall not be contingent upon the adoption of a Master Plan or PUD.
7. Subdivision and development of a portion of a Planned Development area for sale or donation for the purpose of providing schools (pre-kindergarten through twelfth grade) and/or infrastructure to serve primarily offsite needs shall not, likewise, be contingent upon the adoption of a Master Plan or PUD. The land development code shall establish the process and requirements for siting and development of new schools and the expansion of existing schools. The conservation, preservation, passive recreation, educational facilities and types of infrastructure that are intended to be accessible by the public shall be designed for integrated auto, pedestrian and bicycle access, and shared access. The school facilities and infrastructure shall include adequate buffering for the remainder of the Planned Development. If any of these public acquisitions reduce the remaining acreage of the Planned Development below 200 acres, the Planned Development provisions of this Plan shall apply to all remaining acreage.
8. Separate Master Plans may be approved for each Planned Development District that is divided by an interstate or arterial highway that limits integration across the entire development.
9. As demands from a rapidly increasing population may require the expansion of the Urban Service Boundary in the future, additional areas will be identified as Planned Development Areas upon their inclusion within the Urban Service Area.
10. Upon expansion of the Urban Service Area, properties that meet the definitions for Planned Development areas shall be designated as Planned Development on the adopted Future Land Use Map and Zoning Map.

Goal 3 [LM] – Healthy Neighborhoods and Vibrant Places:

Our community will plan for the development of healthy neighborhoods, vibrant places, and places of employment that are designed and built to be lively, inclusive, safe, and sustainable to ensure the equitable treatment and involvement of all citizens, recognize the importance of public spaces and private property, address the importance of civic and institutional uses, and account for community context.

These places will provide for:

- Recreational opportunities.
- Pedestrian and bicycle facilities.
- Healthy food options.
- Health services.
- Community facilities, including schools, community centers, and libraries.

Objective 3.1 – Residential Character (City of Tallahassee/Leon County):
Provide for connectivity and a balanced mix of residential uses that allow for greater housing diversity while protecting the character of existing, viable residential areas and neighborhoods.

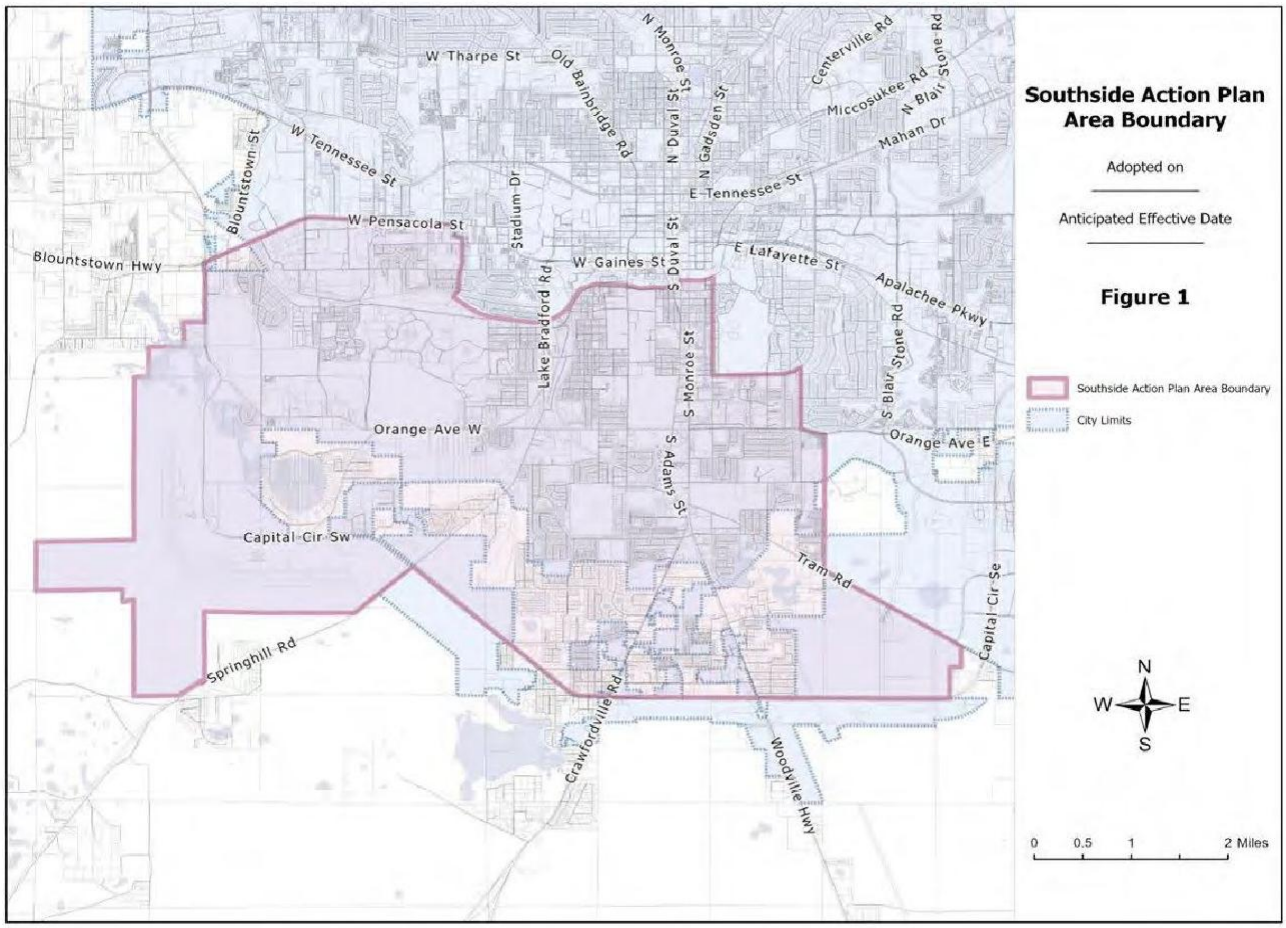
Policy 3.1.1 – Residential Character Criteria (City of Tallahassee/Leon County):
Maintain land development code regulations that protect existing residential areas from encroachment of incompatible uses. These regulations shall include context-based requirements for setbacks, buffering, open space, landscaping, tree protection, stormwater, and access management. Development proposals shall be reviewed for compliance with these requirements during the site plan review process.

Policy 3.1.2 – Housing Diversity (City of Tallahassee/Leon County):
Maintain a viable mix of available residential densities to accommodate a variety of housing types.

Policy 3.1.3 – Healthy Food Options (City of Tallahassee/Leon County):
The land development regulations shall foster healthy food options by promoting community public gardens and supporting neighborhood scale grocery uses within and adjacent to residential areas.

Objective 3.2 – Southside Action Plan (City of Tallahassee/Leon County):
Develop and monitor the Southside Action Plan to align with the community's desire for a framework of action in the southern part of the Tallahassee urban area. To achieve this objective, the local governments shall develop a Southside Action Plan that complements long term public and private investment with small scale visible improvements that are relatable and community driven. This approach recognizes that the vision of Southside citizens is essential to guiding the development, redevelopment, and rehabilitation of the Southside; and that the community's vision focuses on three main areas of improvement: Beautification, Investment, and Engaged and Activated Citizens.

Policy 3.2.1 – Southside Action Plan Area (City of Tallahassee/Leon County):
The objective and policies for the Southside Investment Strategy apply to the designated Southside Action Plan area.



Policy 3.2.2 – Beautification (City of Tallahassee/Leon County):
Focus local government beautification efforts in shared public spaces by frequently maintaining and enhancing existing public areas. Support citizen and business investment on private property and shared spaces.

Policy 3.2.3 – Investment (City of Tallahassee/Leon County):
Identify projects that initiate further investment opportunities in the Southside Community. Support partnerships across federal, state, city and county governments with non-profits and private organizations to identify resources for housing, homeownership, business, and infrastructure for the public. Investment within the Southside Action Plan area shall not occur at the expense of the natural environment or water quality in a manner which is found to be inconsistent with local government initiatives, policies, rules or regulations.

Policy 3.2.4 – Active and Engaged Citizens (City of Tallahassee/Leon County):
Encourage citizens, neighborhoods, and businesses in the Southside to be engaged and actively involved in community-led projects. Promote projects, empower residents, and connect efforts with resources.

Policy 3.2.5 – Southside Action Plan Evaluation and Update (City of Tallahassee/Leon County):
The local governments will monitor project implementation of the Southside Action Plan by reporting annually, or as requested by the City Commission or County Commission, on Southside Action Plan policies.

Objective 3.3 – Connectivity Access Management (City of Tallahassee/Leon County):
Require effective interconnectivity and access management to reduce vehicle trip demand, increase access and safety for bicyclists and pedestrians, and preserve the integrity of the transportation system.

Policy 3.3.1 – Access Management Design (City of Tallahassee/Leon County):
The City of Tallahassee and Leon County shall adopt and maintain access management standards and supporting design guidelines to control the location, spacing, operation and design of access connections and median openings. Development access shall be designed to protect the maximum service volume, safety, and operating characteristics of transportation facilities that it impacts, taking into account impacts to all modes and users of transportation.

Policy 3.3.2 – Intersection and Interchange Restrictions (City of Tallahassee/Leon County):
Restrict vehicular access connections (e.g., driveways) close to the intersection of streets, roads, and highway interchanges. Regulations specifying the appropriate location and spacing of access connections from intersections and interchanges will be provided in the land development regulations or local policies.

Policy 3.3.3 – Unified Access and Circulation Plans (City of Tallahassee/Leon County):
Alternative access connections and unified access and circulations plans shall be used to minimize access connections on arterial roadways. All development plans shall provide circulation systems that create multimodal access to and from the proposed development, as well as access to surrounding developments.

Policy 3.3.4 – Access Management Improvements (City of Tallahassee/Leon County):
Improve access management to support the movement of through traffic, reduced crashes, and decrease vehicle conflicts by implementing standards and strategies that:

1. Address the transition of vehicles from arterial roadways to internal circulation systems.
2. Prioritize the redesign of median openings that are inadequately designed.
3. Require the closure or modification of excessive, overly wide, or unsafe driveway connections during resurfacing, repair, and rehabilitation projects.

Policy 3.3.5 – State Road Access Management (City of Tallahassee/Leon County):
The local governments shall coordinate with the Florida Department of Transportation and utilize access management and permitting policies adopted, or recommended, by FDOT on state highways.

Policy 3.3.6 – Neighborhood Through-Traffic (City of Tallahassee/Leon County):
Utilize context sensitive roadway design and traffic calming to allow connectivity while mitigating the effects of through-traffic on neighborhoods and supporting complete streets policies.

Policy 3.3.7 – Consolidated Properties (City of Tallahassee/Leon County):
Properties under the same ownership, consolidated for development, or part of phased development plans shall be considered one property for the purposes of access management. Access points to such developments shall be the minimum necessary to provide reasonable access.

Policy 3.3.8 – Development Near Interchanges (City of Tallahassee/Leon County):
Circulation systems for new development and redevelopment at interstate interchange areas shall be designed to provide safe and efficient multimodal traffic flow through the implementation of strategies and standards such as access spacing or the utilization of service roads.

Policy 3.3.9 – Access Management Deviations (City of Tallahassee/Leon County):
Flexibility shall be provided in the administration of access spacing standards to accommodate minor deviations, where safe and appropriate, and to ensure that no property is denied reasonable access to the transportation system. Major deviations from access spacing standards shall not be granted until every feasible option for meeting access management standards has been explored and deemed impractical.

Objective 3.4 – Equitable Distribution of Land Uses (City of Tallahassee/Leon County):
Provide for the geographic distribution of land uses in a manner that meets the needs of a growing and diverse population while ensuring that the benefits and burdens of public sector projects are shared across the community equitably.

Policy 3.4.1 – Distribution of Land Uses (City of Tallahassee/Leon County):
The Future Land Use Map shall provide for the balanced and orderly growth and development of the community with a distribution of land uses that allow residential, commercial, office, institutional, and manufacturing uses throughout the community while accounting for natural resources, the geology and geography of the community, and available transportation facilities.

Policy 3.4.2 – Public Investments (City of Tallahassee/Leon County):
The City and County will strive to distribute major infrastructure projects and other public investments geographically across the community with consideration given to the unique and specific infrastructure needs of different areas.

Objective 3.5 – Safety (City of Tallahassee/Leon County):
Prioritize safety as a foundational principle in the development and amendment of policies and guidelines. Apply best practices and best available data to land development regulations, street design, and urban design to enhance and promote the safety of all people regardless of age or ability.

Policy 3.5.1 – Public Infrastructure Design (City of Tallahassee/Leon County):
Public infrastructure, relevant to transportation, shall be designed to increase the safety of its

users through strategies such as the application of context-based design and design speed, Complete Streets principles, Crime Prevention through Environmental Design (CPTED), and other nationally recognized strategies. This infrastructure design shall include sidewalks, street trees, and on-street parking. For roadways, public infrastructure including signalization, pedestrian facilities, on-street parking, and associated streetscaping elements such as lighting, pavement markings, and crosswalks shall follow design principles that increase the safety of its users. To support the goal for zero deaths and serious injuries on our roadways, design shall follow a Safe System Approach and utilize Proven Safety Countermeasures

Objective 3.6 – Land Development Regulations (City of Tallahassee/Leon County):
Maintain specific and detailed land development regulations that implement and are consistent with the goals, objectives, and policies of the Tallahassee-Leon County Comprehensive Plan.

Policy 3.6.1 – Criteria for Amendments to Land Development Regulations (City of Tallahassee/Leon County): Proposed amendments to the City of Tallahassee and Leon County Land Development Regulations shall be evaluated for consistency with the overall intent of the adopted Goals, Objectives, and Policies of each Element of the Comprehensive Plan.

Policy 3.6.2 – Implementing Zoning Districts (City of Tallahassee/Leon County):
Each Future Land Use Map Category shall be implemented by one or more zoning districts that are consistent with the intent of that respective land use category. Each zoning district shall specify allowable land uses and activities with appropriate development and design standards, including density and intensity of development, as applicable.

Policy 3.6.3 – Site Requirements (City of Tallahassee/Leon County):
Land development regulations shall include requirements for:

- Context-based stormwater management
- Open space
- Setbacks
- Buffers
- Screening
- On-site traffic circulation
- Roadway access
- Context-based transit amenities
- Land uses
- Subdivision of land
- Signage
- Standards for the regulation of development within and adjacent to areas subject to seasonal or periodic flooding compliant with state and federal regulations
- Areas known to be vulnerable to natural or human-caused hazards
- Lighting
- Noise mitigation

Policy 3.6.4 – Density and Intensity Incentives (City of Tallahassee/Leon County):
Land development regulations shall include incentives for greater development density and intensity to facilitate growth in areas that minimize and/or mitigate impacts on the natural environment or community character. These incentives shall allow densities or intensities that exceed unincentivized limits set out in the respective Future Land Use Category by up to 20%. Incentives for greater density and intensity up to 25% will be permitted for developments along Gateway Corridors as defined in Policy 2.6.2 of this Element within the Urban Services Area for developments that incorporate urban design standards resulting in more attractive developments.

Policy 3.6.5 – Planned Unit Developments (City of Tallahassee/Leon County):
The City of Tallahassee or Leon County Land Development Regulations shall provide for the creation of Planned Unit Developments (PUD) zoning districts to accommodate development proposals that are consistent with the Comprehensive Plan but are not provided for or allowed in the zoning districts otherwise established. Planned Unit Developments may establish site-specific standards by ordinance.

Policy 3.6.6 – Non-Conforming Uses (City of Tallahassee/Leon County):
The City of Tallahassee and Leon County Land Development Regulations shall provide a procedure to substantially mitigate or eliminate legally established non-conforming land uses or deem an existing use to be conforming. These procedures shall include a process for evaluating and determining eligibility for a waiver of non-conforming status based on:

- The impact of the non-conformity to conforming land uses adjacent to the non-conformity.
- A determination that the non-conformity is not detrimental to public health, safety, and welfare.
- The ability to prevent or substantially mitigate impacts of the non-conformity.

The development regulations shall distinguish between non-conforming uses which are to be terminated or amortized, and legally established non-conforming uses in nonresidential designations which may continue, but not be expanded.

Policy 3.6.7 – Previously Vested Development (City of Tallahassee/Leon County):
Any development approved under earlier comprehensive plan versions, but not yet commenced, shall still have that approval vested as such until the expiration of the approved development or until development is approved under the current comprehensive plan.

Policy 3.6.8 – Landfill Redevelopment (City of Tallahassee/Leon County):
Local governments shall adopt and maintain land development regulations that ensure redevelopment of mapped landfill sites will not adversely impact health, safety, or welfare.

Objective 3.7 – Urban Design (City of Tallahassee/Leon County):
Incorporate urban design standards and design guidelines into the City of Tallahassee and Leon County Land Development Regulations to support distinctive and adaptable places that promote engaging,

accessible, and safe public spaces.

Policy 3.7.1 – Design Principles and Priorities (City of Tallahassee/Leon County):
General urban design principles included in land development regulations shall prioritize pedestrian safety and comfort within an interconnected network of small blocks supported by a mixture of land uses and housing types in urban areas. Outside of urban areas, design principles shall prioritize conservation and preservation of natural resources.

Policy 3.7.2 – Crime Prevention through Environmental Design (City of Tallahassee/Leon County):
Land development regulations shall incorporate principles of Crime Prevention Through Environmental Design (CPTED) to:

- Incorporate landscaping, walkways, fencing, signage, and/or other design elements that are intended to provide visual cues on whether property is public, semi-public, or private.
- Selectively place entrances and exits, fencing, lighting, and landscaping to control access to private spaces.
- Place physical features, activities, and amenities in ways that maximize the visibility of public spaces and their users.
- Standards shall be designed taking all people into consideration, regardless of age, physical ability, or mental ability.
- CPTED principles shall be applied thoughtfully and equitably so that the implementation of the principles does not reduce quality of life or inequitably burden any part of the community.

Policy 3.7.3 – Design Criteria for Mobility Hubs (City of Tallahassee/Leon County):
New developments or redevelopment projects shall contribute to providing a safe, convenient, comfortable, and aesthetically pleasing transportation environment that promotes walking, cycling, and transit use. Mobility Hubs, that offer multiple transportation options in a centralized area, promoting the use of public transit, cycling, car-sharing, micro-mobility and other sustainable modes of transportation available to users of all ages and abilities, will be encouraged through incentives to increase access to community facilities and employment opportunities, including those for underserved communities. Design standards and incentives for including mobility hubs shall be adopted into land development regulations.

Goal 4 [LM] – Greater Housing Diversity:

Our community will strive for greater housing diversity that expands affordable housing opportunities and housing options for people with varying income levels, offers more flexibility for people in different stages of life and with different abilities, and promotes options that are supported by transit, on-demand transportation, and non-motorized forms of transportation.

While working toward greater housing diversity, our community will:

- Protect the character of existing, viable residential areas through neighborhood design, building types, buffering, and screening.
- Promote development practices to support:
    - Neighborhoods that are diverse in use and population.
    - Communities that are designed for people walking, riding bicycles, and using transit as well as driving motorized vehicles.
    - Places that offer inclusive access to public spaces and community institutions.

Objective 4.1 – Missing Middle Housing (City of Tallahassee/Leon County):
Ensure diverse housing options along a spectrum of affordability and housing types in residential areas to support walkable neighborhoods, neighborhood commercial uses, and multimodal transportation options. Allow for diverse housing options in new and existing neighborhoods to ensure that the housing types are not homogeneous and provide a solution to the mismatch between the available housing stock, shifting demographics, and growing demand for walkability.

Policy 4.1.1 – Accessory Dwelling Units (ADUs) (City of Tallahassee/Leon County):
Maintain land development regulations that allow and encourage the development of accessory dwelling units in most residential and mixed-use zoning districts to attract young graduates, support families with aging parents and grandparents, and provide additional income for homeowners.

Policy 4.1.2 – Missing Middle Housing as Conforming Uses (City of Tallahassee/Leon County):
Existing, legally established single-family detached dwellings, accessory dwelling units, single-family attached dwellings or townhomes, and two-family homes or duplexes shall be deemed conforming uses notwithstanding any density or permitted use provisions of the Comprehensive Plan or land development regulations.

Policy 4.1.3 – Community Character Analysis (City of Tallahassee/Leon County):
In order to facilitate the development of diverse housing options, form-based zoning districts may be developed indicating a specific range of housing types that are permitted. Form-based zoning districts will be based on a Community Character Analysis to identify a range of housing types appropriate accounting for the existing physical development patterns.

Policy 4.1.4 – Pattern Books (City of Tallahassee/Leon County):
Pattern books shall be developed to identify a specific range of housing types allowed for different land use categories. These pattern books would serve as a tool to provide predictability of the housing types allowed in various areas of the community and to provide residents, developers, and homebuilders with an understanding of allowable housing types in the community.

Objective 4.2 – Mobility-Based Housing Incentives (City of Tallahassee/Leon County):
Provide density bonuses and other incentives that encourage compact, mixed-use communities near transit and trail corridors and mobility hubs.

Policy 4.2.1 – Coordinate Transit with Land Use (City of Tallahassee):
As transit centers are planned, the Planning Department shall evaluate adjacent land uses for opportunities to implement Transit-Oriented Development.

Policy 4.2.2 – Transit-Oriented Development (TOD) Design Standards (City of Tallahassee/Leon County):
Land development regulations shall include design standards to encourage the following principles around transit centers:

- Site centers in locations with highest ridership potential and development opportunities.
- Designate 0.5-mile radius around centers as higher density, mixed-use, walkable development.
- Create a range of densities with highest at centers, tapering down to existing neighborhoods.
- Design centers for seamless pedestrian connections to surrounding development.
- Create public plaza directly fronting one or more sides of the center building where feasible.
- Create retail and cafe streets leading to center entrances along main pedestrian connections where feasible.
- Reduce parking at centers and locate parking in areas that direct pedestrian flow along retail streets.
- Enhance multi-modal connections, making transfers easy, direct, and comfortable.
- Incorporate bikeshare, a comprehensive bikeway network, and large ride-in bike parking areas.
- Use centers as catalysts for major redevelopment of area and create placemaking around centers.

Policy 4.2.3 – Transit-Oriented Development (TOD) Density Bonus (City of Tallahassee/Leon County):
Land development regulations may include provisions that allow for densities up to 20% higher than otherwise allowable in a given land use category with a minimum density bonus of one additional unit for development located within ¼ mile of a transit stop. This density bonus shall

not apply to the Residential Preservation land use category. This density bonus may be applied in addition to other eligible density bonuses. Total density bonuses shall not exceed 30% of the residential density allowed in the underlying land use category.

Policy 4.2.4 – Coordinate Trails with Land Use (City of Tallahassee/Leon County):
As shared use paths and protected bike lanes are planned and designed, adjacent land uses shall be evaluated by the Planning Department for opportunities to implement trail-oriented development.

Policy 4.2.5 – Trail-Oriented Development (TrOD) Design Standards (City of Tallahassee/Leon County):
Trail Oriented Development shall be mixed-use areas and feature a Mobility Hub connected to the trail network to serve as a focal point that brings multiple modes of personal mobility together.

Policy 4.2.6 – Trail-Oriented Development (TrOD) Density Bonus (City of Tallahassee/Leon County):
Land development regulations shall include provisions that allow for densities up to 20% higher than otherwise allowable in a given land use category with a minimum density bonus of one additional unit for development located within 1/2 miles of a trailhead. This density bonus may be applied in addition to other eligible density bonuses. Total density bonuses shall not exceed 30% of the residential density allowed in the underlying land use category.

Objective 4.3 – Affordability (City of Tallahassee/Leon County):
Provide density bonuses and other incentives that expand affordable housing opportunities and options for people with varying income levels, including opportunities and options not adequately supplied by the market.

Policy 4.3.1 – Inclusionary Housing Policy (City of Tallahassee/Leon County):
As part of an overall affordable housing strategy, the City and County shall develop and maintain inclusionary housing policies in their respective land development regulations in order to increase private development of affordable housing. The inclusionary housing policies may include a range of incentives, including density bonuses up to 30% greater density than otherwise provided by the applicable zoning district.

Policy 4.3.2 – Establishing Community Land Trusts (City of Tallahassee/Leon County):
To support long-term affordable homeownership, prioritize the use of Community Land Trusts (CLTs) when possible. In doing so, give preference to CLTs over other affordable housing models that:

- Do not include resale restrictions, or
- Include resale restrictions that are temporary, forgiven, or set to expire over time, or
- Rely on local government land donations without long-term affordability guarantees.

Policy 4.3.3 – Requirements of Community Land Trusts (City of Tallahassee/Leon County):

To qualify for local government assistance, Community Land Trusts shall:

- Require permanent affordability.
- Require that owners live in the homes as their primary residence.
- Include resale formulas in land leases.

Policy 4.3.4 – Affordable Housing Design Standards (City of Tallahassee/Leon County):

Develop design standards for affordable housing, including Aging in Place design that could be incorporated into the County and City's Housing Programs.

Policy 4.3.5 – Affordable Housing Density Bonus (City of Tallahassee/Leon County):

Land development regulations shall include provisions that allow for densities up to 25% higher than otherwise allowable in a given land use category with a minimum density bonus of one additional unit for the provision of affordable housing units. Land development regulations may include qualifying criteria, design standards, and site design flexibility for the implementation of the density bonus.

Objective 4.4 – Family Heir Subdivisions (City of Tallahassee/Leon County):

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

Policy 4.4.1 – Family Heir Subdivision Eligibility (City of Tallahassee/Leon County):

The use of a parcel of property solely as a homestead by an individual who is the grandparent, parent, stepparent, adopted parent, sibling, child, stepchild, adopted child, or grandchild of the person who conveyed the parcel is permitted per this policy, notwithstanding the density or intensity of use assigned to the parcel by the Future Land Use Map and official zoning atlas. The parcel to be subdivided must be in the same configuration as it was on February 1, 1990; or the parcel must have been created through subdivision pursuant to the family heir provision and the applicant is an originally intended heir or an heir through successive generations of the originally intended heir. The parcel shall be conveyed within 90 days of subdivision approval to the intended heir, who shall hold uninterrupted title for at least two years.

Goal 5 [LM] – A Robust Economy:

Our community will facilitate the development, attraction, and cultivation of innovative businesses and associated job creation to position the local economy for sustained, directed growth, raise the quality of life for residents, and alleviate poverty in the community.

Our community will foster a robust economy by:

- Supporting target industry cluster development and innovation districts.
- Retaining and creating new employment opportunities emphasizing Tallahassee-Leon County's target industries.
- Reducing barriers to starting and growing businesses.
- Increasing access to job opportunities and training.
- Ensuring adequate and suitable lands are designated for commercial and industrial uses.

Objective 5.1 – Economic Health (City of Tallahassee/Leon County):
Initiate community planning, urban development, and redevelopment strategies that prepare businesses, production facilities, trades, and related activities that provide the livelihoods of the population to take advantage of positive opportunities and withstand negative changes in the economy and to continue providing jobs and incomes to support the community.

Policy 5.1.1 – Economic Development Strategic Plan (City of Tallahassee/Leon County):
The Tallahassee-Leon County Office of Economic Vitality (OEV) shall maintain a strategic plan that includes, at a minimum, target industries and objectives for business development and job creation. During development project reviews, the Planning Department and OEV shall coordinate on issues of land use and development to support economic health consistent with the OEV strategic plan.

Objective 5.2 – Airport Access (City of Tallahassee):
Provide access to the Tallahassee International Airport to ensure the movement of people and commerce while maintaining the safety and security of the airport.

Policy 5.2.1 – Airport Master Plan (City of Tallahassee):
The airport master plan developed for the Tallahassee International Airport shall account for transportation facilities and access to both the General Aviation and the Commercial Service facilities at the airport. The airport master plan shall be coordinated with the plans of the US Army Corps of Engineers, the Federal Aviation Administration, FDOT, and the CRTPA. The planning, design, and construction of transportation facilities in the vicinity of the Tallahassee International Airport shall account for existing airport access as well as planned development at the airport.

Objective 5.3 – Freight and Cargo (City of Tallahassee/Leon County):
Provide a network of transportation facilities that are coordinated across different modes of travel to support the movement of freight and cargo.

Policy 5.3.1 – Intermodal Centers (City of Tallahassee/Leon County):
The City of Tallahassee and Leon County shall maintain an inventory of intermodal freight centers, including the locations, types of facilities, and activities of the centers.

Policy 5.3.2 – Tallahassee International Airport (City of Tallahassee/Leon County):
Coordinate land uses adjacent to the Tallahassee International Airport, access to the airport, and access to other transportation facilities to enhance the express shipment, transfer, and movement of air cargo, including air freight and mail.

Policy 5.3.3 – Transportation Access (City of Tallahassee/Leon County):
Industrial uses and other freight-related uses shall be located in proximity to and have direct access to major transportation routes and intermodal freight centers, or other freight transfer locations.

Objective 5.4 – Resilience Planning (City of Tallahassee/Leon County):
Plan for post-disaster recovery and redevelopment to help resume economic activities following damage or destruction by a natural or human-made disaster.

Policy 5.4.1 – Post Disaster Redevelopment Plan (City of Tallahassee/Leon County):
The community shall maintain a countywide post-disaster redevelopment plan to better prepare the community for long-term recovery and redevelopment after a disaster. The post-disaster redevelopment plan shall address business resumption and economic redevelopment; infrastructure restoration and mitigation; housing repair and reconstruction; sustainment of services; sustainable land use; and financial management.

Policy 5.4.2 – Local Mitigation Strategy (City of Tallahassee/Leon County):
The community shall maintain the Local Mitigation Strategy to identify those strategies and projects that improve the resiliency of critical public infrastructure assets of the community based on potential hazards.

Objective 5.5 – Intergovernmental Coordination (City of Tallahassee/Leon County):
Increase the economic strength of the Tallahassee Metropolitan Statistical Area (MSA) by leveraging opportunities, programs, land uses, and transportation facilities across the region to grow existing businesses and attract new businesses.

Policy 5.5.1 – Regional Economic Development Coordination (City of Tallahassee/Leon County):
The Department of PLACE shall coordinate economic development projects and programs with the State of Florida, Apalachee Regional Planning Council, Capital Region Transportation Planning Agency, and/or appropriate neighboring jurisdictions to leverage opportunities, programs, land uses, and transportation facilities across the region to support business retention and expansion, and to attract new businesses.

Policy 5.5.2 – Grant Funding Opportunities (City of Tallahassee/Leon County):
Local governments shall pursue grant opportunities for projects or programs of regional significance.

Goal 6 [LM] – A Balanced Transportation Network:

Our community will support a balanced and viable transportation network with convenient and context-sensitive options, so pedestrians, bicyclists, motorists, and public transportation users of all ages and abilities can travel safely around the community.

The transportation network shall:

- Include streets, sidewalks, bicycle lanes, shared use paths, trails, aviation facilities, rail lines, transit, and on-demand transportation options.
- Account for land use context, right-of-way constraints, and the short-term and long-term costs of transportation infrastructure.
- Account for emerging technologies and best practices.
- Discourage the negative effects roadway widening can have on neighborhoods and community character.
- Provide safe routes to schools and options for the transportation disadvantaged and vulnerable road users.
- Maintain adopted roadway level of service (LOS) measures and retain multimodal level of service targets.
- Be coordinated between the local governments, with neighboring jurisdictions, and with regional, state, and federal agencies to cooperatively plan and manage transportation systems that are within the community but managed by FDOT.

Objective 6.1 – Land Use and Transportation Coordination for Livability (City of Tallahassee/Leon County):

Coordinate land use and transportation systems to foster vibrant communities across context areas with compact urban forms and a mixture of uses to minimize travel distances, reduce greenhouse gas emissions, and enhance pedestrian, bicycle, and transit mobility.

Policy 6.1.1 – Mitigate Sprawl (City of Tallahassee/Leon County):

New and substantial improvements to roadways, shall be identified and programmed consistent with the context (Context Classification) where design and environmental constraints allow that supports the Urban Services Area policies to promote efficient growth and urban infill, and discourage urban sprawl.

Policy 6.1.2 – Context-Based On-Site Facilities (City of Tallahassee/Leon County):

Development projects shall contribute to a safe, convenient, and comfortable transportation environment that promotes walking, cycling, and transit use consistent with the development's context-classification. Land development regulations shall specify the conditions and standards for provision of on- and off-site roadway extensions, sidewalk and trail connections, and transit facilities. Context-appropriate improvements or enhancements shall be required as a condition of development approval, such as, but not limited to sidewalks and bicycle facilities, plantings, and building configuration, buffers, setbacks and stepbacks. Development shall mitigate impacts to the multi-modal transportation network.

Policy 6.1.3 – Tallahassee-Leon County Transportation Corridors (City of Tallahassee/Leon County):
Transportation corridor maps showing the future land uses shall be developed and maintained to reflect the enhanced coordination between land use and transportation including new construction and improvements, reflecting the intended context classification.

Policy 6.1.4 (City of Tallahassee/Leon County) – Retrofit for Livability:
Roadways with design characteristics inconsistent with their assigned Context-Classification shall be inventoried and prioritized for retrofit including but not to limited lane width adjustments, street lighting, stormwater management retrofits, and streetscape improvements such as sidewalks, bicycle lanes, shared-use paths, transit amenities, and plantings to improve livability for the adjacent land uses consistent with the Future Land Use Map.

Objective 6.2 – Network Connectivity Improvement (City of Tallahassee/Leon County) :
Improve the balance of transportation options, connectivity, and capacity of the multimodal transportation network.

Policy 6.2.1 – Enhance Connectivity (City of Tallahassee/Leon County):
Local governments shall identify, prioritize, and engage in the necessary collaboration to establish crossings that connect road and trail networks across interstates, railroads, and other dividing features such as stormwater ditches. Locations where informal crossing regularly occurs shall be prioritized and where appropriate mid-block crossing may be assessed and implemented. Locations where high-quality and/or sensitive natural features exist shall be deprioritized.

Policy 6.2.2 – Future Right-of-Way Needs (City of Tallahassee/Leon County):
Local governments shall secure anticipated right-of-way needs, including supporting stormwater management, for additional travel lanes and/or turn lanes, as well as multimodal facilities, through appropriate development review and other processes, targeted acquisitions, or other suitable means to address motor vehicle traffic volume on roadway segments that will be impacted by targeted development areas within the long-term planning period. Roadways shall not be constructed to accommodate development anticipated beyond the long-term planning period.

Policy 6.2.3 – Build and Enhance the Network (City of Tallahassee/Leon County):
Where appropriate, create new minor and major collector roadways to relieve motor vehicle traffic congestion and increase network connectivity. Additionally, include network-enhancing local and minor collector street projects. All development plans shall contribute to developing a local and collector street and unified circulation system that will allow multimodal access to and from the proposed development, as well as access to surrounding developments.

Policy 6.2.4 – Corridor Management and Preservation (City of Tallahassee/Leon County):
Transportation corridors requiring additional right of way and/or corridor management are designated for preservation and management as provided in §337.273, F.S.

Policy 6.2.5 – Interconnectivity for Development (City of Tallahassee/Leon County):
Require vehicle, pedestrian, and bicycle interconnections between adjacent, compatible development; and require these interconnections between adjacent, incompatible developments when such connection has the potential to reduce the vehicular traffic on the external street system.

Policy 6.2.6 – Continuation of Streets (City of Tallahassee/Leon County):
All development plans shall incorporate and continue all sub arterial streets stubbed to the boundary of the development plan by previously approved development plans or existing development.

Policy 6.2.7 – Interconnectivity to Adjacent Uses (City of Tallahassee/Leon County):
Require private developers within the Urban Service Area to include bikeways, pathways, or sidewalks in their proposed developments, with connections to nearby properties and land uses.

Objective 6.3 – Context Based Mobility (City of Tallahassee/Leon County):
Plan, design, and build the transportation system to reflect the existing context areas and what the context areas will be based on future land use and zoning.

Policy 6.3.1 – Local Context Classification and Safe Systems (City of Tallahassee/Leon County):
A Local Context Classification system shall be implemented for all publicly maintained streets and roads that reflects Future Land Use and zoning, and follows nationally accepted professional guidelines to best identify and classify facilities. Additional criteria shall be developed for local streets. The Context Classification system shall incorporate design characteristics that reflect Safe Systems approaches using proven safety countermeasures and complete streets design principles. These measures shall aim for zero deaths and serious injuries along roadways and recognize that transportation systems users inherently make mistakes and ensure that the transportation system will be constructed in a manner that mitigates frequency and severity of crashes when errors occur.

Policy 6.3.2 – Context Classification Application (City of Tallahassee/Leon County):
The context classification system shall be applied to City and County roadway resurfacing and enhancement projects in a manner that reflects the future vision and context of the area, and considers available rights-of-way and environmental constraints where the project is located by accounting for the Future Land Use map, zoning, and Context Classification. Land Development Regulations shall provide for the implementation of context classification design standards as a requirement or condition of development approval.

Policy 6.3.3 – Context Classification Map (City of Tallahassee/Leon County):
By 2030, a Local Context Classification map shall be developed and maintained through the planning timeframe that recognizes local roadway functional classification and context classification in addition to land use context. The Local Context Classification map shall be updated concurrently with amendments to the Local Functional Classification Map and the Future Land Use Map. As part of map series, the FDOT context classification and functional classification maps are included as a reference and resource document.

Policy 6.3.4 – Downtown Traffic (City of Tallahassee/Leon County):
By 2035, in alignment with the vision of a vibrant 18-hour Downtown, strategies to reduce the negative effect of high-volume multi-lane through traffic in the Urban Core including managing speed and streetscaping shall be implemented.

Policy 6.3.5 – Lane Repurposing (City of Tallahassee/Leon County):
Evaluate the need for road lane repurposing to accommodate existing and future capacity, land uses, and multi-modal demand through the planning timeframe. Reducing, narrowing, or repurposing automobile lanes to support multimodal or travel by modes other than by automobile will not require transportation concurrency mitigation. Outside of the Multimodal Transportation District (MMTD), an analysis of transportation and land use impacts on parallel roadways must be conducted prior to implementation.

Policy 6.3.6 – One-Way Pair Studies (City of Tallahassee/Leon County):
Studies completed by the City and/or County for one-way pairs shall evaluate potential safety, operational, and aesthetic improvements. Improvements considered in the studies may include pedestrian crossings, speed reduction, one-way pair conversions, landscaping, and other potential improvements. The policy aims to strengthen neighborhood connectivity, support local businesses, and foster a more livable urban environment. Reduced levels of service due to improvements shall be acceptable within the Multimodal Transportation District (MMTD), prioritizing safety and complete networks for pedestrians and bicyclists over traffic efficiency.

Policy 6.3.7 – Speed Management (City of Tallahassee/Leon County):
By 2035, the City and County shall implement speed management programming based on the most recent American Association of State Highway and Transportation Officials (ASHTO), Federal Highway Administration (FHWA), Florida Department of Transportation (FDOT), and National Association of City Transportation Officials (NACTO) guidelines to reduce the frequency and severity of crashes and collisions. Additional speed management criteria shall be established in the land development code for local streets.

Policy 6.3.8 – Level of Service (LOS) (City of Tallahassee/Leon County):
Peak Hour Roadway Level of Service is established below and shall be assessed during the Evaluation and Appraisal Report every 7 years.

Functional Classification	Inside the Urban Service Area	Outside the Urban Services Area
Interstate, Intrastate, Limited Access Parkways	C	B
Principal Arterials	D	C
Minor Arterials	D/E*	C
Major and Minor Collectors	D/E*	C
Local Streets	D	D

*For Minor Arterials, and Major and Minor Collectors located inside the Urban Service Area and south of U.S. 90, the Level of Service shall be "D" for purposes of establishing priorities for programming transportation improvements, and "E" for meeting concurrency requirements, to support the Southside Action Plan. Roads north of U.S. 90 shall be LOS D for both programming improvement and concurrency purposes.

Policy 6.3.9 – Multimodal Transportation District Area Wide Level of Service (LOS) (City of Tallahassee):
In order to create community design that supports mobility and prioritizes a safe, comfortable and attractive pedestrian environment with convenient interconnection to transit, the following performance standards are targeted for the Multimodal Transportation District:

MMTD Areawide Multimodal Level of Service Standards

Areawide Multimodal Level of Service Standards Pursuant to F.S. 163.3180(5)(f)2			
Pedestrian	**Transit**	**Bicycle**	**Automobile**
C	C	D	E+50%

By 2030, assess MMTD Areawide LOS standards to determine if revisions to the measures should be made.

Objective 6.4 – Complete Streets (City of Tallahassee/Leon County):
Design, construct, and operate streets and roads, consistent with context-sensitive design principles, to provide safe and convenient facilities, and access for pedestrians, bicyclists, motorists, and public transportation users of all ages and abilities.

Policy 6.4.1 – Project Evaluation (City of Tallahassee/Leon County):
Road projects, including resurfacing projects, shall be evaluated for the inclusion of bicycle lanes or paved shoulders, sidewalks, shared use paths, appropriate sidewalk shade plantings, right-sized traffic lanes, on-street parking, stormwater management, street lighting, utility improvements, and transit amenities where they did not previously exist. Where design criteria allow, bicycle and pedestrian facilities shall be separated from vehicular traffic.

Policy 6.4.2 – Share Transportation Information (City of Tallahassee/Leon County):
The City and County shall share information across departments and with policy makers and the general public regarding the health benefits and existing laws related to motor vehicle, bicycle and pedestrian operation and interaction.

Policy 6.4.3 – Bicycle and Pedestrian Network (City of Tallahassee/Leon County):
The City and County shall maintain and enhance the local system of bicycle lanes, sidewalks, and shared-use paths in conjunction with the Greenways and Trails Master Plan. Enhancements shall be prioritized in the vicinity of schools, community facilities, parks, recreation facilities, and mixed-use areas with a retail and service focus.

Policy 6.4.4 – Bicycle and Pedestrian Master Plan (City of Tallahassee/Leon County):
In coordination with the Capital Region Transportation Planning Agency, the City and County shall maintain a bicycle and pedestrian master plan through the planning timeframe that identifies projects to address bicycle and pedestrian network connectivity and safety feature

upgrades, and pursue implementation funding. The bicycle and pedestrian master plan shall identify gaps where facilities do not exist in the bicycle and sidewalk networks.

Policy 6.4.5 – Safe Routes to Schools (City of Tallahassee/Leon County):
Provide a safe, accessible environment and support active living for students by developing and maintaining programs to increase biking, walking, and transit to schools, prioritizing sidewalk and bicycle infrastructure within a two-mile radius of schools, and continuing to identify, fund and build Safe Routes to Schools projects.

Policy 6.4.6 – Community Gateways (City of Tallahassee/Leon County):
Designate preferred entrance corridors into and connecting Tallahassee and Leon County. City and County departments with interests in the public right-of-way shall identify funding sources to convert these corridors into shaded bicycle and pedestrian ways to create attractive gateways into the community. These entrance corridor gateways shall include an appropriate gateway from the airport to Downtown, the Capitol Center, and University destinations.

Policy 6.4.7 – Scenic Roadway Assessments (City of Tallahassee/Leon County):
In the planning and construction of new roads in the suburban and rural areas and for needed improvement of existing roads, the City and County shall require a scenic roadway assessment, environmental assessment, and landscape component for the purposes of preserving those scenic features, protecting natural resources and providing interesting and aesthetically preferred places.

Policy 6.4.8 – Maintenance of Traffic (City of Tallahassee/Leon County):
When construction or repair work infringes on regular corridor operation, a project specific Maintenance of the Traffic Plan shall be developed that specifies one or more alternate routes accounting for all modes of transportation, including vehicles, bicycles, pedestrians, transit and freight.

Policy 6.4.9 – Multi-Modal Safety and Access (City of Tallahassee/Leon County):
Development shall provide safe and convenient access to transportation facilities for pedestrians, cyclists, and transit users, with the following exceptions:

- For emergency repair and routine maintenance.
- In locations where specific users are prohibited, such as interstate freeways or pedestrian malls. In these instances, a safe and convenient alternate route shall be identified and, if needed, prioritized for improvement or construction.
- A documented absence of current or future need.
- Procedures and criteria for approving exceptions will be identified in the Land Development Code.

New transportation facilities shall follow generally accepted or adopted design standards when implementing improvements intended to fulfill this Complete Streets policy and shall use innovative or non-traditional design options where a comparable level of safety for users is present.

Policy 6.4.10 – Applicability (City of Tallahassee/Leon County):
All new roadway facilities, whether publicly or privately designed and constructed, shall comply with this Complete Streets Objective and associated policies, in coordination with standards of the designated Context Classification, shall follow nationally accepted or recommended Complete Street design standards as specified in Policy 6.4.12. When circumstances do not allow for full compliance, innovative or nontraditional design options may be utilized, provided a comparable level of safety for users is present.

Policy 6.4.11 – Equity (City of Tallahassee/Leon County):
The implementation of Complete Streets shall reflect equity by facilitating safe streets for all users, regardless of ability or income, and that enables travel to destinations with or without a car.

Policy 6.4.12 – Design Standards (City of Tallahassee/Leon County):
Land Development Codes that apply to all development policies and programs shall be revised by 2030 to use the latest professionally accepted design guidance, standards, and recommendations for Complete Streets in coordination with the designated context classification Guidance resources shall include, but need not be limited to:

- Federal Highway Administration's Manual on Uniform Traffic Control Devices
- Florida Department of Transportation (FDOT) Context Classification Guide, Complete Streets Handbook, FDOT Design Manual, and Manual of Uniform Minimum Standards for Design, Construction and Maintenance for Streets and Highways (the Florida Greenbook)
- National Association of City Transportation (NACTO) published guidelines
- American Association of State Highway and Transportation Official (AASHTO) published guidelines
- U.S. Department of Transportation's National Roadway Safety Strategy (NRSS), including the Safe System Approach

Policy 6.4.13 – Pavement Markings and Signage (City of Tallahassee/Leon County):
All projects, whether public or private, that provide vehicle, bicycle, and/or pedestrian infrastructure shall provide proper pavement markings and signage to enhance recognition of infrastructure elements such as bicycle lanes, neighborhood bikeways, and pedestrian crossings. The City and County shall identify, prioritize, and install or update any such pavement markings or signage that are absent or out of date with current practices during the course of required maintenance.

Policy 6.4.14 – Two-Way Left Turn Lane Replacement (City of Tallahassee/Leon County):
Identify and prioritize replacement of existing continuous two-way left turn lanes with raised medians and exclusive turn lanes on multi-lane arterials. Replacement shall be contingent upon funding availability.

Policy 6.4.15 – Measuring Progress (City of Tallahassee/Leon County):
The success of this Complete Streets Objective shall be measured by the Planning Department

with assistance by the City and County during the Evaluation and Appraisal Review process, using but not limited to, the following performance measures:

- Total miles of new designated bike lanes
- Total miles of new shared-use paths (paved and natural surface)
- Total miles of neighborhood bikeways signed, marked, or constructed
- Linear feet of new and repaired sidewalk and other pedestrian accommodations (paths, trails, etc.)
- Number and type of crosswalk and intersection improvements and new installations
- Number of revenue service miles traveled by transit vehicles
- Rates of crashes, injuries, and fatalities by mode, as available
- Identification and updates to existing codes, policies, or programs to incorporate updated guidance from FDOT, FHWA, NACTO, AASHTO, and other best practices.
- Number of exceptions to this policy granted

The Joint City-County Bicycle Working Group and Advisory Committee for Quality Growth may review these measures and make recommendations annually.

Policy 6.4.16 – Coordination with Placemaking Plans (City of Tallahassee/Leon County):
Implementation of Complete Streets policies for development shall be coordinated with the existing placemaking plans by including reference to those that are applicable.

Objective 6.5 – Bicycle Facilities (City of Tallahassee/Leon County):
Develop a network of bicycle facilities that provides safe, comfortable, and direct connections for all users throughout the community.

Policy 6.5.1 – Build Bike Facilities Concurrent with Maintenance (City of Tallahassee/Leon County):
All roadway or trail resurfacing, restoration, and rehabilitation projects shall be evaluated for the ability to add bicycle facilities where they currently do not meet bicycle facility selection and design standards.

Policy 6.5.2 – Bicycle Facilities in New Development (City of Tallahassee/Leon County):
New development shall prioritize the provision of and maintain continuous bicycle networks, including connections to transit stops and adjacent properties, and to provide bicycle parking at all non-residential uses, multi-family uses and other key destinations. Bicycle and trail connections shall be required consistent with and coordinated with the Leon County Greenways Master Plan per the City or the County when development contains or is adjacent to planned greenway projects.

Objective 6.6 – Pedestrian Facilities (City of Tallahassee/Leon County):
Improve walkability by designing and providing facilities that create an environment where walking is useful, safe, comfortable, and aesthetically interesting. Prioritize the pedestrian network over other transportation modes in the Multimodal Transportation District within the most urbanized and densely populated areas of the community.

Policy 6.6.1 – Pedestrian Level of Comfort (City of Tallahassee/Leon County):
As part of development review and approval, pedestrian level of comfort shall be enhanced through planting of shade trees and other amenitization including but not limited to installation of water fountains, benches, overhead pavilions, street and trail lighting, and installation of wayfinding signage.

Policy 6.6.2 – Crosswalks (City of Tallahassee/Leon County):
Programming of sidewalks projects in the budget and capital improvement schedule shall include provisions for crosswalk installations to provide regular crossings that align with the roadway's Local Context Classification.

Policy 6.6.3 – Pedestrian Infrastructure for New Development (City of Tallahassee/Leon County):
New development shall maintain continuous pedestrian networks, including connections to transit stops, adjacent lots, and between building entrances and the internal and external sidewalk network. Land development regulations shall include alternative options such as payment in lieu, the dedication of easements, and the dedication of right-of-way and shall identify when the alternative scenarios may apply.

Objective 6.7 – Mobility Hubs (City of Tallahassee/Leon County):
Support and incentivize the creation of mobility hubs to serve as connection points between public and private shared mobility services and multimodal options.

Policy 6.7.1 – Implementation of Mobility Hubs (City of Tallahassee/Leon County):
Implement a network of mobility hubs in partnership with transit providers, incorporating transit with other shared mobility services, such as bikeshare and car-share where feasible.

Policy 6.7.2 – Mobility Hubs Location Coordination (City of Tallahassee/Leon County):
The City and County shall work with community-based organizations to ensure the appropriate geographic placement of mobility hubs and outreach regarding transportation options.

Policy 6.7.3 – Mobility Hubs Design Guidelines Requirements (City of Tallahassee/Leon County):
Amend the land development regulations by 2028 to provide mobility hub design guidelines to support mobility hub implementation and provide flexibility for change as technology and travel behavior and patterns evolve over time.

Objective 6.8 – Transportation Demand Management (City of Tallahassee/Leon County):
Leverage transportation and parking demand management strategies to promote system efficiencies and alternate modes of travel and to spread the travel demand across more hours of the day that result in minimizing impacts on natural resources and neighborhoods and reducing vehicle miles traveled.

Policy 6.8.1 – Encourage Alternate Transportation Modes (City of Tallahassee/Leon County):
Through the planning timeframe, the use of alternate transportation modes through the promotion of public transit, provision of or coordination with on-demand, micromobility or car-share and van-share or pool programs, investment in bicycle and pedestrian infrastructure, and support for telecommuting policies shall be encouraged by public and private sector transportation entities.

Policy 6.8.2 – Enhance Bicycle and Pedestrian Infrastructure (City of Tallahassee/Leon County):
City and County shall prioritize bicycle and pedestrian enhancements in high-traffic areas, mixed use areas, and near transit stops for both public and private projects to ensure biking and walking are a safe, comfortable, and convenient alternative to driving.

Policy 6.8.3 – Land Development Patterns (City of Tallahassee/Leon County):
The City and County shall propose or maintain land development regulations that promote development patterns that reduce the need for personal automobile ownership including mixed use development, Transit Oriented Development (TOD), and pedestrian friendly design strategies.

Policy 6.8.4 – Shared Parking Criteria (City of Tallahassee/Leon County):
Private shared parking arrangements may be allowed as a method to meet parking requirements for development. Eligibility criteria may be adopted regarding proximity of sites, timing of peak parking demand, requirements for a written and recorded parking agreement, availability of parking spaces, availability transit amenities, and other criteria that ensure the effectiveness of shared parking arrangements.

Policy 6.8.5 – Parking Reduction for Certain Development Types (City of Tallahassee/Leon County):
City and County land development regulations, if adopting minimum or maximum parking requirements, shall provide for reduced minimum parking requirements for mixed use developments, Transit Oriented Development (TOD), Trail Oriented Development (TrOD), and other development types that have a reduced parking need. Reductions from standard parking requirements shall be based on the peak parking demand for the mix of uses and account for mode shift.

Policy 6.8.6 – Private Parking Lots (City of Tallahassee/Leon County):
City and County land development regulations shall include provisions for privately owned and operated parking lots as a principal use in urban center and urban mixed use land use categories. Development and design criteria shall be adopted with regard to minimum and/or maximum size, location relative to intersections or distance between such facilities, demonstration of parking demand within a walkable area, minimum landscaping requirements to reduce visual impact and enhance aesthetics especially adjacent to public rights-of-way, lighting, and minimum requirements for safe and convenient pedestrian connections.

Policy 6.8.7 – Drop-Off & Pick-Up Zones (City of Tallahassee/Leon County):
The City and County shall adopt or maintain land development regulations through the planning timeframe for the provision of drop-off and pick-up zones to accommodate the increase in use of ride share services and autonomous vehicle use. Requirements shall apply to certain uses such as restaurants, bars, hotels, office parks, religious facilities, community facilities, sporting facilities, parks, and other uses with a high frequency of drop-off and pick-up activity. Criteria shall be with regard to size of the use, provide design standards, location on site, and the availability of porte cocheres or valet operations that meet the design requirements.

Policy 6.8.8 – Intelligent Transportation Systems (ITS) (City of Tallahassee/Leon County):
City and County transportation strategies, to the extent possible, shall incorporate intelligent transportation systems strategies including speed management programming, traffic signal control, and variable driver real-time messaging, to minimize environmental effects of congestion and improve safety.

Policy 6.8.9 – Traffic Operations Management (City of Tallahassee/Leon County):
The transportation management system in the land development code shall be maintained or revised to reduce demand for wider roads by evaluating traffic operations to maximize efficiency of the existing street system capacity and support modal shifts to public transit, bicycling, and walking.

Objective 6.9 – Transportation for the Disadvantaged (City of Tallahassee/Leon County):
Coordinate transportation options to empower members in the community who are unable to provide their own transportation to vital services, including seniors, and individuals with disabilities, people with low incomes, and children at risk.

Policy 6.9.1 – Human Services Transportation (City of Tallahassee/Leon County):
Through the planning timeframe, applicable projects shall comply with federal and state requirements regarding planning and coordination of human services transportation in meeting the needs of the Transportation Disadvantaged.

Policy 6.9.2 – Transport to Destinations (City of Tallahassee/Leon County):
Through the planning timeframe, the transit provider shall ensure Transportation Disadvantaged program services continue to provide transport to local goods and services, including medical services for all users.

Policy 6.9.3 – Affordable and Cost-Effective Service (City of Tallahassee/Leon County):
Transit providers, the Capital Region Transportation Planning Agency, Community Transportation Coordinator, and the Apalachee Regional Planning Council shall support innovative ways, such as utilizing emerging technology or negotiating fees and services with on-demand providers, to reduce costs and provide superior service for the transportation disadvantaged that also increases efficiency and provide local government savings.

Policy 6.9.4 – Transportation Disadvantaged Needs Assessment (City of Tallahassee/Leon County):

A needs assessment of the Transportation Disadvantaged shall be developed/updated every 5 years or as required by federal and state laws. This assessment of existing public and private transit programs shall be undertaken with an analysis to determine needs. A strategy to meet identified needs of the Transportation Disadvantaged shall be developed.

Objective 6.10 – Transit (City of Tallahassee/Leon County):

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

Policy 6.10.1 – Transit Development Plan (City of Tallahassee):

Through the planning timeframe, the Transit Development Plan shall identify transit improvements needs and capital improvements plans shall prioritize funding for transit projects that increase the availability, speed, frequency, duration, and reliability of transit. Development shall be consistent with and support the Transit Development Plan.

Policy 6.10.2 – Pedestrian Infrastructure Connectivity (City of Tallahassee/Leon County):

The annual infrastructure capital improvements list maintained by City and County shall prioritize sidewalks and pedestrian facilities that provide connectivity to transit stops.

Policy 6.10.3 – Southside Transit (City of Tallahassee/Leon County):

The City, County, and CRTPA shall prioritize improved transit service on the Southside by including, where appropriate and feasible, projects in the Transit Development Plan that would have a positive impact on the area.

Policy 6.10.4 – Employment and Activity Center Service (City of Tallahassee):

Systematically prioritize the extension and/or route modifications within the City limits to provide access to major employment, shopping, and business, recreational, and other activity centers. Transit service outside of City limits are not the responsibility of the City of Tallahassee.

Policy 6.10.5 – Transit Corridors (City of Tallahassee/Leon County):

Incentives shall be developed to encourage the donation of transit rights-of-way to establish and maintain transit corridors. Development agreements and land use regulations shall be used when available and in the best interest of transit service to preserve future transit corridors.

Objective 6.11 – Aviation (City of Tallahassee/Leon County):

Provide aviation facilities to meet the demand for commercial service, general aviation, freight and cargo, advanced air mobility, and military services and to enhance aviation and airport development opportunities.

Policy 6.11.1 – Adjacent Land Use Compatibility (City of Tallahassee/Leon County):
Protect the Tallahassee International Airport from the encroachment of incompatible land uses and the creation or establishment of airport hazards to ensure the continuation of normal airport operations, including landing and takeoff of aircraft, in order to promote public health, safety, and general welfare by implementing airport land use compatibility zoning regulations that include potential noise and safety impacts to surrounding land uses.

Policy 6.11.2 – Airport Master Plan (City of Tallahassee):
The Tallahassee International Airport shall maintain an airport master plan that establishes a logical set of development parameters and timelines that coincide with the airport's needs for general aviation, commercial service, freight and cargo, and advanced air mobility through the planning horizon.

Policy 6.11.3 – Compatibility of Land Use (City of Tallahassee/Leon County):
Airport land use compatibility zoning regulations shall include provisions for existing aviation facilities as well as planned aviation facilities identified in the airport master plan. The City and County shall coordinate with Airport staff to develop any additional regulations needed that are not identified in the airport master plan, such as for locations off-airport suitable for development under these categories and for advanced air mobility facilities and services.

Policy 6.11.4 – Compatibility for Noise and Safety (City of Tallahassee/Leon County):
Airport land use compatibility zoning regulations shall include potential noise and safety impacts to surrounding land uses.

Policy 6.11.5 – Advanced Air Mobility (City of Tallahassee/Leon County):
Advanced Air Mobility facilities, including any public-use vertiport facilities, shall be directed to appropriate areas and not located within areas that may create compatibility issues. Land development regulations shall identify zoning districts and/or areas where Advanced Air Mobility facilities are either prohibited or restricted uses and include appropriate development standards for Advanced Air Mobility facilities.

Objective 6.12 – Rail (City of Tallahassee/Leon County):
Accommodate and mitigate impacts of existing rail-based freight and cargo services, support opportunities for commercial passenger service, and coordinate with rail owners to enhance the safety of existing crossings and seek additional safe crossings for pedestrian and bicycle users.

Policy 6.12.1 – Railroad Crossings (City of Tallahassee/Leon County):
Coordinate with the Federal Highway Administration and railroad companies to ensure railroad crossings are constructed and maintained to ensure safe crossings for drivers, pedestrians, and cyclists. Pedestrian crossings shall be constructed and maintained to ensure compliance with the Americans with Disabilities Act and other Federal and State Standards. Deficient crossings and new crossings of railroads shall be inventoried and prioritized in programming of the transportation network and trail system.

Objective 6.13 – Intergovernmental Coordination (City of Tallahassee/Leon County):
Coordinate with neighboring jurisdictions, the Florida Department of Transportation, and the Capital Region Transportation Planning Agency to effectively plan and manage transportation systems that extend beyond jurisdictional boundaries.

Policy 6.13.1 – Consistency with State Transportation Plans (City of Tallahassee/Leon County):

Maintain consistency with and support state transportation plans, including the Florida Transportation Plan and the Strategic Intermodal System Plan.

Policy 6.13.2 – Consistency with Regional Transportation Plans (City of Tallahassee/Leon County):

Maintain consistency with and support regional transportation plans, including the Capital Region Transportation Planning Agency's Regional Mobility Plan, Transportation Improvement Plan, and any future regional transit plans.

Policy 6.13.3 – Consistency with Local Transportation Plans (City of Tallahassee/Leon County):

Maintain consistency with other transportation plans for Leon County and the City of Tallahassee, including the Bicycle and Pedestrian Master Plan.

Policy 6.13.4 – Signal Coordination Plans (City of Tallahassee/Leon County):

Require conformance of new signals with signal coordination plans and FDOT signal spacing standards for the state highway systems.

Policy 6.13.5 – Project Planning Partnerships (City of Tallahassee/Leon County):

Forge partnerships and effectively coordinate with modal providers, state and regional agencies, and other local governments in mobility planning and project development.

Policy 6.13.6 – Evacuation Routes (City of Tallahassee/Leon County):

Coordinate with the Florida Department of Transportation to ensure that the transportation network provides the capability to facilitate the evacuation of the coastal population in the event of an impending natural disaster.

Policy 6.13.7 – Emerging Technology (City of Tallahassee/Leon County):

New advancements in transportation and mobility technologies shall be monitored for identification of potential infrastructure and safety needs, and implementation of these emerging technologies shall be coordinated with federal, state, regional, and local transportation authorities.

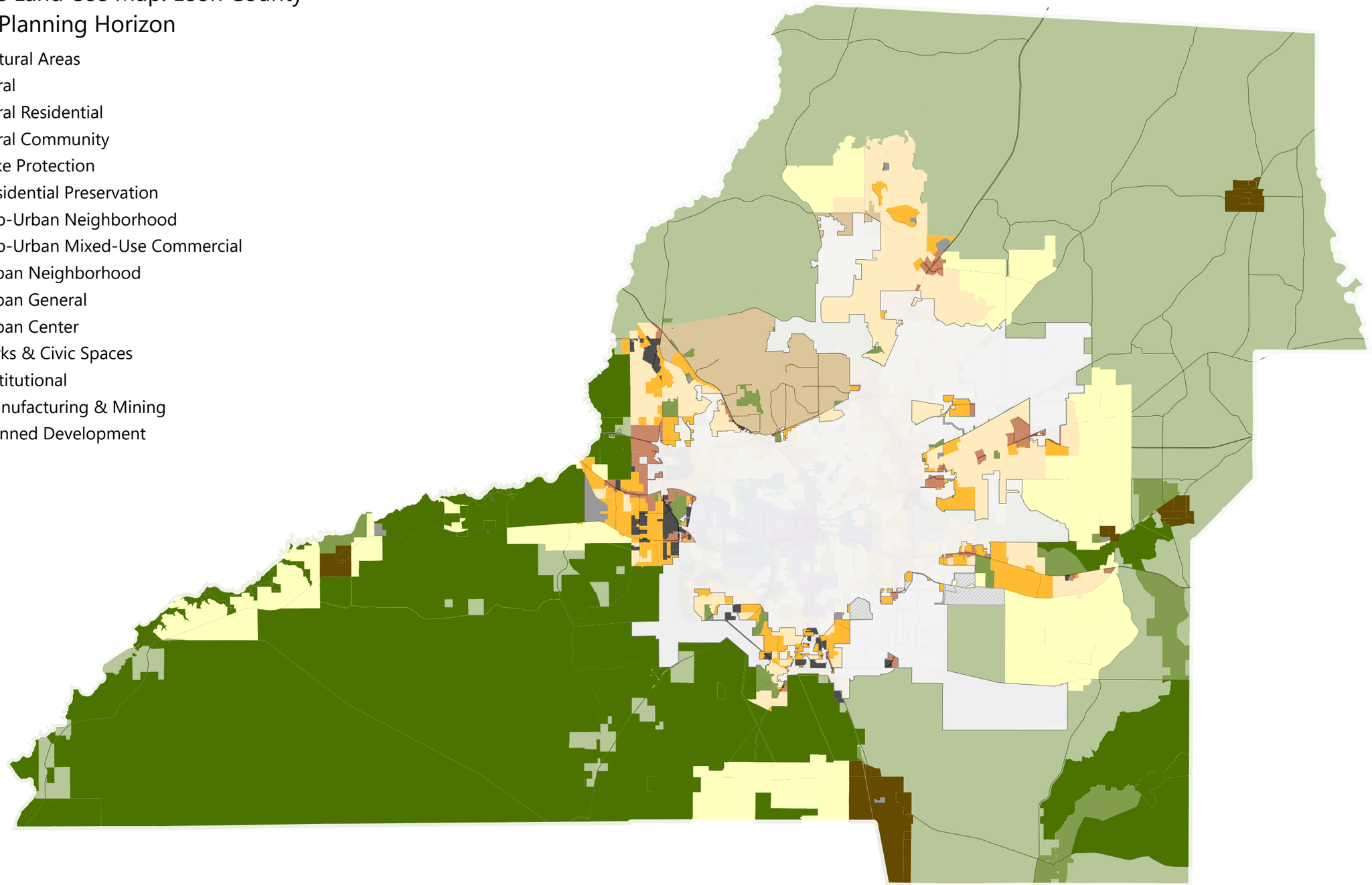
Maps Series: Future Land Use Map

Maps and Data are maintained through GIS: https://tlcgis.org/

The Future Land Use Map is included in the map series for illustrative purposes. The official Future Land Use Map is adopted as Policy 2.8.1 of the Land Use and Mobility Element.

Future Land Use Map: Leon County
2050 Planning Horizon

- Natural Areas
- Rural
- Rural Residential
- Rural Community
- Lake Protection
- Residential Preservation
- Sub-Urban Neighborhood
- Sub-Urban Mixed-Use Commercial
- Urban Neighborhood
- Urban General
- Urban Center
- Parks & Civic Spaces
- Institutional
- Manufacturing & Mining
- Planned Development



0 2 4 8 Miles

Note: Grayed out areas represent City limits

Maps Series: Urban Services Area

Maps and Data are maintained through GIS: https://tlcgis.org/

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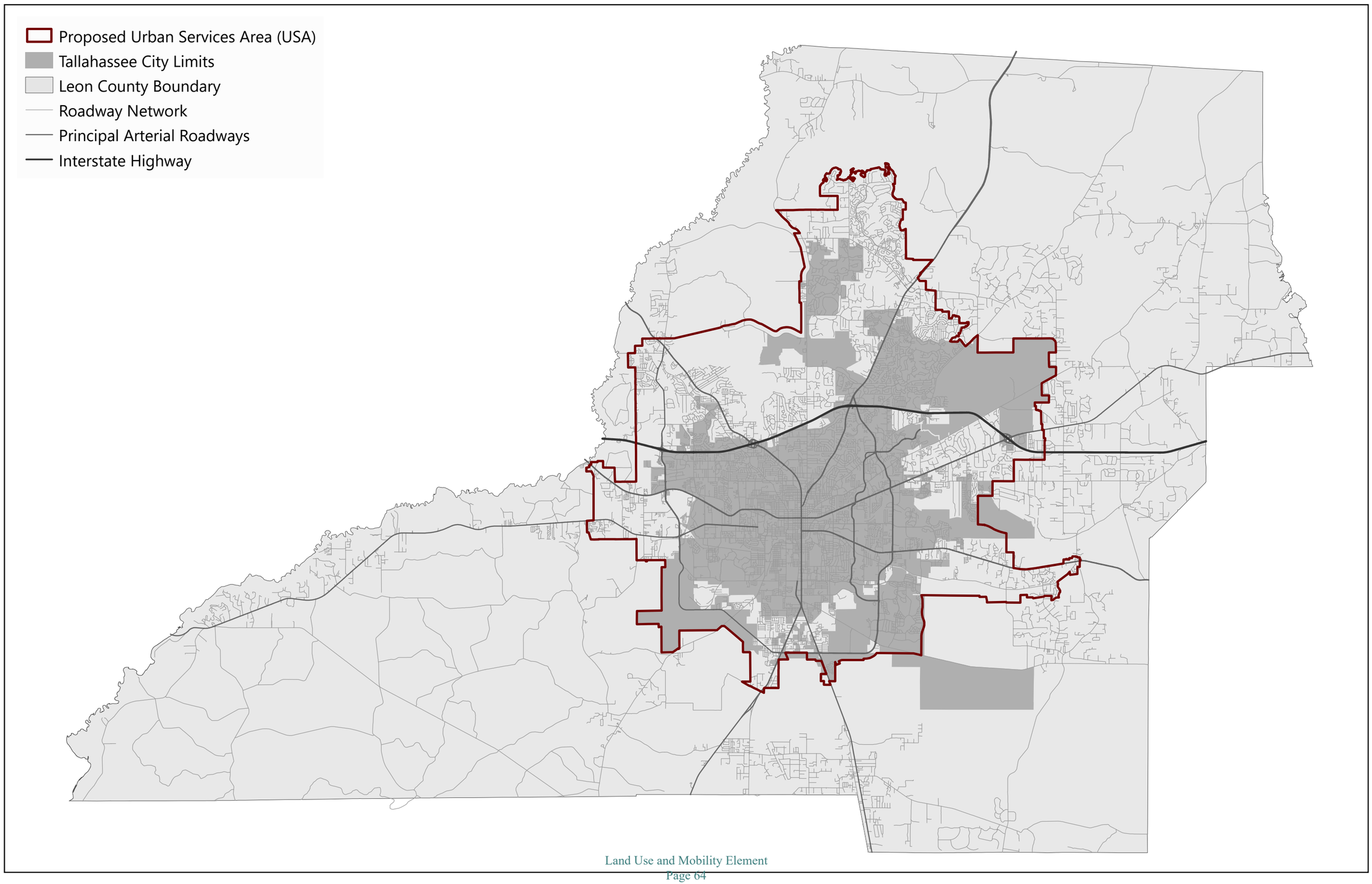

Proposed Urban Services Area (USA)
Tallahassee City Limits
Leon County Boundary
Roadway Network
Principal Arterial Roadways
Interstate Highway

Maps Series: Natural and Historic Resources

Maps and Data are maintained through GIS: https://tlcgis.org/

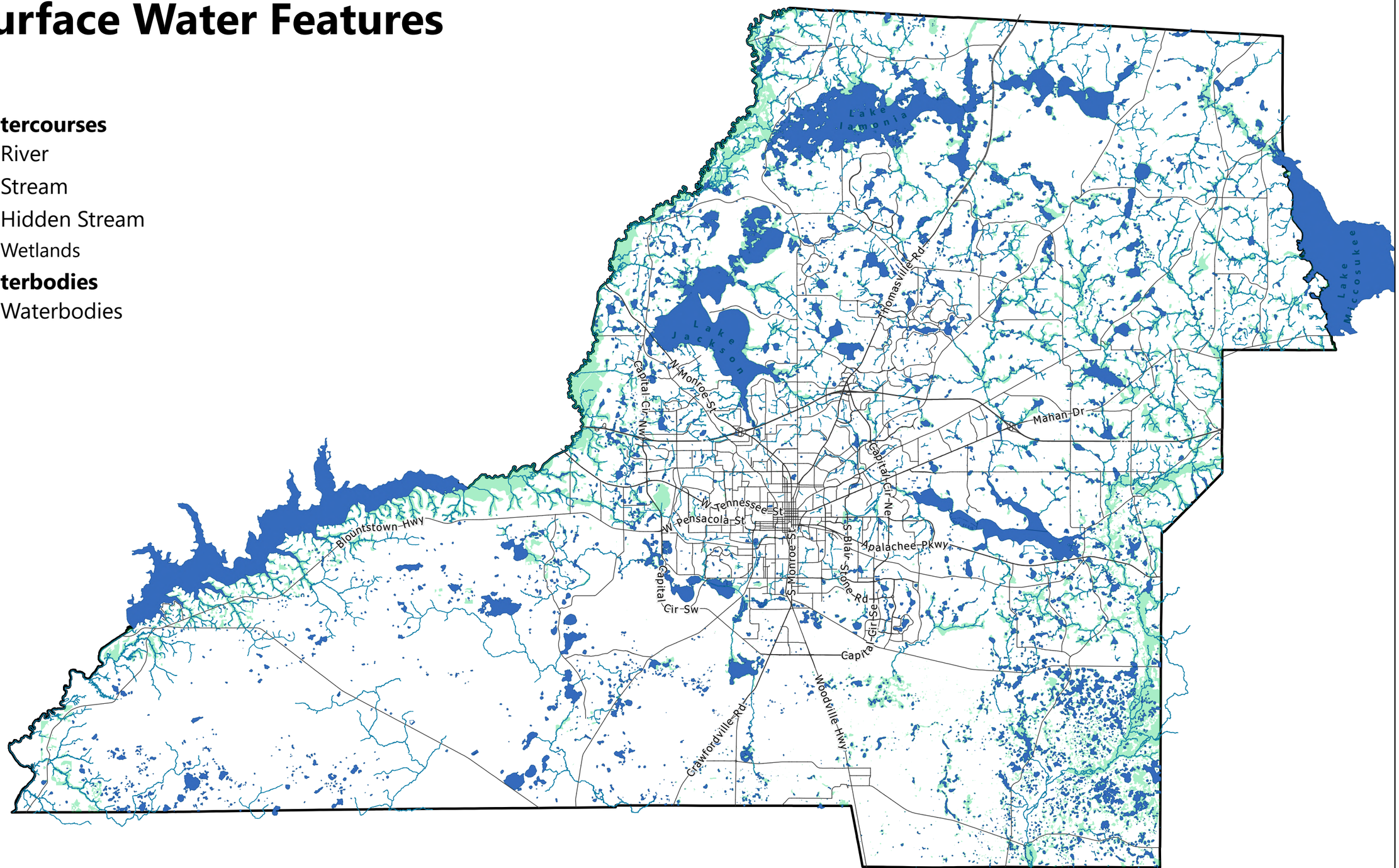
Surface Water Features

Watercourses

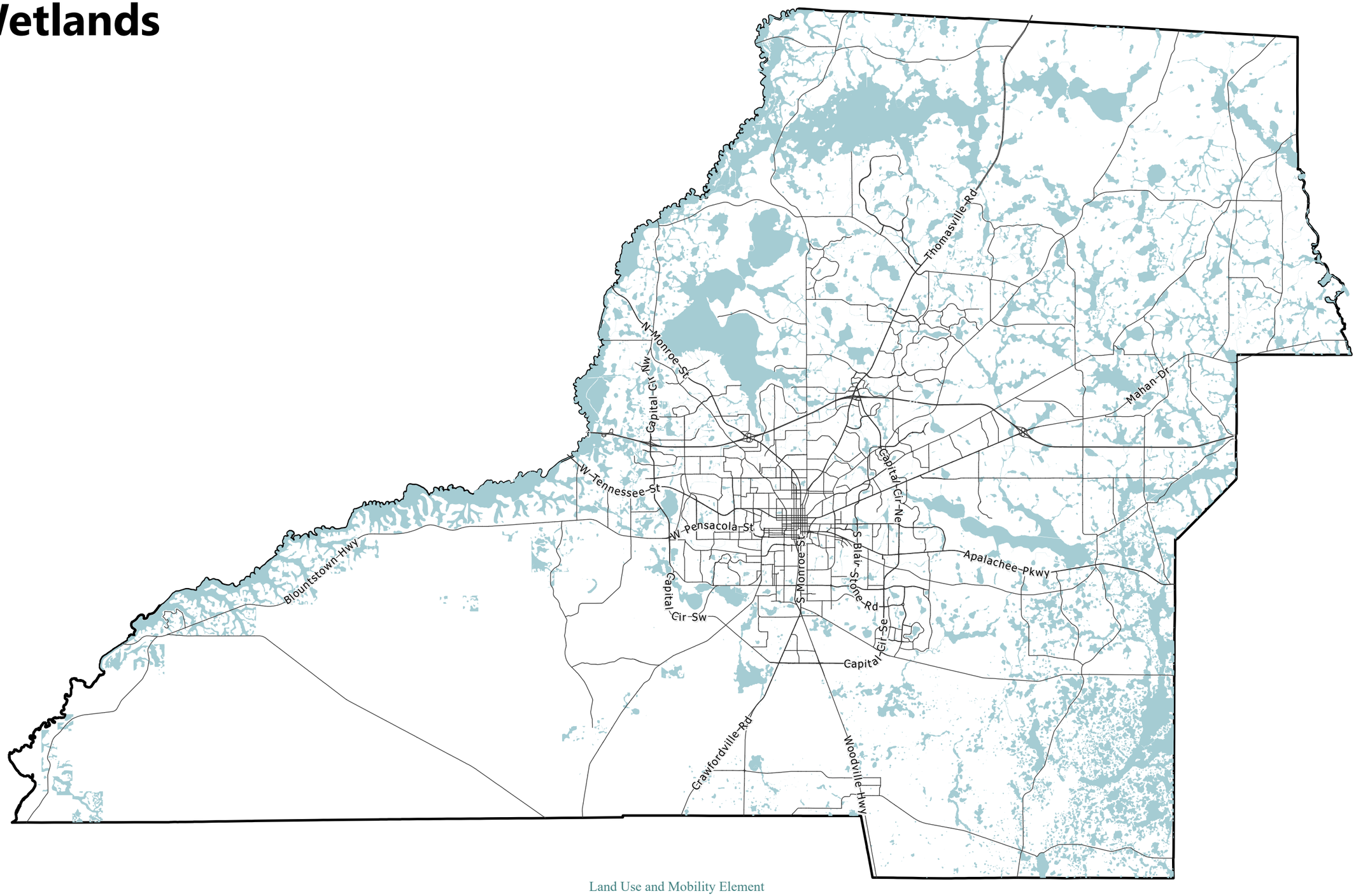
- River
- Stream
- Hidden Stream
- Wetlands

Waterbodies

- Waterbodies

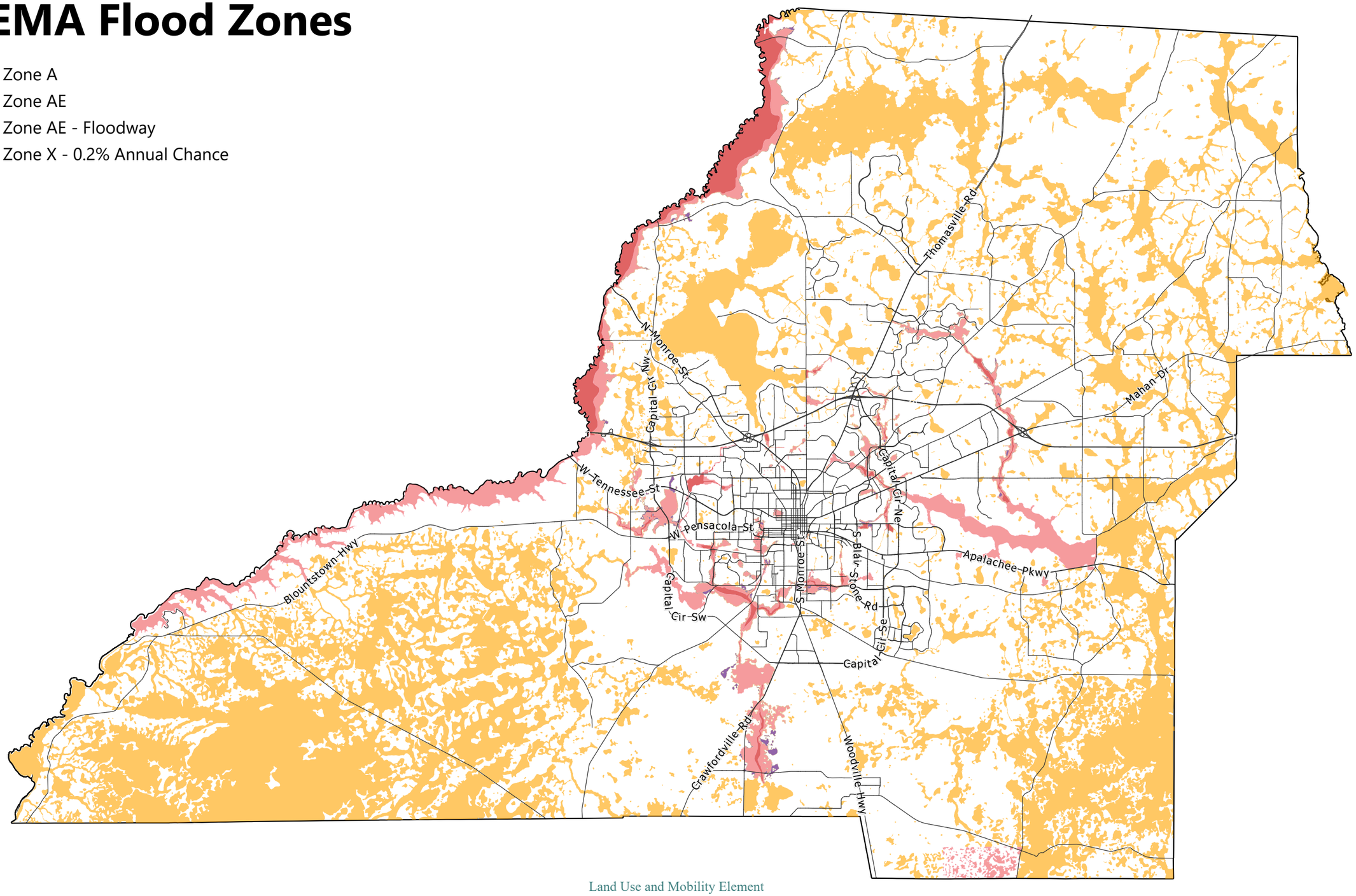


Wetlands


Thomasville Rd
N Monroe St
Capital Cir NW
W Tennessee St
Capital Cir NE
Mahan Dr
W Pensacola St
S Monroe St
S Blair Stone Rd
Apalachee Pkwy
Capital Cir SW
Capital Cir SE
Blountstown Hwy
Crawfordville Rd
Woodville Hwy

FEMA Flood Zones

- Zone A
- Zone AE
- Zone AE - Floodway
- Zone X - 0.2% Annual Chance



Soils of Tallahassee-Leon County

Soils by Hydrologic Group

- Group A
- Group B
- Group C
- Group A/D
- Group B/D
- Group C/D
- No Group Indicated

Group A - Group A soils consist of deep, well drained sands or gravelly sands with high infiltration and low runoff rates.

Group B - Group B soils consist of deep well drained soils with a moderately fine to moderately coarse texture and a moderate rate of infiltration and runoff.

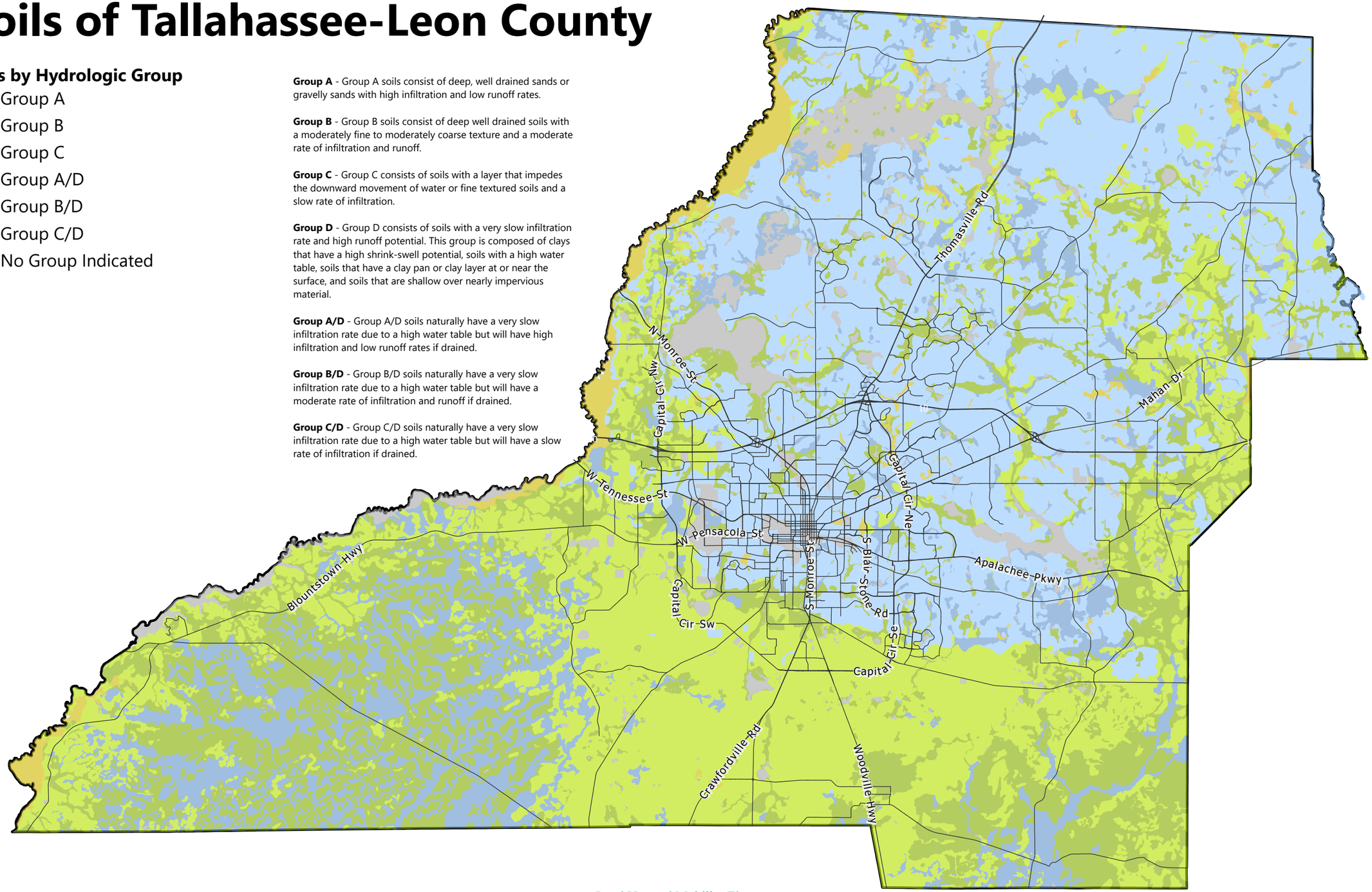
Group C - Group C consists of soils with a layer that impedes the downward movement of water or fine textured soils and a slow rate of infiltration.

Group D - Group D consists of soils with a very slow infiltration rate and high runoff potential. This group is composed of clays that have a high shrink-swell potential, soils with a high water table, soils that have a clay pan or clay layer at or near the surface, and soils that are shallow over nearly impervious material.

Group A/D - Group A/D soils naturally have a very slow infiltration rate due to a high water table but will have high infiltration and low runoff rates if drained.

Group B/D - Group B/D soils naturally have a very slow infiltration rate due to a high water table but will have a moderate rate of infiltration and runoff if drained.

Group C/D - Group C/D soils naturally have a very slow infiltration rate due to a high water table but will have a slow rate of infiltration if drained.



Designated Canopy Roads

Meridian Road from its intersection with Seventh Avenue to the state fine.

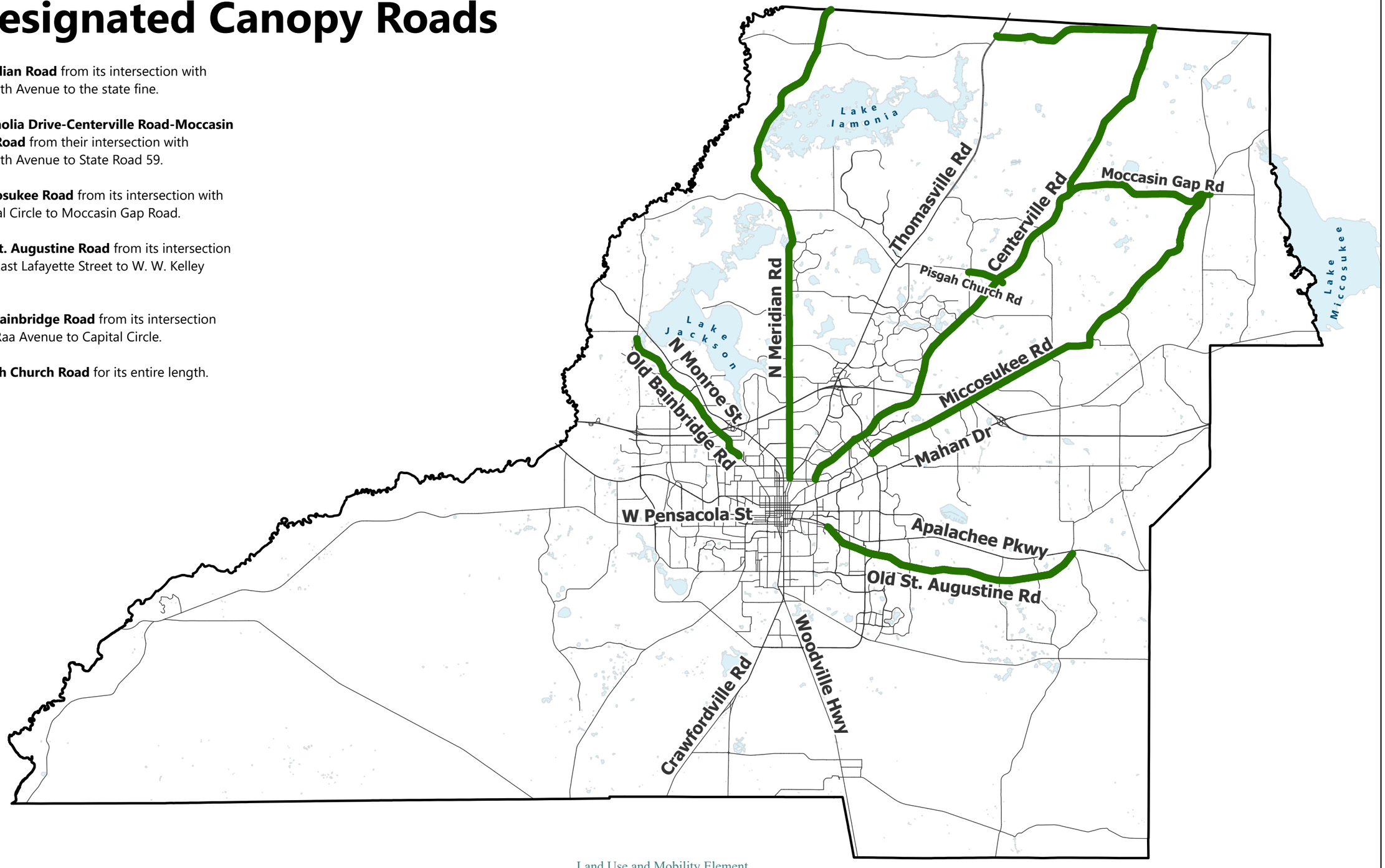
Magnolia Drive-Centerville Road-Moccasin Gap Road from their intersection with Seventh Avenue to State Road 59.

Miccosukee Road from its intersection with Capital Circle to Moccasin Gap Road.

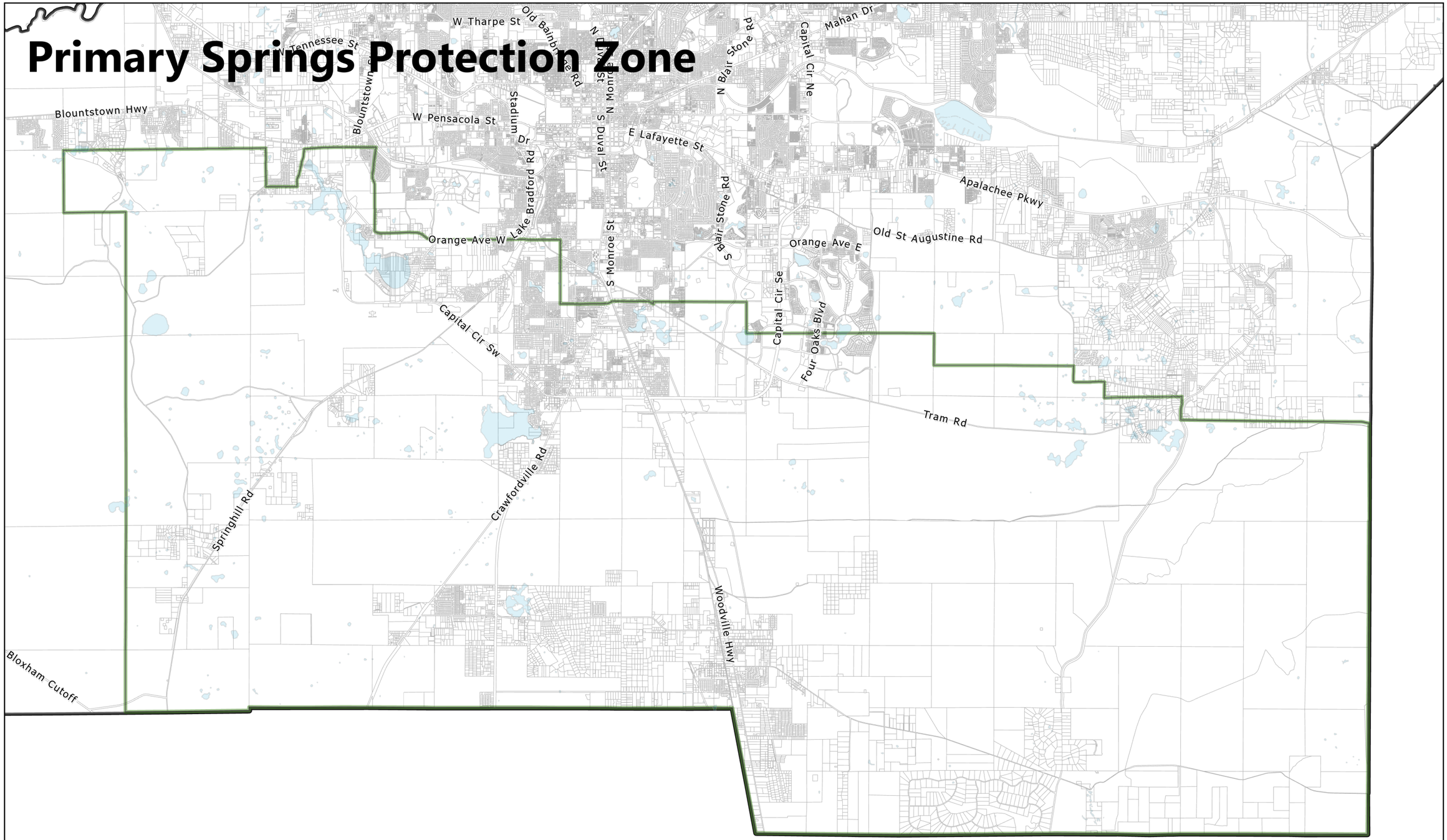
Old St. Augustine Road from its intersection with East Lafayette Street to W. W. Kelley Road.

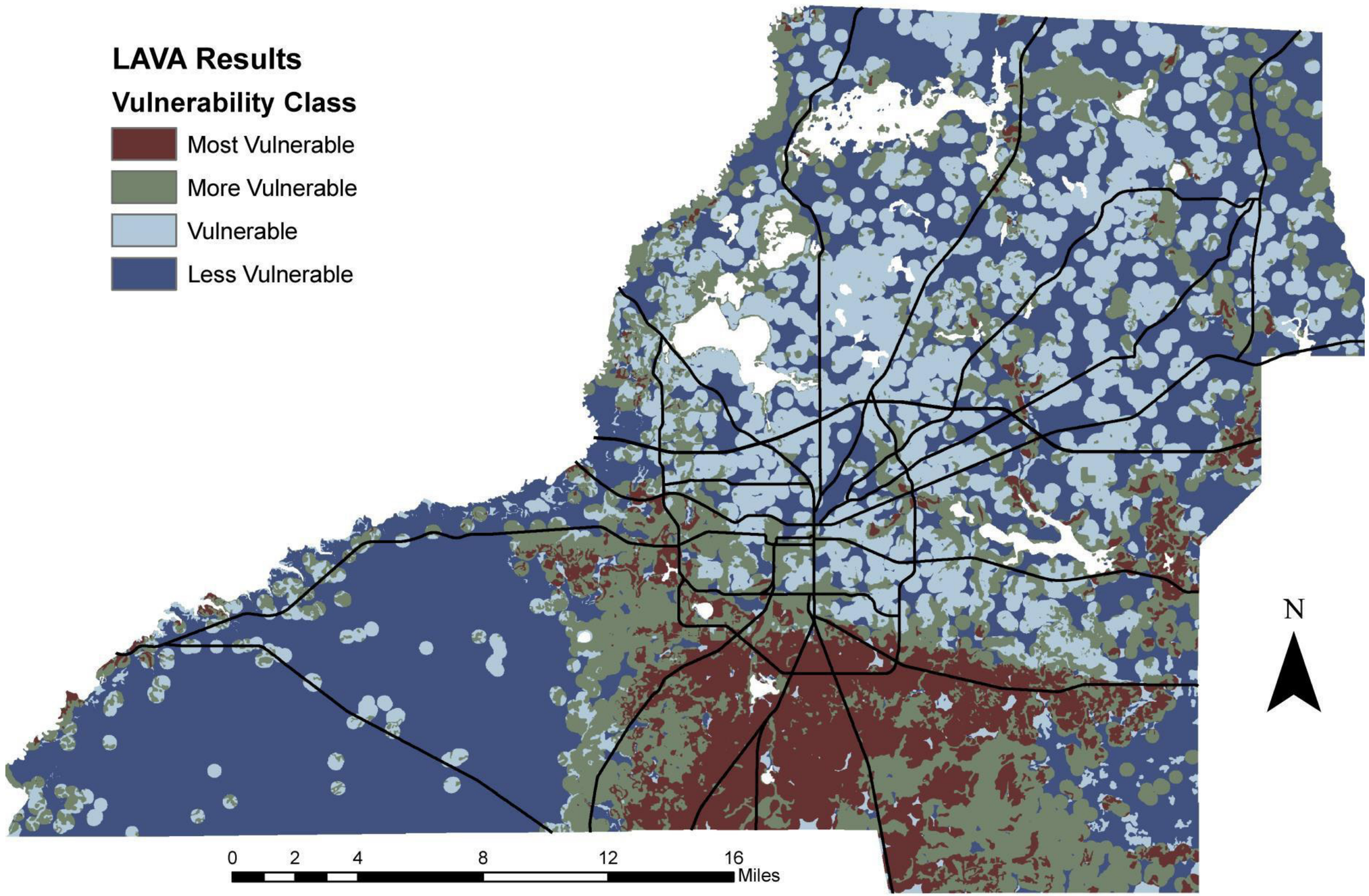
Old Bainbridge Road from its intersection with Raa Avenue to Capital Circle.

Pisgah Church Road for its entire length.

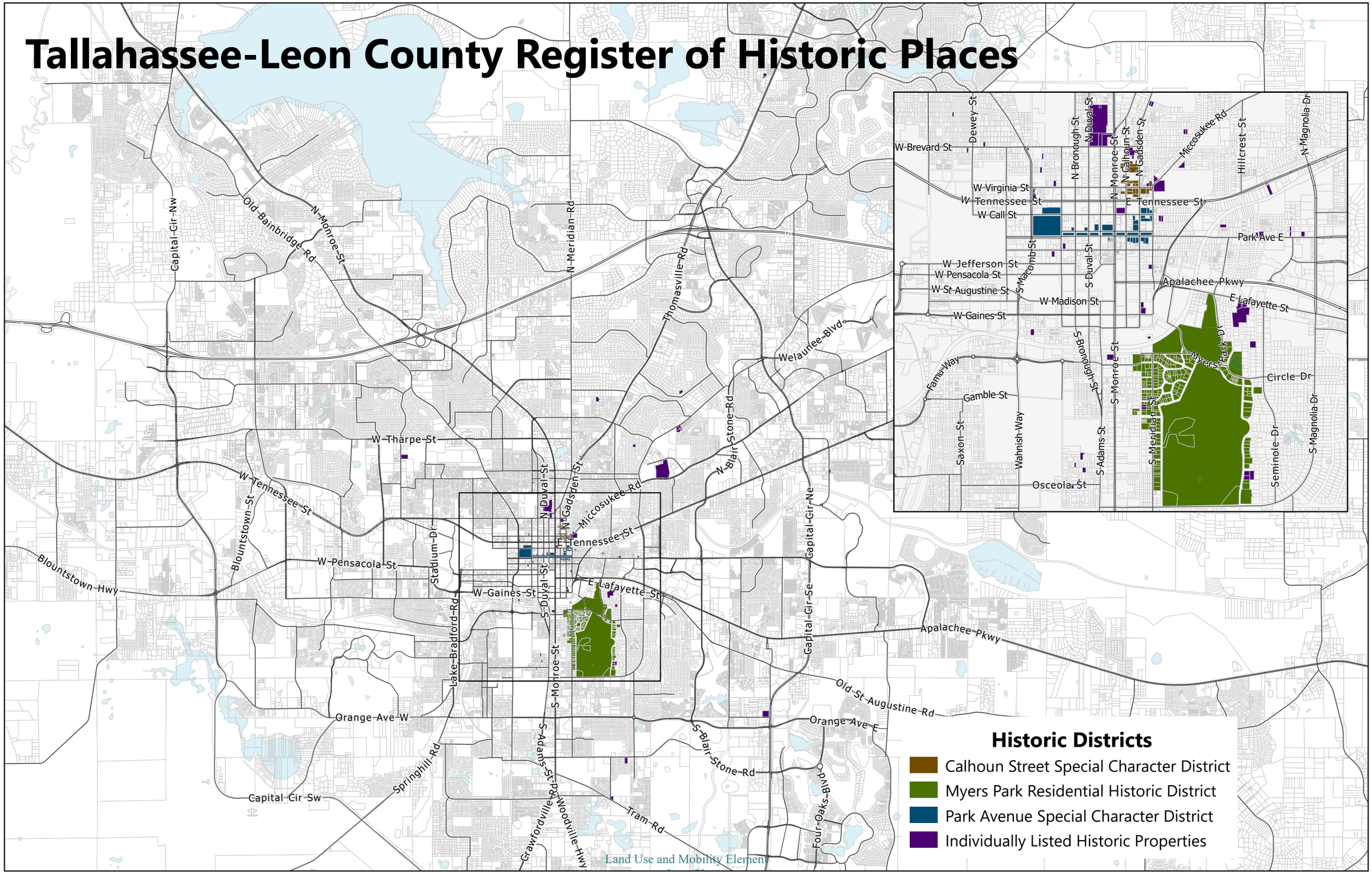


Primary Springs Protection Zone

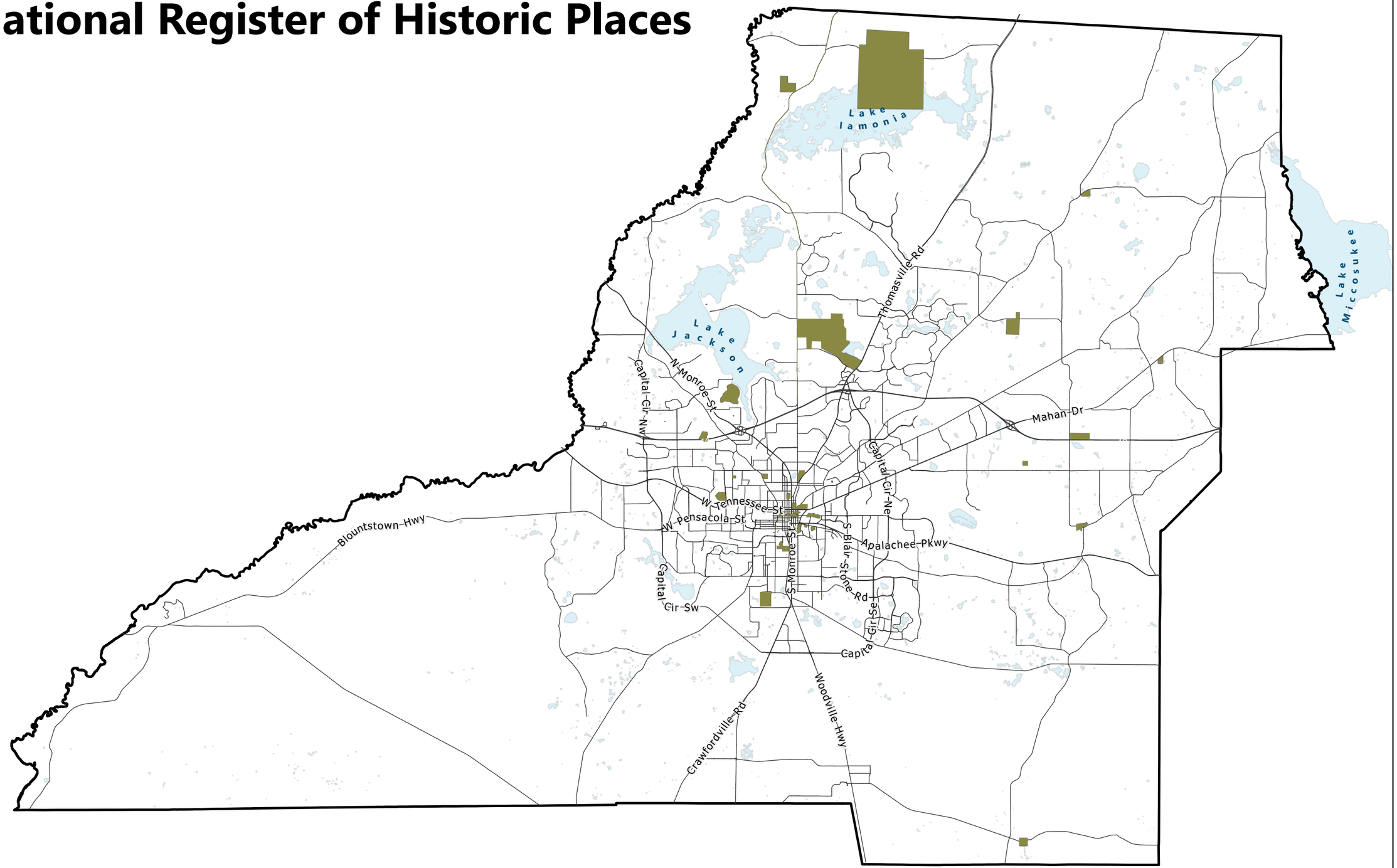


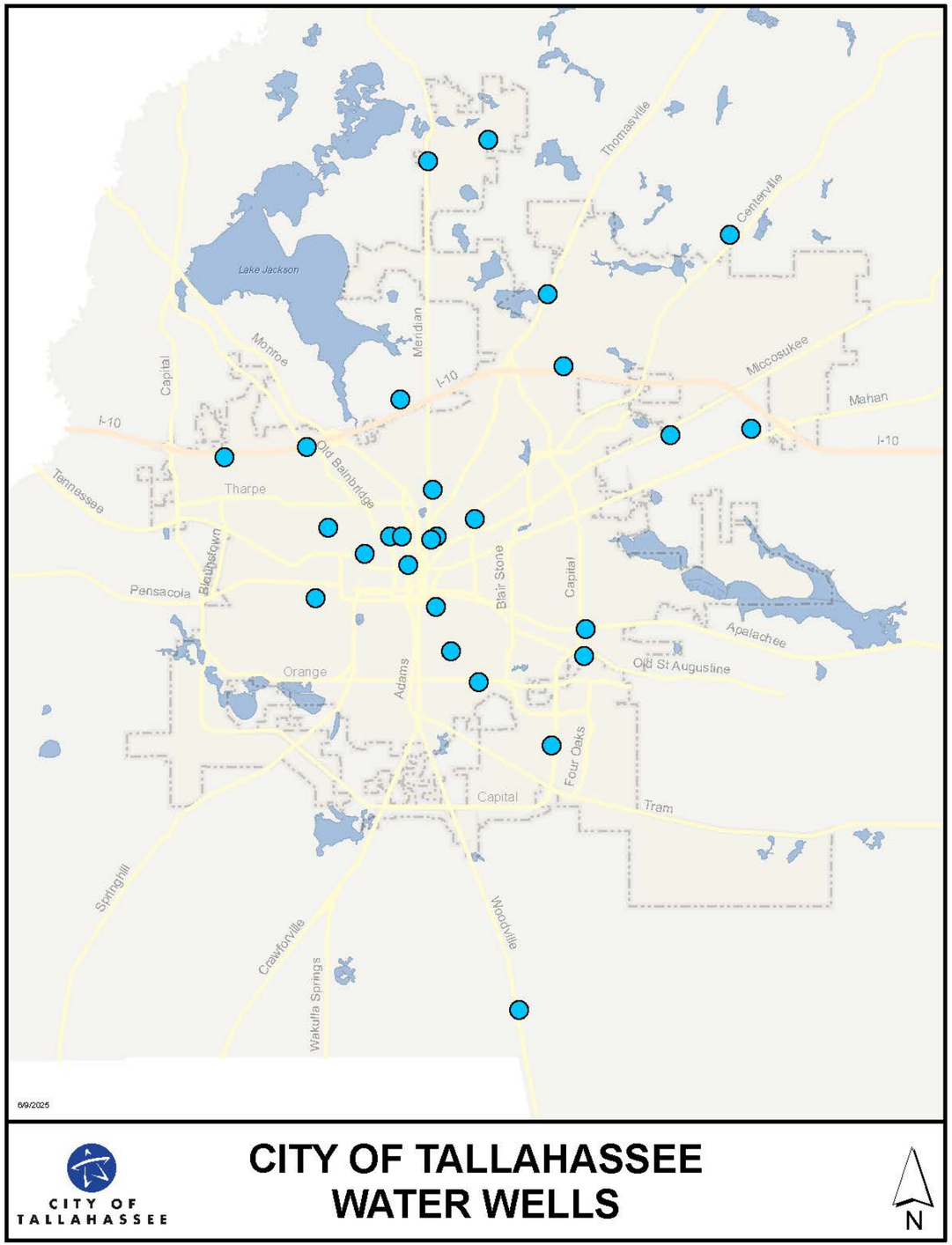

LAVA Results
Vulnerability Class
Most Vulnerable
More Vulnerable
Vulnerable
Less Vulnerable
0
2
4
8
12
16
Miles
N

Tallahassee-Leon County Register of Historic Places



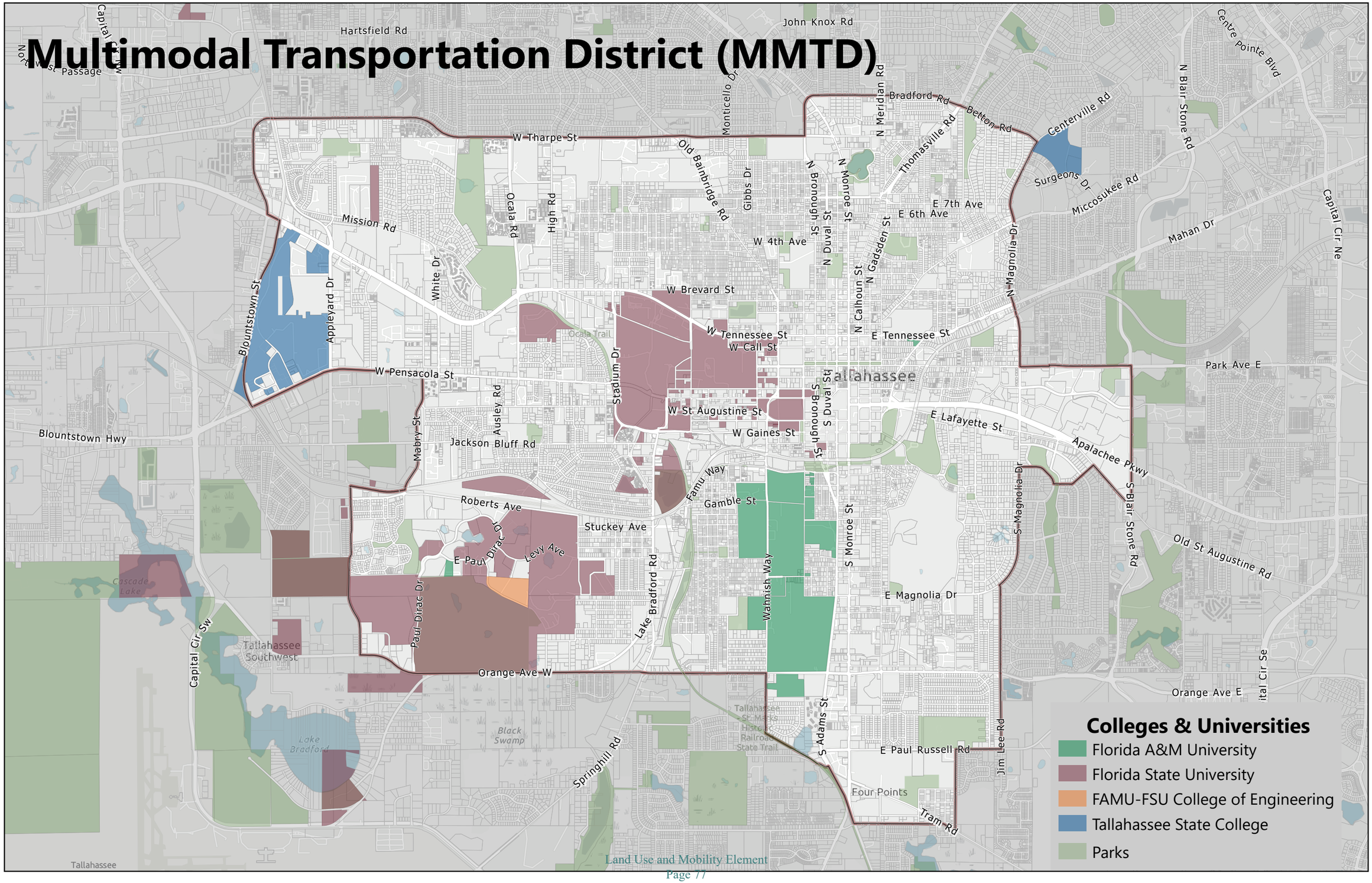
National Register of Historic Places




Thomasville
Centerville
Lake Jackson
Meridian
Monroe
Capital
I-10
Miccosukee
Mahan
Old Bainbridge
Tharpe
Tennessee
Bloxhstown
Pensacola
Blair Stone
Capital
Apalachee
Old St Augustine
Orange
Adams
Four Oaks
Capital
Tram
Springhill
Crawfordville
Wakulla Springs
Woodville
6/9/2025
CITY OF TALLAHASSEE
WATER WELLS
N

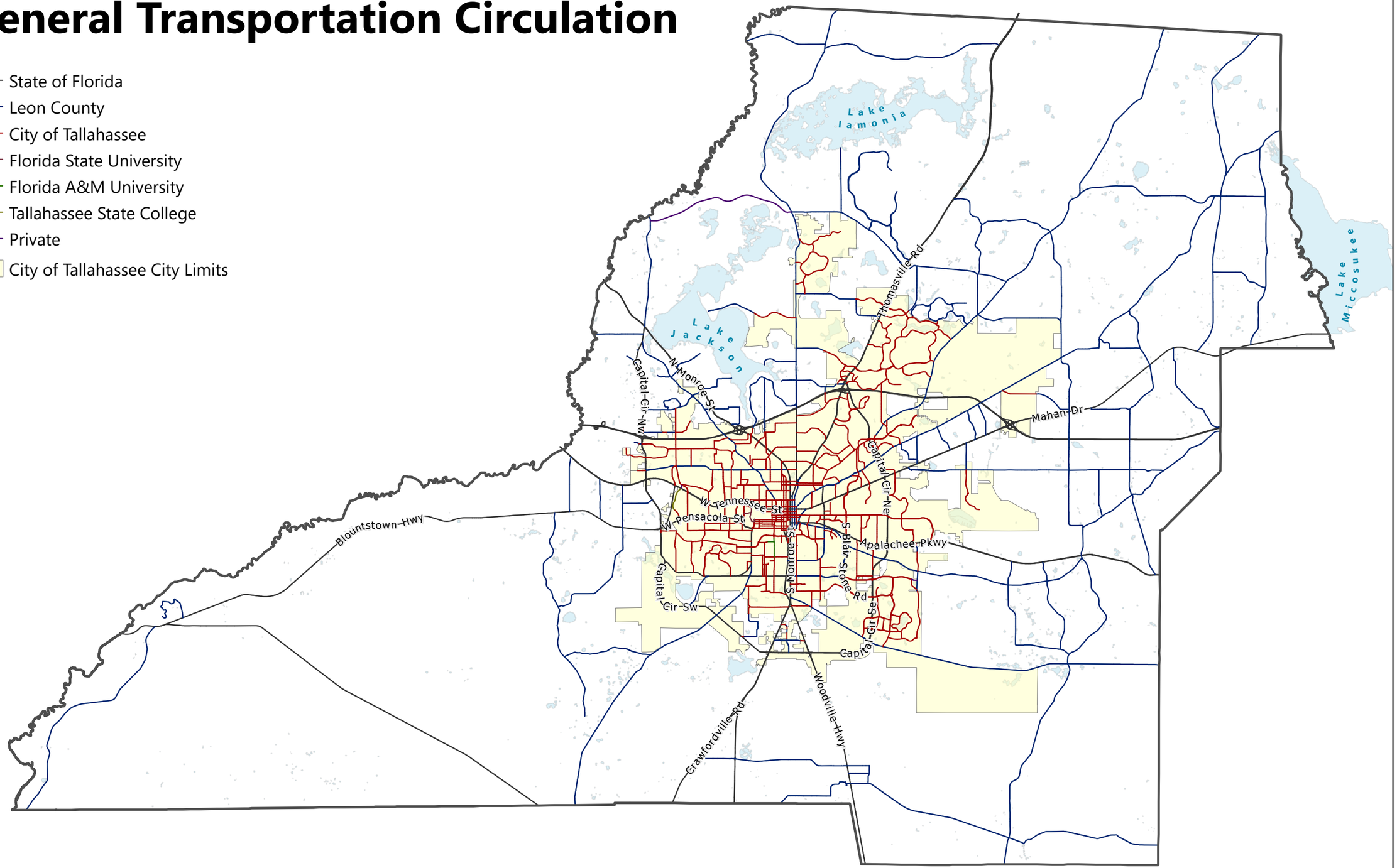
Mobility Maps

Multimodal Transportation District (MMTD)



General Transportation Circulation

- State of Florida
- Leon County
- City of Tallahassee
- Florida State University
- Florida A&M University
- Tallahassee State College
- Private
- City of Tallahassee City Limits



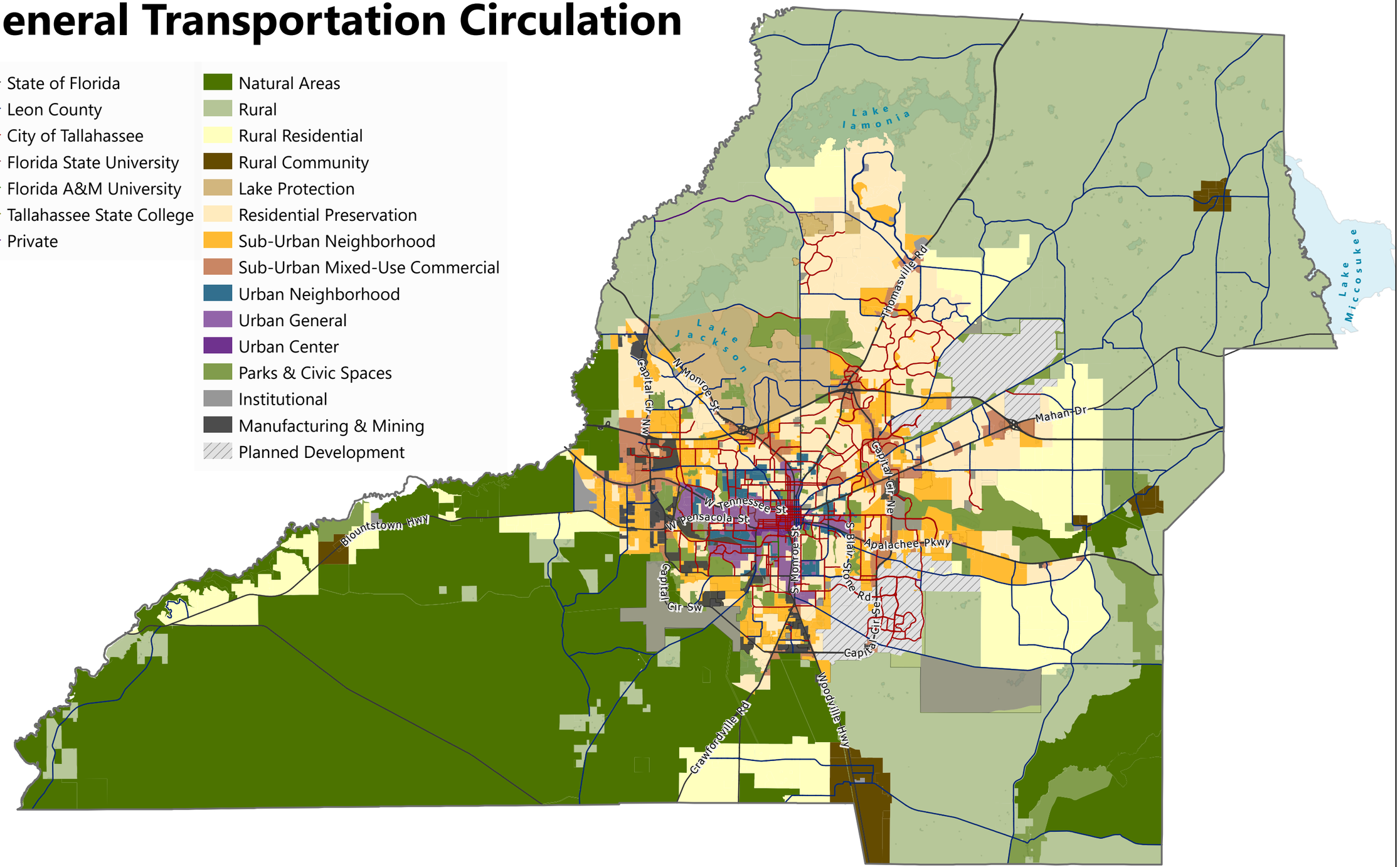
General Transportation Circulation

- State of Florida
- Leon County
- City of Tallahassee
- Florida State University
- Florida A&M University
- Tallahassee State College
- Private
- City of Tallahassee City Limits

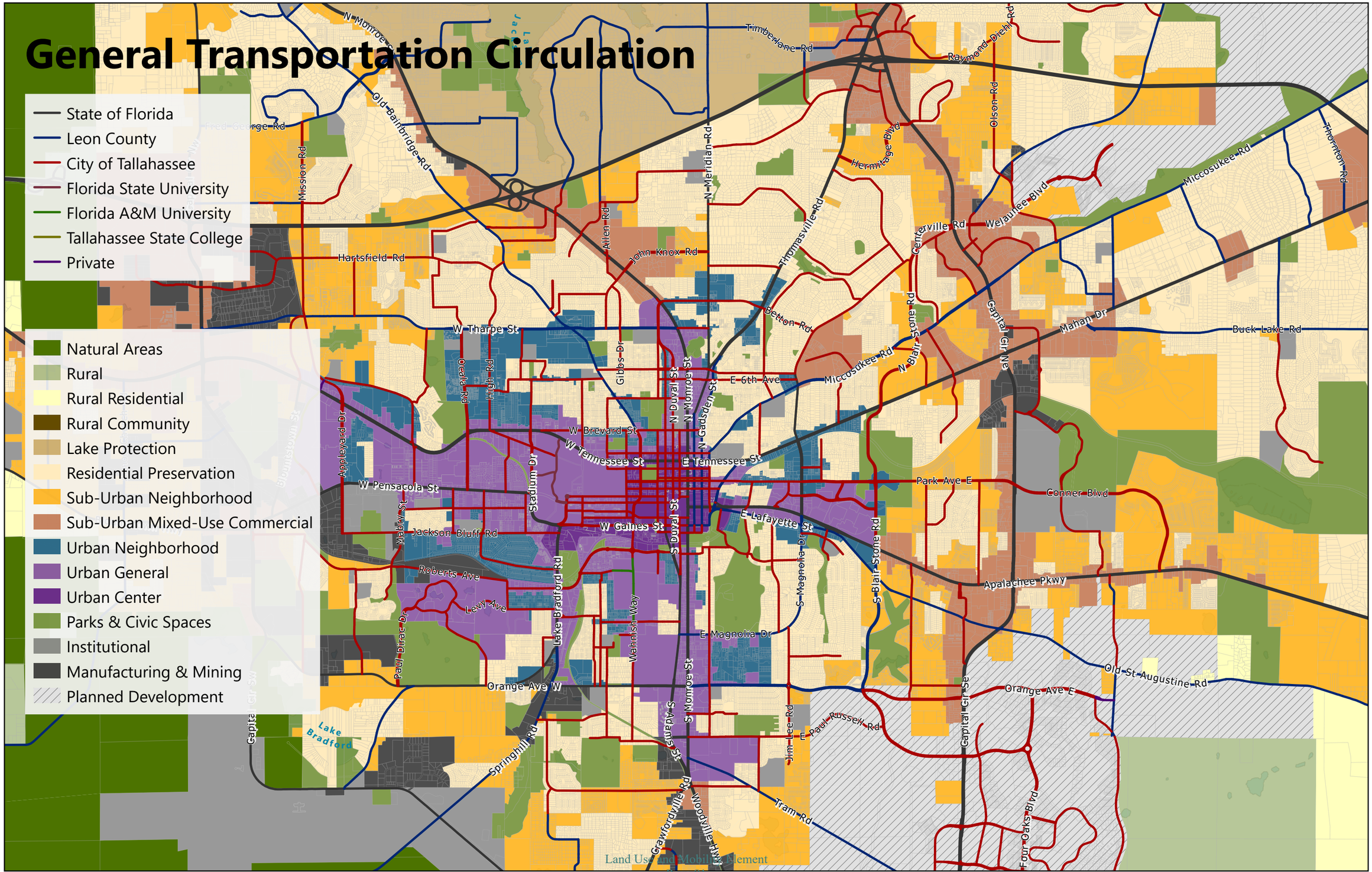
General Transportation Circulation

- State of Florida
- Leon County
- City of Tallahassee
- Florida State University
- Florida A&M University
- Tallahassee State College
- Private

- Natural Areas
- Rural
- Rural Residential
- Rural Community
- Lake Protection
- Residential Preservation
- Sub-Urban Neighborhood
- Sub-Urban Mixed-Use Commercial
- Urban Neighborhood
- Urban General
- Urban Center
- Parks & Civic Spaces
- Institutional
- Manufacturing & Mining
- Planned Development

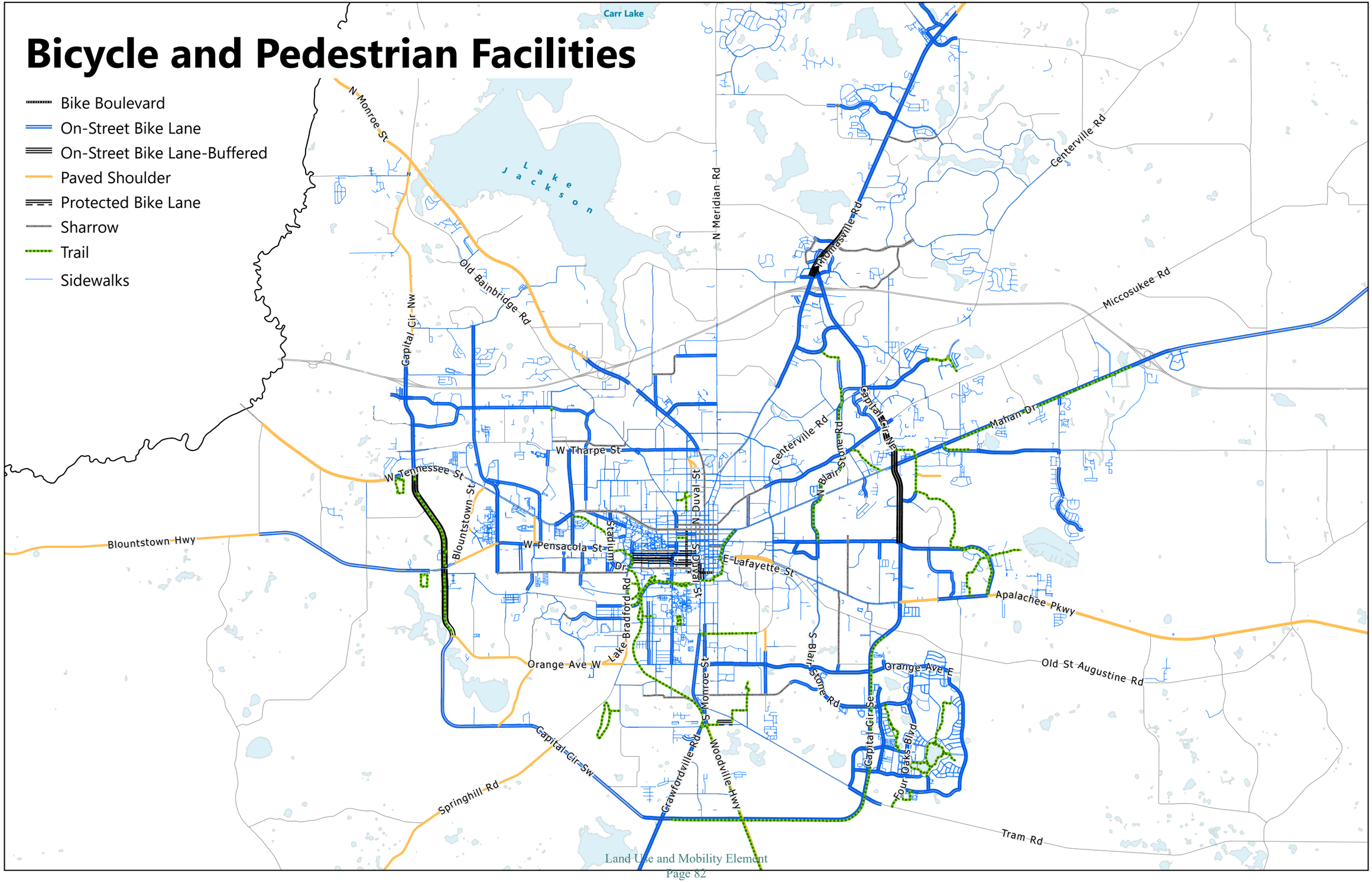


General Transportation Circulation



Bicycle and Pedestrian Facilities

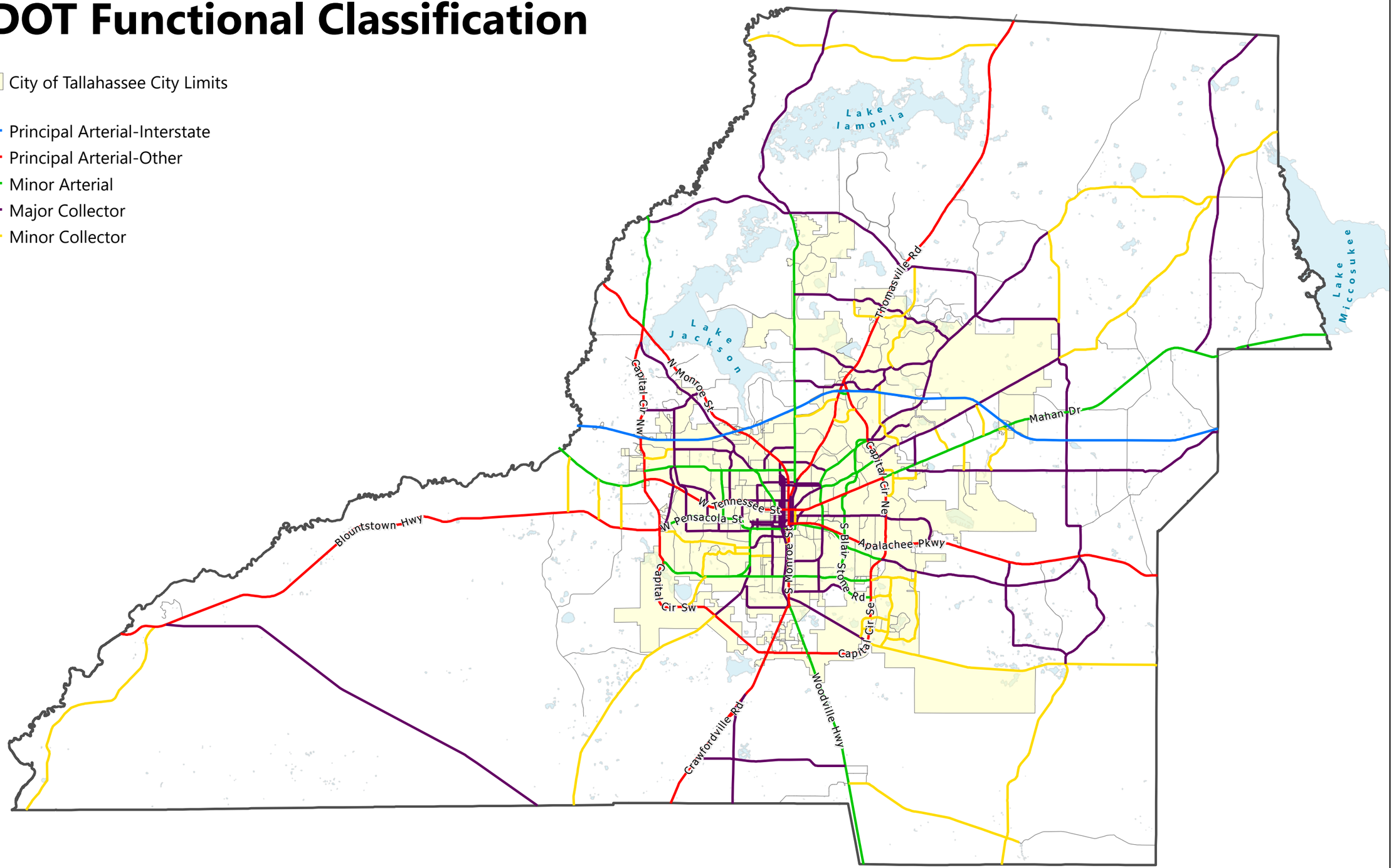
- Bike Boulevard
- On-Street Bike Lane
- On-Street Bike Lane-Buffered
- Paved Shoulder
- Protected Bike Lane
- Sharrow
- Trail
- Sidewalks



FDOT Functional Classification

City of Tallahassee City Limits

- Principal Arterial-Interstate
- Principal Arterial-Other
- Minor Arterial
- Major Collector
- Minor Collector



FDOT Functional Classification

City of Tallahassee City Limits

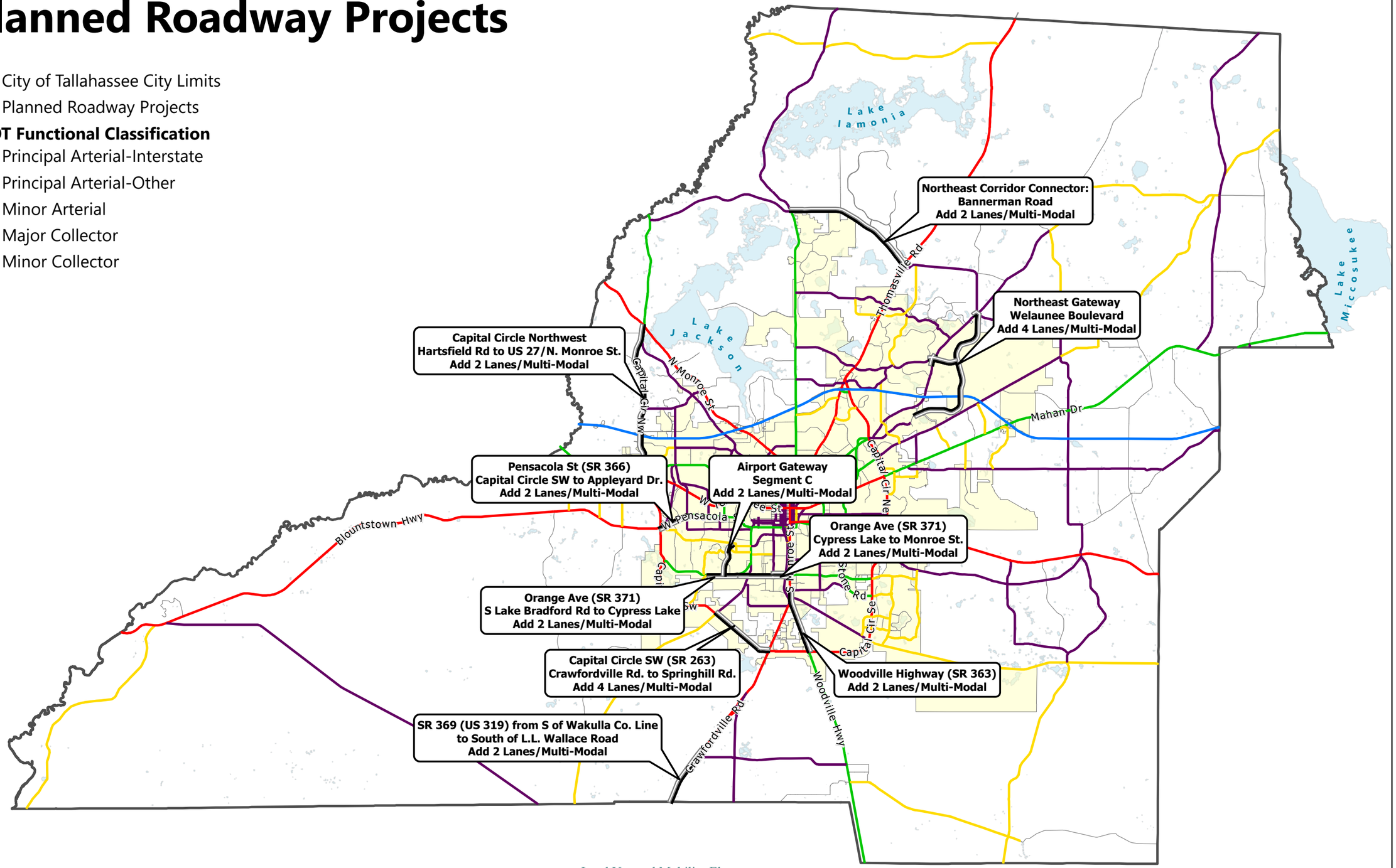
- Principal Arterial-Interstate
- Principal Arterial-Other
- Minor Arterial
- Major Collector
- Minor Collector

Planned Roadway Projects

City of Tallahassee City Limits
Planned Roadway Projects

FDOT Functional Classification

Principal Arterial-Interstate
Principal Arterial-Other
Minor Arterial
Major Collector
Minor Collector



Planned Roadway Projects

City of Tallahassee City Limits

Planned Roadway Projects

FDOT Functional Classification

- Principal Arterial-Interstate
- Principal Arterial-Other
- Minor Arterial
- Major Collector
- Minor Collector

Capital Circle Northwest
Hartsfield Rd to US 27/N. Monroe St.
Add 2 Lanes/Multi-Modal

Northeast Gateway
Welaunee Boulevard
Add 4 Lanes/Multi-Modal

Pensacola St (SR 366)
Capital Circle SW to Appleyard Dr.
Add 2 Lanes/Multi-Modal

Airport Gateway
Segment C
Add 2 Lanes/Multi-Modal

Orange Ave (SR 371)
Cypress Lake to Monroe St.
Add 2 Lanes/Multi-Modal

Orange Ave (SR 371)
S Lake Bradford Rd to Cypress Lake
Add 2 Lanes/Multi-Modal

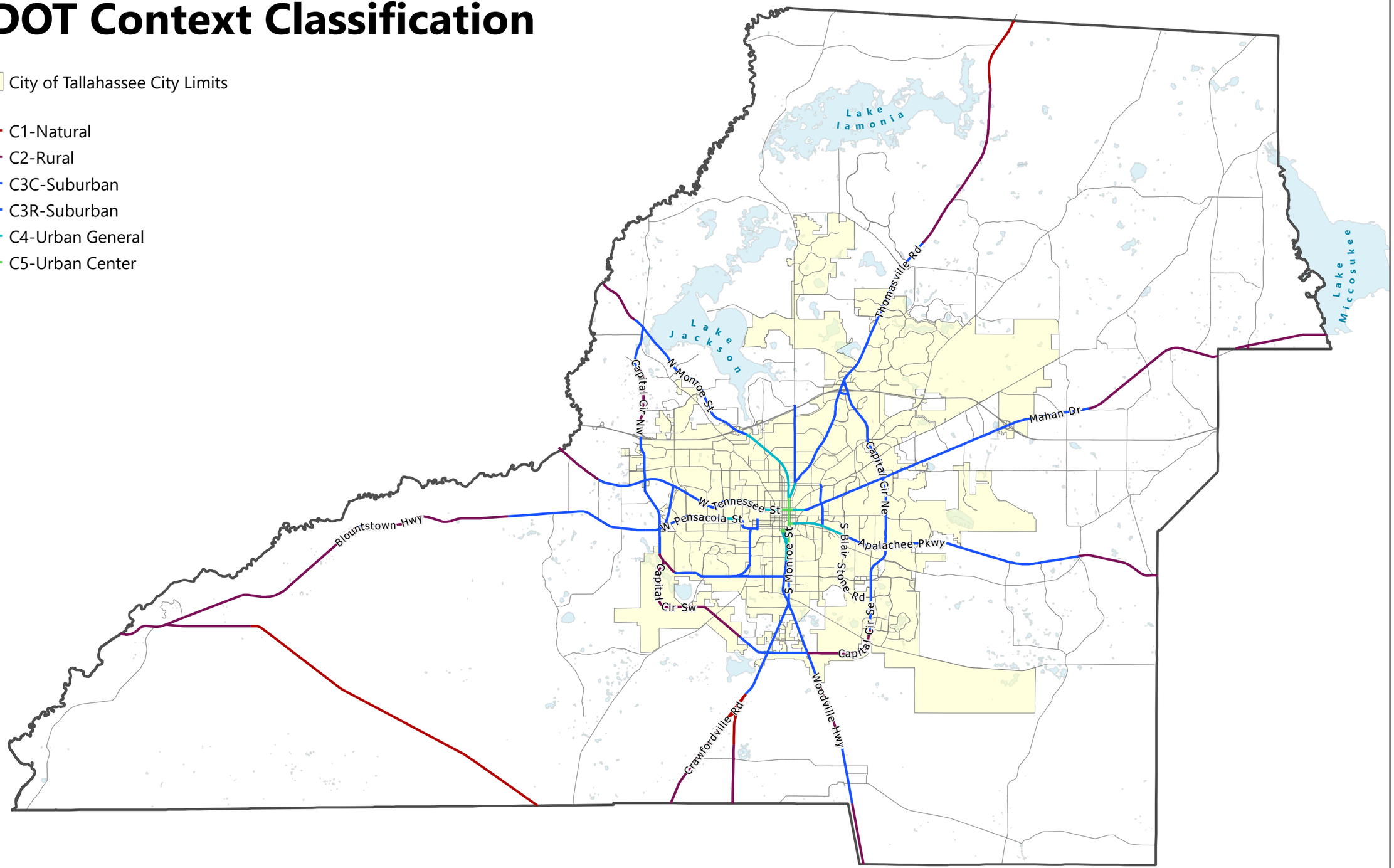
Capital Circle SW (SR 263)
Crawfordville Rd. to Springhill Rd.
Add 4 Lanes/Multi-Modal

Woodville Highway (SR 363)
Add 2 Lanes/Multi-Modal

FDOT Context Classification

City of Tallahassee City Limits

- C1-Natural
- C2-Rural
- C3C-Suburban
- C3R-Suburban
- C4-Urban General
- C5-Urban Center


Lake Iamonia
Lake Jackson
Lake Miccosukee
Thomasville Rd
N Monroe St
Capital Cir NW
Capital Cir NE
Mahan Dr
W Tennessee St
W Pensacola St
S Monroe St
S Blair Stone Rd
Apalachee Pkwy
Capital Cir SE
Capital Cir SW
Bloxham Cutoff
Bloxham Cutoff
Bloxham Cutoff

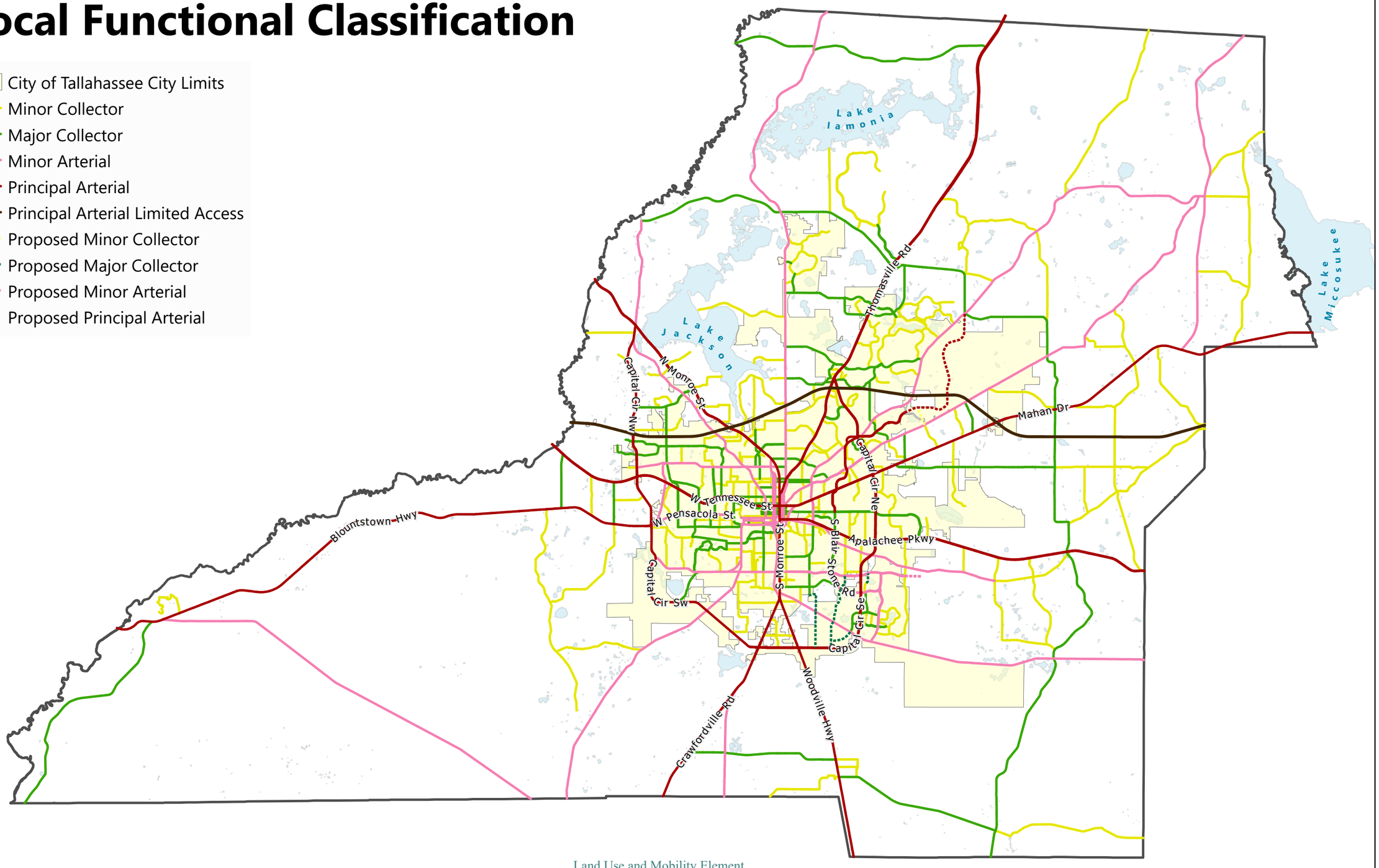
FDOT Context Classification

City of Tallahassee City Limits

- C2-Rural
- C3C-Suburban
- C3R-Suburban
- C4-Urban General
- C5-Urban Center

Local Functional Classification

- City of Tallahassee City Limits
- Minor Collector
- Major Collector
- Minor Arterial
- Principal Arterial
- Principal Arterial Limited Access
- Proposed Minor Collector
- Proposed Major Collector
- Proposed Minor Arterial
- Proposed Principal Arterial



Local Functional Classification

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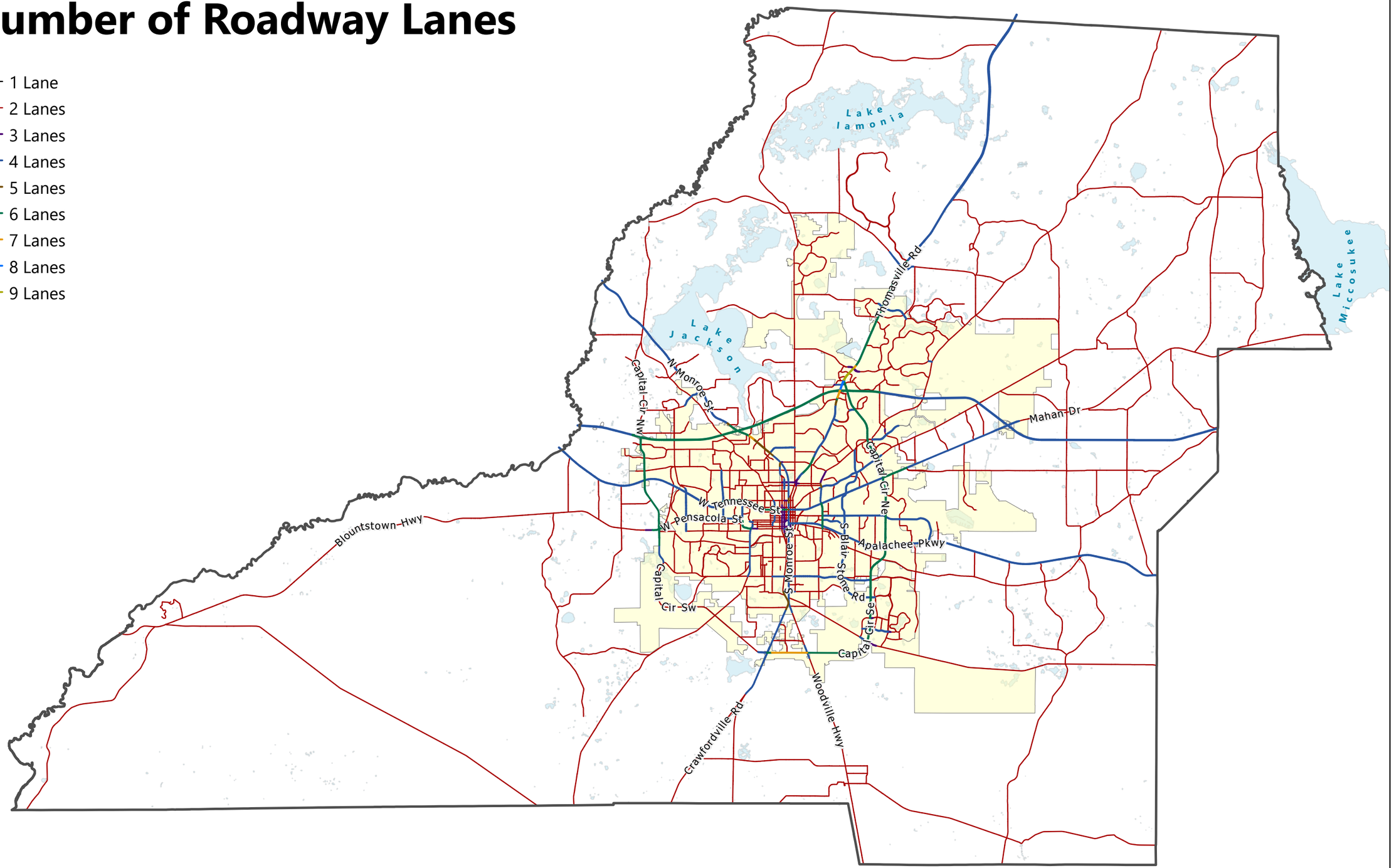
- Minor Arterial
- Principal Arterial
- Principal Arterial Limited Access
- Proposed Minor Collector
- Proposed Major Collector
- Proposed Minor Arterial
- Proposed Principal Arterial

Number of Roadway Lanes

- 1 Lane
- 2 Lanes
- 3 Lanes
- 4 Lanes
- 5 Lanes
- 6 Lanes
- 7 Lanes
- 8 Lanes
- 9 Lanes



Number of Roadway Lanes

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- 7 Lanes
- 8 Lanes
- 9 Lanes

LAND USE

GOALS, OBJECTIVES AND POLICIES

Goal 1: [L] (EFF. 7/16/90)

The Comprehensive Plan shall protect and enhance the quality of life in this community by providing economically sound educational, employment, cultural, recreational, commercial, industrial and professional opportunities to its citizens while channeling inevitable growth into locations and activities that protect the natural and aesthetic environments and residential neighborhoods.

GROWTH MANAGEMENT/ URBAN SERVICES AREA

Objective 1.1: [L] (EFF.7/16/90; REV. EFF. 7/26/06; REV. EFF. 12/24/10)

Direct development to those areas which have in place, or have agreements to provide, the land and water resources, fiscal abilities, and the service capacity to accommodate growth in an environmentally acceptable manner. This shall be accomplished in part through the establishment and maintenance of an Urban Service Area (USA) concept. This Urban Service Area (USA) concept is based upon a desire to have Tallahassee and Leon County grow in a responsible manner, with infrastructure provided economically and efficiently, and surrounding forest and agricultural lands protected from unwarranted and premature conversion to urban land use. An urban service strategy provides for well managed, orderly growth, which preserves natural resources and promotes fiscal responsibility. The location and size of the USA shall be depicted on the Future Land Use Map and is based upon the area necessary to accommodate 90% of new residential dwelling units within the County by the Plan Horizon; the ability to provide urban infrastructure; and, the presence of environmentally sensitive lands and water bodies, requiring protection from the impacts of urban development.

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

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

Policy 1.1.2: [L] **(REV. EFF. 12/10/91)**

Improvement of capital infrastructure shall be provided within the designated urban service area and shall be phased over the life of the plan.

I. Land Use

Policy 1.1.3: [L] **(REV. EFF. 12/10/91; REV. EFF. 7/26/06)**

Capital infrastructure designed to support urban density outside the Urban Service Area shall be prohibited except as described below. Capital infrastructure which is designed or intended to provide services to the population of the Urban Service Area may be located outside the Urban Service Area. This policy includes but is not limited to landfill, spray irrigation facilities, and inter-county transportation roadways.

Capital improvement projects or expenditures designed to support urban density outside of the Urban Service Area will not occur outside the designated Urban Service Area unless a demonstrated hardship can be shown to occur for existing development or residents as of February 1, 1990. A demonstrated hardship refers to:

- Replacement of existing facilities due to deterioration or destruction from natural disaster.
- A public health and/or safety problem if no improvements are made (example - contaminated water wells).
- Potential of severe environmental degradation if no improvements are made (example - failing septic tanks).

The capacity of these facilities shall be limited to that necessary to serve development existing on or prior to February 1, 1990.

Policy 1.1.4: [L] **(REV. EFF. 7/20/05)**

Central water and sewer may be provided in areas designated as Rural Community, Woodville Rural Community, and enclaves within the Woodville Rural Community designated for Residential Preservation on the future land use map.

Policy 1.1.5: [L] **(EFF. 7/16/90; REV. EFF. 7/26/06)**

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

Policy 1.1.6: [L] **(EFF. 7/16/90)**

Areas within the urban service area will receive urban level capital facilities and services according to the schedule established in the Capital Improvements Element.

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

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

Policy 1.1.8: [L] **(EFF. 7/26/06; REV. EFF. 12/24/10)**

The size of the USA is related to the projected fiscal capacity of the local government to provide urban infrastructure. An assessment of changing conditions over the 20-year period of the plan is built in through the required seven year Evaluation and Appraisal Report (EAR) and the annual capital improvements process. The integrity of the USA concept is maintained by strict adherence to the premise of not funding or scheduling major capital improvement projects outside the USA, Rural Communities or the Woodville Rural Community in conjunction with a policy of discouraging premature use and underutilization of land designated for urban development. Additionally, the size of the USA should be limited to reflect the ability of the public to provide infrastructure, limitations of environmental constraints and existing development and to provide for a phasing mechanism to the Plan Horizon.

The area within the USA is sized to accommodate approximately 50% more vacant land than is necessary to accommodate the population growth expected within the USA from 1993 to the Plan Horizon. It is expected that a USA sized 50% larger than our vacant land needs will provide sufficient constraint for growth management policies to be effective, while not over constraining the supply of vacant land.

Policy 1.1.9: [L] **(EFF. 7/26/06)**

In order to achieve efficient and effective use of infrastructure and land, residential density within the USA shall average no less than 2 dwelling units per gross acre. Some future land use categories may establish higher minimum densities and minimum intensity requirements for nonresidential development. Attainment of minimum densities and intensities will be measured and reported annually and be evaluated at a minimum during subsequent Evaluation and Appraisal Reports and adjustments to the Comprehensive Plan necessary to achieve this measure will be recommended as warranted in the future.

Policy 1.1.10: [L] **(EFF.7/16/90; RENUMBERED EFF. 7/26/06; FORMERLY POLICY 1.1.8.)**

Compliance with the Conservation Element shall be met prior to consideration of requirements in the Land Use Element.

Policy 1.1.11: [L] **(REV. EFF. 3/14/07; REV. EFF. 1/7/10)**

The growth management strategy of the Tallahassee-Leon County Comprehensive Plan is designed to be implemented by a series of instruments which include:

1) An **Urban Service Area** strategy to guide and coordinate land use densities and intensities with the availability of capital infrastructure and to discourage urban sprawl.

2) A **Land Use Map** to graphically distribute broad categories of land use and allowable densities and intensities. In conjunction with the Land Use Map, an environmental overlay system has been included which depicts the general

location of environmental features which are to be preserved as required by the Conservation Element, or to which development limitations will apply as identified in the Conservation Element.

3) A **Future Right-of-Way Needs Map** to graphically represent planned future transportation projects in the City of Tallahassee (City) and Leon County (County) and a table of projects indicating the project termini and access classifications. This map, table, and corresponding land development regulations are intended to provide a basis for coordinating new development with the provision of transportation facilities by designating corridors where the construction and improvement of transportation facilities is expected. Objectives and policies related to the Future Right-of-Way Needs Map are provided in the Transportation Element. **(EFF. 7/1/04)**

4) **Commercial Site Location** standards, which apply to certain Future Land Use Categories other than Central Core, Central Urban, Village Mixed Use, Suburban, Bradfordville Mixed Use, Planned Development and Woodville Rural Community shall be implemented through the Land Development Regulations, are intended to integrate commercial land uses into the transportation network and development patterns in order to assure accessibility by the general public. **(REV. EFF. 3/14/07; REV. EFF. 1/7/10)**

5) **Land Use Category Summaries** for each Future Land Use which in conjunction with the land use map provide the allowable densities and intensities of uses use on specific sites.

6) The **Planned Development Future Land Use Category** applies to large land holdings that will be developed for a mix of land uses. **(REV. EFF. 3/14/07)**

7) Descriptions of eight different **Mixed Use development patterns** which establish development pattern intent, allowed density and intensity, development pattern location criteria, and development pattern access criteria within the Bradfordville Mixed Use Category (see Objective 1.7) **(REV. EFF. 3/14/07)**

8) **Goals, Objectives and Policies** which further add guidance by outlining courses of action to be taken in conjunction within the instruments listed above to further assure implementation.

These instruments do not act independently of each other. Rather, they combine to form a set of parameters in which land use decisions are made consistent with a growth management strategy designed to address the issues important to the community.

Policy 1.1.12: [L] **(EFF. 8/9/12)**

The parcel shown on the map below at the intersection of I-10 and US Highway 90 is within the designated Urban Service Area (USA), as defined in Section 163.3164(50), Florida Statutes, having public services and facilities, including, but not limited to, central water and sewer capacity and roads. As a parcel within a designated statutory USA, proposed development within the parcel is exempt from the development of regional impact process pursuant to Section 380.06(29)(c)3, Florida Statutes. As part of this

exemption, any future development on the subject parcels shall, in addition to applicable Comprehensive Plan policies, address the following objectives:

(a) Provide opportunities for a "main street" component that allows on street parking,

(b) Provide landscaping, buffering and screening or any of the three options for aesthetic enhancements if building facades are not oriented towards Thornton Road and US 90,

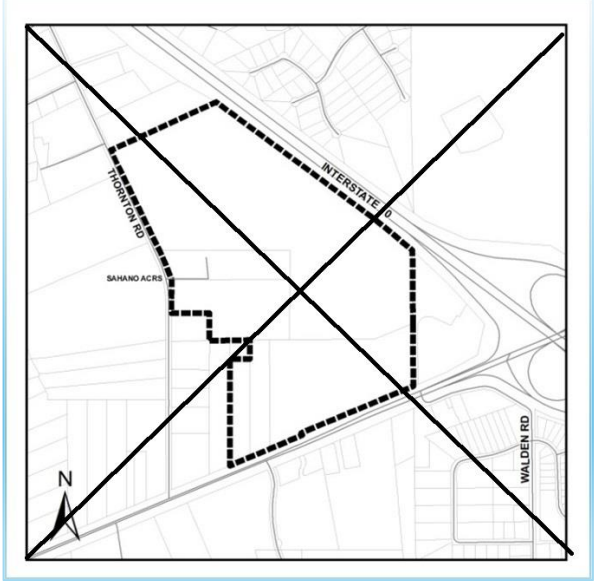
(c) Incorporate storm water management facilities and natural features as amenities into the project's overall design concept,

(d) Incorporate a consistent design theme for freestanding signage throughout the property,

(e) Coordination of appropriate location for mass transit stops and pedestrian connections to development on the property at the time of development,

(f) Buildings will incorporate architectural features and patterns that provide visual interest such as building facades that are not uniform in mass or scale and height and pedestrian scale facade treatments such as canopies, overhangs, arcades, gabled entryways, and porticos.

Map 1: I-10 and Mahan US 90 DRI Exemption Area



DEVELOPMENT IN RELATION TO ENVIRONMENTAL CONSTRAINTS

Objective 1.2: [L](EFF. 7/16/90; REV. EFF. 4/10/09)

Coordinate the location of land uses with local soil conditions, topography, and aquifer vulnerability as well as available services.

I. Land Use

Policy 1.2.1: [L] Leon County only **(EFF. 7/16/90)**

Emphasize land use location that minimizes topographical changes. The proposed land use should fit the site location. The location should not be substantially altered to fit the proposed land use.

Policy 1.2.1: [L] City of Tallahassee only **(REV. EFF. 7/1/04)**

Emphasize land use location that minimizes topographical changes. The proposed land use should fit the site location. The location should not be substantially altered to fit the proposed land use, unless an off-site mitigation plan for the development of a site with significant grades has been approved. Such off-site mitigation plans shall recognize the contribution of preserved significant grades to community character, ameliorating the impacts of stormwater, and providing conditions for native plant communities.

Policy 1.2.2: [L] Leon County only **(REV. EFF. 9/19/91)**

The type, intensity and structural design of any development proposed for a site shall be appropriate to the existing natural topography. Site alterations will be limited to the absolute minimum necessary to develop a site safely. Design criteria in the land development regulations will emphasize site designs that fit the topography, not changing the topography to fit the design. Minimum grade changes typically associated with site development include those necessary for the safety of a building including parking, road right-of-way, handicapped access or utilities. Criteria for approval of development in areas with significant and severe grades will be limited to the type of land use that requires the least disturbance of sloped areas.

Policy 1.2.2: [L] City of Tallahassee only **(REV. EFF. 7/1/04)**

The type, intensity and structural design of any development proposed for a site shall be appropriate to the existing natural topography. Site alterations will be limited to the absolute minimum necessary to develop a site safely. Design criteria in the land development regulations will emphasize site designs that fit the topography, not changing the topography to fit the design, unless an off-site mitigation plan for the development of a site with significant grades has been approved. Minimum grade changes typically associated with site development include those necessary for the safety of a building including parking, road right-of-way, handicapped access or utilities. Criteria for approval of development in areas with significant and severe grades will be limited to the type of land use that requires the least disturbance of sloped areas.

Policy 1.2.3: [L] **(REV. EFF. 12/7/99)**

I. Land Use

(a) The local governments shall maintain a map indicating the locations of all known operating and abandoned land fill sites. As the location of additional abandoned land fill sites become known, this map shall be revised accordingly.

(b) By 2001, local government will include requirements in their land development regulations that the development of any property within a mapped landfill site shall be required to submit information relating to the subsurface geology of the property necessary to assure that future development of the site will not adversely impact the health, safety or welfare of the public.

(c) By 2001, local governments will include requirements in their land development regulations that regulate the location of stormwater facilities or conveyance systems within any abandoned landfills.

Policy 1.2.4: [L] **(EFF. 4/10/09)**

By 2010, local government shall adopt in the Land Development Regulations a mapped Primary Spring Protection Zone for Wakulla Springs based on the Leon County Aquifer Vulnerability Assessment. Accompanying land development regulations for the Primary Spring Protection Zone shall be developed as indicated in Policy 4.2.5 of the Conservation Element to aid in the protection of Wakulla Springs. These efforts shall be coordinated with Wakulla County.

Policy 1.2.5: [L] **(EFF. 4/10/09)**

1. By 2014, local government shall develop and maintain as part of the local geographic information system database areas of known hazards.

2. By 2014, local government will include requirements in their land development regulations that mitigate and/or prevent future development in areas of known hazards. The land development regulations shall also contain provisions for the mitigation of existing development in areas of known hazards so as to prevent repetitive hazard losses.

LEVEL OF SERVICE (REGULATIONS)

Objective 1.3: [L] **(EFF. 7/16/90)**

Achieve and maintain the adopted level of service standards set forth within the Tallahassee-Leon County Comprehensive Plan.

Policy 1.3.1: [L] **(EFF. 7/16/90)**

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

Policy 1.3.2: [L] **(REV. EFF. 12/16/94)**

Residential density and/or non-residential intensity of development allowed for individual sites shall be determined by the degree of compliance with the goals, objectives and policies of the Comprehensive Plan and the land use development matrix, which is intended to be a pictorial representation of existing policies in the plan, as implemented by the land development regulations. Overall densities and intensities should be consistent with capital facilities and services being available at the adopted level.

Policy 1.3.3: [L] **(REV. EFF. 12/10/91)**

Environmental and development ordinances shall include the following:

(a) Explicit and strict protection of environmentally sensitive areas, thus minimizing future costs to taxpayers by prohibiting unsound uses; and

(b) Availability and use of the conservation and preservation overlays as detailed in the Conservation Element prior to the issuance of development orders.

(c) Apportioning development costs so that those fees collected from the existing population be applied to elimination of current "deficits" in levels of service, while those fees collected in new developments are applied to maintain levels of service established by the entire community. Maintenance and enhancements to the adopted levels of service shall be the responsibility of both. This policy shall not preclude new development paying toward current deficits if such an arrangement can be worked out between the local government and the developer.

(d) Policies and procedures in the land development regulations shall ensure that the range of development types by percentage distribution are monitored and maintained.

This policy shall not preclude new development paying toward current deficits if such an arrangement can be worked out between the local government and the developer.

Policy 1.3.4: [L] **(DEL. EFF. 3/14/07)**

Reserved

LAND DEVELOPMENT REGULATIONS

Objective 1.4: [L] **(REV. EFF. 7/20/05)**

Maintain a set of specific and detailed Land Development Regulations, which implement and are consistent with the goals, objectives and policies of the Tallahassee-Leon County Comprehensive Plan.

Policy 1.4.1: [L] **(REV. EFF. 12/10/91)**

Density and intensity incentives shall be established within the required land development regulations to encourage growth in areas which minimize and mitigate development's negative impact on the natural and aesthetic environment.

Policy 1.4.2: [L] **(REV. EFF. 12/16/94; REV. EFF. 1/7/10)**

The Comprehensive Plan shall establish guidelines for the application of traditional zoning districts in order to implement a future land use regulatory system that is more predicable than area-wide application of mixed use performance zoning. These traditional zoning districts shall specify a range of allowable land use within each district. In certain land use designations, mixed use performance zoning will be retained to integrate land uses which may be otherwise incompatible. Development regulations shall include development and design standards. Allowed land uses within a future land use category shall be implemented by one or more specific zoning districts consistent with the intent of a future land use category. The development and application of specific zoning districts to a zoning map implementing the Comprehensive Plan shall be based upon furthering the intent of the Comprehensive Plan:

(a) Zoning district use classifications shall be developed, based upon the Comprehensive Plan, existing land use patterns, previous zoning which continues to direct land use and development standards, and accepted guidelines for land use impact classifications and service requirements;

(b) Specific zoning districts shall be implemented through the application of the zoning district classification system as guided by the Comprehensive Plan.

(c) All zoning decisions will be made by the governing Commission based upon a finding of the furthering of and consistency with the intent of the Comprehensive Plan, in recognition of Land Use Policy 1.1.10, which establishes the supremacy of the Conservation Element.

(d) Specific zoning districts will be applied within the Urban Service Area except for University Transition, Activity Center, Central Urban, Central Core land use designations and Mixed Use parcels greater than 200 acres in area. Extension of site specific zoning beyond the Urban Service Area and to other areas is consistent with the intent of the Comprehensive Plan.

Policy 1.4.3: [L] **(DEL. EFF. 7/25/03)**

Reserved

Policy 1.4.4: [L] **(DEL. EFF. 7/20/05)**

Reserved

Policy 1.4.5: [L] **(REV. EFF. 3/14/07)**

The Tallahassee-Leon County Comprehensive Plan, its future land use map and future land use categories as defined within the Plan, the land use summary charts which are intended to be a pictorial representation of existing policies in the comprehensive plan, and land development regulations adopted by local government as provided in the Plan shall in combination provide a unified system for the regulation of land use. Land use

regulations shall be consistent with the intended functions, land uses and intensity of the land use category designated on the future land use map.

(a) Any requested text amendment to the Comprehensive Plan shall be evaluated for consistency with the overall intent of the adopted Goals, Objectives, and Policies of the Plan;

(b) Any requested amendment to the Future Land Use Map shall be evaluated for consistency with the adopted Goals, Objectives, and Policies of the Plan as well as consistency with and the furtherance of the intent of the requested future land use category;

(c) Any request for a change in zoning use classification and specific zoning district mapping within a future land use category shall be evaluated for consistency with the adopted Goals, Objectives, and Policies of the Plan as well as consistency with and the furtherance of the intent of the future land use category in which it is located;

(d) The determination that a particular land use is permitted within a zoning district shall be made based upon a listing of allowable land uses within a zoning district or that an unlisted land use is substantially similar to allowable uses within the same district.

Policy 1.4.6: [L] **(EFF. 7/16/90; REV. EFF. 4/10/09)**

By 2014, land development regulations will include standards for the regulation of future land use categories, subdivision, signage, and areas subject to seasonal or periodic flooding and areas of known hazards. Regulations concerning areas subject to seasonal or periodic flooding shall be consistent with all applicable state and federal regulations.

Policy 1.4.7: [L] **(EFF. 7/16/90)**

The adopted land development regulations shall include requirements for stormwater management, open space, and convenient on-site traffic flow (including need).

Policy 1.4.8: [L] **(EFF. 7/16/90)**

The land use development matrix shall be adopted as part of the comprehensive plan and shall in conjunction with the future land use map and the goals, objectives and policies contained within the individual elements be used in evaluating future land use decisions.

Policy 1.4.9: [L] **(EFF. 7/16/90)**

Changes in classification of highways and streets that affect the allowable uses of property as set forth in the land development matrix and the comprehensive plan shall be considered plan amendments and shall be required to follow the plan amendment process.

Policy 1.4.10: [L] **(REV. EFF. 12/16/94)**

The land development regulations shall provide for zoning districts which shall indicate which land uses are allowed, prohibited, or conditional with specified constraints consistent with the criteria set forth in the narrative intent of the future land use categories, the land use development matrix which is intended to be a pictorial representation of existing policies in the Comprehensive Plan, and the Goals, Objectives, and Policies of the Comprehensive Plan.

(a) In those future land use categories that encourage a mixing of land uses, the land development regulations shall contain provisions that facilitate multiple land uses within the same site, the same development, or the same structure.

(b) When appropriate, the land development regulations may provide for zoning districts that allow for two or more land use types, consistent with the intent of the future land use category.

(c) The land development regulations may also provide for zoning districts that further divide any of the allowed land use types into two or more subsets.

Policy 1.4.11: [L] **(EFF. 9/19/91)**

The land development regulations shall include standards and criteria such as minimum open space requirements (between 25% and 10% depending on the land use and existing vegetation), internal circulation and minimum setbacks and buffers for uncomplimentary land uses. These buffer requirements will contain buffer widths between land uses, required number of trees and shrubs per linear foot of buffer, opacity of the buffer, etc. Additional buffering requirements may be related to Planned Unit Developments (PUDs).

Policy 1.4.12: [L] **(EFF. 9/19/91)**

(a) The intent of Site Plan and PUD planning and design requirements shall be to encourage and require the development of urban living and work spaces that minimize impacts to the natural environment. Environmental impacts shall be minimized through the development and redevelopment of compact and efficient urban land use patterns that closely integrate living and work spaces while maintaining compatibility through specified performance design criteria. Neighborhood and inter-site compatibility shall be implemented through site planning and design criteria that require objectionable impacts of particular land use activities to be internally located within site or building designs, rather than relying exclusively on standard landscape and setback buffering methods to reduce perimeter oriented objectionable impacts.

(b) Objectionable impacts of service and delivery areas, refuse and recycling collection areas, as well as the outdoor storage and work areas generally associated with commercial and residential buildings shall be planned to minimize off-site impacts.

(c) Site Plan and PUD requirements shall minimize impacts to the natural environment resulting from urban sprawl by not only identifying and protecting

environmentally sensitive lands, but just as importantly by limiting urban sprawl into less environmentally sensitive lands through the implementation of compact and efficient urban development and redevelopment.

Policy 1.4.13: [L] **(REV. EFF. 3/14/07)**

The intent of designating roads as nonresidential is to recognize existing nonresidential development patterns and to allow for planned mixed-use or nonresidential developments. As such, street access requirements contained in the Land Use Summary Charts are waived for those streets designated as nonresidential by clearly defining areas where existing development patterns will be allowed to continue. It also serves to protect residential and residential components such as elementary schools and neighborhood parks from adverse impacts of nonresidential development as well as protecting nonresidential development from the encroachment of residential uses.

The designation of a nonresidential street does not exempt any potential development along the street from further concurrency or consistency review.

Roadway access limitations and locational criteria from the nonresidential road classification system do not apply to the Woodville Rural Community, Suburban, Bradfordville Mixed Use, Planned Development, Village Mixed Use and Urban Residential 2 Future Land Use Categories. Roadway access limitations and locational criteria for these categories shall be established in Land Development Regulations.

Policy 1.4.14: [L] **(EFF. 8/17/92)**

Compile a list and waive access standards for non-residential minor collector and local streets based on the following criteria:

a) It is part of a platted non-residential subdivision.

b) It is part of an approved PUD.

c) It has over 66% of its developed frontage in non-residential land uses and essentially functions as an access road for these developments. The designation of these streets is a recognition of existing development patterns and is intended to permit future development compatible with existing land uses and consistent with road capacity and design. These streets will be reviewed by the respective elected Commission on a case by case basis and may be designated as non-residential streets.

A segment of a road, meeting the above criteria, may be designated a non-residential if it will not result in non-residential traffic impacting residential areas on other segments of the road or in the adjacent area. (A segment is the road length between two intersecting roads).

Policy 1.4.15: [L] **(EFF. 8/17/92; REV. EFF. 5/31/18)**

Waive access standards for heavy industrial land uses within the Heavy Industrial Future Land Use category and Industry and Mining Future Land Use category. This will be done

in conjunction with adopting a policy which waives local and minor collector access standards for all planned industrial and commercial development.

Policy 1.4.16: [L] **(EFF. 8/17/92)**

Unless otherwise specifically stated, all time lines stated in the Comprehensive Plan are intended to mean by December 31 of the stated year.

Policy 1.4.17: [L] (City of Tallahassee only) **(EFF. 8/17/92; REV. EFF. 6/6/08)**

New minor office uses may be permitted access to a local residential street in the Central Urban and University Transition land use categories within the city limits of Tallahassee so long as site design complies with land development regulations to mitigate potential incompatibility with residential land use in the vicinity.

Policy 1.4.18: [L] (City of Tallahassee only) **(REV. EFF. 3/14/07; REV. EFF. 6/6/08)**

New minor commercial uses shall not be permitted access to a local residential street within the city limits of Tallahassee. This limitation shall not apply to the Bradfordville Mixed Use, Suburban, Planned Development, Central Urban, University Transition, and Village Mixed Use Categories which establish street access standards by Land Development Regulations.

Policy 1.4.19: [L] **(EFF. 1/19/02)**

New commercial, office and residential land uses within the Gaines Street Corridor Study Area may be permitted access to any street classification or designation. Access limitations may be further restricted based on the Gaines Street Revitalization plan.

Policy 1.4.20: [L] **(REV. EFF. 7/25/03)**

Community services which are religious facilities to be used solely for religious functions, volunteer fire stations in the Rural or Agriculture/Silviculture/Conservation future land use categories, and community services that are operated by public agencies and are located outside of the Urban Service Area may be permitted access onto a local street only after a higher level of review as specified in the Land Development Regulations. Land development regulations shall require site design criteria addressing impacts which include, but are not limited to: peak use traffic, noise, building orientation and setbacks or any other potential negative impacts affecting adjacent residential uses or the residential character of the surrounding area. Religious facilities that have day care, recreation facilities, schools, or other similar ancillary activities shall not be permitted to access a local street.

I. Land Use

Policy 1.4.21: [L] **(EFF. 7/1/94; REV. EFF. 7/20/05)**

The land development regulations shall provide for minor and major office uses, minor commercial uses, and low and medium density residential uses with access to minor collector streets and, in specific instances, to local streets, as well as the relaxation of parking, landscape, and buffering standards to encourage a wider variety of uses and greater range of economic development opportunities in the Central Urban future land use category, without creating conditions leading to the conversion of midtown residential enclaves, which although not meeting all of the criteria for inclusion in and protection by the Residential Preservation future land use category, remain viable for residential use and provide important housing opportunities in close proximity to the downtown area, the universities, and employment centers.

The intent of these land development regulations is to promote the infill of vacant blocks and tracts and/or the redevelopment of existing non-residential areas. These additional land development regulations shall also establish criteria to avoid creation of low-density residential enclaves for neighborhoods that satisfy some but not most of the general criteria for the Residential Preservation category.

To facilitate this, the land development regulations shall, at a minimum, provide the following techniques: allowing utilization of the Urban Planned Unit Development zoning district; allowing for the establishment of *Live-work units* with access to any (functional) classification of street; and, allowing for the establishment of proprietary zoning districts tailored to fit neighborhood or sub-neighborhood conditions, reflecting local preferences and incorporating applicable restrictions for mitigating impacts relating to allowable use, traffic circulation and access design, parking, building design, orientation, and height.

Policy 1.4.22: [L] **(EFF. 7/1/04)**

Waive all street access, intersection and adjoining use restrictions for allowed uses internal to the Activity Center future land use category. The exception to this policy is that access shall be prohibited to any local street within a recorded or unrecorded residentially platted subdivision. It is not the intent of this policy to waive landscaping or buffer requirements.

Policy 1.4.23: [L] **(EFF. 7/1/04)**

By 2005, the Tallahassee-Leon County Comprehensive Plan and the implementing City and County land development regulations shall include provisions relating to regional recreational facilities. These regulations shall establish a definition of regional recreational facilities and shall specify the Future Land Use Map categories and zoning districts that regional recreational facilities are allowable with and shall require a greater level of review and additional site design criteria to address the off-site impacts of regional recreation uses. Impacts addressed shall include, but be not limited to: peak use traffic, hours of operation, lighting, noise, building orientation, buffers and setbacks, or any other potential negative impacts of such uses affecting adjacent or nearby residential uses or residential character of the nearby area.

NON-CONFORMING USES AND NONCOMPLYING CHARACTERISTICS

Objective 1.5: [L] (EFF. 7/16/90)

Provide a procedure within the land development regulations which will substantially mitigate or lead to the eventual elimination of nonconforming land uses created by the adoption of this plan.

Policy 1.5.1: [L] (REV. EFF. 6/28/95)

Existing land uses which are nonconforming to the Comprehensive Plan may be reviewed by the local government at the request of the owner in order to determine the degree on nonconformity. The review may result in:

1) A determination that the impact of the nonconformity is minimal upon surrounding conforming land use and is not detrimental to the public health, safety and welfare and as a result, the nonconforming status is waived; or

2) A determination that the impact of the nonconformity may be substantially mitigated in which the development may attain conforming status by implementing the required mitigation steps; or

3) A determination that the nonconformity has substantial impacts which may not be overcome by any mitigation procedures and as such the development shall remain in a nonconforming status and such use shall terminate according to law.

Policy 1.5.2: [L] (EFF. 6/28/95)

A legally established single family residential use shall be considered a conforming use of land in all Comprehensive Plan land use designations. However, this conforming status shall not be interpreted to preclude the use of property adjoining a low density use for an otherwise permitted non-residential use if the low density residential use accesses an arterial or major collector roadway.

Policy 1.5.3: [L] (DEL. EFF. 8/1/07)

Reserved

Policy 1.5.4: [L] (EFF. 6/28/95)

The local government shall implement development regulations which distinguish between nonconforming uses which are to be terminated or amortized, and nonconforming uses in nonresidential designations which may continue, but not be expanded.

Policy 1.5.5: [L] (EFF. 6/28/95)

The local government shall implement development regulations which distinguish between nonconforming use of property and noncomplying physical characteristics or features of the use. This procedure shall allow for the continued conforming use of the

noncomplying physical features, and shall require correction of non-structural, noncomplying physical features prior to any conforming expansion of use.

Objective 1.6: [L] (Eff. 6/28/95; Del. Eff. 1/7/10)

Reserved

Bradfordville Mixed Use Development Patterns (applies to Bradfordville Study Area Only)

Objective 1.7: [L] (Rev. Eff. 3/14/07)

The Comprehensive Plan provides an overall vision for the community. The arrangement of land uses is a major factor in achieving this vision. Within the Bradfordville Mixed Use Future Land Use Category, land uses may be further separated to achieve efficient and environmentally sound development patterns and to promote the Plan's overall vision. This objective and its policies describe the development patterns associated with the Bradfordville Mixed Use Future Land Use Category.

The following statements of intent express, in part, the overall vision of the community as established in the Comprehensive Plan. These statements of intent explain the basis for the development patterns described in the following policies and shall be achieved through the zoning process and other Land Development Regulations as appropriate. Application of these development patterns in combination with each other is expected to achieve these intents. Individual development patterns may only partially achieve the following purposes:

a) Provide opportunity for residential, shopping, employment, education and recreation use within walking distance of each other;

b) Promote higher density housing and concentrations of nonresidential activity in close proximity to each other;

c) Provide for a range of housing opportunities which does not isolate families or individuals based upon age, income or race;

d) Ensure that mapping of zoning districts is consistent the long term protection of environmental features;

e) Ensure that mapping of zoning districts will be appropriate to location, access and surrounding land use;

f) Ensure that mapping of zoning districts is consistent with the phasing and availability of infrastructure;

g) Encourage a mix of complimentary land uses and concentrations of mixed use development in appropriate locations;

h) Promote development patterns which reduce trip length and/or the need for private automobile travel;

i) Ensure that zoning implementation does not promote sprawl development, nor concentrations of single use development; and

j) Scale development densities and intensities to provide a range of appropriately located development patterns.

Policy 1.7.1: [L] **(REV. EFF. 3/14/07)**

Low Density Residential Development Pattern

INTENT–The low density residential development pattern is intended to provide for a wide range of housing types and opportunities within the low density range. It is also intended that community facilities (Recreation, Community Services and Light Infrastructure) related to residential use be allowed. Some low density residential areas may be restricted to limited density zoning due to existing development patterns, or environmental or utility constraints, while other areas may have zoning districts that allow for a broad range of density.

DENSITY/INTENSITY–Areas designated Low Density Residential shall not have a gross density greater than 8 dwelling units per acre. Nonresidential development shall not have a gross building area exceeding 10,000 square feet per acre.

LOCATION–Bradfordville Mixed Use Area is appropriate for zoning Low Density Residential development patterns. Other areas appropriate for zoning Low Density Residential activities may include: Areas in Bradfordville Mixed Use where intensity of uses is constrained or limited due to environmental features or lack of adequate infrastructure; and Bradfordville Mixed Use areas in proximity to Village Centers. Land Development Regulations shall establish access criteria for community facilities to assure their appropriate location.

ACCESS–Areas zoned for the Low Density Residential development pattern shall have public street access.

Policy 1.7.2: [L] **(REV. EFF. 3/14/07)**

Medium Density Residential Development Pattern

INTENT–The Medium Density Residential development pattern is intended to encourage a wide range of medium density housing opportunities in close proximity to more intensive nonresidential uses, both which can be efficiently served by existing or planned infrastructure, including mass transit. It is also intended that community facilities (Recreation, Community Services and Light Infrastructure) related to residential use be allowed.

DENSITY/INTENSITY–Areas designated Medium Density Residential shall not have a gross density greater than 16 dwelling units per acre. Minimum density shall be 6 dwelling units per acre unless constraints of concurrency or natural features would preclude attainment of the minimum density. Nonresidential development shall not have a gross building area exceeding 20,000 square feet per acre.

LOCATION–Areas designated Bradfordville Mixed Use on the Future Land Use Map are appropriate for zoning of Medium Density Residential Areas. Additional criteria for zoning are as follows: Areas of existing medium density development; Areas of transition from more intensive use to Low Density Residential and Residential Preservation; Areas in proximity to higher intensity uses; Areas served by mass transit service; Areas in

proximity to community schools, parks, and public greenways; Areas along arterial and collector roadways; and Areas adjacent to the Village Center, Suburban Corridor, and Urban Pedestrian Center Mixed Use development patterns. Land Development Regulations shall establish access criteria for community facilities to assure their appropriate location.

ACCESS - Areas zoned for the Medium Density Residential development pattern shall have access to an arterial or collector roadway.

Policy 1.7.3: [L] **(REV. EFF. 3/14/07)**

Low Density Residential Office Development Pattern

INTENT–The Low Density Residential Office development pattern is intended to provide areas for office employment and residential uses in close proximity to each other. While conversion of existing residential structures on arterial and collector streets to office use is a situation where this development pattern will be applied, this development pattern should not be applied to such an extent that it would disrupt the viability of residential neighborhoods and adjacent residential properties. Zoning districts will be created to distinguish Residential Office areas by density and intensity, so that developments are scaled appropriately to their setting. It is also intended that community facilities (Recreation, Community Services and Light Infrastructure) related to residential or office use be allowed in a manner which would ensure the protection of adjacent uses.

DENSITY/INTENSITY–Redevelopment or reuse of existing residential or office uses in this development pattern shall have a maximum gross density of eight dwelling units per acre and/or an intensity not to exceed the floor area of the existing structure. New development in the Low Density Residential Office Development Pattern shall have a maximum gross density of eight dwelling units per acre and nonresidential gross building area shall not exceed 10,000 square feet per acre and non-residential gross building area shall not exceed 10,000 square feet per acre. For mixes of residential and non-residential development on one parcel an overall limit to building floor area will be set at 12,500 square feet per acre.

LOCATION–Bradfordville Mixed Use areas are appropriate for zoning of Low Density Residential Office for low density/low intensity uses. Additional criteria are as follows: Transition areas between Medium Density Residential, Village Center, and Urban Pedestrian Center Mixed Use development patterns to Low Density Residential and Residential Preservation; and Transitional land use areas along arterial and collector roadways and Areas of Low Density Residential Office as a principal land use along arterial and collector roadways.

ACCESS–Areas zoned for the Low Density Residential Office development pattern shall have access to an arterial or collector roadway.

Policy 1.7.4: [L] **(REV. EFF. 3/14/07)**

Medium Density Residential Office Development Pattern

INTENT–The Medium Density Residential Office development pattern is intended to provide areas for office employment and residential uses in close proximity to each other.

The Residential Office development pattern is intended in some locations to serve as an employment and residential area with medium densities and intensities. Zoning districts will be created to distinguish Medium Density Residential Office areas by density and intensity, so that developments are scaled appropriately to their setting. It is also intended that community facilities (Recreation, Community Services, Light Infrastructure and Post-Secondary Schools) related to residential or office use be allowed in a manner which would ensure the protection of adjacent uses. Ancillary first floor commercial use may also be permitted in Medium Density Residential Office.

DENSITY/INTENSITY–Residential use within this development pattern shall have a minimum density of 6 dwelling units per acre unless constraints of concurrency or natural features would preclude attainment of the minimum density and a maximum density of 16 dwelling units per acre in Bradfordville Mixed Use and nonresidential use shall not have a gross building area exceeding 20,000 square feet per acre.

LOCATION–Bradfordville Mixed Use areas are appropriate for zoning of Medium Density Residential Office density medium intensity uses. Additional criteria for mapping these areas are as follows: Areas of existing offices and multi-family uses; Areas adjacent to Medium Density Residential, Village Center, Suburban Corridor, and Urban Pedestrian Center Mixed Use development patterns; and Areas of Medium Density Residential Office as a principal land use along arterial and collector roadways.

ACCESS – Areas zoned for the Medium Density Residential Office development pattern shall have access to an arterial or collector roadway.

Policy 1.7.5: [L] **(REV. EFF. 3/14/07)**

Village Center Development Pattern

INTENT–The Village Center development pattern is intended to provide locations for offices and commercial uses which provide goods and services, that people frequently use, in close proximity to their homes. Village Centers are intended to be compact and not promote strip commercial development; therefore, zoning districts implementing this development pattern will include limitations on arterial and collector street frontage and maximum development pattern size, not to exceed 20 acres and 200,000 square feet of commercial use per parcel, except a Village Center may be as large as 30 acres if its gross square footage does not exceed 250,000 square feet. Village Centers are characterized by a scale and design that is compatible with nearby residential areas and zoning districts implementing this development pattern will include appropriate development standards. Zoning districts may include additional thresholds in order to size Village Centers in relation to the needs of the surrounding area. It is also intended that community facilities (Recreation, Community Services and Light Infrastructure) related to the principal use of this development pattern be allowed in a manner which would ensure the protection of adjacent uses.

DENSITY/INTENSITY–Nonresidential development shall not exceed 12,500 square feet of a gross building area per acre for Village Centers 20 acres and less. Nonresidential development shall not exceed 250,000 square feet of gross building area for Village Centers from 20 to 30 acres in size. Residential use is permitted on the second floor and

above, above office or commercial use, up to a maximum density of sixteen dwelling units per acre.

LOCATION–Bradfordville Mixed Use areas are appropriate for zoning Village Centers. Additional criteria for zoning these areas are as follows: Areas adjacent to low and medium density residential development; and Areas adjacent to the Residential Preservation Future Land Use category and Low Density Residential, Medium Density Residential, Suburban Corridor, and Urban Pedestrian Center Corridor Mixed Use development patterns.

ACCESS–Areas zoned for the Village Center development pattern shall have access to an arterial or collector roadway.

Policy 1.7.6: [L] **(REV. EFF. 3/14/07)**

Suburban Corridor Development Pattern

INTENT–The Suburban Corridor development pattern is intended to accommodate existing development patterns representing a broad range of commercial, light industrial, and office uses which typically serve a regional or sub-regional population. Office use, and commercial use up to 200,000 square feet per parcel is allowed. Medium density residential use is also appropriate within this development pattern in order to promote a living working environment and make efficient use of infrastructure. It is also intended that community facilities (Recreation, Community Services and Light and Heavy Infrastructure) be allowed. Suburban Corridors are characterized by a linear pattern of single use development along arterial roadways, low floor area ratios and large impervious surface parking areas which are generally larger than the use that they serve. This pattern of development makes inefficient use of infrastructure and has a disproportionate impact upon the environment. Increases in land area zoned for the Suburban Corridor to accommodate a single use development are inconsistent with the Comprehensive Plan, except for increases in areas zoned for Suburban Corridor which permit an allowed use with an existing structure to expand. The intent of this exception is to encourage the continued use of existing structures, rather than the relocation of business to outlying locations. Reusing existing single use sites for multiple use developments, adding new uses to single use sites and/or new multiple use developments in the Suburban Corridor that share parking facilities, have parking structures and/or have high floor area ratios shall be facilitated by Land Development Regulations.

DENSITY/INTENSITY–Nonresidential development shall not have a gross building area exceeding 25,000 square feet per acre. Residential use shall not exceed sixteen dwelling units per acre. Storage areas within buildings, warehouses, mini-warehouses and self-storage facilities may have a gross floor area up to 50,000 square feet per acre.

LOCATION–Bradfordville Mixed Use areas, which already exhibit the type of uses and intensity associated with the Suburban Corridor development pattern may be appropriate to be zoned Suburban Corridor. An increase in the area designated for Suburban Corridor may occur through limited expansion of the existing Suburban Corridors. In deciding whether to expand an existing Suburban Corridor, the following criteria shall be considered: Lack of suitably located land which can accommodate the Suburban Corridor development pattern; and Access to arterials with high traffic volumes, surrounded by

relatively low density and intensity uses, such as the Residential Preservation Future Land Use Category and Low Density Residential development pattern. Land Development Regulations shall establish access criteria for community facilities to assure their appropriate location. Expanding existing or establishing new Suburban Corridors shall require demonstration that more than one land use will be included in the expansion area.

ACCESS—Areas zoned for the Suburban Corridor development pattern shall have access to an arterial roadway.

Policy 1.7.7: [L] **(REV. EFF. 3/14/07; REV. EFF. 12/24/10)**

Urban Pedestrian Center Development Pattern

INTENT–The Urban Pedestrian Center is intended to encourage compact, linear and pedestrian scale urban development along arterial roadways that provide a wide range of uses and activities to serve both the corridor itself and surrounding areas. Although some areas within the Urban Pedestrian Center are currently of lower density and intensity, it is intended that Urban Pedestrian Centers will develop and redevelop with higher densities and floor area ratios. The arterial roadway along which the Urban Pedestrian Center is located is characterized by relatively high volume traffic with lower traffic speeds and served by mass transit. Zoning districts which implement the Urban Pedestrian Center will include urban design standards which establish criteria that will promote pedestrian activity. It is also intended that community facilities (Recreation, Community Services and Light Infrastructure) may also be allowed in a manner which would ensure the protection of the allowable uses within and adjacent to this development pattern. Residential use, office use, and commercial use up to 200,000 square feet per parcel is allowed.

DENSITY/INTENSITY–Nonresidential development in Bradfordville Mixed Use shall not exceed 20,000 square feet of gross building area per acre. Residential development in Bradfordville Mixed Use shall have a minimum density of 6 dwelling units per acre and shall not exceed sixteen dwelling units per acre. Building height shall not exceed six stories.

LOCATION–Bradfordville Mixed Use areas where the Urban Pedestrian Center is a transition between low density residential uses and more intensive uses may be appropriate for zoning of an Urban Pedestrian Center. Additional criteria for zoning these areas are as follows: Areas proximate to medium and high density residential land uses in urban areas; Areas proximate to higher intensity Mixed Use Development patterns, such as Medium Density Residential, Low and Medium Density Residential Office and Village Center; and Areas within walking distance of transit and along corridors designated for alternate transportation (per the most current adopted Long Range Transportation Plan).

ACCESS–Areas zoned for the Urban Pedestrian Center development pattern shall have access to an arterial roadway.

Policy 1.7.8: [L] **(REV. EFF. 3/14/07)**

Light Industrial Development Pattern

I. Land Use

INTENT–The Light Industrial development pattern is intended to provide areas for industrial and warehousing activities, including storage, service commercial, office and assembly activities. It is intended that regulations implementing this development pattern will preclude non-light industrial uses which would limit or interfere with industrial development. It is also intended that community facilities (Recreation, Community Services, Post-Secondary Schools, and Light and Heavy Infrastructure) may be allowed in a manner which would ensure the protection of the allowable uses within and adjacent to this development pattern. Office use, and commercial use up to 10,000 square feet per parcel, is allowed.

INTENSITY/DENSITY–Nonresidential development shall not exceed 25,000 square feet of gross building area per acre. Residential use (intended for a watchman or guard) shall not exceed one dwelling unit per industrial use. Storage areas within buildings, warehouses, mini-warehouses and self-storage facilities may have a gross floor area up to 50,000 square feet per acre.

LOCATION–Areas within Bradfordville Mixed Use that are currently developed with industrial uses may be appropriate for zoning as Light Industrial. New areas within Bradfordville Mixed Use that may be appropriate for zoning as Light Industrial include: Areas proximate to interstate and intrastate highways and highways which connect to cities in adjacent counties.

ACCESS—Areas zoned for the Light Industrial development pattern shall have access to an arterial roadway.

Policy 1.7.9: [L] **(REV. EFF. 3/14/07)**

Table 1: Bradfordville Mixed Use Development Patterns

BRADFORDVILLE MIXED USE	Development Patterns	Allowed Land Uses	Density	Intensity
Primary: (From 68 - 82%)	Low Density Residential	Residential, Recreation, Light Infrastructure & Community Service	Up to 8 UNITS/ACRE	10,000 SQ FT/AC
	Low Density Residential Office	Residential, Office, Recreation, Light Infrastructure & Community Service	Up to 8 UNITS/ACRE	10,000 SQ FT/AC
Secondary: (25% or less of Bradfordville Mixed Use)	Medium Density Residential	Residential, Recreation, Light Infrastructure & Community Service	8 to 16 UNITS/ACRE	20,000 SQ FT/AC
	Medium Density Residential Office	Residential, Office, Ancillary 1st Floor Commercial, Recreation, Light Infrastructure, Community Service & Post Secondary Schools	Up to 16 UNITS/ACRE	20,000 SQ FT/AC
	Village Center	Residential, Office, Commercial up to 200,000 SQ FT, Recreation, Light Infrastructure & Community Service	Up to 16 UNITS/ACRE	12,500 SQ FT/AC
Tertiary: (7% or less of Bradfordville Mixed Use)	Urban Pedestrian Center	Residential, Office, Commercial up to 200,000 SQ FT, Recreation, Light Infrastructure & Community Service	Up to 16 UNITS/ACRE (1)	20,000 SQ FT/AC
	Suburban Corridor	Residential, Office, Commercial up to 200,000 SQ FT, Recreation, Light & Heavy Infrastructure & Community Service	Up to 16 UNITS/ACRE	25,000 SQ FT/AC
	Light Industrial	Ancillary Residential, Office, Commercial up to 10,000 SQ FT, Light Industrial, Recreation, Light & Heavy Infrastructure, Community Service & Post Secondary Schools	1 unit / develop-ment	20,000 SQ FT/AC

Notes: (1) 8 units/acre minimum for exclusively residential

Goal 2: [L] **(EFF. 7/16/90; REV. EFF. 7/26/06)**

Provide for a high quality of life by planning for population growth, public and private development and redevelopment and the proper distribution, location and extent of land uses by type, density and intensity consistent with adequate levels of services and efficient use of facilities and the protection of natural resources and residential neighborhoods.

RESIDENTIAL LAND USE

Objective 2.1: [L] **(REV. EFF. 7/20/05)**

Enhance the livability of existing neighborhoods and in new neighborhoods provide for future mixed residential areas which will accommodate growth and provide a wide choice of housing types, densities and prices as well as commercial opportunities based on performance criteria. In furtherance of this, maintain a system of land development regulations and ordinances which will facilitate the implementation of the policies adopted in relation to residential land use. These shall include but not be limited to:

1) Setback requirements from natural waterbodies and wetlands
2) Buffering requirements
3) Open space requirements
4) Landscape requirements
5) Tree protection
6) Stormwater management requirements

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

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

a) Inclusion of a Residential Preservation category on the Future Land Use Map.

b) Limitations on future commercial intensities adjoining low density residential areas. Such limitations are to result in effective visual and sound buffering (either through vegetative buffering or other design techniques) between the commercial uses and the low density residential uses; and are to allow only those commercial activities which are compatible with low density residential development in terms of size and appearance.

c) Limitations on future higher density residential adjoining low density residential areas. Such limitations are to result in effective visual and sound buffering (either through vegetative buffering or other design techniques) between the higher density residential uses and the low density residential uses.

d) Limitations on future light industry adjoining low and medium density residential areas. Such limitations are to result in effective visual and sound buffering (either through vegetative buffering or other design techniques) between the light industrial uses and the low density residential uses.

e) Prevention or mitigation of off-site impacts from Industry and Mining uses.

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

Policy 2.1.2: [L] **(EFF. 7/16/90)**

Prohibit residential development where physical constraints or hazards exist, or require the density and design to be adjusted accordingly. Such constraints or hazards include but are not limited to flood, storm or slope hazards and unstable soil or geologic conditions.

Policy 2.1.3: [L] **(REV. EFF. 8/17/92)**

Require clustering of residential units on non-environmentally significant portions of parcels where conservation or preservation overlay districts exist elsewhere on the site. Net density on parcels where clustering is required on the developable portion of the parcel where the units are clustered shall not exceed double the allowable density for the land use category in which the parcel is located.

Policy 2.1.4: [L] **(EFF. 7/16/90)**

Residential densities shall not be permitted that would exceed the ability of local government or other providers to provide capital facilities and services in a cost effective manner.

Policy 2.1.5: [L] (City of Tallahassee) **(EFF. 7/16/90)**

Residential developments shall be designed to include a system of internal and inter-neighborhood circulation which promotes pedestrian and bicycle mobility. Within the Urban Service Area, sidewalks shall be required to provide pedestrian mobility.

Policy 2.1.5: [L] (Leon County) **(REV. EFF. 12/10/91)**

Bicycle facilities within residential developments shall only be required along major collectors or other streets with a higher functional classification.

Policy 2.1.6: [L] **(EFF. 7/16/90)**

Criteria shall be established within local development regulations which require within residential developments the provision of non-residential land uses such as parks, school sites and potential walk-to minor commercial and office opportunities.

Policy 2.1.7: [L] **(REV. EFF. 8/17/92)**

Criteria established within the subdivision ordinances shall set aside land for active and passive contiguous green space in order to provide for accessible recreation and/or open space areas for all neighborhoods.

Policy 2.1.8: [L] **(REV. EFF. 7/26/06; REV. EFF. 1/7/10)**

Maintain a viable mix of available residential densities to accommodate a variety of housing types. Current residential densities are summarized below:

RESIDENTIAL DENSITIES RANGE (REV. EFF. 12/15/11; REV. EFF. 7/19/13)

Table 2: Residential Densities Range

Future Land Use Category	Maximum Gross Density - Dwelling Units (DU)/Acre (Ac)[1]	Minimum Gross Density Dwelling Units (DU)/Acre (Ac)
Rural	1 DU/10 AC	No minimum
Urban Fringe	1 DU/3 AC (standard) or 1 DU/3 AC (Conservation subdivision)	No minimum
Urban Residential	10 DU/AC	4 DU/AC
Urban Residential 2	20 DU/AC [2]	No minimum
Village Mixed Use	20 DU/AC [2]	No minimum
Suburban	20 DU/AC [2]	No minimum
Planned Development	20 DU/AC [2]	No minimum
Bradfordville Mixed Use [2]	20 DU/AC	No minimum
Central Urban [2, 3]	45 DU/AC	No minimum
Activity Center [2, 3]	45 DU/AC	No minimum
University Transition [2, 3]	50 DU/AC	No minimum
Central Core [2, 3] (EFF.1/7/10)	150 DU/AC (EFF. 1/19/02)	No minimum
Rural Community	4 DU/AC	No minimum
Residential Preservation [2]	6 DU/AC	No minimum
Lake Talquin Recreation/Urban Fringe [4]	1 DU/3 AC (standard)	No minimum
Lake Protection [4]	1 DU/2 AC (standard)	No minimum

Notes:

[1] Maximum gross density is based on the gross acreage of the site and may not be achievable after addressing applicable land development regulations (e.g., parking, stormwater, and other regulations that may limit maximum development potential).

[2] Density ranges can be increased up to 25% above the maximum limits listed above for the purpose of providing affordable housing units, consistent with Policy 2.1.14 [LU].

[3] Density ranges can be increased up to 35% above the maximum limits listed above for the purpose of encouraging infill development and redevelopment, consistent with Mobility Element Policy 1.1.10 [M] (Eff. 12/15/11; Rev. Eff. 7/19/13)
[4] Clustering Option Available

Policy 2.1.9: [L] (Leon County) **(REV. EFF. 6/6/08)**

Either provision described in Policy 2.1.9 (a) and (b) below may apply only once to any individual, and may not be used in combination. Any parcel created through use of the non-family heir provision of this policy shall not be further divided using the family heir provision. Neither provision may be used to create a lot which is smaller than ½ acre in size. The provisions described below shall be further described and regulated within the implemented land development regulations.

a) Family Heir Subdivisions

The use of a parcel of property solely as a homestead by an individual who is the grandparent, parent, stepparent, adopted parent, sibling, child, stepchild, adopted child, or grandchild of the person who conveyed the parcel to said individual is permitted per this policy, notwithstanding the density or intensity of use assigned to the parcel within this Plan.

b) Non-Family Heir Subdivisions

To avoid a disproportionate impact on owners of small parcels of property, each parcel of property in single ownership as of February 1, 1990, in the Urban Fringe, and Rural and Lake Talquin Recreation/Urban Fringe areas may be developed at a maximum density of two units per acre, for the first six dwelling units on such parcel, including existing dwelling units. This provision for non-family heir subdivisions shall expire on February 1, 2010 at 12:01 a.m. when such subdivisions shall no longer be permitted.

Policy 2.1.9: [L] (City of Tallahassee) **(REV. EFF. 6/6/08)**

Either provision described in Policy 2.1.9 (a) and (b) below may apply only once to any individual, and may not be used in combination. Any parcel created through use of the non-family heir provision of this policy shall not be further divided using the family heir provision. Neither provision may be used to create a lot which is smaller than ½ acre in size. The provisions described below shall be further described and regulated within the implemented land development regulations.

a) Family Heir Subdivisions

The use of a parcel of property solely as a homestead by an individual who is the grandparent, parent, stepparent, adopted parent, sibling, child, stepchild, adopted child, or grandchild of the person who conveyed the parcel to said individual is permitted per this policy, notwithstanding the density or intensity of use assigned to the parcel within this Plan.

b) Non-Family Heir Subdivisions

~~To avoid a disproportionate impact on owners of contiguous property 25 acres or less in size in single ownership as of February 1, 1990, in the Urban Fringe, and Rural and Lake Talquin Recreation/Urban Fringe areas may be developed at a maximum density of two units per acre, for the first six dwelling units on such parcel, including existing dwelling units. This provision for non-family heir subdivisions shall expire on February 1, 2010 at 12:01 a.m. when such subdivisions shall no longer be permitted.~~

~~*Policy 2.1.10: [L]* **(DEL. EFF. 7/6/15)**~~

~~*Reserved*~~

~~*Policy 2.1.11: [L]* **(EFF. 1/19/02; REV. EFF. 6/6/08)**~~

~~Criteria for approval of Central Urban development shall be established in the Land Development Regulations.~~

~~*Policy 2.1.12: [L]* **(DEL. EFF. 6/6/08)**~~

~~*Reserved*~~

~~*Policy 2.1.13: [L]* **(EFF. 8/17/92)**~~

~~Existing adjoining land uses are not to be a factor in determining the suitability for residential development which would allow high and medium density residential uses to be located anywhere in the University Transitional land use category.~~

~~*Policy 2.1.14: [L]* **(EFF. 6/07/01; REV. EFF. 7/26/06)**~~

~~The land development regulations may contain provisions that allow for densities greater than otherwise provided in the respective future land use classifications specified within the Land Use Element in exchange for the construction of affordable housing units. These density bonuses shall be limited to a density no greater than 25% higher than would otherwise be allowed within the respective future land use classification. In addition, to ensure that the additional density does not create unacceptable adverse impacts, the land development regulations shall provide additional qualifying criteria which must be met in order to qualify for the density bonus. At a minimum, these criteria should ensure:~~

~~1) that the development seeking the density bonus will be providing affordable housing units;~~

~~2) that the development seeking the density bonus is located within the urban services area, in a location where zoning allows density of greater than 2 dwelling units per acre and where infrastructure, utilities, and public services are adequate and sufficient to meet the projected demands associated with the requested additional density; and,~~

~~I. Land Use~~

3) ~~that the design and orientation of the development seeking the density bonus is compatible with the surrounding land use character, particularly with any low density residential neighborhoods. Building size and massing, site layout and design, architectural characteristics, and landscaping will be components of this criterion.~~

~~The land development regulations may further restrict the density bonus to be provided in proportion to the quantity of affordable housing units to be provided in the development seeking the density bonus.~~

~~In addition, in order to provide the site design flexibility necessary to accommodate these density bonuses, the land development regulations shall contain provisions that allow for a reduction or elimination of requirements to set aside land for urban forest or landscaping, subject to the following criteria:~~

1) ~~the development meets all of the above criteria for density bonuses;~~

2) ~~no less than 10% of the dwelling units within the development will be affordable housing units;~~

3) ~~the reduction or elimination of requirements to set aside land for urban forest or landscaping shall not have an adverse impact to any Preservation or Conservation feature;~~

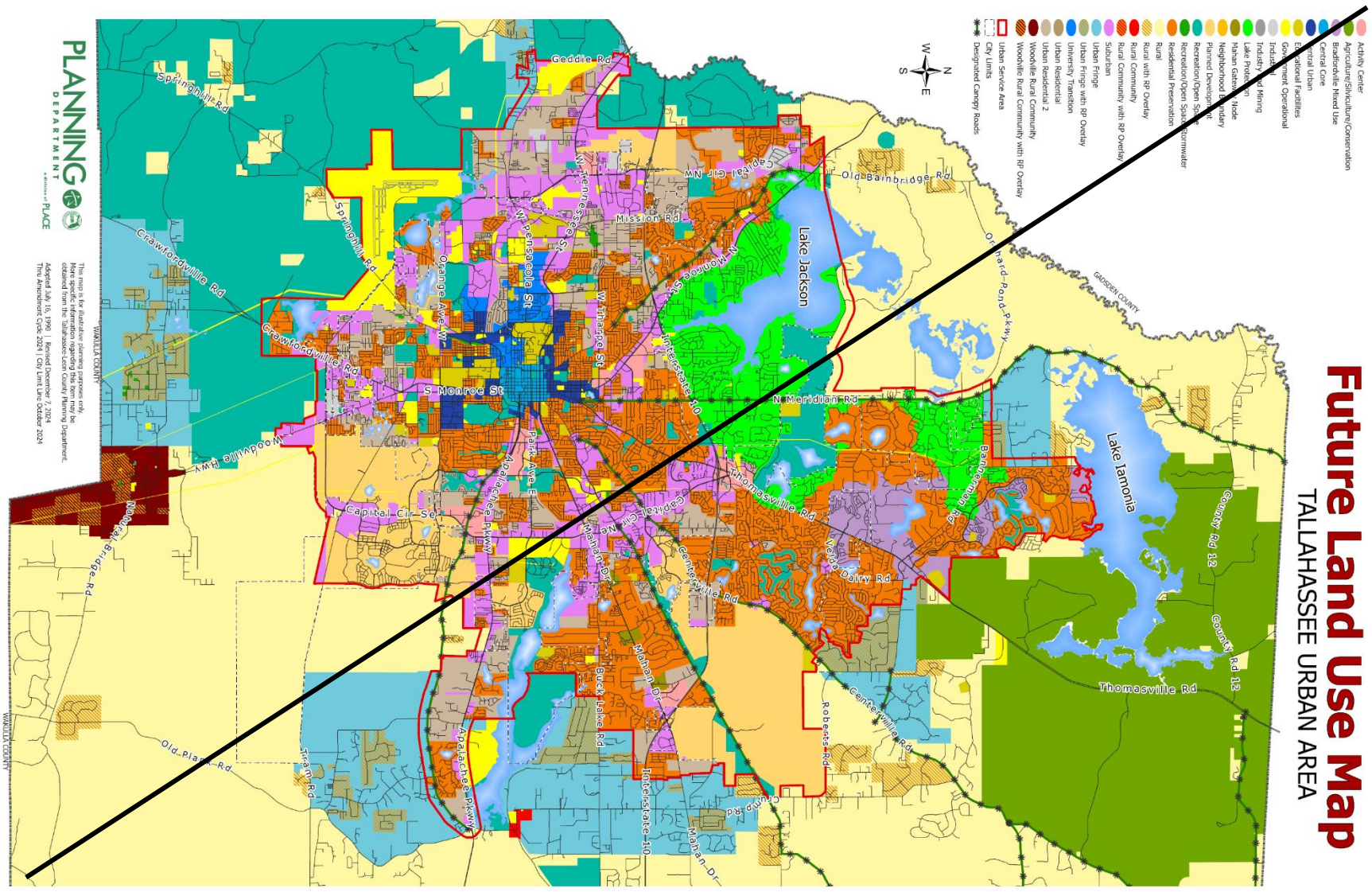
4) ~~the development shall provide the minimum landscaping necessary to ensure compatibility with adjoining land uses; and~~

5) ~~the development adheres to the general principles of Traditional Neighborhood Design, the Front Porch Florida program, and Crime Prevention Through Environmental Design (CPTED).~~

~~The land development regulations may base any reduction or elimination of requirements to set aside land for urban forest or landscaping on the quantity or percentage affordable housing units in the development and the proximity of the development to areas targeted for urban infill, redevelopment or more intensive land uses.~~

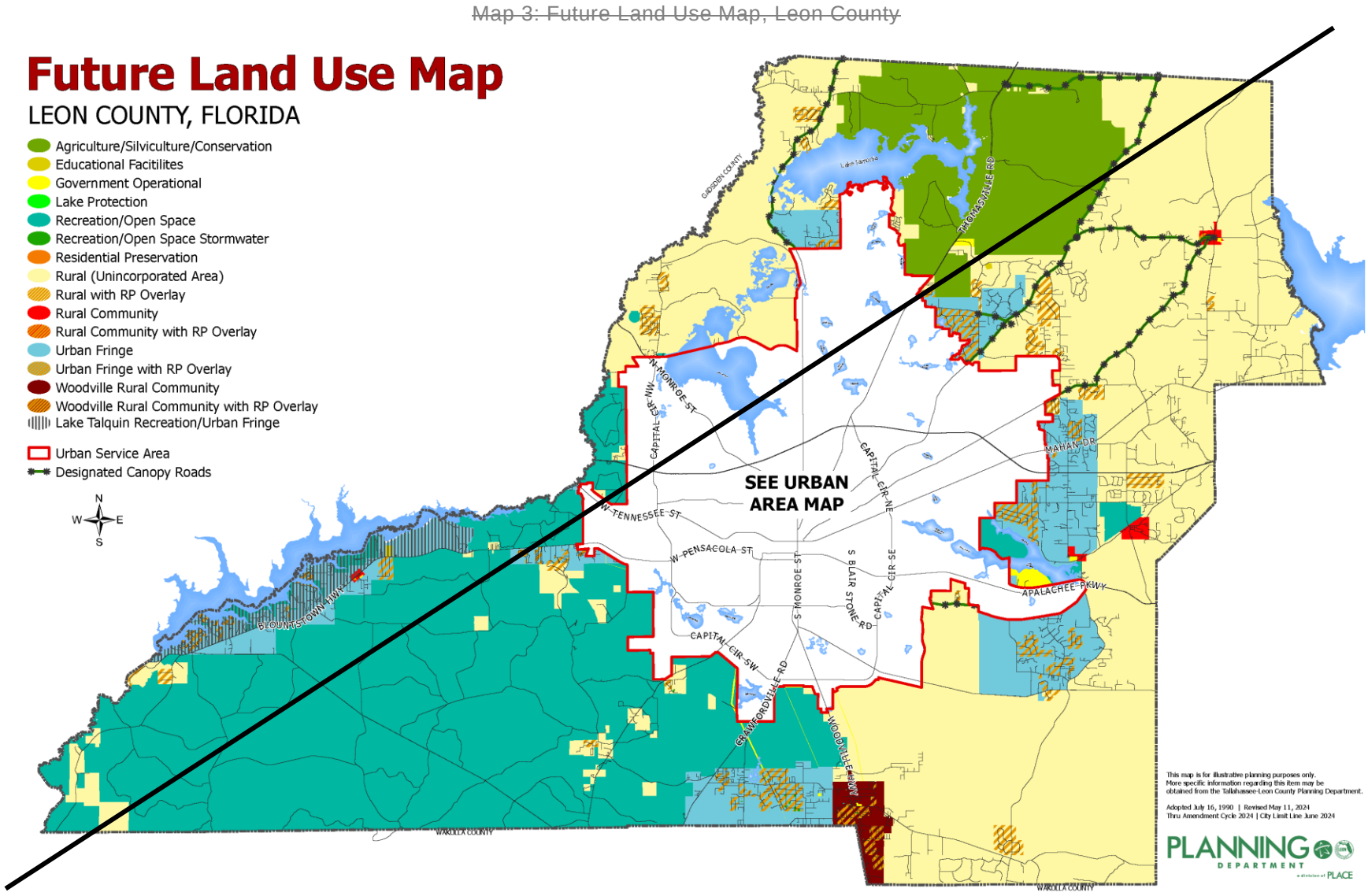
~~I. Land Use~~

~~Map 2: Future Land Use Map, Tallahassee Urban Area~~



~~I. Land Use~~

~~Map 3: Future Land Use Map, Leon County~~



~~I. Land Use~~

~~FUTURE LAND USE MAP CATEGORIES~~

~~Objective 2.2: [L] (REV. EFF. 7/26/06)~~

~~To coordinate future land uses with suitable topography and soil conditions, the protection of natural resources and with the availability of adequate infrastructure through the establishment of a Future Land Use Map depicting appropriate land use categories. In order to fulfill this intent, the Land Use Plan establishes policies and guidance for the mapping of Future Land Use Categories, which are depicted on the Future Land Use Map. These categories are designed to promote a variety of land use types and patterns to meet the needs of the community.~~

~~The Tallahassee-Leon County Comprehensive Plan shall promote appropriate location of land uses and regulation of development~~

~~density and intensity based upon: (1) protection of conservation and preservation features; (2) compatibility with adjacent existing and future residential land uses; (3) access to transportation facilities in keeping with their intended function; and (4) the availability of infrastructure.~~

~~The Plan shall also establish policies and guidance for the mapping of Future Land Use Categories, which are depicted on the Future Land Use Map. These categories are designed to promote a variety of land use types and patterns to meet the needs of the community and are shown on the following maps:~~

~~NOTES APPLICABLE TO URBAN AREA FUTURE LAND USE MAP (REV. EFF. 3/14/07)~~

~~Parcels 21-26-35-C-0010, 21-26-35-C-0020, 21-26-35-C-130 may be developed as an independent living facility for the elderly only if a Planned Unit Development is approved which includes Parcels 21-26-51-000-0040, 21-26-51-000-0050, and 21-26-51-000-120. Development intensity on the vacant parcels is limited to 45 units and 34,000 square feet and building height is limited to three stories. If the Planned Unit Development is not completed or approved, the vacant parcels shall only be developed as low-density residential development allowed under the R-1 or R-2 zoning districts.~~

~~Parcel 11-08-20-630-0000 shall only be developed with general office that may include a lending institution with a drive-through facility on the first floor. The total amount of development is limited to 30,000 square feet. The architecture and site design must be consistent with the adjacent Thomasville Road/I-10 Planned Unit Development. Site plans must be submitted to the Live Oak Plantation and Piedmont Neighborhood Associations, the 1300 Live Oak Plantation Property Owners Association, as well as the developers of the Thomasville Road/I-10 Planned Unit Development for comments prior to submitting the site plan to the City.~~

~~The area designated University Transition with hatching is subject to Transportation Element Objective 2.2, which may limit density to less than the maximum permitted by the category.~~

I. Land Use

NOTES APPLICABLE TO LEON COUNTY FUTURE LAND USE MAP **(REV. EFF. 6/19/07)**

The allowable density is limited to 200 single-family residential dwelling units on parcels 15-17-20-224-0000 and 15-20-20-034-0000 combined and no non-residential development is permitted on these parcels. Also, for these parcels at least 50% of the entire combined acreage must be placed in permanent open space. The permanent protection of this open space shall be further defined through the PUD process.
(Parcels) 12-02-20-602-0000 and 12-11-20-202-0000 will be developed at a cumulative density no greater than 81 residential detached units.

Policy 2.2.1: [L]

RURAL/AGRICULTURE **(REV. EFF. 8/17/92; REV. EFF. 7/26/06; REV. EFF. 12/24/10; REV. EFF. 7/6/15; REV. EFF. 1/19/20)**

INTENT

Leon County's agricultural and silvicultural lands have a long and productive history. They have served as both a source of food and materials for urbanized areas of the County and as a significant economic engine for the region. Decades of suburbanization have dramatically reduced the amount of arable land available for agriculture and silviculture within the County. These lands are now at a premium and require protection to ensure that they remain viable, unfragmented, and productive for future generations.

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

To promote infill and redevelopment within the Urban Service Area (USA) and Rural Communities, higher density residential, and non-residential activities that are not functionally related to and supportive of agriculture, silviculture and other natural resource based activities shall be prohibited within the Rural category.

ALLOWABLE USES, DENSITIES, AND INTENSITIES

1. Residential

   The Rural category shall allow for single family residential uses at a maximum density of one (1) dwelling unit per ten (10) gross acres.

2. Non-residential

   Agriculture, silviculture, and other natural resource based activities shall comprise the primary non-residential uses within the Rural category.

   Consistent with Florida's Right to Farm Act, bona-fide agricultural uses, on land classified as agricultural land by the Leon County Property Appraiser, shall not be subject to a non-residential intensity limitation.

Non-residential uses functionally related to and directly in support of agricultural, silvicultural, and other natural resource based activities, including ecotourism activities, may be permitted at a maximum intensity of 2,000 sq. ft. per gross acre. The location of such uses shall be limited to the intersection of major collector and arterial or arterial and arterial designated roadways. Total development at any one intersection shall not exceed 10,000 sq. ft.

To ensure that such uses are developed in a manner that is compatible with the rural nature of the area, additional standards and limitations shall be included in the land development code.

3. Community and Recreational Facilities

Community services and recreational uses may be permitted provided they are compatible with the natural and rural surroundings. Facilities associated with these uses may be permitted at a maximum intensity of 2,000 sq. ft. per gross acre.

Active recreational uses not functionally related to or supportive of agriculture, silviculture, natural resource based, or ecotourism activities, including, but not limited to golf courses, drag strips, and racetracks for motorized vehicles, are prohibited.

To ensure that such uses are developed in a manner that is compatible with the rural nature of the area, additional design standards and limitations shall be included in the land development code.

SPECIAL CONDITIONS

The following special conditions shall apply to the Rural future land use category:

1. Development proposals within the Rural area shall be evaluated for compatibility with adjacent agricultural uses and shall consider the land management activities associated with such uses. Development that is incompatible with agricultural uses, or has the potential to fragment, encroach upon, or displace such uses, shall not be permitted.
2. Property within the Rural category shall not be converted to a more intense land use category unless the subject site adjoins the Urban Service Area or a designated Rural Community.
3. Non-residential and light infrastructure development shall be subject to design standards that preserve the scenic and rural character of this category and protect existing rural residential development from offsite impacts of non-residential development. Design standards shall include, but not be limited to, signage, lighting, parking, landscape buffers, and building materials.
4. Existing uses and structures listed on the local or national historic register at the time of adoption of this amendment shall be considered conforming.

Policy 2.2.2: [L]

URBAN FRINGE* **(REV. EFF. 8/17/92; REV. EFF. 7/26/06; REV. EFF. 4/10/09; REV. EFF. 12/24/10; REV. EFF. 12/15/11)**

The Urban Fringe category is intended to provide the opportunity for very low-density residential areas mixed with open space and agricultural activity on the periphery of the Urban Service Area. To protect Rural areas from premature development, facilitate infill and redevelopment inside the Urban Service Area, and in recognition of the significant area already mapped as Urban Fringe, no additional lands designated Rural or Urban Fringe as of August 26, 2006 shall be converted to a more dense or intense land use category unless adjoining lands are also within the designated Urban Service Area boundary or the designated Woodville Rural Community. Conversions to the Woodville Rural Community designation shall be consistent with the Transfer of Development Units provision in Policy 4.2.5: [C].

Conventional subdivision of land in the Urban Fringe may be permitted at a density of up to one unit per three acres. To promote a mix of residential areas and perpetually protected open space and agricultural lands, Conservation Subdivision developments are allowed and encouraged. Conservation Subdivision design in Urban Fringe may be permitted at a density of up to one unit per three gross acres with units clustered on no more than 50% of the site. Conservation Subdivisions must also permanently set aside at least 50% of the total site as open space and restrict development to the least environmentally sensitive and otherwise significant portions of the land.

Appropriately sized minor commercial activities and minor offices are permitted. Industrial, office and more intensive commercial land uses are prohibited due to lack of present infrastructure services or potential negative environmental impacts. Present or future agricultural, silviculture and forestry activities may be allowed.

Policy 2.2.3: [L]

RESIDENTIAL PRESERVATION **(EFF. 7/16/90; REV. EFF. 7/26/06; REV. EFF. 4/10/09; REV. EFF. 5/31/18)**

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

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

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

1) Existing land use within the area is predominantly residential

2) Majority of traffic is local in nature

a) Predominance of residential uses front on local street
b) Relatively safe internal pedestrian mobility

3) Densities within the area generally of six units per acre or less

4) Existing residential type and density exhibits relatively homogeneous patterns

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

a) Degree of home ownership
b) Existence of neighborhood organizations

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

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

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

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

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

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

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

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

The design and layout of expanding or redeveloping light industrial uses and adjoining residential preservation areas shall be oriented to place the section of the development with the least potential negative impacts in the area next to the existing and/or future low density residential area in the residential preservation land use category. New light industrial uses shall prevent or mitigate off-site impacts in accordance with the Research and Innovation Land Use category or the Industry and Mining Land Use category and applicable Land Development Regulations.

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

e) Land use compatibility with low density residential preservation neighborhoods

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

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

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

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

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

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

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

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

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

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

Policy 2.2.4: [L]

VILLAGE MIXED USE **(REV. EFF. 12/23/96; REV. EFF. 7/26/06; REV. EFF. 3/14/07)**

To create traditional neighborhood developments with an emphasis on low to medium density residential land use, small to medium scale commercial shopping opportunities for area residents, schools and small to moderate scale churches, and recreational and leisure oriented amenities for the enjoyment of area residents. Development in this category shall require compliance with traditional neighborhood development standards to be established in the Land Development Regulations. New development in this category requires the establishment of a true, mixed-use project, either through buildings that integrate a mixture of uses or series of buildings that result in a compatible mix of uses. Integration includes the establishment of pedestrian connections, shared public spaces, streetscapes that focus on people before automobiles and parking designs that minimize their visibility. Commercial development shall be of a walkable scale and intensity. Residential development shall include a mix of housing densities and housing types.

Traditional neighborhood development regulations shall include specific criteria to ensure that development in this category results in walkable, mixed-use neighborhoods that satisfy a variety of housing needs and provide easy access to goods and services. The regulations shall require:

- A minimum of 40 acres per project unless the proposed project compatibly integrates with existing development abutting the project to establish an effective area of at least 40 acres that is consistent with traditional neighborhood development standards;
- A high degree of connectivity;
- Flexible greenspace requirements;

- Design and amenities that facilitates pedestrian access throughout each development;
- Minimum densities that are consistent with the Village Mixed Use Intensity Guidelines;
- Maximum setback requirements and standards that orient entrances and windows toward streets and pedestrian facilities;
- A mix of uses that is consistent with the Village Mixed Use Intensity Guidelines; and
- Requirements for public spaces that are readily accessible by pedestrians.

Development shall comply with the Village Mixed Use Intensity Guidelines. The scale of all nonresidential land uses shall be limited to preclude large automobile-oriented retail businesses and to ensure that non-residential uses remain accessible to pedestrians living in surrounding residences. Traffic volumes and speeds shall be kept low, and parking for nonresidential uses shall be small in scale. In village centers, the number of spaces may be reduced to reflect increased pedestrian access. These characteristics are reflective of the village life-style. Residential development should include a mix of densities and housing types and be located to maximize pedestrian access to shops, public facilities and recreational opportunities that are passive or active.

Village Mixed Use Intensity Guidelines **(REV. EFF. 3/14/07)**

Table 3: Village Mixed Use Intensity Guidelines

Minimum Percentage of Land Use by Acreage (1)	Development Patterns	*Allowed Land Uses (3)*	Residential Density (2)	Non-Res Intensity
10% of net area	Low Density Residential	Residential, Recreation, Light Infrastructure & Community Service	0 to 8 units/ acre	10,000 SQ. FT. per acre
5% of net area	Low Density Residential Office	Residential, Office, Recreation, Light Infrastructure & Community Service	0 to 8 units/ acre	13,000 to 20,000 SQ. FT. per acre
10% of net area	Medium Density Residential	Residential, Recreation, Light Infrastructure & Community Service	8 to 16 units/ acre	12,500 SQ. FT. per acre
5% of net area	Medium Density Residential Office	Residential, Office, Ancillary 1st Floor Commercial, Recreation, Light Infrastructure, Community Service & Post-Secondary Schools	8 to 16 units/ acre	17,000 to 25,000 SQ. FT. per acre

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Minimum Percentage of Land Use by Acreage (1)	Development Patterns	*Allowed Land Uses (3)*	Residential Density (2)	Non-Res Intensity
5% of net area	Village Center	Residential, Office, Commercial up to 50,000 SQ FT, maximum business size. Centers shall not be located closer than ¼ mile to another village center or commercial development including more than 20,000 SQ FT of floor area.	8 to 20 units/ acre	17,000 to 40,000 SQ. FT. per acre
10% of gross area	Public Spaces	Recreation and cultural facilities, plazas, trails, parks and other public gathering places		

Notes:

(1) All percentages except public spaces are based on net area to be defined in the land development regulations as excluding undevelopable land;

(2) Densities apply to residential acreage only.

(3) All projects in the Village Mixed Use category must have a discernible center with a minimum of 10,000 retail and/or office. The project must also have a minimum of 50 residential units in order to ensure a mixed use project is developed on site.

An essential component of Village Mixed Use is residential land use. The village also will require small shops and some services to serve nearby residents. Emphasis on commercial uses shall be limited to convenience goods and services, small to moderate scale grocery stores, and small pharmacies and offices. Office and commercial development in scale with surrounding residential areas are appropriate. Allowed land uses within the Village Mixed Use Future Land Use Category shall be regulated by zoning districts that implement the intent of this category, and reflect the unique land use patterns, character, and availability of infrastructure in the different Village Mixed Use areas. In areas lacking the necessary infrastructure, the Land Development Regulations may necessitate a lower intensity interim use that the maximum intensities established in this Plan. Any evaluation of a proposed change of zoning to a more intensive district shall consider, among other criteria, the availability of the requisite infrastructure, as well as compatibility with and appropriate connectivity to existing residential neighborhoods. Industrial development is prohibited in this Future Land Use Category.

Policy 2.2.5: [L]

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

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

areas inside the Central Core may be designated as appropriate based on existing land use pattern.

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

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

Suburban Intensity Guidelines **(EFF. 3/14/07; REV. EFF. 7/14/14; REV. EFF. 5/31/18)**

Table 4: Suburban Intensity Guidelines

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

I. Land Use

Development Patterns	Allowed Land Uses	Gross Residential Density	Non-Res Intensity	Percentage Mix of Uses
Medical Center	Residential, Office, Commercial, Recreation, Light Infrastructure & Community Service	6 to 20 UNITS/ ACRE (1)	80,000 SQ FT/ACRE (2)	
Business Park	Office, Residential and Commercial	Up to 16 UNITS/ ACRE	20,000 SQ FT/ ACRE	5-10%

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

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

Policy 2.2.6: [L]

BRADFORDVILLE MIXED USE **(Rev. Eff. 12/23/96; Rev. Eff. 7/26/06; Rev. Eff. 3/14/07) (Applies to Bradfordville Study Area Only)**

The Bradfordville Mixed Use Category is depicted on the Future Land Use Map. The category establishes differing proportions of allowed land uses and land use densities and intensities and is intended to be implemented by zoning districts which will reflect eight different development patterns which are described in Objectives 1.7 and 6.1.

The Mixed Use Development patterns shall be applied through zoning and Land Development Regulations in a manner consistent with the Future Land Use Map delineation of Bradfordville Mixed Use. These eight different development patterns are not intended to be mapped as part of the Future Land Use Map, rather they are intended to serve as a mechanism to assure that the appropriate location and mixture of land uses occur within the category.

Commercial development allocations in the Bradfordville Mixed Use Future Land Use Category are intended to limit gross leasable square footage per parcel as defined in the Land Development Regulations.

Intended Function: Create a village atmosphere with an emphasis on low to medium density residential land use, small scale commercial shopping opportunities for area residents, schools and churches, and recreational and leisure-oriented amenities for the enjoyment of area residents.

The intensity of all nonresidential land uses shall be kept minimal to reduce the intrusive impact upon the residential land use. The intensity of all nonresidential land uses shall be kept minimal to reduce the intrusive impact upon the predominant residential land use. Traffic volumes and speeds shall be kept low, and parking for nonresidential uses shall be minimal. These characteristics are reflective of the village life-style.

The essential component of Bradfordville Mixed Use is residential land use. The low to medium density residential development will be located to provide for maximum land use compatibility and enjoyment of recreational and leisure opportunities (recreational land uses are included in the description of Community Facilities). The village will also allow small shops and some services to serve nearby residents. Emphasis on commercial uses shall be limited to convenience, grocery, and small pharmacies and offices. Office and commercial development in scale with and meeting the needs of the surrounding predominately residential area are appropriate.

It is also possible that appropriate sites within the area designated for Bradfordville Mixed Use may be developed for enclosed industrial uses. These are land uses that would usually be considered incompatible with the mixed use village, but due to site conditions, with careful design and facility planning, may be successfully integrated. Compatibility is also protected by allowing few such uses and limiting their size (development intensity).

All of the development patterns are appropriate within Bradfordville Mixed Use as described in Policy 1.7.9 [L]. The development pattern descriptions established under Objective 1.7 guide the density and intensity, location and access to areas of complementary land use.

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

Policy 2.2.7: [L]

HEAVY INDUSTRIAL **(Eff. 12/10/91; Rev. Eff. 7/26/06; Renumbered 3/14/07; Rev. Eff. 5/31/18)**

Contains industrial uses which have or may have substantial off-site impacts. These areas have locational criteria more stringent than residential or commercial. Off-site impacts

require extensive buffering and/or relative distance from other land uses. Ancillary commercial uses designed to serve adjacent workers may be permitted. Other commercial and residential land uses are prohibited due to the encroachment factor. No additional property shall be designated with the Heavy Industrial Land Use category. Amendments to the Future Land Use Map adopted for the purposes of developing heavy industrial uses shall be designated with the Industry and Mining Land Use category.

Policy 2.2.8: [L]

CENTRAL URBAN **(REV. EFF. 6/07/01; REV. EFF. 7/26/06; RENUMBERED 3/14/07; REV. EFF. 6/6/08)**

Characterized by older developed portions of the community that are primarily located adjacent to or in close proximity to the urban core and major universities. Intended to provide a variety of residential types (up to 45 DU/AC), employment (includes light manufacturing), office and commercial activities. Infill and potential redevelopment and/or rehabilitation activity should be encouraged. Actual siting of land uses within the category are dependent on implementing zoning districts. Roadway access standards are determined by application of land development regulations. Land use intensity is intended to be higher (up to 20,000 sq. ft. for minor commercial uses; up to 100,000 sq. ft. for neighborhood commercial uses; and up to 200,000 sq. ft. for community commercial uses) due to the presence of requisite capital infrastructure and location of employment and activity centers.

Policy 2.2.9: [L]

HIGH INTENSITY URBAN ACTIVITY CENTER**(EFF. 7/16/90; REV. EFF. 7/26/06; RENUMBERED 3/14/07)**

Designed to function as urban activity centers by primarily providing for community wide or regional commercial activities located in proximity to multi-family housing and office employment centers. Intended to provide large scale commercial activities to serve retail needs of large portions of the population. Promotes efficiency of the transportation system by consolidating trips and discouraging unabated sprawl of commercial activities. Planned, integrated development is required to promote synergy between the different allowable land uses. An integrated pedestrian mobility system designed to provide safe and accessible foot and bike travel between the land uses shall be stressed in granting development approvals. Access and egress to Activity Centers as well as internal vehicle travel shall be planned in a comprehensive manner in order to facilitate traffic movement. Residential development shall be permitted up to 45 dwelling units per acre.

Policy 2.2.10: [L]

CENTRAL CORE **(EFF. 1/19/02; REV. EFF. 7/26/06; RENUMBERED 3/14/07; REV. EFF. 1/7/10; REV. EFF. 7/19/13)**

The current Central Core of Tallahassee has a strong government presence. However, the character of this area has changed since 2002 to a more mixed use center with new office, commercial, retail and residential uses. The Central Core of Tallahassee is intended to

expand into a vibrant 18-hour urban activity center with quality development. The emphasis in this area is intended to shift from cars to pedestrian, bike and transit modes of transportation. The development regulations within the Central Core area have to be amended to allow for a more urban kind of development where the primary emphasis is on pedestrian, bike and transit modes of transportation. The Central Core area is within the Downtown Overlay. The City of Tallahassee intends to promote mix of uses and higher densities and intensities within its Central core, while promoting multiple modes of transportation. The City shall establish Design Guidelines for this area in order to allow for more mixed use, pedestrian, bike and transit oriented development. Residential development may be permitted up to 150 units per acre.

Any development with density of more than 10 dwelling units per acre shall be consistent with the design standards identified in Policy 1.1.10 [M] subject to further clarification in the Land Development Code.

The future expansion of the Central Core FLUM will be limited to only those parcels within the Downtown Overlay District when:

- The proposed parcels are contiguous to existing central core FLUM area;
- The proposed parcel has all the infrastructure available;
- The proposed parcel has to exhibit a need for the expansion (e.g.: parcel of sufficient size not available in the Central Core FLUM for the proposed development).

Policy 2.2.11: [L]

RURAL COMMUNITY***(REV. EFF. 6/28/02; REV. EFF. 7/26/06; RENUMBERED 3/14/07)**

The Rural Community future Land Use Designation is intended to distinguish long-established unincorporated communities located outside of the urban service area. These communities have existing concentrations of residential land use at densities typically less than those desirable within an urban area (gross densities are typically less than 2 dwelling units per acre and the most intensely developed portions rarely exhibit net densities above 4 dwelling units per acre). The intensity and layout of development within these communities more closely reflect rural design characteristics than urban design characteristics, with home sites and businesses typically being situated on larger lots, with greater setback than their urban counterparts, and while some commercial development in these communities occurs in the geographically compact "nodes", located at or near the intersections of major roads, it is also common to find established existing linearly developed commercial areas along limited portions of State Highway frontage. Communities so designated have grown as historically independent communities outside of the urban area and not extensions of urban sprawl. As such, this future land use designation recognizes that these communities typically have their own small, business-commercial "districts", where minor offices and small to moderate-sized commercial development provide local and surrounding rural residents access to basic shopping opportunities accordingly, the intensity of non-residential development is limited to a maximum of 50,000 square feet building and 50,000 square feet per parcel. Residential development may be permitted up to 4 dwelling units per acre. Development intensity

may be further limited according to the absence or presence of central water and sewer service, roadway capacity, and environmental limitations. Although some urban services may be available to serve development within areas designated Rural Community, urban services are not prerequisites for the limited development intensities allowed within these areas. Central sewer and water systems used to serve areas designated Rural Community shall be designated for lower density service as this category is not intended to create an area that attracts regional development or functions as a growth node.

Policy 2.2.12: [L]

WOODVILLE RURAL COMMUNITY* **(REV. EFF. 7/26/06; RENUMBERED 3/14/07; REV. EFF. 4/10/09)**

The Woodville Rural Community shares many of the same characteristics as other Rural Communities, but has experienced different types of growth pressures than the other areas designated as Rural Community. Therefore it has received a separate Future Land Use designation with specific objectives and policies to address the issues unique to Woodville. Non-residential development is limited to a maximum of 50,000 square feet per building and 50,000 square feet per parcel; residential development is limited to a density of 4 dwelling units per acre. Through the transfer of development units system provided for in Policy 4.2.5 [C] residential densities of up to 8 dwelling units per acre may be allowed.

*Category located outside of designated Urban Service Area.

Policy 2.2.13: [L]

EDUCATIONAL FACILITIES **(EFF. 8/17/92; REV. EFF. 7/26/06; RENUMBERED 3/14/07)**

This category contains:

(1) All public schools including elementary, middle school, high school, and post-secondary.

(2) All public lands for which educational facilities are proposed or planned.

(3) Private facilities with capacities for over three hundred students are also included in this category.

Permitted uses in this land use category are limited to educational facilities and ancillary community services to serve the student population, or the community in general. Allowed land uses within the Educational Facilities future land use category shall be regulated by zoning districts which implement the intent of this category.

Policy 2.2.14: [L]

RECREATION/OPEN SPACE **(EFF. 8/17/92; REV. EFF. 7/26/06; RENUMBERED 3/14/07)**

This category contains:

(1) Government owned lands which have active or passive recreational facilities, historic sites, forests, cemeteries, or wildlife management areas.

(2) Privately owned lands which have golf courses, cemeteries, or wildlife management areas.

Permitted uses include passive recreation and silviculture. Active recreation facilities are included if the site is within the USA or a rural community.

Policy 2.2.15: [L]

RECREATION/OPEN SPACE - STORMWATER FACILITY **(EFF. 7/2/99; REV. EFF. 7/26/06; RENUMBERED 3/14/07)**

This is a sub-category of the Institutional Recreation/Open Space category. This category is intended for government owned stormwater facilities.

Included in this category are the following:

(1) Government owned lands which serve as structural or non-structural stormwater facilities.
(2) The primary function of land in this category is stormwater attenuation, stormwater treatment for water quality, or stormwater conveyance.
(3) These areas may be used for passive parks that do not contain any permanent structure. Allowable open space uses include parks, nature preserves, cultivation, grazing, and unimproved pervious parking areas.

Policy 2.2.16: [L]

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

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

Airports*	Offices
Correctional Facilities	Outdoor Storage Facilities
Courts	Police/Fire Stations
Electric Generating Facilities	Sanitary Sewer Percolation Ponds
Electric Sub-Stations	Sanitary Sewer Pump Stations
Health Clinics	Sanitary Sewer Sprayfields
Libraries	Vehicle Maintenance Facilities

Incinerators	Waste to Energy
Materials Recovery Facilities	Water Tanks
Museums	Water Treatment Plants
Postal Facilities	Water Wells

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

Policy 2.2.17: [L]

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

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

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

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

I. Land Use

Policy 2.2.18: [L]

LAKE PROTECTION **(REV. EFF. 12/22/95; REV. EFF. 7/26/06; RENUMBERED 3/14/07; REV. EFF. 7/14/14; REV. EFF. 7/6/15)**

INTENT

Lake Jackson, designated both an Outstanding Florida Water (OFW) and Aquatic Preserve, is one of the most unique waterways in Florida. Historically, the lake has suffered from water quality issues associated with rapid urbanization and large-scale roadway projects. Lake Jackson's water quality has improved since adoption of the Comprehensive Plan, due in large part to the adoption of stringent stormwater treatment standards and the implementation of capital projects; however, nutrient levels in the Lake remain elevated and the Lake continues to be designated "Impaired" by the Florida Department of Environmental Protection.

The intent of the Lake Protection category is to ensure that development within the Lake Jackson basin occurs in a sustainable and environmentally sound manner with minimal impact to water quality. The Lake Protection category is the basis for regulation and, where appropriate, limitation of development and redevelopment of land within the Lake Jackson Basin. The bounds of this category are to be the Lake Jackson basin boundary adjusted to include contributing watersheds but excluding existing, more intensely developed areas south of Interstate 10 and areas outside the Urban Service Area.

ALLOWABLE USES, DENSITIES, AND INTENSITIES

1. Residential

The Lake Protection category shall allow for residential uses at a base density of one (1) dwelling unit per two (2) gross acres.[1] To encourage compact and efficient development, two density bonus options are available for properties within the category:

i) A residential density of up to two (2) dwelling units per gross acre may be permitted within developments designed as a Clustered Subdivision.
ii) A residential density of up to eight (8) dwelling units per gross acre may be permitted within the Lake Protection Node (LPN) zoning district.

[1] (Leon County) Any development affecting real property located in whole or in part within the Lake Protection Future Land Use Map category west of US 27 North for which an initial Planned Unit Development Concept or Final Development Plan was approved before January 1, 2005 shall be vested for all uses, intensities and densities set forth in the PUD Concept Plan Ordinance. Said PUD shall be entitled to rely on the closed basin exemption previously set forth in this section if the Commission determined prior to January 1, 2005 that the PUD met the requirements for such closed basin exceptions and that such determination has not been overturned by a court of competent jurisdiction at the time vested rights are sought under this provision. If a court of competent jurisdiction invalidates such a PUD due to reasons unrelated to whether the property met the requirements for the closed basin exception, any new or modified PUD application relating to the same real property shall be vested for the uses, intensities and densities of the previously approved PUD. All development within said certified closed basins approved pursuant to this provision shall be approved through the PUD amendment process, except that in unincorporated Leon County a one-into-two residential lot split exemption shall be processed according to the established County procedures instead of the PUD process.

2. Mixed-use & Non-residential

Non-residential and mixed-use development (including, but not limited to, office and commercial uses) within the Lake Protection category may only be permitted within areas designated with the Lake Protection Node (LPN) zoning district. Within this district, single use, non-residential development shall be allowed at a maximum intensity of 10,000 square feet (S.F.) per gross acre. Projects containing a vertical mixture of uses, including any combination of office, commercial and residential uses, may receive a bonus of 2,500 S.F. per gross acre, for a total of 12,500 S.F. per gross acre.

3. Community and Recreational Facilities

Community services, light infrastructure, and recreational uses shall be permitted within the Lake Protection (LP) and Lake Protection Node (LPN) zoning districts. Facilities associated with these uses shall be allowed at a maximum intensity of 10,000 square feet (S.F.) per gross acre.

SPECIAL CONDITIONS

The following special conditions shall apply to the Lake Protection Future Land Use category:

1. The Lake Protection Node zoning district shall only be permitted at the following intersections:

- Highway 27 North and Sessions Road
- Highway 27 North and Capital Circle NW/Old Bainbridge Road
- Highway 27 North and Fred George Road
- Bannerman Road and Bull Headley Road

The exact extent of these Nodes shall be specified in the City of Tallahassee and Leon County land development regulations, but generally shall not extend beyond ¼ mile from the respective intersection and shall not include areas within a Special Development Zone (SDZ) or existing single-family subdivisions.

2. As an alternative to large-lot developments, Clustered Subdivisions shall be permitted within the Lake Protection zoning district. Clustered Subdivisions shall:

- Contain a minimum of 60% contiguous open space preserved in perpetuity and comprised of such things as preservation and conservation features, Special Development Zones, undeveloped uplands, passive recreation areas, and storm water facilities designed as a community amenity;
- Be developed at a maximum density of two (2) dwelling units per gross acre; and,
- Be served by central water and sewer systems.

3. A volume control based stormwater treatment standard shall be required for all development and redevelopment within the Lake Protection land use category. This standard shall ensure that runoff volumes in excess of the pre-development runoff volume shall be retained for all storm events up to a 100-year, 24-hour duration storm. To encourage redevelopment in the Lake Protection category, a partial credit may be applied toward existing impervious surface on previously developed sites.

4. Additional development standards deemed necessary to protect Lake Jackson from further degradation and/or improve existing water quality may be included in the land development code.
5. Existing, lawfully established, non-residential uses within the Lake Protection land use category that are compatible with surrounding uses and meet all water quality standards for the Lake Jackson Basin shall be considered permitted uses.

Policy 2.2.19: [L]

LAKE TALQUIN RECREATION/URBAN FRINGE* **(REV. EFF. 8/17/92; REV. EFF. 7/26/06; RENUMBERED 3/14/07)**

This is a category that is specific to the eastern shore area of Lake Talquin north of State Highway 20. This area has unique characteristics in that it has developed to a large extent with weekend or vacation homes along the lake. This category is intended to allow one unit per three acres or one unit per acre if the development is clustered on 25% of the site. This is intended to protect environmentally sensitive areas until the critical areas study is completed.

A critical areas study will be required for this area in order to ascertain the environmental impacts of further development in this area as well as a strategy to provide services. Once the critical areas study has been completed, allowable densities, based on the information from the study, will be reassessed.

*Category located outside of designated Urban Service Area.

Policy 2.2.20: [L]

AGRICULTURE/SILVICULTURE/CONSERVATION **(REV. EFF. 6/28/02; REV. EFF. 7/26/06; RENUMBERED 3/14/07; REV. EFF. 1/19/20; REV. EFF 7/25/24)**

Conserving large tracts of plantation and former plantation land, forest land, agriculture and silviculture lands and wildlife and conservation and recreational hunting areas is an efficient means of protecting natural resources that constitute important physical, social, aesthetic and economic assets to all of the residents of Leon County. The expansion of urban development into agriculture/ silviculture/ conservation areas creates conflicts between farm and urban activities that encourage the premature conversion of agricultural and silvicultural land to other uses, and results in the loss of open space and natural beauty. The designation of land as ASC substantially protects the continued existence of the land for agriculture, silviculture, forest wildlife conservation and recreational hunting purposes, and otherwise promotes the public health, safety and general welfare of the residents of Leon County.

Extensions of Community Services (libraries, religious facilities, and police/fire stations) and Light Infrastructure (water wells, water tanks, sewage pump stations, and electric substations) within all ASC areas is allowed. Solar facilities shall comply with the setback and landscape buffer area criteria for other similar uses in this land use category. Very low residential density not to exceed 1 unit per 10 acres, is also allowed within the entire

ASC land use category. Accessory uses directly associated with the operation of agriculture, silvicultural, wildlife conservation, recreational hunting and permitted residential uses shall be allowed.

Areas which meet the criteria for inclusion in the ASC category include, but are not limited to the tracts known as Foshalee, Cherokee and Horseshoe plantations, and the Tall Timbers Research, Inc. ownerships. These large ownership properties are in the Rural Zoning District and some of the smaller portions of the properties within the District currently have minor commercial uses or have had such in the past.

In recognition of the existence of those uses, the need to provide nodes of non-residential land use between long distances of rural plantation lands to serve the needs of pass-by traffic, and the need for a potential expansion of similar uses such as office uses that are currently not permitted in the Rural Land Use District portions of the properties lying within the ASC Land Use Category may be developed utilizing the Planned Unit Development process for rezoning to allow the expansion of uses permitted within a special development district provided that the proposed ASC PUD meets and addresses the following criteria:

(A) The development parcel and Planned Unit Development is located in only one quadrant of the intersection of a Minor Collector or Major Collector and an Arterial Roadway of parcels in excess of 200 acres in size; and
(B) Other quadrants must be dedicated as a conservation easement in perpetuity.
(C) The arterial road frontage of the lands surrounding the proposed development remains in its natural state for a minimum of 500 feet from the right of way in a Conservation Easement;
(D) The development area for the non residential component of the PUD is a maximum of 30 acres; and
(E) The area to be dedicated as a Conservation Easement in perpetuity is conveyed prior to the issuance of Environmental Management permits; and
(F) The following site plan and design criteria are incorporated into the overall PUD:
    (1) Parking is buffered from the adjacent roadways;
    (2) Clustering of buildings and parking areas is utilized; and
    (3) A maximum of 10,000 square feet per structure not to exceed 50,000 gross square feet in total of non-residential is provided; and
    (4) Asphalt/concrete areas are minimized by providing grassed overflow parking, etc.; and
    (5) A limitation to a maximum of 30% total impervious area is utilized; and
    (6) Maximum building height is limited to two (2) stories; and
    (7) The overall PUD site is limited to one access entrance to the arterial roadway and one access to the collector roadway and provides internal connection to the overall parent parcel; and
    (8) There is an architecturally consistent theme that reflects the regional plantation vernacular throughout the development; and
    (9) The development incorporates an overall infrastructure plan (sewer, water, fire, sheriff, garbage, etc.) designed to serve the proposed development without extending existing services; and
    (10) Retail uses are limited to tourist-related retail, convenience stores (including gasoline sales), restaurants, and hotel/motel lodging. Office uses are limited

to civic and social organizations, offices serving primarily rural and agricultural/silvicultural needs, membership sports and recreations clubs, cultural and educational retreat facilities, and research and testing services related to agriculture/silviculture and plantations. Recreational uses are limited to museums, art galleries, and botanical and zoological gardens.

Policy 2.2.21: [L]

NEIGHBORHOOD BOUNDARY **(EFF. 7/25/03; REV. EFF. 7/26/06; RENUMBERED 3/14/07; REV. EFF. 11/26/20)**

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

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

Intensity/Density: Density and intensity standards for residential and non-residential development shall be established within the implementing zoning district's development standards. In no case shall the maximum density established exceed eighteen (18) dwelling units per acre. Non-residential structures are permitted up to a maximum of 20,000 square feet of gross building floor area per acre.

Design Standards: The land development regulations shall establish design standards to promote compatibility with adjacent residential development.

Location and Orientation: The location of this land use category shall either serve as a buffer between residential development and more intensive development or to establish mixed-use corridors, or nodes, with neighborhood-scale, non-residential uses and a variety of residential uses where identified in a City or County coordinated placemaking, sense of place, neighborhood, or sector plan. Those properties currently within the Lake Protection land use category may not be amended to the Neighborhood Boundary land use category.

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

I. Land Use

Policy 2.2.22: [L] **(EFF. 1/7/10; MAHAN DRIVE LAND USE CATEGORIES DEL. 1/7/10)**

MAHAN GATEWAY NODE LAND USE CATEGORY

INTENT

The Mahan Gateway Node land use category is applicable only within the Mahan Drive Corridor Study area (see reference map below). The application of this land use category and associated implementation regulations to the Mahan Drive Corridor is intended:

- To preserve existing residential preservation neighborhoods;
- To create an attractive gateway into Florida's Capital City, Tallahassee;
- To foster an appropriate mix and location of land uses along the corridor to preserve the scenic and residential character of a majority of the corridor;
- To provide for the potential development of commercial and retail developments within designated nodes along the corridor;
- To prohibit strip commercial development along the corridor;
- To maximize and promote efficient use of infrastructure within the Tallahassee-Leon County Urban Service Area;
- To facilitate the development and provision of transit service along the corridor;
- To promote pedestrian activities by providing neighborhood-serving commercial and office uses within walking distance of one another, nearby to existing and future residential developments; and
- To promote shorter vehicular trips for adjacent neighborhood residents and to increase usage of non-vehicular transportation modes.

ALLOWABLE LAND USES, DENSITY AND INTENSITY

1. Residential

   The Mahan Gateway Node shall provide for low to medium density residential development, ranging in maximum permitted density from 4-16 dwelling units per acre. The maximum residential density shall be allowed in the mixed use zoning district(s) as defined below. Residential uses and types ranging from single family detached houses to multi-family residential structures shall be allowed.

2. Mixed-use & Non-Residential

   Mixed-use developments and non-residential uses such as a combination of commercial/office uses and residential uses, shall be allowed within the Mahan Gateway Node future land use category based on the following intensity standards.

   iii) Maximum non-residential uses shall not exceed 12,000 gross square feet per acre. The highest intensity of non-residential uses shall be allowed in mixed-use developments, which combine residential and non-residential uses in a common plan of development.

   iv) Mixed-use development must include a residential component. The land development regulations shall specify the percentage range for the residential component.

3. Community Facilities

The Mahan Gateway Node future land use category shall allow community facilities related to residential uses including but not limited to religious facilities, libraries, police/fire stations, elementary and middle schools. Leon County shall consider siting public community facilities needed to support development in the Mahan Drive corridor, within the Mahan Gateway Node future land use category. Density transfers shall be allowed for properties dedicated and accepted by the appropriate local government for the location of public community facilities within these nodes.

IMPLEMENTATION DISTRICTS

In order to achieve the intent of the Mahan Gateway Node future land use category, the future land use category shall be implemented through zoning districts, based on the criteria cited below and further defined in the land development regulations.

Mixed-use zoning district(s)

The Mahan Gateway Node future land use category shall include at least one mixed-use zoning district which shall allow for medium density residential uses, non-residential uses and a combination of medium density residential uses and non-residential uses (mixed-use developments).

Mixed-use zoning district(s) for Mahan Gateway Node shall be guided by the following requirements:

1. Location

i) The areas immediately surrounding the intersections of Mahan Drive and the following streets: Dempsey Mayo Road, Edenfield Road and Thornton Road and as further defined in the land development regulations.

ii) The properties designated Residential Corridor Node (Future Land Use Map Amendment 2005-2-M-015) east of Highland Drive and on the south side of Mahan Drive.

Mixed-use zoning district(s) shall have frontage on Mahan Drive and shall be limited in its extent along Mahan Drive as further defined in the land development. The depth of the district(s) shall be specified in the land development regulations.

2. Limitation on Non-Residential Uses: The land development regulations shall establish limits for the location of non-residential structures along the designated cross streets cited in subparagraph (a) above.

3. Access Management: Where feasible, practical and safe, access to Mahan Drive and the intersecting streets associated with each node shall be limited to one access driveway per node quadrant. Temporary access may be allowed until the desired interconnectivity for each node quadrant is achieved. The land development regulations shall specify criteria for access management, including, if necessary, the development of an access management plan.

4. Adjacency to Residential Preservation: Properties not currently designated Residential Corridor Node, as January 30, 2009, shall not be designated/zoned

in a manner to allow the mixed-use zoning district(s) to abut areas designated Residential Preservation. This provision is not applicable when the abutting properties in the Residential Preservation area have been developed with community facility uses. The mixed-use zoning district(s) are intended to be located in the core area of each designated node, around the identified arterial/collector roadway intersection with Mahan Drive.

5. Incentives for Unified Master Plan: To encourage, within the maximum development density and intensity standards, the combined development of properties within the Mahan Gateway Node future land use category, Leon County and/or the City of Tallahassee shall provide development incentives to property owners/developers within a node quadrant who proposed a binding master plan for a significant amount of the acreage or multiple properties within a node quadrant. The land development regulations shall provide a framework and guiding principles for the development of master plan(s) under this policy and the incentives to be provided.

Residential zoning district(s)

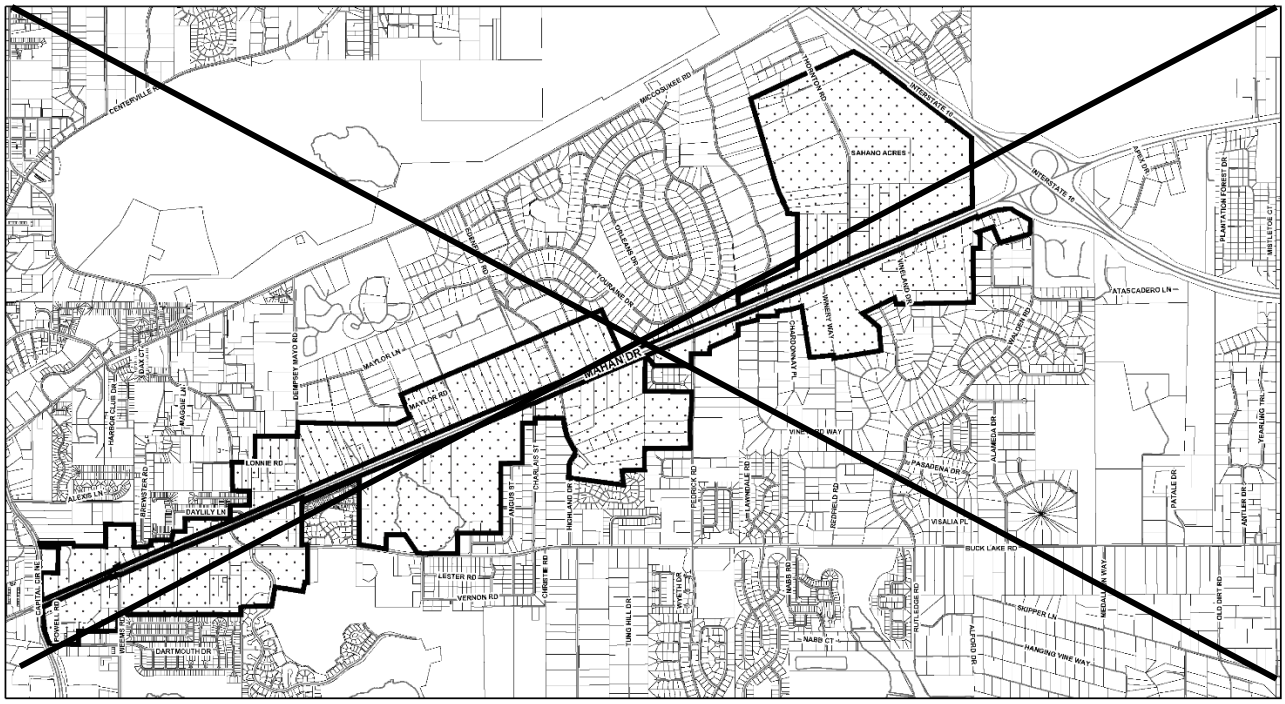
At least one residential zoning district shall be created and shall include all properties within the Mahan Gateway Node that are not designated mixed-use zoning district. The residential zoning district(s) shall develop primarily with residential uses and shall function as a transition area between the higher intensity/density uses allowed in the mixed-use zoning district(s) and the surrounding Residential Preservation areas. The residential zoning district(s) can also provide for community facilities and other neighborhood related uses as allowed by other policies in the comprehensive plan.

IMPLEMENTING LAND DEVELOPMENT REGULATIONS

The land development regulations may create density ranges to ensure compatibility with existing residential developments and other gateway development criteria. Standards addressing design elements to regulate development within the Mahan Gateway Node may include but are not limited to requirements addressing roofs, building scale, exterior building materials, building setbacks and height, fenestration, buffering, landscaping, solid waste disposal, parking lighting, transit oriented development, and signs. Such standards shall be included in the adopted land development regulations.

~~**I. Land Use**~~

~~Map 4: Mahan Drive Corridor Study Area~~



MAHAN DRIVE CORRIDOR STUDY AREA

I. Land Use

Policy 2.2.23: [L]

URBAN RESIDENTIAL **(EFF. 7/20/05; REV. EFF. 7/26/06; RENUMBERED 3/14/07; REV. EFF. 1/22/16)**

The primary intent of the Urban Residential land use category, which is to be applied only within the Urban Services Area, is to encourage medium density (4-10 dwelling units per acre) housing, thereby promoting infill development, reducing urban sprawl, and maximizing the efficiency of infrastructure. The implementing zoning district shall contain design standards as well as locational criteria in order to accomplish these goals. The Urban Residential category allows townhouses, single-family detached, two-family, and multiple-family dwelling units as well as community facilities related to residential uses. The implementing zoning district(s) within the land development regulations shall further specify the allowable uses. Urban Residential may serve as a transition category between lower density residential categories and more intensive development such as higher density residential and/or office land uses or major roadways where alternative modes of transportation are available to support the increased residential densities. The category is not intended to be applied within the interior of an existing neighborhood, unless to correct, legal non-conforming uses and/or densities. The maximum residential density within the Urban Residential is 10 DU/AC and the minimum is 4 DU/AC.

Policy 2.2.24: [L]

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

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

Policy 2.2.25: [L]

PLANNED USE OVERLAY DISTRICT **(EFF. 7/25/03; REV. EFF. 7/26/06; RENUMBERED 3/14/07)**

I. Land Use

Planned Use Overlay District is an overlay district that may be applied on any specific property inside the Urban Service Area, except for those properties currently within the Lake Protection land use category. The regulatory conditions pertaining to this overlay district shall be adopted by ordinance as an amendment to the Future Land Use Map of this Comprehensive Plan.

The Planned Use Overlay District is created to allow the consideration of unique, innovative or narrowly defined land use proposals that, because of the specificity of the applied regulatory conditions, can be found compatible with the character of the surrounding land uses and the environmental conditions of the subject land. This district may allow residential and non-residential uses that might otherwise not be allowed in the underlying land use category, subject to unique design features or other regulatory conditions adopted to promote compatibility with adjacent areas. Such features include but are not limited to recreational areas, mixed use development, buffering, and landscaping. Development within this overlay shall result in an integrated plan of development. and each adopted Planned Use Overlay District designation shall address the following: the intent of the specific overlay district designation, density and intensity; permitted uses; access and interconnectivity by car, foot, bicycle, and transit; trip generation and trip capture; identification and protection of environmental features; open space; buffering of adjacent uses when necessary; and unique design features.

Applicants seeking amendment of the Future Land Use map in order to apply this overlay district to (a) specified parcel(s) shall be required to meet with those registered neighborhood association(s), if any, within ¼ mile circumference of the amendment site prior to the first scheduled public hearing regarding the specific development proposal. This meeting shall be in addition to the normal Comprehensive Plan amendment notice procedures and requirements. Due to the requirements above, applicants shall be required to request the application of the Planned Use Overlay District prior to the relevant Comprehensive Plan amendment application deadline. Planned Unit Development zoning shall be required to implement each Planned Use Overlay District and the entitlements granted through the application of the Planned Use Overlay District may be further limited by the Planned Unit Development zoning requirements. However, the minimum size requirement for Planned Unit Development shall not apply.

In the event that the Future Land Use Map overlay district has been applied to a site and no Planned Unit Development zoning has received approval by action of the City or County within 18 months of land use designation effective date, the Planned Use Overlay District shall be deemed null and void and shall be removed from the Future Land Use Map, leaving the original and underlying land use category in place. If, subsequent to the amendment to the Planned Unit Development (PUD) zoning district, the applicant seeks to rezone the property from PUD to another zoning district, the rezoning must be consistent with the underlying and existing Future Land Use Map category unless an amendment to the Future Land Use Map is also sought and approved. In instances where rezonings to zoning districts other than the required PUD zoning district and amendments to the Future Land Use Map, if necessary, are approved the Planned Unit Overlay District shall be deemed null and void.

Policy 2.2.26: [L]

~~I. Land Use~~

~~LAND USE DEVELOPMENT MATRIX~~ **(REV. EFF. 7/26/06; REV. EFF. 3/14/07; REV. EFF. 6/6/08)**

~~The land use development matrix depicts set performance criteria from which an individual can measure the development potential of any parcel of property. In effect the matrix provides guidance as to where a parcel would fall on the permittable development ranges outlined within the future land use categories. As mentioned earlier, the relationships within the matrix are based upon the policies included within the individual elements of the plan. The matrix measures a parcel's development potential based on the following land use principles:~~

~~(1) The parcel's designation on the future land use map.~~
~~(2) Its potential compatibility with surrounding existing land use.~~
~~(3) The degree of accessibility to the parcel (commercial uses only).~~
~~(4) Potential land use in relation to the function of the road which will carry traffic resulting from any subsequent development of the parcel.~~
~~(5) Environmental constraints on site.~~
~~(6) Availability of sewer and water.~~

~~The review standards outlined above are listed across the top of the matrix. Potential land uses beginning with minor commercial and ending with heavy industrial are listed vertically and are measured in relation to the review standards listed across the top. Each cell of the matrix contains an inherent policy based on the relationship between the proposed land use for that parcel (vertical axis) and a performance standard (horizontal axis). An "X" in that cell indicates the proposed use would be allowed. Conversely, an "O" indicates that the proposed use is not allowed. All cell blocks which are applicable to a proposed land use must contain an "x" in order for the proposal to be allowed. Thus an individual would locate the proposed land use along the vertical axis and review along the row of cells next to it in a left to right direction to determine which conditions would allow or prohibit the proposed use. As stated under the performance concept, each site is individually measured for suitability in relation to performance standards. As a result, growth management guidance is provided.~~

~~(Note: The Land Use Development Matrix does not apply to Bradfordville Mixed Use, Suburban, Research and Innovation, Industry and Mining, Urban Residential 2, Village Mixed Use, Planned Development, Central Core, Central Urban, University Transition, and Woodville Rural Community.)~~ **~~(REV. EFF. 6/28/02; REV. EFF. 3/14/07; REV. EFF. 6/6/08; REV. EFF. 1/7/10; REV. EFF. 5/31/18)~~**

~~Policy 2.2.27: [L]~~ **~~(EFF. 5/31/18)~~**

~~RESEARCH AND INNOVATION LAND USE~~

~~INTENT~~

~~Districts that support research and innovation are key components of an economic development strategy for the City of Tallahassee and Leon County. Maintaining lands used for research and innovation and expanding these uses in appropriate areas are necessary for job creation, flexibility to adapt to changing economic trends, and economic diversification essential for the community's future.~~

~~I. Land Use~~

~~The intent of the Research and Innovation Land Use category is to recognize the variety of uses that occur in these districts and to facilitate the location of jobs relative to the homes of people who can provide critical talent in skilled trades.~~

~~Research and Innovation uses should be encouraged in areas with access to transit, bicycle, and pedestrian facilities. Because of the need for infrastructure and public services, the Research and Innovation Land Use shall only apply to areas located within the Urban Services Area.~~

~~ALLOWABLE LAND USES, DENSITIES, AND INTENSITIES~~

~~The Research and Innovation Land Use category accommodates a variety of uses that may have similar demands on public infrastructure. Research and Development and Innovation District uses are allowable in the Research and Innovation Land Use.~~

1. ~~Research and Development – Research and Development uses shall be permitted at a maximum intensity of 45,000 square feet of gross building floor area per acre. Mixed use Research and Development projects may include commercial, office (other than the research and development uses), and residential uses. These ancillary uses may not exceed 40% of the total gross square footage of a Research and Development project.~~
2. ~~Innovation District – Innovation Districts may include up to 45,000 square feet of gross building floor area per acre. The mixture of uses shall emphasize the technological and collaborative nature of these districts by including in the buildable square footage up to 80% in Innovation District, Research and Development, or compatible Light Industrial uses, up to 40% residential uses, and up to 40% in other non-residential support uses. Design standards detailed in the land development code shall provide for the protection of adjacent non-research and innovation properties by arranging the residential uses and non-research and innovation uses as a buffer or transition to adjacent properties.~~

~~SPECIAL CONDITIONS~~

~~The following special conditions shall apply to the Research and Innovation Future Land Use category:~~

1. ~~Administrative offices that support and are functionally related to onsite activities are allowed in any of the implementing zoning districts for the Research and Innovation Land Use.~~
2. ~~Site plans must demonstrate the protection of adjacent non-research and innovation properties through development standards outlined in the land development codes.~~
3. ~~A plan for vehicular access to and from the site addressing delivery trucks and specialized equipment must be submitted with site plans and must demonstrate compatibility with adjacent land uses.~~

~~I. Land Use~~

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

~~INDUSTRY AND MINING LAND USE~~

~~INTENT~~

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

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

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

~~ALLOWABLE LAND USES, DENSITIES, AND INTENSITIES~~

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

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

~~I. Land Use~~

~~These areas shall have stringent locational criteria and require extensive buffering and/or relative distance from other land uses. These uses may require employment of techniques to prevent substantial impacts off-site or require mitigation and/or minimization techniques for impacts. Ancillary commercial uses designed to serve adjacent workers may be permitted.~~

~~SPECIAL CONDITIONS~~

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

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

~~**I. Land Use**~~

~~Table 5: Land Use Development Matrix, Tallahassee~~

TALLAHASSEE *

LAND USE DEVELOPMENT MATRIX

| PROPOSED LAND USE | TYPE | FUTURE LAND USES: NEIGHBORHOOD BOUNDARY | RURAL/AGRICULTURAL | URBAN FRINGE | ACTIVITY CENTER | RURAL COMMUNITY | LAKE PROTECTION | RESIDENTIAL PRESERVATION | LAKE TALQUIN | GOV. OPERATIONAL | REC./OPEN SPACE | EDUCATIONAL | HEAVY INDUSTRIAL | URBAN RESIDENTIAL | EXISTING ADJOINING LAND USES (A)(D)(G): COMMERCIAL: MINOR | COMMERCIAL: NEIGHBORHOOD | COMMERCIAL: COMMUNITY | COMMERCIAL: REGIONAL | COMMERCIAL: HIGHWAY | OFFICE: MINOR | OFFICE: MAJOR | OFFICE: PARK | RES.: LOW | RES.: MEDIUM | RES.: HIGH | REC.: PASSIVE | REC.: ACTIVE | EDUC.: ELEMENTARY | EDUC.: MIDDLE | EDUC.: HIGH | COMMUNITY FACILITIES: COMMUNITY SERVICE | COMMUNITY FACILITIES: LIGHT INFRASTRUCTURE | COMMUNITY FACILITIES: HEAVY INFRASTRUCTURE | COMMUNITY FACILITIES: POST SECONDARY | LGT. IND. | HVY. IND. | TRANSPORTATION ACCESS (B)(J): INTERSECTION LOCATION (E): PRIN. ART/PRIN. ART | PRIN. ART/MIN. ART | PRIN. ART/MAJ. COL. | PRIN. ART/MIN. COL. | PRIN. ART/LOCAL | MIN. ART/MIN. ART | MIN. ART/MAJ. COL. | MIN. ART/MIN. COL. | MIN. ART/LOCAL | MAJ. COL./MAJ. COL. | MAJ. COL./MIN. COL. | MAJ. COL./LOCAL | MIN. COL./MIN. COL. | MIN. COL./LOCAL | LOCAL/LOCAL | STREET ACCESS (P): PRINCIPAL ARTERIAL | MINOR ARTERIAL | MAJOR COLLECTOR | MINOR COLLECTOR | LOCAL | ENVIRONMENTAL CONSTRAINTS (C): FLOOD/TRAVELWAYS/FLOODPLAIN | UNDEVELOPED | SEVERE GRADES | SIGNIFICANT GRADES 10 - 20% | WETLAND | REGULATED | CLOSED BASIN | HIGH QUALITY SUCCESSIONAL FOREST | NATIVE FOREST | GROUNDWATER RESOURCE PROTECTION | CANOPY ROAD | INFRASTRUCTURE: SEWER SYSTEM | SEPTIC TANK | WATER SYSTEM | WATER WELL |
|---|---|---

~~I. Land Use~~

~~Table 6: Land Use Development Matrix, Leon County~~

LEON COUNTY*
LAND USE DEVELOPMENT MATRIX

FUTURE LAND USES

PROPOSED LAND USE	TYPE	NEIGHBORHOOD BOUNDARY	RURAL	URBAN FRINGE	ACTIVITY CENTER	RURAL COMMUNITY	LAKE PROTECTION	RESIDENTIAL PRESERVATION	LAKE TALQUIN	GOV OPERATIONAL	REC./OPEN SPACE	EDUCATIONAL	HEAVY INDUSTRIAL	URBAN RESIDENTIAL
COMMERCIAL	MINOR	X	X	X	X	X	19	0	X	0	0	0	X	0
	NEIGHBORHOOD	0	0	0	X	X	0	0	X	0	0	0	0	0
	COMMUNITY	0	0	0	X	0	0	0	0	0	0	0	0	0
	REGIONAL	0	0	0	X	0	0	0	0	0	0	0	0	0
	HIGHWAY	0	0	0	X	0	0	0	X	0	0	0	0	0
OFFICE	MINOR	X	0	X	X	X	19	0	X	0	0	0	0	0
	MAJOR	0	0	0	X	0	0	0	0	0	0	0	0	0
	PARK	0	0	0	X	0	0	0	0	0	0	0	0	0
RESIDENTIAL	LOW	X	X	X	0	X	X	X	X	0	0	0	12	X
	MEDIUM	X	0	0	X	0	0	0	0	0	0	0	0	27
	HIGH	0	0	0	X	0	0	0	0	0	0	0	0	0
RECREATIONAL	PASSIVE	0	X	X	X	X	X	X	X	X	X	X	0	X
	ACTIVE	0	X	X	X	X	X	X	X	X	X	X	0	0
COMMUNITY FACILITIES	COMMUNITY SERVICES	X	X	X	X	X	X	X	X	X	X	X	0	X
	LIGHT INFRASTRUCTURE	0	X	X	X	X	X	X	X	X	X	X	X	0
	HEAVY INFRASTRUCTURE	0	0	X	0	0	0	0	X	X	0	0	X	0
	POST-SECONDARY	0	X	X	X	X	0	0	X	0	0	X	0	0
LIGHT INDUSTRIAL	MINOR	0	10	10	X	10	0	0	0	0	0	0	X	0
	PARK	0	0	0	X	0	0	0	0	0	0	0	X	0
HEAVY INDUSTRIAL	HEAVY INDUSTRIAL	0	10	0	0	0	0	0	0	0	0	0	X	0

EXISTING ADJOINING LAND USES (A) (D) (G)

PROPOSED LAND USE	TYPE	COMMERCIAL: MINOR	COMMERCIAL: NEIGHBORHOOD	COMMERCIAL: COMMUNITY	COMMERCIAL: REGIONAL	COMMERCIAL: HIGHWAY	OFFICE: MINOR	OFFICE: MAJOR	OFFICE: PARK	RES.: LOW	RES.: MEDIUM	RES.: HIGH	REC.: PASSIVE	REC.: ACTIVE	EDUC.: ELEMENTARY	EDUC.: MIDDLE	EDUC.: HIGH	COMMUNITY FACILITIES: COMMUNITY SERVICE	COMMUNITY FACILITIES: LIGHT INFRASTRUCTURE	COMMUNITY FACILITIES: HEAVY INFRASTRUCTURE	COMMUNITY FACILITIES: POST SECONDARY	LGT. IND.: MINOR	LGT. IND.: PARK	HVY. IND.
COMMERCIAL	MINOR	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	0	X	X	X	X
	NEIGHBORHOOD	X	X	X	X	X	X	X	X	0	X	X	X	X	0	X	X	X	X	0	X	X	X	0
	COMMUNITY	X	X	X	X	X	X	X	X	0	X	X	0	X	0	X	X	X	X	X	X	X	X	0
	REGIONAL	X	X	X	X	X	X	X	X	0	0	X	0	0	0	0	X	X	X	X	X	X	X	0
	HIGHWAY	X	X	X	X	X	X	X	X	0	X	X	X	X	0	X	X	X	X	X	X	X	X	X
OFFICE	MINOR	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	0	X	X	X	X	X	13
	MAJOR	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	1
	PARK	X	X	X	X	X	X	X	X	0	X	X	X	X	0	X	X	X	X	1	X	X	X	1
RESIDENTIAL	LOW	X	0	0	0	0	X	X	0	X	X	X	X	X	X	X	X	X	X	0	X	0	0	0
	MEDIUM	X	X	X	9	X	X	X	X	X	X	X	X	X	X	X	X	X	X	0	X	0	0	0
	HIGH	X	X	X	X	X	X	X	X	0	X	X	X	X	X	X	X	X	X	X	X	X	X	0
RECREATIONAL	PASSIVE	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
	ACTIVE	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
COMMUNITY FACILITIES	COMMUNITY SERVICES	X	X	X	X	X	X	X	X	2	X	X	X	X	X	X	X	X	X	X	X	X	X	X
	LIGHT INFRASTRUCTURE	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
	HEAVY INFRASTRUCTURE	0	X	X	X	X	0	1	1	0	0	0	0	X	0	0	0	1	X	X	0	X	X	X
	POST-SECONDARY	X	X	X	X	X	X	X	X	0	X	X	X	X	1	X	X	X	X	X	X	X	X	0
LIGHT INDUSTRIAL	MINOR	X	X	X	X	X	X	X	X	0	0	X	X	X	0	0	0	X	X	X	X	X	X	X
	PARK	X	X	X	X	X	X	X	X	0	0	X	0	X	0	0	0	X	X	X	X	X	X	X
HEAVY INDUSTRIAL	HEAVY INDUSTRIAL	X	0	0	0	X	0	0	0	0	0	0	0	X	0	0	0	X	X	X	0	X	X	X

TRANSPORTATION ACCESS (B) (J) — INTERSECTION LOCATION (E); STREET ACCESS (F)

PROPOSED LAND USE	TYPE	PRIN. ART./PRIN. ART.	PRIN. ART./MIN. ART.	PRIN. ART./MAJ. COL.	PRIN. ART./MIN. COL.	PRIN. ART./LOCAL	MIN. ART./MIN. ART.	MIN. ART./MAJ. COL.	MIN. ART./MIN. COL.	MIN. ART./LOCAL	MAJ. COL./MAJ. COL.	MAJ. COL./MIN. COL.	MAJ. COL. / LOCAL	MIN. COL./MIN. COL.	MIN. COL. / LOCAL	LOCAL / LOCAL	PRINCIPAL ARTERIAL	MINOR ARTERIAL	MAJOR COLLECTOR	MINOR COLLECTOR (G)	LOCAL (H)
COMMERCIAL	MINOR	0	0	X	X	23	0	X	X	23	X	X	0	X	0	0	X	X	X	X	0
	NEIGHBORHOOD	X	X	23	0	0	X	X	0	0	18	0	0	0	0	0	X	X	X	15	0
	COMMUNITY	X	X	0	0	0	X	0	0	0	0	0	0	0	0	0	X	X	0	0	0
	REGIONAL	X	X	X	0	0	X	X	0	0	0	0	0	0	0	0	X	X	15	0	0
	HIGHWAY	6	6	X	0	0	6	X	0	0	0	0	0	0	0	0	X	X	X	O	0
OFFICE	MINOR	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	X	X	X	X	0
	MAJOR	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	X	X	X	O	0
	PARK	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	X	X	X	O	0
RESIDENTIAL	LOW	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	16	16	16	X	X
	MEDIUM	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	X	X	X	X	0
	HIGH	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	X	X	X	O	0
RECREATIONAL	PASSIVE	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	X	X	X	X	X
	ACTIVE	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	X	X	X	X	0
COMMUNITY FACILITIES	COMMUNITY SERVICES	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	X	X	X	X	24
	LIGHT INFRASTRUCTURE	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	X	X	X	X	X
	HEAVY INFRASTRUCTURE	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	X	X	X	O	0
	POST-SECONDARY	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	X	X	X	O	0
LIGHT INDUSTRIAL	MINOR	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	X	X	X	O	0
	PARK	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	X	X	X	[illegible]	0
HEAVY INDUSTRIAL	HEAVY INDUSTRIAL	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	X	X	X	O	0

ENVIRONMENTAL CONSTRAINTS (C) / **INFRA-STRUCTURE**

PROPOSED LAND USE	TYPE	FLOODWAY/FLOODPLAIN UNDEVELOPED	SEVERE GRADES	SIGNIFICANT GRADES 10 - 20%	WETLAND	REGULATED CLOSED BASIN	HIGH QUALITY SUCCESSIONAL FOREST	NATIVE FOREST	GROUNDWATER RESOURCE PROTECTION	CANOPY ROAD	SEWER SYSTEM/ PACKAGE PLANT	SEPTIC TANK	WATER SYSTEM	WATER WELL
COMMERCIAL	MINOR	0	0	1	0	3	1	0	X	17	X	X	X	X
	NEIGHBORHOOD	0	0	0	0	3	1	0	4	11	X	0	X	0
	COMMUNITY	0	0	0	0	3	1	0	0	0	X	0	X	0
	REGIONAL	0	0	0	0	3	0	0	0	0	X	0	X	0
	HIGHWAY	0	0	1	0	3	1	0	4	0	X	0	X	0
OFFICE	MINOR	0	X	X	0	3	X	0	X	X	X	X	X	X
	MAJOR	0	0	1	0	3	1	0	X	17	X	0	X	0
	PARK	0	0	0	0	3	1	0	4	17	X	0	X	0
RESIDENTIAL	LOW	1	X	X	0	3	X	8	X	17	X	20	X	X
	MEDIUM	0	0	8	0	3	1	0	4	17	X	0	X	0
	HIGH	0	0	0	0	3	1	0	0	17	X	0	X	0
RECREATIONAL	PASSIVE	X	X	X	X	X	X	X	X	X	X	X	X	X
	ACTIVE	X	0	1	0	3	1	0	X	X	X	X	X	5
COMMUNITY FACILITIES	COMMUNITY SERVICES	0	0	X	0	3	X	0	X	X	X	X	X	5
	LIGHT INFRASTRUCTURE	0	0	X	0	X	1	0	X	X	X	X	X	5
	HEAVY INFRASTRUCTURE	0	0	0	0	3	1	0	4	17	X	21	X	21
	POST-SECONDARY	0	0	1	0	3	1	0	X	X	X	0	X	0
LIGHT INDUSTRIAL	MINOR	0	0	1	0	3	1	0	4	0	X	10	X	10
	PARK	0	0	0	0	3	1	0	4	0	X	0	X	0
HEAVY INDUSTRIAL	HEAVY INDUSTRIAL	0	0	0	0	3	1	0	0	0	X	22	X	22

X – Land use is compatible/allowable
0 – Land use incompatible/not allowable
1 – PUD or site plan review
2 – Planned unit development required, except for cemetaries or for religious facilities to be used solely for religious functions. P.U.D. requirement will apply if ancillary facilities are proposed in in conjunction with religious facilities.
3 – Permitted where sufficient stormwater management capacity exists within the basin
4 – Consistent with aquifer recharge policies contained within the Conservation Element
5 – Permitted outside of Urban Service Boundary
6 – Permitted only at those intersection quadrants which previously have been developed
7 – Permitted in conjunction with mixed use project (footnote deleted)
8 – Cluster development required (Max. 12 DU/AC)
10 – Agricultural related only
11 – No access to canopy road
12 – Residence for security or caretaker personnel allowed
13 – Office use permitted if ancillary to industrial use
14 – Intended for lower level of density range
15 – Secondary access only approved in conjunction with site plan, PUD or DRI
16 – Direct access allowed outside urban service area or on previously platted lot
17 – Primary access to canopy road permitted only when alternate access to non-canopy roads is unavailable. Primary access shall be restricted to one driveway designed to mitigate impacts. Planned development required for approval.
18 – Commercial restricted to 50,000 sq ft
19 – Permitted in county portion of category. (Resultant runoff must be retained on site) P.U.D. required
20 – Permitted on lots greater than ½ acre (Sewer Policy 2.1.3)
21 – Permitted for appropriate facilities located outside of Urban Service Area (Sewer Policy 1.3.7)
22 – May be permitted for sandmines or borrow pits (Conservation Policy 3.2.2)
23 – Commercial limited to one quadrant of the intersection
24 – Access allowed outside the Urban Service Area for Community Services operated by public agencies
26 – Minor Offices permitted access onto local streets within Neighborhood Boundary category only
27 – Density limited to 10 Dwelling units per acre

NA = Not applicable
* = To be used in conjunction with Future Land Use Map and applicable goals, objectives and policies contained within the Comprehensive Plan

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

Effective 11-13-20
Cycle 20-01 ESR

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

DOES NOT APPLY TO BRADFORDVILLE MIXED USE, SUBURBAN, URBAN RESIDENTIAL 2, VILLAGE MIXED USE, PLANNED DEVELOPMENT, UNIVERSITY TRANSITION, DOWNTOWN, WOODVILLE RURAL COMMUNITY, CENTRAL URBAN, RESEARCH AND INNOVATION, OR INDUSTRY AND MINING.

CONSERVATION SUBDIVISIONS

Objective 2.3: [L] (EFF. 7/1/04; RENUMBERED EFF. 7/26/06; REV. EFF. 8/1/07)

Conservation Subdivision land development regulations in the County shall continue to provide design options and guidelines for the development of Conservation Subdivisions that advance environmental resource protection or restoration or promote infill and redevelopment. The City may adopt similar provisions.

Policy 2.3.1: [L] **(EFF. 7/1/04; RENUMBERED EFF. 7/26/06)**

To minimize the threat of premature conversion of rural land, including properties supporting bona fide agriculture and silviculture, the Conservation Subdivision option shall not be allowed within the Rural Future Land Use category, with the exception of those areas designated as Rural Residential within the Bradfordville Sector Plan.

Policy 2.3.2: [L] **(EFF. 7/1/04; RENUMBERED EFF. 7/26/06; REV. EFF. 12/15/11)**

Within the land development regulations, local government shall define for various Future Land Use categories in which Conservation Subdivisions are allowed, any applicable density bonus incentives, and the minimum percentages of parent tract(s) to be protected as contiguous open space within Conservation Subdivisions. It shall be the intent to establish higher open space percentages for the less dense Future Land Use Map categories.

Policy 2.3.3: [L] **(EFF. 7/1/04; RENUMBERED EFF. 7/26/06)**

To better judge the impacts of Conservation Subdivisions on the demands for services and the effects of coordinating protected open space, local government may phase the implementation of Conservation Subdivisions within Future Land Use Categories more dense than Urban Fringe via the adoption of land development regulation provisions, beginning with Urban Fringe Future Land Use category and those areas designated as Rural Residential within the Bradfordville Sector Plan.

Policy 2.3.4: [L] **(EFF. 7/1/04; RENUMBERED EFF. 7/26/06)**

Conservation Subdivisions may be zoned as Planned Unit Developments (PUDs) or the land development regulations shall be otherwise crafted in order to provide the necessary flexibility with respect to setbacks, minimum lot sizes, street widths, and parking requirements etc. to increase the likelihood of employing this site design option and foster the long term viability and usefulness of the open space subject to the required conservation easement.

Policy 2.3.5: [L] **(EFF. 7/1/04; RENUMBERED EFF. 7/26/06)**

Preservation features defined in Policies 1.3.4 [C] and 1.3.5 [C] shall be incorporated into the open space of any Conservation Subdivision. Conservation features defined in Policy 1.3.1 [C], archaeological sites, bona fide agriculture and silviculture, viewsheds of canopy roads and of other open space shall be incorporated into the open space of a Conservation Subdivision to the greatest extent practicable.

The Planning and respective Growth Management departments shall encourage the use of Conservation Subdivisions wherever parent tracts have been demonstrated to contain bona fide agriculture and silviculture, environmentally significant features, historically or archaeologically significant resources, or direct connections with existing or planned greenway corridors identified in either the Tallahassee-Leon County Greenway Master Plan or the Blueprint 2000 Project Definitions Report.

Policy 2.3.6: [L] **(EFF. 7/1/04; RENUMBERED EFF. 7/26/06)**

In the implementation of Conservation Subdivisions, all critical on-site resources that are to be preserved shall be of adequate size and buffered to ensure protection of the resource.

Policy 2.3.7: [L] **(EFF. 7/1/04; RENUMBERED EFF. 7/26/06)**

Where possible, local government shall require protected open space(s) within conservation subdivisions to be established adjacent or contiguous with existing or planned greenspace, whether public or private.

Policy 2.3.8: [L] **(EFF. 7/1/04; RENUMBERED EFF. 7/26/06)**

In the implementation of Conservation Subdivisions, local government shall require open space and related resources to be placed under a permanent easement that runs with the land. Said easement may be assigned to (1) local government or (2) a local or national land trust that is a 501(c)(3) organization for which conservation of resources is a principal goal and which can provide reasonable assurance it has financial and staff resources to monitor and manage the easement in accordance with the intent of the Objective 2.2 [L] and its supporting policies.

Policy 2.3.9: [L] **(EFF. 7/1/04; RENUMBERED EFF. 7/26/06)**

Local Government shall require all applications for Conservation Subdivisions to prepare a management plan for all protected open space and a dedicated source of revenues to ensure that all appropriate management activities are undertaken on a regular basis and that all terms of the conservation easement are monitored and enforced.

Policy 2.3.10: [L] **(EFF. 7/1/04; RENUMBERED EFF. 7/26/06)**

Local and State Government shall be encouraged to enter into agreements with the managers of protected open space within Conservation Subdivisions where it would be

mutually advantageous to consolidate management activities between the subdivision and any adjoining public lands.

Policy 2.3.11: [L] **(EFF. 7/1/04; RENUMBERED EFF. 7/26/06)**

It shall be the policy of the Property Appraiser's office to assess at the minimum rate or charge the applicable fee to all land preserved within a Conservation Subdivision, including property in bona fide agricultural and silvicultural use. However, the appraised value of associated developed land shall reflect any added value provided by proximity to protected open space.

Policy 2.3.12: [L] **(EFF. 7/1/04; RENUMBERED EFF. 7/26/06)**

Conservation Subdivisions shall be encouraged to include a range of housing types and sizes, and shall not be exempt from any adopted applicable affordable housing provisions.

Goal 3: [L] (EFF. 7/16/90; REV. EFF. 7/26/06)

Tallahassee-Leon County should continue to grow with an emphasis on selected growth that pays for itself through the provision of well-paid jobs and economic leverage factors which enhance the quality of life of the community.

COMMERCIAL LAND USE

Objective 3.1: [L] (REV. EFF. 7/20/05)

Provide for convenient, aesthetically pleasing and environmentally sound commercial opportunities which are easily accessible through planned integration into the existing transportation network. In furtherance of this objective, maintain a system of land development regulations and/or ordinances which facilitate the implementation of the policies adopted in relation to commercial land use.

Policy 3.1.1: [L] **(EFF. 7/16/90; REV. EFF. 7/26/06)**

Commercial development shall occur only in locations that are appropriate to its service and trade area and that are compatible with adjacent existing and proposed land uses and with existing and programmed public services and facilities. Commercial sites are determined through the use of site location standards contained within policy 3.1.2 below. The intensity of the commercial use is dependent upon the land use category which the potential site is in and the functional roadway classification of the immediate adjacent roads. Individual road classifications are depicted on the functional roadway classification map found within the Transportation Element.

I. Land Use

Policy 3.1.2: [L] **(REV. EFF. 12/23/96; REV. EFF. 6/28/02; REV. EFF. 7/26/06)**

Allowed commercial development in the Mixed Use Category shall be determined in accordance with Objective 1.7 and the development pattern policies. Allowed commercial development in the Woodville Rural Community Category shall be determined in accordance with Objective 3.4 and subsequent implementing policies. In other Future Land Use Categories, development type and location standards for minor, neighborhood, community, regional, and highway commercial sites shall be as outlined below. These requirements are intended to group commercial land use toward intersections to provide access and prevent strip commercialization. Stringent access criteria which may include increased design considerations or the construction of frontage or service roads for development approval may be applied for commercial sites not located according to the commercial site location standards.

A. COMMERCIAL CLASSIFICATIONS

1. MINOR COMMERCIAL
   a. Major Function
      Provide for sale of convenience goods and services to immediate residential area.
   b. Location
      1) On or near the intersection (access within 330 feet of the centerline of the intersection) of local and arterial, collector and arterial, collector and collector; or
      2) May be located within Planned Development provided it is located and designed to meet commercial needs of the majority of the residents of the development.
      3) If on a local street, only one quadrant of the intersection shall be used for commercial purposes.
   c. Trade Area
      Generally within one mile and not considered as an attractor.
   d. Site Area
      Two acres or less. One-half acre if located on a local street.
   e. Range of Gross Floor Area
      Less than 20,000 square feet. Maximum 10,000 sq. ft. if located on a local street.
   f. Design Standards
      1) Aesthetically compatible with adjacent uses.
      2) Adequate buffering, screening, landscaping and architectural treatment if integrated into neighborhood.
      3) Sufficient parking; properly designed and safe internal traffic circulation.
2. NEIGHBORHOOD COMMERCIAL
   a. Major Function
      Provide for the sale of convenience goods and personal services such as food, drugs, sundries and hardware items to one or more neighborhoods.

b. Leading Tenants (examples)
Supermarket, drugstore and postal substation.

c. Location*
At the intersection* of major collector and arterial or arterial and arterial or major collector and major collector. Only one neighborhood commercial development will be allowed at the intersection of a major collector and arterial road. Commercial development at the intersections of major collectors shall be restricted to 50,000 sq. ft. Planned integrated access to the transportation system is required.
* See definition of *Intersection* in Glossary.

d. Radius of Primary Trade Area
One to three miles.

e. Site Area
Minimum two acres.

f. Range of Gross Floor Area
20,000 to 100,000 square feet.

3. COMMUNITY COMMERCIAL
a. Major Function
Same functions of neighborhood commercial but on a large scale. Provide for sale of retail goods such as clothing, variety items, appliances and furniture, hardware and home improvement items.

b. Leading Tenants (examples)
Supermarket, drug store, minor department stores, home improvement center, variety or discount center.

c. Location
At the intersection of arterials. Prohibited on designated canopy roads. Planned integrated access to the transportation system required.

d. Radius of Trade Area
Five miles or 15 to 20 minutes driving time. Service distinct geographical quadrants or three or more combinations of neighborhoods within community.

e. Site Area
Minimum ten acres.

f. Range of Gross Floor Area
20,000 to 100,000 square feet.

4. REGIONAL COMMERCIAL
a. Major Function
Same functions of community center, provide full range and variety of shopping goods for comparative shopping such as general merchandise apparel, furniture and home furnishings.

b. Leading Tenants (examples)
One or more full line department stores.

c. Location

Integrated into local transportation system and accessible by combination of arterials, major collectors, expressways and interstate highways. Potential on-site and off-site transportation improvements which may include additional turn lanes, intersection improvements, and frontage roads, may be required to provide adequate ingress and egress. Prohibited on designated canopy roads. Restricted to high intensity urban activity center land use category.

d. Radius of Primary Trade Area

Regional

e. Site Area

Minimum thirty-five acres.

f. Range of Gross Floor Area

200,000 to 1 million square feet.

5. HIGHWAY COMMERCIAL

a. Major Function

Provide for consumer oriented retail services designed for drive-in convenience.

b. Leading Tenants (examples)

Fast food franchise, liquor store, automotive service (i.e. oil change), convenience stores.

c. Location

At the intersection of arterial or collector streets in accordance with the Land Development Matrix, with driveway access to those streets, or integrated into the transportation network through a system of shared access or an access road system.

Unless the proposed development is at an intersection, it must be accessed from a frontage or service road with parking in the rear, or screened from the road by substantial existing or landscape vegetation if located in the front or side of the commercial establishment. Shared access may be authorized by local government only if prior or existing development precludes the use of a frontage or service road.

Structural setbacks from the road in these situations must be sufficient to accommodate the access road, and any front parking and landscaping. If the site has existing commercial use on both sides, and has road frontage of no more than 150 feet, the access requirement does not apply.

d. Radius of Trade Area

May serve immediate area but relies heavily on passerby traffic.

e. Site Area

One-half to two acres.

f. Range of Gross Floor Area

1,000 to 10,000 square feet

g. Design Standards
1) Adequate setback
2) Aesthetic landscaping
3) Rear parking or substantial screening if located in front or side

Policy 3.1.3: [L] **(EFF. 7/16/90)**

Commercial development shall provide adequate and appropriate landscaping, open space and buffering and be architecturally designed so as to discourage criminal activity and to enhance the appearance of structures and parking areas.

Policy 3.1.4: [L] **(REV. EFF. 7/1/94; REV. EFF. 12/24/10)**

Commercial development shall be designed to protect the design volume of the roads and streets which it impacts. Design requirements may include but not be limited to:

1) Shared access
2) Acceleration and deceleration lanes
3) Right in and right out limited access and,
4) Access via frontage and/or service roads

During development of the Long Range Transportation Plan, the City of Tallahassee and Leon County will adopt ordinances incorporating specific criteria for the following policy provisions. The arterial and collector roadways which will incorporate front or rear service roads will be delineated.

Level One - Short Range Service Road Implementation:

Roadways designated for short range service road implementation will incorporate service roads as part of the development or coordinate, design and schedule implementation of the service road in conjunction with adjacent development.

Level Two - Long Range Service Road Implementation:

Roadways designated for long range service road implementation will provide development setbacks for future service roads but will in the interim incorporate ingress and egress access controls to minimize traffic friction entering and leaving the roadway system. Immediate implementation of frontage roads may be required on parcels with frontage exceeding 275 feet.

Policy 3.1.5: [L] **(REV. EFF. 8/17/92)**

Commercial site location access standards may be waived except in low density residential areas if:

a) Access to the proposed non-residential development from either an arterial or major collector shall be by way of a frontage road, rear service road or existing local road which serves as a frontage or service road, unless the site has existing commercial uses on both sides: and the proposed site has no more than 150 feet of frontage on the major collector or arterial; and,

b) Parking for the proposed site is in the rear or screened from the road by existing or landscape vegetation if located in front of the commercial establishment or,
c) The planned unit development process is utilized and the adjoining properties are commercially developed.

Policy 3.1.6: [L] **(Eff. 9/19/91)**

Development along federal and state highways will be limited so as to control the adverse effects of strip commercial land uses. The commercial location standards of Land Use Policy 3.1.2. and the design options of Land Use Policy 3.1.4. shall specifically apply, along with other plan policies that have the effect of protecting the design capacity of federal and state highways.

Objective 3.2: [L] (Eff. 6/28/95)

Provide for the convenient, aesthetically pleasing and compatible location of office uses to provide business and professional services and employment opportunities that are easily accessible through planned integration into the existing transportation network.

Policy 3.2.1: [L] **(Eff. 6/28/95)**

Unless otherwise provided for by specific policies for the future land use categories in this Plan, site location standards for the location of minor and major office development shall be consistent with the following minimum criteria:

Minor offices shall include converted residences at the existing size or newly constructed building less than 10,000 square feet and .25 floor area ratio or less. Maximum size shall be 2,500 square feet if located on a local street. Minor offices may access a local street in the unincorporated area. Within the City, minor offices may access a local street if it is a designated nonresidential street.

Major offices shall include office buildings that exceed one or more of the minor office thresholds and unless specifically permitted by other Plan policies, shall be limited to having access to a major collector or arterial road.

Bradfordville Mixed Use and Suburban Future Land Use Category Nonresidential Development Category

Objective 3.3: [L] (Eff. 12/23/96; Rev. Eff. 3/14/07)

Commercial and nonresidential development in the Bradfordville Mixed Use and Suburban Future Land Use Categories will be located consistent with the intended functions of the categories. The negative effects of commercial and nonresidential development on adjacent development and on roadway capacity will be mitigated through site design and locational standards in the land development regulations. Comprehensive Plan goals and objectives regarding the promotion of transit, bicycling and walking, and the preservation of roadway capacity will be incorporated into the design of commercial and nonresidential development.

Policy 3.3.1: [L] **(EFF. 12/23/96; REV. EFF. 3/14/07)**

Zoning for commercial development in the Suburban and Bradfordville Mixed Use Future Land Use Category shall occur only in locations that are compatible with adjacent existing and proposed land uses and with existing and programmed public services and facilities.

a. Regulation of Impacts

The Land Development Regulations shall establish zoning districts and development standards that mitigate the impacts of the allowed commercial uses. The impacts of commercial development that may require additional regulation include, but are not limited to, hours of operation, outdoor sales lots, night lighting, traffic volume and flow, noise, odor, signage, or other such impacts.

b. Location of Commercial and Nonresidential Zoning Districts

The Land Development Regulations shall establish zoning districts within Bradfordville Mixed Use and Suburban Future Land Use Categories that insure that the location of commercial and nonresidential zoning districts will provide for the appropriate integration of uses and the protection of residential areas consistent with Plan policies. Commercial zoning districts shall be geographically compact and located at or near the intersections of major roads or in a manner that reflects the existing linear development pattern.

Policy 3.3.2: [L] **(EFF. 12/23/96)**

The zoning districts which allow commercial and nonresidential development shall require adequate and appropriate landscaping, open space and buffering and be designed so as to discourage criminal activity and to enhance the appearance of structures and parking areas. In order to minimize the negative visual and off-site impacts of commercial development, the Land Development Regulations shall provide for development standards regulating commercial and nonresidential development as follows:

1) The Land Development Regulations shall provide for the following development standards for commercial and nonresidential development, which include, but are not limited to:

   a) Mass and height compatible with adjacent uses.
   b) Adequate buffering, screening, landscaping and architectural treatment if adjoining a residential area.
   c) Sufficient parking designed to minimize noise and visual impacts to adjoining residential areas, and safe internal vehicular and pedestrian circulation.
   d) Interconnections for vehicular and pedestrian traffic between adjacent nonresidential development
   e) Vehicular access to and from the site shall be designed to discourage traffic through adjoining residential areas.
   f) Provide for easy and safe pedestrian access to adjoining residential areas.

2) A commercial or nonresidential development accessing a minor collector, local street, or located adjoining a residential area shall be compatible with residential development in terms of its off-site impacts as defined in Land Use Policy 3.3.1.a.

The Land Development Regulations shall define as allowed uses the specific uses and provide for development standards which further the intent of this policy.

Policy 3.3.3: [L] **(EFF. 12/23/96)**

The Land Development Regulations shall regulate commercial development access to protect the safe and efficient operating characteristics of roads and streets. Commercial development shall meet access management criteria as set forth in the Land Development Regulations. In order to reduce the negative impact of commercial development to the volume of the road, the Land Development Regulations shall contain provisions which encourage the reduction in the number of commercial access points by requiring the sharing of access by two or more commercial developments for those uses that result in a large number of vehicular trips. Access management design requirements provided for in the Land Development Regulations may include but not be limited to:

a) Shared access;
b) Acceleration and deceleration lanes;
c) Right in and right out limited access and,
d) Access via frontage and/or service roads;
e) Minimum uninterrupted throat lengths for access drives;
f) Minimum lot width and depth requirements for allowing the full range of commercial uses;
g) Access provisions for transit and safe pedestrian movement both internal to the site and to adjacent properties.

COMMERCIAL (RETAIL, SERVICES, AND OFFICE) DEVELOPMENT IN THE WOODVILLE RURAL COMMUNITY FUTURE LAND USE CATEGORY

Objective 3.4: [L] **(EFF. 6/28/02)**

Commercial (retail, service, and office) development in the Woodville Rural Community Future Land Use Category will be consistent with the intended function of the Rural Community Future Land Use Category. The scale and intensity of commercial land use will reflect the location and size of the Rural Community in which it is situated; commercial and other non-residential development will be located, oriented, and designed in a manner that promotes compatibility with adjacent land uses and facilitates safe and efficient access for both vehicular and pedestrian traffic; and utilizes access management to protect the safe and efficient operation of the public highway and street system. Non-residential land use intensity is limited to 10,000 square feet per acre, not to exceed a maximum of 50,000 square feet per building and 50,000 square feet per parcel, except that principle structures for warehousing, storage, and mini-warehousing principal uses may have a gross floor area of no greater than 20,000 square feet per acre.

Policy 3.4.1: [L] **(EFF. 6/28/02)**

Objective 3.4 will be met through the enactment and implementation of land development regulations, including zoning district regulations, which address commercial development in the Woodville Rural Community Future Land Use Category.

Policy 3.4.2: [L] **(EFF. 6/28/02)**

Zoning Districts allowing commercial development in the Woodville Rural Community Land Use Category shall only be located where ensuing development can occur in a manner that would be compatible with adjacent existing and proposed land uses and with existing and programmed public services and facilities, in accordance with the following criteria:

a) Regulation of Impacts

The Land Development Regulations shall establish zoning districts and development standards that mitigate the impacts of the allowed commercial uses. The impacts of commercial development that may require additional regulation include, but are not limited to: outdoor sales lots, night lighting, traffic access, noise, signage, or other such impacts.

b) Location of Commercial Zoning Districts

The zoning districts that allow commercial land uses within the Woodville Rural Community Future Land Use Category shall ensure that commercial uses are located in a manner that minimizes the incompatible land use impacts. Commercial zoning districts shall be geographically compact and located at or near the intersections of major roads, with the sole exception of those zoning districts located in a manner that recognizes established linear commercially-developed areas along limited portions of State Highway frontage.

c) Access

The zoning districts that allow commercial land uses within the Woodville Rural Community Future Land Use Category shall establish access management standards that promote safe, convenient, and efficient movement of vehicular traffic within the public street system. These access management standards shall ensure the viability and safety of other modes of travel are not compromised for the purpose of limiting or controlling access. The zoning districts may allow access to a local street provided such access does not adversely impact residential areas or neighborhoods. The zoning districts shall prohibit commercial and non-residential access to a canopy road except as provided for by Conservation Policy 3.4.10.

Policy 3.4.3: [L] **(EFF. 6/28/02)**

In order to minimize the negative visual and off-site impacts of commercial development, the Land Development Regulations shall provide for development standards regulating commercial development. The Land Development Regulations shall establish specific regulations, standards, and/or limitations for commercial development and design aspects including, but not limited to:

- Mass and height compatible with adjacent uses.
- Adequate buffering, screening, landscaping and treatment of other design details as may be appropriate to further compatibility with adjoining residential areas.

- Location of parking facilities to minimize noise and visual impacts to adjoining residential areas, and facilitate safe internal vehicular and pedestrian circulation.
- Interconnections for vehicular and pedestrian traffic between adjacent non-residential development.
- Limitations on vehicular access to and from the site to discourage traffic through adjoining residential areas.

Policy 3.4.4: [L] **(Eff. 6/28/02)**

The Land Development Regulations shall regulate commercial development access. Commercial development shall meet access management criteria as set forth in the Land Development Regulations. The Land Development Regulations shall contain provisions which encourage the reduction in the number of commercial access points. Access management design requirements provided in the Land Development Regulations may include, but not be limited to:

a) Shared access;
b) Access provisions for safe pedestrian movement both internal to the site and to adjacent properties;
c) Limited direct access to commercial parking from residential streets.

Industrial Land Use

Objective 4.1: [L] (Rev. Eff. 7/20/05)

Provide opportunities for the location of industrial land uses in accessible areas with applicable available infrastructure while promoting protection from encroaching non-compatible land uses. To accomplish this, local government will maintain a system of land development regulations and/or ordinances which facilitate the implementation of the policies adopted in relation to industrial land use.

Policy 4.1.1: [L] **(Eff. 7/16/90)**

Industrial land shall be located in areas appropriate to its special needs and constraints including but not limited to consideration of: topography; choice and flexibility in site selection; access by truck, air or rail; commuter access for home-to-work trips; utilities; air and water quality considerations; proximity to supportive and related land uses; and compatibility with neighboring uses.

Policy 4.1.2: [L] **(Eff. 7/16/90)**

The timing and location of industrial development shall be permitted only with the availability and adequacy of existing or planned services and facilities.

Policy 4.1.3: [L] **(Rev. Eff. 12/23/96; Rev. Eff. 3/14/07; Rev. Eff. 5/31/18)**

~~Industrial development shall be located in such a manner as to prohibit industrial traffic through predominantly residential areas. Land Development Regulations shall address access standards for Industry and Mining uses to protect predominantly residential areas from traffic impacts traffic generated by industrial development.~~

~~*Policy 4.1.4: [L]* (EFF. 7/16/90; REV. EFF. 5/31/18)~~

~~Environmental impacts, infrastructure availability, transportation and land use compatibility criteria, as pictorially depicted on the matrix, shall be major factors in reviewing and approving Industry and Mining Land Uses.~~

~~PUBLIC FACILITIES LAND USE~~

~~Objective 5.1: [L] (EFF. 7/16/90)~~

~~Coordinate the future plans of State government, School Board, the institutions of higher learning, and other applicable entities with this Comprehensive Plan.~~

~~*Policy 5.1.1: [L]* (DEL. EFF. 8/16/07)~~

~~*Reserved*~~

~~*Policy 5.1.2: [L]* (REV. EFF. 7/20/05)~~

~~All proposals to site public schools, including post-secondary schools, shall be reviewed for consistency with the entire Comprehensive Plan. Such reviews shall be made in conjunction with the School Board to promote to the greatest extent possible, opportunities for residential, shopping, employment, education and recreation within walking distance of each other, and to encourage development patterns which reduce trip length and/or the need for private automobile trips.~~

~~Objective 5.2: [L] (EFF. 7/16/90)~~

~~By 1992, establish standards and regulations for the location of public facilities.~~

~~*Policy 5.2.1: [L]* (EFF. 7/16/90; REV. EFF. 4/10/09)~~

~~Develop regulations that will apply to the siting of public facilities and buildings. By 2014, local government shall also develop regulations that ensure the siting of critical facilities from within hazard areas and include provisions for the mitigation of existing critical facilities located in hazard areas.~~

~~*Policy 5.2.2: [L]* (EFF. 12/7/99; REV. EFF. 5/31/18)~~

Land development regulations shall establish the maximum allowable dimension of water distribution pipelines necessary to support urban intensity development. Water distribution pipelines that do not exceed this dimension shall be considered public facilities, necessary to support urban development, and allowed within all land use categories. New water distribution pipelines in excess of the established dimension limit for public facilities shall be considered as industrial uses and shall be required to be located within the Government Operational or Industry and Mining land use category.

Objective 5.3: [L] (Rev. Eff. 7/20/05)

All decisions regarding land requirements for future utility facilities shall be consistent with the goals, objectives, and policies of the plan so as to ensure the availability of suitable land for those facilities.

Policy 5.3.1: [L] (Eff. 7/16/90)

Based on population projections, master plans for future utility facilities shall include an assessment of land needs for those facilities, and the Capital Improvements Element shall be amended, in conjunction with the annual budget processes of the City and the County, to include costs and sources of revenues for those facilities.

Policy 5.3.2: [L] (Eff. 7/16/90)

By 1991, land development regulations shall include regulatory standards for the provision of public facilities.

Policy 5.3.3: [L] (Eff. 8/17/92)

All land uses permitted within the Educational Facilities, Recreation/Open Space, and Government Operational future land use categories shall, upon the transfer of land designated Institutional to an individual or private entity, require a future land use map amendment before any use other than existing, may occur.

Plan Implementation and Procedures
Critical Areas Study

Goal 6: [L] (Eff. 6/28/95)

The City and County will identify existing undeveloped areas within the Urban Service Area that are expected to undergo rapid development on a large scale. Planning guidelines will be developed for these areas on a systematic basis, with the planning implementation mechanism being dependent upon the size of the undeveloped area. By planning for undeveloped areas in a comprehensive manner, a mixture of integrated uses may be provided that are predominantly self-supporting, rather than predominantly dependent on public funding for additional infrastructure, and place a greater emphasis on pedestrian mobility and transportation alternatives. Nothing in this section shall negate the requirement for developments of regional impact to comply with Chapter 380 F.S.

Planned Development
Objective 6.1: [L](Rev. Eff. 12/23/96; Rev. Eff. 11/26/21)

This Future Land Use Category is intended to identify large land holdings that will be developed for various mixes of land uses, resulting in different types of commercial and residential neighborhoods. This category is assigned to large, undeveloped tracts of land for which more detailed planning is required to establish the most appropriate mix and arrangement of uses in accordance with this objective and the related policies. Developments in this category are intended to have a mix of uses that results in greater internal capture of automotive trips and a net fiscal benefit for local governments.

The intensities of development in planned development categories mirror the intensities authorized in the Suburban Future Land Use Category until a Planned Development Master Plan is completed and an amendment reflecting the Planned Development Master Plan is adopted into the Comprehensive Plan.

The mix of uses shall be established at the time of development through the planned unit development processes in accordance with this objective and related policies. Each Planned Development shall include a mix of residential unit types and complementary non-residential uses that, at build-out of the project, result in an internal capture of at least 20 percent of the trips generated by the development.

Policy 6.1.1: [L](Rev. Eff. 12/23/96; Rev. Eff. 3/14/07; Rev. Eff. 11/26/21)

Undeveloped areas within the Urban Service Area that, as of January 1, 2007, are predominantly in the same ownership, including contiguous parcels under the same ownership or control, and encompassing more than 200 acres shall be defined as Planned Development Areas. These Planned Development Areas shall require, prior to subdivision or development:

- Allocation of future land uses and intensities through the Comprehensive Plan amendment process in conjunction with approval of the Planned Development Master Plan;

- Approval of a Planned Development Master Plan for development of all contiguous land holdings as an area plan that is consistent with, but not formally adopted as part of the Comprehensive Plan. The Planned Development Master Plan shall show the location, intensity and mix of proposed land uses, as well as the transportation network necessary to serve the proposed development;
- Approval of a PUD, subject to Type D review as specified in the Zoning Code, that is consistent with the Planned Development Master Plan and identifies the specific criteria for development with the Planned Development. PUD approval may be granted in phases where a portion of the property is to be developed at any given time. If a Planned Unit Development is completed and approved for the entire contiguous Planned Development area along with the other Planned Development Master Plan requirements identified in Policy 6.1.2, the Planned Unit Development may serve as the Planned Development Master Plan once reflected in the Comprehensive Plan through a plan amendment.
- To provide for a more self-supporting development pattern that is less oriented to the use of automobiles, the Planned Development Master Plan area shall include at least four different land uses (e.g., residential, office, commercial, recreation, light industrial, open space, and/or public that are integrated with each other, as well as with the unique characteristics of the Planned Development Area.

*Policy 6.1.2: [L]***(REV. EFF. 6/28/95; REV. EFF. 3/14/07; EFF. 11/26/21)**

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

The Master Plan shall identify the following:

a) Boundary of area subject to Planned Development;
b) General depiction of mix, location and intensities of future land uses;
c) Activities permitted within each land use;
d) Total dwelling units;
e) Total square footage of non-residential development;
f) How natural resources on-site will be protected;
g) Major transportation system improvements that are consistent with adopted transportation plans and address the impacts to the surrounding area, including canopy roads and required interconnections. The plan shall address the issues of capacity maintenance, bicycle and pedestrian accessibility, and protection of

~~canopy roads, if applicable. The Master Plan will also address mass transit, if transit facilities are available or planned within the plan horizon for the Tallahassee-Leon County Comprehensive Plan to serve the Planned Development;~~

~~h) Facilities and development requirements to provide for alternative modes of transportation, such as bicycle and pedestrian mobility and, if available, mass transit;~~

~~i) A facilities plan which identifies the type, demand, and general location of needed utilities (including a master stormwater plan) in relation to existing and scheduled utilities in the areas of the development, as well as the location and adequacy of proposed schools, parks and open space;~~

~~j) How the development will reduce transportation demand by allowing for internal trip capture of at least 20% at project build-out through a mixture of uses that includes at least four of the following: residential; commercial; office; recreational, public, open space and light industrial;~~

~~k) How the development will comply with applicable affordable and inclusionary housing ordinances;~~

~~l) How the development will provide for the recreational needs of the community;~~

~~m) How the unique characteristics of the area, including cultural and historic resources, preservation and conservation features, and greenways, will be addressed;~~

~~n) A phasing plan showing the phasing of future land uses for the area and the minimum and maximum allowable densities and intensities, total dwelling units, and total square footage; and~~

~~o) A set of development guidelines that will direct the development of subsequent site specific development projects as part of a PUD. These guidelines shall address, but not be limited to, the interrelationships of uses, energy efficiency, pedestrian access. The guidelines shall include basic design elements that generally address crime prevention, such as landscaping and lighting considerations, Crime Prevention through Environmental Design (CTPED) principles, or other design concepts intended to improve safety and deter crime.~~

~~*Policy 6.1.3: [L]*~~ ~~**(REV. EFF. 12/7/99; REV. EFF. 3/14/07)**~~

~~a) A portion of a Planned Development Area not exceeding either 20% of the Planned Development Area or 200 acres, whichever is less, may be developed through the PUD process as established in the LDRs prior to the submittal of a Planned Development Master Plan for the remainder of the Planned Development. This advanced portion must include at least two different land uses (excluding public and recreation) unless the applicant can justify that the parcel size would not support that amount of uses. In this case, the applicant is still required to develop a mixed use project for the advanced portion. As part of the PUD approval, the applicant shall submit a map of all contiguous land holdings. Easements, right-of-way and other improvements located throughout and needed to serve the larger development may be required to be dedicated in conjunction with this development in advance of the Master Plan. This option shall not be used to reduce the overall area below the Planned Development threshold and any development authorized in advance of Master Plan approval must be included in the Master Plan. This option shall not be utilized by subsequent property owners resulting from the use of this option;~~

~~b) It is the intent of local government to allow timely installation of facilities and infrastructure recognized by the City and/or County Commission as being important for the orderly growth of the community. Subdivision of a portion of a Planned Development for sale or donation to a public or quasi-public entity for the purpose of conservation, preservation, or passive resource based recreation use shall not be contingent upon the adoption of a Master Plan and PUD Districts, but the applicant shall be required to submit a management plan to be approved by the local government in lieu of a PUD or site plan. Subdivision and development of a portion of a Planned Development for sale or donation for the purpose of providing schools (pre-kindergarten through twelfth grade) and/or infrastructure to serve primarily offsite needs shall not, likewise, be contingent upon the adoption of a Master Plan and PUD Districts, but shall be required to follow the review procedures for a PUD. Onsite infrastructure needed primarily for the future development of the Planned Development shall not be included as part of the advance development option provided in this paragraph. The educational facilities and types of infrastructure that are intended to be accessible by the public shall be designed for integrated auto, pedestrian and bicycle access, and shared access. The school facilities and infrastructure shall include adequate buffering for the remainder of the Planned Development. If any of these public acquisitions reduces the remaining acreage of the Planned Development below 200 acres, the Planned Development provisions of this Plan shall apply to all remaining acreage.~~

~~*Policy 6.1.4: [L]* (EFF. 12/7/99; REV. EFF. 3/14/07)~~

~~For Planned Developments that are split by an interstate highway that limits integration across the entire development, separate Master Plans and implementing PUDs may be adopted for each side. Subdivision or development of an area on one side of the interstate shall be dependent upon the prior adoption of a Master Plan for that side of the interstate only.~~

~~*Policy 6.1.5: [L]* (EFF. 6/28/95; REV. EFF. 3/14/07)~~

~~Local governments are authorized to adopt Land Development Regulations necessary to implement the Planned Development provisions as set forth in this objective and related policies. Planned Development Master Plans (including major modifications and minor amendments) shall be approved by the governmental entity having legal jurisdiction. The implementing PUDs shall also be approved by that governmental entity having legal jurisdiction for the lands included in the PUD.~~

~~*Policy 6.1.6: [L]* (EFF. 3/14/07)~~

~~The City of Tallahassee and Leon County shall establish a process in their respective land development codes, which provides for review and comment of Planned Development Master Plans by adjacent local governments and the Leon County School Board. The process shall establish for review and comment by state and regional agencies, if appropriate, and a pre-application meeting for City, County, and School Board staff to discuss proposed development impacts; and shall contain time frames for processing a Planned Development Master Plan approval.~~

~~I. Land Use~~

~~*Policy 6.1.7: [L]* **(EFF. 6/28/95; REV. EFF. 3/14/07)**~~

~~Planned Developments which are to be developed at urban densities and provided with urban services shall be considered appropriate for annexation.~~

~~*Policy 6.1.8: [L]* **(EFF. 3/14/07)**~~

~~Those lands included in the Southeast Sector Plan and the Welaunee Critical Area Plan, which were approved consistent with the Critical Area Plan provisions of the Comprehensive Plan, are not subject to this section and are entitled to all uses, densities and intensities set forth in those plans. Any major modifications or increases in overall density/intensities would require these projects to conform to the Planned Development requirements.~~

~~FUTURE PLANNED DEVELOPMENT AREAS~~

~~Objective 6.2: [L]**(EFF. 6/28/95; REV. EFF. 3/14/07)**~~

~~As demands from a rapidly increasing population may require the expansion of the Urban Service Area in the future, additional areas will be identified as Planned Development Areas upon their inclusion within the Urban Service Area.~~

~~*Policy 6.2.1: [L]* **(EFF. 12/23/96; REV. EFF. 3/14/07)**~~

~~Upon expansion of the Urban Service Area, properties that meet the definitions for Planned Development Areas shall be designated such as part of the adopted Future Land Use Map and Zoning Map.~~

~~I. Land Use~~

~~Southside Sector Plan~~

~~Goal 7: [L]~~ ~~(Del. Eff. 7/20/05)~~

~~*Reserved*~~

~~Objective 7.1: [L]~~ ~~(Del. Eff. 7/20/05)~~

~~*Reserved*~~

~~*Policy 7.1.1: [L]*~~ ~~(Del. Eff. 7/20/05)~~

~~*Reserved*~~

~~Southside Study Area Map~~ ~~(Del. Eff. 7/20/05)~~

~~I. Land Use~~

~~Bradfordville Study Area~~

~~Goal 8: [L]~~ ~~(Del. Eff. 8/4/03)~~

~~*Reserved*~~

~~Objective 8.1: [L] (Del. Eff. 8/4/03)~~

~~*Reserved*~~

~~*Policy 8.1.1: [L]* (Del. Eff. 8/4/03)~~

~~*Reserved*~~

DOWNTOWN OVERLAY DISTRICT (EFF. 7/1/94; Objective 9.1: [L] REV. EFF. 1/7/10; REV. EFF. 7/6/15)

Promote revitalization, reinvestment and redevelopment characterized by site design which is pedestrian friendly and contains a mix of land uses which are designed to achieve compatibility.

Policy 9.1.1: [L] (EFF. 7/1/94; REV. EFF. 1/7/10; RENUMBERED 7/6/15)

Within those areas of the overlay that have a Residential Preservation land use designation, the Downtown Overlay designation is not intended to allow the development of nonresidential, or higher density than the Residential Preservation designation.

Policy 9.1.2: [L] (REV. EFF. 1/7/10; RENUMBERED 7/6/15)

Those parcels within the Downtown Overlay (except Gaines Street Corridor Study Area) are eligible to be added to the Central Core FLUM when

- The proposed parcels are contiguous to existing Central Core FLUM area;
- The proposed parcel has all the infrastructure available;
- The proposed parcel has to exhibit a need for the expansion (e.g.: parcel of sufficient size not available in the current Central Core FLUM for the proposed development).

Policy 9.1.3: [L] (REV. EFF. 1/7/10; RENUMBERED 7/6/15)

The City shall establish special design standards in this overlay district in order to encourage more urban development. These regulations include but are not limited to:

- Pedestrian oriented design standards;
- Reduced parking requirements;
- Flexibility in landscape, and buffer standards;
- Increased sidewalk and streetscape requirements.

Policy 9.1.4: [L] (REV. EFF. 1/7/10; RENUMBERED 7/6/15)

The City shall adopt Land Development Regulations to establish eligibility criteria (Such as minimum density) for developments in order to receive the incentives allowed under the Downtown Overlay goal.

REDEVELOPMENT

Objective 9.2: [L](FORMERLY OBJ. 1.6; REV. EFF. 1/7/10)

Provide a strategic framework to encourage redevelopment within the City of Tallahassee. The strategies should be implemented in such a manner as to convey an economic

advantage for redevelopment without compromising the urban design and environmental quality of the community.

Policy 9.2.1: [L] **(EFF. 6/28/95; REV. EFF. 1/7/10)**

As part of the Redevelopment Strategy, the Gaines Street Corridor Study Area is designated as an Urban Infill and Redevelopment Area for the purpose of targeting economic development, housing, transportation, community revitalization and preservation, and land use incentives to encourage urban infill and redevelopment within the urban core of the community. This area is depicted on the Downtown Overlay map as "Gaines Street Corridor Study Area Urban Infill and Redevelopment Area."

Policy 9.2.2: [L]

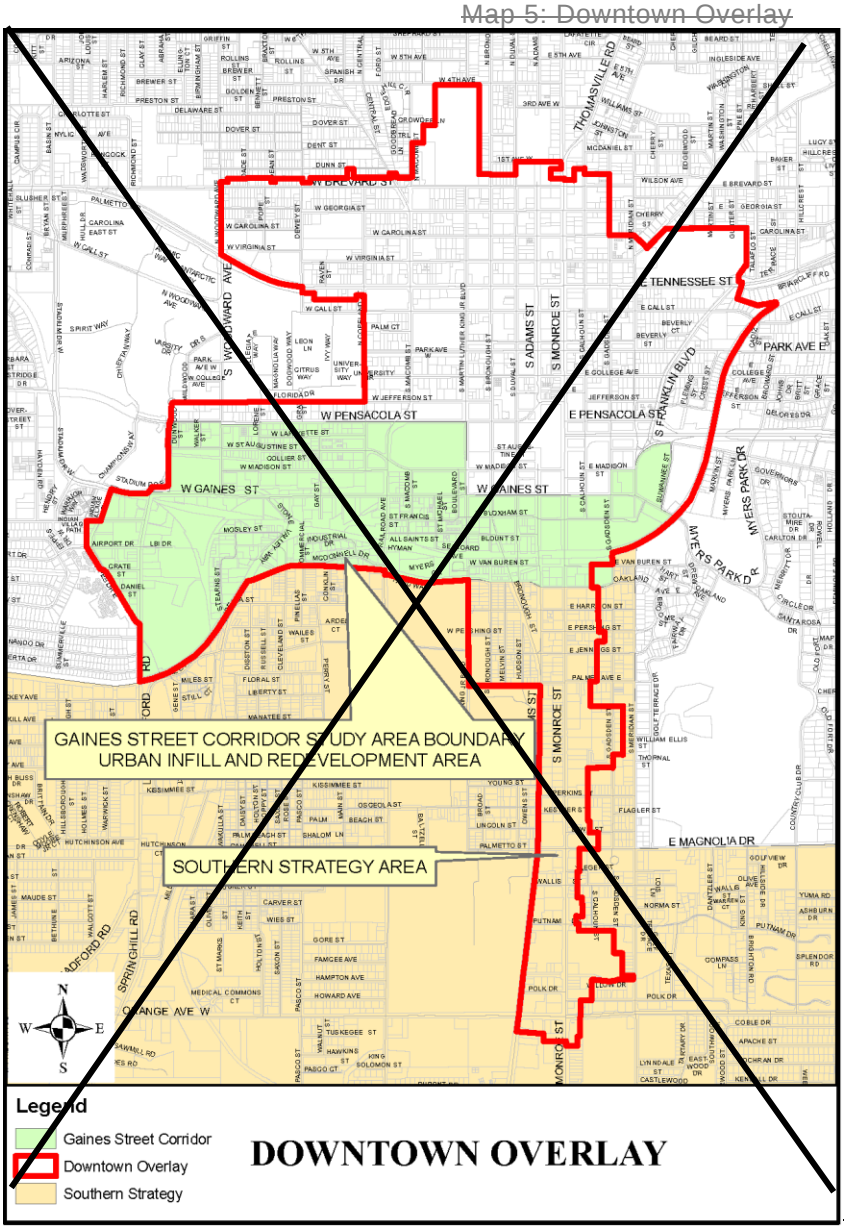
Reserved

Policy 9.2.3: [L] **(EFF. 12/8/00; FORMERLY POL. 1.6.4; REV. EFF. 1/7/10)**

For the Gaines Street Corridor Study Area the maximum density permitted is 100 dwelling units per acre. Densities within specific districts may be further restricted based on the Gaines Street Revitalization plan.

~~I. Land Use~~

~~Map 5: Downtown Overlay~~



~~DRI THRESHOLDS FOR A REGIONAL ACTIVITY CENTER~~

~~Objective 9.3: [L] (EFF. 1/7/10)~~

~~To encourage functional mixed use development, and to encourage revitalization and redevelopment, the Commissions may choose to designate specific land as a statutory "Regional Activity Center" (RAC), pursuant to Chapter 380.06(2)(e), F.S. and Rule 28-24.014(10)(a), F.A.C., to allow development of the specified land at greater density and intensity without necessarily obligating the developer to proceed through the Development of Regional Impact (DRI) process.~~

I. Land Use

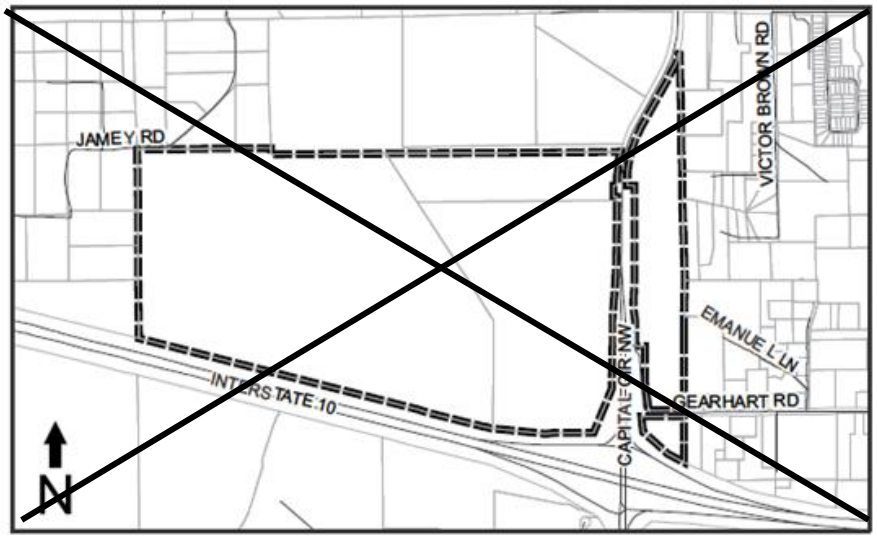
Policy 9.3.1: [L] **(EFF. 1/7/10)**

After the City of Tallahassee or Leon County designates a statutory Regional Activity Center (RAC, pursuant to Chapter 380.06(2)(e), F.S. and Rule 28-24.014(10)(a), F.A.C.), subsequent development approvals will include requirements for developers to provide necessary transportation system, drainage, protection of environmentally sensitive areas as defined in the Conservation Element, and utility infrastructure to support the RAC densities and intensities.

Policy 9.3.2: [L] **(EFF. 8/9/12)**

It is the intent of the local government to designate Park Place as a Regional Activity Center pursuant to Objective 9.3 [L] to use the increased Development of Regional Impact guidelines and standards consistent with Rule 28-24.014(10)(a), Florida Administrative Code. Park Place meets the parameters for a Regional Activity Center as defined in Section 380.06(2)(e), Florida Statutes, and in Rule 28-24.014(10)(c)2, Florida Administrative Code, and is depicted on the following map. Multi-use land uses for a Regional Activity Center can be accommodated by the currently designated Planned Development future land use category and development shall occur consistent with the guiding land use policies within the local comprehensive plan.

Map 6: Park Place Activity Center



SOUTHEAST SECTOR PLAN

Objective 10.1: [L] - Southeast Sector Plan (EFF. 5/20/96; REV. EFF. 8/25/08)

In keeping with the City's and County's commitment to promote the Southern Strategy, and to satisfy the Comprehensive Plan requirements for a comprehensive development plan for the Southwood property within the urban service area, the local governments hereby adopt the Southeast Sector Planned Development, known as the Southeast Sector Plan, that is consistent with Objective 6.1 [L] and its associated policies and with the Comprehensive Plan's Urban Service Area policies, that promotes innovative planning, promotes compact development strategies and protects the natural resources of the area. This plan shall contain design standards that promote compact commercial development, walk to shopping, higher density housing in close proximity to offices, commercial uses and employment centers. The same attention will be given to alternate modes of transportation and pedestrian mobility as is given to automobile transportation. Innovative ways may be developed to protect natural resources, the major focus being on the continued protection of conservation and preservation areas within the Southeast Sector Planning Area (Figure 10.A).

Policy 10.1.1: [L] - Southeast Sector Plan Overview **(REV. EFF. 7/7/99; REV. EFF. 8/25/08; REV. EFF. 11/26/21)**

The Southeast Sector Plan is hereby developed for an area in southeast Tallahassee and Leon County (see the Southeast Sector Planning Area map, Figure 10.A). For the Southwood, Colin English Properties, and the former Southside DRI lands, the Southeast Sector Plan shall constitute the Planned Development Master Plan consistent with Objective 6.1 [L] and its associated policies.

The following densities, intensities and development standards are hereby established for the Southeast Sector Planning Area:

A. Percent Mix of Land Uses Required:

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

(1) 40-60% of the land area in residential development

(2) 10-30% of the land area in commercial, office and/or industrial development

(3) 10-15% of the land area in community facilities/services and utility easements and recreational facilities.

(4) 20-30% of the land in open space/greenways. Open space shall comprise a minimum of 22% of each of the Southwood PUD and Colin English properties.

B. Densities and Intensities:

(1) The maximum densities and intensities for development within the Southeast Sector Planning Area are established in Policy 10.1.2.

C. Phasing:

(1) The Southeast Sector Planning Area will be permitted to develop in phases.

(2) Southwood has an approved Development of Regional Impact DRI development order and Planned Unit Development PUD zoning. These approvals establish the development entitlements and master plan for the Project. For this reason, the Southwood entitlements and development phasing are not identified in Table A below. The maximum and minimum densities and intensities for the Implementing Land Use Districts for Southwood are established in Policy 10.1.2.

(3) Additional development beyond Phase I of the English lands shall require a comprehensive plan amendment supported by adequate data and analysis if the Phase I lands (approximately 601 acres) have not been built consistent with the mix of uses established herein.

(4) No particular percent mix of uses within Phase I for the English properties will be required to meet or exceed the percent requirements for the total Southeast Sector Plan acreage and percentage of mix amounts.

TABLE A: ENGLISH PROPERTY DENSITIES, INTENSITIES AND PHASING **(REV. EFF. 8/25/08; REV. EFF. 11/26/21)**

	Maximum Residential Units	Minimum Residential Densities	Maximum Non-Residential	Hotel	Hospital
Phase I					
Colin English Phase I (603 acres)	6,030	As required by Policy 10.1.2 [L]	3,606,000 GSF		
Phase II					
Colin English Phase II (458 acres)	4,580	As required by Policy 10.1.2 [L]	2,740,000 GSF		

Notes:

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

D. Land Use Location Criteria:

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

(2) Office development, and commercial (retail/possible hotel) uses to be located primarily in the northwest quadrant of the Southeast Sector Planning Area (English property, primarily utilizing Blair Stone Road) and surrounding the Capital Circle Office Center.

~~(3) Medium Density Residential to be located primarily, but not solely limited to areas adjacent to the Capital Circle Office Center and interspersed with office development in the northwest quadrant. Priority shall be given to areas adjacent to the Capital Circle Office Center.~~

~~(4) Low Density Residential to develop primarily in the northeast quadrant of the Southeast Sector Planning Area (Old St. Augustine Road vicinity), and secondarily in the northwest and southeast quadrants (perhaps as golf course communities).~~

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

~~(6) Community Facilities and Services to be located within each quadrant of the Southeast Sector Planning Area;~~

~~E. Affordable Housing:~~

~~Development must comply with applicable affordable and inclusionary housing ordinances.~~

~~F. Additional Requirements:~~

~~(1) A school site parcel for an elementary school at thirty (30) acres shall be set aside on the English Property, based on a projected build-out population of approximately 30,000. One elementary school shall be located on the English property and the other two schools shall be located on the Southwood property, provided that each of the public school sites on the Southwood property may be the location of a pre-kindergarten through grade 8 facility with the agreement of the Leon County School Board. The school site shall be located proximate to residential areas and shall be collocated with other compatible public facilities to the extent possible.~~

~~(2) In accordance with community wide requirements of the Comprehensive Plan, the Capital Improvements Element shall be amended to reflect the 5 year plan for the provision of urban services in accordance with this sector plan.~~

~~(3) Parcel # 31-03-20-602-000-0 and that portion of parcel # 31-11-20-001-000-0 which is directly south of parcel #602 shall be designated as low density residential and be limited to no more than three units per acre.~~

~~(4) No additional acreage within the Urban Service Area may be added to the Southeast Sector Planning Area except by a Comprehensive Plan Amendment. Any addition to the Southeast Sector Planning Area must be in conformance with the guidelines and standards of the Southeast Sector Plan Objective 10.1 and implementing policies 10.1.1 through 10.1.7.~~

~~*Policy 10.1.2: [L] SESP Implementing Land Use Districts* **(REV. EFF. 7/7/99; REV. EFF. 8/25/08; REV. EFF. 11/26/21)**~~

I. Land Use

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

(A) NEIGHBORHOOD VILLAGE CENTER - VC

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

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

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

Development in the VCs may obtain a waiver from the requirements in the Environmental Management Ordinance/Environmental Management Act (EMO/EMA) for natural area, landscaping and buffers as long as a landscape plan is prepared that meets established minimum requirements provided it is consistent with the requirements in the Comprehensive Plan. Stormwater detention and treatment facilities for TNDs and VCs shall be designed in accordance with applicable standards and shall be located outside of a TND or a VC in order to promote a compact pedestrian-oriented arrangement of land uses, except in situations where alternative sites for stormwater facilities are available that are consistent with the intent of the VC district. Local government shall conduct an environmental assessment at the time of an application for development or prior to rezoning consistent with Conservation Policy 1.1.1, in a TND or VC district prior to designating the boundaries of conservation and preservation areas, if present, within a TND or VC to determine the extent and location of conservation and preservation features. TNDs and VCs shall be located so as to minimize the impact on conservation and preservation features consistent with Conservation Policy 1.3.11 [C].

Allowed Uses:

- Community facilities: Community Services and Light Infrastructure
- Office uses
- Commercial land uses
- Residential uses in conformance with the Medium Density standards
- Agriculture and silviculture uses are allowable interim uses until development approval is granted for a subject parcel, consistent with SESP Policy 10.1.8
- Assisted Living Facilities

~~I. Land Use~~

~~Residential Densities:~~
~~Minimum Density 4 DU/AC~~
~~Maximum Density 16 DU/AC~~
~~Maximum Floor Area Ratio:~~

~~1.0 for parcels larger than 20,000 sq. ft.~~
~~2.0 for parcels 20,000 sq. ft. or smaller~~

~~Minimum Floor Area Ratio:~~
~~0.5 F.A.R.~~

~~Clustering may be permitted provided maximum densities are not exceeded.~~

~~(B) TRADITIONAL NEIGHBORHOOD DISTRICT - TND~~

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

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

~~TNDs will locate close to Village Centers, parks and recreation, employment; allow for a variety of housing types which promote increased density; use energy saving concepts in block and building designs; be located within close proximity to Village Centers, High Intensity Urban Centers and Mixed Use Office Parks; and be designed for bicycle and pedestrian accessibility.~~

~~Allowed Uses:~~
- ~~Community facilities: light infrastructure.~~
- ~~Restricted to mid-rise, multi-unit townhouses and row houses, attached residential units and single-unit townhouses and row houses.~~
- ~~Agriculture and silviculture uses are allowable interim uses until development approval is granted for a subject parcel, consistent with SESP Policy 10.1.8.~~
- ~~Accessory commercial use which is subordinate to the principal residential use.~~
- ~~Specific densities and intensities, ratio of uses and implementation criteria shall be contained in the zoning code.~~

~~Residential Densities:~~
~~Minimum Density 4 DU/AC~~
~~Maximum Density 16 DU/AC~~

~~Clustering may be permitted provided maximum densities are not exceeded.~~

Development in the TNDs may obtain a waiver from the requirements in the EMO and EMA for natural area, landscaping and buffers as long as a landscape plan is prepared that meets established minimum requirements, provided it is consistent with the requirements in the Comprehensive Plan. Stormwater detention and treatment facilities for TNDs and VCs shall be designed in accordance with applicable standards and shall be located outside of a TND or VC in order to promote a compact pedestrian oriented arrangement of land uses except in situations where alternative sites for stormwater are available consistent with the intent of the TND district. Local government shall conduct at the time of an application for development or prior to rezoning, consistent with Conservation Policy 1.1.1 in a TND or VC district, an environmental assessment prior to designating the boundaries of conservation and preservation areas, if present, within a TND to determine the extent and location of conservation and preservation features. TNDs shall be located so as to minimize the impact on conservation and preservation features consistent with Conservation Policy 1.3.11 [C].

(C) MEDIUM DENSITY RESIDENTIAL - MDR

Provides moderate-density housing located within walking and biking distance of civic facilities, retail, schools and employment.

- Design of MDR shall use energy saving concepts and maximize roadway connections.
- Elementary schools shall be provided within close proximity and land will be reserved.
- All collectors and arterials shall have bike and pedestrian paths.
- It is the intent to have bike and pedestrian facilities as important as automobiles in regard to mobility when designing MDR areas.

Allowed Uses:

- Multi-family residential.
- Single-family attached and detached residential.
- Golf courses and recreation facilities.
- Agriculture and silviculture uses are allowable interim uses until development approval is granted for a subject parcel, consistent with SESP Policy 10.1.8.
- Community facilities: community services and light infrastructure.
- Community parks and recreation areas shall be located within close proximity to the residential uses.
- Neighborhood-scale commercial uses are allowed on corner lots to promote walk-to shopping. This use is intended to be the same scale, design and materials as the surrounding neighborhood. It is intended for the convenience of the surrounding neighborhood and the design, parking, and signage should reflect this intent.
- Assisted Living Facilities

Residential Densities:
Minimum Density 4 DU/AC
Maximum Density 20 DU/AC

Clustering may be permitted provided the maximum density is not exceeded.

Specific densities and intensities, ratio of uses and implementation criteria will be contained in the zoning code.

(D) Low Density Residential - LDR

Provides for low-density residential units which are not necessarily convenient to shopping and employment areas. Density shall be between 2 to 8 units per acre.

Allowed Uses:

- Detached and attached single-family residential
- Parks, golf courses, recreational facilities
- Agriculture and silviculture uses are allowable interim uses until development approval is granted for a subject parcel, consistent with SESP Policy 10.1.8.
- Community facilities: community services and light infrastructure
- Neighborhood-scale commercial uses are allowed on corner lots to promote walk-to shopping. This use is intended to be the same scale, design and materials as the surrounding neighborhood. It is intended for the convenience of the surrounding neighborhood, and the design, parking and signage should reflect this intent.

Residential Densities:
Minimum Density 2 DU/AC
Maximum Density 8 DU/AC

Clustering may be permitted provided the maximum densities are not exceeded.

Specific densities and intensities, ratio of uses and implementation criteria will be contained in the zoning code.

(E) Large Lot Single Family Residential - LSF

Provide single-family residential uses in keeping with the rural character of outlying areas. This category is most likely not located conveniently to shopping and employment. Minimum size of lots will be 1/3 acre; maximum size of lots shall be 5 acres.

Allowed Uses:

- Detached single-family residential
- Golf courses and recreational facilities
- Agriculture and silviculture uses are allowable interim uses until development approval is granted for a subject parcel, consistent with SESP Policy 10.1.8.
- Community facilities: community services and light infrastructure.

Residential Densities:
Minimum Density 1 DU/5 AC
Maximum Density 3 DU/AC
Clustering may be permitted provided maximum densities are not exceeded.

(F) Mixed Use Office/Commercial - MUOC

Provides for higher-intensity commercial uses that are more intense than uses located in Village Centers. Intended as activity centers and shall include public plazas and other amenities.

- Uses and intensities shall be designed for maximum internal capture of shopping and business trips.
- Maximum pedestrian accessibility internal to the office/commercial centers.
- Centers shall be designed to blend with TND/MDR districts.
- Provide mass transit accessibility if transit is available, and
- May have regional stormwater facilities.

Allowed Uses:

- Community facilities: community services, light infrastructure and post-secondary educational facilities
- Community Commercial uses (100,000 to 200,000 square feet)
- Regional Commercial (200,000 to 1 million square feet)
- Office- Allows office uses 10,000 square feet or greater. The intent is to allow commercial and service-oriented uses as an accessory use within an office building.
- Medium Density Residential in association with nonresidential uses.
- Hotels
- Medical facilities and institutional uses, including assisted living facilities. Hospitals may be permitted if based on design criteria such as access and building scale in relation to adjacent uses, as described in the LDRs.
- Golf Courses
- Agriculture and silviculture uses are allowable interim uses until development approval is granted for a subject parcel, consistent with SESP Policy 10.1.8.

Maximum Floor Area Ratios:
2.0 F.A.R.

(G) MIXED USE INDUSTRIAL - MUI

Provides for the location of manufacturing, warehouses, distribution centers, and research and development uses, with some commercial uses allowed that are designed to accommodate the needs of the industrial park work force.

- Commercial uses shall be provided within walking distance of work place.
- Equal access for mass transit, automotive, bicycle and pedestrian modes of transportation shall be provided.

Allowed Uses:

- Community facilities
- Light and heavy industrial
- Research and development
- Showroom warehouses
- Office associated with industrial and distribution uses
- Retail designed to serve the work force of the industrial park
- Agriculture and silviculture uses are allowable interim uses until development approval is granted for a subject parcel, consistent with SESP Policy 10.1.8.

Maximum Floor Area Ratios:
1.0 for nonresidential uses

(H) OFFICE/RESIDENTIAL

The Office/Residential district shall contain a variety of office and residential uses that range from duplexes to townhouses to multi-family. The residential uses will be integrated with the office development. The Office/Residential district shall be located in areas where there is access to collector and arterial roadways, and where the emerging development pattern is not predominantly low-density residential. In order to provide for a more pedestrian-friendly environment that efficiently utilizes land area and provides for interaction between the uses, large expanses of surface parking will be discouraged in favor of shared parking, mid-block parking, and parking garages. Provision will be made to serve this district with mass transit. Commercial uses may be permitted as ancillary uses to the office uses and located within office buildings.

Agriculture and silviculture uses are allowable interim uses until development approval is granted for a subject parcel, consistent with SESP Policy 10.1.8.

Allowed Uses:

- Community facilities: community services, light infrastructure, and post-secondary
- Office uses- not to exceed 300,000 sq. ft.
- Commercial uses- not to exceed 10,000 sq. ft., contained within office building.
- Hotels- May be permitted based on design criteria such as access and scale of the building in relation to adjacent uses, as described in the LDRs.

Residential Densities:
Minimum Density 4 DU/AC
Maximum Density 16 DU/AC

Floor Area Ratio (F.A.R.):
Maximum F.A.R. of .25 for parcels greater than 20,000 sq. ft.
Minimum F.A.R. of 1.0 for parcels smaller than 20,000 sq. ft.

(I) SOUTHWOOD TOWN CENTER - TC

Designed to serve as the pedestrian-oriented urban center of Southwood, containing a wide range of commercial, entertainment, residential, office and community services at urban intensities.

Development in the TC district may obtain a waiver from the requirements in the Environmental Management Ordinance/Environmental Management Act (EMO/EMA) for natural area, landscaping and buffers as long as a landscape plan is prepared that meets established minimum requirements provided it is consistent with the requirements in the Comprehensive Plan. Stormwater detention and treatment facilities for the TC district shall be designed in accordance with applicable standards and shall be located outside of the TC district in order to promote a compact pedestrian-oriented arrangement of land uses, except in situations where alternative sites for stormwater facilities are available that are consistent with the intent of the TC district. Local government shall conduct an environmental assessment at the time of

an application for development or prior to rezoning consistent with Conservation Policy 1.1.1, in the TC district prior to designation of the boundaries of conservation and preservation areas, if present, within the TC district, to determine the extent and location of conservation and preservation features. The TC district shall be located so as to minimize the impact on conservation and preservation features consistent with Conservation Policy 1.3.11 [C].

Allowed Uses:

- Commercial, including retail, entertainment and hotel uses.
- Residential, including assisted living, at the full range of densities in LDR and MDR. Residential uses may be collocated with compatible nonresidential uses in the same buildings.
- Office.
- Institutional.
- Community Facilities, such as police/fire stations and churches.
- Agriculture and silviculture uses are allowable interim uses until development approval is granted for a subject parcel, consistent with SESP Policy 10.1.8.

Mixture of Uses:

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

- 60,000 square feet of commercial
- 200 residential units

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

Residential Densities:

Minimum Density 2 DU/AC (no minimum density for residential uses second story and above for commercial or office uses)
Maximum Density 20 DU/AC

Specific densities and intensities, ratio of uses and implementation criteria, including standards to promote pedestrian-scale mixed-use development, will be included in the zoning code.

Maximum Floor Area Ratio:

2.0 F.A.R.

Minimum Floor Area Ratio:

0.25 F.A.R.

(J) MIXED USE EDUCATIONAL/INSTITUTIONAL - MUEI

I. Land Use

Provides for educational, institutional and civic uses, and related activities including residential, which includes assisted living, office, sports and recreation, and related commercial uses, which include inns and hotels.

Allowed Uses:

- Schools, colleges and universities, museums, and civic facilities.
- Residential, including assisted living at the full range of densities in LDR and MDR.
- Sports and recreation facilities.
- Related supporting commercial facilities, including office, retail, inns and hotels.
- Agriculture and silviculture uses are allowable interim uses until development approval is granted for a subject parcel, consistent with SESP Policy 10.1.8.

Residential Densities:
Minimum Density 2 DU/AC
Maximum Density 20 DU/AC

Maximum Floor Area Ratio:
1.0 F.A.R.

Minimum Floor Area Ratio:
0.25 F.A.R.

(K) HISTORIC HOUSE OVERLAY (HHO)

The existing main house on the Southwood property is a historical resource within the Southeast Sector Planning Area. In order to preserve the character of the house and its grounds while providing for its future use as a component of the development in the Southeast Sector Planning Area, the Southwood PUD shall establish an overlay zoning district on the house and surrounding grounds. The allowable uses within the overlay district shall be those uses allowed within the LSF district. The following additional uses shall also be allowed within the HHO district so long as the design is compatible with the surrounding LSF uses and the historic nature of the house:

- Bed and Breakfast Inn
- Restaurant
- Conference Center

Policy 10.1.3: [L] Transportation **(REV. EFF. 7/7/99; REV. EFF. 11/26/21)**

Transportation guidelines for the Southeast Sector Plan shall be as follows:

Transportation systems shall be designed to promote alternatives to single-occupancy vehicle travel and to capture internal trips. Emphasis will be placed on designing commercial, office, employment and higher-density residential areas to be pedestrian and bicycle friendly. Emphasis will also be placed on alternative transportation modes.

(a) Right of way shall be planned and dedicated for the ultimate laneage needed based on total build-out of the plan.

~~I. Land Use~~

~~(b) If mass transit is available or planned within the plan horizon for the Tallahassee-Leon County Comprehensive Plan, Mass transit routes shall be included along major roadways in coordination with Star Metro.~~

~~(c) All land development shall provide for bicycle and pedestrian modes of transport.~~

~~(d) Traffic calming devices will be utilized along roadways in areas with high pedestrian activity.~~

~~(e) Access to canopy roads can only be permitted for uses other than medium or high density residential uses, commercial, office uses, and then only if there is no access to an alternative roadway and one cannot be secured. New access points must be configured to share access.~~

~~(f) Access management standards will be developed and implemented for all roadways.~~

~~(g) Use of roundabouts will be encouraged at intersections.~~

~~(h) A 100 foot tract on both sides of the centerline of Old St. Augustine Road shall be dedicated to the City of Tallahassee along the entire length of the property in excess of 200 acres in common ownership adjoining Old St. Augustine Road between Capital Circle and the Urban Service Area boundary. For properties in common ownership in excess of 200 acres, access to Old St. Augustine Road within the Southeast Sector Study Area will be limited to the following: 1) the tract of land referred to in Section I of Policy 10.1.2; 2) a new north-south roadway up to 1/2 mile west of Southwood Plantation Road. This intersection with Old St. Augustine Road will be a four-way stop unless a more efficient design can be developed that provides the maximum protection for the canopy on Old St. Augustine Road; 3) Southwood Plantation Road.~~

~~(i) The recommendations that are produced by the Scenic Vista and Conservation Easement Acquisition Plan will be taken under advisement by the developer when designing development adjacent to Old St. Augustine Road.~~

~~(j) The Transportation Element will be amended to reflect the transportation network needed to serve development within the Southeast Sector Planning Area.~~

~~(k) Any alignment of a limited access roadway/parkway shall be required to follow the Comprehensive Plan amendment process and be consistent with the Long Range Transportation Plan.~~

~~(l) In order to protect the traffic capacity of Capital Circle within the Southeast Sector Planning Area, the Capital Circle Access Points plan is established and shall be implemented by LDRs. Subdivisions adjoining Capital Circle shall not allow creation of parcels with sole access to Capital Circle (see Figure 10.B).~~

~~I. Land Use~~

~~*Policy 10.1.4: [L] - Open Space/Greenways* **(REV. EFF. 7/7/99)**~~

~~The Southeast Sector Plan shall contain a pooled open space/greenway concept that will contain the majority of the open space requirements within a connected corridor. The following guidelines will be used in mapping the open space/greenway corridor:~~

~~(a) All conservation and preservation areas within the Southeast Sector Planning Area shall be mapped and protected consistent with Conservation Objective 1.3 and its implementing policies. In addition, the mapping of the open space/greenway corridor shall consider the location of conservation and preservation areas, except significant grades. Interconnected areas that best protect the conservation and preservation features of the area and provide open space will be included in the open space/greenway corridor. Consistent with the supporting data and analysis, such corridors shall constitute at least twenty-two percent of the Southeast Sector Planning Area. The City and the County will make all efforts to connect open space and greenways outside the Southeast Sector Planning Area to the open space/greenway system within the Southeast Sector Planning Area.~~

~~(b) Conservation and preservation areas shall be protected as required by the Comprehensive Plan.~~

~~(c) The mapped open space/greenway area will be generally mapped for the sector plan. Field verification of the exact delineation shall be conducted by a qualified biologist and approved by the Growth Management Department that has jurisdiction at the time development permits are sought.~~

~~(d) The following uses will be allowed and designated in the mapped open space/greenways areas:~~

~~(1) Passive recreation - Improvements that are natural resource-oriented, such as hiking and biking trails, boat landings and passive parks, may be constructed in passive recreation areas. Public access will be assured in designated passive recreation areas.~~

~~(2) Stormwater management facilities may be located in designated open space areas. This does not preclude the possible locating of stormwater facilities in preservation or conservation areas. Each facility and site must be evaluated individually in terms of impacts. The beneficial functioning of each preservation or conservation area is to be preserved. All stormwater facilities must meet the requirements of the EMA and EMO and must be consistent with the comprehensive plan.~~

~~(3) Wildlife management areas.~~

~~(4) Public roadways and utilities may cross through these areas if no alternative route can be secured.~~

~~(5) Golf courses (active recreation) are not permitted in conservation/preservation areas or in open space/greenways, but they may abut open space/greenways and conservation and preservation areas. Golf courses may cross these areas so long as the crossing does not adversely affect such areas and is consistent with the comprehensive plan.~~

All open space/greenway corridors shall have a management plan approved by the local government with jurisdiction that maintains these open space/greenway areas to protect the values for which these areas were designated. This may include but not be limited to: aesthetic open space, wildlife habitat, interconnection, preservation of floodplains and protection of conservation and preservation areas.

(c) Open space/greenway corridors may be privately owned or dedicated to the public by conveyance to a general or special purpose local governmental entity, or be designated as part of the statewide system of greenways and trails pursuant to State law. Privately owned, open space/greenway corridor areas shall, at a minimum, guarantee designated public trail access in perpetuity at the time of development.

It is also the intent to assure the long-term viability of open space areas and conservation and preservation areas through the proper management of these areas. Open space, conservation and preservation areas are valuable amenities to developing areas. It is intended that agriculture and silviculture uses will continue in the Southeast Sector Planning Area up to the point that individual tracts are converted to urban land uses. It is expected that agriculture and silviculture uses will be compatible with the long-term viability of planned open space, conservation, and preservation areas with proper management. It is also expected that the amenity value of those natural resources for urban development will be far greater than their agriculture or silviculture values.

Policy 10.1.5: [L] – Interrelationships **(REV. EFF. 7/7/99; REV. EFF. 8/25/08)**

The interrelationship between the sector plan, the Comprehensive Plan, and the implementing PUDs is defined as follows:

- The Southeast Sector Plan shall focus on land use decisions that avoid the promotion of strip commercial development along arterial roadways. The implementing PUDs for this sector plan shall be designed to avoid strip commercialization of arterial roadways. The sector plan shall reflect land uses along arterials, which do not promote strip commercial development.
- An objective and policies setting the guidelines for the development of the Southeast Sector Planning Area shall be adopted into the Comprehensive Plan.
- Within the implementing PUDs the Southeast Sector Planning Area may contain architectural controls, densities, intensities and criteria specific to each implementing PUD district provided for in Policy 10.1.2 [L].
- Specific criteria related to development districts, transportation, access management, architectural controls and specific development standards will be contained within the applicable LDRs implementing PUDs.
- The mapped open space requirements will count as the open space required in the EMO/EMA. Any open space dedicated outside the mapped area must meet all EMO/EMA requirements. The 10% site design alternative of the EMO/EMA will not be allowed in the Southeast Sector Planning Area

- ~~Parcels that contain significant grades may be developed as long as best management practices are used, such as off-grade construction, minimum-grade changes and structures designed to accommodate the slopes.~~
- ~~All land uses that border the study area shall be consistent with the adjacency requirements in the Comprehensive Plan.~~
- ~~Access to canopy roads can only be permitted for low-density or large-lot single-family residential uses and only if there is no access to an alternative roadway and one cannot be secured. Roadways within the Southeast Sector Plan will be designed so that access to canopy roads will not be necessary.~~
- ~~With the approval of the regulating authority, individual small closed basins within the DRI boundary may be aggregated into larger closed basin perimeters. The closed basin requirements of the Environmental Management Ordinance/Environmental Management Act (EMO/EMA) will apply within these larger closed basin areas, however, the Developer will have the flexibility to convey water between the smaller depressions within the boundary of the individual aggregated closed basin perimeters. Inter basin transfers out of any aggregated closed basin perimeter will not be allowed without a variance from the inter basin transfer restrictions in the EMO/EMA. Such a variance may be approved only if condition (c) of (3) of subsection 4.2.(3)(c) of the EMO/condition (c) of Article VII Section 10-188 of the EMA is met. If the receiving basin is itself a closed basin, pre/post volume control and all other closed basin requirements of the EMO/EMA will apply to the receiving basin.~~
- ~~The applicant may request approval for a minor amount of development that may proceed prior to the issuance of the final development order. This development will consist of a sales office, limited commercial/office development and a limited number of model homes. This area will not exceed 25 acres (exclusive of right of way) and will meet access, environmental and Comprehensive Plan policy requirements. The specific amount of development that can occur pursuant to this policy shall be identified in the DRI Development Order.~~

~~*Policy 10.1.6: [L] – Implementation*~~ ~~**(Eff. 5/20/96; Rev. Eff. 8/25/08)**~~

~~A framework for detailed implementation of the development standards and requirements will be contained in the implementing PUDs. They shall include but not be limited to:~~

- ~~Detailed definition of each district area in the zoning code. Also included will be design, development, transportation and density requirements for each district in sufficient detail to accomplish the intent of each district.~~
- ~~Detailed criteria developed in order to adequately implement all the bicycle, pedestrian, access management and roadway design guidelines listed in the transportation guidelines policy (10.1.3).~~
- ~~Access management criteria developed and implemented through the zoning code. It shall address access for all modes of transportation and shall include but not be limited to pedestrian, bicycle, mass transit, emergency vehicle, disabled, and car/van pooling.~~

- Unless otherwise specified in the Southeast Sector Plan amendment, the procedures and requirements in the Comprehensive Plan will be applicable to this area.

Policy 10.1.7: [L] - Specific Southeast Sector Land Development Regulations **(EFF. 5/20/96)**

The LDRs related to specific requirements will be amended to reflect any criteria or requirements related to environmental constraints specific to the Southeast Sector Plan guidelines, as adopted in the Comprehensive Plan.

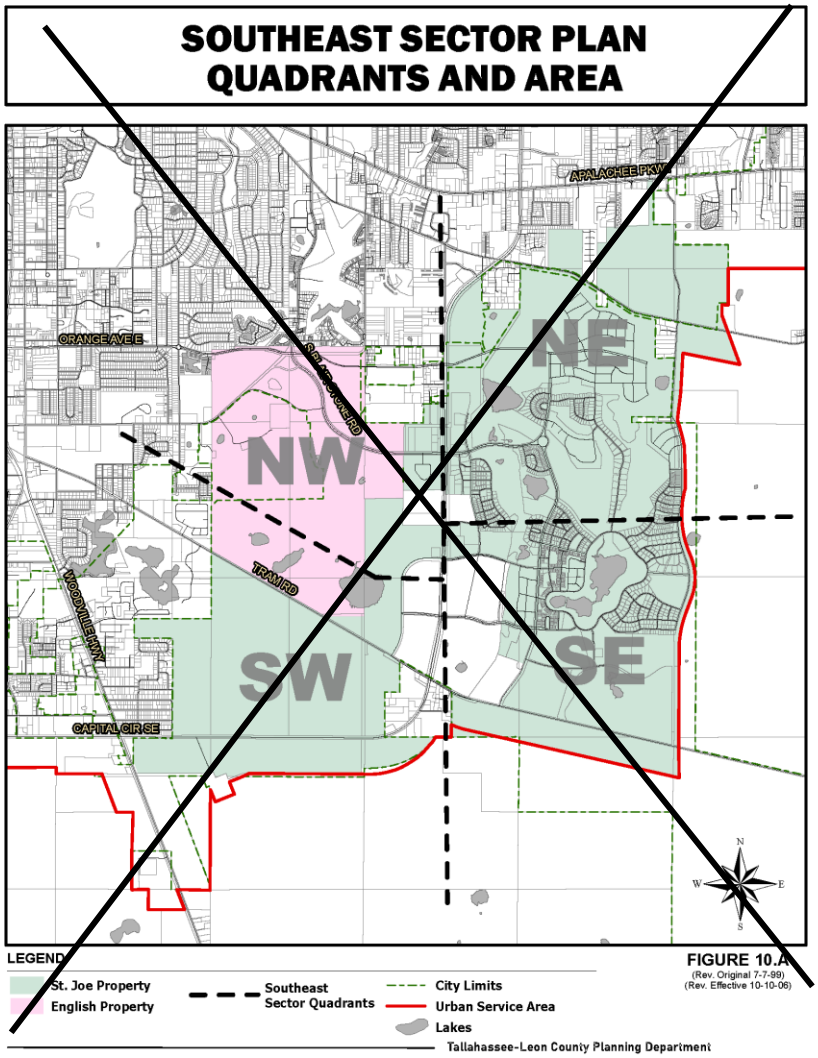
Policy 10.1.8: [L] - Agriculture and Silviculture Uses **(REV. EFF. 7/7/99)**

It is the intent of the requirements in this amendment to ensure that land identified for urban development within the time frame of the Comprehensive Plan is available for development and will not be encroached upon by incompatible land uses. It is also the intent to assure the long-term viability of open space areas and conservation and preservation areas through the proper management of these areas. Open space, conservation and preservation areas are valuable amenities to developing areas. It is intended that agriculture and silviculture uses will continue in the Southeast Sector Planning Area up to the point that individual tracts are converted to urban land uses. It is expected that agriculture and silviculture uses will be compatible with the long-term viability of planned open space, conservation, and preservation areas through proper management. It is also expected that the amenity value of those natural resources for urban development will be far greater than their agriculture or silviculture values.

(1) Agriculture and silviculture will be recognized as an allowable interim use in all land use categories within the Southeast Sector Planning Area.
(2) As soon as local government site plan or subdivision approval is granted for any portion of property within the Southeast Sector Planning Area, agriculture and silviculture activities shall cease to be allowable activities on the land for which local government approval has been granted and shall be phased out as set forth in the development order approving the site plan or subdivision plat. This elimination of agriculture and silviculture uses is intended to apply to parcels of land identified within the subdivision or site plan and to all land included in these parcels, such as land proposed to serve as buffer or open space.
(3) Prior to subdivision or site plan approval, agriculture and silviculture uses shall be allowed to continue within the Southeast Sector Planning Area in accordance with "1993 Silviculture Best Management Practices," Florida Department of Agriculture and Consumer Services, or its successor, and existing local government ordinances.
(4) Timber harvesting activities shall not be conducted until such time as the landowner has obtained a timber harvesting permit in accordance with the environmental and stormwater management ordinances of the appropriate local government.

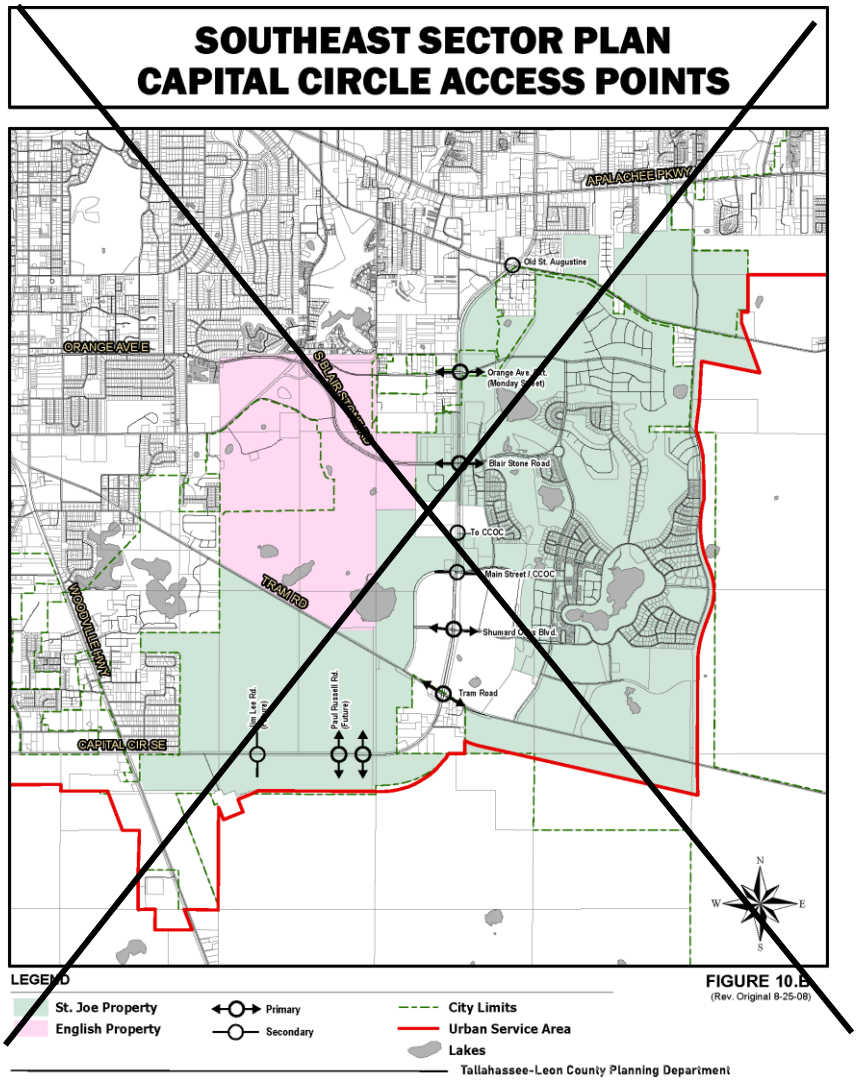
~~I. Land Use~~

~~Map 7: Southeast Sector Plan, Quadrants and Area~~



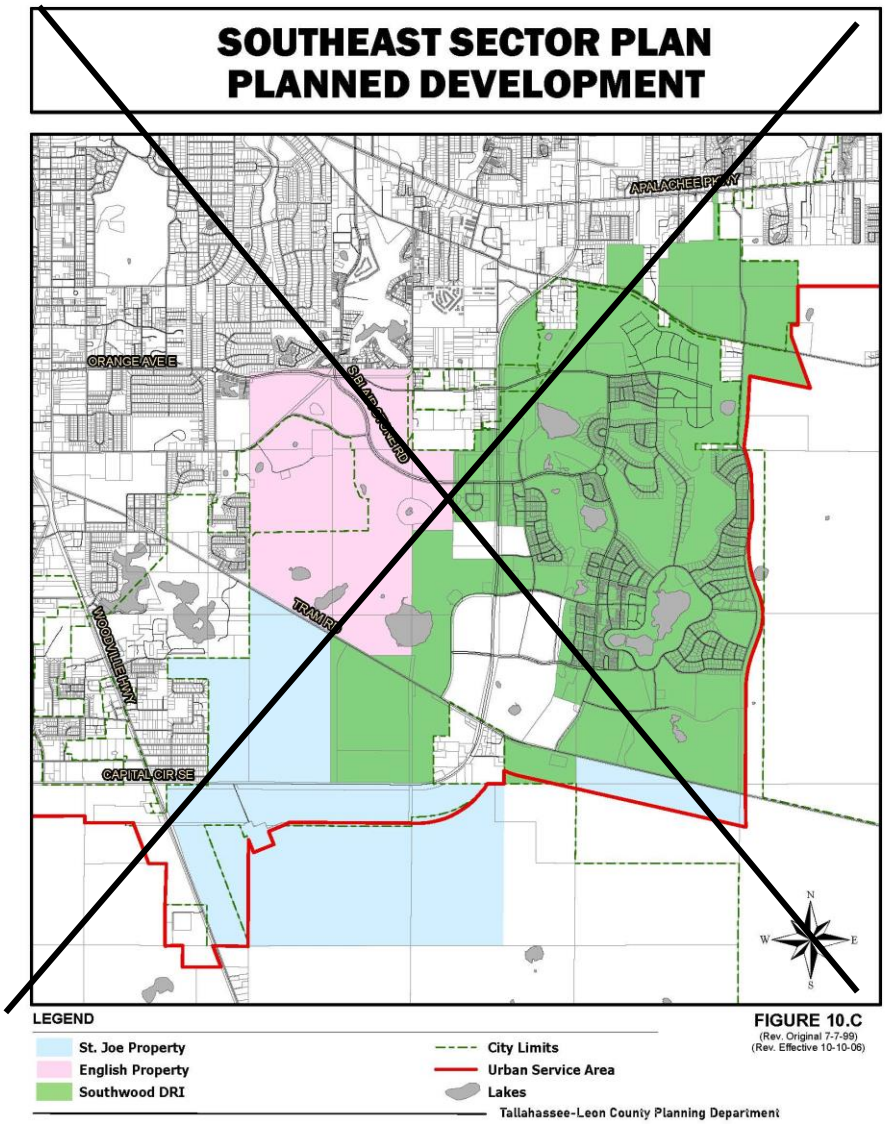
~~I. Land Use~~

~~Map 8: Southeast Sector Plan, Capital Circle Access Points~~



~~I. Land Use~~

~~Map 9: Southeast Sector Plan, Planned Development~~



~~Southside Action Plan~~

~~Goal 11: [L] – Southside Action Plan (Eff. 8/5/23)~~

~~A plan shall be developed and monitored to align with the community's desire for a framework of action in the southern part of the Tallahassee urban area. To achieve this goal, the local governments shall develop a Southside Action Plan that complements long term public and private investment with small scale visible improvements that are relatable and community driven. This approach recognizes that the vision of Southside citizens is essential to guiding the development, redevelopment, and rehabilitation of the~~

Southside; and that the community's vision focuses on three main areas of improvement: Beautification, Investment, and Engaged and Activated Citizens.

Objective 11.1 [L] – Beautification(Eff. 8/5/23)

Beautify and enhance both public and private spaces across the Southside Action Plan area by improving maintenance and increasing investment.

Policy 11.1.1: [L] (Eff. 8/5/23)

Focus local government beautification efforts in shared public spaces by frequently maintaining and enhancing existing public areas. Support citizen and business investment on private property and shared spaces.

Objective 11.2: [L] Investment (Eff. 8/5/23)

Direct collaborative efforts of both the public and private sectors towards an increase of homeownership, diverse development and redevelopment types, business variety, and infrastructure in the Southside Community.

Policy 11.2.1: [L] (Eff. 8/5/23)

Identify projects that initiate further investment opportunities in the Southside Community. Support partnerships across federal, state, city and county governments with non-profits and private organizations to identify resources for housing, homeownership, business, and infrastructure for the public.

Policy 11.2.2: [L] (Eff. 8/5/23)

Investment within the Southside Action Plan area shall not occur at the expense of the natural environment or water quality in a manner which is found to be inconsistent with local government initiatives, policies, rules or regulations.

Objective 11.3: [L] Engaged and Activated Citizens (Eff. 8/5/23)

Foster community involvement and celebration of the Southside.

~~I. Land Use~~

~~*Policy 11.3.1: [L]* **(EFF. 8/5/23)**~~

~~Encourage citizens, neighborhoods, and businesses in the Southside to be engaged and actively involved in community-led projects. Promote projects, empower residents, and connect efforts with resources.~~

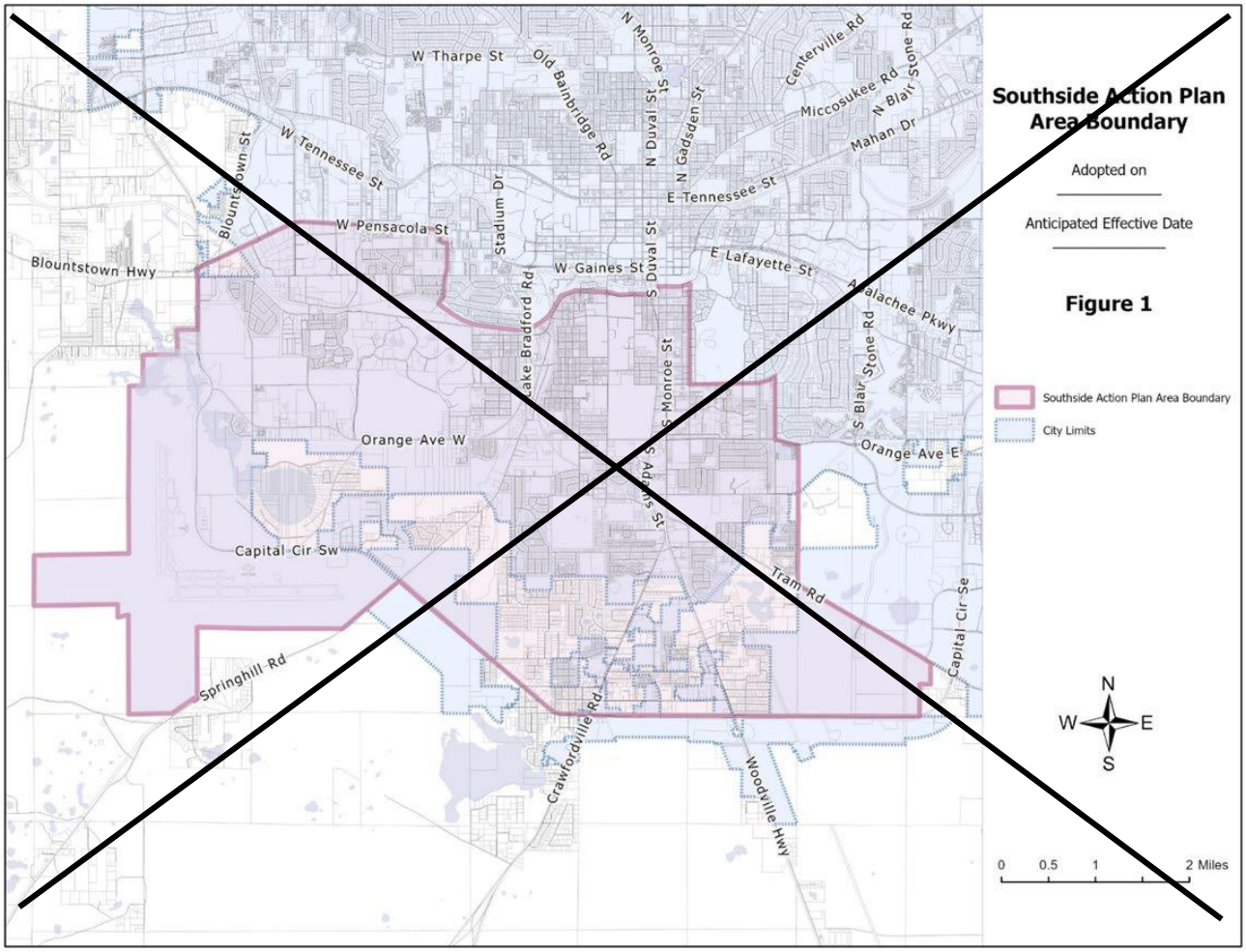
~~Objective 11.4: [L] Southside Action Plan Evaluation and Update; Relation to Other Goals, Objectives & Policies(EFF. 8/5/23)~~

~~*Policy 11.4.1: [L]* **(EFF. 8/5/23)**~~

~~The Tallahassee-Leon County Planning Department will monitor project implementation of the Southside Action Plan by reporting annually on Objective 11.1, 11.2, and 11.3; in coordination with the Leon County and the City of Tallahassee strategic plans.~~

~~I. Land Use~~

~~Map 10: Southern Strategy Area Boundary~~



~~CENTRAL CORE AREA~~

~~Goal 12: [L]~~ ~~(DEL. EFF. 4/10/09)~~

~~*Reserved*~~

~~CENTRAL CORE AREA (DEL. EFF. 4/10/09)~~

Welaunee Critical Area Plan

Goal 13: [L] (Eff. 12/10/02)

Guide planned development within the Welaunee Critical Planning Area through implementation of a critical area plan which includes a mixture of integrated land uses that are predominantly self-supporting rather than dependent upon public funding, places a greater emphasis on pedestrian mobility and transportation alternatives, provides new employment opportunities near major transportation arteries and protects natural systems in an urbanized setting.

Objective 13.1: Planned Development through 2020 (Eff. 12/10/02)

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

Policy 13.1.1: Plan Overview for Toe and Heel **(Eff. 12/10/02; Rev. Eff. 7/20/05; Rev. Eff. 8/27/17)**

The Toe and Heel shall develop as new mixed-use communities that provide employment opportunities, protect natural resources in an urbanized setting and emphasize pedestrian mobility and transportation alternatives. The intent of this policy is to locate employment and shopping in close proximity to residential land uses, provide activities that serve area residents as well as shoppers and employees from outside the area, offer housing to diverse socio-economic groups, establish recreation, educational, and cultural activities nearby, reduce automobile dependency of residents and employers, place public transportation facilities in population and employment centers, and protect natural systems within the context of a mixed-use built environment. The intent of this policy will be achieved through phased development consistent with these guidelines:

(1) A buildout population of approximately 5,950 for the Toe and 4,600 for the Heel.

(2) A buildout employment of approximately 1,240 jobs in the Toe and 3,560 jobs in the Heel.

(3) Development which reflects the following general allocation of land uses on an acreage basis:

(A) Residential uses on 35 percent to 45 percent of the Toe and 30 percent to 40 percent of the Heel.

(B) Retail and office uses on 3 percent to 8 percent of the Toe and retail, office and light industrial uses on 15 percent to 25 percent of the Heel.

~~I. Land Use~~

~~(C) Primary open space and recreation uses (excluding the Miccosukee Canopy Road Greenway) on 15 percent to 25 percent of the Toe and 20 percent to 30 percent of the Heel.~~

~~(D) Community facilities and institutional, educational, civic and similar uses on 15 percent to 25 percent of the Toe and 10 percent to 20 percent of the Heel.~~

~~(4) The Toe and Heel may develop in phases consistent with necessary infrastructure and services and, for the Heel, consistent with the phasing schedules on Table 13-2, which is based on projections of densities and intensities of use derived from the corresponding acreage. Sub phases or stages of each phase may be developed in separate PUDs. The Toe and the Heel may be developed concurrently. Table 13-2 is attached as part of this Objective.~~

~~(5) A comprehensive plan amendment shall be required in order to exceed the projected total number of residential units or the projected total nonresidential square footage for the Heel, as set forth in Table 13-2. Such an amendment shall be consistent with the requirements of Objective LU 6.2 and its supporting policies.~~

~~(6) Development will comply with any ordinances in effect at the time of development that address the need for affordable housing. In addition, development shall comply with any other applicable requirements at the time of development.~~

~~(7) Specific guidelines and requirements for land use categories, transportation, access management, and other specific design standards shall be included in one or more PUD Concept Plans applicable to the Toe or Heel, respectively. Each PUD Concept Plan shall be adopted by the local government with jurisdiction before any development may take place on the parcel or tract included in the PUD Concept Plan, except as otherwise allowed pursuant to Policy LU 6.2.4. Each PUD Concept Plan shall be consistent with development guidelines and general design standards herein.~~

~~(8) Land Use Goal 13, its supporting objectives, policies and data and analysis, and all activities undertaken leading to and including adoption, is not intended to be considered evidence of a unified plan of development for purposes of §380.0651(4), F.S.~~

~~(9) The Toe and Heel will be developed with the infrastructure required to serve permitted development, including but not limited to water, sewer, stormwater management and on-site and off-site transportation mitigation, consistent with this Comprehensive Plan and all applicable regulations.~~

~~(10) Development within the Toe and Heel shall be aggregated under the City's concurrency regulations, as currently interpreted and applied by the City; unless, at some time in the future, the concurrency regulations are revised so that aggregation is not required for such development.~~

NOTE: Notwithstanding the above, the Heel may be developed under Policy LU 13.1.9, in which case the guidelines stated above will be adjusted to reflect the requirements of Policy LU 13.1.9.

Policy 13.1.2: Primary Open Space Systems and Greenways **(EFF. 12/10/02; REV. EFF. 7/20/05)**

The primary open space systems for the Toe and Heel are defined as connected, continuous networks of open space. They constitute fundamental building blocks of these planned communities and are intended to serve multiple purposes in an urbanized setting, including but not limited to protection of conservation and preservation areas. Primary open space systems may include but are not limited to conservation and preservation areas, buffers for environmentally sensitive areas, pathways to facilitate pedestrian and bicycle mobility, aesthetic open space, passive recreation opportunities and community gathering places. Primary open space systems, together with other green spaces set aside to meet the Urban Forest and landscape requirement shall also meet the requirements of the comprehensive plan, Chapter 5, Environmental Management, Tallahassee Land Development Code or the Leon County EMA, whichever is applicable. The intent of this policy will be achieved through implementation of the following guidelines:

(1) Prior to approval of the first PUD Concept Plan on the Toe or the Heel, except as allowed by policy LU 6.2.4, a Natural Features Inventory consistent with the requirements of Chapter 5, Environmental Management, Tallahassee Land Development Code and the Leon County EMA, whichever is applicable, shall be submitted for the entire Toe or the entire Heel respectively.

(2) Credits for open space, wetland mitigation, slope mitigation, stormwater management or urban forest requirements may be requested outside of individual parcels or tracts under review but elsewhere within the Toe, or Heel, respectively.

(3) Areas with severe and significant slopes that are not located in the primary open space systems shall be protected in site specific plans in accordance with the Comprehensive Plan, Chapter 5, Environmental Management, Tallahassee Land Development Code and the Leon County EMA, whichever is applicable.

(4) Wetlands, watercourses and water bodies, except Dove Pond, shall be protected by a 50-foot natural buffer from the jurisdictional wetland line where adjacent to developable land. If Dove Pond is not included as part of a regional stormwater management system to provide flood protection for downstream off-site properties as provided by Policy LU 13.1.5 and Policy LU 13.1.7, then Dove Pond shall be protected by a 50 foot natural buffer from jurisdictional wetlands where adjacent to developable land.

(5) The primary open space systems shall be open to the general public and be designed to provide connections with the Miccosukee Canopy Road Greenway at multiple locations, and to integrate internal recreational multi-use paths with the

greenway's trails. Connections to future regional greenways shall be considered in the design of the primary open space systems.

(6) The primary open space systems shall be designed to provide additional buffering as established in PUD Concept Plans for designated canopy road protection zones, in addition to the required 100-foot setback, where feasible.

(7) The primary open space system in the Heel may include a portion of the existing Miles Johnson Road with the consent of the local government with jurisdiction and construction of new roads adjacent to and on each side of the Miles Johnson Road roadbed and canopy.

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

(9) The primary open space systems shall each have a management plan approved by the local government with jurisdiction in order to protect the values for which they were designated. The management plans may be adopted in phases so long as they are consistent with one another. Protection of the primary open space systems, including any preservation or conservation areas located within them, shall be provided by conservation easements and other measures consistent with Chapter 5, Environmental Management, Tallahassee Land Development Code or the Leon County EMA, whichever is applicable, except as otherwise provided by Policy LU 13.1.5 and Policy LU 13.1.7. Conservation easements within the City will be required consistent with City Growth Management Department's written policy. Conservation and preservation areas placed in conservation easements may be used toward satisfying the urban forest/ landscaping requirements of Chapter 5, Environmental Management, Tallahassee Land Development Code or the Leon County EMA, whichever is applicable.

(10) Acreage in the primary open space systems shall be counted toward satisfying the open space requirement established in PUD Concept Plans as provided by Policy LU 13.1.7.

(11) The following guidelines shall apply to uses within the primary open space systems as established in PUD Concept Plans:

(A) Passive recreation improvements that are natural resource-oriented, such as hiking, biking and riding trails and passive parks, may be constructed in the primary open space systems. Also allowable are community facilities such as bandshells, amphitheaters, gazebos and other improved gathering places if designed for non-vehicular and pedestrian access only, provided these activities are reviewed and approved as part of the management plan required for the conservation easement, when these activities are located such that impact to the conservation and preservation area is minimized and at the same time the overall purpose of the conservation easement is protected.

~~(B) Wildlife management areas may be included in the primary open space systems with protective measures addressed in the management plans, in accordance with Chapter 5, Environmental Management, Tallahassee Land Development Code or the Leon County EMA, whichever is applicable.~~

~~(C) Public roads and utilities may cross through the primary open space systems if no alternative route can be secured and impacts are minimized. Except for existing roads and specifically located existing road access easements, subject to the requirements of Policy LU 13.1.4 (2)(B) (related to an additional access to Miccosukee Road), the location of the roads shown on Figures 13-3, Toe Generalized Transportation Plan and Figure 13-4, Heel Generalized Transportation Plan, are approximate.~~

~~(D) Stormwater management facilities may be located in the primary open space systems subject to design criteria in the PUD Concept Plans and consistent with protection of conservation and preservation features pursuant to the Comprehensive Plan and Chapter 5, Environmental Management, Tallahassee Land Development Code or the Leon County EMA, whichever is applicable. Dove Pond may be utilized as part of a regional stormwater management system to provide flood protection for downstream off-site property owners in the Tri-Basin Study Area as provided the criteria in Policy LU 13.1.5 (4) and Policy LU 13.1.7 are met. Each other stormwater management facility must be evaluated in terms of impacts and meet the requirements of the Comprehensive Plan and Chapter 5, Environmental Management, Tallahassee Land Development Code or the Leon County EMA, whichever is applicable. If stormwater facilities are contained within the primary open space, then the public or private agency responsible for maintenance shall be allowed to perform necessary maintenance of these facilities consistent with each facility's level of service. Conservation and preservation areas are not to be used as conveyances for increased stormwater rates from development. The Stormwater Facilities Master Plan shall identify areas where drainage easements will be needed for proper maintenance of stormwater conveyances located within conservation and/or preservation areas.~~

~~(E) Access facilities for canoes and other watercraft without internal combustion engines may be located in the primary open space system. Fueling facilities shall not be allowed. If access facilities are located in conservation or preservation areas these activities shall be reviewed and approved as part of the management plan required for the conservation easement, when these activities are located such that impact to the conservation and preservation area is minimized and at the same time the overall purpose of the conservation easement is protected.~~

~~(12) The cemetery in the Toe shall be protected as provided by state law. The churches owning the cemetery should fence the cemetery and prohibit disturbance.~~

~~Policy 13.1.3: Land Use~~ **~~(EFF. 12/10/02; REV. EFF. 7/20/05; REV. EFF. 8/27/17)~~**

I. Land Use

The Toe and Heel shall contain an integrated mixture of uses that allows a broad range of residential, commercial, office, employment, recreation and civic, institutional and community uses with varying densities and intensities of use. The intent of this policy is to create a community pattern of multiple neighborhoods that are compact and walkable, with a mixture of uses, diversity of housing types and prices, and interconnected fine-grained street systems. A mix of uses should be encouraged throughout each phase of development and at buildout. Neighborhood densities and development intensities generally should be arranged in a hierarchical continuum radiating from center to edge. Pedestrian accessibility should be given precedence over automobile convenience as established in PUD Concept Plans.

(1) Land uses in the Toe and Heel shall be assigned on the basis of the following categories as established in PUD Concept Plans:

(A) EMPLOYMENT CENTER

Employment centers shall be located proximate to major transportation arteries in order to provide jobs for residents as well as regional employment opportunities. Employment centers are intended to contain a mix of uses and not be a single-use environment. They shall be designed with shared parking opportunities for nonresidential uses that have peak parking demands other than during normal office hours. An employment center shall range in size between 15 acres and 150 acres. Allowable uses include office, hotels and inns, light industrial, warehousing and distribution, laboratories, research, printing, banks, retail, restaurants and cafes, infrastructure including stormwater management facilities, civic, religious and institutional uses and educational uses. Residential uses shall not be allowed except when located above the ground floor in mixed-use office buildings.

Development intensities shall range from 8,000 square feet per acre to 15,000 square feet per acre. Ground-floor, pedestrian-friendly uses should be included to provide walk-to shopping opportunities. A minimum five percent on-site open space requirement shall be required for each preliminary plat in an employment center.

(B) TOWN CENTER

Town centers shall be planned as compact, efficient nodes. Traffic calming measures such as onstreet parking, buildings close to the road with parking in back, streetscape, and other such solutions shall be utilized to create a pedestrian-friendly, walkable center. A town center shall range in size between 10 to 30 acres and contain uses that serve surrounding neighborhoods as well as those traveling through the area. Uses shall be mixed horizontally and vertically to the maximum extent feasible. It is the design intent to plan for multiple storefronts and multiple retailers in town centers so all of the available retail space is not aggregated into one or two "big-box" stores. Allowable uses include office, retail, restaurants, bed and breakfasts, hotels and inns, theaters and other entertainment venues, specialty retail, grocery stores, residential, home occupational uses, and civic, religious and institutional uses (including day care services for children and adults).

Development intensities in town centers shall range from 8,000 square feet per acre up to 20,000 square feet per acre. Residential densities shall be allowed up to 16 dwelling units per acre with no minimum density required. Residential uses shall be encouraged above ground floor retail and other nonresidential uses. Town centers shall be planned on a block system with a gridded road network and on-street parking.

Stormwater management facilities shall be located outside of town centers to promote a compact, pedestrian-oriented development pattern except where alternative sites for stormwater facilities are not reasonably available. Community open space in the form of public squares and greens shall be planned as a focal point for a town center. No minimum on-site open space shall be required on each preliminary plat.

(C) NEIGHBORHOOD CENTER

Neighborhood centers shall allow small retail, specialty retail, office, restaurants, services, residential and other uses (including day care services for children and adults) that support residential uses within a neighborhood. These centers are also intended to function as a neighborhood focal point and are envisioned to have churches, town squares, and other civic, religious, and institutional uses. The neighborhood centers shall range in size from 5 to 8 acres and shall be designed to create a pedestrian-friendly environment. Traffic calming measures, such as on-street parking, buildings up close to the road with parking in back, streetscape, and other such solutions, shall be utilized to create a pedestrian-friendly, walkable center.

Development intensities in the neighborhood center shall range from 4,000 square feet per acre to 12,500 square feet per acre. The maximum residential density in the neighborhood center shall be 16 units per acre. No minimum density shall be required. Residential uses shall be encouraged above ground-floor retail and other nonresidential uses. Community open space in the form of village squares and village greens shall be planned as the focal point of a neighborhood center. No minimum on-site open space shall be required for each preliminary plat.

(D) MULTI-FAMILY RESIDENTIAL

Multi-family residential areas shall include residential units with a maximum density of 16 units per acre and a minimum density of 8 units per acre. Allowable uses include town homes, apartments, condominiums and other multi-family uses, single-family attached and detached residential units, office as a ground-floor use with residential uses above or in a live-work unit, civic, religious and institutional uses, infrastructure including stormwater management facilities, parks and recreation. A minimum 10 percent on-site open space shall be required on each preliminary plat.

(E) RESIDENTIAL HIGH DENSITY

Residential high-density areas should be within easy walking distance of town and neighborhood centers and/or arranged along either side of some of the internal roads. The maximum allowable density shall be 10 units per acre and

~~the minimum density should be 4 units per acre. Allowable uses include residential, civic, religious and institutional uses, parks and recreation, and infrastructure including stormwater facilities. A minimum of 10 percent on-site open space shall be required on each preliminary plat.~~

~~(F) RESIDENTIAL MEDIUM DENSITY~~

~~Residential medium density areas shall include single-family residential uses up to a maximum density of 4 units per acre with a minimum density of 2 units per acre. Allowable uses include residential, parks, open space and other recreational uses, civic, religious and institutional uses and infrastructure including stormwater facilities. These areas shall have an interconnected local road system with a range of lot sizes. A minimum of 15 percent on-site open space shall be required on each preliminary plat.~~

~~(H) RESIDENTIAL LOW DENSITY~~

~~Residential low-density areas shall include single-family residential uses with a maximum density of 2.5 units per acre and a minimum of 1 unit per acre. Allowable uses include residential, parks, open space and other recreational uses, civic, religious and institutional uses and infrastructure including stormwater facilities. A minimum of 15 percent on-site open space shall be required on each preliminary plat.~~

~~(I) RESIDENTIAL ESTATE~~

~~Residential estate areas shall include single family residential uses up to a density of up to 1 unit per acre. Allowable uses include residential, parks, open space and other recreational uses, civic, religious and institutional uses and infrastructure including stormwater facilities. A minimum of 15 percent on-site open space shall be required on each preliminary plat.~~

~~(J) SCHOOLS AND COMMUNITY USES~~

~~The school and community uses category is intended for public and private schools, as well as a broad range of community, civic, religious and institutional uses, including but not limited, to libraries, fire stations, police stations, civic educational centers, places of worship and supporting uses, community centers and clubhouses. School support facilities are also allowable, and include but are not limited to, play fields, gymnasiums, and other education-related uses. A minimum of 15 percent on-site open space shall be required on each preliminary plat.~~

~~(2) Land uses should develop on the Toe, shown in Figure 13-1, consistent with the following locational criteria as established in PUD Concept Plans:~~

~~(A) One or more town centers should be located at strategic points along Welaunee Boulevard with no more than one each in the eastern and western sections.~~

~~(B) One or more neighborhood centers should be located at strategic points along Welaunee Boulevard with no more than one each in the eastern and western sections.~~

~~(C) Town and neighborhood centers shall be located within a one-quarter mile walking radius from the majority of the denser residential areas.~~

~~(D) Town and neighborhood centers, higher-density residential areas and the primary open space system shall be located proximate to school and community uses when feasible.~~

~~(E) School and community uses shall be located proximate to town or neighborhood centers, higher density residential areas and the primary open space systems when feasible.~~

~~(F) Residential medium density areas generally shall be located within one-quarter mile walking distance from town and neighborhood centers.~~

~~(G) Residential low density and residential estate areas shall be located outside the one-quarter mile walking radius from town and neighborhood centers. Residential areas adjacent to the Miccosukee Canopy Road Greenway or along currently designated canopy roads shall be either residential low density or residential estate.~~

~~(H) Institutional uses (including but not limited to an elementary school, senior citizens' activity center, assisted living facility, adult living facility, rehabilitation center, and adult care/memory unit) may be located in any land use district in the Toe.~~

~~(3) Unless developed pursuant to Policy LU 13.1.9, land uses should develop on the Heel, shown on Figure 13-2, consistent with the following locational criteria as established in PUD Concept Plans:~~

~~(A) Employment centers should be located as follows:~~

~~(i) An employment center should be proximate to the interchange of Interstate 10 and U.S. 90 and be compatible with nearby residential and mixed-use development. This employment center shall have direct access to an arterial, which will traverse the Heel.~~

~~(ii) An employment center should be located in the southern section of the Heel with direct access to U.S. 90. To minimize traffic loadings on U.S. 90, this employment center shall be connected to the Heel by internal roadways.~~

~~(B) No more than one town center may be located in the central section of the Heel proximate to residential areas. Employment centers should be located preferably within a one-quarter mile walking radius of the town center to provide restaurants, services, retail and other uses for employees.~~

~~(C) No more than two neighborhood centers may be located in the northern section of the Heel within a one-quarter mile walking radius of nearby residential development. No more than one neighborhood center may be located in the central section of the Heel.~~

~~(D) Town or neighborhood centers shall be located at the center of a one-quarter mile walking radius from the majority of the denser residential areas.~~

(E) School and community uses shall be located proximate to town or neighborhood centers, higher density residential areas and the primary open space system when feasible.

(F) Residential areas adjacent to the Miccosukee Canopy Road Greenway or along currently designated canopy roads shall be either single-family residential low density or single-family residential estate.

(G) Residential estate areas should be located in the northeastern section of the Heel adjacent to existing estate-type rural residential areas on adjacent lands.

Policy 13.1.4: Transportation **(EFF.12/10/02; REV.EFF.7/20/05; REV. EFF. 8/27/17)**

The transportation systems on the Toe and Heel, in addition to the arrangement of land uses, shall be designed to capture internal trips, promote alternatives to single-occupancy vehicle travel and support a mixed-use development pattern. The transportation network for the Toe and Heel shall support and enhance livable community concepts while meeting level of service standards. It is the intent of this policy to create communities and supporting transportation systems that encourage walkability and pedestrian accessibility, provide a road network with connectivity on-site and to surrounding areas, relieve pressure on canopy roads, minimize environmental impacts and encourage transit and other modes of transportation. Except for existing roads and specifically located existing access easements, subject to the requirements of Policy LU 13.1.4 (2)(B) (related to an additional access to Miccosukee Road), the location of the roads shown on Figures 13-3 Toe Generalized Transportation Plan and Figure 13-4 Heel Generalized Transportation Plan are approximate.

(1) These general transportation guidelines shall apply on the Toe and Heel as established in PUD Concept Plans and shown in Figure 13-3 and Figure 13-4, respectively:

(A) A fine-grained network of internal roads shall provide alternative travel routes and ensure that all roadways operate at acceptable levels of service at buildout.

(B) All land uses shall provide for alternative modes of transportation, with connections to the transit hub and bus shelters. The nature of and extent of any required accommodations shall vary based upon business size.

(C) Recreational and alternative transportation multi-use paths shall be planned internally for bicycle and pedestrian travel and shall be incorporated into the primary open space systems when feasible. The paths shall accommodate bicyclists, pedestrians and other forms of recreational use and connect to the Miccosukee Canopy Road Greenway at multiple locations consistent with the Miccosukee Canopy Road Greenway Management Plan.

(D) Multi-modal facilities (for motorists, cyclists, and pedestrians) shall be provided on all collector and arterial roads.

~~(E) Traffic-calming measures shall be utilized on local roads where significant pedestrian activity is expected.~~

~~(F) All access roads through a designated canopy road protection zone shall minimize disturbance to the canopy and understory in consultation with the City's Urban Forester. Utilities shall be collocated in these access roads when feasible.~~

~~(G) Transit shall be encouraged through planning and design by focusing density in areas where transit can serve the largest number of potential passengers. Bus shelters shall be provided by the developer at locations designated by Taltran.~~

~~(H) The road network in the Toe shall:~~

~~(i) Promote and enhance a livable community pattern, including mixed use and a pedestrian environment;~~

~~(ii) Protect the adjacent canopy roads by relieving traffic pressure on them;~~

~~(iii) Enhance the scale and pedestrian accessibility of town and neighborhood centers along Welaunee Boulevard, and~~

~~(iv) Provide for adequate road capacity to serve the development.~~

~~(I) Whenever possible, neighborhoods need to be interconnected and not solely dependent upon Welaunee Boulevard for ingress and egress. The street pattern should be planned to accommodate the highest frequency of street crossings in the town and neighborhood centers with decreasing frequency through residential areas and the least number of crossings in low density or "country" areas.~~

~~(J) No residential driveways shall connect directly to Welaunee Boulevard or the Shamrock South extension on the Heel. Direct access to canopy roads shall not be permitted for any residential or non-residential uses. Roadways within the Toe and the Heel will be designed so road access through designated canopy road protection zones will not be necessary except as otherwise expressly allowed in Policy 13.1.4.~~

~~(2) The following transportation guidelines shall apply in the Toe as established in PUD Concept Plans and shown in Figure 13-3:~~

~~(A) A transit hub for the transfer of passengers between bus routes shall be provided in a town or neighborhood center. The transit hub shall include facilities to accommodate up to four buses on a site not to exceed two acres and which is adjacent to available parking that can accommodate park and ride vehicles.~~

~~(B) Road access to the Toe from Miccosukee Road shall occur only within the existing road access easements across the Miccosukee Canopy Road Greenway at Arendell Way and Edenfield Road. In addition, road access to the Toe from Miccosukee Road at Dempsey Mayo within the existing road access easement may be approved in a PUD Concept Plan if it is determined by the local government with jurisdiction, based on analysis, that such a connection would~~

have a desirable impact on the Miccosukee Canopy Road. All impacts to the canopy road protection zone from such access roads shall be minimized.

(C) Road access to the Toe from Fleischmann Road shall be provided in accordance with City standards and subject to City approval.

(D) Road access to the Toe from Centerville Road shall be provided at one location.

(E) Welaunee Boulevard shall be designed consistent with a mixed-use development pattern and a pedestrian-friendly environment.

(i) It is the intent to promote the Welaunee Boulevard corridor as a "livable" roadway that supports and enhances a pedestrian-friendly environment. The character of this roadway, and the land uses along it, should be protected to ensure that strip development and auto-dependent land uses do not occur. Welaunee Boulevard should be designed to minimize changes to the natural contours of the landscape and vegetated areas along its length. Welaunee Boulevard should be designed so that the character of the roadway changes along its corridor.

(ii) In the "town" sections, Welaunee Boulevard should have a narrower right-of-way with roadway sections to be determined at the time of the PUD Concept Plans which may include on-street parking. Buildings should be placed close to the right-of-way with parking located behind. Pedestrians should have priority in the town and neighborhood centers. The highest number of road connections from the adjacent street network should occur in the town sections. Higher density residential uses and non-residential uses should be planned in the town sections.

(iii) In the "country" sections, land uses along the roadway should be lower density residential or open space. In these country sections, the design of the road shall minimize environmental impacts by utilizing split profile sections and wide medians to respond to topography and preserve vegetation. Right-of-way width shall vary consistent with the character of the area it is traversing while meeting level of service demands. Right-of-way in these areas shall accommodate medians with landscaping and may provide for an "eyebrow" road or, if necessary, accommodate a split-section profile for the purpose of minimizing environmental impacts.

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

(G) Construction of Welaunee Boulevard shall be phased to accommodate transportation impacts from approved development of the Toe. The roadway phases shall be consistent with the Urban Services-Development Agreement

between the City of Tallahassee and Powerhouse, Inc. dated April 15, 1990 as may be amended from time to time (referred to as the Urban Services Agreement) and shall be established in PUD Concept Plans in a manner that complies with the adequate public facilities requirements of this comprehensive plan and the land development code.

(3) The following transportation guidelines shall apply in the Heel as established in PUD Concept Plans and shown in Figure 13-4:

(A) Road access to the Heel from U.S. 90 shall occur in compliance with Florida Department of Transportation rules including the Shamrock South extension, which will traverse the Heel.

(B) Contingent upon approval by the Tallahassee-Leon County M.P.O., the Shamrock South extension between Miccosukee Road and U.S. 90 will be shown on the 2025 updated long-range transportation plan as a component of the cost-feasible plan, consistent with the Urban Services-Development Agreement between the City of Tallahassee and Powerhouse, Inc. dated April 15, 1990 as may be amended from time to time (referred to as the Urban Service Agreement).

(C) Road access to the Heel from Miccosukee Road shall occur only at the existing Miles Johnson Road intersection and the Shamrock South extension, which will traverse the Heel, including the Miccosukee Canopy Road Greenway.

(D) Two roads may be constructed adjacent to the Miles Johnson Road roadbed and canopy if the local government with jurisdiction approves of incorporation of the existing Miles Johnson Road into the primary open space system.

(4) In PUD Concept Plans, the local government with jurisdiction shall require development on the Toe and Heel, respectively, to implement Transportation Demand Management (TDM) strategies, as appropriate, to reduce single-occupancy vehicle trips. Such strategies may include, but are not limited to, alternative work schedules, transportation allowances (carpool and vanpool programs), guaranteed ride home programs, telecommuting, transit supportive facilities (bus stops, shelters, etc.), and additional bicycle and pedestrian facilities and equipment.

Policy 13.1.5: Public Facilities **(EFF. 12/10/02; REV. EFF. 7/20/05)**

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

~~**I. Land Use**~~

~~(1) Potable water, sanitary sewer, electricity and natural gas service shall be provided to development on the Toe and Heel pursuant to the existing Urban Services-Development Agreement.~~

~~(2) All stormwater management facilities shall be designed to meet treatment standards for Outstanding Florida Waters (OFW) (i.e. the first .75 inches of rainfall) or the applicable local standard, whichever is greater. Maintenance responsibility for all stormwater management facilities shall be provided as established in the Stormwater Facilities Master Plan and the Urban Services Agreement. Facilities which are dedicated to the City must be constructed to City standards.~~

~~(3) Dove Pond may be incorporated into a regional stormwater management system and be utilized for the storage of treated stormwater to provide flood protection for downstream off-site property owners provided:~~

~~(A) It can be shown through the completion of an Environmental Impact Analysis (EIA) incorporated into a Stormwater Facilities Master Plan (SFMP) that, with any increase in flood volume or flood stage, the wetlands and associated conservation and preservation areas are minimally impacted.~~

~~(B) Such use may be undertaken only with the landowner's express approval.~~

~~(C) Public agencies shall pay a pro rata share of capital costs based on the off-site stormwater runoff to be stored in Dove Pond during flood events, provided the landowner makes available the necessary land or rights of use at no cost to the public contemporaneous with issuance of a final local development order which establishes and allocates buildout stormwater capacity for the Toe.~~

~~(D) Local government funding shall not be utilized for the portion of any stormwater management facilities necessary to accommodate on-site development.~~

~~(E) Criteria in Policy 13.1.7 are also achieved.~~

~~(4) To provide flood protection for downstream off-site property owners in the Tri-Basin Study Area, inter-basin transfers of stormwater may be permitted between sub-basins of the Welaunee Closed Basin and from the Welaunee Closed Basin to the Lafayette Oaks and Pedrick Closed Basins through a public conveyance system. Such transfers may occur only from Dove Pond as provided by this policy and Policy LU 13.1.7 and shall be deemed consistent with Policy 1.1.5 [SM], Policy 2.2.5 [C] and Chapter 5, Environmental Management, Tallahassee Land Development Code or the Leon County EMA, whichever is applicable, when they comply with these criteria:~~

~~(A) Approval by the local government with jurisdiction of a regional stormwater management plan for the Tri-Basin Study Area, based on a detailed assessment indicating minimal negative impacts to water quality, quantity and rate of discharge due to inter-basin transfers to the receiving watershed.~~

~~(B) Approval of public funding, in an adopted local government budget, for off-site stormwater management facilities required by the regional plan.~~

~~(5) Facilities which discharge to or from an isolated or aggregated closed basin shall provide storage for the post-development increase in runoff volume for the 100-year, 24-hour critical storm.~~

~~(6) Facilities which discharge to Lake Lafayette shall provide both treatment and attenuation for storms consistent with the requirements of Chapter 5, Environmental Management, Tallahassee Land Development Code or the Leon County EMA, whichever is applicable.~~

~~(7) The landowner shall reserve for future dedication, to the City of Tallahassee, a site for fire protection and emergency services, not to exceed two acres.~~

~~(8) Unless developed pursuant to Policy LU 13.1.9, a 24-acre site for a 500-pupil elementary school for Leon County Schools shall be reserved for future dedication to the Leon County School Board in the Heel proximate to residential areas, a town or neighborhood center and the primary open space system, with off-site stormwater management provided through a regional system. Impacts to existing public schools shall be addressed during the development review process as required by this comprehensive plan, provided that the fair market value of the school site, any off-site stormwater treatment and storage capacity and any other land or improvement to support a public school shall be a credit, on a dollar-for-dollar basis, against any fee or exaction for public school impacts.~~

~~(9) Public facilities and improvements necessary to serve development on the Toe and Heel may be financed, planned, established, acquired, constructed, reconstructed, enlarged, extended, equipped, operated or maintained by one or more community development districts subject to the requirements of Chapter 190, Florida Statutes.~~

~~(10) Prior to approval of the first PUD Concept Plan on the Toe or the Heel, except as allowed by Policy LU 6.2.4, a Stormwater Facilities Master Plan (SFMP) shall be prepared by the applicant and approved by the local government for the entire Toe and the entire Heel. The SFMP shall accommodate stormwater flows from full build out conditions from any upstream offsite property and the entire Toe or the entire Heel, as applicable. The SFMP shall, at a minimum, identify regional impacts to flood extents and stormwater conveyance, establish infrastructure requirements necessary to manage stormwater in compliance with local, state and federal regulations, document the phasing, implementation and easement reservations necessary to serve full build-out and facilitate environmental and stormwater permitting. To accomplish these goals, the SFMP shall provide analysis and design of the primary stormwater system based on detailed hydrologic and hydraulic modeling of existing and post-development conditions. The analysis shall incorporate existing land use, soils and topographic data, the conceptual land use plan, stage and water quality monitoring data and the applicable results and findings of the Natural Features Inventory and Environmental Impact Assessment. The design shall provide general parameters associated with the primary stormwater management facilities, drainage easements and conservation easements necessary to serve the development under full build-out conditions. Flood extents delineated by the SFMP shall allow identification of the 100-year flood exclusion area. No habitable structures shall be constructed within the post-~~

development (full build-out) 100-year floodplain. The SFMP's scope of work shall be approved by local government prior to development of the SFMP.

NOTE: Notwithstanding the above, the Heel may be developed under Policy LU 13.1.9, in which case the guidelines stated above will be adjusted to reflect the requirements of Policy LU 13.1.9.

Policy LU 13.1.6: General Design Standards **(EFF. 12/10/02; REV. EFF. 7/20/05)**

PUD Concept Plans shall incorporate design standards that will insure and guide mixed-use, integrated development that is pedestrian-friendly. In addition to the general design standards set forth in other policies, which support Land Use Objective 13.1, PUD Concept Plans shall be consistent with these general design standards:

(1) Sidewalks shall be provided throughout the Toe and Heel as follows:

(A) On both sides of Welaunee Boulevard. Sidewalks shall also be provided on both sides of collector roads and arterial roads in the Toe.

(B) On both sides of the Shamrock South extension which will traverse the Heel and on all other arterial and collector roadways in the Heel.

(C) On both sides of all streets in employment centers, town centers, and neighborhood centers.

(D) On one side in residential low-density and residential estate areas.

(E) On one side (fronting residences) of the two roads running parallel to Miles Johnson Road if it is closed to through traffic and incorporated into the primary open space system.

(F) Sidewalks shall be provided on both sides of streets in residential medium-density and residential high-density areas.

(2) On-street parking shall be accommodated where feasible in neighborhood and town centers and shall be credited toward parking requirements as specified in PUD Concept Plans.

(3) In town and neighborhood centers, parking shall be provided in the rear of buildings to the maximum extent feasible. Buildings shall be oriented to the street and designed with minimal setbacks from the road to promote a pedestrian-friendly environment. Criteria for a variance from build-to and setback lines may be established in PUD Concept Plans.

(4) PUD Concept Plans shall include integrated parking management strategies designed to achieve more efficient utilization of parking resources, mitigate peak travel demand and optimize the return on investments in public right-of-way. Integrated parking management strategies may include shared parking plans, short-term parking plans, parking areas "unbundled" from specific buildings, parking spillover prevention measures and time-limit strategies for on-street parking. Reductions from generally applicable parking space standards shall be granted in PUD Concept Plans when justified on the basis of integrated parking

~~management strategies, the mixed-use character of various portions of the development or other professionally accepted methodology.~~

~~(5) Town centers shall be designed as a marketplace for a variety of retailers to ensure that not all retail space is aggregated into one or two single "big-box" retail buildings.~~

~~(6) Building heights in town centers and neighborhood centers shall not exceed 65 feet from grade. Building heights in other land use categories shall be established in PUD Concept Plans at heights compatible with development in mixed-use centers and other land uses.~~

~~(7) Property signage in non-residential areas shall be provided in a coordinated manner that is compatible with the architectural vernacular and scale of development. It shall be consistent with a master signage plan established in PUD Concept Plans.~~

~~(8) Landscaping in common areas, residential areas, along roadways and in town, neighborhood and employment centers shall utilize only drought-resistant native plant species in an approved plant list established in PUD Concept Plans.~~

~~(9) Landscaping in town centers, neighborhood centers, employment centers and residential areas located within a one-quarter mile walking distance of those centers shall include street trees identified in an approved plant list established in PUD Concept Plans.~~

~~(10) Stormwater management facilities shall be designed consistent with the "Stormwater and Erosion and Sediment Control Best Management Practices for Developing Areas" as described in Chapter 6 of the FDEP Florida Development Manual, Appendix F of the Concurrency Manual and subject to local government approvals. During construction, sediment and erosion control shall be required as specified in Chapter 8 of the "Erosion and Sediment Control Handbook" (Goldman, Jackson, Bursztynsky).~~

~~(11) Constructed stormwater management facilities may be utilized to satisfy the open space requirements established in the PUD Concept Plans if the following general design standards are met:~~

~~(A) Stormwater management facilities shall be designed and constructed using predominantly non-angular, freeform, curvilinear contouring that visually integrates the facility into the overall landscape design.~~

~~(B) Retaining walls may be incorporated to maximize storage volume and to minimize excessive grade changes or tree removal, but may not exceed 50 percent of the limits of the facilities perimeter and may not exceed six feet in height. Terraced side slopes utilizing multiple retaining walls may be used when augmented with landscaping between retaining walls.~~

~~(C) Stabilized side slopes exceeding 4:1 slopes shall be planted with either artificial, erosion-resistant materials or with appropriate vegetative cover.~~

~~(D) Perimeter landscaping is a part of the design of the stormwater facility for dry retention/detention facilities as well as wet detention/treatment facilities.~~

(12) Integrated mixtures of land uses shall be located and designed to be consistent with comprehensive crime prevention strategies of natural surveillance, territorial reinforcement and natural access control.

Policy 13.1.7: Allowances **(EFF. 12/10/02; REV. EFF. 7/20/05)**

Development shall be designed on the Toe and the Heel to be consistent with the thresholds for impacts established in the Comprehensive Plan and Chapter 5, Environmental Management, Tallahassee Land Development Code or the Leon County EMA, whichever is applicable. Notwithstanding any other provisions of this Comprehensive Plan, development of the Toe and Heel may be subject to the following provisions as established in PUD Concept Plans:

(1) To reduce downstream flooding of off-site property owners in the Tri-Basin Study Area, Dove Pond may be utilized for the storage of treated stormwater as provided by this policy and Policy LU 13.1.5. If after the completion of the Environmental Impact Analysis (EIA) and Stormwater Facilities Master Plan (SFMP) it can be shown that impact to the wetlands and associated conservation and preservation areas have been minimized and that the impact to conservation and preservation areas is determined to be greater than 5 percent as allowed in Comprehensive Plan Policy 1.3.11[C], the Public Linear Infrastructure Variance process may be utilized to authorize the public regional stormwater management facility subject to the following:

(A) Local government approval of a regional stormwater plan for the Tri-Basin Study Area, based on a detailed assessment indicating minimal negative impacts to wetlands, water quality, quantity and rate of discharge both on-site and off-site due to inter-basin transfers to the receiving watershed.

(B) Approval of public funding, in an adopted local government budget, for off-site stormwater management facilities required by the regional plan.

(C) Impacts shall be permitted only when demonstrated to be the minimal impacts reasonably necessary to implement the regional plan.

(2) If Dove Pond is not utilized as a public regional stormwater management facility, then use of Dove Pond as a stormwater management facility must be evaluated in terms of impacts and meet the requirements of the Comprehensive Plan and Chapter 5, Environmental Management, Tallahassee Land Development Code or the Leon County EMA, whichever is applicable.

(3) To promote creation of the primary open space systems and their integration into the planned mixed-use communities with appropriate credit, the PUD Concept Plans shall establish an open space requirement which includes credit for the primary open space system, protected preservation and conservation areas, areas of constructed landscape and the minimum on-site landscaping required for individual sites set forth in Policy LU 13.1.2. Specific landscape standards and requirements shall be established in PUD Concept Plans. Such standards and requirements shall be designed to meet or exceed, on a cumulative basis, the

Landscape and Urban Forest requirements in Chapter 5, Environmental Management, Tallahassee Land Development Code or the Leon County EMA, whichever is applicable. These landscape standards shall include, but not be limited to, standards for provision of street trees in town centers and along public roadways, canopy trees and landscaped islands within parking lots, and special consideration of patriarch tree preservation. These standards will be developed to reflect the intent that town and neighborhood centers will be developed in an urban character with minimized setbacks and an emphasis on dense, mixed-use development. Various land uses in the Toe and the Heel shall satisfy the Urban Forest/Landscaping requirements based on thresholds established in the PUD Concept Plans. Such requirements shall be designed to meet or exceed, on a cumulative basis, the landscaping and urban forest requirements in Chapter 5, Environmental Management, Tallahassee and Development Code or the Leon County EMA, whichever is applicable.

Policy 13.1.8: Agricultural and Silvicultural Activities **(EFF. 12/10/02; REV. EFF. 7/20/05)**

It is the intent of this Policy to ensure that land identified for urban development within the time frame of the Comprehensive Plan is available for development and will not be encroached upon by incompatible land uses. It is also the intent to insure the long-term viability of open space areas and conservation and preservation areas through the proper management of these areas. Open space, conservation and preservation areas are valuable amenities to developing areas. It is intended that agriculture and silviculture uses will continue in the Toe and the Heel up to the point that individual tracts are converted to urban land uses. It is expected that agriculture and silviculture uses will be compatible with the long-term viability of planned open space, conservation, and preservation areas through proper management. It is also expected that the amenity value of those natural resources for urban development will be far greater than their agriculture or silviculture values.

(1) Agriculture and silviculture will be recognized as an allowable interim use in all land use categories within the Toe and Heel.

(2) As soon as local government site plan or subdivision approval is granted for any portion of property within the Toe and Heel, agriculture and silviculture activities shall cease to be allowable activities on the land for which local government approval has been granted and shall be phased out as set forth in the development order approving the site plan or sub-division plat. This elimination of agriculture and silviculture uses is intended to apply to parcels of land identified within the site plan or subdivision and to all land included in these parcels, such as land proposed to serve as buffer or open space.

(3) Prior to subdivision or site plan approval, agriculture and silviculture uses shall be allowed to continue within the Toe and Heel in accordance with the "2000 Silviculture Best Management Practices" as may be amended from time to time, Florida Department of Agriculture and Consumer Services, and existing local government ordinances.

(4) Timber harvesting activities shall not be conducted until such time as the landowner has obtained a timber-harvesting permit in accordance with the environmental and stormwater management ordinances of the appropriate local government.

Policy LU 13.1.9 Alternative Heel Program **(EFF. 7/20/05)**

Notwithstanding any other provision of this comprehensive plan, at the election of the landowner or an authorized developer as much as 800 acres in the Heel as depicted on Figure 13-5 may be developed as a separate project, without regard to other development in the Welaunee Critical Planning Area, with a land use designation of "Residential Estate" and a zoning designation of "Residential Acre." Such development shall be reviewed by the City as a residential subdivision and shall be required to meet all normal and customary requirements for such a development under the City's land development regulations, including but not limited to the EMO. Any portion of the Heel developed under this alternative program shall be exempt from the Critical Area Plan except for the following provisions:

(1) LU 13.1.1(6)
(2) LU 13.1.1(8)
(3) LU 13.1.1(9)
(4) LU 13.1.2(1)
(5) LU 13.1.3(1)(H)
(6) LU 13.1.4(1)(F)
(7) LU 13.1.4(1)(J)
(8) LU 13.1.4(3)(A)
(9) LU 13.1.4(3)(B)
(10) LU 13.1.4(3)(C)
(11) LU 13.1.4(3)(D)
(12) LU 13.1.5(1)
(13) LU 13.1.5(6)
(14) LU 13.1.5(10) as modified
(15) LU 13.1.6(8)
(16) LU 13.1.6(10)
(17) LU 13.1.6(11)
(18) LU 13.1.8

Any portion of the Heel depicted in Figure 13-5 not developed under this alternative program shall be subject to the Critical Area Plan as it otherwise would apply. Uses and maximum densities and intensities of use for such portion shall be allocated pro rata based on the uses and maximum densities and intensities of use on Table 5-2 of the data and analysis report for the "Welaunee Critical Area Plan – Toe and Heel" (Jan. 17, 2002).

Objective 13.2: Development Concept for the Welaunee Arch **(EFF. 12/10/02; REV. EFF. 1/11/21)**

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

~~I. Land Use~~

Policy 13.2.1: Concept. **(EFF. 1/11/21)**

~~This Welaunee Arch Master Plan satisfies the requirements of the Tallahassee-Leon County Comprehensive Plan for a planned development master plan in order to foster development on the Welaunee Arch with a region-serving, mixed-use activity center; residential areas with a strong sense of place and a range of diverse housing choices; transportation choices with linkage to commercial services and jobs; and planned recreation and open space.~~

Policy 13.2.2: Discourage Urban Sprawl. **(EFF. 1/11/21)**

~~The Welaunee Arch is located wholly within the Urban Services Area. Development within the Arch will discourage urban sprawl by, among other things, directing growth to a next-in-line area identified for future urban development since 1990; promoting walkable, connected neighborhoods that support a range of housing choices; implementing a multimodal transportation system that supports the internal capture of transportation trips; creating a balance of residential and nonresidential land uses through integrated, mixed-use centers and diverse housing types in close proximity to nonresidential uses; promoting the efficient and cost-effective provision or extension of public facilities and services; protecting and preserving natural resources; protecting environmentally sensitive lands; and providing public recreation and open space.~~

Policy 13.2.3: Implementation. **(EFF. 1/11/21)**

~~The Welaunee Arch Master Plan shall be implemented by one or more Planned Unit Development (PUD) Concept Plans, Regulating Plans with Form-based Codes, or other implementing plan as allowed by the Comprehensive Plan at the time of development. All such plans are referred to herein as Planned Development Concept Plans or PUD Concept Plans. Such PUD Concept Plans shall be consistent with this master plan and contain guidelines and requirements for land use categories, transportation facilities, access management, and other specific design standards. All PUD Concept Plans shall be consistent with the stormwater facility master plan and with transportation plans for the Phase of the Arch in which they are located, as developed and approved prior to or concurrent with the initial PUD Concept Plan for that Phase. The phasing of development in the Arch shall be consistent with necessary infrastructure and supporting services and the phasing requirements of Policy 13.2.5. Development Phases and PUD Concept Plans shall consider previously approved PUD Concept Plans within the Arch and anticipated development based on Figures 13-5 through 13-7 such that open space, stormwater, and transportation systems are planned and implemented consistent with the Policies in this Welaunee Arch Master Plan portion of the Welaunee Critical Area Plan.~~

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

LAND USE

Policy 13.2.4: Land Use Districts. (EFF. 1/11/21)

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

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

a. Activity Center. An activity center zone shall be a mixed-use zone including between 75 and 280 acres. The activity center zone shall be located east of the residential zone, as generally depicted on Figure 13-5, and no closer than 1,000 feet from the Buckhead subdivision. This zone shall contain a diverse mixture of region-serving commercial, office, hotel, and other non-residential uses with a trade area extending beyond the Welaunee Arch. This zone may also contain higher-density residential and public and civic uses that can contribute to the center's vitality and sustainability. Residential densities in this zone shall have a minimum of 10 dwelling units per acre and a maximum of 20 dwelling units per acre for residential development not in vertically mixed-use buildings. Non-residential intensities shall range from 4,000 square feet per acre to 30,000 square feet per acre. The mixture of uses shall be 10% to 55% residential and community services uses and 45% to 90% non-residential uses. The activity center shall be planned on a block system with a gridded road network to facilitate connectivity. Block lengths shall generally be less than 500 feet with block perimeters generally being less than 3,000 feet. Bicycle and Pedestrian paths and drive aisles that directly connect to the parallel street may count as block end points, provided they include pedestrian facilities and accommodations that are required along frontages. Traffic calming measures such as on-street parking, buildings close to the road with parking in back, streetscapes with street trees and landscaping, and other such solutions shall be utilized to create a pedestrian-friendly, walkable center.

b. **Employment Center.** An employment center zone shall be a mixed-use zone located proximate to major transportation arteries in order to provide jobs for residents as well as regional employment opportunities and shall contain 75 to 280 acres. Employment centers are intended to contain a mix of uses and not be a single-use environment. Allowable uses include office, hotels and inns, light industrial, warehousing and distribution, laboratories, research, printing, banks, retail, restaurants and cafes, infrastructure

including stormwater management facilities, civic, religious and institutional uses and educational uses. Residential uses shall not be allowed in Employment Center zones except when located above the ground floor in mixed-use buildings. Development intensities of non-residential uses in the employment center zone shall range from 8,000 square feet per acre to 40,000 square feet per acre. This zone shall be designed with shared parking opportunities for nonresidential uses that have peak parking demands other than during normal office hours. The development of a PUD Concept Plan that includes this zone shall include coordination with Star Metro to include preliminary plans for transit connectivity between this zone and other mixed-use zones in the Arch. The employment center shall be planned on a block system with a gridded road network to facilitate connectivity. Block lengths shall generally be less than 500 feet with block perimeters generally being less than 3,000 feet. Bicycle and Pedestrian paths and drive aisles that directly connect to the parallel street may count as block end points, provided they include pedestrian facilities and accommodations that are required along frontages. Traffic calming measures such as on-street parking, buildings close to the road with parking in back, streetscapes with street trees and landscaping, and other such solutions shall be utilized to create a pedestrian-friendly, walkable center.

c. **Residential.** A residential zone shall be located between the Buckhead subdivision and the mixed-use zones as generally depicted on Figure 13-5. This residential zone shall include between 30 and 100 acres. Residential development density shall be no less than 2 dwelling units per acre and not exceed 6 dwelling units per acre. Accessory dwelling units shall not count towards the residential density in this zone.

d. **Open Space/Greenway.** The Open Space and Greenway area within the Northeast Gateway District includes all open space within the district and may incorporate the adjacent primary open space system as depicted on Figure 13-5. This area shall be consistent with the development standards of Policy 13.2.37. Specifically, an open space zone shall be located along the border with the established Buckhead Neighborhood serving as a buffer between the existing Buckhead Neighborhood and new development in the Arch. This zone shall be no less than 250 feet wide and will include the Welaunee Greenway and existing utility easements. In total, a minimum of 20% of the gross area in Phase 1 shall be designated as Open Space.

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

from the mixed-use center increases. The West Arch District as identified on Figure 13-5 shall be comprised of:

a. Mixed-Use Center. Development of the West Arch District shall include a single mixed-use center designated as either a Town Center zone or Village Center zone.

b. Town Center. A town center zone shall be a mixed-use development planned as a compact, efficient node between 20 and 120 acres in size. A town center shall contain uses that serve surrounding neighborhoods as well as those traveling through the area. Allowable uses include office, retail, restaurants, bed and breakfasts, hotels and inns, theaters and other entertainment venues, specialty retail, grocery stores, residential, home occupational uses, open space, and civic, religious and institutional uses (including day care services for children and adults). The Town Center shall include uses mixed horizontally and vertically. It is the design intent to plan for multiple storefronts and multiple retailers in the town center, so all of the available retail space is not aggregated into one or two "big-box" stores.

Development intensities in the town center shall range from 4,000 square feet per acre up to 30,000 square feet per acre. Individual building footprints for non-residential uses shall not exceed 50,000 gross square feet. Residential densities shall be no less than 8 dwelling units per acre up to a maximum of 20 dwelling units per acre for residential development not in vertically mixed-use buildings. Residential uses shall be encouraged above ground-floor retail and other nonresidential uses. The mixture of uses shall be 10% to 55% residential and community services and 45% to 90% non-residential uses. Town centers shall be planned on a block system with a gridded road network to facilitate connectivity. Block lengths shall generally be less than 500 feet with block perimeters generally being less than 3,000 feet. Bicycle and Pedestrian paths and drive aisles that directly connect to the parallel street may count as block end points, provided they include pedestrian facilities and accommodations that are required along frontages. Traffic calming measures such as on-street parking, buildings close to the road with parking in back, streetscapes with street trees and landscaping, and other such solutions shall be utilized to create a pedestrian-friendly, walkable center. Community open space in the form of public squares and greens or urban forest canopy areas shall be planned as a focal point for a town center. No minimum on-site open space shall be required on each preliminary plat; however, exceptional specimen trees, patriarch trees, and trees of significant size for its species that are in very good health shall be protected.

~~I. Land Use~~

~~e. **Village Center.** A village center zone shall allow small retail, specialty retail, office, restaurants, services, open space, residential and other uses (including day care services for children and adults) that support residential uses within the District. This zone is also intended to function as a neighborhood focal point and is envisioned to have churches, town squares, and other civic, religious, and institutional uses. The village center zone shall range in size from 5 to 50 acres and shall be designed to create a pedestrian-friendly environment. Traffic calming measures, such as on-street parking, buildings up close to the road with parking in back, streetscape with street trees and landscaping, and other such solutions, shall be utilized to create a pedestrian-friendly, walkable center. Block lengths shall generally be less than 500 feet with block perimeters generally being less than 3,000 feet. Bicycle and Pedestrian paths and drive aisles that directly connect to the parallel street may count as block end points, provided they include pedestrian facilities and accommodations that are required along frontages.~~

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

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

c. **Residential.** The Residential zone is intended to provide the opportunity for a range of housing choices in proximity to mixed-use land use zones that include nonresidential uses which can provide commercial shopping opportunities to meet daily needs. This zone is intended to provide a transition from the mixed-use center and neighborhood zones to existing development in the Killearn neighborhoods. Residential development shall be limited to a minimum of 2 dwelling units per acre with a maximum density of 10 dwelling units per acre, comparable to the maximum density of the Urban Residential land use category, mixed with open spaces and compatible with protected areas such as the Welaunee Greenway.

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

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

a. Mixed-Use Center. Development of the North Arch District shall include a single mixed-use center designated as either a Town Center zone or Village Center zone as defined in the West Arch District policy.

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

c. **Residential.** The Residential zone is intended to provide the opportunity for a range of housing choices in proximity to mixed-use land use districts that include nonresidential uses which can provide commercial shopping opportunities to meet daily needs. Residential development shall be a minimum of 2 dwelling units per acre and shall not exceed a density of 10

dwelling units per acre, comparable to the maximum density of the Urban Residential land use category, mixed with open spaces and compatible with protected areas such as the Welaunee Greenway. This zone is intended to provide a transition from the mixed-use center and neighborhood zones to existing development in the Killearn neighborhoods.

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

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

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

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

a. **Clustered Residential.** The cluster residential zone shall be comprised of clustered development that sets aside a minimum of 50% open space as a reserve area, comprised of such things as special development zones, preservation and conservation features, undeveloped uplands, oak-hickory forest, significant trees, passive recreation areas, and stormwater facilities designed as a community amenity. Adjacent open space as designated on

Figure 13-5 and consistent with Policy 13.2.37 may be included in the Conservation Design District reserve area calculations for cluster development. The development area shall be the area not set aside as reserve area and shall comprise no more than 50% of the total conservation design district. Within this district, development area shall be located on the least environmentally sensitive areas; be contiguous to the greatest extent practicable; and allow maximum open space to be easily maintained in the reserve area. The development area shall be developed at a minimum of two dwelling units per acre and a maximum of 12 dwelling units per acre. Planned Unit Developments may provide for a density bonus up to 20 dwelling units per acre where more area is set aside than required or where greenways, trails, or other passive recreational opportunities are provided in the reserve area.

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

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

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

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

~~I. Land Use~~

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

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

b. ~~**Village Center.** The Conservation Design District shall include a Village Center Zone subject to the design standards for a Village Center zone in the West Arch District Policy.~~

c. ~~**Neighborhood.** The neighborhood zone is intended to provide the opportunity for a range of housing choices integrated with neighborhood scale, non-residential uses in proximity to a mixed-use land use districts that include nonresidential uses which can provide commercial shopping opportunities to meet daily needs. This zone shall be located within ¼ to ½ mile from the edge of the mixed-use center zone. In this neighborhood zone, residential development shall be no less than 4 dwelling units per acre and not exceed 14 dwelling units per acre. The maximum gross intensity allowed for new non-residential development is 20,000 square feet per acre. Building footprints for non-residential uses shall not exceed10,000 gross square feet.~~

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

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

~~Inventory approved by the City prior to approval of a PUD Concept Plan that includes this District.~~

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

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

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

the design and development criteria in Policy 13.2.37. The Conservation and Preservation Areas shall be subject to the design and development criteria of Policy 13.2.38.

Policy 13.2.5: Phasing. **(EFF. 1/11/21)**

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

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

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

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

I. Land Use

Table 1. Land Uses in the Welaunee Arch

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

I. Land Use

	Conservation Design Clustered Residential	Maximum 50% of Conservation Design District	n/a	2-12 DU/acre	
	Open Space	Min. 50% gross area as Reserve Area in Phase 2.			
Residential Reserve (Phase 3)	Residential Reserve Clustered Residential	40% of Residential Reserve District	n/a	0-6 DU/acre	
	Open Space	60% gross area as Reserve Area in Phase 3.			
Open Space[3,4]	Open Space	Minimum of 20% of Phase 1; 50% of Phase 2; no less than 60% of Phase 3; and no less than 40% of total area in Welaunee Arch. Open Space includes Conservation and Preservation Areas, Reserve Area, and Primary Open Space Areas.			
	Conservation/ Preservation[5]	Approximately 900 acres (19% of the Arch)			
	Other Open Space	Approximately 1000 acres (21% of the Arch)			

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

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

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

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

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

Policy 13.2.6: Development Totals. **(EFF. 1/11/21)**

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

Policy 13.2.7: Development Standards for Mixed-Use Zones. **(Eff. 1/11/21)**

The Activity Center, Employment Center, Town Center, and Village Centers (collectively "Mixed-Use Zones") shall be subject to the following development standards in addition to the requirements of Policy 13.2.4:

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

Policy 13.2.8: Inclusionary housing. **(Eff. 1/11/21)**

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

Policy 13.2.9: Housing affordability. **(Eff. 1/11/21)**

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

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

Policy 13.2.10: Community Facilities. **(EFF. 1/11/21)**

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

Policy 13.2.11: Essential Services. **(EFF. 1/11/21)**

Mixed-use centers and residential neighborhoods shall be designed to facilitate essential services, such as fire, police, and emergency medical services consistent with generally accepted response times. PUD Concept Plans shall include the locations of essential services upon request by and through coordination and formal agreement with the City of Tallahassee and/or the Leon County School Board.

Policy 13.2.12: Landscaping. **(EFF. 1/11/21)**

All landscaped areas, except athletic playing fields and golf course fairways and greens, shall utilize drought-resistant native plant materials from the "Florida Friendly Landscaping™ Guide to Plant Selection and Landscape Design" or other regionally appropriate plant material guide approved by the City. Landscaping may not include invasive species listed by the Florida Exotic Pest Plan Council. Landscaping in mixed-use and neighborhood zones shall include shade trees planted as street trees. PUD concept plans may include incentives, such as reduced tree mitigation, for shade trees planted as street trees outside of mixed use and neighborhood zones.

Policy 13.2.13: Crime Prevention through Design. **(EFF. 1/11/21)**

Integrated mixtures of uses shall be located and designed consistent with comprehensive crime prevention strategies of natural surveillance, territorial reinforcement, and natural access control.

Policy 13.2.14: General Compatibility. **(EFF. 1/11/21)**

Development in the Welaunee Arch shall be compatible with adjoining land uses through measures including but not limited to density and height limitations, setbacks, and

vegetative and open space buffers. Unless otherwise specified in this master plan, buffers are not required between or within land use districts in the Welaunee Arch.

Policy 13.2.15: Compatibility with Existing Residential Development. **(EFF. 1/11/21)**

To facilitate compatibility with the existing residential developments located east of Centerville Road and west of Miccosukee Road that are designated as Residential Preservation or Urban Residential-2 on the Future Land Use Map, land in the Welaunee Arch that is within 1,000 feet of such neighborhoods as measured from the boundary of the neighborhood shall be limited to open space, greenways, and residential uses with a maximum density of 6 dwelling units per acre comparable to the Residential Preservation Land Use Category. Mixed Use Land Use districts shall extend no closer than 1,000 feet from these existing residential developments. The location and size of each specific use category shall be depicted on a Planned Unit Development (PUD) Concept Plan.

Policy 13.2.16: Interim Uses. **(EFF. 1/11/21)**

Agricultural and silvicultural uses, whether existing or new, shall be an allowed interim use in any area of the Welaunee Arch on which development is planned to occur, up to and until the start of actual construction on the applicable land.

TRANSPORTATION

Policy 13.2.17: Transportation System. **(EFF. 1/11/21)**

The Welaunee Arch shall be served by a transportation system designed to optimize mobility. Major thoroughfares shall be generally located as depicted on Welaunee Arch Transportation Map, Figure 13-7, with the final location and design to be based upon site-specific environmental, engineering, and related considerations. Thoroughfares connecting through the Arch to areas beyond the Arch shall be arterials designed as boulevards for high vehicular capacity and moderate speeds not to exceed a design speed of 45 miles per hour with sidewalks on both sides of the roadway and bicycle facilities. Thoroughfares connecting mixed use areas within the Arch shall be collectors designed as avenues with high vehicular capacity and low to moderate speeds not to exceed a design speed of 30 miles per hour with sidewalks on both side of the roadway and bicycle facilities. On thoroughfares, a shared use path of adequate width to accommodate bicycle and pedestrian traffic may substitute for the sidewalk on one side of the road and the bike lanes for that facility. Within mixed-use centers and neighborhoods, where feasible based on engineering design criteria and the protection of environmental features, a grid of interconnected streets will provide alternative travel paths. Energy efficiency shall be accomplished in areas that are intended for greater densities and intensities through support of frequent transit service and providing a safe, comfortable and attractive environment for pedestrians and cyclists. Transportation facility needs, including planned future corridors and projected deficiencies on existing facilities surrounding the Arch, resulting from projected development in the Arch as identified through traffic models completed as part of the I-10 Interchange PD&E and/or updates to MPO Long Range Transportation Plans shall be adopted into the applicable Mobility Element

policies and/or figures and updates to the Capital Improvements Element when applicable.

Policy 13.2.18: Internal Trip Capture. **(Eff. 1/11/21)**

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

Policy 13.2.19: Northeast Gateway/Welaunee Boulevard. **(Eff. 1/11/21)**

The Northeast Gateway, which is a major infrastructure project for the entire Welaunee Critical Planning Area, consists of region-serving roads to distribute traffic north, south, east and west from a potential I-10 interchange at Welaunee Boulevard, which was recommended in the Florida Department of Transportation (FDOT) Master Plan Update on February 28, 2013. North of I-10, the roadways that make up the Northeast Gateway include the extension of Welaunee Boulevard from south of I-10 north through the Arch, and the extension of Shamrock South from Centerville Road to U.S. 90 (Mahan Drive). Welaunee Boulevard and Shamrock South Extension are programmed to be constructed by the Blueprint Intergovernmental Agency consistent with the voter-approved Northeast Gateway project and may be phased based upon trip demand. Within the Arch, both Welaunee Boulevard and Shamrock South Extension shall be designed to function as a complete street to promote mobility for multiple users – pedestrians, bicyclists, motorists, and transit riders of all ages. No residential driveways shall connect directly to Welaunee Boulevard or Shamrock South Extension.

Policy 13.2.20: I-10 Flyover or Interchange. **(Eff. 1/11/21)**

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

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

prioritizes pedestrian mobility. Welaunee Boulevard may pass over Interstate 10 unless and until such time that a potential interchange is approved and constructed.

Policy 13.2.21: Right-of-Way Reservation. **(EFF. 1/11/21)**

The landowner shall reserve for future conveyance the right-of-way for Welaunee Boulevard, the Shamrock South Extension, and the I-10 Flyover or Interchange as generally depicted on Welaunee Arch Transportation Map, Figure 13-7. The terms of such reservation shall be consistent with the Urban Services-Development Agreement between the City of Tallahassee and Powerhouse, Inc. dated April 15, 1990, as restated and amended. Rights-of-way shall be restricted to transportation facilities and compatible infrastructure.

Policy 13.2.22: Complete Streets. **(EFF. 1/11/21)**

The transportation system shall be designed with complete streets in accordance with Objective 1.2 [M] and associated policies in the Mobility Element. A PUD Concept Plan shall provide in mixed-use centers for complete streets that include safe and convenient pedestrian facilities reasonably free from hazards and adequately separated from streets that carry high volumes of vehicular traffic and create a reasonable and direct route between destinations. Sidewalks shall be provided on both sides of local streets in mixed-use zones. Sidewalks shall be provided on at least one side of local streets in zones that allow only residential development.

Policy 13.2.23: Bicycle Facilities. **(EFF. 1/11/21)**

A PUD Concept Plan shall include a network of bicycle facilities, including on-street and off-street facilities, which should be coordinated with the open space areas of the Arch. The intent is to provide safe and convenient movement for bicycles reasonably free from hazard and providing a reasonable and direct route between destinations. Bicycle facilities shall be designed where practical to connect to similar facilities in other PUD Concept Plans. Where feasible, a shared-use path of adequate width to accommodate bicycle and pedestrian traffic may substitute for sidewalks and bike lanes. Protected bicycle lanes may be incorporated where feasible. Where bicycle, pedestrian, and/or shared use path facilities intersect the Welaunee Greenway, opportunities shall be provided to access the Greenway.

Policy 13.2.24: Parking in Mixed-Use Centers. **(EFF. 1/11/21)**

In mixed-use centers, vehicular parking shall be located on the street, in parking structures, or off-street at the street level. Off-street parking shall be provided in the rear of buildings where feasible based on engineering design standards and the protection of environmental features, or on the side of buildings and shall be limited in size and scale through such measures as shared parking, parking credits, and maximum parking limits. PUD Concept Plans may include incentives, such as reduced parking or setback requirements, for the use of building-mounted solar systems on parking structures.

~~I. Land Use~~

~~Policy 13.2.25: Canopy Roads.~~ **~~(Eff. 1/11/21)~~**

~~Direct access to Canopy Roads shall not be permitted for any residential or nonresidential uses except parks or open space. Road access to the Welaunee Arch shall be provided from Miccosukee Road at no more than three locations. Road access to the Arch shall be provided from Centerville Road in no more than two locations. Canopy Road Zones shall be provided along Miccosukee Road and Centerville Road in addition to the Welaunee Greenway. PUD Concept Plans may include incentives, such as reduced tree mitigation, in return for new roadways being designed and planted with shade trees consistent with the requirements for future canopy road designation.~~

~~Policy 13.2.26: Transit.~~ **~~(Eff. 1/11/21)~~**

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

~~Policy 13.2.27: Electric, Connected and Automated Vehicles.~~ **~~(Eff. 1/11/21)~~**

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

~~Policy 13.2.28: Transportation Concurrency.~~ **~~(Eff. 1/11/21)~~**

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

~~PUBLIC FACILITIES AND SERVICES~~

~~I. Land Use~~

~~*Policy 13.2.29: Adequate Public Facilities and Services.* **(EFF. 1/11/21)**~~

~~The supply and delivery of safe and adequate public facilities shall accommodate existing and future development consistent with the Comprehensive Plan. Development in the Welaunee Arch shall be served by adequate public facilities and services as required by law and consistent with the Welaunee Urban Services-Development Agreement, as restated and amended. Public facilities and services may be phased and financed, constructed, owned, operated, or maintained by any entity allowed by law, including but not limited to independent or dependent special districts, property owner associations, homeowner associations, or any combination of such entities. Any such entity may finance public facilities through any means allowed by law.~~

~~*Policy 13.2.30: Utilities.* **(EFF. 1/11/21)**~~

~~Potable water, sanitary sewer, and electricity service shall be provided by the City pursuant to the Welaunee Urban Services-Development Agreement, as restated and amended. Private providers shall provide telecommunications services. The installation of utilities may be phased consistent with the level-of-service and availability standards of the Tallahassee Leon County Comprehensive Plan. Utility infrastructure improvements shall occur consistent with the general timing of development, instead of the infrastructure being provided well before development occurs. This timing of infrastructure with development is intended to ensure that there is no stranded or early investment in infrastructure waiting for future development to occur.~~

~~*Policy 13.2.31: Clean Energy.* **(EFF. 1/11/21)**~~

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

~~*Policy 13.2.32: Energy Efficient Environmental Design.* **(EFF. 1/11/21)**~~

~~Planned Unit Development Concept Plans may provide for incentives such as increases in building height, waiver or reduction of mobility and impact fees, reduction of parking and setback requirements, reservation of infrastructure capacity without cost, expedited processing of applications for Concept Plans and site development plans, and similar measures in each District where developments incorporate Leadership in Energy and Environmental Design (LEED) standards or similar industry-recognized green certifications and/or provide building-mounted solar systems that generate threshold MW levels of electricity. Alternatively, PUD Concept Plans may provide for utility fee or other similar exaction offsets commensurate to estimated energy efficiency gains from incorporating Leadership in Energy and Environmental Design (LEED) standards or similar industry-recognized green certifications and/or provide building-mounted solar~~

~~systems that generate threshold MW levels of electricity. This policy does not apply to the Residential Reserve Zone.~~

~~*Policy 13.2.33: Stormwater Management.* **(EFF. 1/11/21)**~~

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

~~The SFMP shall take into consideration stormwater flows from full build out conditions from any upstream, off-site property. However, nothing herein shall relieve the upstream, off-site properties from complying with applicable environmental ordinances or standards. The SFMP shall, at a minimum, identify regional impacts to flood extents and stormwater conveyance; establish infrastructure requirements necessary to manage stormwater in compliance with local, state, and federal regulations; document the phasing, implementation, and easement reservations necessary to serve projected full build out; and facilitate environmental and stormwater permitting. To accomplish these goals, the SFMP shall provide analysis and design of the primary stormwater system based on detailed hydrologic and hydraulic modeling of existing and post-development conditions. The analysis shall incorporate existing land uses, soils and topographic data, and the conceptual land use plan (Figures13-5 through 13-7). The design shall provide general parameters associated with the primary stormwater management facilities, drainage easements and conservation easements necessary to serve the development under projected full build-out conditions. Flood extents delineated by the SFMP shall identify the 100-year flood exclusion area under the full build-out condition. No habitable structures shall be constructed within the post-development, full build-out 100-year floodplains or 100-year flood exclusion areas. The SFMP shall incorporate low-impact design best management practices to encourage the disconnection of impervious surfaces and increase the removal of nutrients from stormwater discharges. The SFMP shall also evaluate the existing nutrient pollutant loading to Class III surface water resources and ensure net improvement in the post development condition. The SFMP scope of work must be approved by the City prior to development of the SFMP.~~

~~The Stormwater Facilities Master Plan shall identify the feasibility and location of regional stormwater facilities and how they should be designed and constructed as amenities within parks or publicly accessible areas. Stormwater facilities shall be located outside wetlands and floodplains. Stormwater facilities may be located in Open Space that is not wetland or floodplain subject to design standards in a PUD Concept Plan and consistent with protection of conservation and preservation lands required by the comprehensive plan and the Environmental Management Ordinance.~~

Policy 13.2.34. Wetlands and Floodplains. **(EFF. 1/11/21)**

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

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

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

Policy 13.2.35. Florida Springs and Aquifer Protection. **(EFF. 1/11/21)**

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

Policy 13.2.36: Schools. **(EFF. 1/11/21)**

Each PUD Concept Plan shall be analyzed for impacts on public schools based upon then-applicable pupil generation rates utilized by Leon County Schools. Schools shall be located in relation to neighborhoods in order to serve residents, provide a focal point for the neighborhoods, and be safely accessible by pedestrians and bicyclists. The co-location of schools, civic spaces, and active parks is encouraged. The City and County shall adhere to the Public School Concurrency and Facility Planning Interlocal Agreement, as required by Section 1013.33, F.S., which establishes procedures for, among other things, coordination and sharing of information; planning processes; school siting procedures; site design and development plan review; and school concurrency implementation. Prior

~~to site plan approval of the 500th residential dwelling unit in Phase 1, a 10-acre site shall be reserved for future dedication to the Leon County School Board proximate to residential areas, a Town or Village center and the primary open space system with off-site stormwater management provided through a regional system. Impacts to existing public schools shall be addressed during the development review process as required by this comprehensive plan, provided that the fair market value of the school site, any off-site stormwater treatment and storage capacity and any other land or improvement to support a public school shall be a credit, on a dollar-for-dollar basis, against any fee or exaction for public school impacts.~~

~~*Policy 13.2.37: Fire and Emergency Services.* **(EFF. 1/11/21)**~~
~~Upon request of the City, PUD Concept Plans shall include identified sites for fire and/or emergency services in coordination and formal agreement with the City.~~

~~RECREATION, OPEN SPACE and CONSERVATION~~

~~*Policy 13.2.38: Primary Open Space System.* **(EFF. 1/11/21)**~~
~~The intent of the Open Space and Conservation strategy is to identify, conserve, manage, restore, and protect significant natural resources during and after development of the Welaunee Arch in accordance with the Conservation Element of the Tallahassee-Leon County Comprehensive Plan and consistent with this Master Plan. No less than 40% (no less than 37% if the Alternative Development Program is utilized per Policy 13.2.44) of the gross area in the Welaunee Arch shall be designated Open Space which shall include the Primary Open Space System, Conservation and Preservation Areas, Greenways, and other designated open space in each development District.~~

~~Open Space shall comprise no less than 40% (no less than 37% if the Alternative Development Program is utilized per Policy 13.2.44) of the total gross area within the Welaunee Arch, or approximately 1,900 acres. Of the Open Space, approximately 900 acres (19% of the total gross area of the Welaunee Arch) are designated Conservation or Preservation Areas as defined in policies 1.3.1 and 1.3.4 of the Conservation Element. The precise size and location of Conservation and Preservation Areas shall be determined through a Natural Features Inventory approved by the City prior to approval of a PUD Concept Plan that includes such Conservation and Preservation area. The remainder of the Open Space, approximately 1,000 acres (21% of the total gross area of the Welaunee Arch), shall be open space incorporated into the development plan for each District or part of the Primary Open Space System.~~

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

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

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

~~(1) Credits for open space requirements, wetland mitigation, slope mitigation, stormwater management and/or urban forest requirements may be requested outside of individual parcels or tracts under review but elsewhere within the Arch.~~

~~(2) Areas with severe and significant slopes that are not located in the open space systems shall be protected in site-specific plans in accordance with the Comprehensive Plan and Chapter 5 – Environmental Management, Tallahassee Land Development Code.~~

~~(3) The Open Space systems shall be open to the general public and be designed to include and provide connections with the Miccosukee Canopy Road Greenway and Welaunee Greenway at multiple locations and to integrate internal recreational~~

multi-use paths with the greenways trails. Connections to future regional greenways shall be considered in the design of open space.

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

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

(6) The open space systems shall be governed by one or more management plans approved by the City in order to protect the values for which they were designated. The management plans may be adopted in phases so long as they are consistent with one another. Protection of Conservation and Preservation areas shall be provided by conservation easements and other measures consistent with Chapter 5 — Environmental Management, Tallahassee Land Development Code. Conservation and Preservation areas placed in conservation easements may be used towards satisfying the urban forest and landscaping requirements of Chapter 5 – Environmental Management, Tallahassee Land Development Code. A single management plan may be adopted for all open space and conservation and preservation area lands.

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

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

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

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a. Passive recreation improvements that are natural resource-oriented, such as hiking, biking, and riding trails and passive parks, may be constructed in the primary open space systems. Also allowable are community facilities such as bandshells, amphitheaters, gazebos and other improved gathering places if designed for non-vehicular access only, provided these activities are located such that impacts to conservation and preservation areas are minimized and the overall purpose of the conservation easement is maintained.
b. Active Recreation uses may be constructed in the open space area within each development district and in the primary open space system outside of Conservation and Preservation areas.
c. Wildlife management areas may be included in the primary open space systems protective measures addressed in the management plans, including a wildlife habitat management plan, in accordance with Chapter 5 – Environmental Management, Tallahassee Land Development Code.
d. Public roads and utilities may cross through the open space systems and buffers if the impacts are minimized. The location of the roads shown on Figure 13-5 are approximate.
e. Stormwater Management facilities may be located in the open space systems subject to design criteria in the PUD Concept Plans and consistent with protection of conservation and preservation features pursuant to Chapter 5 – Environmental Management, Tallahassee Land Development Code. Each stormwater management facility must be evaluated in terms of impacts and meet the requirements of the Tallahassee Leon County Comprehensive Plan and Chapter 5 – Environmental Management, Tallahassee Land Development Code. If stormwater facilities are contained in the open space system, the public and/or private entities responsible for maintenance shall be allowed to perform necessary maintenance of these facilities consistent with each facilities level of service. The SFMPs shall identify areas where drainage easements will be needed for proper maintenance of stormwater conveyances located within conservation or preservation areas.

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

and neighborhood centers will be developed in an urban context with minimal setbacks and an emphasis on dense, mixed use development. Various land uses in the Arch shall satisfy the Urban Forest/Landscaping requirements based on thresholds established in the PUD Concept Plans. Such requirements shall be designed to meet or exceed, on a cumulative basis, the landscaping and urban forest requirements in Chapter 5 – Environmental Management, Tallahassee Land Development Code.

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

Policy 13.2.39: Conservation and Preservation Lands. **(EFF. 1/11/21)**

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

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

Conservation and Preservation lands shall be subject to a management plan to be reviewed and approved concurrent with the PUD Concept Plan that includes the applicable Conservation and Preservation lands. Such management plan shall address wildlife preservation, maintenance of native species diversity, management of the natural environment, restoration of environmental resources where warranted, and responsibility for long term management. Such management plan shall include measures to protect the values for which such lands were designated, including wildlife habitat and corridors, and may include conservation easements and other measures consistent with the Environmental Management Ordinance. Conservation and Preservation lands may be

~~utilized for public access, including trails, subject to the Environmental Management Ordinance. To the extent allowed by local, state, or federal law, Conservation or Preservation lands may be utilized to achieve mitigation required by permits. A single management plan may be adopted for all open space and conservation and preservation area lands.~~

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

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

~~*Policy 13.2.40: Recreation Areas.* **(EFF. 1/11/21)**~~

~~A PUD Concept Plan shall provide for reasonable public access to parks, recreation areas, natural areas, and open space. A multi-use trail system will be included that will link these areas where feasible to residential neighborhoods, mixed-use centers, schools, civic spaces, employment, recreation and open space, parks, and the Welaunee Greenway and Miccosukee Canopy Road Greenway.~~

~~*Policy 13.2.41. Historic and Cultural Resources.* **(EFF. 1/11/21)**~~

~~Through the completion of Natural Features Inventories, Planned Unit Developments shall identify historic and cultural resources including archaeological sites, historic structures and districts, and historic cemeteries. PUDs shall include standards sensitive to locating, assessing, and avoiding~~

~~potential adverse impacts to these resources. At a minimum, these standards shall comply with applicable state and local regulations. Where feasible based on the geographic~~

location of the resource and appropriate given the historic and cultural context of resource, informational and interpretive signage may be considered for these resources.

Policy 13.2.42: Natural Area Resident Notifications. **(EFF. 1/11/21)**

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

Policy 13.2.43: Perpetual Drainage Easement. **(EFF. 1/11/21)**

The Perpetual Drainage Easement across the Welaunee Arch shall be subject to the Order Clarifying Definition of Perpetual Drainage Easement, entered by Leon County Circuit Court on March 13, 1997. Lands within the Perpetual Drainage Easement shall be considered Open Space and may be utilized for active and passive recreation facilities and activities, including but not limited to, walking and bicycle trails, and playgrounds associated with development of lands owned by the landowner within the altered or undisturbed floodplains so long as the function of the easement is not impaired.

Policy 13.2.44: Welaunee Greenway. **(EFF. 1/11/21)**

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

incentivized through the PUD process to provide pedestrian and bicycle connectivity to the Greenway, particularly where it interfaces with Open Space areas and associated trail systems.

Policy 13.2.45: Alternative Development Program. **(EFF. 1/11/21)**

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

(1) Open Space Requirement Offset. PUD Concept Plans in any District of Phase 1 or Phase 2 may offset the open space requirements for that District by preserving lands in the Residential Reserve District (Phase 3) as open space.

a. The offset shall be calculated on a per acre basis with a 15% bonus, resulting in an exchange of a 1.15-acre reduction in the open space requirement of the receiving District for each 1-acre of preserved open space in the Residential Reserve District. This exchange shall reduce the overall open space requirement for the Welaunee Arch by the net bonus amount (0.15 acres for each 1 acre preserved).

b. The reserve area requirements for cluster residential zones in Phase 2 shall be offset concurrently with the open space requirements for any PUD Concept Plan including a cluster subdivision.

c. Under the Alternative Development Program, preservation or conservation areas in the Residential Reserve District may count towards the open space requirements in the Conservation Design District. Conservation and Preservation areas in the Residential Reserve District shall be integrated with the Welaunee Habitat Park.

d. If this Alternative Development Program is exercised, total Open Space in Phase 1 shall not be less than 15%, the total Open Space in Phase 2 shall not be less than 25%, and the overall total Open Space in the Arch at buildout shall not be less than 37%.

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

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

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

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

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

(5) ~~Welaunee Habitat Park. Notwithstanding the phasing requirements in policy 13.2.5, at such time when all lands in in the Residential Reserve District have been preserved as open space under this alternative development program, or at such time when the final PUD Concept Plan for the Welaunee Arch is approved, the preserved Open Space in the Residential Reserve District, including the Conservation and Preservation lands, shall be designated as a Habitat Park. The Habitat Park shall be subject to the requirements of Policies 13.2.37 and 13.2.38. Prior to establishment of the Habitat Park, the existing uses of the property shall be permitted. Any previously established conservation easements shall remain in effect on lands in the Habitat Park. Passive recreation improvements that are~~

natural resource-oriented, such as hiking, biking and riding trails and passive parks, may be constructed in the Welaunee Habitat Park. Active Recreation uses are not permitted in the Welaunee Habitat Park.

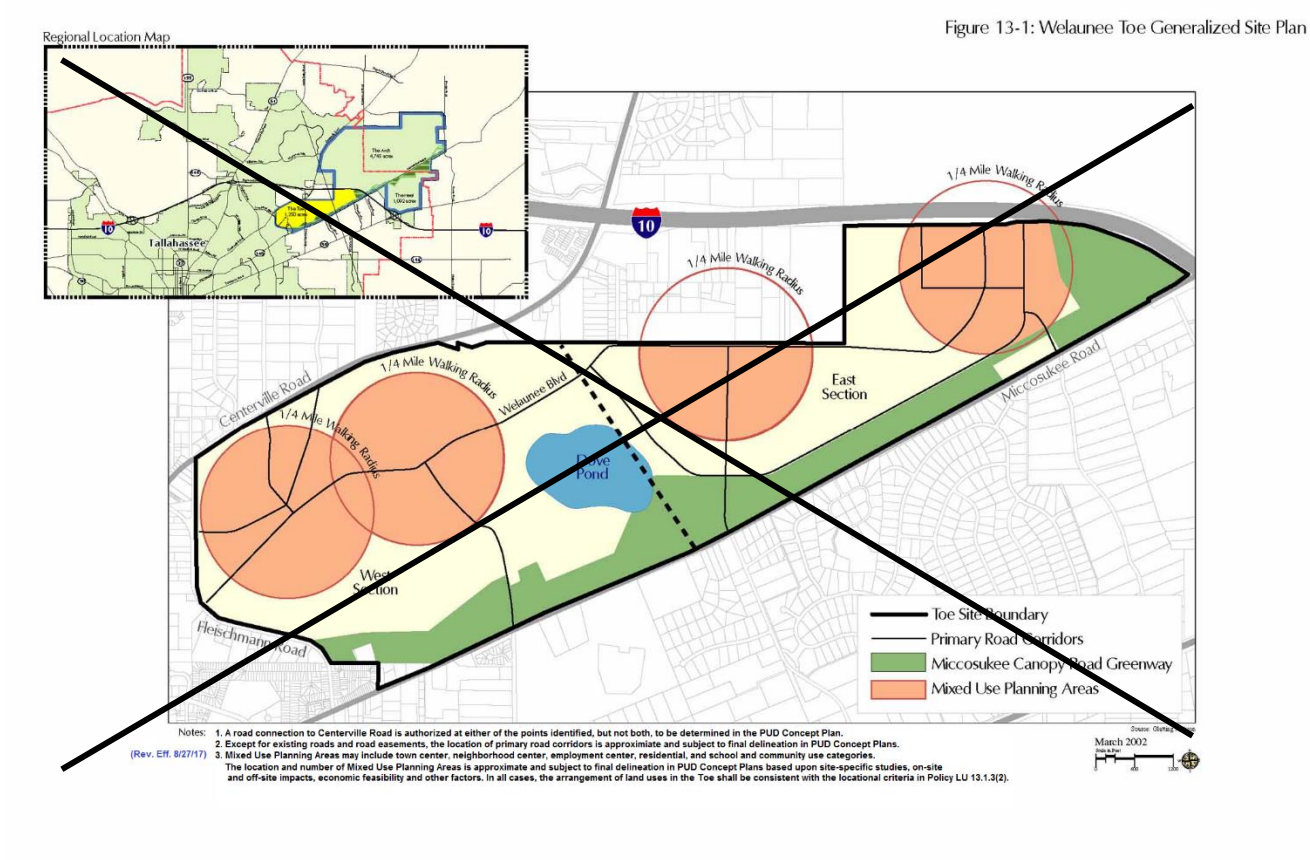
(6) By adoption of a separate ordinance, the City may create and administer a Welaunee Habitat Park credit bank. The Welaunee Habitat Park credit bank would facilitate the purchase of lands in the Residential Reserve District (Phase 3) and the sale of open space and tree mitigation credits in accordance with this development program. The Welaunee Habitat Park credit bank may be established independent of and prior to the creation of the Welaunee Habitat Park. If the City creates a Welaunee Habitat Park credit bank, consideration may be given to utilizing the credit bank to offset open space requirements and urban forest mitigation requirements associated with the development of properties located in other growth priority areas inside the Urban Services Area.

(7) If stormwater facilities are contained within the Residential Reserve District, then the public or private agency responsible for maintenance shall be allowed to perform necessary maintenance of these facilities consistent with each facility's level of service. The Stormwater Facilities Master Plan shall identify areas where drainage easements will be needed for proper maintenance of stormwater conveyances located within preserved open space and conservation or preservation areas.

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

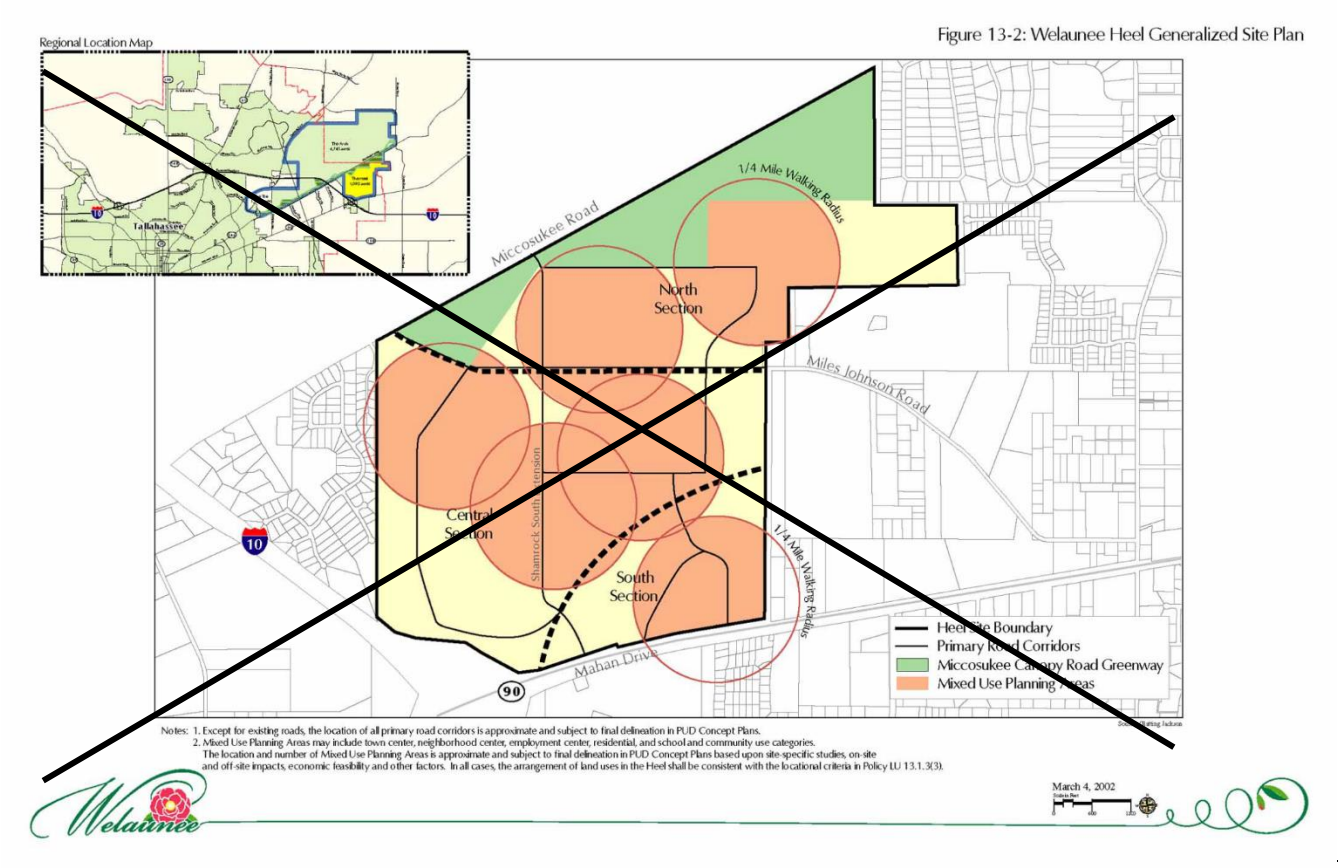
~~I. Land Use~~

~~Map 11: Welaunee Toe Generalized Site Plan~~



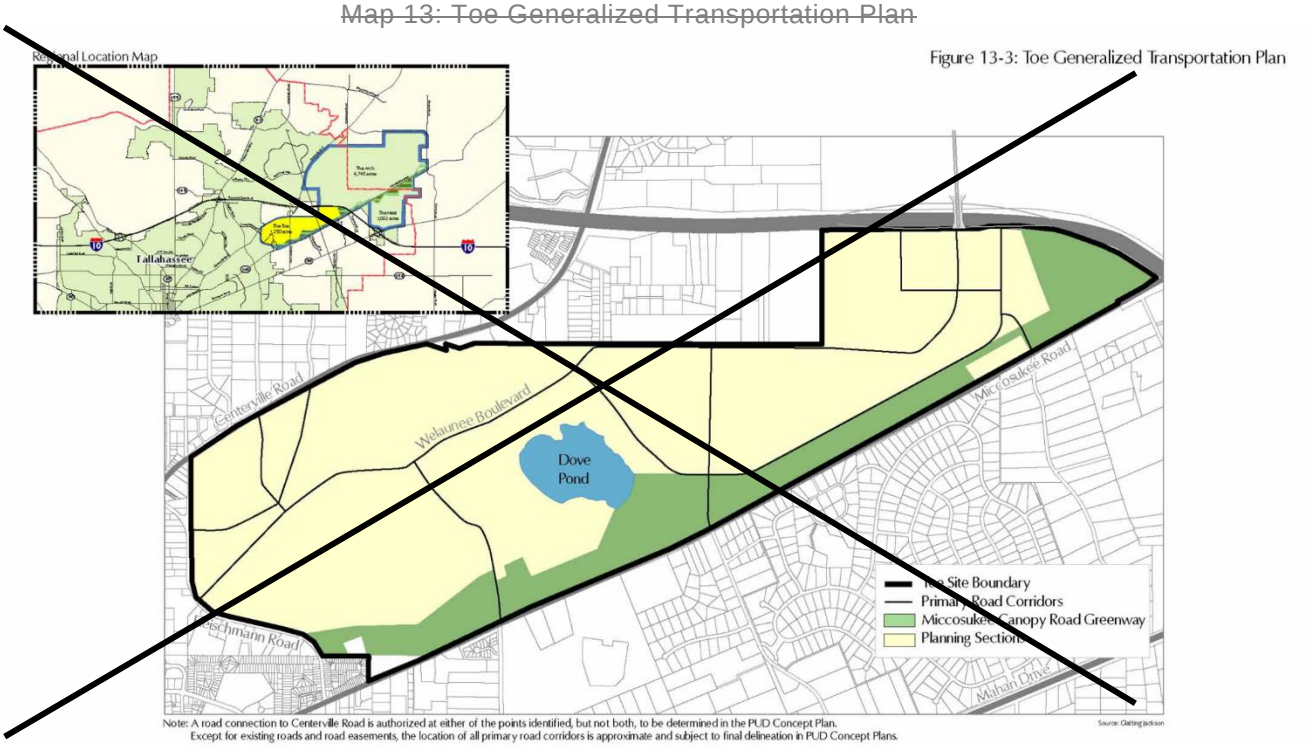
~~**I. Land Use**~~

~~Map 12: Welaunee Heel Generalized Site Plan~~



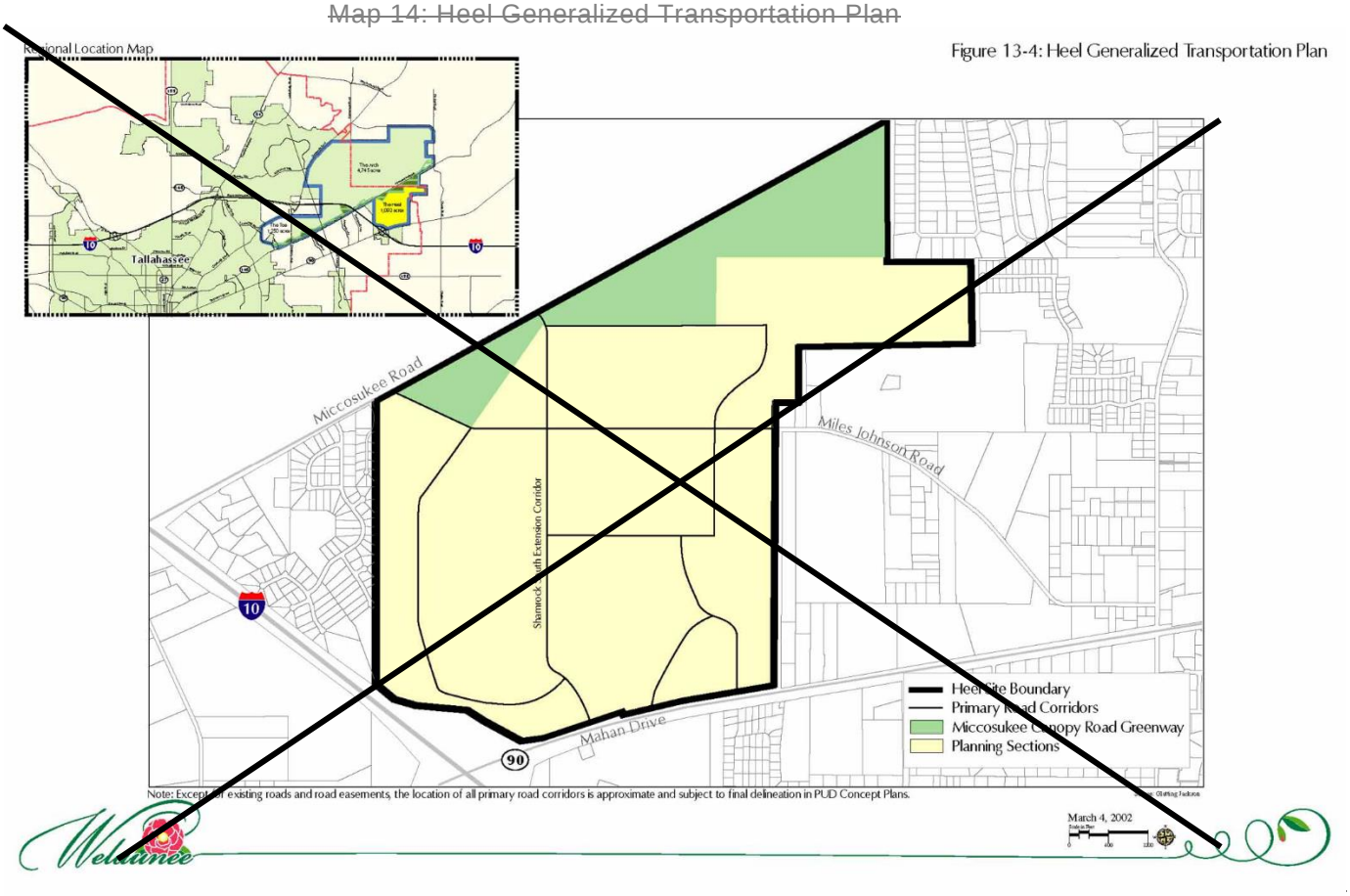
~~**I. Land Use**~~

~~Map 13: Toe Generalized Transportation Plan~~



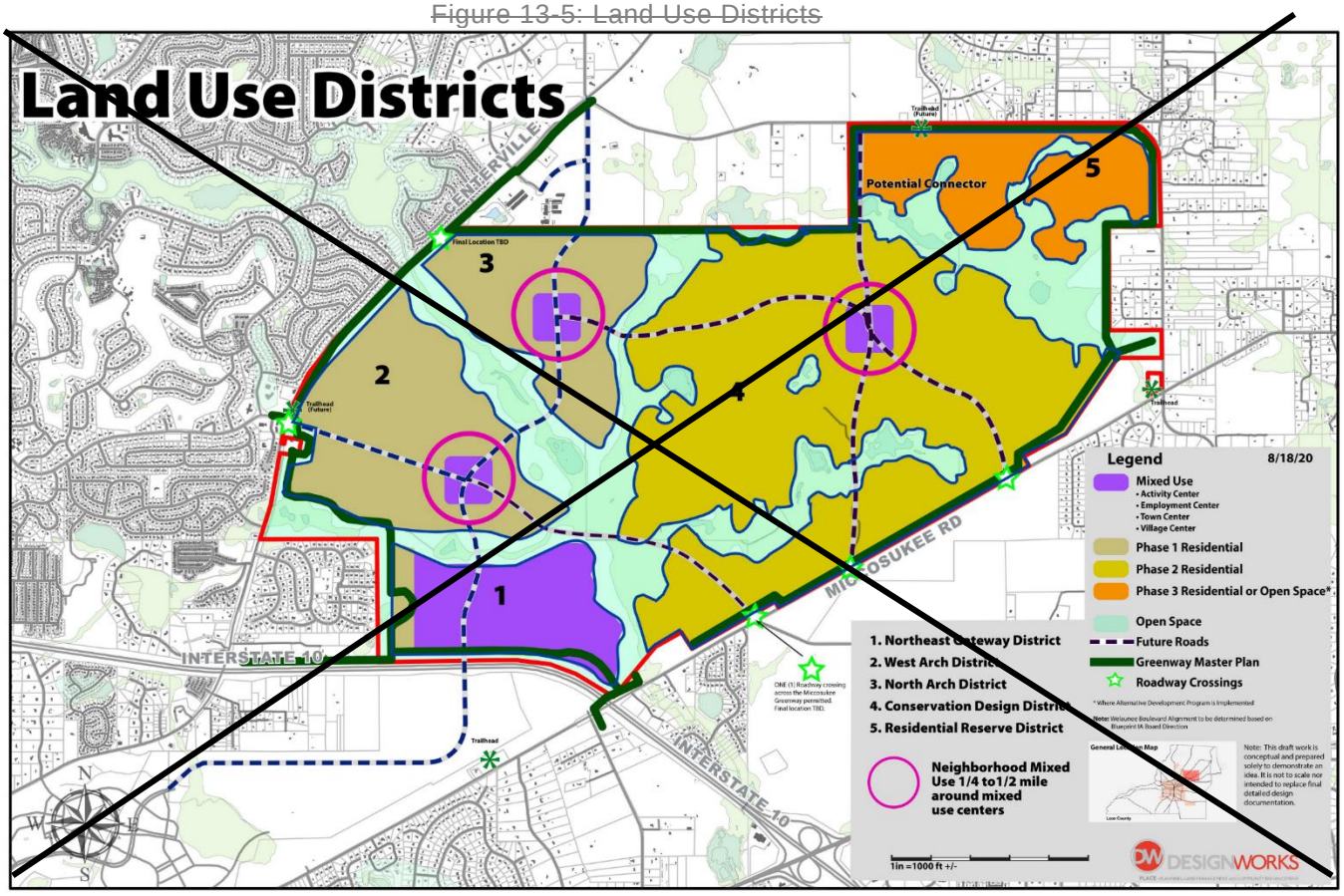
~~I. Land Use~~

~~Map 14: Heel Generalized Transportation Plan~~



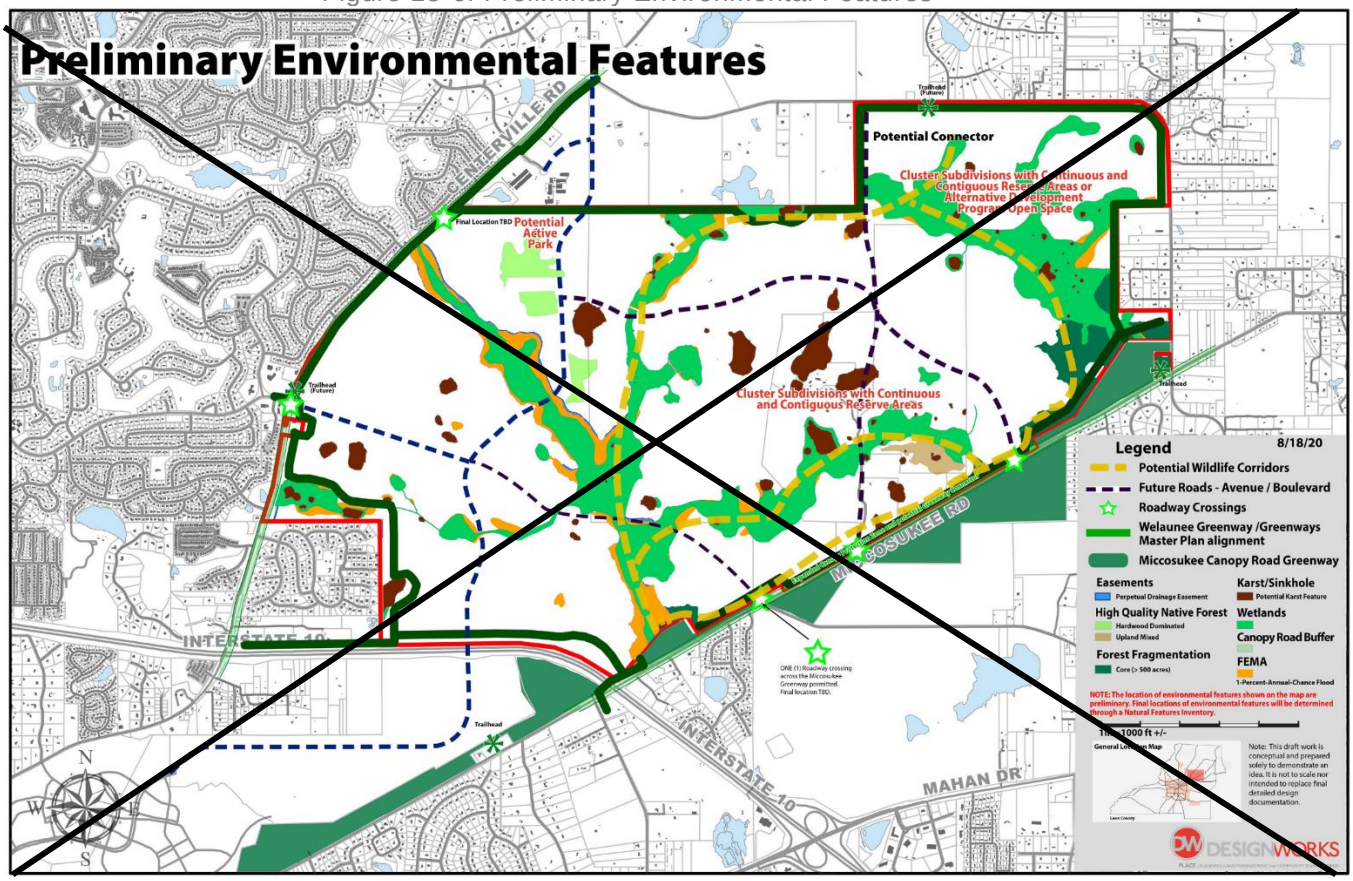
~~**I. Land Use**~~

~~Figure 13-5: Land Use Districts~~



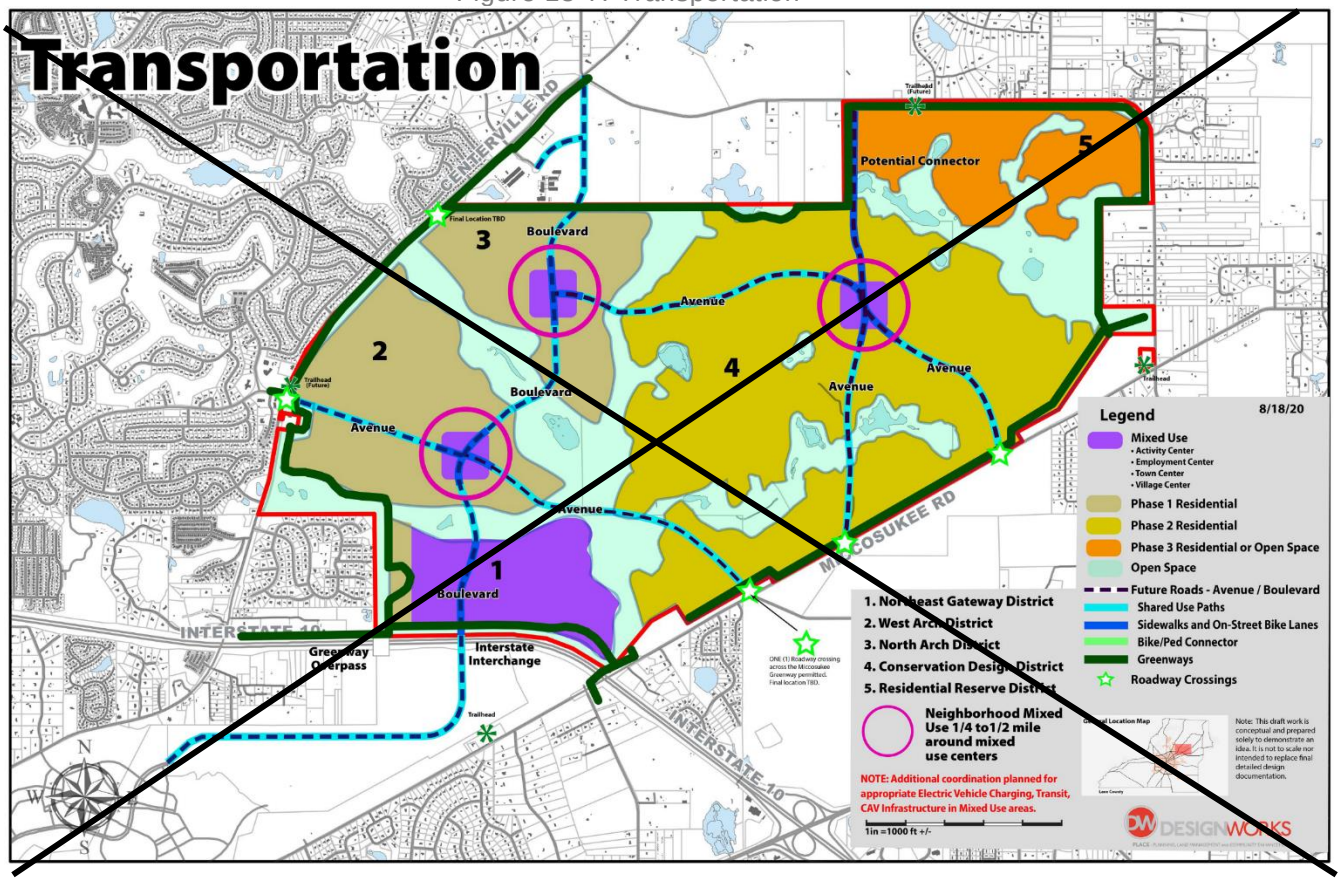
~~**I. Land Use**~~

~~Figure 13-6: Preliminary Environmental Features~~



~~I. Land Use~~

~~Figure 13-7: Transportation~~



~~Table 7: Welaunee (Heel) Phasing Schedule by Land Use~~

~~TABLE 13-2. WELAUNEE (HEEL) PHASING SCHEDULE BY LAND USE~~

~~The density and intensity of development projected on Welaunee (Heel) is shown below:~~

~~(EFF. 12/10/02)~~

~~LAND USE~~	~~PHASE I (2002-2010)~~		~~PHASE II (2011-2020)~~		~~BUILDOUT~~	
	~~Acres[1]~~	~~DUs/GSF~~	~~Acres[1]~~	~~DUs/GSF~~	~~Acres[1]~~	~~DUs/GSF~~
~~Residential[2]~~	~~170~~	~~1,291 DUs~~	~~207~~	~~816 DUs~~	~~377~~	~~2,107 DUs~~
~~Town and Neighborhood Centers[3]~~	~~21~~	~~190,608 GSF~~	~~9~~	~~51,744 GSF~~	~~30~~	~~242,352 GSF~~
~~Employment Centers[4]~~	~~50~~	~~495,616 GSF~~	~~40~~	~~405,504 GSF~~	~~90~~	~~901,120 GSF~~
~~Educational/Institutional[5]~~	~~24~~				~~24~~	
~~Primary Open Space and Recreation~~	~~200~~		~~60~~		~~260~~	
~~Miccosukee Road Greenway[6]~~	~~189~~				~~189~~	
~~Other[7]~~	~~61~~		~~61~~		~~122~~	

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TOTALS	715	1,291 DUs 686,224 GSF	377	816 DUs 457,248 GSF	1,092	2,107 DUs 1,143,472 GSF

Notes:

1. Acreage totals are based on conceptual planning and are only approximate. Acreage totals may change based on final development review.

2. Residential land use includes above-street units in town and neighborhood centers. No acreage has been allocated to these units because they will be located above nonresidential uses.

3. Retail uses shall comprise between 50% and 70% of total Phase 1 development in town and neighborhood centers with office uses to comprise between 30% and 50%. At buildout, the mix of uses in town and neighborhood centers shall be approximately 67% retail and 33% office.

4. Office and light industrial uses shall comprise between 75% and 95% of total Phase 1 development in employment centers with retail uses to comprise between 5% and 25%. At buildout, the mix of uses in employment centers shall be approximately 90% office and light industrial with approximately 10% retail.

5. Total includes 24-acre site for Leon County School Board for a 500-pupil elementary school with stormwater management facilities in off-site regional systems. Institutional uses in town, neighborhood and employment centers are included in square footage totals for those areas.

6. Although under State ownership, the Miccosukee Canopy Road Greenway shall be considered within the Welaunee Critical Planning Area for planning purposes.

7. Total includes stormwater management facilities, road rights-of-way and other community infrastructure.

8. These figures may be modified pro rata to represent buildout if Heel is developed under Policy 13.1.9. (REV. EFF. 7/20/05)

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Drainage Basin Study Areas

Goal 14 [L] (Leon County only) (Eff. 12/15/03)

Leon County and the City of Tallahassee will work cooperatively to further identify and address the special characteristics and needs of sub-areas of the City and County. This goal shall be implemented through the following objective and policy:

Objective 14.1 [L] (Leon County only) (Eff. 12/15/03)

By 2004, the City and County shall commence a process to evaluate the environmental conditions and issues relating to major drainage basin study areas of the county including but not limited to the following basins: Fred George, Lake Iamonia, Lake Jackson, Lake Lafayette, Lake Miccosukee, Lake Munson, Ochlockonee, St. Marks, and Woodville Recharge, to be used as one basis for sector plans and other major planning decisions of the local government. This evaluation shall address matters such as protection of conservation and preservation areas (as defined within this Plan), flooding, water quality, aquifer protection, and other issues as identified by the local governments. This evaluation shall be conducted cooperatively by the City and County, irrespective of jurisdictional boundaries, and the evaluation shall be based on technical and scientific information.

Policy 14.1.1 [L] (Leon County only) **(Eff. 12/15/03)**

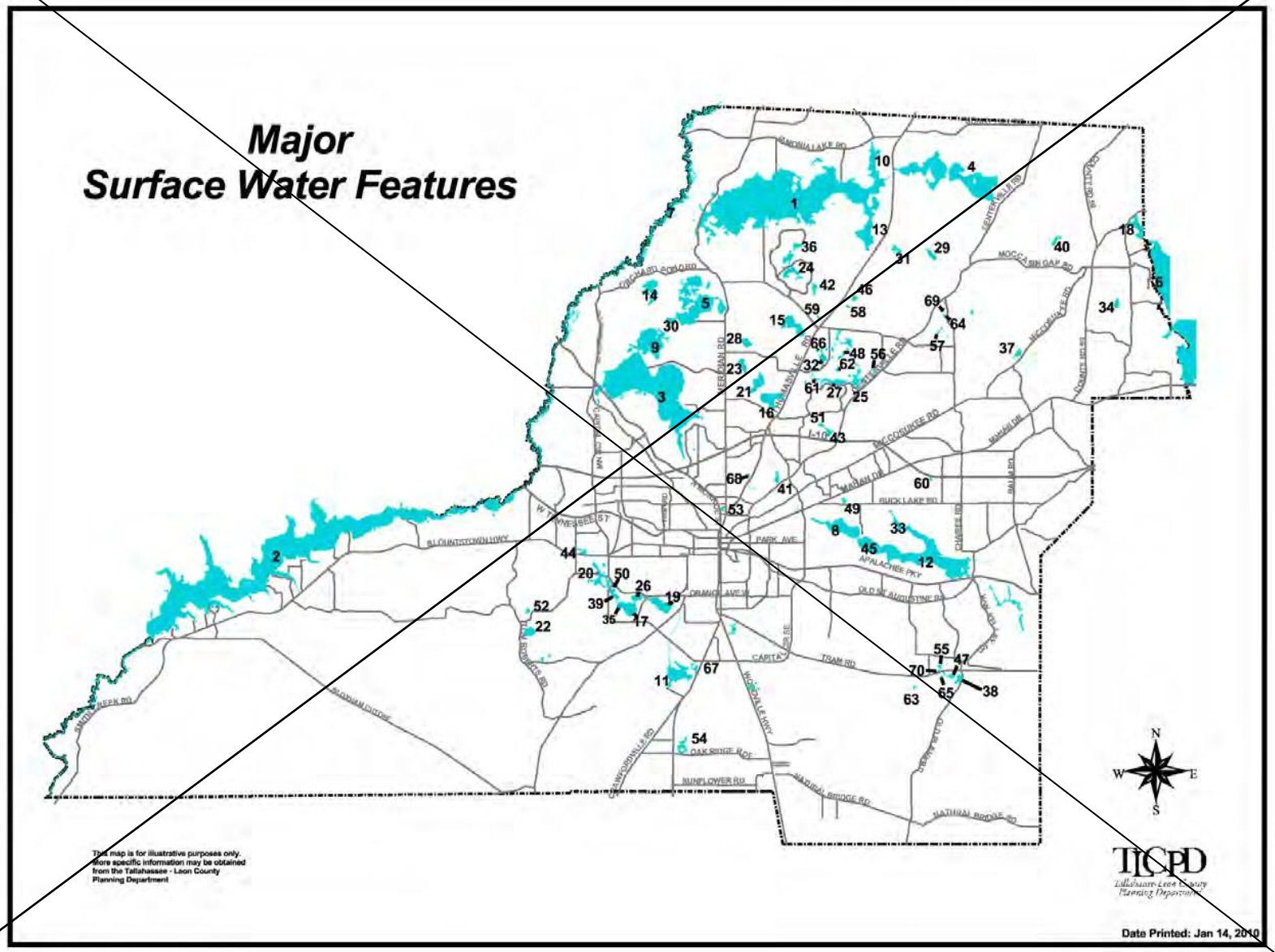
Sector planning shall be implemented as determined appropriate by the City or County; however, sector planning involving a joint effort of both jurisdictions, shall be encouraged. These sector plans may address elements such as land use, transportation, housing, economic development, environmental protection, infrastructure phasing, development standards and any other matter as identified by the local government. These sector planning efforts shall take into consideration the data gathered through the implementation of Objective 14.1 and shall use this information as background environmental data necessary for the completion of sector planning efforts.

Policy 14.1.2 [L] (Leon County only) **(Eff. 12/15/03)**

The data collected or gathered through the implementation of Objective 14.1 shall be used as a basis for determining whether or not future amendment to the Comprehensive Plan or land development regulations is necessary. However, Goal 14 and its associated Objective 14.1 are not intended to replace existing Comprehensive Plan policies related to environmental protection or storm water management. Instead, this goal and its associated objective is intended to support and aid in the implementation of existing Comprehensive Plan policies and is to be considered additive in this regard.

~~I. Land Use: Addendum~~

~~Map 15: Major Surface Features~~



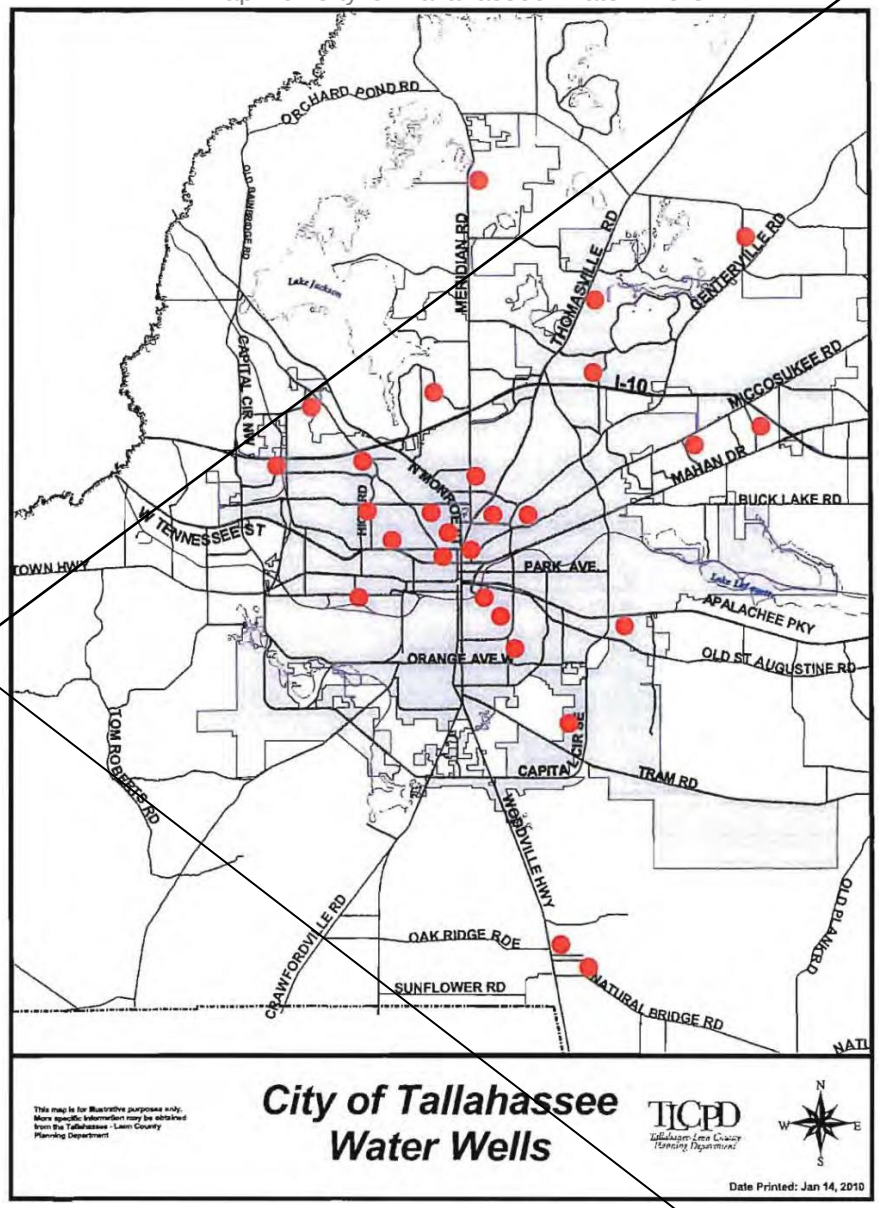
~~I. Land Use: Addendum~~

Table 8: Major Surface Water Features

Major Surface Water Features

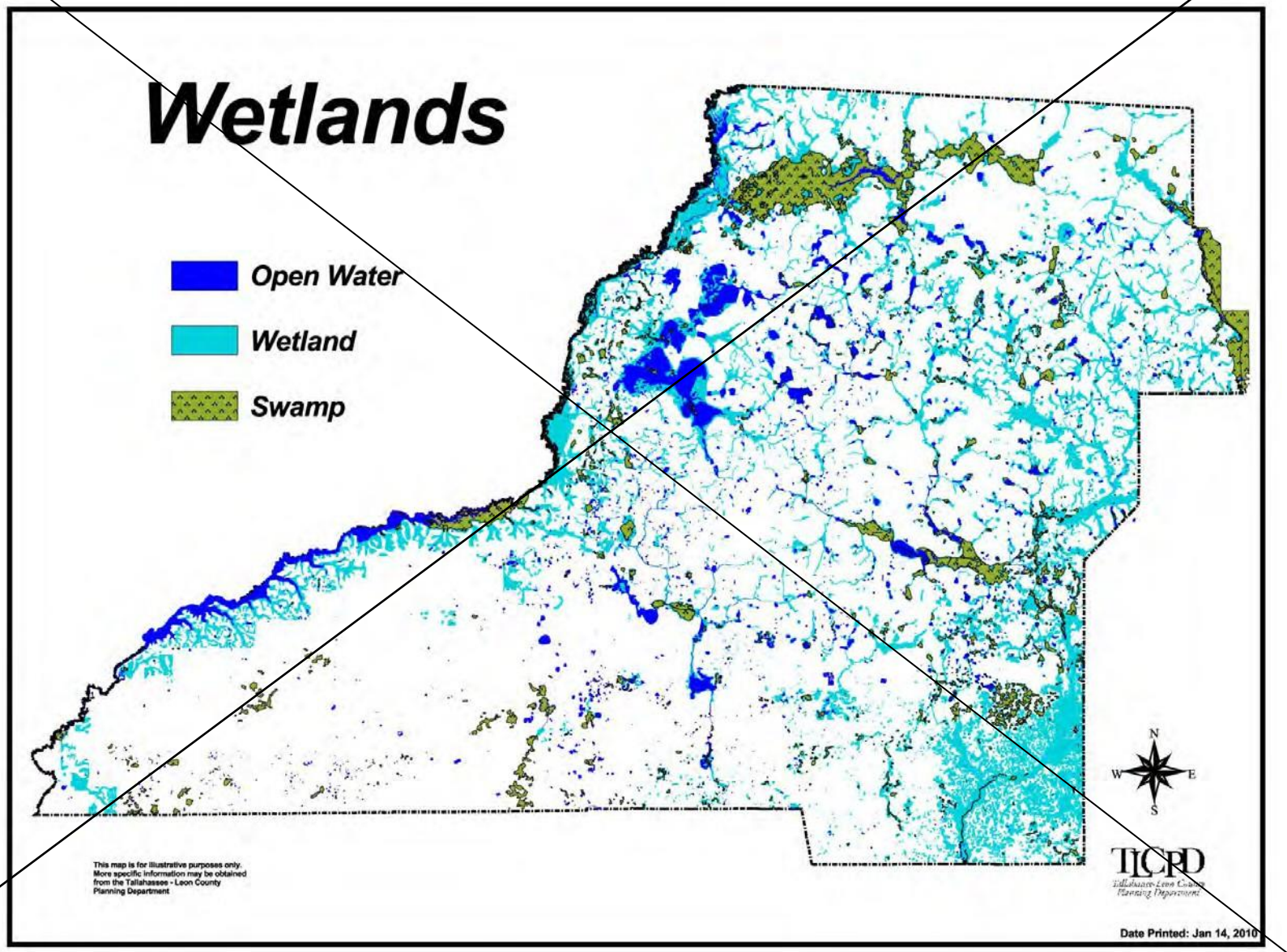
1. Lake Iamonia
2. Lake Talquin
3. Lake Jackson
4. Foshalee Lake
5. Carr Lake
6. Lake Miccosukee
7. Ochlockonee River
8. Lake Lafayette
9. Lake Jackson
10. Strickland Arm
11. Lake Munson
12. Lake Lafayette
13. Cromartie Arm
14. Orchard Pond
15. Lake Mcbride
16. Lake Hall
17. Lake Bradford
18. Lake Miccosukee
19. Black Swamp
20. Cascade Lake
21. Lake Overstreet
22. Moore Lake
23. Lake Elizabeth
24. Lake Diane
25. Lake Kanturk
26. Grassy Lake
27. Lake Killarney
28. Lake Mcbride
29. Huggle Pond
30. Carr Arm
31. Pickle Pond
32. Lake Tom John
33. Alford Arm
34. Ring Oak Plantation
35. Little Sir Echo
36. Monkey Business Pond
37. Gum Pond
38. Big Lake
39. Lake Hiawatha
40. Albert Lake
41. Goose Pond
42. Pine Hill Lake
43. Cascade Lake
44. Aenon Creek
45. Lake Lafayette (Piney Z)
46. Boat Pond
47. Lake Erie
48. Lake Kilkee
49. Buck Lake
50. Lake Minnehaha
51. Shakey Pond
52. Silver Lake
53. Lake Ella
54. Eight Mile Pond
55. Lake Weeks
56. Lake Belmont
57. Lake Neeley
58. Bradford Pond
59. Arrowhead Lake
60. Lake Cassie
61. Lake Kinsale
62. Lake Sheelin
63. Eagle Lake
64. Lake Mary
65. Lake Mattie
66. Lake Fae
67. Grassy Lake
68. Waverly Pond
69. Lake Nina
70. Lake Homer

Map 16: City of Tallahassee Water Wells

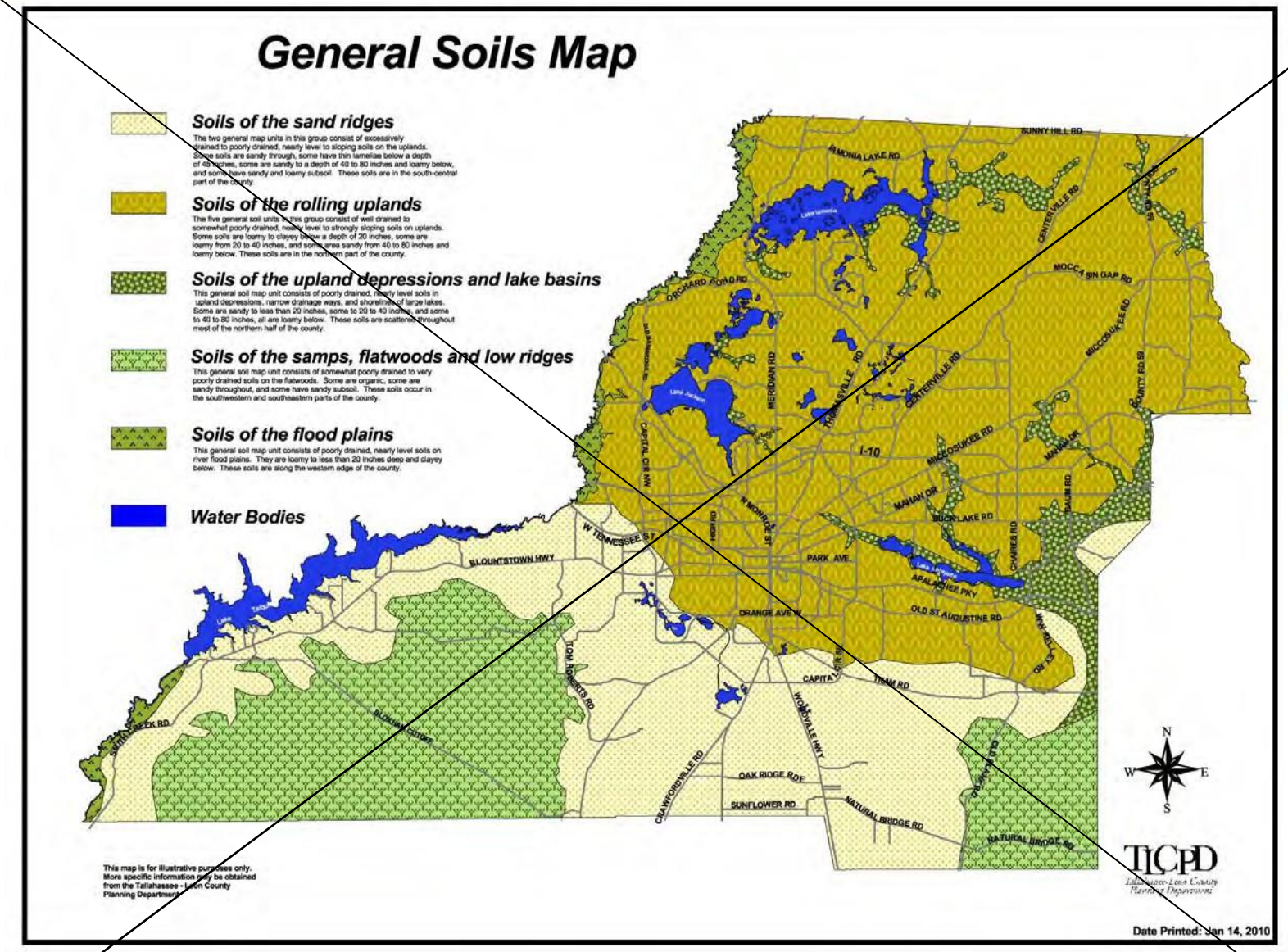


~~I. Land Use: Addendum~~

~~Map 17: Wetlands~~

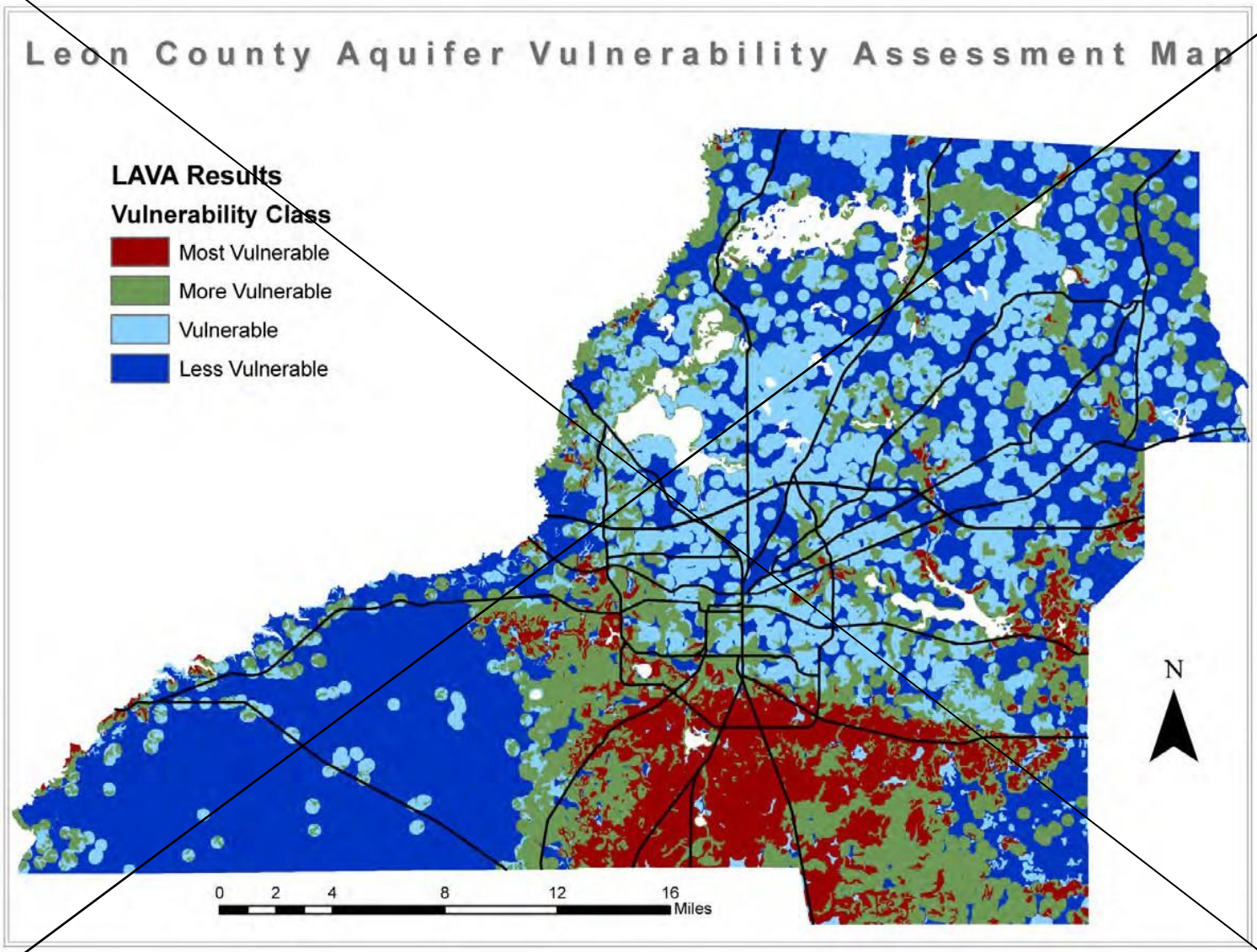


~~Map 18: General Soils Map~~



~~I. Land Use: Addendum~~

~~Map 19: Leon County Aquifer Vulnerability Assessment Map~~



MOBILITY

GOALS, OBJECTIVES AND POLICIES

Overall Goal (Eff. 12/15/11)

Establish a safe, energy efficient multi-modal transportation system that provides mobility for pedestrians, bicyclists, transit users, motorized vehicle users, users of rail and aviation facilities, supports public health through active living, and is sensitive to the cultural and environmental amenities of Tallahassee and Leon County.

Goal 1: [M] (Eff. 12/15/11)

Motorized, Bicycle, and Pedestrian Circulation

Establish and maintain a safe, convenient, energy efficient, and environmentally sound automobile, transit, bicycle and pedestrian transportation system, capable of moving people of all ages and abilities as well as goods.

Objective 1.1: [M] (Eff. 12/15/11)

Land Use and Transportation Coordination

Coordinate transportation and land use systems that foster vibrant communities with compact urban forms and a mixture of uses to minimize travel distances, reduce vehicle miles traveled and greenhouse gases, and to enhance pedestrian and bicycle mobility and transit accessibility.

Policy 1.1.1: [M] **(Eff. 12/15/11)**

Identification and programming of new road projects or substantial improvements to existing roads shall be consistent with the Future Land Use Element of the Comprehensive Plan and specifically the Urban Service Area strategy to promote urban infill and discourage urban sprawl.

Policy 1.1.2: [M] **(Eff. 12/15/11)**

Designate energy efficiency districts in areas that are intended for greater densities and intensities to support frequent transit service and where primary priority is to be placed on providing a safe, comfortable and attractive environment for pedestrians and cyclists. For each district:

1. evaluate and modify, if necessary, the zoning and land development regulations to ensure standards that will support compact, walkable, mixed-use development; and
2. adopt and maintain a connectivity plan identifying needed bicycle, pedestrian, roadway, and transit projects to increase connectivity and safety, minimize travel

distances for pedestrians and cyclists, and provide connections to other parts of the City, County, and Capital Region;

3. Coordinate with the Capital Region Transportation Planning Agency to include the Mobility District Plan priorities in Long Range Transportation Plan updates.

Policy 1.1.3: [M] **(EFF. 12/15/11)**

Promote the Downtown as an 18-hour activity center by supporting development of housing, restaurants, and cultural activities to encourage use beyond working hours.

Policy 1.1.4: [M] **(EFF. 12/15/11)**

Promote neighborhood parks to reduce the need for long distance trips for recreation.

Policy 1.1.5: [M] **(EFF. 12/15/11)**

Maintain a Greenways Master Plan that integrates pedestrian and bicycle mobility into a linear park and open space system that connects local, regional, and state facilities, with specific emphasis on connections within Downtown and energy efficiency districts.

Policy 1.1.6: [M] **(EFF. 12/15/11)**

A functional transportation network shall be coordinated and maintained with the Florida State University, Florida A&M University, and Tallahassee Community College master plans to link those educational institutions and provide access to transit and surrounding supporting land uses.

Policy 1.1.7: [M] **(EFF. 12/15/11)**

The City of Tallahassee and Leon County shall adopt and maintain ordinances providing for safe and convenient on-site traffic flow, considering motorized and non-motorized vehicle parking.

Policy 1.1.8: [M] **(EFF. 12/15/11)**

Development projects shall contribute to providing a safe, convenient, comfortable and aesthetically pleasing transportation environment that promotes walking, cycling, and transit use. Appropriate improvements or enhancements to the multimodal network shall be required as a condition of development approval, such as, but not limited to, the following:

a) Full accommodations for pedestrian access and movement, including shaded sidewalks, benches and enhanced crossings;
b) Full accommodations for bicycles, including lockers, showers, and racks;
c) Direct connections to the regional bicycle/pedestrian network;
d) Installation of shared use paths in accordance with FDOT recognized standards;
e) Well-designed accommodations for transfer of passengers at designated transit facilities;
f) Preferential parking for rideshare participants;

g) Well-designed access for motor vehicle passenger drop-offs and pick-ups at designated transit facilities and at commercial and office development sites;
h) Full accommodation for the mobility impaired, including parking spaces, sidewalks and ramps for handicapped access;
i) Weather protection at transit stops.

Policy 1.1.9: [M] **(EFF. 12/15/11)**

Designation of Multimodal Transportation District (MMTD). In accordance with the provisions of Florida Statute 163.3180(15), the City of Tallahassee and Leon County hereby establish a Multimodal Transportation District, as shown in the Multimodal District Boundaries Map, for the purpose of promoting walking, bicycling and transit use in order to reduce dependence on the automobile. Those roadways and associated rights-of-way shown as boundaries for the MMTD shall be considered part of the MMTD.

Policy 1.1.10: [M] **(EFF. 12/15/11; REV. EFF. 7/19/13)**

MMTD Residential Density Bonus. In order to increase redevelopment and infill development, residential densities within the MMTD may be increased up to 35% above the maximum allowed in the Residential Densities Range Table. This bonus shall not apply to lands designated Residential Preservation. Further bonuses may be applied to the Downtown. Eligibility criteria for these bonuses will be established within the land development regulations and shall include design standards facilitating pedestrian oriented site and building design with enhanced pedestrian access and amenities, urban scale development, innovative parking strategies, integrated mix of land uses, and other urban design features.

Policy 1.1.11: [M] **(EFF. 12/15/11)**

Land Use Within the MMTD. The City of Tallahassee and Leon County shall periodically review the Future Land Use Map and land development regulations within the district boundary(ies) and modify them as necessary to provide for appropriate densities, intensities and mixture of land uses to support 18-hour activity and multimodal transportation, based on the following targets:

a) A center(s) consisting of employment and services, relatively high density residential, and public spaces all oriented around convenient access to mass transit facilities;
b) Ratio of uses:
    i. Residential = 20%-60%
    ii. Nonresidential (office, commercial, light industrial, etc.) = 30%-70%
    iii. Public spaces (open space, parks, recreational, squares, etc.) = 5%-15%;
c) Specifically to facilitate walking and bicycling as an alternative to driving, areas designated primarily for residential uses should be no more than ½ mile from areas designated for shopping, services, and employment uses;
d) In order to support redevelopment in the urban center of Tallahassee that could support ten minute transit headways and/or light rail, an areawide (excluding open space) residential density of at least 20 units per acre, recognizing that some areas, such as Central Core, may have densities in excess of 150 units per acre and others in

established neighborhoods and areas designated Residential Preservation may have significantly less.

Policy 1.1.12: [M] **(EFF. 12/15/11)**

MMTD and Energy Efficiency District Urban Design and Land Development Regulations. Adopt and maintain land development regulations that ensure new construction and infill or redevelopment will contribute positively to the character and livability of the MMTD and energy efficiency districts, based on the following:

1. Buildings and blocks oriented to provide pedestrians and bicyclists easy access and a visually interesting environment;
2. Maximum block (length or perimeter);
3. Easy access to/from transit stops and surrounding land uses;
4. Recognition of more intense densities & intensities around center(s);
5. Special design considerations to support compatibility between uses, particularly between residential and non-residential uses;
6. Creating active sidewalks with buildings opening onto streets;
7. Transparency (i.e., windows) and active uses at ground levels;
8. Parking generally located to the sides and rear, internal to blocks, and/or in structured of off-site facilities;
9. Maximum parking standards that discourage single-occupant vehicle commuting and reinforce non-auto modes, but not so limited as to adversely impact the viability and vitality of the MMTD;
10. The use of shared parking;
11. For multifamily developments, pricing of parking separately from the units;
12. Recognizing that parking demand may change over time as more multimodal infrastructure and mixed uses are developed, building parking facilities such that they may be readapted for more active uses in the future.

Policy 1.1.13: [M] **(EFF. 12/15/11)**

Transit in the MMTD and Energy Efficiency Districts. The MMTD and energy efficiency districts shall be well-connected via transit to major trip generators and attractors both inside and outside of these areas, transit stops and waiting areas shall be safe and comfortable, and intermodal connections shall be made where feasible.

1. Priority should be given to funding of improvements that increase the availability, speed, frequency, duration and reliability of transit serving these areas.
2. StarMetro shall coordinate with the Capital Region Transportation Planning Agency regarding the provision of transit centers, super stops, and other facilities for the transfer of passengers to and from these areas through potential regional connections.
3. Benches, signage, lights, and covered or enclosed waiting areas shall be used to create safe, comfortable transit stops.
4. Bicycle parking at transit stops and bicycle racks on buses shall be provided as a means to interface bicycle travel with public transit.

Policy 1.1.14: [M] **(EFF. 7/17/21)**

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

Objective 1.2: [M] **(EFF. 12/15/11)**

COMPLETE STREETS

The transportation system shall be designed and operated to provide safe, convenient and context-sensitive access for pedestrians, bicyclists, motorists, and public transportation users of all ages and abilities.

Policy 1.2.1: [M] **(EFF. 12/15/11)**

Recognizing that urban, suburban, and rural areas have different needs, develop and maintain context sensitive design standards for transportation facilities to protect and enhance community character and enhance the safety and desirability of walking, cycling, and transit.

Policy 1.2.2: [M] **(EFF. 12/15/11)**

Safe and convenient facilities for pedestrians, cyclists and transit users shall be evaluated for all new road and road widening projects. Specifically, all road projects, including resurfacing projects, shall be evaluated for the addition of bicycle lanes or paved shoulders, and transit shelters where they did not previously exist.

Policy 1.2.3: [M] **(EFF. 12/15/11)**

Establish and maintain a safe and effective system of bicycle lanes, sidewalks, and shared-use paths in conjunction with existing and planned roadways and the Greenways Master Plan. Where design criteria allow and safe operation will occur, separate bicycle and pedestrian traffic from vehicular traffic. Provide adequate and secure bicycle parking facilities at major destinations.

Policy 1.2.4: [M] **(EFF. 12/15/11)**

In coordination with the Capital Region Transportation Planning Agency, maintain a bicycle and pedestrian master plan and pursue implementation funding.

Policy 1.2.5: [M] **(EFF. 12/15/11)**

Designate preferred entrance corridors into and connecting Tallahassee and Leon County, and adopt and maintain land development regulations to convert them into shaded pedestrian ways over time.

Policy 1.2.6: [M] **(Eff. 12/15/11)**

Require a scenic roadway assessment, environmental assessment, and landscape component in the planning and construction of new roads, and in the improvement of existing roads.

Policy 1.2.7: [M] **(Eff. 12/15/11)**

Require that all new or rebuilt multi-lane (four or six-lane) arterial and major collector streets be constructed with grassed and/or landscaped medians where sufficient right-of-way can be obtained, unless limited by environmental constraints.

Policy 1.2.8: [M] **(Eff. 12/15/11)**

Provide a safe, accessible environment and support active living for students by: developing and maintaining programs to increase biking and walking to schools; prioritizing sidewalk and bicycle infrastructure within a two mile radius of primary schools; and continuing to identify, fund and build Safe Routes to Schools projects.

Policy 1.2.9: [M] **(Eff. 12/15/11)**

Special consideration shall be given to areas with concentrations of students, seniors, low-income families or others that are more dependent on modes other than the automobile to provide a safe, accessible environment.

Policy 1.2.10: [M] **(Eff. 12/15/11)**

Educate the population on the health benefits of non-motorized modes of transportation. Increase safety to those who choose to walk or ride a bicycle by educating the public on existing laws related to motor vehicle, bicycle and pedestrian operation and interaction.

Policy 1.2.11: [M] **(Eff. 12/15/11)**

Enforce vehicle, bicycle and pedestrian regulations concerning obedience of traffic control signals and devices, use of pedestrian crosswalks, walking along the roadway, etc. Provide proper pavement markings and signage to enhance recognition of bicycle lanes and pedestrian crossings.

Policy 1.2.12: [M] **(Eff. 12/15/11)**

Adopt and maintain a City and County sign ordinance to control sign and billboard placement and limit lighted and motion activated sign usage.

Policy 1.2.13: [M] **(EFF. 12/15/11)**

Wherever feasible, bury utility lines. Priority should be given to areas where underground utilities can be incorporated into roadway construction and reconstruction projects.

Policy 1.2.14: [M] **(EFF. 12/15/11)**

Coordinate the transportation systems in Tallahassee and Leon County with one another and with the programs of the Capital Region Transportation Planning Agency and the Florida Department of Transportation to implement land use, transportation, and parking policies that promote transportation choice and to overcome identified deficiencies in the multimodal transportation network.

Objective 1.3: [M] **(EFF. 12/15/11)**

ENVIRONMENTAL AND NEIGHBORHOOD PROTECTION

Evaluate and minimize impacts of transportation projects on the natural environment and neighborhood integrity by using transportation demand reduction strategies to maximize existing roadway capacity, reduce the need for new roadway construction or expansion, reduce peak time traffic, reduce vehicle miles traveled, and reduce greenhouse gas emissions and other environmentally damaging pollutants.

Policy 1.3.1: [M] **(EFF. 12/15/11)**

Evaluate the natural features of Leon County, as delineated in the future land use and conservation elements, to avoid fragmenting and degrading regionally significant natural resources, wildlife corridors, greenways, and aquifers when planning new or expanding existing transportation facilities.

Policy 1.3.2: [M] **(EFF. 12/15/11)**

Reduce demand for more and wider roads by evaluating traffic operations to maximize efficiency of the existing street system capacity and support modal shifts to public transit, bicycling and walking.

Policy 1.3.3: [M] **(EFF. 12/15/11)**

Coordinate with Commuter Services of North Florida and state agencies regarding transportation demand reduction strategies such as staggered work hours for major employers, ridesharing, and parking fees.

Policy 1.3.4: [M] **(EFF. 12/15/11)**

Design, construct, and maintain transportation facilities to prevent flooding, minimize pollution, and maintain natural stormwater quantity, timing, rate, and direction of flow characteristics consistent with the adopted Stormwater Level of Service Standard.

Policy 1.3.5: [M] **(EFF. 12/15/11)**

Require an analysis that measures environmental and neighborhood impact prior to funding any new roadway alignments, construction, or changes to the traffic circulation system. The level and type of review may vary with the anticipated impact, and shall include community involvement.

Policy 1.3.6: [M] **(EFF. 12/15/11)**

Require tree plantings, where practical, for both new and old roads to increase screening, beauty, runoff control and reduction of summer heat. Existing trees shall be protected during transportation system development and maintenance.

Policy 1.3.7: [M] **(EFF. 12/15/11)**

Aesthetically enhance and provide added environmental protection to existing and new transportation corridors by the following methods which include but are not limited to:

a) Incorporating for new, or increasing for existing corridors, the number of green spaces/open spaces and pedestrian oriented areas.
b) Recognizing plantations as a significant part of the natural landscape when roads are being designed in areas of the County where they are present.
c) Encouraging the use of native vegetation and natural systems such as swales to control runoff.
d) Maintaining natural ground cover, canopy and understory where new roads are built.
e) Design public infrastructure improvements to minimize development impacts to protect designated canopy roads consistent with the Conservation Element.
f) Applying access management strategies that enhance the character of transportation corridors and gateways to the community by promoting shared access and consolidated signage and preserving green space for landscaping.

Objective 1.4: [M] **(EFF. 12/15/11)**

CONNECTIVITY & ACCESS MANAGEMENT

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

Policy 1.4.1: [M] **(EFF. 12/15/11)**

Require vehicular, pedestrian, and bicycle interconnections between adjacent, compatible development; and require these interconnections between adjacent, incompatible developments if it has the potential to reduce the vehicular traffic on the external street system without negatively impacting either development.

Policy 1.4.2: [M] **(Eff. 12/15/11)**

Utilize context sensitive roadway design and traffic calming to allow connectivity while mitigating the effects of through traffic on neighborhoods.

Policy 1.4.3: [M] **(Eff. 12/15/11)**

Within the Urban Service Area, require private developers to include bikeways and pathways or sidewalks within proposed developments and connecting to surrounding land uses.

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

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

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

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

Policy 1.4.6: [M] **(Eff. 12/15/11)**

Connections to and from energy efficiency districts. The transit, bike, and pedestrian networks within energy efficiency districts shall recognize the districts as activity nodes and thus logically interconnect with and service the surrounding areas.

Policy 1.4.7: [M] **(Eff. 12/15/11)**

Energy Efficiency District Network and Connectivity. Energy efficiency districts shall have a dense, interconnected network of local and collector streets, sidewalks, bikelanes, and shared-use paths in accordance with the following:

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

shopping areas, employment centers, transit stops, neighborhood parks, and schools.

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

Policy 1.4.8: [M] **(EFF. 12/15/11)**

The City of Tallahassee and Leon County shall adopt and maintain access management ordinances and supporting design standards to control the location, spacing, operation and design of access connections and median openings. Development access shall be designed to protect the maximum service volume, safety, and operating characteristics of transportation facilities that it impacts, considering impacts to all modes and users.

Policy 1.4.9: [M] **(EFF. 12/15/11)**

No new lot or parcel shall be platted or created along arterial or collector roadways that would result in connection spacing that does not comply with the applicable local or FDOT connection spacing standard.

Policy 1.4.10: [M] **(EFF. 12/15/11)**

Properties under the same ownership, consolidated for development, or part of phased development plans shall be considered one property for the purposes of access management. Access points to such developments shall be the minimum necessary to provide reasonable access, rather than the maximum available for that property frontage.

Policy 1.4.11: [M] **(EFF. 12/15/11)**

Service roads shall be used for access to development in the area surrounding new freeway interchanges and shall be separated from interchange ramps at a distance that conforms with the applicable FDOT or local access spacing standards, in order to preserve safe and efficient traffic operations in the interchange area. Circulation systems for interchange area development shall be continuous and designed to support both vehicular and pedestrian mobility.

Policy 1.4.12: [M] **(EFF. 12/15/11)**

Flexibility shall be provided in administration of access spacing standards to accommodate minor deviations, where appropriate, and to ensure that no property is denied reasonable access to the transportation system. Major deviations from access spacing standards shall not be granted until every feasible option for meeting access management standards has been explored and deemed impractical.

Policy 1.4.13: [M] **(EFF. 12/15/11)**

As Capital Circle is converted to a high capacity, multi-lane arterial, future access-points shall be limited so that the improved roadway will function more efficiently and safely for

its intended purpose. In order to protect traffic capacity of the improved roadway and to assure public safety, the following policies will apply:

1) No new parcel shall be platted nor created through subdivision that results in a parcel with sole access to Capital Circle. Consolidation of two or more parcels that currently have access to Capital Circle into a parcel with a single access to Capital Circle shall be permitted;
2) New development abutting Capital Circle shall contribute to the development of a supporting system of local or collector roads, service roads, and/or shared access systems (e.g. joint use driveways), as an alternative to individual driveway access.
3) Where individual driveways must be provided to preserve reasonable access to a development site, applicants shall enter an agreement to cooperate in any future project to consolidate access points or to share access with abutting properties as opportunities arise.

Objective 1.5: [M] **(EFF. 12/15/11)**

LEVELS OF SERVICE

Establish transportation level of service (LOS) standards in order to measure the impacts of new development on, and to prioritize improvements to, the transportation system.

Policy 1.5.1: [M] **(EFF. 12/15/11)**

The peak hour roadway level of service for Tallahassee and Leon County is established as follows:

Table 1: Peak hour roadway level of service

Functional Classification	**Inside the USA**	**Outside the USA**
Interstate, Intrastate, Limited Access Parkways	C	B
Principal Arterials	D	C
Minor Arterials	D / E*	C
Major and Minor Collectors	D / E*	C
Local Streets	D	D

*For Minor Arterials, and Major and Minor Collectors located inside the Urban Service Area and south of U.S. 90, the Level of Service shall be "D" for purposes of establishing priorities for programming transportation improvements, and "E" for meeting concurrency requirements, to support the Southern Strategy. Roads north of U.S. 90 shall be LOS D for both programming improvement and concurrency purposes.

Policy 1.5.2: [M] **(EFF. 12/15/11)**

The level of service on all roadway facilities on the state highway system operating at the state recommended adopted minimum level of service standard or better at the time of adoption of the Comprehensive Plan will be maintained at the state adopted minimum level of service standard or a more strict local standard for the facility (if required adopted as part of the Plan). Level of service will be based on revised peak hour data compiled after Plan adoption.

Policy 1.5.3: [M] **(EFF. 12/15/11, REV. EFF. 8/9/2012)**

The Roadway Level of Service Standards established under Goal 1.5, and as may be duplicated in the Capital Improvements Element, may be waived if a mobility fee program is adopted into the local concurrency management manuals by the City and/or County Commissions. If implemented, the mobility fee program shall:

1) account for the fact that development further from activity nodes creates greater fiscal and environmental costs to the community;
2) support compact, mixed use development and redevelopment within adopted energy efficiency districts.

Policy 1.5.4: [M] **(EFF. 12/15/11)**

The City of Tallahassee and Leon County Concurrency Management systems will accumulate all development impacts, both below and above threshold standards, to determine cumulative impact of individual development orders. Cumulative impacts of all development will be monitored in order to maintain adopted level of service standards.

Policy 1.5.5: [M] **(EFF. 12/15/11)**

MMTD Areawide Multimodal Level of Service Standards and Performance Targets. In order to create community design that supports mobility, the following performance standards are established for the Multimodal Transportation District.

Table 2: MMTD Areawide Multimodal Level of Service Standards

Areawide Multimodal Level of Service Standards (Pursuant to F.S. 163.3180(15)(c))			
Pedestrian	**Transit**	**Bicycle**	**Automobile**
C	C	D	E+50%

In addition, because areawide level of service measures based on computer models do not recognize the full breadth of conditions affecting pedestrian, cycling, and transit comfort, safety and convenience, the following performance targets are also established. It is recognized these targets may take more than the 20 year planning period of this document to achieve, but are provided as continuing guidance for plan updates and capital investments.

Table 3: MMTD Areawide Multimodal Performance Targets

a) Areawide modal split:		
	Trips that both originate & end within the district	Trips originating or ending outside the district (not including pass through trips)
Transit	40%	25%
Bike/pedestrian	30%	10%
Automobile	30%	65%
b) Bicycle and Pedestrian Mobility		
i)	Formally designated north/south & east/west bicycle routes functioning at LOS C or better are provided at 1½ mile intervals	
ii)	All buses are equipped with bicycle racks	

iii)	All sidewalk and bicycle facilities within ½ mile of StarMetro transfer points function at LOS C or better;
iv)	All superstops are equipped with bicycle parking
v)	All intersections within ½ mile of StarMetro transfer points incorporate features to support safe and comfortable crossing for pedestrians and cyclists
c) Transit Mobility	
i)	All employees and dwelling units are within ¼ mile of a transit stop
ii)	80% of transit routes operate with 20 minute headways or less
iii)	80% of employees and dwelling units are served by routes operating at least 16 hours a day
iv)	40% of transit stops include benches, signage, lights, and covered or enclosed waiting areas
v)	80% of employees and dwelling units are within 1 mile of a StarMetro transfer point.
d) In Relation to Educational Uses	
i)	All pedestrian and bicycle facilities within 2 miles of primary schools function at LOS C or better
ii)	50% of students at Florida State University (FSU), Florida A&M University (FAMU), and Tallahassee Community College (TCC) commute to campus via non-auto modes
iii)	At least three satellite parking facilities for students are located outside of the MMTD but within a 20 minute transit ride of FSU, FAMU, or TCC

Policy 1.5.6: [M] **(EFF. 12/15/11)**

Transportation Concurrency within the MMTD. Pursuant to F.S. 163.3180(15)(c), development permits may be issued in reliance upon all planned community design capital improvements that are financially feasible over the development or redevelopment timeframe for the MMTD, without regard to the period of time between development or redevelopment and the scheduled construction of the capital improvements. Reflecting the purpose of a MMTD to promote higher density infill and to create a safe, desirable environment for pedestrians, the capital improvements plan will reflect primary emphasis on bicycle, pedestrian, and transit projects.

Policy 1.5.7: [M] **(EFF. 8/9/12)**

Changes to roadway segment capacity that result from the reduction or restriction of automobile laneage from existing conditions in order to implement multimodal or other non-automobile-oriented comprehensive planning goals will not require transportation concurrency mitigation. An analysis shall be conducted of transportation and land use impacts on parallel roadways that would result from the lane changes.

Objective 1.6: [M] **(EFF. 12/15/11)**

CORRIDOR PRESERVATION

Identify right-of-way needed for planned future transportation improvements and protect it from building encroachment as development occurs to preserve the corridor for transportation use, to maintain transportation level of service for concurrency, to improve coordination between land use and transportation, and to minimize the adverse social, economic, and environmental impacts of transportation facilities on the community.

Policy 1.6.1: [M] **(EFF. 12/15/11)**

The City and County shall adopt and maintain corridor management ordinances, in accordance with subsection 337.273(6), F.S., which are designed to protect future transportation corridors designated in the Tallahassee-Leon County Comprehensive Plan from development encroachment, to provide for right-of-way acquisition, and to mitigate potential adverse impacts on affected property owners.

Policy 1.6.1(a): [M] **(EFF. 12/15/11)**

Development orders may require conveyance of transportation rights-of-way consistent with a Future ROW Needs Map and Future Right-of-Way Needs and Access Classifications Table, as a condition of plat or development approval, provided that any required dedication shall not exceed the amount of land that is roughly proportionate to the impacts of the development on the transportation network.

Policy 1.6.2: [M] **(EFF. 12/15/11)**

Acquire and maintain sufficient right-of-way when building new roads or widening old facilities in order to protect waterbodies, wetlands, and flood plains. Plan corridor alignments to avoid environmentally sensitive areas and where this is not possible, acquire wide roadside buffers and prohibit driveways by purchase of access rights, as necessary, to prevent development from occurring within the environmentally sensitive area, as a result of the roadway availability.

Policy 1.6.3: [M] **(EFF. 12/15/11)**

Future right-of-way needs for selected transportation corridors designated for improvement in the Tallahassee-Leon County Comprehensive Plan are generally depicted in the table below and in the Future Right-of-Way Needs Map and the Long Range Transportation Plan.

Table 4: Future Right-of-Way Needs Without an Existing Corridor Alignment

Future Right-of-Way Needs WITHOUT an Existing Corridor Alignment	
Functional Classification	**ROW (ft.)[1] [3]**
Blueprint Principal Arterial[4]	230
Principal Arterial	200
Minor Arterial	176
Major Collector	146
Minor Collector	100

Notes:

1) Widths represent maximum anticipated ROW needs for generalized corridors; not precise alignments. Where a specific alignment is established through alignment studies, engineering studies or design, such alignment shall apply for the purpose of development review. Actual road location and design will be determined by specific corridor and design studies.
2) Alternative widths may be established by the local government, in consultation with other affected agencies, pursuant to an adopted Critical Area Plan or based

upon an analysis of existing constraints, community planning objectives, and other considerations unique to the roadway or surrounding land development.

3) In addition to the number of travel lanes, the following are important considerations in the determination of right-of-way needs for future corridors:
   a. Space for sidewalks to provide safe and convenient movement of pedestrians.
   b. The provision of bike lanes or separate bike paths.
   c. Space for current or future location of utilities so that, when necessary, they can be safely maintained without undue interference with traffic. The utility strip needs to be of sufficient width to allow placement of a water main so that in the case of rupture, neither the roadway pavement nor adjacent property will be damaged.
   d. Accommodation of stormwater at the surface or in storm drains.
   e. Accommodation of auxiliary lanes at intersections.
   f. Placement of trees to improve the aesthetic qualities of the roadway, to shade pedestrians, and improve community appearance. The space needs to be adequate to accommodate tree growth without damaging sidewalks, abutting development, or curb and gutter.
   g. Allowing for changes in the paved section, utilities, or other modifications, that may be necessary in order to meet unseen changes in vehicular, pedestrian, bicycle, or other transportation needs as a result of changes in land use and activity patterns.

2) Planned ROW needs for Capital Circle from Centerview to W. Tennessee, as accepted by the Blueprint Intergovernmental Agency on November 19, 2001.

Policy 1.6.4: [M] **(EFF. 12/15/11)**

All proposed development plans on designated future transportation corridors shall be reviewed for consistency with the Future Right-of-Way Needs Map, the Long Range Transportation Plan, and any specific alignment or engineering studies and shall be consistent with identified right-of-way needs for designated future transportation corridors as a condition of development approval.

Policy 1.6.5: [M] **(EFF. 12/15/11)**

The Future Right-of-Way Needs Map shall be reviewed, and updated if necessary, every five years concurrent with the Long Range Transportation Plan update, or more frequently as necessary to address the growth and mobility needs of the local government.

Policy 1.6.6: [M] **(EFF. 12/15/11)**

City and County Staff shall consult with the Florida Department of Transportation in determining conceptual alignments, acquiring future right-of-way, and reviewing proposed development that substantially impacts state highways designated for improvement in the Tallahassee-Leon County Comprehensive Plan to ensure that local decisions are consistent with state and federal policy, and to ensure that development

activity does not substantially impair the viability of the future state transportation corridor.

Policy 1.6.7: [M] **(EFF. 12/15/11)**

Explore land banking policies, procedures and funding options to facilitate early acquisition of right-of-way for designated future transportation corridors.

Policy 1.6.8: [M] **(EFF. 12/15/11)**

Right-of-way acquisition shall be facilitated by the establishment of a program to identify, prioritize, and acquire needed right-of-way consistent with the Right-of-Way Needs Map and Capital Improvements Element.

Policy 1.6.9: [M] **(EFF. 12/15/11)**

Where needed right-of-way is identified in the energy efficiency district connectivity plans, such projects shall also be included on the Right-of-Way Needs Map and/or in the Long Range Transportation Plan.

Goal 2: [M] (EFF. 12/15/11)

TRANSIT

Capture a five to ten percent mode share through the development and improvement of the mass transit system so that transit is seen as a viable alternative to the automobile as a means of transportation.

Objective 2.1: [M] **(EFF. 12/15/11)**

IMPLEMENTATION STRATEGIES

In coordination with the Metropolitan Planning Organization, City of Tallahassee, Leon County and the Florida Department of Transportation, expand the integration of mass transit planning into the overall transportation delivery system by coordination of the short-range transit operations plan, Transit Development Plan, Bicycle and Pedestrian Master Plan and Long Range Transportation Plan development.

Policy 2.1.1: [M] **(EFF. 12/15/11)**

Land use regulations shall be developed which emphasize pedestrian movement and the use of transit.

Policy 2.1.2: [M] **(EFF. 12/15/11)**

Systematically extend and/or modify transit routes within the urban area to provide access to major employment, shopping, and business, recreational and other activity centers.

Policy 2.1.3: [M] **(EFF. 12/15/11)**

Coordinate the location and design of office parks to foster ride sharing and transit use.

Policy 2.1.4: [M] **(EFF. 12/15/11)**

Discourage single occupancy vehicle use through design criteria for new development and innovative programs such an employee pass program.

Policy 2.1.5: [M] **(EFF. 12/15/11)**

Encourage the elimination of the subsidy of public employee parking to encourage ride sharing and transit use.

Policy 2.1.6: [M] **(EFF. 12/15/11)**

Develop and maintain a marketing strategy and campaign to inform the public on mass transit and to increase ridership.

Policy 2.1.7: [M] **(EFF. 12/15/11)**

The potential impacts upon transit shall be determined and utilized in evaluating highway projects when planning new roads or capacity expansions to existing roads.

Policy 2.1.8: [M] **(EFF. 12/15/11)**

For purposes of evaluating transit level of service over the Plan Horizon and to implement the Regional Mobility Plan goal of a 10% modal split, the local government should expand coverage to serve 80 to 89 percent of the residential population within the Urban Service Area by a transit route along an arterial or collector roadway within approximately 1/2 mile.

Policy 2.1.9: [M] **(EFF. 12/15/11)**

Revisions to and expansion of transit service will be based on existing and major trip generators and densities to provide efficient mass transit services.

Policy 2.1.10: [M] **(EFF. 12/15/11)**

Future transit planning for Tallahassee and Leon County will include provisions for determining the location of transit regional transfer facilities and/or superstops.

Policy 2.1.11: [M] **(EFF. 12/15/11)**

To provide efficient transit for Tallahassee and Leon County, future transit planning will address provisions for efficient and frequent service based on trip generations and density of land uses, safe and convenient transit facilities and adaptation for the special needs of the transportation disadvantaged.

Objective 2.2: [M] **(EFF. 12/15/11)**

TRANSIT ALTERNATIVES

Adopt and maintain a plan for expanding the transit system beyond buses.

Policy 2.2.1: [M] **(EFF. 12/15/11)**

Initiate a study to evaluate the alternative types of transit in relation to their potential use in the City.

Policy 2.2.2: [M] **(EFF. 12/15/11)**

Develop a long-range master plan for building the transit system type determined to be most feasible in Policy 2.2.1.

Objective 2.3: [M] **(EFF. 12/15/11)**

PROTECTION OF FUTURE TRANSIT CORRIDORS

Develop and maintain a plan that identifies future transit rights-of-way and corridors and provides means of protecting and acquiring such areas.

Policy 2.3.1: [M] **(EFF. 12/15/11)**

Existing and future transit rights-of-way and corridors shall be identified as a part of the comprehensive plan for integrating transit into the existing transportation system.

Policy 2.3.2: [M] **(EFF. 12/15/11)**

Incentives to encourage the donation of transit rights-of-way and corridors shall be developed.

Policy 2.3.3: [M] **(EFF. 12/15/11)**

Development agreements and land use regulations shall be utilized to preserve future transit corridors.

Objective 2.4: [M] **(Eff. 12/15/11)**

Funding of Transit

By 2012, alternative and innovative funding sources shall be developed to support an effective transit system.

Policy 2.4.1: [M] **(Eff. 12/15/11)**

Transit shall be regarded as a vital public service with increased funding to allow it to compete with the private automobile on an equal basis.

Policy 2.4.2: [M] **(Eff. 12/15/11)**

Funding for transit operating expenses should include and should not be limited to the following sources: sales tax, property tax, future charter county surtax, gas tax, impact fees, and the significant benefits program.

Objective 2.5: [M] **(Eff. 12/15/11)**

Transportation for Disadvantaged

Provide for full implementation of the requirements of Chapter 427, Florida Statutes and Section 3046(a)(9) of the SAFETEA-LU Act regarding planning and coordination of human services transportation in meeting the needs of the transportation disadvantaged.

Policy 2.5.1: [M] **(Eff. 12/15/11)**

A needs assessment of the transportation disadvantaged shall be undertaken.

Policy 2.5.2: [M] **(Eff. 12/15/11)**

An assessment of existing public and private transit programs shall be undertaken with an analysis to determine unmet needs.

Policy 2.5.3: [M] **(Eff. 12/15/11)**

A strategy to meet identified unmet needs shall be developed with emphasis being given to meeting the needs of the transportation disadvantaged (i.e., those individuals who because of physical or mental disability, income status, or age are unable to transport themselves or to purchase transportation).

Goal 3: [M] (EFF. 12/15/11)

AVIATION

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

Objective 3.1: [M] (EFF. 12/15/11)

LONG TERM IMPLEMENTATION GUIDELINES

Expand and improve on a phased, incremental basis, the aviation facilities at and the access to Tallahassee Regional Airport to meet the transportation needs of the Capital Region while maintaining consistency with all elements of the comprehensive plan. The Tallahassee Regional Airport Master Plan will be maintained and monitored on an ongoing basis to ensure that implementation of the plan meets the aviation needs of the area.

Policy 3.1.1: [M] (EFF. 12/15/11)

Implement the Tallahassee Regional airport Master Plan for the Year 2005 and implement the recommendations of the Tallahassee Regional Airport Noise Compatibility Plan.

Objective 3.2: [M] (EFF. 12/15/11)

ACCESS TO AIRPORT

Access routes to the Tallahassee Regional Airport will be integrated with the street and highway planning process of the City, County, MPO, and Florida DOT. Alternative modal choices will be studied as part of the mass transportation planning process.

Policy 3.2.1: [M] (EFF. 12/15/11)

An appropriate gateway from the airport to Downtown/Capitol Center/University destinations shall be designated and improved. Such improvements shall consider roadway capacity, adjacent land uses, landscaping, and incorporation of future mass transportation facilities.

Policy 3.2.2: [M] (EFF. 12/15/11)

Conduct a feasibility study to determine the need for, type of, and proposed location of mass transportation services between the airport and priority destinations within the urban area.

Policy 3.2.3: [M] **(EFF. 12/15/11)**

The interface between the roadway network and the airport vehicle circulation system shall be designed, constructed, and signalized (when warranted) to provide efficient on-site and off-site traffic flow.

Policy 3.2.4: [M] **(EFF. 12/15/11)**

The City of Tallahassee will coordinate any aviation facilities plan with U.S. Army Corps of Engineers, the Federal Aviation Administration, the MPO, military service, the FDOT 5 Year Transportation Plan and the Continuing Florida Aviation System Planning Process.

Policy 3.2.5: [M] **(EFF. 12/15/11)**

The Traffic Circulation and Mass Transit sub-elements shall consider future airport access needs.

Objective 3.3: [M] **(EFF. 12/15/11)**

CRITERIA FOR OPERATION AND MODIFICATION TO AIRPORT

Operation of and modification to Tallahassee Regional Airport shall take into account impacts to adjacent land uses, the natural resources, and the community in general.

Policy 3.3.1: [M] **(EFF. 12/15/11)**

Future modifications to airport facilities shall take into account the potential for noise and safety hazards to surrounding land uses.

Policy 3.3.2: [M] **(EFF. 12/15/11)**

Future modifications to airport facilities shall be accomplished so as to be compatible with nearby natural resources.

Policy 3.3.3: [M] **(EFF. 12/15/11)**

Aviation and related facilities development and expansion shall be consistent with the conservation element.

Policy 3.3.4: [M] **(EFF. 12/15/11)**

Aviation and related facilities development and expansion shall mitigate structural and non-structural impact on adjacent natural resources.

II. Mobility

Policy 3.3.5: [M] **(EFF. 12/15/11)**

Additional parking shall be provided in ways that minimize impervious surfaces and that maintain the appearance of the airport terminal.

Policy 3.3.6: [M] **(EFF. 12/15/11)**

Aesthetics shall be considered in any future airport facility design.

Objective 3.4: [M] **(EFF. 12/15/11)**

LAND USE IN ADJACENT AREAS

Development near the airport shall occur in ways and at locations compatible with the airport's operation and expansion and with sensitivity to protecting existing residential and natural resources adjacent to the airport.

Policy 3.4.1: [M] **(EFF. 12/15/11)**

Land use decisions in the vicinity of the Tallahassee Regional Airport shall only be permitted if compatible with the current and future operation of the airport facility and the future land use element.

Policy 3.4.2: [M] **(EFF. 12/15/11)**

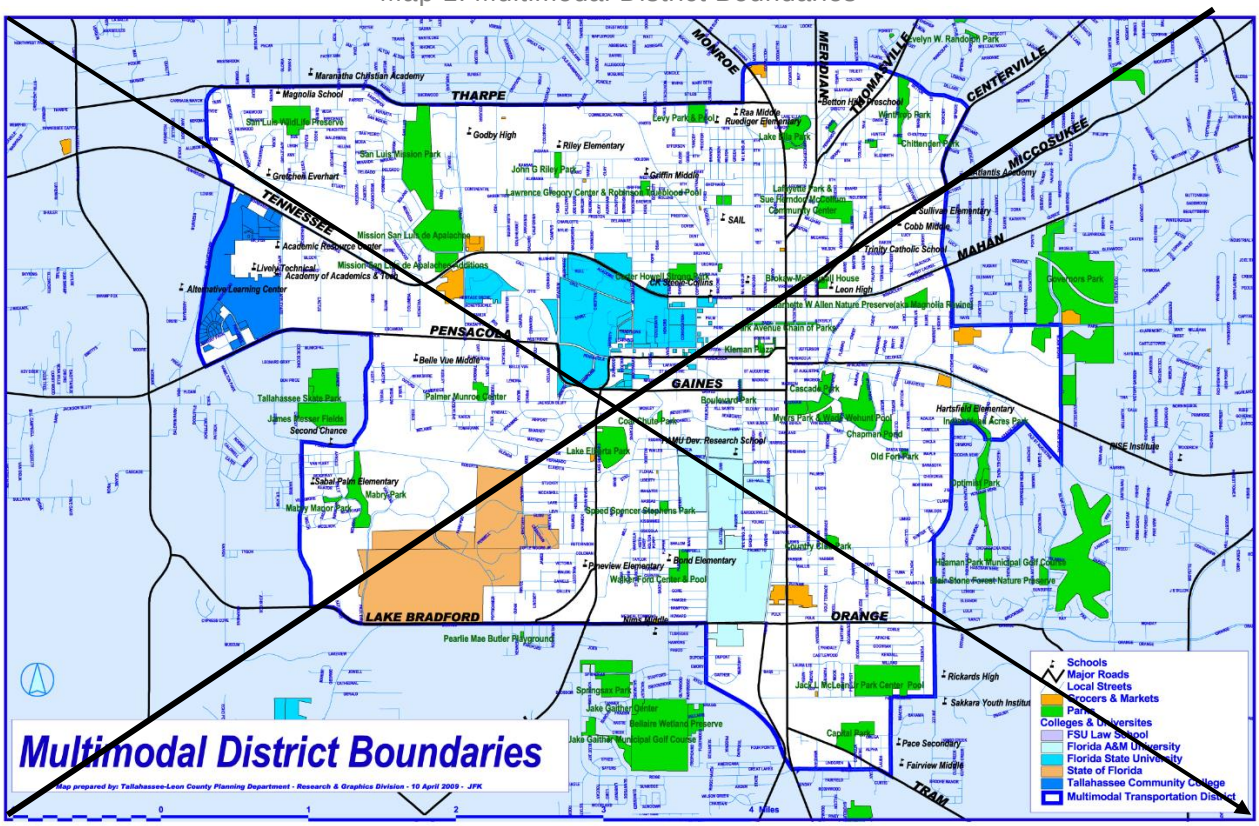
Residential development or other noise-sensitive land uses shall not be permitted within the predicted 65 Ldn noise contours without the use of mitigative noise control measures. Incompatible land uses in airport approach zones shall not be permitted. The high noise contours associated with the airport shall be publicized.

Policy 3.4.3: [M] **(EFF. 12/15/11)**

Additional land uses shall not be permitted in airport zones if, due to structural height, they hinder airport operation or reduce navigable airspace.

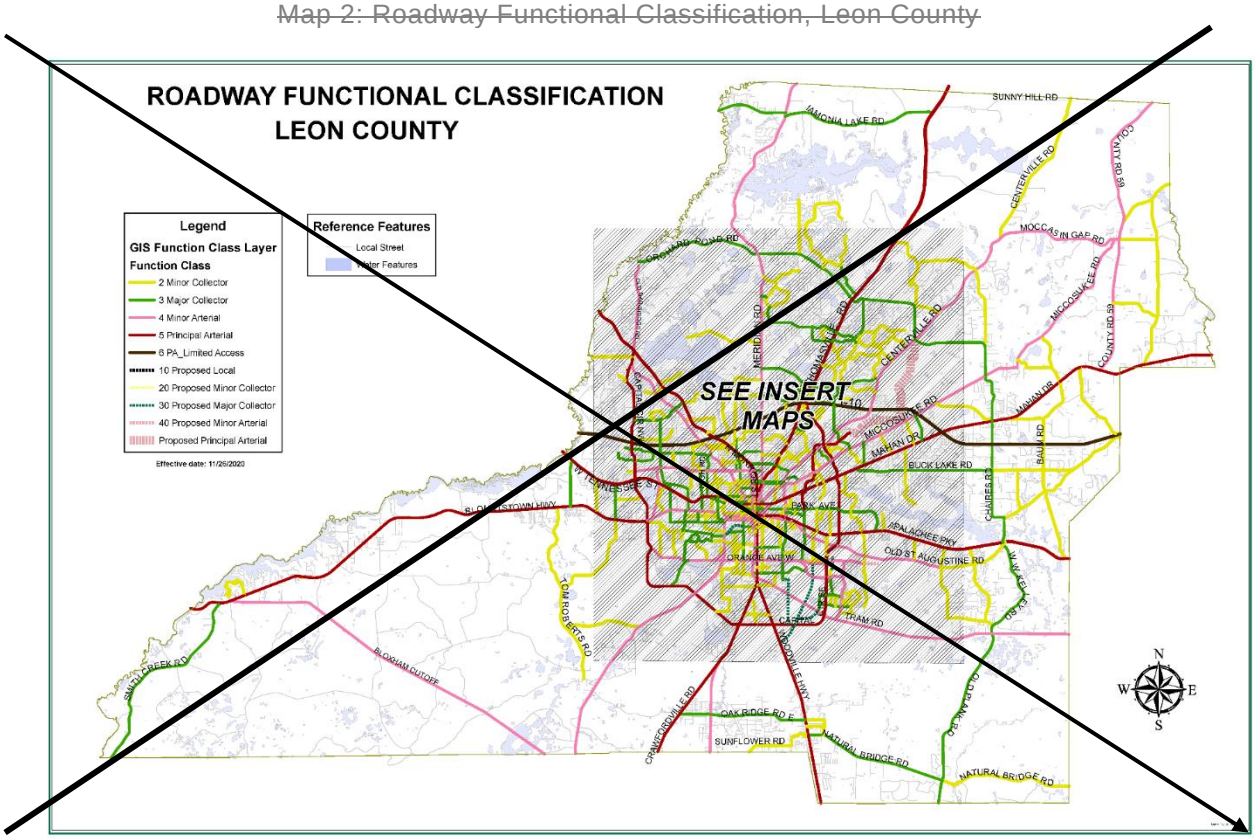
~~II. Mobility~~

~~Map 1: Multimodal District Boundaries~~



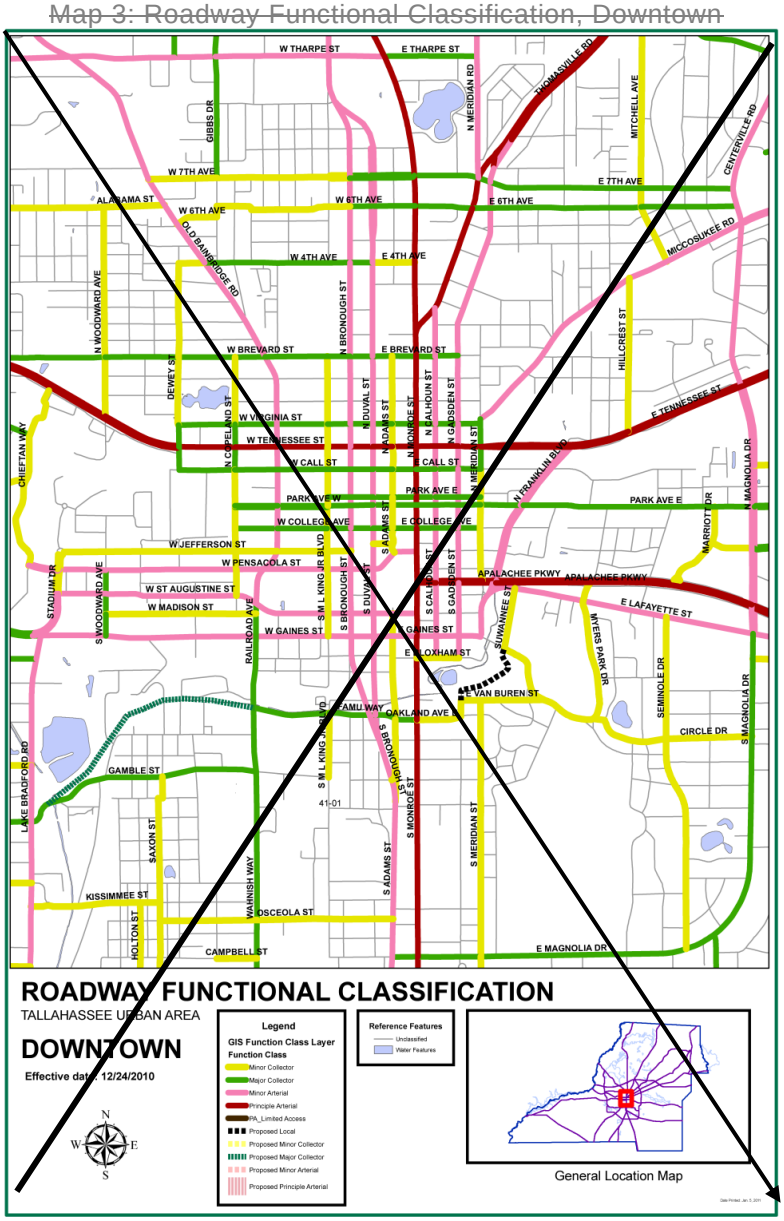
~~II. Mobility~~

~~Map 2: Roadway Functional Classification, Leon County~~



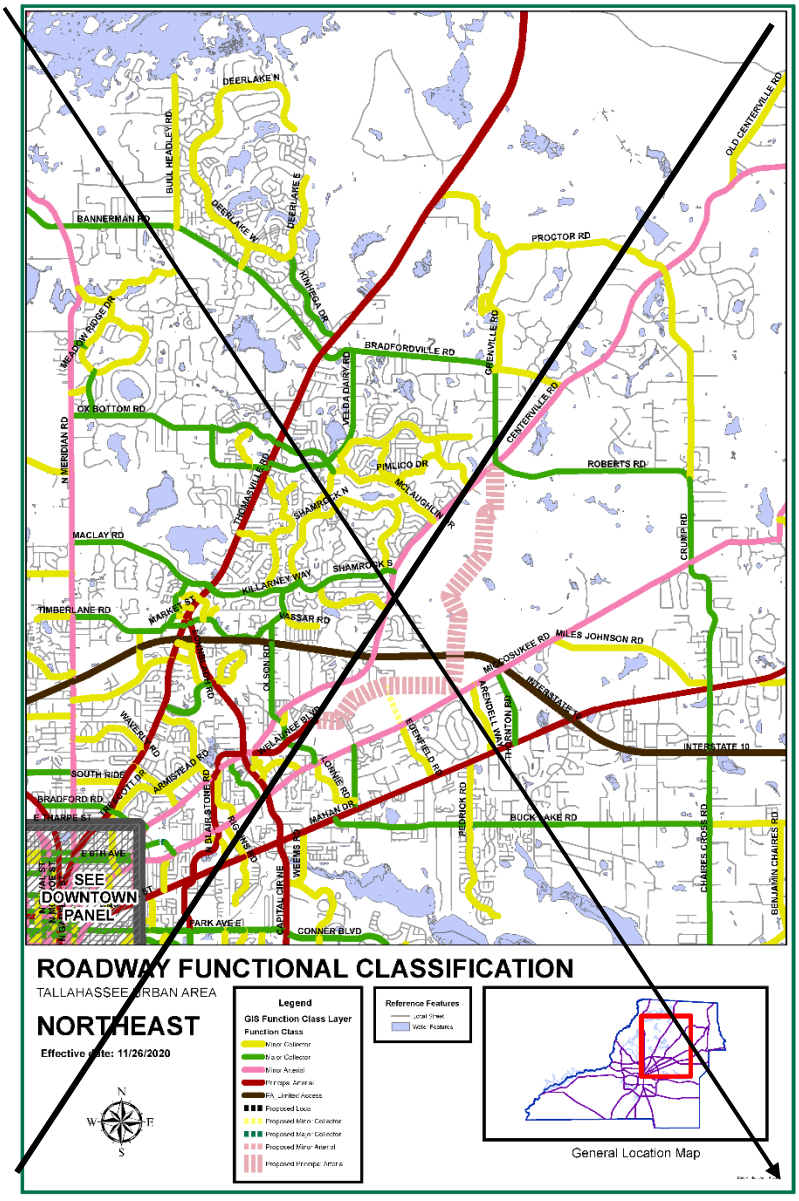
~~II. Mobility~~

~~Map 3: Roadway Functional Classification, Downtown~~



~~II. Mobility~~

~~Map 4: Roadway Functional Classification, Northeast~~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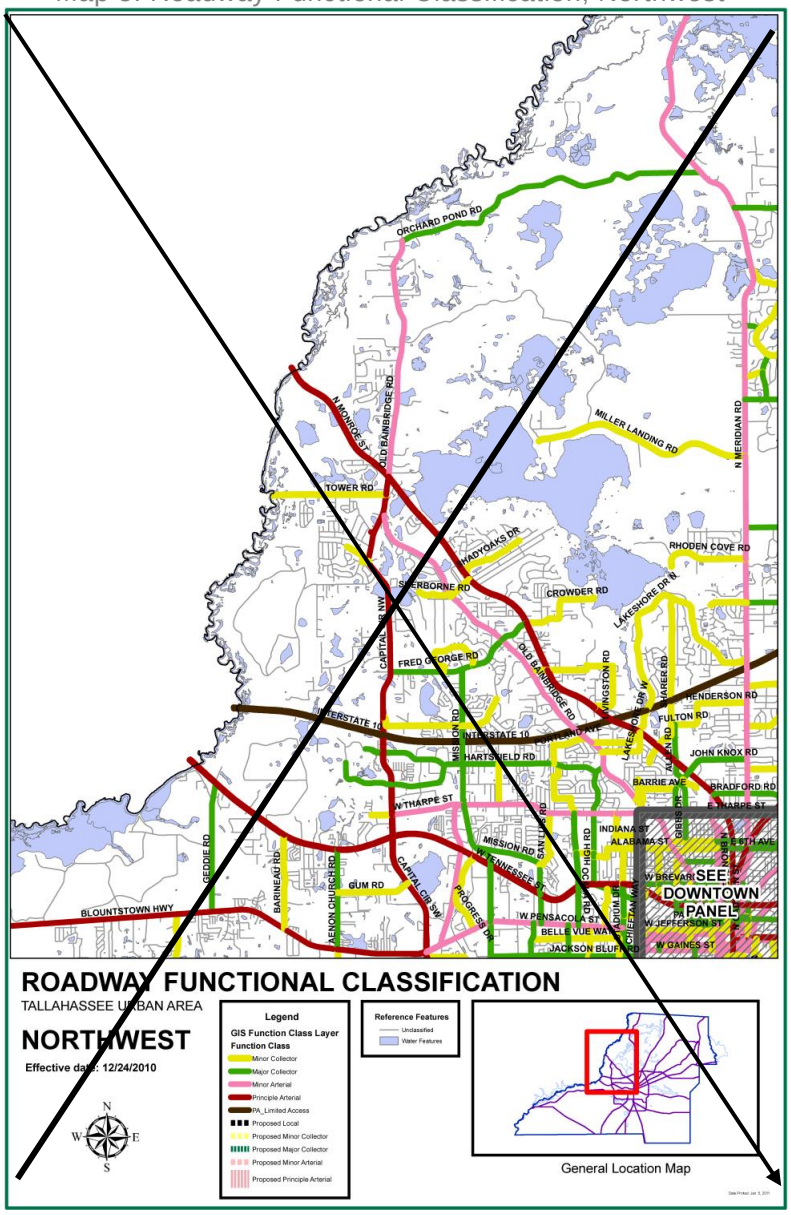
BULL HEADLEY RD
DEERLAKE W
DEERLAKE E
BANNERMAN RD
KINHEGA DR
PROCTOR RD
OLD CENTERVILLE RD
MCCLOWN RIDGE DR
BRADFORDVILLE RD
OPENVILLE RD
OX BOTTOM RD
N MERIDIAN RD
VESTA DAIRY RD
CENTERVILLE RD
PIMLICO DR
ROBERTS RD
THOMASVILLE RD
SHAMROCK N
MCLAUGHLIN DR
CRUMPIT RD
MACLAY RD
SHAMROCK S
KILLARNEY WAY
TIMBERLANE RD
MARKET ST
PASSAR RD
MIKOSUKEE RD
MILES JOHNSON RD
OLSON RD
INTERSTATE 10
MELANIE BLVD
SUDBURY RD
SOUTH RIDGE
ARMISTEAD RD
DUNNE RD
BRADFORD RD
BLAIR STONE RD
MAHAN DR
PEDRICK RD
BUCK LAKE RD
CHARLES ROSS RD
BENJAMIN CHAIRES RD
E 8TH AVE
SEE DOWNTOWN PANEL
PARK AVE E
CONNER BLVD
CAPITAL CIR NE
WEEMS RD
ROBERTS RD
ROBERTS RD
ROBERT

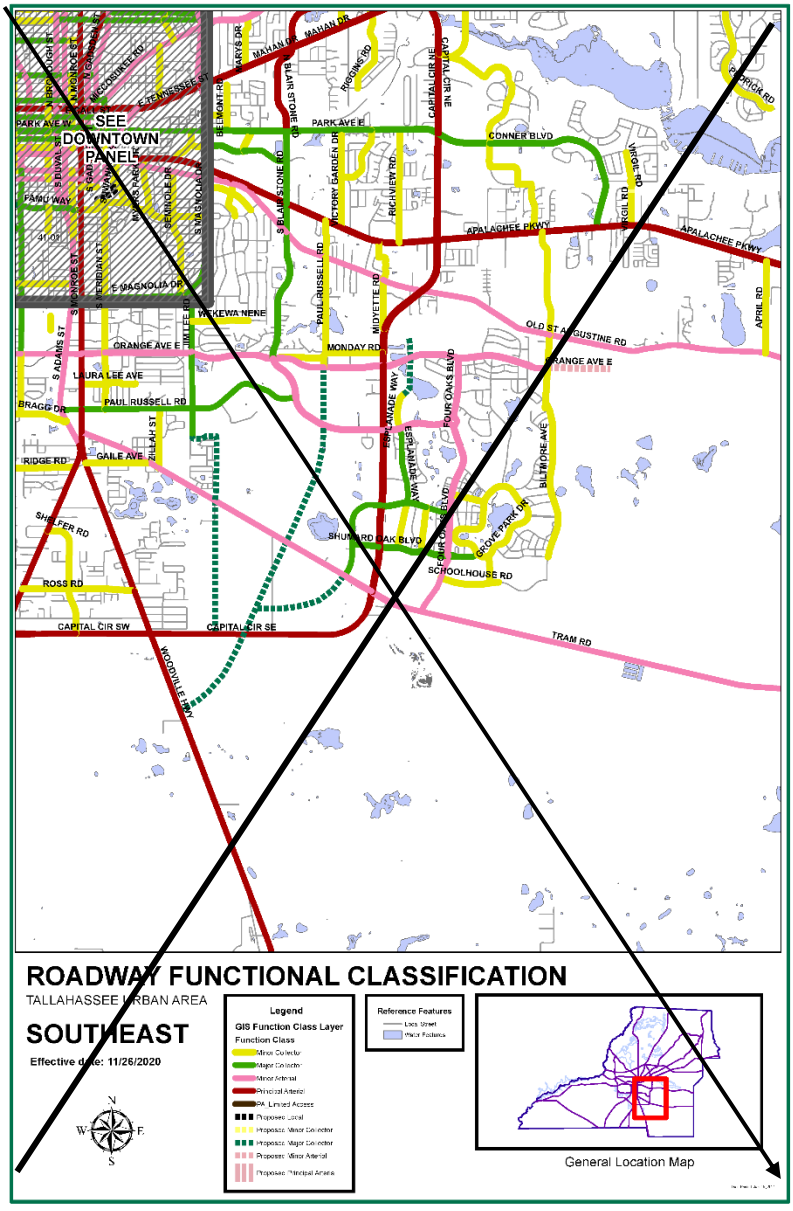
~~II. Mobility~~

~~Map 5: Roadway Functional Classification, Northwest~~



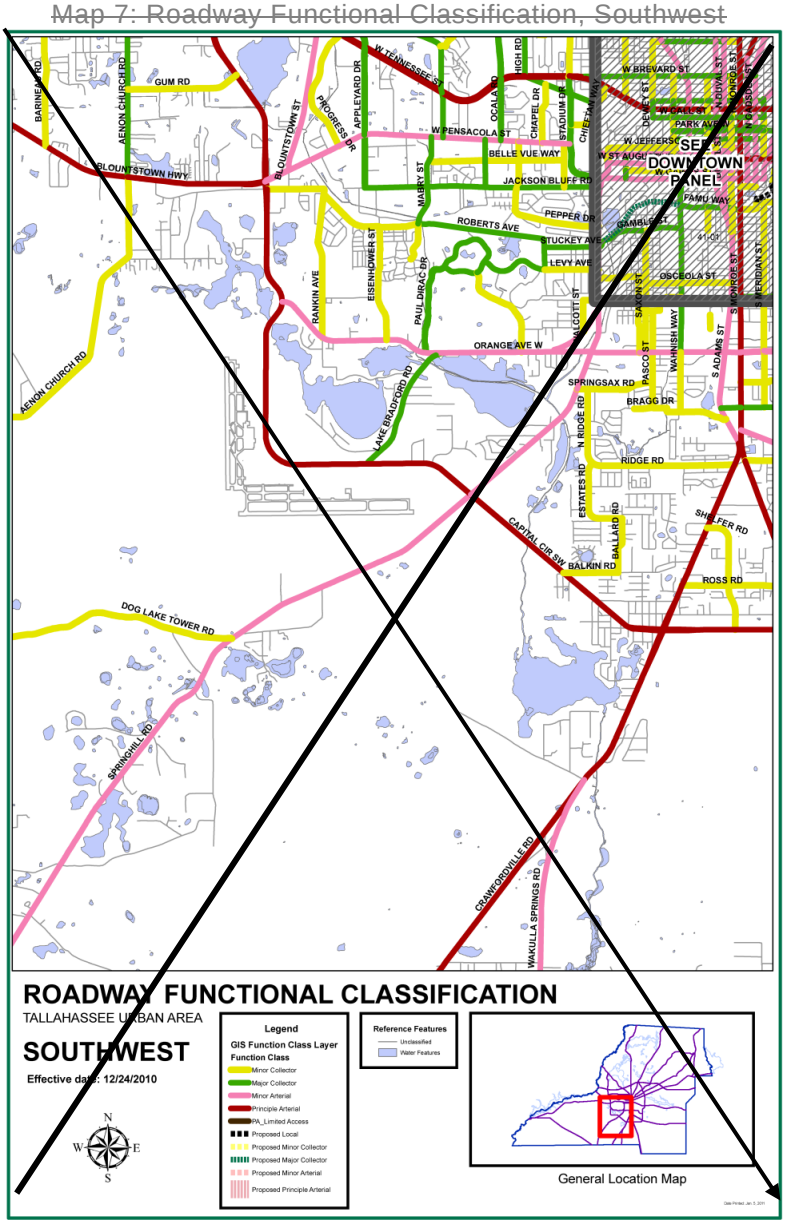
~~II. Mobility~~

~~Map 6: Roadway Functional Classification, Southeast~~



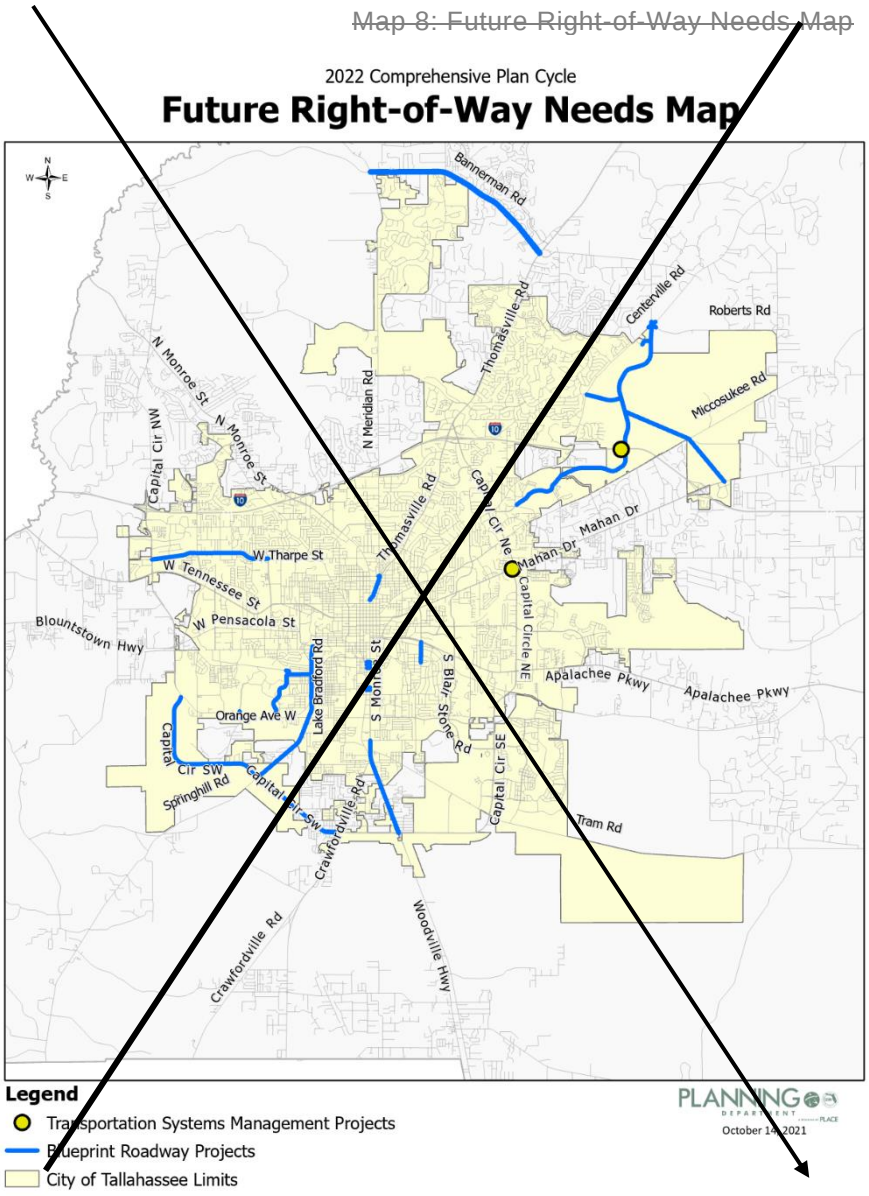
II. Mobility

Map 7: Roadway Functional Classification, Southwest



~~II. Mobility~~

~~Map 8: Future Right-of-Way Needs Map~~



GLOSSARY

ACCESS: **(EFF. 6/25/96)** The means of vehicular entry to or exit from property to or from a public or private road.

ACLF: **(EFF. 7/16/90)** Means adult congregate living facility as defined in Section 400.402 of the Florida Statutes.

ACQUISITION: **(EFF. 7/16/90)** Includes purchase, land exchange, donation, easement, assisting private owners in obtaining tax advantages, etc. "Purchase" shall include all acquisition costs, such as surveying and title insurance.

ACTIVE RECREATION FACILITY: **(EFF. 7/16/90)** Means those recreation lands and improvements that are facility oriented, i.e. swimming pools, ball fields, tennis courts.

ADJOINING LAND USES: **(EFF. 8/17/92)** Land uses on parcels which are touching or contiguous to each other, as distinguished from lying near to or adjacent. For purposes of this Plan, land uses on parcels that are separated from each other by a local or a minor collector street or roadway shall also be considered adjoining; land uses on parcels that are separated by a major collector or an arterial street or roadway or by a railroad right of way shall not be considered adjoining.

ADVANCED AIR MOBILITY: Vehicles and infrastructure associated with vertical take-off and landing (VTOL), air taxis, electric and hybrid short-to-medium distance aircraft. These vehicles may be piloted or autonomous and carry either passengers or cargo.

ADVANCED WASTEWATER TREATMENT: **(EFF. 4/10/09)** Treatment of sewage that goes beyond the secondary or biological wastewater treatment stage and includes the removal of nutrients such as phosphorus and nitrogen and a high percentage of suspended solids and biochemical oxygen demand.

AFFORDABLE HOUSING: **(REV. EFF. 7/20/05; REV. EFF. 12/24/10)** Housing that costs no more than 33% of the annual income of a household earning 80% or less of area median income (AMI) for homeownership and 60% AMI or less for rental housing, adjusted for the number of people in the household, as defined by the U.S. Department of Housing and Urban Development (HUD) annually.

AGRICULTURE: **(EFF. 7/6/15)** The production, keeping or maintenance, for sale, lease or personal use, of plants and/or animals useful to humans, including, but not limited to, the growing of crops, dairying, grazing, the raising and maintenance of poultry and other livestock, horticulture, nursery, forestry, and sod farms. Commercial feed lots, the raising of furbearing animals, riding academies, livery or boarding stables or dog kennels are not considered to be normal agricultural uses.

AGRITOURISM: **(EFF. 7/6/15)** Any agricultural related activity consistent with a bona fide farm or ranch or in a working forest which allows members of the general public to view or enjoy activities related to farming, ranching, historical, cultural or harvest-your-own attractions for recreational, entertainment or educational purposes.

ALTERED FLOODPLAINS: **(EFF. 7/16/90)** Areas within the 100 year floodplain that have been either ditched, drained, filled or have had structures built on them, any of which have diminished the flood storage capacity of the floodplain.

ALTERED WETLANDS: **(EFF. 8/17/92)** Wetlands that have been degraded to the extent their ecological function has been detrimentally impaired and the likelihood that they cannot be re-established except through a distinct program of man-made mitigation. Wetlands that can have beneficial function restored through natural processes will not be considered altered.

ARCHAEOLOGICAL SITE: **(EFF. 7/16/90)** A location that has yielded or may yield information on history or prehistory.

AREA PARK: **(EFF. 7/16/90)** Means those park facilities that serve the population of the urban service area, including but not limited to community parks and sports complexes.

BASIC LIVING SHELTER: **(EFF. 7/16/90)** Means a dwelling unit which, at a minimum, is structurally sound, includes indoor plumbing, has a functional heating source, and provides protection to its inhabitants from the elements.

BEST MANAGEMENT PRACTICES: **(EFF. 7/16/90)** Those practices and principles designed to reduce and manage non-point source pollution and in some cases, protect wildlife and habitat. These principles and practices are generally outlined in the latest updated version of various BMP manuals including “Silviculture Best Management Practices,” “Best Management Practices,” “A Landowners Handbook for Controlling Erosion for Forestry Operations,” “Management Guidelines for Forested Wetlands,” “DER: Florida Development Manual, A Guide to Sound Land and Water Management,” and other publications on best management practices that are accepted by the industries and regulatory bodies. The local government reserves the right to add to or alter BMPs in specific instances as part of development agreements or development orders.

BUFFER: **(EFF. 6/25/96)** Open spaces, planted areas, fences, walls, berms, any combination thereof, or any other structure or design mechanism that is used to physically separate or screen one land use from another so as to visually shield and/or mitigate potential negative impacts.

BUSINESS ACCELERATOR: **(EFF. 5/31/18)** An organization that offers a range of support services and funding opportunities for startup businesses, including capital and investment, mentorship, office space and supply chain resources.

BUSINESS INCUBATOR: **(EFF. 5/31/18)** Organizations that help new and startup companies develop by providing services such as management training or office space, and are often a good path to capital from investors.

CANOPY ROAD: **(EFF. 7/16/90)** Road designated by local government as having significant aesthetic, cultural and historical value.

CAPITAL FACILITIES: **(EFF. 7/16/90)** Means transportation systems or facilities, including roads, mass transit, bikeway, sidewalk and aviation facilities; sewer systems or facilities; solid waste systems or facilities; drainage and stormwater management systems or facilities; potable water systems or facilities; education systems or facilities; parks and recreation systems or facilities; and health systems or facilities.

CAPITAL INFRASTRUCTURE: **(REV. EFF. 8/17/92)** Consists of sewer and water, roads, mass transit, solid waste, drainage, and parks.

CAPITOL CENTER PLANNING COMMISSION: **(EFF. 8/17/92)** As defined by §272.12, Florida Statutes.

CDBG: **(EFF. 7/16/90)** Means the Community Development Block Grant, as authorized under Title I of the Housing and Community Development Act of 1974.

CLOSED BASIN: **(EFF. 7/16/90)** A naturally depressed portion of the earth's surface for which there is no natural outlet for runoff other than percolation, evaporation, or transpiration.

CLUSTERING: **(EFF. 12/7/99)** The grouping together of structures and infrastructure on a portion of a development site with the balance remaining undeveloped or reserved as green space, which may or may not be used for development at a later date.

COMMERCIAL: **(REV. EFF. 6/25/96)** Generally, an activity or business involving the sale of goods and/or services carried out for profit.

> **MINOR**: **(EFF. 7/16/90)** Provide for the sale of convenience goods and services to the immediate residential area. Gross floor area—less than 20,000 square feet except at a local street intersection where maximum allowable is 10,000 square feet.
>
> **NEIGHBORHOOD**: **(REV. EFF. 9/19/91)** Provide for the sale of convenience goods and personal services such as food, drugs, sundries and hardware items to one or more neighborhoods. Gross floor area—20,000 to 100,000 square feet. Except at intersection of collectors where maximum allowable is 50,000 square feet.

COMMUNITY: **(EFF. 7/16/90)** Same functions of neighborhood commercial but on a larger scale. Provide for sale of retail goods such as clothing, variety items, appliances and furniture, hardware and home improvement items. Gross floor area—100,000 to 200,000 square feet.

REGIONAL: **(EFF. 7/16/90)** Same functions of community center, provide full range and variety of shopping goods for comparative shopping such as general merchandise apparel, furniture and home furnishings. Gross floor area - 200,000 to 1,000,000 square feet.

HIGHWAY: **(EFF. 7/16/90)** Provide for consumer oriented retail services designed for drive-in convenience. Gross floor area - 1,000 to 10,000 square feet.

COMMERCIALIZATION CENTERS: **(EFF. 5/31/18)** Facilities designed to further develop technologies through research partnerships, assistance with patents, and support for delivering products to the market through licensing and the creation of companies.

COMMUNITY FACILITIES: **(REV. EFF. 8/17/92)** Facility or service which may be public or privately owned, established, and intended to provide significant public benefit.

COMMUNITY SERVICES: **(EFF. 7/16/90; REV. EFF. 8/27/17)** A facility owned or operated by a public or private entity or agency that provides a service or significant public benefit directly to the general public, such as libraries, religious facilities, police/fire stations, hospitals, museums, and schools.

LIGHT INFRASTRUCTURE: **(EFF. 7/16/90; REV. EFF. 1/19/20)** Water wells, water tanks, sewage pump stations, electric substations, and solar power stations and systems.

HEAVY INFRASTRUCTURE: **(EFF. 7/16/90; REV. EFF. 12/24/10; REV. EFF. 1/19/20)** Government operational facilities, which have significant off-site impacts. Also included are such facilities operated by semi-public or private utility providers. These facilities shall include but are not limited to:

Waste-to-energy facilities
Materials recovery facilities
Sanitary sewer facilities
Sanitary sewer percolation ponds
Sewage treatment plants
Airports
Power generating stations (non-solar powered)
Landfills
Sludge disposal facilities
Incinerators
Correctional facilities
Water treatment plants
Outdoor storage facilities
Vehicle maintenance facilities
Solid waste transfer station
Correctional facilities

POST-SECONDARY: **(EFF. 7/16/90)** Public or private - Universities, colleges, vocational/technical schools.

COMMUNITY PARK: **(EFF. 7/16/90)** Means those parks that serve several neighborhoods with total populations of up to 25,000 and have a service area of up to a three mile radius. "Ride-to" facilities that are also accessible to bicyclists and pedestrians shall be included.

COMPATIBILITY: **(EFF. 5/31/18)** A condition in which land uses or conditions can coexist in relative proximity to each other in a stable fashion over time such that no use or condition is unduly negatively impacted directly or indirectly by another use or condition.

CONSERVATION: **(EFF. 7/16/90)** Allowing only carefully planned development activities to occur on a site; development activities must be compatible with the perpetuation of the ecological resources on the site.

CONSERVATION SUBDIVISION: **(EFF. 7/1/04)** A residential or mixed-use development that has been developed utilizing a design approach in which a significant fraction of the parent tract(s) is reserved as permanently protected open space and the remaining fraction of the land is developed. Under this design approach, development is clustered or concentrated on the least environmentally or otherwise significant portions of the development site.

CONTEXT SENSITIVE DESIGN: Land use and streetscape design that prioritizes physical and social context, while also preserving scenic, aesthetic, historic, and environmental resources, to provide mobility and safety for all users in a way that is reflective of the specific area in which the development and/or roadway is constructed.

COUNTYWIDE PARK: **(EFF. 7/16/90)** Means those park facilities that serve the entire county population, including but not limited to regional parks, boat landings and parks, golf courses, state parks, including university recreation areas, and national forest lands.

COWORKING SPACES: **(EFF. 5/31/18)** Shared workplaces or offices that facilitate the social gathering of a group of people who are still working independently. Unlike in a typical office, those utilizing coworking spaces are usually not employed by the same organization. Coworking spaces are often attractive to work-at-home professionals, independent contractors, or people who travel frequently.

DENSITY: **(EFF. 12/7/99)** *see* Gross Density

DENSITY NEUTRAL: **(EFF. 7/1/04)** As applied to Conservation Subdivisions, means that the allowable density achieved through the utilization of the conservation subdivision design approach shall not exceed the maximum density established for the Future Land Use Map category and base zoning district applicable to the subject property or properties.

DEVELOPMENT: **(EFF. 7/16/90)** Any proposed change in the use or character of the land, including but not limited to, land clearing or the placement of any structure or site improvement on the land except for silviculture activities employing best management practices.

DILAPIDATED: **(EFF. 7/16/90)** Means a structure which does not provide safe and adequate shelter in its present condition and endangers the health, safety and well-being of the occupants. A structure in the dilapidated classification cannot be economically repaired. A house is dilapidated when it has one or both of the following conditions:

1) Inadequate original construction such that it does not provide adequate protection against the elements;
2) Defects which would cost over 50% of the total value of the shelter to repair.

DRAINAGE BASIN: **(EFF. 12/7/99)** The area defined by topographic boundaries which contributes stormwater to a watershed or drainage system, including all areas artificially added to the basin.

ECOTOURISM: **(EFF. 7/6/15)** Tourism that focuses on the appreciation of natural areas, wildlife, or cultural and historical resources and strives to minimize ecological impact or damage. This nature-based tourism involves education and interpretation of the natural environment and is managed to be ecologically sustainable. Activities may include cycling, camping, fishing, hunting, paddling, hiking, birding, visiting scenic byways, agritourism, and wildlife viewing.

ENDANGERED SPECIES: **(EFF. 7/16/90)** Are defined based on the same criteria and analogous to the state and federal list: Any species of fish and wildlife or plant naturally occurring in Florida, whose prospects of survival are in jeopardy due to modification or loss of habitat; over utilization for commercial, sporting, scientific or educational purposes; disease; predation; inadequacy of regulatory mechanisms; or other natural or man-made factors affecting his continued existence.

~~**ENTERPRISE ZONE**: **(EFF. 7/16/90)** Means an area in the state designated pursuant to Section 290 of the Florida Statutes and approved by the Secretary of the Department of Community Affairs.~~

ENVIRONMENTALLY SIGNIFICANT LANDS: **(EFF. 7/16/90)** Areas that provide breeding, wintering or foraging habitat, for federal, state, and locally listed plant and animal species; flood plains, wetlands, native forests and vegetated areas.

~~**FEDERAL UNIFORM RELOCATION ACT**: **(EFF. 7/16/90)** Means the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as passed and subsequently amended by the Congress of the United States.~~

FLOOD OR **FLOODING**: **(EFF. 1/23/09)** A temporary condition of partial or complete inundation of normally dry land or wetlands from the overflow of water bodies or watercourses in response to stormwater runoff, or from excessive overland flow of stormwater, or the accumulation of stormwater runoff in a closed basin.

FLOODPLAIN: **(EFF. 1/23/09)** An area of land susceptible to being flooded by stormwater. Floodplains are normally designated in terms of their probability of flooding with a specified period, such as one, ten, 25, 50, and 100 years.

FLOODWAY: **(EFF. 7/16/90; REV. EFF. 1/23/09)** That part of the floodplain associated with the channel of a river, steam, or other watercourse, or waterbodies and the adjacent land areas that must be reserved in order to discharge the base flood without cumulatively increasing the water surface elevation of the floodway.

FLOOR AREA RATIO: **(EFF. 6/25/96)** A measure of development intensity expressed as a ratio of the gross floor area of all buildings on a site divided by the total area of the site.

FLORIDA CAPITOL CENTER PLANNING DISTRICT: **(EFF. 8/17/92)** As defined by §272.12, Florida Statutes.

FLORIDA MASTER SITE FILE: **(EFF. 7/16/90)** A clearinghouse for information on archaeological sites, buildings and historic resource surveys. Inclusion in the Florida Master Site File does not necessarily mean that the resource possesses historic, architectural, archaeological or cultural significance, or is worthy of preservation.

FREEWAYS: **(EFF. 7/1/04)** Roadways that provide the highest level of mobility and are intended to carry the greatest amount of traffic at the highest speeds. Accordingly, freeway mainlanes provide no direct access to property and access to the freeway is provided only at interchanges and ramps.

FUNCTIONAL AREA OF AN INTERSECTION: **(EFF. 7/1/04)** The area beyond the physical intersection that comprises decision and maneuver distance, plus any required vehicle storage length, and is protected through corner clearance standards and connection spacing standards.

GREEN SPACE: **(EFF. 7/16/90)** Means that part of a lot open and unobstructed from its lowest level upward which is accessible to all residents on the lot, except as may be required for safety, and which is not used for off-street parking, streets, drives, refuse storage or other utility or building purposes.

GREEN INFRASTRUCTURE: Infrastructure that uses plants, soils, and other media to capture and treat stormwater. It relies on the natural processes of filtration, infiltration, and evapotranspiration to manage stormwater

GROSS DENSITY: **(EFF. 7/16/90)** Means the number of dwelling units per gross acre, an area of land containing forty three thousand, five hundred sixty (43,560) square feet including rights-of-way, common areas and the like. All residential densities referred to in the plan shall be gross densities unless otherwise noted.

GROUNDWATER RESOURCE PROTECTION: **(EFF. 7/16/90)** Areas determined to have high recharge to the aquifer and/or area where the potential for groundwater contamination is high.

GROUP HOME: **(EFF. 7/16/90)** Means a facility which provides a living environment for unrelated residents who operate as the functional equivalent of a family, including such supervision and care as may be necessary to meet the physical, emotional and social needs of the residents. Adult congregate living facilities comparable in size to group homes are included in this definition. It shall not include rooming or boarding homes, clubs, fraternities, sororities, monasteries or convents, hotel, residential treatment facilities, nursing homes, or emergency shelters.

HAZARD: **(EFF. 4/10/09)** Means a condition that exposes human life or property to harm from a man-made technological, or natural disaster.

HAZARD MITIGATION: **(EFF. 4/10/09)** Means any action taken to reduce or eliminate the exposure of human life or property to harm from a man-made or natural disaster.

HAZARDOUS WASTE: **(EFF. 7/16/90)** Means solid waste, or a combination of solid wastes, which because of its quantity, concentration, or physical, chemical, or infectious characteristics, may cause, or significantly contribute to, an increase in mortality or an increase in serious irreversible or incapacitating reversible illness, or may pose a substantial present or potential hazard to human health or the environment when improperly transported, disposed of, stored, treated, or otherwise managed.

HEAVY INDUSTRIAL: **(EFF. 7/16/90; REV. EFF. 5/31/18)** Heavy industrial uses have or may have substantial offsite impacts, such as noise, vibrations, smoke, dust and particulate matter, and noxious or odorous gases. Heavy industrial uses typically depend on access to Strategic Intermodal System (SIS) facilities, rail facilities, or airport facilities.

HIGH QUALITY SUCCESSIONAL FOREST: **(REV. EFF. 12/10/91; REV. EFF. 7/19/13)** High quality successional forest shall mean a medium quality natural plant community that is a forest type described in the Florida Natural Areas Inventory publication "Guide to the Natural Communities of Florida." These forests typically show signs of past disturbances, but still retain a good distribution of high quality indicator species. A medium quality natural community generally possesses the following characteristics:

1) The floristic composition contains many of the more common species typical of the natural community type, although most rare species are absent;
2) The community may contain invasive exotic plants that could be controlled through management;
3) The community has likely had some past disturbance, but not to the extent that the potential for recovery or restoration to a high quality natural community is significantly impaired (unauthorized activities in high quality successional forest areas resulting in a violation of the ordinances will not be excluded from protection as such).

HISTORIC RESOURCE: **(EFF. 7/16/90)** Means all areas, districts, or sites containing properties listed on the Florida Master Site File, the National Register of Historical Places, or designated by a local government as historically, architecturally or archaeologically significant.

HYDRAULIC FRACTURING: **(EFF. 5/31/18)** The process by which fractures are created by pumping fluids at high pressure into target rock formations to stimulate the flow of natural gas or oil, increasing the volumes that can be recovered.

INNOVATION DISTRICTS: **(EFF. 5/31/18)** Geographic areas that are physically compact, walkable, and transit-accessible where educational institutions, university-affiliated research and development facilities, and/or technology-focused companies cluster and connect with startup companies, business incubators, and business accelerators. Innovation Districts are mixed-use areas that provide housing, office, and retail in addition to the educational and business uses.

INTEGRATED ACCESS: **(EFF. 12/10/91)** The permitting of ingress and egress to a parcel of land in a manner which will minimize disruptions of the traffic flow due to turning movements on the local, collector, or arterial street on which the parcel fronts. Integrated access may include the requirement of shared access or the use of frontage or rear access roads.

INTENSITY: **(EFF. 12/7/99)** A measurement of the extent of land development, including the consumption or use of the space above, on, or below ground; examples of intensity measurement may include: the measurement of the use of or demand on facilities or services, allowed square footage or a floor area ratio of non-residential development, or the number of dwelling units per acre of residential development.

INTERMODAL: The term intermodal generally describes facilities that are used to move freight and cargo, as well as their transfer stations. Such facilities may include ports, railroad freight yards, freight/commercial airports, and the highways and railways that connect these facilities.

INTERSECTION: **(EFF. 6/25/96)** The point where the centerlines of two or more roads meet or cross and where allowance is made for the interchange of vehicular traffic.

LAND DEVELOPMENT REGULATIONS: **(EFF. 7/16/90)** Ordinances enacted by governing bodies for the regulation of any aspect of development, and including any local government zoning, rezoning, subdivision, building construction, or sign regulations, or any other regulations controlling the development of the land.

LDN: **(EFF. 7/16/90)** Means that measure of noise known as the Average Day-Night Sound Level rating which is the yearly energy average of the A-weighted sound level (to approximately the frequency response of the ear) integrated over a 24-hour period.

LEVEL OF SERVICE: **(EFF. 7/16/90)** Means an indicator of the extent or degree of service provided by, or proposed to be provided by a facility based on or related to the operational characteristics of the facility. Level of service shall indicate the capacity per unit of demand for each facility.

LEVELS OF SERVICE: (EFF. 7/16/90)

A Represents free flow. Individual users are virtually unaffected by the presence of others in the traffic stream.

B Is in the range of stable flow, but the presence of other users in the traffic stream begins to be noticeable.

C Is in the range of stable flow, but marks the beginning of the range of flow in which the operation of individual users becomes significantly affected by interactions with others in the traffic stream.

D Represents high density, but stable flow. Speed and freedom to maneuver are severely restricted.

E Represents operating conditions at or near the capacity level. All speeds are reduced. Freedom to maneuver within the traffic stream is extremely difficult.

LIGHT INDUSTRIAL: **(EFF. 7/16/90, REV. EFF. 5/31/18)** Light Industrial uses typically constrain potentially offensive impacts onsite, either through complete enclosure or a combination of enclosure and screening. Light Industrial uses shall include the finishing of products composed of previously manufactured component parts (such as the assembly of apparel or food processing excluding slaughter); and any manufacturing, storage, or distribution of products unlikely to cause any of the following impacts to be detected off-site: odor, noise, fumes or dispersion of waste, or radiation. Ancillary commercial uses designed to serve adjacent workers may be permitted. Light Industrial uses are not dependent upon direct access to rail facilities for off-loading and on-loading. Mixed Use Industrial sites allow light industrial uses supported by training facilities, offices, restaurants, small scale commercial storefronts, factory tours, retail, ancillary residential and/or open space uses.

LISTED SPECIES: **(EFF. 7/16/90)** Any plant or animal listed by the county, state or federal governments as an endangered or threatened species, or a species of special concern.

LIVE-WORK UNITS: **(EFF. 7/20/05)** Residential structures with their own lots, designed to accommodate and that include both living facilities and commercial/office components within the structure or on the same lot. The non-residential uses allowed in live-work units are “destination” businesses that do not rely on passerby and drive-by traffic, but more typically have visitation by appointment.

LOCALLY DESIGNATED HISTORIC RESOURCE: **(EFF. 7/16/90)** A resource that has been designated as historic under the Tallahassee-Leon County Zoning Code and that undergoes design review by the Tallahassee-Leon County Architectural Review Board.

LOCAL PARK: **(EFF. 7/16/90)** Means those park facilities that serve the population of the corporate city limits, including but not limited to neighborhood parks and passive recreation facilities.

LOCAL STREETS: **(REV. EFF. 7/1/04)** Local streets collect traffic from adjacent land uses and other minor streets (cul-de-sacs, loops, alleys, lanes) and channel it to the collector/arterial system. Local streets are intended to carry the lowest traffic volumes at the lowest speeds, discourage through traffic (usually do not carry traffic between two streets of a higher classification), and to provide access to abutting land.

LOW IMPACT DEVELOPMENT: **(EFF. 4/10/09)** A land planning and engineering design approach that focuses on minimizing adverse impacts of development on water quality. This approach is implemented by replicating the pre-development hydrologic regime of the development site through infiltrating, filtering, storing, evaporating, and detaining stormwater runoff close to its source.

MAJOR COLLECTOR: **(REV. EFF. 7/1/04)** Major collector roadways channel traffic between arterials, from other collector streets to the arterial system, and from a major activity center to the arterial street system. Major collectors may carry relatively high traffic volumes.

MAJOR DETERIORATION: **(EFF. 7/16/90)** Means a dwelling unit which has major defects requiring extensive repairs. The unit will not necessarily provide safe and decent shelter unless the repairs are made. These housing units usually have critical defects of a substantial nature, such as:

1) Holes, open cracks, rotted or missing materials over a large part of the foundation, walls, roof or chimney;
2) Substantial sagging of floors, walls or roof,
3) Extensive damage by storm, fire or flood.

MAKERSPACES: **(EFF. 5/31/18)** Collaborative work spaces with tools available for the purposes of enabling people to design, prototype and create manufactured works that typically would not be possible to create with the resources available to individuals working alone. Makerspaces are intended to provide access to equipment, community, and education. Makerspaces often have a variety of equipment, such as 3D printers, laser cutters, CNC (Computer Numerical Control) machines, soldering irons, or sewing machines.

MASS TRANSIT: **(EFF. 7/16/90)** Means passenger transportation service, usually local in scope, that is available to any person who pays a prescribed fare. It operates on established schedules along designated routes or lines with specific stops and is designed to move relatively large number of people at one time.

MICROMOBILITY: The term micromobility is used to describe emerging transportation alternatives such as e-scooters, e-bikes, and electric skateboards. It is frequently used in describing bikeshare and e-scooter share schemes.

MINING: **(EFF. 5/31/18)** Mining uses have the potential for substantial offsite impacts and alterations to the land structure on and around the mining site. Mining uses shall include the mining and quarrying of sand, gravel, clay, limestone, ceramic, and refractory minerals. Mining uses do not include hydraulic fracturing. Mining uses typically depend on a transportation system that can support large and heavy trucks.

MINOR ARTERIAL: **(REV. EFF. 7/1/04)** Minor arterial roadways interconnect with and augment the principal arterial system. They are similar in function to principal arterials, but accommodate trips of more moderate length and distribute travel to geographic areas smaller than that of the principal arterial system. Therefore, they provide a somewhat higher degree of property access than principal arterials.

MINOR COLLECTOR: **(REV. EFF. 7/1/04)** Minor collector roadways channel traffic from minor streets to the major collector/arterial system, between other collectors, and from activity centers to a street of higher classification. Minor collectors provide access to adjoining properties and generally have lower volumes, shorter trip lengths, and fewer through trips than major collectors.

MISSING MIDDLE HOUSING: This type of housing is represented as house-scale buildings with multiple units, such as duplexes, fourplexes, cottage courts, and cluster housing types, that fit seamlessly into existing residential neighborhoods, offering more housing options and supporting walkability. These types are frequently "missing" from the typical Florida housing market.

MITIGATION: **(EFF. 7/16/90)** To lessen or eliminate the impact of development on a significant historic resource. Mitigation can include the modification of project plans to ensure preservation of the significant resource, landscape buffering, adaptive use of a historic building, archaeological salvage, or historic or photographic documentation or the resource.

MSTU/MSBU: **(EFF. 7/16/90)** Means municipal service taxing units or municipal service benefit units, as authorized and defined in Florida Statutes, Chapter 125.01 (1)(q).

MULTIMODAL: The term multimodal describes supporting the presence of a variety of transportation options including but not limited to walking, biking, rolling (wheelchair et al.), micromobility (e-scooters et al.), freight, trolly, bus, train, etc. The term is generally used to emphasize alternatives to vehicular modes of transportation.

NATIONAL REGISTER OF HISTORIC PLACES: **(EFF. 7/16/90)** A federal listing of culturally significant buildings, structures, objects, sites and districts in the United States. This program was established by Congress in 1935 and is maintained by the United States Department of the Interior.

NATIVE FOREST: **(EFF. 7/16/90; REV. EFF. 7/19/13)** Native forest shall mean a high quality natural plant community that is a forest type described in the Florida Natural Areas Inventory publication "Guide to the Natural Communities of Florida." A high quality natural community generally possesses the following characteristics:

1) The plant species composition is dominated by high quality indicator species which are typical of their natural community type;
2) The community may contain invasive exotic plants that could be controlled through management;
3) Evidence of historical disturbance may be present, but the disturbance has not destroyed or prevented the re-establishment of a high quality natural community type.

NATURAL ACCESS CONTROL: **(EFF. 12/10/02)** A design concept directed primarily at decreasing opportunities for criminal activities by denying access to crime targets and creating a perception of risk for potential offenders. Natural access control is developed by designing streets, parking areas, sidewalks, building entrances, and neighborhood gateways, which clearly indicate public routes and discourage access to private areas with structural elements.

NATURAL SURVEILLANCE: **(EFF. 12/10/02)** A design concept directed primarily at identifying potential undesired r criminal activities. Natural surveillance is promoted by features that provide day and night visibility from windows, doors, and porches that oversee parking areas, pedestrian areas, play areas, building entrances, and similar areas.

NATURAL VEGETATION: **(EFF. 7/16/90)** The trees and plants occurring on a site prior to development, alteration or clearing of that site.

NEIGHBORHOOD PARK: **(EFF. 7/16/90)** Means those parks that serve as the focus for neighborhood units with a population of up to 5,000 and have a service area of approximately one-half mile and are accessible primarily to pedestrian and bicyclists.

NET ACRE: **(EFF. 7/16/90)** The amount of usable land area, exclusive of impervious areas and areas subject to environmental constraints.

NEW DEVELOPMENT: **(EFF. 7/16/90)** Means all land development activity subject to a development order after the adoption of this Comprehensive Plan, except those that shall be granted vested rights pursuant to the Plan itself.

OFFICE: **(REV. EFF. 6/25/96)** Generally, a room, group of rooms, or building used primarily for conducting the affairs of a business, profession, service, industry or government. An office shall not include the sale of goods for a profit as its primary use. For purposes of this Plan, the following are categories of office intensity:

MINOR: **(REV. EFF. 6/28/95)** Converted residence at the existing size or newly constructed building less than 10,000 square feet and .25 floor area ratio or less. Maximum of 2,500 square feet if located on a local street.

MAJOR: **(REV. EFF. 6/28/95)** An office building or buildings with more than a .25 floor area ratio, or at least 10,000 square feet. This includes a series of buildings within a subdivision that when combined is equal to or exceeds these thresholds.

OFF-SITE MITIGATION: **(EFF. 7/1/04) CITY OF TALLAHASSEE ONLY**—To compensate for the impacts of development on significant environmental resources in areas deemed important for infill or related conversions of land use by preserving, restoring and enhancing the environmental functions of ecosystems elsewhere.

ON-SITE SYSTEM: **(EFF. 7/16/90)** Means any sanitary sewer system designed and built to serve a single parcel of land, i.e. septic tank or package treatment plant with capacity sized to:

a) Meet the demand for a single parcel of land and its intended use
b) Meet the projected demand for a single parcel of land after its subdivision

An on-site system may serve more than one parcel but only to correct an existing environmental problem.

OPEN SPACE: **(EFF. 7/1/04)** Means undeveloped lands suitable for passive recreation or conservation uses. In the context of Conservation Subdivisions, Open Space refers to lands subject to a required conservation easement. These lands may include Conservation and Preservation features defined in this Plan, or agricultural or silvicultural properties, that are managed to preserve or promote environmental and aesthetic resources.

PASSIVE RECREATION FACILITY: **(EFF. 7/16/90)** Means those recreation lands and improvements that are natural resource oriented, i.e. hiking trails, boat landings, neighborhood parks.

PEAK HOUR: **(REV. EFF. 8/17/92)** Means the period during which the maximum amount of travel occurs. The period when demand for transportation service is heaviest.

PLANT COMMUNITY: **(EFF. 7/16/90)** A natural association of plants that is dominated by one or more prominent species, or possesses a characteristic physical and discernible attribute.

~~**POLYGON CONNECTIVITY INDEX**: **(EFF. 4/10/09)** A measure of connections within a transportation network. A polygon is created when elements of the transportation network connect and create closed loops, thus allowing a traveler to make a loop on its perimeter. The more polygons there are within an area, the more route options exist for a traveler. More polygons equal a higher connectivity index and a higher degree of mobility.~~

POPULATION ACCOMMODATION RATIO (PAR): **(EFF. 4/18/02)** The Population Accommodation Ratio (PAR) is the relationship between the supply of land available for development and the expected population growth over a period of time. A PAR of 2.00 means that there is twice the supply of land available for development compared to the expected population growth over a period of time. A PAR of 1.50 means there is 50% more land available for development than is needed for the expected population growth over a period of time.

PRESERVATION: **(EFF. 7/16/90)** Establishing strict requirements for the maintenance of significant ecological resources in a natural state. Activities should be in strict compliance with an effort to perpetuate the ecological value of the site or surrounding areas, including maintenance of listed plant and animal species.

PRESERVE AREAS: **(EFF. 7/16/90)** Vegetative areas required to be preserved by law.

PRINCIPAL ARTERIAL: **(REV. EFF. 7/1/04)** Principal arterial roadways are designed to carry the next highest level of mobility and are intended to carry substantial traffic volumes over relatively long distances and at relatively high speeds. Direct property access may be provided but must be carefully managed to avoid creating unsafe and congested conditions and to preserve mobility.

PRIVATE RECREATIONAL FACILITIES: **(EFF. 7/1/04)** Recreational resources provided by the private sector.

COMMERCIAL RECREATIONAL FACILITIES: **(EFF. 7/1/04)** Facilities operated by the private sector as for profit or not-for profit.

RESIDENTIAL RECREATIONAL FACILITIES: **(EFF. 7/1/04)** Facilities located within and associated with residential developments.

PROOF OF CONCEPT CENTERS: **(EFF. 5/31/18)** Facilities designed to provide services related to financial capital, business support, and university research to promote the adoption and further development of programs that aid technologies through phases between patenting and the creation of marketable products.

PUBLIC FACILITY: **(EFF. 7/16/90)** Means capital facilities that are owned by a governmental entity.

RECREATIONAL:

PASSIVE: **(EFF. 7/16/90)** Natural resource oriented, (hiking trails, boat landings, neighborhood parks).

ACTIVE: **(EFF. 7/16/90)** Facility oriented, (swimming pools, ball fields, tennis courts).

REGIONAL PARK: **(EFF. 7/16/90)** Means a large resource based area which serves the entire county. Such a park should serve a minimum of 100,000 population and be within a 30 minute driving time of that population.

REGULATED CLOSED BASINS: **(EFF. 7/16/90)** A naturally depressed portion of the earth's surface, at least 10 acres in size, for which there is no natural outlet for runoff other than percolation, evaporation, or transpiration.

REHABILITATION: **(EFF. 7/16/90)** The act or process of returning a property to a state of utility through repair or alteration which makes possible an efficient contemporary use while preserving those portions or features of the property which are significant to its historical, architectural, and cultural values.

RESEARCH AND DEVELOPMENT: **(EFF. 5/31/18)** Research and Development uses shall have minimal offsite impacts and include facilities for developing technologies related to the physical and life sciences. Facilities may include laboratories, wet laboratories, classrooms, commercialization centers, coworking spaces, makerspaces, craftsman studios, proof of concept centers, and related facilities. Active and passive recreation, open space, hotels, restaurants, and limited retail and residential are allowed as ancillary uses to support the collaborative nature of research and development centers.

RESIDENTIAL: **(REV. EFF. 6/25/96)** Land that is used for or proposed to be used for the principal purpose of providing dwelling unit(s) for human habitation.

LOW: **(EFF. 7/16/90)** 0-8 dwelling units per acre

MEDIUM: **(EFF. 7/16/90)** 8-16 dwelling units per acre

HIGH: **(EFF. 7/16/90)** 16-50 dwelling units per acre

URBAN: **(EFF. 1/19/02)** 51 units to 150 units

RESPONSIBLE MANAGEMENT ENTITY: **(EFF. 4/10/09)** A legal entity that has the technical, managerial, and financial capacity to ensure viable long-term, cost-effective, centralized management, operation, and maintenance of decentralized wastewater systems in accordance with appropriate regulations and generally accepted accounting principles. Viability is defined as the capacity of a responsible management entity to provide adequate technical, managerial, and financial resources to protect the public health and the environment consistently, in perpetuity, and at a minimal cost to taxpayers.

SANITARY SEWER FACILITIES: **(EFF. 7/16/90)** Means structures or systems designed for the collection, transmission, treatment, or disposal of sewage and includes trunk mains, interceptors, treatment plants and disposal systems.

SANITARY SEWER SERVICE: **(EFF. 7/16/90)** Means sewer service provided by sanitary sewer designed to serve a large service area and usually more than one land use type. These facilities have the intent and potential for expansion of their service areas.

SCHOOLS: **(EFF. 6/26/98)** Facilities intended primarily for the education of children pre-kindergarten through twelfth grade, children identified as exceptional regardless of age or grade, or for the vocational or community education of high school age students and adults. Unless otherwise stated elsewhere in the Plan, this term refers to public and private schools.

SECTION 8 PROGRAM: **(EFF. 7/16/90)** Means those programs authorized under the renumbered Section 8 of the United States Housing Act of 1937. These programs allow the Department of Housing and Urban Development to contract directly with the owner of existing, new, or rehabilitated units for the payment of the difference between a contract rent not exceeding a fair market rate for the dwelling and a specified percentage of the tenant's gross income.

SEVERE GRADES: **(EFF. 7/16/90)** Slopes greater than 20%.

SILVICULTURE: **(EFF. 7/6/15)** **A** practice, operation, or process following accepted forest management principles whereby the crops constituting forests are tended, harvested, and reforested.

SOLID WASTE: **(EFF. 7/16/90)** Means sludge from a waste treatment works, water supply treatment plant, or air pollution control facility or garbage, rubbish, refuse or other discarded material, including solid, liquid, semisolid, or contained gaseous material resulting from domestic, industrial, commercial, mining, agricultural, or governmental operations (as defined by Section 9J-5.002(88), F.A.C.).

SPECIAL NEEDS HOUSING: **(EFF. 7/16/90)** Means that part of the housing provision system designed to fulfill the demand of a household or individual who needs assistance, either permanent or temporary, in obtaining basic shelter, including but not limited to very low and low income handicapped individuals, homeless persons, group homes for persons with physical, emotional or cognitive disabilities, shelters for battered victims, adult congregate living facilities, and halfway houses for the non-criminal or non-delinquent.

SPECIES OF SPECIAL CONCERN: **(EFF. 7/16/90)** Are defined based on the same criteria and analogous to the state and federal list: A species, subspecies or isolated population which warrants special protection, recognition or consideration because it has an inherent significant vulnerability to habitat modification, environmental alteration, human disturbances, or substantial human exploitation which, in the foreseeable future may result in its becoming a threatened species; may already meet certain criteria for designation as a threatened species but for which conclusive data are limited or lacking; may occupy such an unusually vital and essential ecological niche that should it decline significantly in numbers or distribution, other species would be adversely affected to a significant degree, or has not significantly recovered from past population depletion.

STARTUP COMPANY: **(EFF. 5/31/18)** An entrepreneurial venture that is typically a newly emerged, fast-growing business that aims to meet a marketplace need by developing a viable business model around an innovative product, service, process or a platform.

SUBSTANDARD HOUSING: **(EFF. 7/16/90)** Means any structure which falls within the structural conditions defined as “major deterioration” and “dilapidated.”

SUPERSTOPS: **(EFF. 4/10/09)** Transit stops that will serve as transfer stations for two or more routes, removing the need for riders to go to a single, centralized location to make transfers.

TERRITORIAL REINFORCEMENT DESIGNS: **(EFF. 12/10/02)** Create or extend the spheres of influence of legitimate users of designed environments. Properly designed environments allow legitimate users to develop a sense of territorial control, while potential offenders (perceiving the legitimate user control of the environment) are discouraged from attempting criminal activities. Territorial reinforcement is promoted by features that distinguish private spaces from public spaces with the use of fences, gateways, hedges, and similar design strategies.

THREATENED SPECIES: **(EFF. 7/16/90)** Are defined based on the same criteria and analogous to the state and federal list: Any species of fish, wildlife and plants naturally occurring in Florida which exists in such small populations as to become endangered if it is subjected to increased stress as a result of further modifications of its environment.

THROUGH TRIPS: **(EFF. 6/07/01)** A through trip is one that has neither a beginning point nor a destination point contained within the subject area or on a particular roadway segment.

TRAIL ORIENTED DEVELOPMENT (TrOD): Trail Oriented Development is designed to locate buildings in immediate proximity to multi-use path transportation corridors with the intention of connecting or relating residences and businesses to the nearby trail facilities. Generally TrOd is compact, walkable, pedestrian and bike-oriented, and mixed-use.

TRANSIT ORIENTED DEVELOPMENT (TOD): Transit Oriented Development is designed to be compact, walkable, pedestrian-oriented, and mixed-use development that is centered near and around transit. TOD supports vibrant communities with a mix of commercial, residential, office and entertainment uses.

TRANSPORTATION CORRIDOR: **(EFF. 7/16/90)** Means a broad geographical band that follows a general directional flow or connects major sources of trips. It may contain a number of streets and highways and transit lines or routes.

TRANSPORTATION SYSTEM: **(EFF. 7/16/90)** Means a coordinated system made up of one or several modes of transportation serving a common purpose of the movement of people, goods, or both.

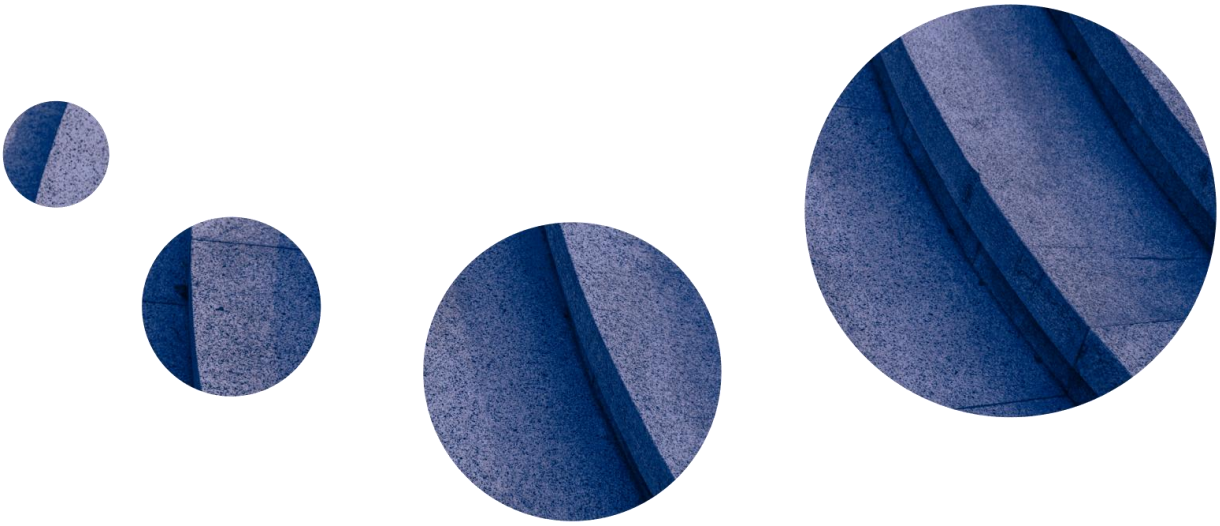
UNDEVELOPED FLOODWAY/FLOODPLAIN: **(EFF. 7/16/90)** A floodway/floodplain which has not been altered.

VULNERABLE ROAD USER: The term vulnerable road use describes transportation systems users outside of vehicles. It includes pedestrians, cyclists, wheelchair/powerchair users, micromobility users, et al

WATER BODY AND NATURAL WATER BODY: **(EFF. 7/16/90)** A water body is a depression in the ground that normally and continually contains surface water. This is opposed to a wet depression that holds water only intermittently. There are some types of wetlands that are examples of areas that hold water only certain times of the year. A natural water body is a depression in the ground existing in and produced by nature, not man-made, and occurring due to the operation of the ordinary course of nature that normally and continually contains surface water or has historically held surface water on a continuing basis.

WET LABORATORIES: **(EFF. 5/31/18)** Laboratories where chemicals, drugs, or other materials are handled in liquid solutions or volatile phases, requiring direct ventilation and specialized piped utilities (typically water and various gases).

WETLAND: **(REV. EFF. 6/28/02; REV. EFF. 7/19/13)** Wetlands mean those areas included within the landward extent of surface waters of the state, pursuant to applicable rules in the Florida Administrative Code, or any area which is inundated or saturated by surface water or groundwater at a frequency and duration sufficient to support, and which under normal circumstances does support a prevalence of vegetation typically adapted for life in saturated soils. Soils present in wetlands generally are classified as hydric or alluvial, or possess characteristics that are associated with reducing soil conditions. The prevalent vegetation in wetlands generally consists of facultative or obligated hydrophytic macrophytes that are typically adapted to areas having soils conditions described in this definition. These species, due to morphological, physiological, or reproductive adaptations have the ability to grow, reproduce, or persist in aquatic environments or anaerobic soil conditions. Florida wetlands generally include swamps and marshes, bayheads, bogs, cypress domes and strands, sloughs, wet prairies, riverine swamps and marshes, hydric seepage slopes, tidal marshes, mangrove swamps, and other similar areas. Florida wetlands generally do not include longleaf or slash pine flatwoods with an understory dominated by saw palmetto. The City of Tallahassee and Leon County intend to continue to protect isolated wetlands and wetlands on properties held by a single owner. Isolated wetlands and wetlands in one ownership must meet the State of Florida's definition for wetlands with regard to percent composition of wetland plant species, hydrologic indicators, and soils (Chapter 62-340, F.A.C.)



Comprehensive Plan Update Project History

The comprehensive plan update has occurred over the course of several years. The following information provides a summary of the actions and events through which the update has progressed, including participating entities, to the present time.

Board Action Prior to 2021

The Board's consistent action and direction to update the Comprehensive Plan, leading to the issuance of this RFP for consulting services on March 23, 2021, dates back a number of years.

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

Consistent with the accepted scope and schedule for the Comprehensive Plan update, Planning

Department staff began work in 2015 to conduct an evaluation of goals, objectives and policies of the Land Use Element. The purpose of this evaluation was to identify what types of actions were needed to update and improve the Land Use Element. This evaluation was developed and presented to the Board and City Commission as the *State of the Land Use Element* report in spring 2016, as presented below. The evaluation and development of the report identified several issues that need to be addressed in the update of the Land Use Element. Issues include:

- Inconsistencies with the format and content of Goals, Objectives, and Policies.
- A breakdown of the hierarchy of goals, Objectives, and Policies. This includes orphaned objectives (e.g. objectives and policies not associated with any goal).
- The inclusion of overly detailed development regulations more appropriately contained within the land development regulations.
- Objectives and policies referencing completed initiatives and policies that call for the creation of plans and guiding documents that have since been created.
- The inclusion of dates that have passed (some with deadlines dating back to 1991).
- Changes focused on statutory requirements and specific items of interest that lack a relationship to other elements of the plan (such as policy language directly copied and pasted from Florida Statutes without local context). In addition to these findings, this evaluation identified an opportunity to better integrate current community values into the Comprehensive Plan, specifically:
- Changed State regulations provide an opportunity to refocus policies on local priorities.
- An opportunity to integrate the Land Use and Mobility Elements to achieve shared land use and transportation goals.
- The opportunity to utilize a values-driven approach (an approach that uses community values to determine what data to collect and analyze) for these revisions to emphasize the community's vision and priorities for future growth and development.

The State of the Land Use Element report included the following recommendations:

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

The State of the Land Use Element report was provided to the Local Planning Agency on March 23, 2016. The report was accepted by the Board of County Commissioners and City Commission on April 12, 2016, and direction was given to staff to move forward to the next phase for updating the Comprehensive Plan by utilizing community visioning efforts. This activity was conducted to identify current community values, priorities, and trends that could be later incorporated into any Comprehensive Plan update, the outcome of which is presented below.

Preliminary Assessment of Community Values

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

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

To accomplish this direction, staff evaluated the following:

- County Commission's Strategic Plan
- City Commission's Key Priorities for 2016
- 2016 Work Plan for Sense of Place Districts
- 2035 Regional Mobility Plan
- 2040 Regional Mobility Plan
- Imagine Tallahassee
- Leon County Sales Tax Committee Final Recommendations regarding the continuation of the Local Government Infrastructure Surtax
- Blueprint 2000 and Beyond report
- Apalachee Ridge Estates Neighborhood Renaissance Plan
- Providence Neighborhood Renaissance Plan
- Capital Cascades Sector Plan
- Lake Bradford Sector Plan
- Oak Ridge Sector Plan
- South Monroe Sector Plan
- West Pensacola Sector Plan
- Southern Strategy Area Report
- South City Technical Assistance Panel Report

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

Public Participation Strategy

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

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

Public Engagement on Community Values

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

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

Summary of Public Input on Community Values

The *Summary of Public Input on Community Values* report was prepared to consolidate the input received from the public through both the survey and the community workshops. This report was accepted by the Local Planning Agency on January 2, 2018. The *Summary of Public Input on Community Values* was accepted by the Board of County Commissioners and City

Commission at a joint meeting on January 23, 2018. This outreach effort resulted in 1,093 people responding to the survey and at least 81 citizens attending a workshop.

The community values identified were:

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

Draft Land Use and Mobility Goals

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

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

The draft land use and mobility goals were:

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

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

Public Engagement on Draft Land Use and Mobility Goals

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

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

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

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

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

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

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

Public Engagement on Draft Objectives

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

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

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

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

1. Digital Workshop: The Digital Workshop was intended to provide a mechanism by which the public could submit input on a variety of planning themes associated with land use and mobility without having to attend a set meeting.
2. Community Open Houses: The Community Open Houses were intended to provide a higher-level overview of concepts addressed in the Land Use and Mobility Element. Public Open Houses were held at the following locations:
    - February 28, 2019 - Jack McLean Community Center
    - March 4, 2019 - Bradfordville Community Center
    - March 5, 2019 - Fort Braden Community Center
    - March 7, 2019 - Dorothy Spence Community Center
    - March 14, 2019 - Community Room at Amtrak Center
    - March 27, 2019 - Pop-Up Event at CK Steele Plaza
    - March 28, 2019 - Miccosukee Community Center
    - April 2, 2019 - Senior Center
    - April 4, 2019 - Forestmeadows Athletic Center

3. Deep Dive Workshops: Deep Dive Workshops were intended to provide a more intensive review of draft objectives with opportunities for the public to identify additional data analysis that would be relevant to inform the objectives and considerations for different metrics that could be used to measure progress towards accomplishing the objectives. The following Deep Dive Workshops were held in-person:
    - March 18, 2019 - Workshop on Goal 1: Places Where People Want to Live, Learn, Work & Play
    - March 25, 2019 - Workshop on Goal 2: A Healthy Community
    - April 3, 2019 - Workshop on Goal 3: A Robust Economy
    - April 11, 2019 - Workshop on Goal 4: Housing Options for Our Diverse Population
    - April 16, 2019 - Workshop on Goal 5: A Balanced Transportation Network

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

Additional Outreach on Planning for Growth

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

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

Summary of Public Engagement on Draft Objectives

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

Draft Land Use and Mobility Element

Section 163.3177, Florida Statutes states that, "[t]he sections of the comprehensive plan containing the principles and strategies, generally provided as goals, objectives, and policies, shall describe how the local government's programs, activities, and land development regulations will be initiated, modified, or continued to implement the comprehensive plan in a consistent manner." Based on feedback from the Land Use Element Update Focus Group, the previously mentioned outreach culminated in draft goals, objectives, and policies that were then restructured to be presented as principles, strategies, and standards for Land Use and Mobility. Should the Commissions direct staff to proceed with selecting a consultant for updates to the

Comprehensive Plan, staff will provide the principles, strategies, and standards for Land Use and Mobility to the consultant to use as an informational resource.

Review of Sector Plans

The current Land Use Element includes several objectives and policies that reference sector plans. As part of the analysis for developing draft Objectives, staff conducted a review of the existing Sector Plans (South Monroe; Lake Bradford; Capital Cascades; Oak Ridge; and West Pensacola) and related Neighborhood Plans. This review shows the majority of the strategies included in these Sector Plans were accomplished, are programmed and scheduled for implementation, or are no longer relevant due to changing conditions and community priorities. In short, much of the policy work recommended by the Sector Plans is complete and focus can now shift to finer grained infrastructure planning. Therefore, staff recommended objectives and policies related to Sector Plans be revised with a focus on current needs and priorities, and any potential new sector planning efforts be discussed at future meetings as needed.

The Board and City Commission accepted the review of Sector Plans and related Neighborhood Plans at a joint meeting on February 26, 2019 (see Figure 1: Sector Plan Boundaries Map, below).

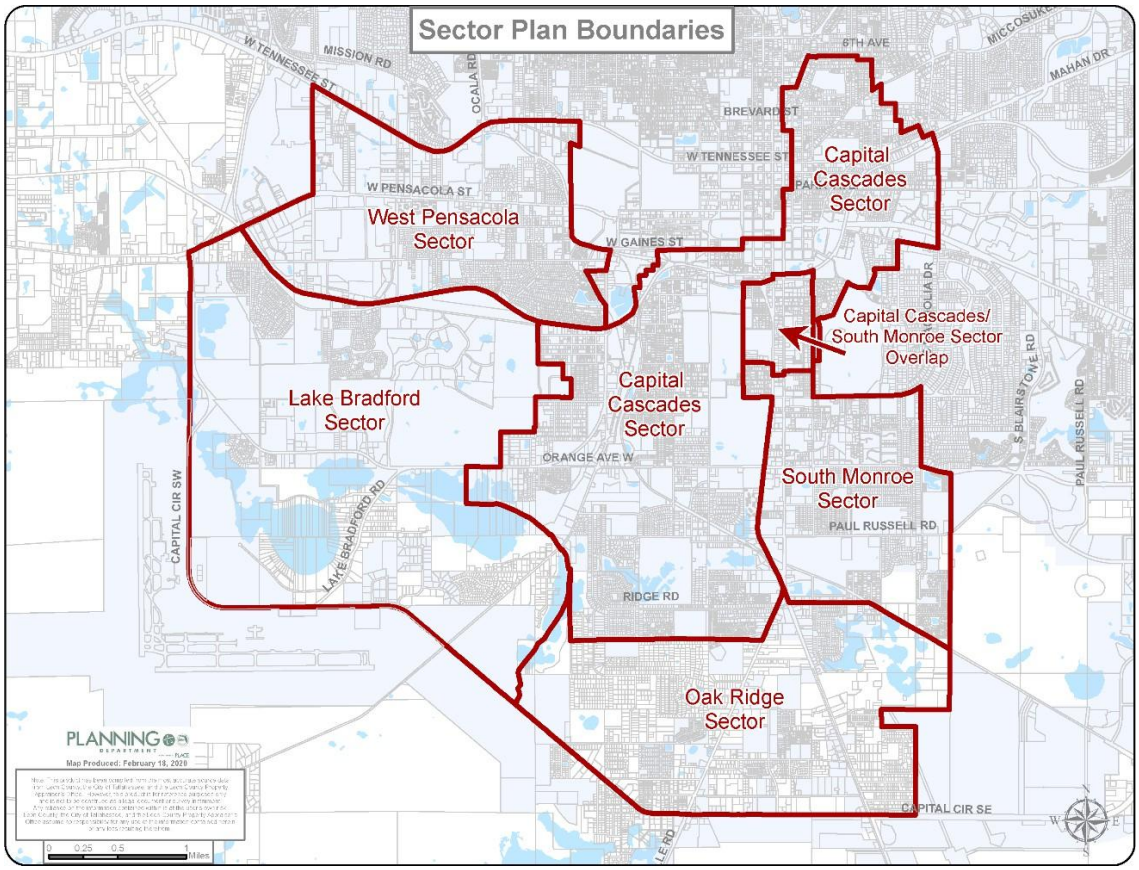


Figure 1: Sector Plan Boundaries Map

Consultant Services for the Land Use and Mobility Elements

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

Based on staff providing this information, the County and City allocated a combined $300,000 for consulting services in support of the update to the Land Use and Mobility Elements of the Tallahassee-Leon County 2030 Comprehensive Plan in their respective FY 2020 budgets. At the direction of the Board and City Commission, a Request for Proposals was released on August 26, 2019, and the solicitation was closed on October 9, 2019. Staff assembled a selection committee that included County and City staff as well as members of the public.

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

Expansion of Scope to Entire Comprehensive Plan

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

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

Section 163.3177, Florida Statutes, outlines the required and optional elements of comprehensive plans. In addition to statutory requirements, members of the public have

requested additional considerations to ensure the public engagement process is inclusive, that the plan supports urban infill while protecting in-town neighborhoods, and that the plan includes metrics.

Direction to Re-release RFP for Land Use and Mobility Elements

As requested by both the Board of County Commissioners and the Tallahassee City Commission at the October 15, 2019, Joint County-City Informational Workshop on the Comprehensive Plan, staff provided additional information on a full rewrite of the Tallahassee-Leon County Comprehensive Plan at a Joint Workshop on March 23, 2021. This information was originally scheduled to be provided to the Board of County Commissioners and the Tallahassee City Commission in Spring 2020; however, additional time was needed to understand the budgetary impacts of COVID-19.

Based on the information provided, the Board and City Commission directed staff to issue a revised RFPs for the Land Use and Mobility Elements to include:

a) Review for consistency of proposed changes with the entire Comprehensive Plan with an option for expansion to other Elements if needed, and

b) Any other targeted clean-up amendments necessary to comply with the upcoming Evaluation and Appraisal Review (EAR) process; and

c) Direct staff to work with the FSU Dept. of Urban and Regional Planning, and the FAMU School of Architecture, to develop a plan on how students will be involved in the Land Use & Mobility Elements consultant's scope of work.

This direction was ratified at the April 13, 2021, Joint Meeting of the Board and City Commission.

An RFP was initially released on July 27, 2021, for Comprehensive Planning Services to develop Land Use and Mobility Elements. On November 9, 2021, the Evaluation Committee met and ranked the submissions based on experience, ability, past performance, and technical proposals. Following the shortlisting of vendors and their presentations, the City received complaints from vendors about the solicitation process. The City Attorney's Office reviewed the concerns raised by vendors and advised staff to reject all bids and re-release the RFP.

The RFP was re-released (RFP-008-22-CC) on June 10, 2022. Two respondents submitted proposals by the deadline and met all requirements. Based on the direction provided by the Board and City Commission to involve planning students in the project, both respondents included a detailed plan for engaging with students enrolled at FSU and FAMU. In addition, the Evaluation Committee included representatives from Southside neighborhoods, the Alliance of Tallahassee Neighborhoods, and the Greater Tallahassee Chamber of Commerce. The Evaluation Committee's scoring meeting was held on July 19, 2022.

Consultant Data Collection (Spring/Summer 2023)

The consultant team began their efforts with data collection. This included a review of available GIS data and a driving tour across the County.

FSU Urban Planning Studio

In conjunction with the TLCPD, the consultant committed to conducting a multi-day planning studio with FSU and FAMU students to further facilitate the development of the plan update. The focus is to demonstrate ideas for creating place and social capital with the intent to make improvements, build civic pride and unity, and engage neighborhood residents through certain "hands on" events. The nature of the events could be community activation events such as a park cleanup. The planning for the design studios activation events are underway but not yet scheduled.

Ambassador Program (Fall 2023)

The Ambassador Program was established to engage local community members to serve as ambassadors to communicate with their respective organizations (community organizations, neighborhood associations, or similar larger networks) throughout the planning process. The intent of the ambassador program was to expand community awareness of the plan and engagement opportunities and encourage participation in the process.

Nine ambassadors signed up for the program including meetings for introduction and information on the initial community engagement activities. Ambassadors continue to participate in status/stakeholder meetings, community engagement events, and on-going public input; and are regularly updated.

Technical Advisory Committee (2023 to 2025)

The Technical Advisory Committee is composed of key City, County and joint department staff. The TAC provides oversight of the planning process and implementation. Members of the TAC include Planning, County Public Works, County Development Services and Environmental Management, County Public Works, County Housing and Human Services, County Resource Stewardship, City Underground Utilities and Public Infrastructure, City Parks Recreation and Neighborhood Affairs, City Housing and Community Resilience, City Growth Management, and City and County Administration. Joint or regional entities include Blueprint, Office of Economic Vitality, and Capital Regional Transportation Planning Agency. The Technical Advisory Committee (TAC) has met four times over the course of the update. The initial meetings in September and December of 2023 were to identify strengths and opportunities. Some of the strengths included the natural and conservation features including recreation opportunities and tree cover; the educated workforce in the context high tech employers (like the mag lab) and universities; and positive impression by residents of services and support offered, in terms of facilities and services, to residents. The biggest strengths and weaknesses included diversity of housing, encroaching student housing, challenges with integrating state roadways, and making connections for bicycle and pedestrian facilities. A third meeting in January 2024 focused on areas that could be strengthened, transformed, enhanced or preserved, and key takeaways were the need to streamline plan, including categories like Suburban and moving items to the land development code where they are more suited. One example given was the land development matrix and the conservation details.

Moving into plan formation, the TAC met in late February 2025 and made comments on the proposed Goals and Objectives and reviewed draft land use scenarios. The TAC identified key interest issues including making sure major corridors are addressed, identifying Woodville services, and addressing non-conforming uses including those along N. Monroe Street.

Roundtable Discussion and Discovery Sessions (September 2023)
Generally, roundtable discussions occurred with the Discovery portion of the project. Meetings were held with key stakeholders representing environmental advocates, neighborhood advocates, developers, the business community, and the southside.

- September 26, 2023: Halff held a discovery session with neighborhood interest groups including the Alliance of Tallahassee Neighborhoods.
- September 29, 2023 – Halff held a discovery discussion with business/developer interest groups.

An informational presentation was provided at both meetings and also shared at public "Discovery" meetings.

Educational Roadshow (September 18-20, 2023)
The educational roadshow was an opportunity for the community to learn about the Comprehensive Plan and provide input on key topics that influence the future of the city and county. This was completed via four in-person meeting events:

- September 18, 2023 at 6:00pm – Lake Jackson Community Center
- September 19, 2023 at 12:00pm – Jack McLean Community Center
- September 19, 2023 at 6:00pm – Lincoln Center
- September 20, 2023 at 6:00pm – Leroy Collins Leon County Public Library

Vision Survey (Open through October 2023 - November 27, 2023
The vision survey asked high-level visioning questions to help determine what is important to the community and what the core values of the community are. This survey helped define the community vision and values for the Vision Plan.

Exploration Tour Survey (September 2023 - January 2024)
Six areas of the community that reflect different development patterns, characteristics, and urban design were selected for this task:

- Bannerman Crossing
- Downtown
- Frenchtown
- Midtown
- Southwood
- Woodville

The exploration tour asked questions about each area related to design, placemaking, the availability of and quality of public places, walkability, and perceptions of the area.

Community Building Blocks Survey (December 2023 - February 2024)
To gain consensus on the overarching community values, a short presentation was available along with a survey to gain participants' input on the future direction of the community.

Strengthen, Transform, Enhance, and Preserve (STEP) Framework (January 29 and 30, 2024)
The multi-day in-person STEP framework offered four opportunities for the community to provide insight into how the community should grow. This workshop included mapping exercises and interactive exercises. Meetings were held at 12:30 and 5:30 p.m. each day:

- January 29, 2024 at 12:30pm – Smith Williams Services Center, 2295 Pasco St.
- January 29, 2024 at 5:30pm – LeRoy Collins Main Library, 200 W. Park
- January 30, 2024 at 12:30pm – Jack McLean Community Centre, 700 Paul Russell Rd.
- January 30, 2024 at 5:30pm – Frenchtown Renaissance Center, 435 N. Macomb St.

Vision Plan Roadmap
Based on the input from the public, a Vision Plan Roadmap was developed. As a result of extensive review of existing plans and feedback from the community, six overarching community themes were identified to provide a foundation for the plan update. These themes were translated into Community Value Statements and shared with community engagement participants. The community provided input on the value statements and helped prioritize key outcomes. These statements subsequently informed the draft Land Use and Mobility Element Goals, Objectives, and Policies of the Comprehensive Plan. The Vision Plan Roadmap includes the following *Community Value Statements*:

Environmental Stewardship – Tallahassee and Leon County will be stewards of the built and natural environments. There will be equitable access to clean water, clean air, and healthy blueways and green spaces. Natural habitats will be preserved and maintained to ensure long-term viability and admiration in our urban and rural spaces.

Conscientious Growth – Tallahassee and Leon County will grow conscientiously, balancing the needs of growth and conservation to allow for purposeful and responsible development. Distinguishing between the rural and urban areas will provide for a clearer path for diverse lifestyle choices; the ability to guide development in areas where commercial and residential expansion should occur while deterring sprawl; and the promotion of fiscal and economic resilience.

Community Connectivity – Tallahassee and Leon County will be a well-connected community that provides affordable, equitable, accessible, and context-sensitive mobility options. The network of roadways, trails, sidewalks, bicycle facilities, and transit services will provide complete and safe connections throughout the community, and these networks will be established where appropriate and as necessary to support this connected community goal.

Diversity – Tallahassee and Leon County will promote and preserve prosperity for all the various communities which form the foundation of our diverse community. Historical decision-making has left

some communities adversely affected and disadvantaged. Forward-thinking policies and investments will ensure the restoration and longevity of these thriving, cultural communities.

Community Focus – Tallahassee and Leon County will be a community focused on neighborhoods, activity centers, and nodes that will be designed and built to achieve accessibility, safety, sustainability, and healthy environments. Residents from varying stages of life and income levels will have a variety of housing and community options that meet their needs.

Prosperity – Tallahassee and Leon County will be prosperous communities promoting economic growth, innovation, and development by continuing to attract domestic and international businesses. The sound presence of government facilities and higher education will continue to support a strong, local economy that provides a job base for residents at all levels.

Code Studio Engagement (December 2024)

As part of update, the consultant was tasked with assessing current regulatory conditions for development review and approval. The task included examining the stages of the development approval process with local staff, including permitting and zoning approvals and enforcement. Code Studio company working through the primary consultant set up virtual sessions with staff, residents, and the development community to identify current efficiencies and challenges with development.

A summary of the virtual sessions identified key concerns and suggestions including the usefulness of preliminary reviews of projects but other regulations that are inflexible leading to review and approval delays. Site requirements for stormwater and multiple reviews were identified as challenges. Some comments on tree preservation include the need for more variance options. Those representing development interests commented on review times and processes, including clarity of review.

Public Survey on Goals and Objectives (January/February 2024)

In January and February, Planning published draft Goals and Objectives for public comment. Participants provided written comments on each goal and objective to confirm its use in further plan development.

Local Planning Agency Workshop on Land Use and Mobility Goals and Objectives (February 4, 2025)

The Local Planning Agency held a workshop to discuss the proposed Goals and Objectives of the comprehensive plan update.

The workshop was held Tuesday, February 4, 2025 at 6:00 PM at the Renaissance Center 2nd Floor conference room.

Planning staff provided background, status updates, the Vision Plan, and Land Use and Mobility Draft Goals and Objectives. The LPA discussed and inquired about involving faith-based organizations in community engagement and about “missing middle” housing as options. Staff described housing types and indicated that policies will address housing diversity. A discussion

about single-family neighborhoods noted opportunities for infill and housing types. Comments from two public speakers included attending to conservation including blue ways, development design, infill development and more time for reviewing draft policies. The LPA chair commented regarding neighborhood character preservation to explore incorporation of provisions into the Comprehensive plan that prevent incompatible use encroachment into neighborhoods. The LPA asked that the following topics be addressed:

- Incorporation of Neighborhood First Plans
- Promotion of Housing Diversity

Staff have responded by including policies for both protection of neighborhood character preservation and maintaining low-density residential land use on the Future Land Use Map. Staff is coordinating on the Neighborhood First Plans to determine if there are provisions that are appropriate for the incorporation into the comprehensive plan. The plan also includes Goal 4, on Housing Diversity, and the associated objectives and policies to promote the provision of different housing types, including "missing middle" housing, denser housing types, and infill development. Staff identified the next planned workshop to advance the effort of plan development, including the Future Land Use Map and land use categories for March 11th.

Joint Workshop on Land Use and Mobility Goals and Objectives (February 25, 2025)
The Joint Workshop with the City and County Commissions was held Tuesday, February 25, 2025, at 2:00 pm in County Commission Chambers, 5th Floor of the Leon County Courthouse. The purpose of the workshop was to present information and get confirmation on the proposed Goals and Objectives before further plan development.

At the February 25, 2025 Joint Workshop with the City and County Commissions, the Commissioners requested that the following be addressed in the draft Land Use and Mobility Element:

- Including policies and subsequent updates to Land Development Code regulations that incentivize redevelopment along major roads and gateway corridors by allowing increased densities and intensities along with urban design standards.

- Addressing existing legally non-conforming uses, specifically in the Lake Protection land use, in ways that both improve water quality and achieve high quality development.

- Coordinating and incorporating the efforts of the Woodville Sense of Place Plan with updates to the Comprehensive Plan and subsequent updates to the Land Development Code.

- Evaluating densities allowed in the Rural land use category and identifying areas on the southside of unincorporated Leon County that should have higher allowable densities and intensities.

- Eliminating parking minimums from the Comprehensive Plan and land development regulations.

These components were addressed and included in the subsequent development of policies.

Committees and Stakeholders Meeting (February 26, 2025)
On February 26th, Planning staff and consultants held a session with select committee representatives including the Advisory Committee for Quality Growth, the Water Resources Committee, the Canopy Roads Citizens Committee, and Bicycle Working Group, as well as representatives from the resident groups including the Alliance of Tallahassee Neighborhoods and development interest groups to review the proposed Goals and Objectives, Future Land Use Plan and growth scenarios.

Community Engagement Meeting (March 3, 2025)
A community engagement meeting was held on March 3, 2025, from 5:30-7:00 PM at the Renaissance Center in the 2nd Floor conference room.

Planning staff and the consultant provided a status update and received comments. Comments included the need for additional mapping tools to see the differences in uses, an update to the definitions in the glossary, and more information about what the MMTD implementation experience has taught us and any measures of its effectiveness. Several comments were made about bicycle and pedestrian facilities to ensure connections.

Local Planning Agency Workshop on Future Land Use Map and Land Use Categories (March 11, 2025)

On March 11th, Planning staff held a public workshop to provide information and to take input on the proposed Future Land Use Plan and the land use categories.

After receiving a presentation from Planning staff, the LPA received public comment including requests for additional time review materials and comments ranging from additional conservation and canopy roads to establishing planning "districts" as well as providing additional data. Representatives from the Mid-Town Stakeholders group, FSU, Levy Park, Old Town, Tall Timbers, Alliance of Tallahassee Neighborhoods, 1000 Friends of Florida, Advisory Council on the South City Foundation, and Ft. Braden were in attendance. The LPA requested that the following topics be addressed at the next meeting:

- Neighborhood Compatibility Standards for Residential Preservation
- Information that describes what the changes are to the map including the magnitude of any changes

To address compatibility in low-density areas, provisions in the Sub-Urban Residential Preservation land use category include neighborhood compatibility standards that address buffering, screening, design standards, and/or the provision of areas with lower density or intensity uses between the Suburban Residential Preservation areas and the areas with new or expanding non-residential uses or high-density residential uses.

Public Survey on Goals, Objectives, and Policies (March 14, 2025)
Following the Local Planning Agency Workshop, draft Land Use Goals, Objectives, and Policies were posted online with a form to provide input and feedback. The draft Land Use Goals, Objectives, and Policies were posted in six sets corresponding to proposed goals facilitating easier review and commenting.

Future Land Use Map Web Application (March 17, 2025)
To address identification of changes, staff developed an interactive map, Draft Future Land Use, to compare the currently adopted Future Land Use Map to the proposed Future Land Use Map. This web application enabled people to look up properties, see what the current designation of the property and what that means, and compare that to the proposed designation and densities and intensities.

Local Planning Agency Public Hearing (April 1, 2025)
The LPA held a public hearing on April 1, 2025, to consider the proposed amendments to the Land Use and Mobility Elements of the Tallahassee-Leon County Comprehensive Plan. The public hearing followed three workshops with the Local Planning Agency held on January 7, 2025, February 4, 2025, and March 11, 2025, to review the process and the key components of the update.

Staff provided a presentation highlighting policies addressing natural resources protection, neighborhood character preservation, densities and intensities, the future land use map, the urban services area, and transportation policies for connectivity and safety. The LPA received comments from nine public speakers.

After discussion, the LPA voted unanimously to:

- Transmit the proposed Land Use and Mobility Element to the Board of County Commissioners and City Commission;
- Request the City Commission consider rescheduling the transmittal hearing to May 14th, (which the City has agreed to do); and
- Incorporate edits to the Urban Residential Preservation, Sub-Urban Residential Preservation, and the Lake Protection land use categories to address concerns with densities and commercial uses. Attachment #1 includes these requested changes.

Coordination Meeting with College and Universities (April 3, 2025)
Planning staff invited liaisons and counterparts staff from Florida A&M University, Florida State University, and Tallahassee State College to a coordination meeting on April 3, 2025. Florida State University and Tallahassee State College representatives attended the meeting. This follows FSU staff attendance at the February 4, 2025 LPA Workshop, the February 25, 2025 Joint Workshop with the City and County Commissions, the March 11, 2025 LPA Workshop, and the April 1, 2025 LPA Workshop as well as FSU staff involvement in the Ambassador Program for the LME Update. At the April 3, 2025, coordination meeting, FSU expressed concerns about

drainage and flooding as well as parking. These issues are addressed in the City of Tallahassee Land Development Code regulations and details of stormwater facility design and specifications are not appropriate to address in the Comprehensive Plan. Florida State University staff also requested to be informed of development adjacent to campus. This is already an existing protocol in place to inform Florida State University staff of adjacent developments as outlined in the executed development agreement and adopted campus master plan. To reflect this, proposed Policy 2.8.12 (Urban General FLUC) has been updated with the following change: *Development at universities and colleges shall be regulated by the respective campus master plans and development agreements. Coordination on development in the proximity of universities and colleges shall be subject to development agreements*.

Planning Department staff followed up with the Director of Facilities Planning and Construction and the Dean of the School of Architecture + Engineering Technology at Florida A&M University following the meeting, no additional comments are requested to be addressed.

Leon County Board of County Commissioners Transmittal Hearing (May 13, 2025)
The Board held their Transmittal Hearing on May 13, 2025, and voted to transmit the proposed Land Use and Mobility Element with additions to urban forestry policies and to buffering in the Sub-Urban Residential Preservation land use category. Consistent with the Board's action, the draft Land Use and Mobility Element will be submitted to the State and review agencies (Florida Commerce, Florida Department of Transportation, Florida Department of Environmental Protection, Florida Department of State, Florida Fish and Wildlife Conservation Commission, Florida Department of Agriculture, Florida Department of Education, Apalachee Regional Planning Council, and Northwest Florida Water Management District) for a 30-day review. The Board also directed staff to hold another public engagement opportunity between the Transmittal Hearing and the Adoption Hearing. This meeting was held on June 3, 2025, as described above.

City of Tallahassee Commission Transmittal Hearing (May 14, 2025)
At their May 14, 2025, meeting, the City Commission continued their Transmittal Hearing to their June 11, 2025, meeting and directed staff to engage various neighborhoods based on the comments made by the public during the meeting.

Neighborhood Engagement (May 15, 2025 – June 11, 2025)
Planning department staff followed up with neighborhood representatives that spoke at the May 14th City Commission meeting and set up meetings to engage the neighborhoods on proposed policies and address specific concerns. Staff met with residents of Buena Vista, Parkside/Park Terrace, Woodland Drive, Myers Park, Providence, Los Robles, Betton Hills, and Old Town. Staff had phone calls with residents of Woodgate and Frenchtown. Staff called and left a message for Levy Park, but did not get a response.

Community Meeting (June 3, 2025)
Planning Department Staff collaborated with the Alliance of Tallahassee Neighborhoods and the Los Robles Neighborhood on a community wide meeting. The Alliance of Tallahassee Neighborhoods and the Los Robles Neighborhood hosted the meeting on June 3, 2025 at 6:oo p.m. at the Woman's Club of Tallahassee. Planning staff provided a presentation on proposed

updates to the Land Use and Mobility Element of the Comprehensive Plan and answered questions from attendees.

City of Tallahassee Commission Transmittal Hearing (June 11, 2025)
At their June 11, 2025, Transmittal Hearing, the City Commission did not adopt the proposed Land Use and Mobility Element and directed staff to bring back an agenda item with information about additional public engagement and a project schedule with public hearings scheduled for a later date.

Leon County Adoption Hearing (July 8, 2025)
At their July 8, 2025 Adoption Hearing, the Leon County Board of County Commissioners discussed the proposed Land Use and Mobility Element update and unanimously voted to delay adoption for the purposes of additional engagement. Staff was directed to conduct additional public engagement and bring a status update back by December 2025. Additional public engagement sessions are scheduled to occur in late September and early October.

City Commission Meeting (August 20, 2025)
The Commission discussed a recent meeting with neighborhood representatives that included a proposal to retain the current Residential Preservation land use category with language to address non-conforming uses. Neighborhood representatives support the proposal. The City Commission voted to direct staff to bring back the Land Use and Mobility Elements Update for transmittal at the September 17, 2025 City Commission meeting, with the proposed Sub-Urban Residential Preservation and Urban Residential Preservation land use categories removed and replaced with the existing Residential Preservation land use category, with language to address non-conforming uses. Staff was requested to make the proposed changes available to the public via its website www.compplantlc.com.

The proposed Land Use and Mobility Element was posted for public viewing and comment on August 29th. Public comment was received through September 10, 2025.

City of Tallahassee Commission Transmittal Hearing (September 17, 2025)
At its September 17, 2025 meeting, the City Commission voted to transmit the proposed LME and Glossary revisions to the State Land Planning Agency as presented at the Transmittal Public Hearing. The significant revision from the draft submitted by the County included the removal of the Sub-Urban and Urban Residential Preservation land use categories, and the removal of the proposed Lake Protection Node and expansion of the LPA W of Meridian Road in the County.

Consistent with the Commission's action, the draft Land Use and Mobility Element will be submitted to the State and review agencies (Florida Commerce, Florida Department of Transportation, Florida Department of Environmental Protection, Florida Department of State, Florida Fish and Wildlife Conservation Commission, Florida Department of Agriculture, Florida Department of Education, Apalachee Regional Planning Council, and Northwest Florida Water Management District) for a 30-day review.

Leon County Community Engagement (September 25 – October 21, 2025)
Following the July 8, 2025 meeting, staff scheduled community open houses across the County, developed materials for the public engagement, and began promoting the engagement through coordination with Leon County Community and Media Relations (CMR) staff. Information was shared via County social media platforms and press releases, fliers were put up at community centers where the open houses would be held, staff attended activity group meetings at community centers to inform citizens of the upcoming meetings, and staff gave interviews with local media outlets who covered the engagement efforts with reporting in several mediums. The schedule of community open houses in unincorporated Leon County included meetings at:

- Lake Jackson Community Center on Thursday, September 25, 2025
- Miccosukee Community Center on Monday, September 29, 2025
- Chaires Community Center on Tuesday, September 30, 2025
- Fort Braden Community Center on Wednesday, October 1, 2025
- Bradfordville Community Center on Wednesday, October 8, 2025
- Woodville Community Center on Wednesday, October 15, 2025, and Tuesday, October 21, 2025

Community engagement sessions on the updated element of the Plan at the Woodville Community Center were included in the larger engagement on the Woodville Sense of Place Plan because of the relevance and relationship between the Comprehensive Plan and the Sense of Place Plan.

As a result of the outreach and in the context of specific issues with the proposed Lake Jackson Urban Services Area (USA) expansion and potential land use changes, proposed revisions include: 1. Address the Lake Jackson USA and land uses near Bannerman Road, 2. Include minor clarification changes to language, and 3. Respond to the latest state agency comments.

Leon County Community Engagement Status Update (November 18, 2025)
At their November 18, 2025 meeting, the Board of County Commissioners received a status update on community engagement, which included the community engagement sessions described above in September and October 2025. This update was in response to prior direction from the Board to conduct public engagement sessions and provide a summary report.

Public Comment

Alliance of Tallahassee Neighborhoods

March 10, 2025

The Alliance of Tallahassee Neighborhoods (ATN) submits the following comments to the Tallahassee- Leon County Local Planning Agency for inclusion as a record of the Local Planning Agency Workshop on the Draft Future Land Use Map and Land Use Categories meeting on March 11, 2025.

All Pertinent Materials Have Not Been Provided for Agency and Public Review
The Planning Department has not yet provided the data and analysis used to develop the new categories and map. The Department has not yet provided Policies for the new Plan elements. The policies provide specificity regarding how the Goals and Objectives will be implemented.

The Current Time Frame Does Not Allow for Review, Analysis and Comment by the Public and Subsequent City Revisions
Robust public engagement that includes a diverse group of stakeholders is an important element to any successful comprehensive planning process. The current timeline for drafting, reviewing, and implementing the proposed Comprehensive Plan update does not provide adequate time or opportunities for a robust public engagement process. For example, the policies that will be instrumental in implementing the Plan were not available to the public until just before the March 11th LPA public workshop.

The City and County Commissions are scheduled to transmit the Plan to the state in less than one month from now. This timeline does not allow for widespread engagement among stakeholder groups and the public, consideration of public input, plan adjustment (as needed) based on engagement, and deliberate consideration by our City and County Commissions.

Required Data and Analysis Have Not Been Provided
The State law that governs amendments to a local Comprehensive Plan requires that the amendments be based on relevant data and analysis. The types of information that should be collected and analyzed include an assessment of changed demographic, economic, and environmental conditions in the community and how well key policies have worked.

For example, ATN has expressed concerns about the implementation of policies related to the Multi Modal Transportation District. The intent of this district was to promote transit, cycling, and walking in central areas of Tallahassee, including intown neighborhoods. It is ATN’s observation that the district has enabled intense development affecting intown neighborhoods without achieving the stated intent and should be eliminated. (Note: the Multi Modal Transportation District is established in the Mobility Element. Since the intent of this update is to increase the integration of land use and mobility, the impact of the District should be analyzed as part of the update to the Future Land Use Element.)

In addition to an assessment of the Multi Modal Transportation District, ATN requests that the following information be provided, with ample opportunity for review:

- An analysis of changes to land use since the last Plan update to identify any meaningful trends.
- Acreage and population estimates for each proposed Future Land Use Category to determine how these categories will affect future growth patterns and their impact on infrastructure.
- A population accommodation analysis to determine how future population growth will be accommodated. This would include an analysis of the capacity of the Urban Service Area.
- An assessment of progress made towards increasing walking, use of transit, and bicycling as means of transportation and the role of land use on that progress.

The New Categories and Map Double Density and Allow Commercial in What Is Now Areas of Residential Neighborhood Preservation

The draft proposes creating new Categories that reflect an area's character (primarily rural, suburban, or urban). Intown neighborhoods fall within the urban character area. There are several urban future land use categories. Of particular concern to ATN is the proposed elimination of the Residential Preservation Future Land Use Category and its replacement with an Urban Preservation Future Land Use Category.

ATN has repeatedly been told that preservation of existing intown neighborhoods is a primary concern in this process. The City and County often promote how valuable neighborhoods are to our character. However, there is no mention of neighborhood preservation and in fact the density of neighborhoods would more than double and commercial intrusion would be allowed. Neither ATN nor any of our neighborhoods has received any briefing on the proposed changes. We first learned of these changes when the agenda materials were released. While there have been many meetings and opportunities for public comment, these are only meaningful if the public has information to review and comment on.

ATN's concerns are as follows:

- The intent language of the proposed district addresses preserving existing walkable development patterns. It makes no reference to the land use pattern. The current land use category specifically addresses the protection of existing neighborhood areas. This change can be interpreted to mean that as long as roadways and sidewalks remain, the houses along the neighborhood streets can be replaced with higher density development. Such a change should not be made without a clear policy discussion.
- Consistent with this interpretation, the maximum density is increased by 100% (6 units per acre to 12 units per acre). The proposed category does not include any policy direction about the application of lower density zoning districts neighborhoods currently designated Residential Preservation.
- Under the new language, commercial development would be allowed in the midst of areas currently zoned as Residential Preservation, whereas it is now prohibited. There is no maximum intensity (square footage) for non-residential uses and what they could be is not clearly defined. The proposed district allows for **"**Neighborhood scale accessory non-residential uses... such as retail, offices, and community services.**"** The terms neighborhood scale and accessory uses are not defined, nor are any noise, light, or traffic/parking policy restrictions included.

From: ann mazzanovich
To: Calhoun, Sherri
Subject: Proposed Land Use Changes
Date: Tuesday, March 11, 2025 9:46:22 AM

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

Good morning,

Regarding the proposed land use changes. In Myers Park, we do not need to double the density. With several duplexes, a triplex and apartments on my little street already, there is too much traffic and the street is full of parked cars. People are constantly moving in and out and several are AirBnB's. Myers Park is an historic neighborhood but this city wants to mow it all down and fill it up with apartments. I'm sick of it. You're going to destroy what little is left of our beautiful historic neighborhoods. There are other areas more appropriate than this. Do better City Commissioners!!!

Thank you,
Ann Mazzanovich
525 Hart Street

Yahoo Mail - Email Simplified

From: Poplin, Susan
To: Calhoun, Sherri
Subject: FW: Against new zoning proposal
Date: Tuesday, March 11, 2025 12:08:37 PM

FYI. For the file.

From: Elizabeth Moran <elizabethraemoran@gmail.com>
Sent: Tuesday, March 11, 2025 10:50 AM
To: Poplin, Susan <Susan.Poplin@talgov.com>
Subject: Against new zoning proposal

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

Neighborhoods which are currently zoned “Residential Preservation” should not be changed to a zone which allows for commercial use.

One need look no further than downtown to see that allowing commercial into a residential setting can very easily eliminate all community. Please prevent Beard Street or Hillcrest from turning into Gadsden or Park.

Our city has SCADS of un-used commercial space, much of which sits empty and is an eyesore. There is no need to threaten some of the most established and beautiful neighborhoods to make way for commercial acreage. Accept no part of this proposed plan.

Thank you,
Beth Moran

From: B .
To: Calhoun, Sherri
Subject: Resist Residential Preservation Change
Date: Tuesday, March 11, 2025 12:31:24 PM

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

Good afternoon,

I am a homeowner in Tallahassee. I have worked extremely hard to raise the value of my property. If rezoning to allow the planned changes succeeds, then all of the time, money, and perseverance I have expended to improve my property will have been for naught, as the changes will most assuredly lower the value of my property.

The current issue of changes to Residential Preservation (rather, the abolishment of it) should not be permitted. The profiteering of businesses over the stability of the residents in our community defies the very essence of a "residential community."

I am writing to submit my statement as one opposing the proposed changes. The economic state of the average person in our country is in dire straits, and we cannot survive much more of the burdens placed upon our stability imposed by powers that be which are motivated purely by THEIR ability to profit at our expense. As well, none of these changes seem to apply to wealthier communities which highlights a huge disparity between the "have" and "have nots" (and ultimately puts the "have nots" even farther down on the ladder to success). Our families and neighbors deserve as much consideration as everyone living in posh neighborhoods. Our roads need to be safe for children to walk and play without the onset of heavier traffic to new businesses. Our peace is not expendable and should not be sacrificed for some others' financial benefit. Our homes and property are just as important to us as those to residents of Southwood, Killearn and Chaires! I am an elementary school teacher, so I do not make as much money as someone able to afford to live in these and other such places in Tallahassee, but my commitment to our community and hopes for its betterment (vs. destruction) is immeasurable and a major source of purpose in my life. The families I serve do not deserve to suddenly find themselves living in a business area when they have struggled to provide a family-oriented community for their children for as long as they have. I, and all of us, I believe, strive to make sure we have and can leave a worthwhile homestead for posterity's sake, and creating a business model community will abolish the efforts and dreams we seek and work so hard to achieve. I ask you to share this and to uphold the sanctity of our lives and property by not allowing this proposal to succeed.

Sincerely, and with utmost need,
Brenna Alonzo
414 Essex Dr
Tallahassee, FL 32304

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From:	cjdiamond@comcast.net
To:	Calhoun, Sherri
Cc:	Dailey, John; Matlow, Jeremy; Porter, Jack; Richardson, Curtis; Williams-Cox, Dianne; Nick Maddox; Carolyn Cummings; David O"Keefe; Bill Proctor; Christian Caban; Brian Welch
Subject:	TALLAHASSEE AND LEON COUNTY FRIENDS! ACTION NEEDED ON PROPOSED COMP PLAN UPDATES
Date:	Monday, March 10, 2025 5:59:50 PM

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

Ms. Calhoun,

It troubles me to have to write at the 11th hour regarding the Plan update. I'd been in touch with Susan Poplin about this a couple of times over the past year, so I've not been entirely out of the loop. I appreciate the effort by 1000 Friends (and others) who've been tracking the decidedly poor approach taken by the Planning Department and its consultants since this project started.

There was initial (lightweight) outreach by the consultants and then little visible follow up, as far as I am aware – despite assurances that the grand design of this update had significant community outreach built in.

As a past Supervisor/Manager within the Planning Department, the approach taken to date would not have passed muster by staff, the director, the planning commission or the elected officials.

1000 Friends' alert raises many of the same concerns I'd raised with the department: insufficient time for informed and concerned citizens to reviews and comment and an (apparent) absence of the basis for any proposed changes (i.e., data and analysis).

As past Chief of State Planning for DCA and the administrator for the Comp Plan EAR (update) process for both DCA and for the Planning Department, I'd suggest that despite changes in state law that the basic analytical requirements of Chapter 163 remain in place. If a local government is doing an amendment or Plan update, the basis for doing so must still be outlined with sufficient detail to justify the change.

The State may or may not bother to spend much time in its review of any submittal by the Department on behalf of the City and County, but local citizens do want to fully understand what is afoot, and the persistent lack of communication with the parties that earnestly provided input early in the process (and who clearly care to some degree about Plan content) suggest strongly to me that proposed changes are not ready for prime time. Transparency should matter.

I urge the department (and the City and the County) to take a breath, take stock of what you have (and obviously don't have) as far as information and input supporting your effort, and to then calendar hearings appropriately with adequate lead time and time for staff to digest the outcomes.

My three cents (inflation!)

CJD
Craig Diamond
Tallahassee, FL

From: 1000 Friends of Florida <friends@1000fof.org>
Sent: Monday, March 10, 2025 2:24 PM
To: cjdiamond@comcast.net
Subject: TALLAHASSEE AND LEON COUNTY FRIENDS! ACTION NEEDED ON PROPOSED COMP PLAN UPDATES

Dear Craig,

The City and County have released the **first draft of their proposed updates to the Future Land Use Map and Land Use Categories** in the Tallahassee-Leon County Comprehensive Plan. We understand this document is up for adoption on April 8, less than a month from now.

This speeding train makes sweeping changes to our community's Future Land Use Map and Land Use Categories with significant ramifications for us all.

With the document just released, we have not yet had time for an extensive review, nor have the required data and analysis and related comprehensive plan policies been released to the public.

We ask you to **PLEASE TAKE ACTION NOW!**

Urge the City of Tallahassee and Leon County to release the required data and analysis and related policies and slow down the review process to allow more time for meaningful citizen input into our community's long-range plan!

- **SUBMIT ONLINE COMMENTS TODAY, MONDAY, MARCH 10 by**

9:00 p.m. to sherri.calhoun@talgov.com

- **CONTACT THE CITY AND COUNTY COMMISSIONERS** (contact information below)
- **ATTEND AND SPEAK OUT** at the Local Planning Agency (LPA) Public Hearing at **6:00 p.m. on TUESDAY, MARCH 11**
  Frenchtown Renaissance Center, 2nd Floor Conference Room
  435 N. Macomb Street

A community's Comprehensive Plan is the legal document that determines where and how our community will develop over the next 20 years. This update has been in the works for several years so there is no reason why adoption should be rushed without a chance for meaningful input.

Further, state law requires that plan amendments be based on data and analysis which, to our knowledge, has not yet been released. It also requires consistency between the goals, objectives and policies in the plan, but no policies have yet been released. So there is insufficient data and information available for citizens to undertake an informed evaluation.

We believe ample opportunity should be allowed for the residents of Tallahassee and Leon County to carefully review the required data and analysis and provide input on this critical plan that will shape the future of the community. Once this input is received, it will take time to make meaningful changes to the plan to address community concerns.

At 1000 Friends, our mission statement notes: "Above all, we strive to give citizens a meaningful role in shaping the futures of their communities and state." We will be sharing additional information on the process as it becomes available and thank you for your engagement.

From: Poplin, Susan
To: Calhoun, Sherri
Subject: FW: Local Agency Planning Workshop, Proposed FLUM Item E
Date: Tuesday, March 11, 2025 12:41:41 PM

Please add to the file.

From: Deborah Burr <superdeb25@gmail.com>
Sent: Tuesday, March 11, 2025 7:35 AM
To: Poplin, Susan <Susan.Poplin@talgov.com>
Subject: Local Agency Planning Workshop, Proposed FLUM Item E

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

Dear Susan,

I just learned of the Proposed Future Land Use Map changes to be discussed today at the Local Planning Agency Workshop and would like to stay informed/engaged in the public process. As you are already familiar, the Leon Soil and Water Conservation District works with the communities in the District to help improve and ensure soil and water resources are conserved. With that in mind, changes to the FLUM have the potential to impact our soil and water resources within Leon County. Please include me on any opportunities for engagement.

Thank you!
Deb Burr
Leon Soil and Water Conservation District Supervisor

From: Frank Price
To: Calhoun, Sherri
Subject: Support FLUM density increase
Date: Monday, March 10, 2025 7:46:58 PM

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

Since you're probably receiving plenty of comments to the contrary, i just wanted to say that my wife and i live in a house we own in Levy Park and support higher density development and mixed use (as proposed in the FLUM) to create more vibrant neighborhoods and help to reduce the amount of undeveloped land on the outskirts of town that's lost to suburban sprawl.

Thanks,
Frank Price
1400 Milton St

From: Jennifer Rogers
To: Calhoun, Sherri
Subject: Updates to the Future Land Use Map and Land Use Categories
Date: Monday, March 10, 2025 3:37:04 PM

EXTERNAL EMAIL
Please report any suspicious attachments, links, or requests for sensitive information.

I urge the City of Tallahassee and Leon County to release the required data and analysis and related policies and slow down the review process to allow more time for meaningful citizen input into our community's long-range plan! I fear the unnecessary over development of our rural areas.

Thank you,
Jenny Rogers
Remote Sensing & Geospatial Technology Analyst | Tall Timbers
Cell: (772) 341-4411



From: Kathy Oyama
To: Calhoun, Sherri
Subject: Residential Preservation Zoning
Date: Monday, March 10, 2025 10:03:46 PM

EXTERNAL EMAIL
Please report any suspicious attachments, links, or requests for sensitive information.

Dear Sherri Calhoun,

I own a home in Levy Park and am writing in opposition to the plan to double the density of Levy Park and allow commercial use in the neighborhood. I purchased the property there specifically because I liked the current atmosphere. I do not want it to change.

Thank you for the opportunity to share my opinion.

Katharine Oyama

From: Marcia Meale
To: Calhoun, Sherri; Dailey, John; Matlow, Jeremy; Porter, Jack; CurtisRichardson@talgov.com; Williams-Cox, Dianne; Christian Caban; Catherine Meale; Rick Minor; Bill Proctor; David O"Keefe; Carolyn Cummings; Nick Maddox
Subject: Comp plan please slow down
Date: Monday, March 10, 2025 3:56:11 PM

EXTERNAL EMAIL
Please report any suspicious attachments, links, or requests for sensitive information.

Dear Mayor and Commissioners,

Please slow down and release the required data analysis and related policies of the City of Tallahassee and Leon County comp plan elements to allow more time for review and meaningful citizen input into our community's long range plan. This a document determines our future. It should not be rushed.

Sincerely,
Marcia Meale
1452 Mitchell Ave
Tallahassee, FL 32303

From: Marney Richards
To: Calhoun, Sherri
Subject: Proposed Changes to Future Land Use Categories
Date: Tuesday, March 11, 2025 5:43:56 PM

EXTERNAL EMAIL
Please report any suspicious attachments, links, or requests for sensitive information.

I am writing to express my concern about changes to future land use categories. It appears that some of the essential information about policies for implementing the Plan were not available to the public until
just before the March 11th public workshop.

I am particularly concerned about the proposal to allow businesses within neighborhoods without much more information and discussion. The description "neighborhood scale accessory non-residential uses... such as retail, offices, and community services" is too broad. I also don't see anything noise, light, or traffic/parking included.

Please provide opportunity for the public to learn more essential details and comment on these before submitting the plan to the State.

Thank you for your consideration,
Marney Richards
1604 Hasosaw Nene

From: mrule@ruledirect.com
To: Calhoun, Sherri
Subject: FW: Proposed Updates to Future Land Use Map and Land Use Categories - why the rush?
Date: Tuesday, March 11, 2025 6:54:40 PM

*****EXTERNAL EMAIL*****
Please report any suspicious attachments, links, or requests for sensitive information.

From: mrule@ruledirect.com <mrule@ruledirect.com>
Sent: Tuesday, March 11, 2025 6:38 PM
To: 'mayor@talgov.com' <mayor@talgov.com>; 'jeremy.matlow@talgov.com' <jeremy.matlow@talgov.com>; 'Jack.Porter@talgov.com' <Jack.Porter@talgov.com>; 'curtis.richardson@talgov.com' <curtis.richardson@talgov.com>; 'dianne.williams-cox@talgov.com' <dianne.williams-cox@talgov.com>
Subject: Proposed Updates to Future Land Use Map and Land Use Categories - why the rush?

I am a resident of the Woodland Drives neighborhood. The proposed Future Land Use Map would change the classification of my neighborhood. It's my understanding that such plan amendments must be based on data and analysis, but no data & analyses have been released.

Why is there a rush? I believe that residents should be given ample opportunity to carefully review the required data and analysis and provide input on this critical plan that will shape the future of the community. Once this input is received, it will take time to make meaningful changes to the plan to address community concerns.

Accordingly, I urge you to release the required data and analysis and related policies and slow down the review process to allow more time for meaningful citizen input into our community's long-range plan. Failure to do so will only increase citizen dissatisfaction and distrust of our local government.

Marsha Rule

From: Melissa
To: Calhoun, Sherri
Subject: Levy Park-Zoning For Levy Park
Date: Monday, March 10, 2025 8:12:04 PM

EXTERNAL EMAIL
Please report any suspicious attachments, links, or requests for sensitive information.

Hello,

I'm writing to say that I am against changes to the Comprehensive Plan that would allow for non-residential and commercial development in my neighborhood, Levy Park.

Thanks,
Melissa Meschler

From: Nancy Stedman
To: Calhoun, Sherri
Subject: changes to comp plan
Date: Monday, March 10, 2025 4:41:18 PM

EXTERNAL EMAIL
Please report any suspicious attachments, links, or requests for sensitive information.

I got a notice from a neighbor that said we needed to write by 9:00 p.m. tonight about needing time to find out about proposed changes to the comp plan. Of course we need time, I just heard about this!!

THE PUBLIC DESERVES TO KNOW AHEAD OF TIME. There's that "sunshine" thing... The public is supposed to be notified and have opportunity to review and give feedback on proposed changes, so to whomever arranges these things, please do not hastily (and likely illegally) make changes to the comp plan that the public has not had opportunity to review and support or oppose.

Signed,
Nancy Stedman
A member of the public
527 East Call Street
Tallahassee, FL 32301

From: Poplin, Susan
To: Calhoun, Sherri
Subject: FW: Comp Plan revisions
Date: Tuesday, March 11, 2025 1:07:44 PM

Please add the comment to the file. Thx.

From: Kianna Gilley <GilleyK@leoncountyfl.gov>
Sent: Tuesday, March 11, 2025 12:58 PM
To: Poplin, Susan <Susan.Poplin@talgov.com>
Subject: FW: Comp Plan revisions

EXTERNAL EMAIL
Please report any suspicious attachments, links, or requests for sensitive information.

Susan, I wanted to share the only email we've received thus far for your awareness. Thanks!

From: Randie Denker <randiedenker@gmail.com>
Sent: Monday, March 10, 2025 5:59 PM
To: Ccattach <Ccattach@leoncountyfl.gov>
Subject: Comp Plan revisions

Dear Commissioners:

Last week, I attended the public meeting with Comp Plan with staff and consultants at the Renaissance Center and while I sincerely believe that they are all trying to do a good job, they are not being given enough time and neither is the public to comment.

By last week, the consultants still hadn't completed writing their policies. They weren't up online until a few days ago. I know that I haven't had a chance to thoroughly read through them and formulate a thoughtful and thorough response. Other folks at the meeting said the same thing. We need more time!

For months, we have had only the goals online which are broad non-specific objectives. But the actual policies (the fleshed-out details, the meat on the bones, so to speak) have been missing. They just became available a few days ago and yet the time period for public comment is tonight at 9pm! I'm not ready and neither are the many people who have been following this.

Worse still, the consultants themselves do not have enough time to read all the public comments that they will get and incorporate the comments that have merit before their final product is due.

If this is worth doing, it is worth doing right. Otherwise, we are just wasting the public's money and our staff and consultants' time, and we are letting a golden opportunity go to waste.

Therefore, I am asking you to please slow this train down and give the public more than a

week to review these policies and to comment. And PLEASE give the consultants more time to assess public comments and to assimilate them into their final product.

Thank you.

Sincerely,
Randie Denker

From: Randie Denker
To: Calhoun, Sherri
Cc: Matlow, Jeremy; Jack Porter
Subject: My comments on Comp Plan revisions:
Date: Monday, March 10, 2025 8:45:49 PM

EXTERNAL EMAIL
Please report any suspicious attachments, links, or requests for sensitive information.

Because of the incredibly short turnaround time and the fact that some data is still unavailable online, I do not pretend that my comments are complete or thorough, but that said, this is what I was able to get through in the short time provided:

GOAL 1
Objective 1.2- This section says that conservation areas should be preserved, but it does not say how. It also does not abolish the City's frequent use of eminent domain or simply abandoning conservation easements when it suits their purposes. This has happened numerous times where CEs were created and then abandoned or a road was run through them. This language does nothing to correct this chronic problem. We need stronger language that states unequivocally that CEs will be respected and that local government will not initiate any actions to abrogate them and will defend them against State or Federal intrusions.

Objective 1.4- Although this sounds good, without any metrics to achieve these goals, this language requires nothing and means nothing. Our City scientists have reported continuing losses of urban canopy over the last 20 years. We need to reverse this trend. To do this, we need measurable goals. I would suggest that local government be required to do a canopy survey every year to determine tree coverage and then have a requirement to add a 1% increase in canopy coverage each year. This kind of quantifiable metric will accomplish something specific and measurable, whereas the current language allows the continuation of the destruction we have witnessed. I would also ask for a ban on clear-cutting and wholesale tree-topping, which weakens our trees. We need a formula for the allowable tree destruction on a developable lot, such as 50%. We need to have more flexible parking requirements, so that businesses that don't need a lot of parking, can do less paving and save more trees. If we have any hope of reaching decarbonization by 2050, we need to aggressively preserve our remaining forests and aggressively plant new trees. We need to protect large trees and rare trees and to abolish our current system that allows any tree to be destroyed in exchange for monetary payments and/or planting stick trees in different locations, which trees may also be cut in a few years.

Objective 1.5. This objective would be fine if it had some requirements and if it defined the word not "feasible" to mean only those situations where using green infrastructure is physically impossible.

Objectives 1.6 and 1.7 are so vague as to be meaningless and they require nothing.

GOAL 2:

*All of these objectives are vague and have no metrics by which success can be measured.

*MMTDs should be eliminated altogether. Their use was supposed to create safer and more walkable/bikable urban areas. They have been a failure. Instead, they have used (in my legal opinion) illegal deviations to create situations where zoning category requirements have been violated without any concomitant benefit to walkability, bikability, nor urban landscaping. MMTDs and deviations should be eliminated.

Objective 2.6: Midtown should be acknowledged as a unique sector with recognized boundaries delineated in the Comp Plan. The Midtown Master Plan should be defined as to its parameters and given a date certain for completion) by no later than the end of 2026. I would recommend that the Master Plan parameters should include at a mininum: road design, parking solutions, sidewalk and lighting plans, signage, landscaping requirements, architectural design requirements, public space creation, interconnectivity, safety, walkability and bikability, and a usage plan for the former Police Station property.

GOAL 3
Objective 3.1- How can residential character be protected when these revisions propose getting rid of residential preservation? This also flies in the face of contractual commitments made to certain residential communities that there would be no commercial intrusion into their neighborhoods, or that multi-family would be banned to preserve the character of the community (e.g. Lafayette Park.)

Objective 3.5: This safety language is so vague as to be meaningless. Instead, we need a commitment to Strong Town/Vision Zero streets, sidewalks, and bike lanes. We also need a commitment to implement these types of designs in specific areas of the Urban Core and a commitment to meet deadlines for when this will happen. Without a commitment to a specific plan, we have no reason to expect anything different from what we currently have. For example, the plan for wider, walkable, and safer sidewalks just got shot down this very week in Midtown in favor of more car traffic. How would this new Goal 3 change that decision?

GOAL 4
There is nothing here that talks about improvement to existing housing stock. The City needs to be committing to improving existing housing stock, making it more energy efficient, and putting solar panels on as many roofs as possible so that people struggling to make ends meet can have decreased utility bills and concomitantly get us closer to our goal of decarbonization by 2025.

Objective 4.4- This onjective regarding land division by heirs has no details. This has been one of the most abused laws. To avoid future abuse, we need to spell out exactly when and how this can be used. And, as with any variance, it needs to meet the legal requirements of variances, including a legal showing of hardship that meets the Florida Supreme Court definition of a legal hardship (i.e. not an inconvenience shared in common by all similar homeowners, not something created by the homeowner himself, etc.)

GOAL 5:
This entire section is just vague and creates no metrics to measure success.

GOAL 6:
At the risk of repetition, this section contains no specific goals, measurable metrics nor deadlines for accomplishing any of these goals.

Objective 6.4 through 6.6 purport to create safer streets and more pedestrian and biking opportunities within the City, but these objectives create no obligations to actually do anything. They say nothing about retrofitting currently unsafe streets, about converting many of the one-way streets that run through residential neighborhoods to two-way streets (acknowledged by traffic engineers to slow traffic and make streets safer), about adding mandatory traffic calming devices, about using proven construction designs to slow down traffic in areas where it is currently dangerous. For example, the current City traffic code does not allow speed bumps nor raised intersections on arterial roads, even though traffic engineers admit that these would reduce speed to their posted limits as cars travel through residential neighborhoods. As a result, we have had pedestrian deaths, frequent accidents, property damage, wasted police time responding to accidents, (all of which cost money, time, damage, bodily injury and other losses.) Sadly, I do not see anything specific here that addresses what is a serious problem in our community. There are no requirements to any specific things or changes. Once again, there are no metrics to judge success and once again, no deadlines to complete any needed improvements.

Objective 6.7 talks about promoting alternate transportation options, but it doesn't mention any options and it doesn't require anything. It also discusses managing parking demands, but again offers no options and requires nothing. We know what works (and what doesn't) because we have many examples of what other cities are doing that have been successful. Why aren't we mapping out a transportation future based on what works and save lives and creates a more walkable and bikable city?

GENERAL OVERALL OBSERVATIONS:

There is nothing here that mentions climate change and our need to respond to it by managing our land use and transportation decisions. Not one word is said about the greatest existential threat facing our community and our planet. I find this deeply disturbing and irresponsible. We set a goal of 2050, which is already probably too far into the future. Are we going to take serious action to tackle this challenge or are we, as a community, just going to punt the need to act down the road and let the next generation deal with it? It seems like the latter. And if so, shame on us!

There is still no requirement that growth should pay for itself. Therefore, residents will continue to subsidize development, which falls disproportionately on City residents.

There is nothing addressing the need for the City to bury its utilities as a way to create more climate resilience. This is a significant omission.

MAPS, DATA, and ZONING CATEGORIES

* The data included with the Comp Plan shows a projected increase of only 37,000 people in Tallahassee/Leon County over the next 25 years. What I didn't see and would like to see is this: Is our current Urban Services Area large enough to accommodate this growth? (I believe it is.) If so, then we should cap the USA at its current size UNLESS and UNTIL there is a demonstrated need to expand its current size. This goes for further annexation of County land into the City, which accelerates sprawl. Annexation boundaries should be capped at their current size (or downsized) so that taxpayers are not forced to pay for expensive extensions of urban services to areas far from the City core.

* Mobility Audit Report- I could not find this document online. Hard to comment on something that isn't there.

* Community Audit Report: I could not download this document and assume that it is not yet available. Again, hard to comment on non-existent data.

* Economics of Community Design: It says that 46% of our budget goes for "safety." I do not know what that category comprises. I assume that it includes police and fire department. Question: Does it include the price of the new police station, including debt service and cost overruns? This document also talks about our reliance on federal funds for roads and maintenance, but says nothing about what we are going to do if the federal government stops providing those funds, which looks likely. There is also nothing that talks about the need to stop using asphalt to build new roads and maintain old roads if we want to decrabonize our community.

*Map Scenario 1 (Estimated Growth) and Map Scenario 2 (Future Expansion) are still missing- so I can't comment on them.

*Future Land Use Map (FLUM)- Looks like the City is depending on our national forests to provide a lot of environmental benefits. We may have to rethink that in light of Trump's announcement that he wants national forests to be aggressively logged. We have no control over federal land, so we shouldn't be basing any calculations on its projected use.

*Adopted Future Land Use Categories:
2.2.2 states in part: "...To protect Rural areas from premature development, facilitate infill and redevelopment inside the Urban Service Area, and in recognition of the significant area already mapped as Urban Fringe, no additional lands designated Rural or Urban Fringe as of August 26, 2006 shall be converted to a more dense or intense land use category unless adjoining lands are also within the designated Urban Service Area boundary..."

This section creates a giant loophole that needs to be closed because the local government only has to vote to expand the USA boundary to change the rural or urban fringe zoning. This is precisely why the Comp Plan should include a ban on further annexations and further expansion of the USA unless it can be shown that there is not enough existing land within the USA boundary to accomplish the proposed growth. Otherwise, there will continue to more

expansion of the USA needlessly and more loss of rural and urban fringe land.

* Proposed Future Land Use Categories:
The proposed zoning category called Urban Residential Preservation does not actually seem to preserve the residential nature of this zoning category. It states in pertinent part:

"Allowed land uses include residential and neighborhood-scale accessory non-residential uses. non-residential development scaled to serve the surrounding neighborhood such as limited retail, offices, and community services. The use must not cause excessive traffic, noise, light, odor, or dust impacts. Auto-oriented uses, such as gas stations or drive-through facilities, are not permitted in order to protect neighborhoods from any negative impacts associated with increased vehicular traffic."

This would allow commercial intrusions into urban residential neighborhoods that would completely change their residential character, If the land planning goal here is to have more people move to and live in the urban core to prevent sprawl, then we need to find ways to make our urban neighborhoods attractive places to live and preserve their unique characters. These neighborhoods are close enough to urban amenities to walk and bike to and therefore, they do not need commercial construction within the neighborhoods themselves. For example, residents of Lafayette Park, my neighborhood, can walk to Downtown and Midtown to access urban services. Many years ago, alarmed by the destruction of the neighborhood's character, residents petitioned the City Commission to create residential protection against multi-family homes and apartments. The City promised the residents that our neighborhood would be protected. This feels like a betrayal of that promise. Not only would this allow multi-family and apartments, but also commercial development. This will hurt the desirability of our neighborhood, bring in more renters and transients, and depress property values. All of this will decrease our quality of life and discourage young people from wanting to raise families in our neighborhood, at a time when young people are wanting to live downtown in greater numbers than previous generations. This is not going to be received well by our neighborhood. We expect promises made to be promises kept. And I suspect that other well-established neighborhoods will share our feelings.

From: Robert Ganger
To: Calhoun, Sherri
Subject: Leon County resident-time to review COMPREHENSIVE PLAN
Date: Monday, March 10, 2025 2:47:28 PM

EXTERNAL EMAIL
Please report any suspicious attachments, links, or requests for sensitive information.

A community's Comprehensive Plan is the legal document that determines where and how our community will develop over the next 20 years. This update has been in the works for several years so there is no reason why adoption should be rushed without a chance for meaningful input.

Further, state law requires that plan amendments be based on data and analysis which, to our knowledge, has not yet been released. It also requires consistency between the goals, objectives and policies in the plan, but no policies have yet been released. So there is insufficient data and information available for citizens to undertake an informed evaluation.

Ample opportunity should be allowed for the residents of Tallahassee and Leon County to carefully review the required data and analysis and provide input on this critical plan that will shape the future of the community. Once this input is received, it will take time to make meaningful changes to the plan to address community concerns.

Thank you!

Robert Ganger

"Life is not a problem to be solved, but a mystery to be lived." William Butler Yeats

"To harmonize the whole is the task of art." -Wassily Kandinsky

From: Ruth Godfrey
To: Calhoun, Sherri
Subject: Opposing changes to Comprehensive land use plan
Date: Tuesday, March 11, 2025 5:23:13 PM

EXTERNAL EMAIL
Please report any suspicious attachments, links, or requests for sensitive information.

This would dramatically affect my neighborhood, currently zoned residential preservation. Today's meeting did not allow sufficient time for citizen comments, but perhaps that was the city commissioners' intent. I oppose the current proposal.

Ruth Godfrey
836 Santa Rosa Dr
Tallahassee 32301

From:	Sara McGinnes
To:	Calhoun, Sherri
Cc:	Dailey, John; Matlow, Jeremy; Porter, Jack; Richardson, Curtis; Williams-Cox, Dianne
Subject:	Proposed updates to the Future Land Use Map and Land Use Categories in the Tallahassee-Leon County Comprehensive Plan
Date:	Tuesday, March 11, 2025 7:25:00 PM

EXTERNAL EMAIL
Please report any suspicious attachments, links, or requests for sensitive information.

Dear Decision Makers,

As a resident of Betton Hills, I appreciate our challenge to deal with our increasing population and all the infrastructure problems that have been created since I moved to this beautiful city decades ago. I relocated to Tallahassee with my family because I appreciated the governance of this place and the care and protection of the quality of life we had here. It seems to me government was different in those days and there was a careful and thoughtful process before sweeping changes were implemented that would most likely cause changes far into the future, changes we're already seeing as local development radically alters our environment..

I urge you to proceed with a more ordered and thoughtful process that includes more data and analysis, more time and opportunity for public comment, and more consideration of how today"s
decisions will affect the quality of life for future generations.

Sincerely,

Sara McGinnes
1551 Crestview Avenue

From: ann mazzanovich
To: Calhoun, Sherri
Subject: Proposed Land Use Changes
Date: Tuesday, March 11, 2025 9:46:22 AM

EXTERNAL EMAIL
Please report any suspicious attachments, links, or requests for sensitive information.

Good morning,

Regarding the proposed land use changes. In Myers Park, we do not need to double the density. With several duplexes, a triplex and apartments on my little street already, there is too much traffic and the street is full of parked cars. People are constantly moving in and out and several are AirBnB's. Myers Park is an historic neighborhood but this city wants to mow it all down and fill it up with apartments. I'm sick of it. You're going to destroy what little is left of our beautiful historic neighborhoods. There are other areas more appropriate than this. Do better City Commissioners!!!

Thank you,
Ann Mazzanovich
525 Hart Street

Yahoo Mail - Email Simplified

From: Poplin, Susan
To: Calhoun, Sherri
Subject: FW: Against new zoning proposal
Date: Tuesday, March 11, 2025 12:08:37 PM

FYI. For the file.

From: Elizabeth Moran <elizabethraemoran@gmail.com>
Sent: Tuesday, March 11, 2025 10:50 AM
To: Poplin, Susan <Susan.Poplin@talgov.com>
Subject: Against new zoning proposal

EXTERNAL EMAIL
Please report any suspicious attachments, links, or requests for sensitive information.

Neighborhoods which are currently zoned “Residential Preservation” should not be changed to a zone which allows for commercial use.

One need look no further than downtown to see that allowing commercial into a residential setting can very easily eliminate all community. Please prevent Beard Street or Hillcrest from turning into Gadsden or Park.

Our city has SCADS of un-used commercial space, much of which sits empty and is an eyesore. There is no need to threaten some of the most established and beautiful neighborhoods to make way for commercial acreage. Accept no part of this proposed plan.

Thank you,
Beth Moran

From: B .
To: Calhoun, Sherri
Subject: Resist Residential Preservation Change
Date: Tuesday, March 11, 2025 12:31:24 PM

EXTERNAL EMAIL
Please report any suspicious attachments, links, or requests for sensitive information.

Good afternoon,

I am a homeowner in Tallahassee. I have worked extremely hard to raise the value of my property. If rezoning to allow the planned changes succeeds, then all of the time, money, and perseverance I have expended to improve my property will have been for naught, as the changes will most assuredly lower the value of my property.

The current issue of changes to Residential Preservation (rather, the abolishment of it) should not be permitted. The profiteering of businesses over the stability of the residents in our community defies the very essence of a "residential community."

I am writing to submit my statement as one opposing the proposed changes. The economic state of the average person in our country is in dire straits, and we cannot survive much more of the burdens placed upon our stability imposed by powers that be which are motivated purely by THEIR ability to profit at our expense. As well, none of these changes seem to apply to wealthier communities which highlights a huge disparity between the "have" and "have nots" (and ultimately puts the "have nots" even farther down on the ladder to success). Our families and neighbors deserve as much consideration as everyone living in posh neighborhoods. Our roads need to be safe for children to walk and play without the onset of heavier traffic to new businesses. Our peace is not expendable and should not be sacrificed for some others' financial benefit. Our homes and property are just as important to us as those to residents of Southwood, Killearn and Chaires! I am an elementary school teacher, so I do not make as much money as someone able to afford to live in these and other such places in Tallahassee, but my commitment to our community and hopes for its betterment (vs. destruction) is immeasurable and a major source of purpose in my life. The families I serve do not deserve to suddenly find themselves living in a business area when they have struggled to provide a family-oriented community for their children for as long as they have. I, and all of us, I believe, strive to make sure we have and can leave a worthwhile homestead for posterity's sake, and creating a business model community will abolish the efforts and dreams we seek and work so hard to achieve. I ask you to share this and to uphold the sanctity of our lives and property by not allowing this proposal to succeed.

Sincerely, and with utmost need,
Brenna Alonzo
414 Essex Dr
Tallahassee, FL 32304

Get Outlook for Android

From:	cjdiamond@comcast.net
To:	Calhoun, Sherri
Cc:	Dailey, John; Matlow, Jeremy; Porter, Jack; Richardson, Curtis; Williams-Cox, Dianne; Nick Maddox; Carolyn Cummings; David O"Keefe; Bill Proctor; Christian Caban; Brian Welch
Subject:	TALLAHASSEE AND LEON COUNTY FRIENDS! ACTION NEEDED ON PROPOSED COMP PLAN UPDATES
Date:	Monday, March 10, 2025 5:59:50 PM

EXTERNAL EMAIL
Please report any suspicious attachments, links, or requests for sensitive information.

Ms. Calhoun,

It troubles me to have to write at the 11th hour regarding the Plan update. I'd been in touch with Susan Poplin about this a couple of times over the past year, so I've not been entirely out of the loop. I appreciate the effort by 1000 Friends (and others) who've been tracking the decidedly poor approach taken by the Planning Department and its consultants since this project started.

There was initial (lightweight) outreach by the consultants and then little visible follow up, as far as I am aware – despite assurances that the grand design of this update had significant community outreach built in.

As a past Supervisor/Manager within the Planning Department, the approach taken to date would not have passed muster by staff, the director, the planning commission or the elected officials.

1000 Friends' alert raises many of the same concerns I'd raised with the department: insufficient time for informed and concerned citizens to reviews and comment and an (apparent) absence of the basis for any proposed changes (i.e., data and analysis).

As past Chief of State Planning for DCA and the administrator for the Comp Plan EAR (update) process for both DCA and for the Planning Department, I'd suggest that despite changes in state law that the basic analytical requirements of Chapter 163 remain in place. If a local government is doing an amendment or Plan update, the basis for doing so must still be outlined with sufficient detail to justify the change.

The State may or may not bother to spend much time in its review of any submittal by the Department on behalf of the City and County, but local citizens do want to fully understand what is afoot, and the persistent lack of communication with the parties that earnestly provided input early in the process (and who clearly care to some degree about Plan content) suggest strongly to me that proposed changes are not ready for prime time. Transparency should matter.

I urge the department (and the City and the County) to take a breath, take stock of what you have (and obviously don't have) as far as information and input supporting your effort, and to then calendar hearings appropriately with adequate lead time and time for staff to digest the outcomes.

My three cents (inflation!)

CJD
Craig Diamond
Tallahassee, FL

From: 1000 Friends of Florida <friends@1000fof.org>
Sent: Monday, March 10, 2025 2:24 PM
To: cjdiamond@comcast.net
Subject: TALLAHASSEE AND LEON COUNTY FRIENDS! ACTION NEEDED ON PROPOSED COMP PLAN UPDATES

Dear Craig,

The City and County have released the **first draft of their proposed updates to the Future Land Use Map and Land Use Categories** in the Tallahassee-Leon County Comprehensive Plan. We understand this document is up for adoption on April 8, less than a month from now.

This speeding train makes sweeping changes to our community's Future Land Use Map and Land Use Categories with significant ramifications for us all.

With the document just released, we have not yet had time for an extensive review, nor have the required data and analysis and related comprehensive plan policies been released to the public.

We ask you to **PLEASE TAKE ACTION NOW!**

Urge the City of Tallahassee and Leon County to release the required data and analysis and related policies and slow down the review process to allow more time for meaningful citizen input into our community's long-range plan!

- **SUBMIT ONLINE COMMENTS TODAY, MONDAY, MARCH 10 by**

9:00 p.m. to sherri.calhoun@talgov.com

- **CONTACT THE CITY AND COUNTY COMMISSIONERS** (contact information below)
- **ATTEND AND SPEAK OUT** at the Local Planning Agency (LPA) Public Hearing at **6:00 p.m. on TUESDAY, MARCH 11**
  Frenchtown Renaissance Center, 2nd Floor Conference Room
  435 N. Macomb Street

A community's Comprehensive Plan is the legal document that determines where and how our community will develop over the next 20 years. This update has been in the works for several years so there is no reason why adoption should be rushed without a chance for meaningful input.

Further, state law requires that plan amendments be based on data and analysis which, to our knowledge, has not yet been released. It also requires consistency between the goals, objectives and policies in the plan, but no policies have yet been released. So there is insufficient data and information available for citizens to undertake an informed evaluation.

We believe ample opportunity should be allowed for the residents of Tallahassee and Leon County to carefully review the required data and analysis and provide input on this critical plan that will shape the future of the community. Once this input is received, it will take time to make meaningful changes to the plan to address community concerns.

At 1000 Friends, our mission statement notes: "Above all, we strive to give citizens a meaningful role in shaping the futures of their communities and state." We will be sharing additional information on the process as it becomes available and thank you for your engagement.

From: Poplin, Susan
To: Calhoun, Sherri
Subject: FW: Local Agency Planning Workshop, Proposed FLUM Item E
Date: Tuesday, March 11, 2025 12:41:41 PM

Please add to the file.

From: Deborah Burr <superdeb25@gmail.com>
Sent: Tuesday, March 11, 2025 7:35 AM
To: Poplin, Susan <Susan.Poplin@talgov.com>
Subject: Local Agency Planning Workshop, Proposed FLUM Item E

EXTERNAL EMAIL
Please report any suspicious attachments, links, or requests for sensitive information.

Dear Susan,

I just learned of the Proposed Future Land Use Map changes to be discussed today at the Local Planning Agency Workshop and would like to stay informed/engaged in the public process. As you are already familiar, the Leon Soil and Water Conservation District works with the communities in the District to help improve and ensure soil and water resources are conserved. With that in mind, changes to the FLUM have the potential to impact our soil and water resources within Leon County. Please include me on any opportunities for engagement.

Thank you!
Deb Burr
Leon Soil and Water Conservation District Supervisor

From: Frank Price
To: Calhoun, Sherri
Subject: Support FLUM density increase
Date: Monday, March 10, 2025 7:46:58 PM

EXTERNAL EMAIL
Please report any suspicious attachments, links, or requests for sensitive information.

Since you're probably receiving plenty of comments to the contrary, i just wanted to say that my wife and i live in a house we own in Levy Park and support higher density development and mixed use (as proposed in the FLUM) to create more vibrant neighborhoods and help to reduce the amount of undeveloped land on the outskirts of town that's lost to suburban sprawl.

Thanks,
Frank Price
1400 Milton St

From: Jennifer Rogers
To: Calhoun, Sherri
Subject: Updates to the Future Land Use Map and Land Use Categories
Date: Monday, March 10, 2025 3:37:04 PM

EXTERNAL EMAIL
Please report any suspicious attachments, links, or requests for sensitive information.

I urge the City of Tallahassee and Leon County to release the required data and analysis and related policies and slow down the review process to allow more time for meaningful citizen input into our community's long-range plan! I fear the unnecessary over development of our rural areas.

Thank you,
Jenny Rogers
Remote Sensing & Geospatial Technology Analyst | Tall Timbers
Cell: (772) 341-4411



From: Kathy Oyama
To: Calhoun, Sherri
Subject: Residential Preservation Zoning
Date: Monday, March 10, 2025 10:03:46 PM

EXTERNAL EMAIL
Please report any suspicious attachments, links, or requests for sensitive information.

Dear Sherri Calhoun,

I own a home in Levy Park and am writing in opposition to the plan to double the density of Levy Park and allow commercial use in the neighborhood. I purchased the property there specifically because I liked the current atmosphere. I do not want it to change.

Thank you for the opportunity to share my opinion.

Katharine Oyama

From: Marcia Meale
To: Calhoun, Sherri; Dailey, John; Matlow, Jeremy; Porter, Jack; CurtisRichardson@talgov.com; Williams-Cox, Dianne; Christian Caban; Catherine Meale; Rick Minor; Bill Proctor; David O"Keefe; Carolyn Cummings; Nick Maddox
Subject: Comp plan please slow down
Date: Monday, March 10, 2025 3:56:11 PM

EXTERNAL EMAIL
Please report any suspicious attachments, links, or requests for sensitive information.

Dear Mayor and Commissioners,

Please slow down and release the required data analysis and related policies of the City of Tallahassee and Leon County comp plan elements to allow more time for review and meaningful citizen input into our community's long range plan. This a document determines our future. It should not be rushed.

Sincerely,
Marcia Meale
1452 Mitchell Ave
Tallahassee, FL 32303

From: Marney Richards
To: Calhoun, Sherri
Subject: Proposed Changes to Future Land Use Categories
Date: Tuesday, March 11, 2025 5:43:56 PM

EXTERNAL EMAIL
Please report any suspicious attachments, links, or requests for sensitive information.

I am writing to express my concern about changes to future land use categories. It appears that some of the essential information about policies for implementing the Plan were not available to the public until
just before the March 11th public workshop.

I am particularly concerned about the proposal to allow businesses within neighborhoods without much more information and discussion. The description "neighborhood scale accessory non-residential uses... such as retail, offices, and community services" is too broad. I also don't see anything noise, light, or traffic/parking included.

Please provide opportunity for the public to learn more essential details and comment on these before submitting the plan to the State.

Thank you for your consideration,
Marney Richards
1604 Hasosaw Nene

From: mrule@ruledirect.com
To: Calhoun, Sherri
Subject: FW: Proposed Updates to Future Land Use Map and Land Use Categories - why the rush?
Date: Tuesday, March 11, 2025 6:54:40 PM

EXTERNAL EMAIL
Please report any suspicious attachments, links, or requests for sensitive information.

From: mrule@ruledirect.com <mrule@ruledirect.com>
Sent: Tuesday, March 11, 2025 6:38 PM
To: 'mayor@talgov.com' <mayor@talgov.com>; 'jeremy.matlow@talgov.com' <jeremy.matlow@talgov.com>; 'Jack.Porter@talgov.com' <Jack.Porter@talgov.com>; 'curtis.richardson@talgov.com' <curtis.richardson@talgov.com>; 'dianne.williams-cox@talgov.com' <dianne.williams-cox@talgov.com>
Subject: Proposed Updates to Future Land Use Map and Land Use Categories - why the rush?

I am a resident of the Woodland Drives neighborhood. The proposed Future Land Use Map would change the classification of my neighborhood. It's my understanding that such plan amendments must be based on data and analysis, but no data & analyses have been released.

Why is there a rush? I believe that residents should be given ample opportunity to carefully review the required data and analysis and provide input on this critical plan that will shape the future of the community. Once this input is received, it will take time to make meaningful changes to the plan to address community concerns.

Accordingly, I urge you to release the required data and analysis and related policies and slow down the review process to allow more time for meaningful citizen input into our community's long-range plan. Failure to do so will only increase citizen dissatisfaction and distrust of our local government.

Marsha Rule

From: Melissa
To: Calhoun, Sherri
Subject: Levy Park-Zoning For Levy Park
Date: Monday, March 10, 2025 8:12:04 PM

EXTERNAL EMAIL
Please report any suspicious attachments, links, or requests for sensitive information.

Hello,

I'm writing to say that I am against changes to the Comprehensive Plan that would allow for non-residential and commercial development in my neighborhood, Levy Park.

Thanks,
Melissa Meschler

From: Nancy Stedman
To: Calhoun, Sherri
Subject: changes to comp plan
Date: Monday, March 10, 2025 4:41:18 PM

EXTERNAL EMAIL
Please report any suspicious attachments, links, or requests for sensitive information.

I got a notice from a neighbor that said we needed to write by 9:00 p.m. tonight about needing time to find out about proposed changes to the comp plan. Of course we need time, I just heard about this!!

THE PUBLIC DESERVES TO KNOW AHEAD OF TIME. There's that "sunshine" thing... The public is supposed to be notified and have opportunity to review and give feedback on proposed changes, so to whomever arranges these things, please do not hastily (and likely illegally) make changes to the comp plan that the public has not had opportunity to review and support or oppose.

Signed,
Nancy Stedman
A member of the public
527 East Call Street
Tallahassee, FL 32301

From: Poplin, Susan
To: Calhoun, Sherri
Subject: FW: Comp Plan revisions
Date: Tuesday, March 11, 2025 1:07:44 PM

Please add the comment to the file. Thx.

From: Kianna Gilley <GilleyK@leoncountyfl.gov>
Sent: Tuesday, March 11, 2025 12:58 PM
To: Poplin, Susan <Susan.Poplin@talgov.com>
Subject: FW: Comp Plan revisions

EXTERNAL EMAIL
Please report any suspicious attachments, links, or requests for sensitive information.

Susan, I wanted to share the only email we've received thus far for your awareness. Thanks!

From: Randie Denker <randiedenker@gmail.com>
Sent: Monday, March 10, 2025 5:59 PM
To: Ccattach <Ccattach@leoncountyfl.gov>
Subject: Comp Plan revisions

Dear Commissioners:

Last week, I attended the public meeting with Comp Plan with staff and consultants at the Renaissance Center and while I sincerely believe that they are all trying to do a good job, they are not being given enough time and neither is the public to comment.

By last week, the consultants still hadn't completed writing their policies. They weren't up online until a few days ago. I know that I haven't had a chance to thoroughly read through them and formulate a thoughtful and thorough response. Other folks at the meeting said the same thing. We need more time!

For months, we have had only the goals online which are broad non-specific objectives. But the actual policies (the fleshed-out details, the meat on the bones, so to speak) have been missing. They just became available a few days ago and yet the time period for public comment is tonight at 9pm! I'm not ready and neither are the many people who have been following this.

Worse still, the consultants themselves do not have enough time to read all the public comments that they will get and incorporate the comments that have merit before their final product is due.

If this is worth doing, it is worth doing right. Otherwise, we are just wasting the public's money and our staff and consultants' time, and we are letting a golden opportunity go to waste.

Therefore, I am asking you to please slow this train down and give the public more than a

week to review these policies and to comment. And PLEASE give the consultants more time to assess public comments and to assimilate them into their final product.

Thank you.

Sincerely,
Randie Denker

From: Randie Denker
To: Calhoun, Sherri
Cc: Matlow, Jeremy; Jack Porter
Subject: My comments on Comp Plan revisions:
Date: Monday, March 10, 2025 8:45:49 PM

EXTERNAL EMAIL
Please report any suspicious attachments, links, or requests for sensitive information.

Because of the incredibly short turnaround time and the fact that some data is still unavailable online, I do not pretend that my comments are complete or thorough, but that said, this is what I was able to get through in the short time provided:

GOAL 1
Objective 1.2- This section says that conservation areas should be preserved, but it does not say how. It also does not abolish the City's frequent use of eminent domain or simply abandoning conservation easements when it suits their purposes. This has happened numerous times where CEs were created and then abandoned or a road was run through them. This language does nothing to correct this chronic problem. We need stronger language that states unequivocally that CEs will be respected and that local government will not initiate any actions to abrogate them and will defend them against State or Federal intrusions.

Objective 1.4- Although this sounds good, without any metrics to achieve these goals, this language requires nothing and means nothing. Our City scientists have reported continuing losses of urban canopy over the last 20 years. We need to reverse this trend. To do this, we need measurable goals. I would suggest that local government be required to do a canopy survey every year to determine tree coverage and then have a requirement to add a 1% increase in canopy coverage each year. This kind of quantifiable metric will accomplish something specific and measurable, whereas the current language allows the continuation of the destruction we have witnessed. I would also ask for a ban on clear-cutting and wholesale tree-topping, which weakens our trees. We need a formula for the allowable tree destruction on a developable lot, such as 50%. We need to have more flexible parking requirements, so that businesses that don't need a lot of parking, can do less paving and save more trees. If we have any hope of reaching decarbonization by 2050, we need to aggressively preserve our remaining forests and aggressively plant new trees. We need to protect large trees and rare trees and to abolish our current system that allows any tree to be destroyed in exchange for monetary payments and/or planting stick trees in different locations, which trees may also be cut in a few years.

Objective 1.5. This objective would be fine if it had some requirements and if it defined the word not "feasible" to mean only those situations where using green infrastructure is physically impossible.

Objectives 1.6 and 1.7 are so vague as to be meaningless and they require nothing.

GOAL 2:

*All of these objectives are vague and have no metrics by which success can be measured.

*MMTDs should be eliminated altogether. Their use was supposed to create safer and more walkable/bikable urban areas. They have been a failure. Instead, they have used (in my legal opinion) illegal deviations to create situations where zoning category requirements have been violated without any concomitant benefit to walkability, bikability, nor urban landscaping. MMTDs and deviations should be eliminated.

Objective 2.6: Midtown should be acknowledged as a unique sector with recognized boundaries delineated in the Comp Plan. The Midtown Master Plan should be defined as to its parameters and given a date certain for completion) by no later than the end of 2026. I would recommend that the Master Plan parameters should include at a mininum: road design, parking solutions, sidewalk and lighting plans, signage, landscaping requirements, architectural design requirements, public space creation, interconnectivity, safety, walkability and bikability, and a usage plan for the former Police Station property.

GOAL 3
Objective 3.1- How can residential character be protected when these revisions propose getting rid of residential preservation? This also flies in the face of contractual commitments made to certain residential communities that there would be no commercial intrusion into their neighborhoods, or that multi-family would be banned to preserve the character of the community (e.g. Lafayette Park.)

Objective 3.5: This safety language is so vague as to be meaningless. Instead, we need a commitment to Strong Town/Vision Zero streets, sidewalks, and bike lanes. We also need a commitment to implement these types of designs in specific areas of the Urban Core and a commitment to meet deadlines for when this will happen. Without a commitment to a specific plan, we have no reason to expect anything different from what we currently have. For example, the plan for wider, walkable, and safer sidewalks just got shot down this very week in Midtown in favor of more car traffic. How would this new Goal 3 change that decision?

GOAL 4
There is nothing here that talks about improvement to existing housing stock. The City needs to be committing to improving existing housing stock, making it more energy efficient, and putting solar panels on as many roofs as possible so that people struggling to make ends meet can have decreased utility bills and concomitantly get us closer to our goal of decarbonization by 2025.

Objective 4.4- This onjective regarding land division by heirs has no details. This has been one of the most abused laws. To avoid future abuse, we need to spell out exactly when and how this can be used. And, as with any variance, it needs to meet the legal requirements of variances, including a legal showing of hardship that meets the Florida Supreme Court definition of a legal hardship (i.e. not an inconvenience shared in common by all similar homeowners, not something created by the homeowner himself, etc.)

GOAL 5:
This entire section is just vague and creates no metrics to measure success.

GOAL 6:
At the risk of repetition, this section contains no specific goals, measurable metrics nor deadlines for accomplishing any of these goals.

Objective 6.4 through 6.6 purport to create safer streets and more pedestrian and biking opportunities within the City, but these objectives create no obligations to actually do anything. They say nothing about retrofitting currently unsafe streets, about converting many of the one-way streets that run through residential neighborhoods to two-way streets (acknowledged by traffic engineers to slow traffic and make streets safer), about adding mandatory traffic calming devices, about using proven construction designs to slow down traffic in areas where it is currently dangerous. For example, the current City traffic code does not allow speed bumps nor raised intersections on arterial roads, even though traffic engineers admit that these would reduce speed to their posted limits as cars travel through residential neighborhoods. As a result, we have had pedestrian deaths, frequent accidents, property damage, wasted police time responding to accidents, (all of which cost money, time, damage, bodily injury and other losses.) Sadly, I do not see anything specific here that addresses what is a serious problem in our community. There are no requirements to any specific things or changes. Once again, there are no metrics to judge success and once again, no deadlines to complete any needed improvements.

Objective 6.7 talks about promoting alternate transportation options, but it doesn't mention any options and it doesn't require anything. It also discusses managing parking demands, but again offers no options and requires nothing. We know what works (and what doesn't) because we have many examples of what other cities are doing that have been successful. Why aren't we mapping out a transportation future based on what works and save lives and creates a more walkable and bikable city?

GENERAL OVERALL OBSERVATIONS:

There is nothing here that mentions climate change and our need to respond to it by managing our land use and transportation decisions. Not one word is said about the greatest existential threat facing our community and our planet. I find this deeply disturbing and irresponsible. We set a goal of 2050, which is already probably too far into the future. Are we going to take serious action to tackle this challenge or are we, as a community, just going to punt the need to act down the road and let the next generation deal with it? It seems like the latter. And if so, shame on us!

There is still no requirement that growth should pay for itself. Therefore, residents will continue to subsidize development, which falls disproportionately on City residents.

There is nothing addressing the need for the City to bury its utilities as a way to create more climate resilience. This is a significant omission.

MAPS, DATA, and ZONING CATEGORIES

* The data included with the Comp Plan shows a projected increase of only 37,000 people in Tallahassee/Leon County over the next 25 years. What I didn't see and would like to see is this: Is our current Urban Services Area large enough to accommodate this growth? (I believe it is.) If so, then we should cap the USA at its current size UNLESS and UNTIL there is a demonstrated need to expand its current size. This goes for further annexation of County land into the City, which accelerates sprawl. Annexation boundaries should be capped at their current size (or downsized) so that taxpayers are not forced to pay for expensive extensions of urban services to areas far from the City core.

* Mobility Audit Report- I could not find this document online. Hard to comment on something that isn't there.

* Community Audit Report: I could not download this document and assume that it is not yet available. Again, hard to comment on non-existent data.

* Economics of Community Design: It says that 46% of our budget goes for "safety." I do not know what that category comprises. I assume that it includes police and fire department. Question: Does it include the price of the new police station, including debt service and cost overruns? This document also talks about our reliance on federal funds for roads and maintenance, but says nothing about what we are going to do if the federal government stops providing those funds, which looks likely. There is also nothing that talks about the need to stop using asphalt to build new roads and maintain old roads if we want to decrabonize our community.

*Map Scenario 1 (Estimated Growth) and Map Scenario 2 (Future Expansion) are still missing- so I can't comment on them.

*Future Land Use Map (FLUM)- Looks like the City is depending on our national forests to provide a lot of environmental benefits. We may have to rethink that in light of Trump's announcement that he wants national forests to be aggressively logged. We have no control over federal land, so we shouldn't be basing any calculations on its projected use.

*Adopted Future Land Use Categories:
2.2.2 states in part: "...To protect Rural areas from premature development, facilitate infill and redevelopment inside the Urban Service Area, and in recognition of the significant area already mapped as Urban Fringe, no additional lands designated Rural or Urban Fringe as of August 26, 2006 shall be converted to a more dense or intense land use category unless adjoining lands are also within the designated Urban Service Area boundary..."

This section creates a giant loophole that needs to be closed because the local government only has to vote to expand the USA boundary to change the rural or urban fringe zoning. This is precisely why the Comp Plan should include a ban on further annexations and further expansion of the USA unless it can be shown that there is not enough existing land within the USA boundary to accomplish the proposed growth. Otherwise, there will continue to more

expansion of the USA needlessly and more loss of rural and urban fringe land.

* Proposed Future Land Use Categories:
The proposed zoning category called Urban Residential Preservation does not actually seem to preserve the residential nature of this zoning category. It states in pertinent part:

"Allowed land uses include residential and neighborhood-scale accessory non-residential uses. non-residential development scaled to serve the surrounding neighborhood such as limited retail, offices, and community services. The use must not cause excessive traffic, noise, light, odor, or dust impacts. Auto-oriented uses, such as gas stations or drive-through facilities, are not permitted in order to protect neighborhoods from any negative impacts associated with increased vehicular traffic."

This would allow commercial intrusions into urban residential neighborhoods that would completely change their residential character, If the land planning goal here is to have more people move to and live in the urban core to prevent sprawl, then we need to find ways to make our urban neighborhoods attractive places to live and preserve their unique characters. These neighborhoods are close enough to urban amenities to walk and bike to and therefore, they do not need commercial construction within the neighborhoods themselves. For example, residents of Lafayette Park, my neighborhood, can walk to Downtown and Midtown to access urban services. Many years ago, alarmed by the destruction of the neighborhood's character, residents petitioned the City Commission to create residential protection against multi-family homes and apartments. The City promised the residents that our neighborhood would be protected. This feels like a betrayal of that promise. Not only would this allow multi-family and apartments, but also commercial development. This will hurt the desirability of our neighborhood, bring in more renters and transients, and depress property values. All of this will decrease our quality of life and discourage young people from wanting to raise families in our neighborhood, at a time when young people are wanting to live downtown in greater numbers than previous generations. This is not going to be received well by our neighborhood. We expect promises made to be promises kept. And I suspect that other well-established neighborhoods will share our feelings.

From: Robert Ganger
To: Calhoun, Sherri
Subject: Leon County resident-time to review COMPREHENSIVE PLAN
Date: Monday, March 10, 2025 2:47:28 PM

EXTERNAL EMAIL
Please report any suspicious attachments, links, or requests for sensitive information.

A community's Comprehensive Plan is the legal document that determines where and how our community will develop over the next 20 years. This update has been in the works for several years so there is no reason why adoption should be rushed without a chance for meaningful input.

Further, state law requires that plan amendments be based on data and analysis which, to our knowledge, has not yet been released. It also requires consistency between the goals, objectives and policies in the plan, but no policies have yet been released. So there is insufficient data and information available for citizens to undertake an informed evaluation.

Ample opportunity should be allowed for the residents of Tallahassee and Leon County to carefully review the required data and analysis and provide input on this critical plan that will shape the future of the community. Once this input is received, it will take time to make meaningful changes to the plan to address community concerns.

Thank you!

Robert Ganger

"Life is not a problem to be solved, but a mystery to be lived." William Butler Yeats

"To harmonize the whole is the task of art." -Wassily Kandinsky

From: Ruth Godfrey
To: Calhoun, Sherri
Subject: Opposing changes to Comprehensive land use plan
Date: Tuesday, March 11, 2025 5:23:13 PM

EXTERNAL EMAIL
Please report any suspicious attachments, links, or requests for sensitive information.

This would dramatically affect my neighborhood, currently zoned residential preservation. Today's meeting did not allow sufficient time for citizen comments, but perhaps that was the city commissioners' intent. I oppose the current proposal.

Ruth Godfrey
836 Santa Rosa Dr
Tallahassee 32301

From:	Sara McGinnes
To:	Calhoun, Sherri
Cc:	Dailey, John; Matlow, Jeremy; Porter, Jack; Richardson, Curtis; Williams-Cox, Dianne; ACBL; Gail Ballard Hall; Kate Butcher; Frank Carfaro; Matt Winn Contractor; Mark Gagnon; "William "Billy" E. Hannan"; Ingle & Assoc. Mortgage Services -Lender; Marceline Mazzur; Sara McGinnes; McKay"s Furniture; Joseph Priestley Jr.; Washington Trust-Cyndi
Subject:	Proposed updates to the Future Land Use Map and Land Use Categories in the Tallahassee-Leon County Comprehensive Plan
Date:	Tuesday, March 11, 2025 7:15:08 PM

EXTERNAL EMAIL
Please report any suspicious attachments, links, or requests for sensitive information.

Dear Decision Makers,

As a resident of Betton Hills, I appreciate our challenge to deal with our increasing population and all the infrastructure problems that have been created since I moved to this beautiful city decades ago. I relocated to Tallahassee with my family because I appreciated the governance of this place and the care and protection of the quality of life we had here. It seems to me government was different in those days and there was a careful and thoughtful process before sweeping changes were implemented that would most likely cause changes far into the future, changes we're already seeing as local development radically alters our environment..

I urge you to proceed with a more ordered and thoughtful process that includes more data and analysis, more time and opportunity for public comment, and more consideration of how today"s
decisions will affect the quality of life for future generations.

Sincerely,

Sara McGinnes
1551 Crestview Avenue

From: Sharon Woodbery
To: Calhoun, Sherri
Subject: Local Planning Agency Workshop- March 11th
Date: Tuesday, March 11, 2025 9:40:24 AM

EXTERNAL EMAIL
Please report any suspicious attachments, links, or requests for sensitive information.

Greetings Planning Commission,

In reviewing the proposed changes I am concerned that I didn't see any mention of a Historic Preservation Overlay which currently exists for the Myers Park/Woodland neighborhoods. This zoning is needed for this area as well as strongly desired by the community and residents. Too many of our historic properties are being demolished and need to be preserved. Can you please provide clarification on whether the proposed changes will have the Historic Preservation Overlay for our neighborhood?

Sincerely,
Sharon Woodbery
Van Buren Street

From: Tamara Dickson
To: Calhoun, Sherri
Subject: Tallahassee-Leon County Local Planning Agency Public Workshop
Date: Tuesday, March 11, 2025 11:11:27 AM

*****EXTERNAL EMAIL*****
Please report any suspicious attachments, links, or requests for sensitive information.

Good Morning,

Please accept and include my comment below in the official record of the meeting of Tallahassee-Leon County Local Planning Agency Public Workshop Tuesday, March 11, at 6:00 PM.

Dear commissioners,

As a Tallahassee native resident and taxpayer, I ask you to oppose the changes being made to our residential preservation zone. I live in Indianhead Acres, one of the city's best places to live, although flanked on all sides by urban density. Changing the zoning to include businesses and plexes will destroy this community, as we are more than just a neighborhood. The recent Magnolia Road project has brought extra traffic onto our roads, and we've experienced increased risk the safety of our pedestrians, cyclists, children, pets, and wildlife. We enjoy a way of life that we are owed as humans, close enough to one another to be a community, with enough land to raise a garden or safeguard a slice of forest. Please oppose urbanization of our previous way of life.

Regards,

Tamara Dickson

From: Tarez Samra Graban
To: Calhoun, Sherri
Cc: Eric Graban; Tarez Samra Graban
Subject: please SLOW DOWN the Future Land Use plan
Date: Monday, March 10, 2025 6:10:10 PM

EXTERNAL EMAIL
Please report any suspicious attachments, links, or requests for sensitive information.

I urge the City of Tallahassee and Leon County to NOT adopt the proposed Future Land Use Map and Land Use Categories as proposed for the April 8 meeting. The growth in Tallahassee is becoming unsustainable from an ecological perspective, and the mature tree cover has been reduced by over 50% in the last 12 years.

Please do the right thing and release the required data and analysis and related policies and SLOW DOWN this review process to allow more time for meaningful citizen input into our community's long-range plan!

Sincerely,
-Tarez Graban
32301

From:	Sara McGinnes
To:	Calhoun, Sherri
Cc:	Dailey, John; Matlow, Jeremy; Porter, Jack; Richardson, Curtis; Williams-Cox, Dianne; ACBL; Gail Ballard Hall; Kate Butcher; Frank Carfaro; Matt Winn Contractor; Mark Gagnon; "William "Billy" E. Hannan"; Ingle & Assoc. Mortgage Services -Lender; Marceline Mazzur; Sara McGinnes; McKay"s Furniture; Joseph Priestley Jr.; Washington Trust-Cyndi
Subject:	Proposed updates to the Future Land Use Map and Land Use Categories in the Tallahassee-Leon County Comprehensive Plan
Date:	Tuesday, March 11, 2025 7:15:08 PM

EXTERNAL EMAIL
Please report any suspicious attachments, links, or requests for sensitive information.

Dear Decision Makers,

As a resident of Betton Hills, I appreciate our challenge to deal with our increasing population and all the infrastructure problems that have been created since I moved to this beautiful city decades ago. I relocated to Tallahassee with my family because I appreciated the governance of this place and the care and protection of the quality of life we had here. It seems to me government was different in those days and there was a careful and thoughtful process before sweeping changes were implemented that would most likely cause changes far into the future, changes we're already seeing as local development radically alters our environment..

I urge you to proceed with a more ordered and thoughtful process that includes more data and analysis, more time and opportunity for public comment, and more consideration of how today"s
decisions will affect the quality of life for future generations.

Sincerely,

Sara McGinnes
1551 Crestview Avenue

From: Sharon Woodbery
To: Calhoun, Sherri
Subject: Local Planning Agency Workshop- March 11th
Date: Tuesday, March 11, 2025 9:40:24 AM

EXTERNAL EMAIL
Please report any suspicious attachments, links, or requests for sensitive information.

Greetings Planning Commission,

In reviewing the proposed changes I am concerned that I didn't see any mention of a Historic Preservation Overlay which currently exists for the Myers Park/Woodland neighborhoods. This zoning is needed for this area as well as strongly desired by the community and residents. Too many of our historic properties are being demolished and need to be preserved. Can you please provide clarification on whether the proposed changes will have the Historic Preservation Overlay for our neighborhood?

Sincerely,
Sharon Woodbery
Van Buren Street

From: Tamara Dickson
To: Calhoun, Sherri
Subject: Tallahassee-Leon County Local Planning Agency Public Workshop
Date: Tuesday, March 11, 2025 11:11:27 AM

*****EXTERNAL EMAIL*****
Please report any suspicious attachments, links, or requests for sensitive information.

Good Morning,

Please accept and include my comment below in the official record of the meeting of Tallahassee-Leon County Local Planning Agency Public Workshop Tuesday, March 11, at 6:00 PM.

Dear commissioners,

As a Tallahassee native resident and taxpayer, I ask you to oppose the changes being made to our residential preservation zone. I live in Indianhead Acres, one of the city's best places to live, although flanked on all sides by urban density. Changing the zoning to include businesses and plexes will destroy this community, as we are more than just a neighborhood. The recent Magnolia Road project has brought extra traffic onto our roads, and we've experienced increased risk the safety of our pedestrians, cyclists, children, pets, and wildlife. We enjoy a way of life that we are owed as humans, close enough to one another to be a community, with enough land to raise a garden or safeguard a slice of forest. Please oppose urbanization of our previous way of life.

Regards,

Tamara Dickson

From: Tarez Samra Graban
To: Calhoun, Sherri
Cc: Eric Graban; Tarez Samra Graban
Subject: please SLOW DOWN the Future Land Use plan
Date: Monday, March 10, 2025 6:10:10 PM

EXTERNAL EMAIL
Please report any suspicious attachments, links, or requests for sensitive information.

I urge the City of Tallahassee and Leon County to NOT adopt the proposed Future Land Use Map and Land Use Categories as proposed for the April 8 meeting. The growth in Tallahassee is becoming unsustainable from an ecological perspective, and the mature tree cover has been reduced by over 50% in the last 12 years.

Please do the right thing and release the required data and analysis and related policies and SLOW DOWN this review process to allow more time for meaningful citizen input into our community's long-range plan!

Sincerely,
-Tarez Graban
32301

From: Marcia Meale
To: Planning Inquiries
Subject: Goal 6 comments from Capital City Cyclists
Date: Monday, March 24, 2025 1:28:05 PM

EXTERNAL EMAIL
Please report any suspicious attachments, links, or requests for sensitive information.

Susan Poplin
City of Tallahassee
Administrator of Comprehensive Planning
Tallahassee-Leon County Planning Dept.
300 S. Adams Street, Tallahassee, Florida 32301
Via Email to: Susan.Poplin@talgov.com

March 24, 2025

Dear Ms. Poplin and Planners,

On behalf of Capital City Cyclists, I am providing the following comments on the Tallahassee-Leon County Comprehensive Plan Draft Land Use and Mobility Element Goals, Objectives, and Policies. In this letter our comments are limited to draft Goal 6. Our members are recreational cyclists and commuters working together to promote safe cycling through group rides and teaching bicycle skills

Generally, the draft policies reflect guidelines our members support to reduce the risk of pedestrian and bicycle injuries and deaths from crashes with motor vehicles. The policies recognize that street designs are inherently unsafe and that drivers will make mistakes leading to crashes. Therefore, to reduce risks to the most vulnerable road users, bicycle and pedestrian facilities should be added wherever there is not just use and risk but also areas that would be used but are avoided because potential users sense risks.

Safe streets, sidewalks, and shared use trails allow people to walk and bicycle for health, fitness, and recreation. Safe streets and bicycle and pedestrian facilities also allow people to make fewer car trips for work and errands.

This Land Use and Mobility Element will make the region healthier, safer, and less congested. We hope our recommendations are accepted.

Sincerely,

Marcia Meale, President
Capital City Cyclists
marcia.s.meale@gmail.com
850 321-9075
Capital City Cyclists Comments on Land Use and Mobility Element

1. We concur with Goal 6 and urge that the terms “sidewalks, bicycle lanes, shared use paths, and trails” be used consistently throughout the element.
2. Include the terms “bicycle lanes and shared use paths” Policy 6.1.4
3. We strongly endorse Policy 6.2.1
4. Include the terms “bicycle lanes and shared use paths” related to future right of way needs in Policy 6.2.2
5. Delete the term “without negatively impacting either development” in Policy 6.2.5 as shown below: Interconnectivity for Development: Require vehicular, pedestrian, and bicycle interconnections between adjacent, compatible development; and require these interconnections between adjacent, incompatible developments if it has the potential to reduce the vehicular traffic on the external street system. ~~without negatively impacting either development.~~
6. We strongly endorse Policy 6.3.1 including reference to the requirement to “incorporate design characteristics that reflect Safe Systems approaches which recognize that transportation systems users inherently make mistakes, and ensures that the transportation system will be
7. In Policy 6.3.5 Lane Repurposing add the words “and implement” after the word evaluate.

8. We strongly endorse Policy 6.3.6 – One-Way Pair Conversions, which will make roads safer for all users.
9. In Policy 6.4.3 add the words "parks and recreation facilities" to the list of places where enhancements will be prioritized.
10. In Policy 6.4.4 – Bicycle and Pedestrian Master Plan add the words "and upgrading safety features" as shown in the underlined addition below. In coordination with the Capital Region Transportation Planning Agency, the Planning Department shall maintain a bicycle and pedestrian master plan through the planning timeframe that identifies projects to address bicycle and pedestrian network connectivity and safety feature upgrades, and pursue implementation funding. The bicycle and pedestrian master plan shall identify network need gaps.
11. We endorse Policy 6.4.13 – Pavement Markings and Signage.
12. In Policy 6.4.17 use separate bullets to call out miles of shared use trails and miles of separated bicycle lanes. Remove the parenthesis in the bike lanes bullet.
13. Add text to the as underlined below: The Joint City-County Bicycle Working Group and Advisory Committee for Quality Growth may review these measures and evaluate progress and make recommendations annually.
14. Replace draft text in Policy 6.5.1 with text underlined below: – Build Bike Facilities Concurrent with Maintenance: Bicycle facilities shall be added or updated during all City Public Infrastructure or County Public Works roadway resurfacing, restoration, and rehabilitation projects involving arterial or collector roads where such facilities currently do not exist or, if existing, do not meet current bicycle facility selection and design standards. Elimination of bike lanes shall require that the roadway retain or improve bicycle quality of service.
15. Replace draft text in Policy 6.5.2 with text underlined below: Bicycle Facility Selection and Design Standards: All bicycle facilities to be added or updated pursuant to Policy 6.5.1 shall be selected and designed in accordance with the then current version of Chapter 223 of the FDOT Design Manual.

Citizens Comments after 3/11/25

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MEMORANDUM

TO: Members of the Tallahassee-Leon County Local Planning Agency

FROM: Vivian Young, AICP, Special Projects Director

DATE: March 28, 2025

RE: Comments for April 1, 2025, LPA Transmitting Public Hearing on Draft Update

Thank you for the opportunity to provide input on the draft update to the Land Use and Mobility Element of the Tallahassee-Leon County Comprehensive Plan.

As you are aware, a community's comprehensive plan is the legal document that codifies community vision on where and how our community will develop over a specified timeframe. We would like to start by saying that we strongly support the overarching goal of keeping urban lands urban and rural lands rural. If carefully crafted, this can be a strong foundation for protecting sensitive natural lands, limiting sprawl, creating more vibrant urban areas, and limiting the cost to taxpayers for costly infrastructure expansion into rural areas.

We wish to make several recommendations regarding the update. As an aside, our recommendations below were based on the documents released in mid-March. Considerable additional documents and policy changes were released with the March 26 LPA agenda. Due to time constraints, we have only undertaken a cursory review of these additional documents which include a plethora of information.

1. **Timeline – We continue to believe that the comprehensive planning update process is rushed and urge you to recommend that the City and County pause the process, address identified community concerns, conduct one or two citizen workshops to discuss the updates with the public, and postpone the transmittal process until at least the fall to allow time for a more robust review by all involved.**

   While we understand that the comprehensive plan update process has been under way since 2015 with reports, surveys, and public meetings subsequently undertaken, it was not until January 2025 that the roll out of goals and objectives began, followed by a draft and very general Future

Land Use Map (FLUM), and finally policies and a detailed FLUM in mid-March. Hundreds of pages of new information were released with the March 26 LPA agenda, including new provisions in the previously released updated goals, objectives, and policies, a 90-page addendum of additional policies that are up for adoption, a 155-page document outlining changes, and more, This chronology is shown in **Attachment 2** of the agenda packet.

The result is that citizens and members of the LPA have only been able to review all the documents in their entirety since March 26, less than a week before the April 1 LPA Transmittal Hearing.

Why the rush? This process began almost a decade ago, and while a number of public meetings were held to gather public input at the front end, only minimum legal requirements are now being met to review the proposed updates, even as new information continues to be released. We urge the LPA and the Tallahassee and Leon County Commissions to meet not just the minimum statutory requirements but also the intent of robust citizen participation in the planning process.

1. **Comparison Review – On March 26, the 155-page Future Land Use Crosswalk was released which identifies the differences between current goals, objectives and policies, and those proposed. With a week until the meeting, there is insufficient time to review all of the changes to gain a clear understanding of the implications. This provides further justification for the need to pause the process.**

   As but one example, with regard to expansion of the currently adopted Urban Services Area (USA), the existing plan Objective 1.1 [L] notes:

   > *"The location and size of the USA shall be depicted on the Future Land Use Map and is based upon the area necessary to accommodate 90% of new residential dwelling units within the County by the Plan Horizon; the ability to provide urban infrastructure; and, the presence of environmentally sensitive lands and water bodies, requiring protection from the impacts of urban development."*

There are several objectives and policies related to the USA in the proposed plan, but none seem to address that the USA is intended to accommodate 90% of new residential dwelling units within the County. This appears to be a substantive change that merits informed evaluation by members of the community. We expect there are numerous other examples.

The following recommendations relate to statutory requirements related to the comprehensive plan update process:

2. **Measurable Objectives – 163.3164 (36), F.S. related to the Community Planning Act includes this definition: "Objective' means a specific, measurable, intermediate end that is achievable and marks progress toward a goal." There are numerous objectives in the update that are neither specific nor measurable and need refinement.**

   The need for measurability is further reinforced in the Tallahassee-Leon County Planning Department report [2016], ***Vibrant Tomorrow: State of the Land Use Element***, which is included under the data and analysis drop down on the update webpage. On page 9, it discusses the lack of measurable objectives in the current plan, and includes the following example:

   Current Plan, Immeasurable: *Land Use Element Objective 3.2 – Provide for the convenient, aesthetically pleasing and compatible location of office uses to provide business and professional services and employment opportunities that are easily accessible through planning integration into the existing transportation network.*

   Vibrant Tomorrow goes on to note: "The above objective is vague regarding how the provision of convenient, aesthetically pleasing and compatible location of office uses should be achieved, resulting in an immeasurable objective. No specific area of Tallahassee or Leon County is referenced, nor is "convenient" defined. **Overall, the above objective does not provide any direction or measurable provisions to achieve its purpose or mark progress towards a goal."** [emphasis added]

Proposed Update, Immeasurable:

Below are a series of a few examples of immeasurable objectives in the proposed plan. In most cases, these are worded in the form of goals and not objectives, all include general adjectives and are not specific, and none are measurable.

Objective 1.2 *– Preservation of Natural Areas: Preserve natural areas, including conservation areas, environmentally sensitive features, and water resources. Prioritize and maximize the protection of these areas when making decisions regarding land use, transportation, and infrastructure extension.*

Objective 2.1 *– Growth and Population Accommodation. Tallahassee and Leon County will accommodate our population growth in a responsible manner. A growth and development strategy that provides for well-managed, orderly growth that preserves natural resources and promotes fiscal responsibility shall be leveraged to maximize economic and environmental stewardship while accommodating the increased population.*

Objective 3.1 *– Residential Character: Provide for connectivity and a balanced mix of residential uses that allow for greater housing diversity while protecting the character of existing, viable residential areas and neighborhoods.*

Objective 4.1 *– Missing Middle Housing: Ensure diverse housing options along a spectrum of affordability and housing types in residential areas to support walkable neighborhood commercial uses, and public transportation options. Allow for diverse housing options in new and existing neighborhoods to ensure that the housing types are not homogeneous and provide a solution to the mismatch between the available housing stock, shifting demographics, and a growing demand for walkability.*

Objective 5.1 *– Economic Health: Initiate community planning, urban development, and redevelopment strategies that prepare business, production facilities, trades, and related activities that provide the livelihoods of the population to withstand positive and negative changes in the economy and continue providing jobs and incomes to support the community.*

Objective 6.1 – Land Use and Transportation Coordination for Livability: Coordinate land use and transportation systems that foster vibrant communities with compact urban forms and a mixture of uses to minimize travel distances, reduce greenhouse gas emissions, and enhance pedestrian, bicycle, and transit mobility.

3. **Data and Analysis – 163.3177(1)(f), F.S. requires that all elements of the comprehensive plan and plan amendments "shall be based upon relevant and appropriate data and an analysis by the local government…. To be based on data means to react to it in an appropriate way and to the extent necessary indicated by the data available on that particular subject at the time of adoption of the plan or plan amendment at issue." This information appears to be missing on key topics.**

The data and analysis drop down menu includes hundreds of pages of information but there does not appear to be accompanying analysis of what information within each of those studies informed the creation of the update.

- As one example, in a March 19 interview with Matt Hoffman of WCTV, staff indicated that the community requires 23,000 new housing units by 2050. As of March 26, while the data includes the required population projections by BEBR, there does not seem to be detailed population accommodation projections identify the basis for 23,000 units and whether and how the plan meets this need. This could be supported by the following data: How many units are currently available in the USA area and the non-USA area?
- How many units are currently approved but not yet completed, (for example, in Welaunee), and how are these included in the calculations?
- How many units would be available in each area if current zoning reached build out, and what year is build-out anticipated based on BEBR projections?
- How many units will be available in each area with just the updates to the FLUM?
- How many units will be available if the new FLUM is adopted, and zoning is updated to be consistent with the FLUM?

In a related area, the 2023 Live Local Act made considerable mandatory changes to allowable heights, densities, and more in all communities in the state. Tallahassee

has prepared the **Live Local Height Tool** to analyze the impacts of this act on development patterns in the City. However, it is our understanding that this data was not used in the preparation of the FLUM because it was not required. It would be helpful to incorporate this data.

4. **Internal Consistency – 163.3177(2), F.S. notes: "Coordination of the several elements of the local comprehensive plan shall be a major objective of the planning process. The several elements of the comprehensive plan shall be consistent."** Among other things, this means that the goals, objectives, and policies included in this element must be consistent with provisions in the other adopted elements. This also relates to the issue of timeline, as careful review of consistency between the elements is not feasible with such a short timeframe.

The final series of recommendations relate to keeping urban areas urban, as identified as the overarching goal of the plan:

5. **Keeping Urban Areas Urban – Again, 1000 Friends strongly supports this concept. But we feel that further steps could be undertaken as part of the update.**

   Planning Period – It is within the authority of the city and county to have the plan address the 2050 planning horizon but include provisions to address development demand over a ten-year time frame instead of by 2050. This allows "phasing" development allowances as conditions change over the coming decades. While the planning horizon of 2050 is reasonable, we urge you to shorten the development capacity timeframe to 10 years to allow for needed development but provide the opportunity to refine the plan for future changing conditions.

   Authority to have two timeframes is included in 163.3177(5)(a), F.S., which states: "Each local government comprehensive plan must include at least two planning periods, one covering at least the first 10-year period occurring after the plan's adoption and one covering at least a 20-year period. Additional planning periods for specific components, elements, land use amendments, or projects shall be permissible and accepted as part of the planning process."

The authority to address development capacity over a shorter time frame is included in 163.3177(1)(f)3, F.S. which further states: "The plan must be based on at least the minimum amount of land required to accommodate the medium projections as published by the Office of Economic and Demographic Research for at least a 10-year planning period...."

Concentration of Urban Development – While directing development to within the USA is appropriate, a more refined approach is needed to determine where in the USA more intensive development is most appropriate.

The broadbrush approach taken would set the stage for the upzoning of large areas within the USA, without consideration of other planning factors. For example, Objective 2.6 – Recognizable Places, calls for redevelopment with higher density and intensity land uses along several corridors, and Policies 4.2.2 and 4.2.3 on Transit Oriented Development (TOD) outline density incentives to promote walkability and transit. Instead of intensifying allowable future land uses in large areas, it would make more sense to identify appropriate corridors for greater density, craft desired incentives, and update the FLUM to support intensified development in those areas while leaving other areas for less intensive development. This also is a more fiscally responsible approach and will not require even greater economic incentives to compensate for areas that may have been inappropriately densified in this update.

Making Urban Areas More Livable – Vibrant urban areas are walkable and bikeable, support transit, and include a mixture of residences, offices, and commercial uses in close proximity. Having separated pockets of more urbanized development can be counterproductive.

A concern with the approach of having large areas approved for more intensive development is that instead of creating concentrated and cohesive urban area(s), it will create scattered pockets of denser development that may not support TOD or greater urban design goals.

Density Increases – We understand and support the need for increased density in urban areas based on need and the appropriateness of location. However, in the interest of transparency, we believe there should be clearer messaging on this issue as this document is intended to reflect the community vision.

> In response to citizen concerns about density increases, the routine response (as seen in Attachment 7, Public Comment) is that this update focuses on changes to future land use, and does not involve zoning changes that would be needed to increase density. While this is technically correct, it appears disingenuous.
>
> What is not mentioned is that if the FLUM and policies are updated, it establishes the legal foundation needed to make zoning changes to reflect the "community vision" that increased density is appropriate in certain areas. For example, as shown in the LPA Attachment 6, Land Use Comparison, the proposed Urban Residential Preservation category doubles allowable density from "6 units per acre" to "12 units per acre 5,000 sq ft per acre."

Based on these comments, we urge you to slow the process down to address technical issues, reexamine the urban policies, and provide more opportunity for citizen input through workshops and other means.

With thanks,



Vivian Young, AICP
Special Projects Director

Comp Plan Update - Land Use Map and Land Use Categories

I would like to draw your attention to the ongoing **Comprehensive Plan Update, Land Use Map and Land Use Categories**. A presentation was made and public comment taken on it at the Local Planning Agency (LPA) Workshop last night, March 11, 2025. My concerns for South City are as follows:

1. The **density and intensity of proposed land uses**, primarily Urban General and Urban Neighborhood ranging from **26 to 50 dwelling units (DUs) per acre**:
    a. ***Far exceed the current residential density**** of about 15 DU/acre multifamily units, 4 DU/acre single family or an overall average of 9 DU/acre.*
    b. How this high density and intensity of proposed land uses is congruent or reconciled with existing ***poor drainage and flooding issues is unclear***.**
    c. Why the Urban General land use of ***50 DU/acre is the predominant proposed land use along Magnolia Drive***, a *two-lane road*, currently under construction improvements (but not widening) *after years of planning and development*.
    d. This density and intensity presents a ***risk/danger of South City*** becoming a ***hyper-focused 'hotbed' of low-income housing – completely antithetical to the Purpose Built Model***.
2. Design and development standards are proposed in several urban land use categories but it is not clear who or how these will be developed, if there are any constraints in state statute or rule, how they would be operationalized and enforced, and what kind of processes and participation of residents might be allowed.

I did make some (but not all) of these comments during the public comment period last night. An excerpt of map and links provided below.

If there has been any direct engagement or consultation with the South City NA, South City Foundation, Tallahassee Housing Authority, and/or neighborhoods that would be directly impacted, e.g., Woodland Drives and Myers Park, I am not aware of it.

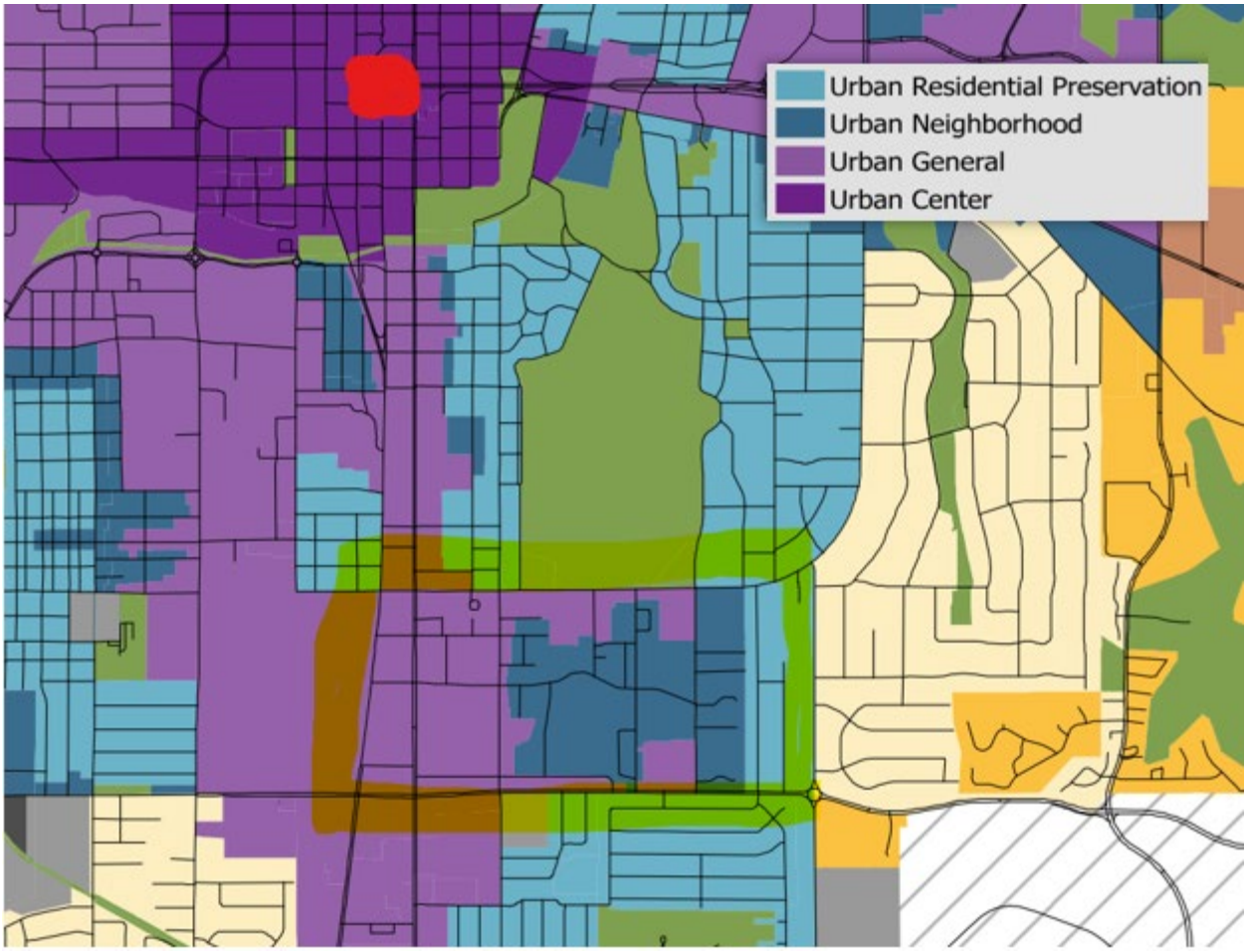
By copy of this mail, may I kindly ask staff to respond, and perhaps facilitate one or more meetings to discuss.

With thanks and best regards,

Beth C. Hollister
SCF Advisory Council
(850) 524 2139
<bethholl@yahoo.com

**My 'back of envelop' estimates.*

***I am aware of ongoing drainage improvement plans and have met with BP staff. Although information may be dated, my understanding is that flood maps may not change much until/unless the constriction under Adams Street is addressed (not yet on table).*



https://www.compplantlc.com/pages/dataandanalysis

DRAFT Future Land Use Map -
https://files.halff.com/wl/?id=LWBknkG8tjxFxpTAxkMGE01ehUB85wVi

Proposed DRAFT Future Land Use Categories -
https://files.halff.com/wl/?id=jwPDxoEkAQjKdt0n1CYkwFKdFhZrDA1T

From: Poplin, Susan
To: Calhoun, Sherri
Subject: FW: Comp Plan Update - Land Use Map and Land Use Categories
Date: Wednesday, March 12, 2025 4:24:14 PM
Attachments: Comp Plan Update 2025.docx

Please file.

From: Elizabeth Hollister <bethholl@yahoo.com>
Sent: Wednesday, March 12, 2025 10:36 AM
To: Curtis Richardson <cabaide@aol.com>; Rahkiah Brown <rahkiah@southcityfoundation.org>
Cc: Poplin, Susan <Susan.Poplin@talgov.com>; Autumn Calder <autumn.calder@BlueprintIA.org>; South City <southcityneighbors@gmail.com>; gordon.christopher.cox@gmail.com; Brenda Williams <brendawilliams@tallha.org>; Greg <gangreen57@comcast.net>; Lara Diettrich <ldiettrich@halff.com>
Subject: Re: Comp Plan Update - Land Use Map and Land Use Categories

*****EXTERNAL EMAIL*****
Please report any suspicious attachments, links, or requests for sensitive information.

In case the map does not appear in body of email, please see attached.

On Wednesday, March 12, 2025 at 10:27:13 AM EDT, Elizabeth Hollister <bethholl@yahoo.com> wrote:

Hello Commissioner Richardson and Rahkiah Brown –

I would like to draw your attention to the ongoing **Comprehensive Plan Update, Land Use Map and Land Use Categories**. A presentation was made and public comment taken on it at the Local Planning Agency (LPA) Workshop last night, March 11, 2025. My concerns for South City are as follows:

1. The **density and intensity of proposed land uses**, primarily Urban General and Urban Neighborhood ranging from **26 to 50 dwelling units (DUs) per acre**:

   a. ***Far exceed the current residential density**** of about 15 DU/acre multifamily units, 4 DU/acre single family or an overall average of 9 DU/acre.*

   b. How this high density and intensity of proposed land uses is congruent or reconciled with existing ***poor drainage and flooding issues is unclear***.**

   c. Why the Urban General land use of ***50 DU/acre is the predominant proposed land use along Magnolia Drive***, a *two-lane road*, currently under construction improvements (but not widening) *after years of planning and development*.

   d. This density and intensity presents a ***risk/danger of South City***

becoming a ***hyper-focused 'hotbed' of low-income housing – completely antithetical to the Purpose Built Model***.

2. Design and development standards are proposed in several urban land use categories but it is not clear who or how these will be developed, if there are any constraints in state statute or rule, how they would be operationalized and enforced, and what kind of processes and participation of residents might be allowed.

I did make some (but not all) of these comments during the public comment period last night. An excerpt of map and links provided below.

If there has been any direct engagement or consultation with the South City NA, South City Foundation, Tallahassee Housing Authority, and/or neighborhoods that would be directly impacted, e.g., Woodland Drives and Myers Park, I am not aware of it.

By copy of this mail, may I kindly ask staff to respond, and perhaps facilitate one or more meetings to discuss.

With thanks and best regards,
Beth C. Hollister
SCF Advisory Council

(850) 524 2139

<bethholl@yahoo.com

**My 'back of envelop' estimates.*

***I am aware of ongoing drainage improvement plans and have met with BP staff. Although information may be dated, my understanding is that flood maps may not change much until/unless the constriction under Adams Street is addressed (not yet on table).*

https://www.compplantlc.com/pages/dataandanalysis

DRAFT Future Land Use Map - https://files.halff.com/wl/?id=LWBknkG8tjxFxpTAxkMGE01ehUB85wVi

Proposed DRAFT Future Land Use Categories - https://files.halff.com/wl/?id=jwPDxoEkAQjKdt0n1CYkwFKdFhZrDA1T

From: Calhoun, Sherri
To: Poplin, Susan
Subject: FW: 1000 Friends of Florida Comments to the LPA
Date: Monday, March 31, 2025 7:42:00 AM
Attachments: image001.png
250328 lpa letter complete.pdf
image002.png

Sherri Calhoun
Staff Assistant
Comprehensive Planning & Urban Design
300 S. Adams Street. Tallahassee, Florida
Ph#: (850) 891-6413
Fax: (850) 891-6404
Sherri.calhoun@talgov.com
http://www.talgov.com/planning/PlanningHome.aspx



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From: Vivian Young <vyoung@1000fof.org>
Sent: Friday, March 28, 2025 10:50 AM
To: Poplin, Susan <Susan.Poplin@talgov.com>; Calhoun, Sherri <Sherri.Calhoun@talgov.com>
Cc: Paul Owens <powens@1000fof.org>
Subject: 1000 Friends of Florida Comments to the LPA

EXTERNAL EMAIL
Please report any suspicious attachments, links, or requests for sensitive information.

Susan and Sherri –

I wanted to share with you 1000 Friends of Florida's comments to the LPA. These have been sent to the LPA through the online portal and will be attached to an alert to Leon County residents momentarily. Please let me know if you have any questions.

With thanks,

Vivian

Vivian Young, AICP
Special Projects Director
1000 Friends of Florida
www.1000fof.org

From: Calhoun, Sherri
To: Poplin, Susan
Subject: FW: Woodland Drives Neighborhood Association Public Comment on Agenda Item E. 2.
Date: Monday, March 31, 2025 7:40:00 AM
Attachments: FSU_Banner Email copy 2.png
WDNA-Comp-Plan-Amendments-Comment_27-March-2025.pdf
image001.png

Sherri Calhoun
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From: Jeff Blair <jblair@fsu.edu>
Sent: Thursday, March 27, 2025 5:49 PM
To: Calhoun, Sherri <Sherri.Calhoun@talgov.com>
Cc: Greg Youchock <gangreen57@comcast.net>; Steve Pophal <stevenpophal@comcast.net>
Subject: Woodland Drives Neighborhood Association Public Comment on Agenda Item E. 2.

*****EXTERNAL EMAIL*****
Please report any suspicious attachments, links, or requests for sensitive information.

Good Evening,
Please provide the Planning Commission members and relevant staff with the attached Woodland Drives Neighborhood Association's public comment regarding Agenda Item E. 2. (Comprehensive Plan Update to the Future Land Use and Mobility Elements). Thank you.

Regards,
Jeff Blair
Associate in Research Faculty and Associate Director FCRC Consensus Center

(Retired), Florida State University
850.694.1209
jblair@fsu.edu

THE
FLORIDA STATE
UNIVERSITY

“Seek first to understand, then to be understood.”

"My commitment must be to truth and not to consistency." Mahatma Gandhi

“YOU must be the change you want to see in the world." Mahatma Gandhi

“Our lives begin to end the day we become silent about things that matter.”
Martin Luther King, Jr.

From: Planning Inquiries
To: Poplin, Susan
Subject: FW: Goal 6 comments from Capital City Cyclists
Date: Tuesday, March 25, 2025 7:58:00 AM
Attachments: image001.png

Sherri Calhoun
Staff Assistant
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PLANNING DEPARTMENT
a division of PLACE

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From: Marcia Meale <marcia.s.meale@gmail.com>
Sent: Monday, March 24, 2025 1:28 PM
To: Planning Inquiries <planning@talgov.com>
Subject: Goal 6 comments from Capital City Cyclists

EXTERNAL EMAIL
Please report any suspicious attachments, links, or requests for sensitive information.

Susan Poplin
City of Tallahassee
Administrator of Comprehensive Planning
Tallahassee-Leon County Planning Dept.
300 S. Adams Street, Tallahassee, Florida 32301
Via Email to: Susan.Poplin@talgov.com

March 24, 2025

Dear Ms. Poplin and Planners,

On behalf of Capital City Cyclists, I am providing the following comments on the Tallahassee-Leon County Comprehensive Plan Draft Land Use and Mobility Element Goals, Objectives, and Policies. In this letter our comments are limited to draft Goal 6. Our members are recreational cyclists and commuters working together to promote safe cycling through group rides and teaching bicycle skills

Generally, the draft policies reflect guidelines our members support to reduce the risk of pedestrian and bicycle injuries and deaths from crashes with motor vehicles. The policies recognize that street designs are

inherently unsafe and that drivers will make mistakes leading to crashes. Therefore, to reduce risks to the most vulnerable road users, bicycle and pedestrian facilities should be added wherever there is not just use and risk but also areas that would be used but are avoided because potential users sense risks.

Safe streets, sidewalks, and shared use trails allow people to walk and bicycle for health, fitness, and recreation. Safe streets and bicycle and pedestrian facilities also allow people to make fewer car trips for work and errands.

This Land Use and Mobility Element will make the region healthier, safer, and less congested. We hope our recommendations are accepted.

Sincerely,

Marcia Meale, President
Capital City Cyclists
marcia.s.meale@gmail.com
850 321-9075
Capital City Cyclists Comments on Land Use and Mobility Element

1. We concur with Goal 6 and urge that the terms “sidewalks, bicycle lanes, shared use paths, and trails” be used consistently throughout the element.
2. Include the terms “bicycle lanes and shared use paths” Policy 6.1.4
3. We strongly endorse Policy 6.2.1
4. Include the terms “bicycle lanes and shared use paths” related to future right of way needs in Policy 6.2.2
5. Delete the term “without negatively impacting either development” in Policy 6.2.5 as shown below: Interconnectivity for Development: Require vehicular, pedestrian, and bicycle interconnections between adjacent, compatible development; and require these interconnections between adjacent, incompatible developments if it has the potential to reduce the vehicular traffic on the external street system. ~~without negatively impacting either development.~~
6. We strongly endorse Policy 6.3.1 including reference to the requirement to “incorporate design characteristics that reflect Safe Systems approaches which recognize that transportation systems users inherently make mistakes, and ensures that the transportation system will be
7. In Policy 6.3.5 Lane Repurposing add the words “and implement” after the word evaluate.
8. We strongly endorse Policy 6.3.6 – One-Way Pair Conversions, which will make roads safer for all users.
9. In Policy 6.4.3 add the words “parks and recreation facilities” to the list of places where enhancements will be prioritized.
10. In Policy 6.4.4 – Bicycle and Pedestrian Master Plan add the words “and upgrading safety features” as shown in the underlined addition below. In coordination with the Capital Region Transportation Planning Agency, the Planning Department shall maintain a bicycle and pedestrian master plan through the planning timeframe that identifies projects to address bicycle and pedestrian network connectivity <u>and safety feature upgrades</u>, and pursue implementation funding. The bicycle and pedestrian master plan shall identify network need gaps.
11. We endorse Policy 6.4.13 – Pavement Markings and Signage.

    In Policy 6.4.17 use separate bullets to call out miles of shared use trails and miles of separated bicycle

12. lanes. Remove the parenthesis in the bike lanes bullet.

13. Add text to the as underlined below: The Joint City-County Bicycle Working Group and Advisory Committee for Quality Growth may review these measures and evaluate progress and make recommendations annually.

14. Replace draft text in Policy 6.5.1 with text underlined below: – Build Bike Facilities Concurrent with Maintenance: Bicycle facilities shall be added or updated during all City Public Infrastructure or County Public Works roadway resurfacing, restoration, and rehabilitation projects involving arterial or collector roads where such facilities currently do not exist or, if existing, do not meet current bicycle facility selection and design standards. Elimination of bike lanes shall require that the roadway retain or improve bicycle quality of service.

15. Replace draft text in Policy 6.5.2 with text underlined below: Bicycle Facility Selection and Design Standards: All bicycle facilities to be added or updated pursuant to Policy 6.5.1 shall be selected and designed in accordance with the then current version of Chapter 223 of the FDOT Design Manual.

From: Calhoun, Sherri
To: Poplin, Susan
Subject: FW: Proposed Changes to Future Land Use Categories
Date: Wednesday, March 12, 2025 7:29:00 AM
Attachments: image001.png

Sherri Calhoun
Staff Assistant
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From: Marney Richards <marneyrichards370@gmail.com>
Sent: Tuesday, March 11, 2025 5:44 PM
To: Calhoun, Sherri <Sherri.Calhoun@talgov.com>
Subject: Proposed Changes to Future Land Use Categories

EXTERNAL EMAIL
Please report any suspicious attachments, links, or requests for sensitive information.

I am writing to express my concern about changes to future land use categories. It appears that some of the essential information about policies for implementing the Plan were not available to the public until just before the March 11th public workshop.

I am particularly concerned about the proposal to allow businesses within neighborhoods without much more information and discussion. The description "neighborhood scale accessory non-residential uses... such as retail, offices, and community services" is too broad. I also don't see anything noise, light, or traffic/parking included.

Please provide opportunity for the public to learn more essential details and comment on these before submitting the plan to the State.

From: Marney Richards
To: Calhoun, Sherri
Subject: Proposed Changes to Future Land Use Categories
Date: Tuesday, March 11, 2025 5:43:56 PM

EXTERNAL EMAIL
Please report any suspicious attachments, links, or requests for sensitive information.

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I am particularly concerned about the proposal to allow businesses within neighborhoods without much more information and discussion. The description "neighborhood scale accessory non-residential uses... such as retail, offices, and community services" is too broad. I also don't see anything noise, light, or traffic/parking included.

Please provide opportunity for the public to learn more essential details and comment on these before submitting the plan to the State.

Thank you for your consideration,
Marney Richards
1604 Hasosaw Nene

From: Calhoun, Sherri
To: Poplin, Susan
Subject: RE: Further comments and clarifications on Comp Plan revisions
Date: Wednesday, March 12, 2025 4:26:00 PM
Attachments: image001.png

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done

Sherri Calhoun
Staff Assistant
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From: Poplin, Susan <Susan.Poplin@talgov.com>
Sent: Wednesday, March 12, 2025 4:21 PM
To: Calhoun, Sherri <Sherri.Calhoun@talgov.com>
Subject: FW: Further comments and clarifications on Comp Plan revisions

Please file the public comments received after the LPA Meeting here: "N:\COMP PLAN DIVISION ACTIVE FILES\PROJECT FILES\Comp Plan Update\2022 Land use and Mobility Update\LAND USE MOBILITY UPDATE\Citizen Comments\CommentsAfter LPA 03-11-2025

From: Randie Denker <randiedenker@gmail.com>
Sent: Wednesday, March 12, 2025 1:42 PM
To: Poplin, Susan <Susan.Poplin@talgov.com>; Calhoun, Sherri <Sherri.Calhoun@talgov.com>
Cc: kathyi.mcguire@gmail.com; Jake Varn <jjddvv@aol.com>; Dailey, John <John.Dailey@talgov.com>; Matlow, Jeremy <Jeremy.Matlow@talgov.com>; Williams-Cox, Dianne <Dianne.Williams-Cox@talgov.com>; Richardson, Curtis <Curtis.Richardson@talgov.com>; Jack Porter <jackarita@gmail.com>; rosa.ramosmorgan@gmail.com
Subject: Further comments and clarifications on Comp Plan revisions

EXTERNAL EMAIL

Please report any suspicious attachments, links, or requests for sensitive information.

Thank you for the opportunity to speak last night. Of course, in 3 minutes, one cannot get into too much detail, so I would like to add a few more comments to what I said last night.

As I stated last night, I am very much in favor of more urban infill because it prevents sprawl, makes mass transit more doable and reduces costs to provide urban services, inter alia. You don't have to sell me on urban infill and denser downtowns. I'm already there with you.

However, as I also said last night: one size doesn't fit all. There are places within the Urban Core that are, in my opinion, inappropriate. For example, more density creates more stormwater runoff and in a neighborhood that already has flooding issues, it might not be wise to scale up density.

Another reason is that there are certain historic neighborhoods like Los Robles and Lafayette Park, for example, where putting in apartments and commercial development would destroy the historic character of the neighborhood. I don't want to live next to a 7-11 and I doubt that any of my neighbors do either.

In looking over what Haaf has proposed, my feeling is that they have painted with too broad a brush. There are areas of the Urban Core where more density would be great and other areas where it would not be great and would destroy the ambiance of what now exists. So, I would not want them to open the door to such wide-spread densities, apartment complexes and commercial development everywhere that they have currently designated as Urban Residential Preservation. I feel that the designation "Urban Residential Preservation" itself is misleading, as it might lead many homeowners to believe that their neighborhoods are being "preserved" and could not have commercial development. However, if this new zoning category is adopted over such a wide swath of downtown and midtown residential neighborhoods, that would no longer be true.

What I would like to see is a more nuanced analysis of the Urban Core. I would ask the consultants to go back and designate only those areas where denser development would **actually** be more appropriate under this new zoning category. We all want to enhance our Urban Core, but destroying our best assets is not the way to do it. We want a scalpel approach here, not a sledgehammer. I think everyone can agree that we want to encourage more residential density Downtown and in the areas near the university, but not at the cost of destroying our charming and historic neighborhoods to the east.

I would also note that the new Urban Residential Preservation designation (below) does not have any height limitations nor size restrictions, so a residential homeowner could end up with a 10 story apartment building or office building next to his historic home. If a homeowner has solar panels, (which I do) that would destroy their ability to produce clean energy and would engender lawsuits.

Although, the language in the new Urban Residential Preservation FLU category says that these commercial uses would be "scaled" to the neighborhood, there is no limitation on size, height, amount of paved area, size of parking lot, and so forth. The vague language about "scaling" to the neighborhood becomes someone else's judgment call, not the affected

homeowner's. One person's "scaled" could very well be another person's nuisance.

The commercial uses allowed include any "retail, office or community service", except for drive-throughs and gas stations. Given that those are the only two exceptions, what we are left with as allowable commercial uses is pretty much anything: Under the proposed wording, we could have such development as auto repair shops, banks, Dollar Stores, convenience stores, salvage businesses, junkyards, gun shops, and commercial dog kennels. I would not want to live next to any of these and I doubt that most homeowners would, especially if they thought that they were buying into a neighborhood such a Lafayette Park, which has historically been protected as a single-family neighborhood with one ADU in the back.

I also wanted a chance last night to discuss the need to carve out Midtown from the rest of the Comp Plan FLUM. Midtown is currently the subject of a Master Plan that, while still in progress, has made a number of decisions about the future development of this special area. As Chairman Jake Varn said last night, this Comp Plan proposal is working at cross-purposes with the work of the Midtown Stakeholders' Committee. I think that the consultants need to meet with the Midtown Stakeholders Committee immediately and carve out a special development area for Midtown which is based upon the parameters that have been unanimously adopted by both the neighborhood and business representatives on the Committee. Adopting these new land use categories sabotages the work that this City-appointed Committee is doing. The two groups need to work together in tandem. Instead, it appears that a situation is being created here where one group can cancel out the work of the other.

I have submitted other written comments, which I hope will be carefully considered, so I won't repeat any of those here. But I wanted to clarify my comments from last night and also add my concerns about Midtown.

Thank you for your time and attention.
Sincerely,
Randie Denker, esq.

Urban Residential Preservation Land Use Category
The intent of the Urban Residential Preservation category is to preserve existing historic walkable neighborhood development patterns. The Urban Residential Preservation category is intended to provide low to medium density residential uses with allowances for neighborhood-scale accessory commercial uses within small to medium blocks that are defined by walkable streets characterized by narrow travel lanes, on-street parking, sidewalks, and planter strips. A low-speed street network that supports walkable connections to neighborhood parks, schools, and other amenities. Pedestrian safety and comfort shall be prioritized over vehicle speed. Allowed land uses include residential and neighborhood-scale accessory non-residential uses. non-residential development scaled to serve the surrounding neighborhood such as limited retail, offices, and community services. The use must not cause excessive traffic, noise, light, odor, or dust impacts. Auto-oriented uses, such as gas stations or drive-through facilities, are not permitted in order to protect neighborhoods from any negative impacts associated with increased vehicular traffic.
A maximum gross density of 12 dwelling units per acre is allowed. Low-density residential includes single-family detached, single-family attached, duplexes, triplexes, and quadplexes. The following special conditions shall apply to the Urban Residential Preservation Land Use Category:
1. Design and development standards for the Urban Residential Preservation area shall detail the placement, scale, and relationship between buildings and the street to support an area of high pedestrian comfort and a continuous walkable street network throughout the district. These design standards shall integrate all building types into the character of the

neighborhood.

2. Standards addressing adjacency to protected residential areas including buffers, setbacks, stepbacks, and landscaping shall be included be included in the City of Tallahassee land development regulations to ensure compatibility between residential and non-residential uses within the Urban Residential Preservation land use.

From: Randie Denker
To: Poplin, Susan; Calhoun, Sherri
Cc: kathyi.mcguire@gmail.com; Jake Varn; Dailey, John; Matlow, Jeremy; Williams-Cox, Dianne; Richardson, Curtis; Jack Porter; rosa.ramosmorgan@gmail.com
Subject: Further comments and clarifications on Comp Plan revisions
Date: Wednesday, March 12, 2025 1:42:35 PM

EXTERNAL EMAIL
Please report any suspicious attachments, links, or requests for sensitive information.

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for future generations.

Sincerely,

Sara McGinnes
1551 Crestview Avenue

1551 Crestview Avenue

From:	Sara McGinnes
To:	Calhoun, Sherri
Cc:	Dailey, John; Matlow, Jeremy; Porter, Jack; Richardson, Curtis; Williams-Cox, Dianne; ACBL; Gail Ballard Hall; Kate Butcher; Frank Carfaro; Matt Winn Contractor; Mark Gagnon; "William "Billy" E. Hannan"; Ingle & Assoc. Mortgage Services -Lender; Marceline Mazzur; Sara McGinnes; McKay"s Furniture; Joseph Priestley Jr.; Washington Trust-Cyndi
Subject:	Proposed updates to the Future Land Use Map and Land Use Categories in the Tallahassee-Leon County Comprehensive Plan
Date:	Tuesday, March 11, 2025 7:15:08 PM

EXTERNAL EMAIL
Please report any suspicious attachments, links, or requests for sensitive information.

Dear Decision Makers,

As a resident of Betton Hills, I appreciate our challenge to deal with our increasing population and all the infrastructure problems that have been created since I moved to this beautiful city decades ago. I relocated to Tallahassee with my family because I appreciated the governance of this place and the care and protection of the quality of life we had here. It seems to me government was different in those days and there was a careful and thoughtful process before sweeping changes were implemented that would most likely cause changes far into the future, changes we're already seeing as local development radically alters our environment..

I urge you to proceed with a more ordered and thoughtful process that includes more data and analysis, more time and opportunity for public comment, and more consideration of how today"s
decisions will affect the quality of life for future generations.

Sincerely,

Sara McGinnes
1551 Crestview Avenue

From: Calhoun, Sherri
To: Poplin, Susan
Subject: FW: Citizen Comments Submission for Tallahassee-Leon County Planning Commission
Date: Monday, March 31, 2025 7:41:00 AM
Attachments: image001.png

Sherri Calhoun
Staff Assistant
Comprehensive Planning & Urban Design
300 S. Adams Street. Tallahassee, Florida
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http://www.talgov.com/planning/PlanningHome.aspx



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From: vyoung@1000fof.org <vyoung@1000fof.org>
Sent: Friday, March 28, 2025 10:46 AM
To: Calhoun, Sherri <Sherri.Calhoun@talgov.com>
Cc: Perrine, Beth <Mary.Perrine@talgov.com>
Subject: Citizen Comments Submission for Tallahassee-Leon County Planning Commission

Citizen Comments Submission from Talgov.com for Tallahassee-Leon Local Planning Agency

Name: Vivian Young
Address: 308 North Monroe Street
City: Tallahassee
State: Florida
Zip: 32301
Email Address: vyoung@1000fof.org
Comments: (Note -- document links and highlighted text did not come transfer) MEMORANDUM TO: Members of the Tallahassee-Leon County Local Planning Agency FROM: Vivian Young, AICP, Special Projects Director DATE: March 28, 2025 RE: Comments for April 1, 2025, LPA Transmitting Public Hearing on Draft Update Thank you

for the opportunity to provide input on the draft update to the Land Use and Mobility Element of the Tallahassee-Leon County Comprehensive Plan. As you are aware, a community's comprehensive plan is the legal document that codifies community vision on where and how our community will develop over a specified timeframe. We would like to start by saying that we strongly support the overarching goal of keeping urban lands urban and rural lands rural. If carefully crafted, this can be a strong foundation for protecting sensitive natural lands, limiting sprawl, creating more vibrant urban areas, and limiting the cost to taxpayers for costly infrastructure expansion into rural areas. We wish to make several recommendations regarding the update. As an aside, our recommendations below were based on the documents released in mid-March. Considerable additional documents and policy changes were released with the March 26 LPA agenda. Due to time constraints, we have only undertaken a cursory review of these documents which include a plethora of information. 1. Timeline – We continue to believe that the comprehensive planning update process is rushed and urge you to recommend that the City and County pause the process, address identified community concerns, conduct one or two citizen workshops to discuss the updates with the public, and postpone the transmittal process until at least the fall to allow time for a more robust review by all involved. While we understand that the comprehensive plan update process has been under way since 2015 with reports, surveys, and public meetings subsequently undertaken, it was not until January 2025 that the roll out of goals and objectives began, followed by a draft and very general Future Land Use Map (FLUM), and finally policies and a detailed FLUM in mid-March. Hundreds of pages of new information were released with the March 26 LPA agenda, including new provisions in the previously released updated goals, objectives, and policies, a 90-page addendum of additional policies that are up for adoption, a 155-page document outlining changes, and more, This chronology is shown in Attachment 2 of the agenda packet. The result is that citizens and members of the LPA have only been able to review all the documents in their entirety since March 26, less than a week before the April 1 LPA Transmittal Hearing. Why the rush? This process began almost a decade ago, and while a number of public meetings were held to gather public input at the front end, only minimum legal requirements are now being met to review the proposed updates, even as new information continues to be released. We urge the LPA and the Tallahassee and Leon County Commissions to meet not just the minimum statutory requirements but also the intent of robust citizen participation in the planning process. 2. Comparison Review – On March 26, the 155-page Future Land Use Crosswalk was released which identifies the differences between current goals, objectives and policies, and those proposed. With a week until the meeting, there is insufficient time to review all of the changes to gain a clear understanding of the implications. This provides further justification for the need to pause the process. As but one example, with regard to expansion of the currently adopted Urban Services Area (USA), the existing plan Objective 1.1 [L] notes: "The location and size of the USA shall be depicted on the Future Land Use Map and is based upon the area necessary to accommodate 90% of new residential dwelling units within the County by the Plan Horizon; the ability to provide urban infrastructure; and, the presence of environmentally sensitive lands and water bodies, requiring protection from the impacts of urban development." There are several objectives and policies related to the USA in the proposed plan, but none seem to address that the USA is intended to accommodate 90% of new residential dwelling units within the County. This appears to be a substantive change that merits informed evaluation by members of the community. We expect there are numerous other examples. The following recommendations relate to statutory requirements related to the comprehensive plan update process: 3. Measurable Objectives – 163.3164 (36), F.S. related to the Community Planning Act includes this definition: "Objective' means a specific, measurable, intermediate end that is achievable and marks progress toward a goal." There are numerous objectives in the update that are

neither specific nor measurable and need refinement. The need for measurability is further reinforced in the Tallahassee-Leon County Planning Department report [2016], Vibrant Tomorrow: State of the Land Use Element, which is included under the data and analysis drop down on the update webpage. On page 9, it discusses the lack of measurable objectives in the current plan, and includes the following example: Current Plan, Immeasurable: Land Use Element Objective 3.2 – Provide for the convenient, aesthetically pleasing and compatible location of office uses to provide business and professional services and employment opportunities that are easily accessible through planning integration into the existing transportation network. Vibrant Tomorrow goes on to note: "The above objective is vague regarding how the provision of convenient, aesthetically pleasing and compatible location of office uses should be achieved, resulting in an immeasurable objective. No specific area of Tallahassee or Leon County is referenced, nor is "convenient" defined. Overall, the above objective does not provide any direction or measurable provisions to achieve its purpose or mark progress towards a goal." [emphasis added] Proposed Update, Immeasurable: Below are a series of a few examples of immeasurable objectives in the proposed plan. In most cases, these are worded in the form of goals and not objectives, all include general adjectives and are not specific, and none are measurable. Objective 1.2 – Preservation of Natural Areas: Preserve natural areas, including conservation areas, environmentally sensitive features, and water resources. Prioritize and maximize the protection of these areas when making decisions regarding land use, transportation, and infrastructure extension. Objective 2.1 – Growth and Population Accommodation. Tallahassee and Leon County will accommodate our population growth in a responsible manner. A growth and development strategy that provides for well-managed, orderly growth that preserves natural resources and promotes fiscal responsibility shall be leveraged to maximize economic and environmental stewardship while accommodating the increased population. Objective 3.1 – Residential Character: Provide for connectivity and a balanced mix of residential uses that allow for greater housing diversity while protecting the character of existing, viable residential areas and neighborhoods. Objective 4.1 – Missing Middle Housing: Ensure diverse housing options along a spectrum of affordability and housing types in residential areas to support walkable neighborhood commercial uses, and public transportation options. Allow for diverse housing options in new and existing neighborhoods to ensure that the housing types are not homogeneous and provide a solution to the mismatch between the available housing stock, shifting demographics, and a growing demand for walkability. Objective 5.1 – Economic Health: Initiate community planning, urban development, and redevelopment strategies that prepare business, production facilities, trades, and related activities that provide the livelihoods of the population to withstand positive and negative changes in the economy and continue providing jobs and incomes to support the community. Objective 6.1 – Land Use and Transportation Coordination for Livability: Coordinate land use and transportation systems that foster vibrant communities with compact urban forms and a mixture of uses to minimize travel distances, reduce greenhouse gas emissions, and enhance pedestrian, bicycle, and transit mobility. 4. Data and Analysis – 163.3177(1)(f), F.S. requires that all elements of the comprehensive plan and plan amendments "shall be based upon relevant and appropriate data and an analysis by the local government…. To be based on data means to react to it in an appropriate way and to the extent necessary indicated by the data available on that particular subject at the time of adoption of the plan or plan amendment at issue." This information appears to be missing on key topics. The data and analysis drop down menu at https://www.compplantlc.com/pages/dataandanalysis, includes hundreds of pages of information but there does not appear to be accompanying analysis of what information within each of those studies informed the creation of the update. • As one example, in a March 19 interview with Matt Hoffman of WCTV, staff indicated that the community requires 23,000

new housing units by 2050. As of March 26, while the data includes the required population projections by BEBR, there does not seem to be detailed population accommodation projections identify the basis for 23,000 units and whether and how the plan meets this need. This could be supported by the following data: How many units are currently available in the USA area and the non-USA area? • How many units are currently approved but not yet completed, (for example, in Welaunee), and how are these included in the calculations? • How many units would be available in each area if current zoning reached build out, and what year is build-out anticipated based on BEBR projections? • How many units will be available in each area with just the updates to the FLUM? • How many units will be available if the new FLUM is adopted, and zoning is updated to be consistent with the FLUM? In a related area, the 2023 Live Local Act made considerable mandatory changes to allowable heights, densities, and more in all communities in the state. Tallahassee has prepared the Live Local Height Tool to analyze the impacts of this act on development patterns in the City. However, it is our understanding that this data was not used in the preparation of the FLUM because it was not required. It would be helpful to incorporate this data. 5. Internal Consistency – 163.3177(2), F.S. notes: "Coordination of the several elements of the local comprehensive plan shall be a major objective of the planning process. The several elements of the comprehensive plan shall be consistent." Among other things, this means that the goals, objectives, and policies included in this element must be consistent with provisions in the other adopted elements. This also relates to the issue of timeline, as careful review of consistency between the elements is not feasible with such a short timeframe. The final series of recommendations relate to keeping urban areas urban, as identified as the overarching goal of the plan: 6. Keeping Urban Areas Urban – Again, 1000 Friends strongly supports this concept. But we feel that further steps could be undertaken as part of the update. Planning Period – It is within the authority of the city and county to have the plan address the 2050 planning horizon but include provisions to address development demand over a ten-year time frame instead of by 2050. This allows "phasing" development allowances as conditions change over the coming decades. While the planning horizon of 2050 is reasonable, we urge you to shorten the development capacity timeframe to 10 years to allow for needed development but provide the opportunity to refine the plan for future changing conditions. Authority to have two timeframes is included in 163.3177(5)(a), F.S., which states: "Each local government comprehensive plan must include at least two planning periods, one covering at least the first 10-year period occurring after the plan's adoption and one covering at least a 20-year period. Additional planning periods for specific components, elements, land use amendments, or projects shall be permissible and accepted as part of the planning process." The authority to address development capacity over a shorter time frame is included in 163.3177(1)(f)3, F.S. which further states: "The plan must be based on at least the minimum amount of land required to accommodate the medium projections as published by the Office of Economic and Demographic Research for at least a 10-year planning period…." Concentration of Urban Development – While directing development to within the USA is appropriate, a more refined approach is needed to determine where in the USA more intensive development is most appropriate. The broadbrush approach taken would set the stage for the upzoning of large areas within the USA, without consideration of other planning factors. For example, Objective 2.6 – Recognizable Places, calls for redevelopment with higher density and intensity land uses along several corridors, and Policies 4.2.2 and 4.2.3 on Transit Oriented Development (TOD) outline density incentives to promote walkability and transit. Instead of intensifying allowable future land uses in large areas, it would make more sense to identify appropriate corridors for greater density, craft desired incentives, and update the FLUM to support intensified development in those areas while leaving other areas for less intensive development. This also is a more fiscally responsible approach and will not require

even greater economic incentives to compensate for areas that may have been inappropriately densified in this update. Making Urban Areas More Livable – Vibrant urban areas are walkable and bikeable, support transit, and include a mixture of residences, offices, and commercial uses in close proximity. Having separated pockets of more urbanized development can be counterproductive. A concern with the approach of having large areas approved for more intensive development is that instead of creating concentrated and cohesive urban area(s), it will create scattered pockets of denser development that may not support TOD or greater urban design goals. Density Increases – We understand and support the need for increased density in urban areas based on need and the appropriateness of location. However, in the interest of transparency, we believe there should be clearer messaging on this issue as this document is intended to reflect the community vision. In response to citizen concerns about density increases, the routine response (as seen in Attachment 7, Public Comment) is that this update focuses on changes to future land use, and does not involve zoning changes that would be needed to increase density. While this is technically correct, it appears disingenuous. What is not mentioned is that if the FLUM and policies are updated, it establishes the legal foundation needed to make zoning changes to reflect the "community vision" that increased density is appropriate in certain areas. For example, as shown in the LPA Attachment 6, Land Use Comparison, the proposed Urban Residential Preservation category doubles allowable density from "6 units per acre" to "12 units per acre 5,000 sq ft per acre." Based on these comments, we urge you to slow the process down to address technical issues, reexamine the urban policies, and provide more opportunity for citizen input through workshops and other means. With thanks, Vivian Young, AICP Special Projects Director

WOODLAND DRIVES
NEIGHBORHOOD ASSOCIATION, INC.

Comprehensive Plan Update to the Future Land Use and Mobility Elements Public Comment – Unanimously Adopted by the Woodland Drives Neighborhood Association (WDNA) BOD 27 March 2025.

Woodland Drives is adversely impacted, and is requesting that the proposed future land use designation change from Residential Preservation to Urban Residential Preservation, along with associated increases in maximum density, allowed residential types, and non-residential uses, be denied and not included in the amendments adopted to the Future Land Use and Mobility Elements of the Comprehensive Plan.

We are **opposed** to the proposed changes to the future land use designation that adversely impact Woodland Drives for, including but not limited to, the following reasons:

A. Insufficient time for neighborhood review of voluminous and complex documents provided in support of the proposed changes,
B. Insufficient time for neighborhood residents to adequately assess and comment on the impacts of the proposed changes,
C. Incompatible with the character of our historic in-town neighborhood,
D. Incompatible with the desires of Woodland Drives residents for our historic in-town neighborhood,
E. Lack of sidewalks, and roadway capacity to accommodate the increased density and allowed uses, and
F. Increased traffic, and decreased safety for our residents and pets to walk and play safely in our neighborhood.

WDNA Requests Denial. Specifically we are opposed to the following specific proposed changes:

	Existing Residential Preservation	**Proposed Urban Residential Preservation**
Intent	**Protect** existing stable and viable residential areas **from incompatible land use intensity and density intrusions**	**Preserve** existing historic walkable neighborhood **development patterns.** Intended to provide low to medium density residential uses **with allowances for neighborhood scale accessory commercial uses**
Maximum Density	**6 units per acres**	**12 units per acres**
Allowed Residential Types	Single family, townhouses, and cluster housing	Single family detached, single family attached, duplexes, triplexes, and quadraplexes
Non-Residential Uses	**No**	"Neighborhood scale accessory non-residential uses… such as retail, offices, and community services."

In summary, these amendments proposing to change the future land use designation of Woodland Drives and other in-town neighborhoods will degrade the quality of our neighborhood and the preferences of our residents, by increasing density, increasing traffic and noise, allowing for incompatible commercial uses, and decreasing the safety and quality of life for our residents.

On Behalf of the Woodland Drives Neighborhood Association Board of Directors,
Sincerely,

G. Youchock

Greg Youchock, President

Jeff Blair, Vice President, Governmental Affairs Chair

From: Poplin, Susan
To: Calhoun, Sherri
Subject: Fw: Public Comments To File/Add to Compile
Date: Tuesday, April 1, 2025 9:05:30 AM
Attachments: image.png
image.png
image.png
image.png

Sherri, Please file these public comments and add to the compilation. These came directly to me or others. When you add these to the compilation check for duplication. Thx.

From: Stephanie Ellis <sellis683@gmail.com>
Sent: Monday, March 31, 2025 3:33 PM
To: Poplin, Susan <Susan.Poplin@talgov.com>
Cc: White, Artie <Artie.White@tlcplace.org>
Subject: Proposed Amendments to TLH\Leon County Plan

EXTERNAL EMAIL
Please report any suspicious attachments, links, or requests for sensitive information.

Hello,

I am a Tallahassee resident and I am in favor of the proposed amendments to the Tallahassee-Leon County Comprehensive Plan. The proposed amendments streamline our Comprehensive Plan and appropriately defer detailed regulations to the land development code. Our Comprehensive Plan should not be so inflexible as to prohibit smart, innovative development that is consistent with and achieves our overall community goals. The proposed amendments guide future growth and development in a consistent and predictable manner without being overly and unnecessarily restrictive or burdensome.

Please feel free to contact me with any questions.

Stephanie Ellis
850-408-0642
2146 Stiles Pond Court
Tallahassee, FL 32303

From: Jeri Madden <jerimadden2015@icloud.com>
Sent: Monday, March 31, 2025 3:05 PM
To: Poplin, Susan <Susan.Poplin@talgov.com>
Cc: White, Artie <Artie.White@tlcplace.org>
Subject: Tallahassee-Leon County Comprehensive Plan

EXTERNAL EMAIL
Please report any suspicious attachments, links, or requests for sensitive information.

Good Afternoon,

I am a Tallahassee resident and a small business owner. Please adopt the proposed amendments to the Tallahassee-Leon County Comprehensive Plan. These amendments are the product of years of public outreach and stakeholder engagement. They promote vital and sustainable growth for future generations of our community.

Thank you very much for your time.

Best,
Jeri

Jeri Desloge
850.567.7313

From: Smith, William <Smith.William@ccbg.com>
Sent: Monday, March 31, 2025 2:37 PM
To: Poplin, Susan <Susan.Poplin@talgov.com>
Cc: White, Artie <Artie.White@tlcplace.org>
Subject:

EXTERNAL EMAIL
Please report any suspicious attachments, links, or requests for sensitive information.

Susan and Artie,

Hope you are doing well. As a resident that lives in Leon County I wanted to let you all know that I am in favor of the proposed amendments to the Tallahassee-Leon County Comprehensive Plan. These amendments modernize and clarify the plan, ensuring it remains a useful tool for guiding growth while allowing the land development code to address site-specific details. The proposed changes provide the flexibility needed to support innovative, responsible development that aligns with our long-term goals as a community.



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From: Andrew Gay <andrew@grimsleycpa.com>
Sent: Monday, March 31, 2025 1:59 PM
To: Poplin, Susan <Susan.Poplin@talgov.com>
Cc: White, Artie <Artie.White@tlcplace.org>
Subject: Comp Plan

EXTERNAL EMAIL
Please report any suspicious attachments, links, or requests for sensitive information.

To Whom it May Concern,

I am a Leon County resident, and I am in favor of the proposed amendments to the Tallahassee-Leon County Comprehensive Plan. The proposed amendments serve to modify the Comp Plan in a manner that addresses our community needs and desires while effectively guiding growth for our future. It has been far too long since we've updated these elements of the Comprehensive Plan and, after tremendous public outreach over many years, we shouldn't delay this any further.

Andrew Gay, CPA
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From: Mat Tharpe <mtharpe@tharpeconstruction.com>
Sent: Monday, March 31, 2025 1:33 PM
To: Poplin, Susan <Susan.Poplin@talgov.com>
Cc: White, Artie <Artie.White@tlcplace.org>
Subject: Comp Plan

EXTERNAL EMAIL
Please report any suspicious attachments, links, or requests for sensitive information.

I'm a Leon County resident and I'm in favor of the proposed changes to the Comprehensive Plan. They give us a smarter way to grow—focusing on areas that already have infrastructure and services, and letting the city adapt more easily as things change. This is the kind of forward-thinking we need to be successful.

Thanks

Mathew Tharpe
Tharpe Construction & Remodeling LLC
850-868-0806
www.Tharpeconstruction.com

From: ThisBib <thisbib@comcast.net>
Sent: Friday, March 28, 2025 8:45 PM
To: Poplin, Susan <Susan.Poplin@talgov.com>
Subject: Comp Plan update proposed amendment comment

EXTERNAL EMAIL
Please report any suspicious attachments, links, or requests for sensitive information.

Hi Susan,

I hope you and your family are doing well and that the Planning Department is treating you well!

I see that the comp plan update is well underway. I apologize for not having been engaged to this point. But I just took a super quick look at the proposal — specifically the proposed FLUM — and I picked up quickly on one issue I find problematic in terms of strategy, specifically, the proposed location of the various future land use categories (FLUCs) on the FLUM.

The problem occurs when FLUCs intended to allow significantly different intensities of use or character of development are located across a street or road from one another. This is a classic error in urban design and land use compatibility: in good urban design, and even typical current local land use practice, principal uses face one another — *look out* at one another — across streets…and this visual perception is one important way most people gauge and experience compatibility.

Ideally, interfaces or boundaries between categories and districts of significantly different character and/or intensity should be located along the rear lot line or separated through categories or districts of transitional intensity or large areas of open space. Boundaries along rear property lines offer the additional benefit of enabling the provision of buffering to mitigate visual perception of differing land use and intensity.

I realize this a bit of challenge because most of these newly proposed boundaries are in the same location as the boundaries between FLUCs on the FLUM presently in effect. And you can blame me a bit for that, by the way. But I try to learn as I progress in the profession and wanted to offer this for the good of the community.

Please let me know if you have any questions.

Be well,

Adam Antony Biblo

Tallahassee, FL

From: Randie Denker <randiedenker@gmail.com>
Sent: Thursday, March 27, 2025 8:18 PM
To: Poplin, Susan <Susan.Poplin@talgov.com>
Cc: kathyi.mcguire@gmail.com <kathyi.mcguire@gmail.com>; rosa.ramosmorgan@gmail.com <rosa.ramosmorgan@gmail.com>; Wendy Grey <wsgrey@outlook.com>; mbrezin188@gmail.com <mbrezin188@gmail.com>; Neil Fleckenstein <neil@talltimbers.org>; Jake Varn <jjddvv@aol.com>; Steve Leitman <sfleitman20@gmail.com>; piers.rawling@gmail.com <piers.rawling@gmail.com>
Subject: Some comments on newly updated Comp Plan revisions

EXTERNAL EMAIL
Please report any suspicious attachments, links, or requests for sensitive information.

Susan:

I have taken a look at the latest revisions to the Comp Plan. It would have been a lot less complicated if there had been some kind of document showing the changes from the last proposal to the current one, so that it would have been easy to tell what has changed since the last iteration. I am not sure that I have still seen everything, as you told me that there are still items being posted. So, I may be submitting some comments later.

I really like some of this new language, especially in Goal 6. There is some language in there that will be a huge boon to my urban neighborhood where speeding has been a very big problem.

There are some other sections which are also good, but there are many sections which are too vague and I would still like to see more specificity, more inclusion of metrics and more deadlines for accomplishment.

Here are my comments:

1.1.3- This section talks about creating special districts, but it does not specify any areas for inclusion. I would propose designating Midtown as a special district. Right now, most or all of Midtown's commercial area has been re-mapped as Urban General on the FLUM. This would allow 50 units per acre and up to 60,000 sq. ft. This new land use category would completely destroy the ability of the Midtown Stakeholders Committee to create a Master Plan for Midtown because, if this land use category is adopted, all of the important decisions about size, use, density, height, and design have already been made in this category, precluding the whole justification for a Master Plan. This land use change would render the Midtown Stakeholders Committee essentially powerless and obsolete. Therefore, I would urge that the status quo be preserved in Midtown (as unanimously recommended by the City-appointed Committee members) to allow the Committee to complete its work on a Master Plan. Once the Master Plan is completed, Midtown should be carved out as a special district based upon the future recommendations of the Master Plan, at which time, a new zoning category can be created for Midtown that will implement the Master Plan recommendations.

1.2.6- I like this idea of conservation features outweighing transportation needs, but I would strengthen this language because we have a persistent problem in Leon County/Tallahassee whereby conservation easements are often destroyed for road and other infrastructure projects. In fact, a 50-acre conservation easement at the corner of Roberts and Centerville Road is being condemned for a 4-lane highway, as I write this. I would recommend that this language be added to the Comp Plan: **"When the City or County creates a conservation easement, it shall relinquish all powers of eminent domain, so that the conservation easement will remain in perpetuity."**

1.4 et seq. concerning the preservation of trees is still extremely weak and does not require anything specific of either the City nor the County. There are no quantitative goals for preservation nor replanting. This section has some good language but the problem is that it refers to "protected trees" and currently there are none. If we want to actually protect trees, then we have to specifically commit to policies that genuinely protect trees. If the proposed language were to be adopted in the Comp Plan, it would not require the City/County to adopt any new actual tree protection ordinances. I don't see that this language requires them to. The current City tree ordinance allows any tree of any species, age or size, to be cut in exchange for paying money into a fund or planting stick trees elsewhere. Unless the Comp Plan language fundamentally changes anything about the existing Pay-to-Cut scheme that we currently have. Under this proposed language, we will continue to lose our urban canopy, which decline has been calculated by the City's periodic forestry surveys. I also see nothing about climate change, climate resiliency, or the need to achieve carbon neutrality here, and very little in the new revisions altogether, which is a disappointment. I had hoped to see more about the need to achieve carbon neutrality and a specific blueprint with timelines for achievement. The most cost-effective way to decarbonize is to plant tens of thousands of trees every year. The Comp Plan needs to create specific goals for planting and replacing and preserving trees, through the use of various carrots and sticks. I could even envision incentives such as paying developers not to destroy forests, the way that the Department of Agriculture pays farmers to keep land fallow, when necessary. I would like to see a clearly written commitment to aggressive tree-planting with quantifiable metrics and goals.

1.5 et seq. Once again, some great ideas here, but no specifics. If the goal is to have tree-shaded parking lots, then state a percentage for that goal. Otherwise, how do we know if we are succeeding? I'd also add that when a parking lot is being redeveloped or repaved, the Comp Plan should require retrofitting to meet the new standards. I would however, create an exception for parking lots that are covered by solar panels that cars park under. This seems like a good ecological trade-off.

1.6 et seq. Once again, too much vague language and not enough metrics. Here are some specific ideas:
a) A ban on extending natural gas hook-ups to all new construction.
b) Requirement that all new construction have solar panels (or, at a minimum solar hot water heating.)
c) Require double-pane windows on all new construction.
d) A commitment to replacing natural gas stoves with induction stoves, with incentives by the City.
e) A City-wide mandatory compost collection system, such as San Francisco has.
f) Participation in coops to lower cost of solar panels through bulk purchases.
g) Ad valorem tax relief for buildings that are LEEDS certified or can otherwise demonstrate carbon-neutrality.
h) City incentive program to encourage more solar panel usage.

1.6.3- This section contains one of the few mentions of climate change and the need for more climate resiliency. But the list of things we can do is not particularly visionary nor creative: How about adding:
a) A commitment to planting tens of thousands of trees,

b) Instead of just suggesting stormwater conveyances with higher capacity, require stormwater facilities that mimic natural wetlands and provide a community visual and recreatonal amenity;
c) Instead of saying “support local agriculture”, how about a program that actually helps homeowners and local businesses transform their yards (and maybe even roofs) so that instead of lawns, they are growing vegetables and fruits or butterfly gardens?
d) Instead of saying something nebulous like “reducing pollutant emissions”- how about adopting actual mandates like those I mentioned in 1.6 (supra.)?

1.6.6- I like the language about burying utilities. I would like to see a commitment to bury all overhead utilities by a date certain.

1.1.10- This approach (which the City calls “deviations") has already proven disastrous in Collegetown, where every single building in a several block area has been built in violation of the zoning code requirements by getting “deviations” from the zoning code. Development there ended up being too high, too dense, and with not enough landscaping because of deviations. Pedestrian and biking enhancement never happened, and today, we have a "canyon effect” and an area where biking and walking are neither safe nor appealing. We need to do away with deviations altogether. In my legal opinion, as a land use lawyer, they are not even legal, although no one has tested them in court thus far. This current Comp Plan proposal does nothing to require improved pedestrian nor biking experiences. You are calling it “multi-modal transportation” but once again, it is all about cars. There is no concomitant benefit to residents as a trade-off for hgher densities. Until that is clearly written into the code, then there is no point in giving out more density bonuses.

2.2.1- This section says that the Urban Services Area (USA) shall be 50% larger than needed at all times. Question: Isn’t it already much larger than 50% with the recent addition of Welaunee Plantation? If so, shouldn’t the USA boundary be retracted? How was this 50% number arrived at? It seems much larger than needed. Since growth in Leon County is only increasing at .06% per year, shouldn’t the size of the USA be linked to the annual growth rate? Or perhaps at the 10-year projected growth rate? This over-sizing of the USA encourages urban sprawl. A smaller USA would ensure more compact urban growth. Therefore, I would once again recommend a ban on all new annexations into the City and into the USA **unless and until** it can be shown that there is not enough developable land within the current USA boundary. This proposed formula needs to be pegged to actual growth rates and actual need for developable land. Otherwise, we will continue to see more expensive urban sprawl and less efficient urban infill. This 50% larger-than-needed number does not seem to have been linked to growth rate or need.

2.4- This section, pertaining to preservation of rural lands, is pretty much canceled out by 2.2.1, supra, with its generous expansionist plans for the USA boundary.

2.6.7- This section pertains to the Bradfordville Area. This section needs to include a reference to the development and stormwater standards that are required by the legal settlement agreement signed by the County and various Plaintiffs in the Bradfordville lawsuit.

2.8.2- This pertains to the need to reserve some open space in mixed-use land use categories. However, I would eliminate the language about stormwater counting as “open space.” A polluted stormwater holding pond with green scum on top and a chain link fence around it should not qualify as “open space.” Stormwater ponds are already required by local law and a developer should not get credit for doing what he or she is already required to do and which provides zero “open space” benefit to the residents. Change this language to require **usable** open space. If someone can't sit on a bench and enjoy a little bit of nature, what is this providing?

2.8.7- This section pertains to lake protection and creates low density development. However, it creates exceptions for development when central sewer is available. Sewage is only one of MANY concerns, and this section completely ignores the other reasons why dense development on lakes eventually degrades water quality. E.g: The cutting of trees. The planting of lawns. The fertilizing of lawns. The building of docks. The keeping of boats. Boat maintenance. Destruction of lake littoral zones. Loss of natural areas adjacent to lakes. More impervious surface. Oils and greases from motorized vehicles, etc. This is just a very partial list of the many factors that contribute to degradation of water quality in lakes. This proposed section seems to imply that if there is central sewer, then density on a lake doesn’t matter, and that is not consistent with the science. Please take out these density bonuses!! Keep the low densities. And please add additional requirements for development near lakes that require retention of at least a 100' littoral zone, except for one 15-foot cut to the lake for individual usage. Also, please add these additional protections: No use of fertilizer. No impervious surface within 100 feet of a lake. The Number #1 reason why lakes become hyper-eutrophic is soil erosion during construction. We need more barrier protections during construction. The hay bales and siltation curtains currently required are not cutting it during heavy storm events. I would also add that the County and City should levy heavy fines for violations too! This entire 1.8.7 (Lake Protection section) is a disaster and I think it needs to be rewritten. Commercial development does not belong in Lake Protection. Period. This section will spell the death knell for whatever healthy lakes remain in Leon County, which aren’t many. We need to be protecting the littoral zones of our lakes and replanting them where they have already been destroyed (which is most of them.) Any purported lake protection plan that does not have some kind of provision for littoral zone protection (and reestablishment), is doomed to failure in its mission.

2.8.11- This new land use category "Urban Residential Preservation" is a misnomer, as it would no longer be residential and it is doing nothing to preserve residential. This land use category has been plastered all over the downtown neighborhoods without any regard to whether the individual neighborhoods have a historic character that could be destroyed, whether they have flooding problems that would make denser development unwise, or whether the people living there are in need of more commercial services. For example, I live only a few blocks from both Midtown and Downtown. I can walk to commercial. It doesn’t have to come to me. There is so much wrong here, I hardly know where to begin:
a) Instead of a nuanced analysis of where denser urban development is actually appropriate, this is a One-Size-Fits-All land use approach that would treat every urban neighborhood the same, regardless of its unique topographical or historic characteristics or existing proximity to commercial amenities. It is being marketed as urban infill, which we definitely need, but we don’t need it at the expense of destroying the things that are best about some of our historic urban neighborhoods.
b) This proposed new land use category has no restrictions on what office or commercial could be built except to ban gas stations and drive-throughs. That still allows pretty much everything else from junkyards to convenience stores, dog boarding facilities, auto repair shops, used car lots, night clubs, gun shops, salvage yards, or discos. The land use category says that commercial will be scaled to the neighborhood, but that means that some unelected and unaccountable person in permitting gets to make the call. This Comp Plan language will not protect us, as one person’s “appropriate use” is another person’s "nuisance."
c) There are no height restrictions, so any office or commercial structure could be any height. If someone has solar panels (which I do) they could be rendered useless.
d) There is no restriction on the amount of impervious surface or how additional stormwater would be handled. No one wants a fetid stormwater pond next to their home, breeding mosquitoes.
e) There is nothing that addresses parking.
f) The allowable density would double. I would like to point out that because ADUs do not count towards density, we ALREADY have 12 units

per acre in my neighborhood, (if you count the ADUs.) However, under this new land use category, you could have 24 units! And then that number could increase to 30 units, if the developer gets a 20% bonus for being 1/4 mile from a bus stop! These are radical changes that will destroy our historic neighborhoods.
g) There is no guarantee that these increased densities will actually lower the price of homes or increase available and affordable rental housing. This analysis was performed by Lafayette Park Board member, Ellery Sedgwick. He wrote: "*If you look at the number of residential units per capita, they have held basically steady (actually slightly increased) since the housing bust of 2008 and units per capita are higher than at basically any point in the 20th century (and built space in terms of residential square footage almost double, and commercially developed space much higher). Yet the Case-Shiller is at an all time high and housing cost as a percentage of GDP keeps ticking upward. So more built space or even more units plainly, quantifiably doesn't equate to lower housing costs. On a neighborhood scale, increasing allowable density probably actually increases prices in the short to mid-term (and quite possibly in the long term as well). In a world of higher allowable density, those fixer uppers that allow a toehold to folks starting out at some point become developer tear-downs. It's exponentially harder for them to competition with developers looking to build four units. And the more density is allowed, the higher that pressure is. Look at the corner of Ingleside and Mitchell. It used to have a modest house of probably 1,200-1,500 sf that had been allowed to get a bit shabby. It was sold in 2016 for $130,000. It was torn down, the parcel subdivided, two new houses were built, each with 3,500 sf of built space (not all of that heated and cooled), each of which sold for $489,000 in 2017. So unit density increased by 100%, but housing cost increased 754%. (I was floored to see that one of those resold in 2024 for $820,000, bringing that total to 1007% over 8 years). It is just not a simple two-dimensional supply/demand issue - see, e.g. institutional investment moving into the SFR market, speculation, increase in short-term rentals, a couple decades of very loose monetary policy, increased mobility, increased wealth disparity, increased rates of multiple home ownership, increase in insurance costs, rise in construction costs unrelated to zoning, increasing tendencies to see even owner-occupied homes as an investment rather than a end in itself, etc…*"
h) Six units per acre under the current land use designation allows for significant (at least 33% more) additional density in Lafayette Park. A similar analysis should be done for other urban neighborhoods to determine the need to change the current land use category.
i) The term "gross density" is not defined and could be used to allow individual lots to be developed in excess of the stated maximum, as long as the area overall remains below. The term also typically includes undevelopable land such streets and parks, in the density calculation. Current provisions do not contain the term.
j) My neighborhood, Lafayette Park, organized many years ago to get the City Commission to stop multi-family housing in our neighborhood because a boom in such building was destroying the aesthetics and ambience of our neighborhood. This radical change would reverse the promises made to our neighborhood by the City.

2.8.15- This provides calls for Special Districts that are special planned areas. Midtown should be named here. So should Northwood Mall. Probably others. Let's identify these special areas and include them in the Comp Plan.

2.8.19- This section should be omitted altogether. This is a recipe for urban sprawl. Particularly part 12 that talks about expanding the Urban Services Area yet again. I'm all for Master Planning, but this is just a giveaway to developers. And what about adding some language about such growth paying for itself? Why must the taxpayers always subsidize all this sprawl?

3.1.1 is great but unfortunately, it is completely at odds with 2.8.11. It's schizophrenic to say that you want to preserve residential neighborhoods and then place all of the well-established urban neighborhoods under a new land use category that will allow commercial and office construction, and destroy the aesthetics of the residential area. You can't have it both ways.

3.5.1- This is generally good but it needs more specifics. We need something in this section that requires one-way roads in residential neighborhoods to be converted back to two-way roads and that allows the City to use whatever traffic calming infrastructure it needs to enforce the posted speed limits. Currently, we have the equivalent of speedways through residential urban neighborhoods with the not unexpected accidents, injuries, and deaths. Instead of utilizing police time to catch speeders with radar guns, we need to be requiring road infrastructure that will limit speed through proper design. The biggest reasons for dangerous speeds in residential neighborhoods are one-way roads and lack of structural calming design. Please add those two things to this section! We need these changes! I would note that later in the proposed revisions, Policy 6.3.6 does a good job of talking about the need to do these things, but I would urge you to put something in this section, as well. I would also urge changing the word "prioritizing" in 6.3.6 to create a date certain by which the City must begin re-design and re-construction to implement these recommended changes. Perhaps within the next 3 years would be reasonable? (By the way, I am really pleased to see these changes recommended in 6.3.6!!!!)

3.6.7- There is no public need to vest previously approved development, especially if that development is not in the public interest and/or that development occurred a long time ago under less stringent rules. Please eliminate this policy. It can only cause mischief. We don't want to be burdened by bad decisions made a long time ago.

4.2.3- This section gives developers a 20% density bonus if they are within 1/4 mile of a transit stop. My neighborhood, Lafayette Park, is within 1/4 mile of many bus stops on Miccosukee Road. I suspect that most urban neighborhoods are, as well. If the new Urban Residential Preservation land use category is adopted, it would allow 12 units per acre. But since ADUs don't count, that would actually be 24 units per acre. We are already de facto at 12 units per acre if ADUs are counted. This change would allow even more density (20% or approximately 29 or 30 units per acre, depending on how you calculate it.) There is no data to suggest that people would leave their cars at home and take a bus, just because they live 1/4 mile away from a bus stop. However, it is not unreasonable to assume that increasing densities through such bonuses will create more traffic in the urban neighborhoods, which makes them more dangerous and less pleasant to walk in.

4.2.6- This section allows 20% density bonuses if you're near a bike trail. This really makes no sense to me. If you want to encourage more people to use bikes, then it is counter-productive to create more car traffic in that neighborhood, thus discouraging more bike usage.

4.4.1- This section pertains to Family Heir Subdivisions: This will lead to more and more subdivisions until a rural piece of property resembles an urban property. My main problem with it is that it allows continuous endless subdivision ad infinitum. My second problem with it is that after 2 years, the heirs can sell to a developer, who is unrelated to the family and whose only reason for purchase is to take advantage of the density bonus. I would recommend taking this out. If it has to stay, then there should only be ONE allowable subdivision for all time, not endless subdivisions. There should also be a penalty paid if the heir sells or rents to a non-heir.

6.3.6- One-Way Pair conversions. Bravo! We REALLY need this in our urban neighborhoods!!
6.4- I generally really like this section, but would make the burial of underground utilities mandatory and create timelines for implementation.
6.8 and 6.9- I really like these sections.

I may have some additional comments after I finish reviewing all of the backup data and the items still not posted, but this is what I have for now.

In conclusion, I want to make a general statement about the new FLU categories and map. The public presentations I have seen have implied that the new Land Use proposals are good because they reduce the number of land use categories. I fail to understand how fewer land use categories add actual value to our land planning toolbox. It seems to me that it creates a One-Size-Fits-All stencil and actually gives our planning staff less flexibility. Instead of having more nuanced categories that are individually customized to the specific needs of each specific area, we now would have this broad swath that covers large areas of the map without regard to the individual needs of each particular community. Some of the areas that are lumped together under this giant new umbrella called Urban Residential Preservation are very dissimilar and, in my opinion, should not be lumped together. For example, Frenchtown, with its large amount of student housing and existing commercial district has been placed under the same Urban Residential Preservation category as Old Town, which is currently 100% residential. The South City neighborhood, which backs up to the North Florida Fairgrounds is also lumped into this Urban Residential Preservation category and could not be more different from Meyers Park, which backs up to Meyers Park and a country club. Frenchtown and South City already have a degree of dense urbanization and commercial development while Meyers Park and Old Town do not. My own neighborhood, Lafayette Park is still very much a single-family residential neighborhood, although many people (including myself) run a business from their own home. We have very little in common with the Holton Street neighborhood, which has a high number of rentals, but is is also lumped under this new Urban Residential Preservation land use category. So, at the risk of repetition, I would ask for a more nuanced set of land use categories that actually represent what exists on the ground, what the needs of the neighborhood are, what the neighborhood topography and drainage can bear, and finally what the neighborhoods themselves want for their future growth.

Thank you for reading through all of this. I really appreciate the work that you all have put into this revision and I hope that my comments may be useful in directing further refinement of the final language of the new Comp Plan.

Sincerely,
Randie Denker

Randall Denker FBN: 273082
Denker Law Office
Offices of Waters without Borders

552 E. Georgia Street

Tallahassee, Fl. 32303

www.waterswithoutborders.net
(850) 274-9577 (phone)
randiedenker@gmail.com

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From: Elizabeth Hollister <bethholl@yahoo.com>
Sent: Monday, March 24, 2025 2:06 PM
To: Poplin, Susan <Susan.Poplin@talgov.com>
Cc: gordon.christopher.cox@gmail.com <gordon.christopher.cox@gmail.com>; South City <southcityneighbors@gmail.com>; Rahkiah Brown <rahkiah@southcityfoundation.org>
Subject: SCNA - Fw: Comp Plan Update - Land Use Map and Land Use Categories

*****EXTERNAL EMAIL*****
Please report any suspicious attachments, links, or requests for sensitive information.

Hi Susan, I believe you may hear from the South City NA with a request to obtain more information and answer questions about proposed and existing land uses in South City.

R/Beth
(850) 524 2139

> ----- Forwarded Message -----
> **From:** Elizabeth Hollister <bethholl@yahoo.com>
> **To:** White, Artie <artie.white@tlcplace.org>
> **Cc:** Rahkiah Brown <rahkiah@southcityfoundation.org>; South City <southcityneighbors@gmail.com>; Susan Poplin <susan.poplin@talgov.com>; Curtis Richardson <cabaide@aol.com>
> **Sent:** Saturday, March 15, 2025 at 12:42:33 PM EDT
> **Subject:** Re: Comp Plan Update - Land Use Map and Land Use Categories

Hi Artie, I really appreciate the response and information. Apparently, the current zoning and existing FLUM allow for very high density and intensity. I gather this was established long before South City was selected as a Purpose Built Community (PBC). I believe that my comments, reiterated below, stand.

All things considered, may I kindly request that TLCPD **draw a white box over South City* and label it "Special PBC Planning Area"** if feasible - this will allow time for more thoughtful planning with all South City stakeholders but not slow down the current comp plan update efforts. As for *"taking under the Bert Harris Act"* perhaps we could look at that and discuss in more detail. Do you have a reference F.S.? Any exceptions? Not sure who or why that existing high density was originally proposed but for many reasons - it's just plain wrong. There may be some good rationale along Orange Avenue, but not Magnolia.

Thank you for considering this request. BTW, I found the constraints on design standards here **163.3202, F.S. Land development regulations.**—: http://www.leg.state.fl.us/Statutes/index.cfm?App_mode=Display_Statute&URL=0100-0199/0163/Sections/0163.3202.html#:~:text=Once%20the%20state%20land%20planning,of%20the%20regulations%20from%20the

R/Beth

(1) There is a very real risk of South City becoming a concentrated "hotbed" of low-income housing - which is not only antithetical to the PBC Model but also contrary to common sense and good urban planning, i.e., we need to *"spread the love around"* and intersperse affordable housing in all/many sectors of town and in particular near employment opportunities and daily goods and services (not just by a transit hub). And again, South City already has close to 1,200 low income housing units, and, at present there is really little to no middle-high income homes to balance out the Mixed Income PBC equation. Further, not sure how viable/solvent the THA might be with all that competition in close proximity, also, there would be very real direct impacts to adjacent neighborhoods.

(2) How this high density/intensity is reconciled with decades of poor drainage and flooding issues and FEMA FIRM flood maps is unclear. Again, I haven't seen or heard of any real substantial solutions that would eliminate Flood Zones, of course, this triggers the need for flood insurance in home mortgages. IMHO the city/county cannot claim to be real serious about southside improvements / vitalization until or unless this is addressed. BTW, most homes in this area were built in the 1950s (prior to SWM regulations ... on uphill northern/NE properties ... :-)).

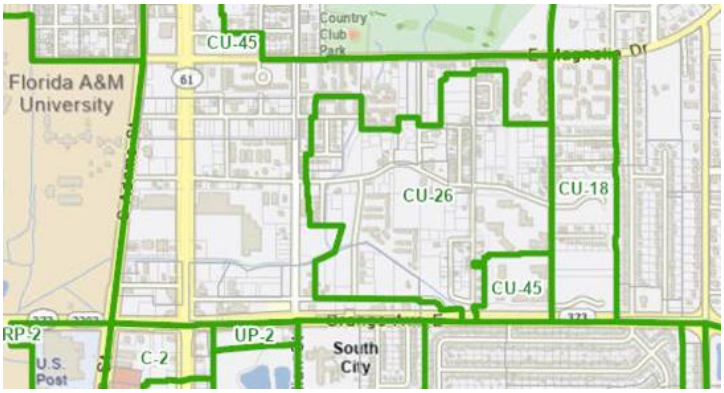
(3) Magnolia Drive - a two-lane road - is presently under construction. It is not being widened. Also, I had a look at the public ROW and it is - first of all - variable/inconsistent, and, it appears to vary from about 70-100'. Not exactly positioned for a future four-lane thoroughfare (and with MMTD infrastructure).

*Boundaries are Magnolia (N), Jim Lee (E), Orange (S), and Adams (W).
https://purposebuiltcommunities.org/

On Friday, March 14, 2025 at 06:27:23 PM EDT, White, Artie <artie.white@tlcplace.org> wrote:

Beth,

I looked at the properties you mentioned in South City. They are currently zoned CU-45 (a mixed-use zoning district allowing up to 45 units per acre) and CU-26 (a mixed-use zoning district allowing up to 45 units per acre). The proposed Future Land Use Map follows this existing zoning with General Urban (mixed use up to 50 units per acre) corresponding to the current CU-45 zoning and General Urban Neighborhood (mixed use up to 26 units per acre) corresponding to the current CU-26 zoning. We are essentially just reflecting what the current zoning is.



We have not down zoned any properties since that could potentially be considered a taking under the Bert Harris Act.

Please let me know if I am missing something, but it seems like what we are proposing aligns with the existing entitlements for the area.

Kind regards,

Artie

From: Elizabeth Hollister <bethholl@yahoo.com>
Sent: Wednesday, March 12, 2025 10:36 AM
To: Curtis Richardson <cabaide@aol.com>; Rahkiah Brown <rahkiah@southcityfoundation.org>
Cc: Poplin, Susan <Susan.Poplin@talgov.com>; Autumn Calder <autumn.calder@Blueprintia.org>; South City <southcityneighbors@gmail.com>; Gordon Cox <gordon.christopher.cox@gmail.com>; Brenda Williams <brendawilliams@tallha.org>; Greg <gangreen57@comcast.net>; Lara Diettrich <ldiettrich@halff.com>
Subject: Re: Comp Plan Update - Land Use Map and Land Use Categories

In case the map does not appear in body of email, please see attached.

On Wednesday, March 12, 2025 at 10:27:13 AM EDT, Elizabeth Hollister <bethholl@yahoo.com> wrote:

Hello Commissioner Richardson and Rahkiah Brown –

I would like to draw your attention to the ongoing **Comprehensive Plan Update, Land Use Map and Land Use Categories**. A presentation was made and public comment taken on it at the Local Planning Agency (LPA) Workshop last night, March 11, 2025. My concerns for South City are as follows:

1. The **density and intensity of proposed land uses**, primarily Urban General and Urban Neighborhood ranging from **26 to 50 dwelling units (DUs) per acre**:

   a. ***Far exceed the current residential density**** of about 15 DU/acre multifamily units, 4 DU/acre single family or an overall average of 9 DU/acre.*

   b. How this high density and intensity of proposed land uses is congruent or reconciled with existing ***poor drainage and flooding issues is unclear***.**

   c. Why the Urban General land use of ***50 DU/acre is the predominant proposed land use along Magnolia Drive***, a *two-lane road*, currently under construction improvements (but not widening) *after years of planning and development*.

   d. This density and intensity presents a ***risk/danger of South City*** becoming a ***hyper-focused 'hotbed' of low-income housing – completely antithetical to the Purpose Built Model***.

2. Design and development standards are proposed in several urban land use categories but it is not clear who or how these will be developed, if there are any constraints in state statute or rule, how they would be operationalized and enforced, and what kind of processes and participation of residents might be allowed.

I did make some (but not all) of these comments during the public comment period last night. An excerpt of map and links provided below.

If there has been any direct engagement or consultation with the South City NA, South City Foundation, Tallahassee Housing Authority, and/or neighborhoods that would be directly impacted, e.g., Woodland Drives and Myers Park, I am not aware of it.

By copy of this mail, may I kindly ask staff to respond, and perhaps facilitate one or more meetings to discuss.

With thanks and best regards,

Beth C. Hollister

SCF Advisory Council

(850) 524 2139

<bethholl@yahoo.com

**My 'back of envelop' estimates.*

***I am aware of ongoing drainage improvement plans and have met with BP staff. Although information may be dated, my understanding is that flood maps may not change much until/unless the constriction under Adams Street is addressed (not yet on table).*

https://www.compplantlc.com/pages/dataandanalysis

DRAFT Future Land Use Map - https://files.halff.com/wl/?id=LWBknkG8tjxFxpTAxkMGE01ehUB85wVi

Proposed DRAFT Future Land Use Categories - https://files.halff.com/wl/?id=jwPDxoEkAQjKdt0n1CYkwFKdFhZrDA1T

From: Neil Fleckenstein <neil@talltimbers.org>
Sent: Friday, March 21, 2025 1:52 PM
To: Poplin, Susan <Susan.Poplin@talgov.com>
Cc: White, Artie <Artie.White@tlcplace.org>
Subject: Community Conditions Report

*****EXTERNAL EMAIL*****
Please report any suspicious attachments, links, or requests for sensitive information.

Susan,

I was just reading the Community Conditions report. I noticed that on page 4, "Easements," there are several TT conservation easements not included on the map. A couple of these are significant in size. Also, Cherokee, a nearly 5,000-acre purchase conservation easement that TT helped facilitate with the state, is also not shown. Once a year or so, Steve Hodges would request updated easement shapefiles. Would you like me to have someone send these to you?

Also, should these be included on an updated map in the Community Conditions Report?

Last question, Tall Timbers' 4,000-acre Leon County property is not protected via a CE but is protected by a Trust. Wondering if that should be shown on that map?

N

Neil Fleckenstein, AICP

Planning and Advocacy Coordinator

Tall Timbers

13093 Henry Beadel Drive Tallahassee, FL 32312

Cell: 850-728-6235

From: Ann Rowe <annrowe64@hotmail.com>
Sent: Wednesday, March 19, 2025 12:04 PM
To: Pate, Eric <Eric.Pate@talgov.com>
Subject: Re: Comp Plan Update Public Comment Opportunity

*****EXTERNAL EMAIL*****
Please report any suspicious attachments, links, or requests for sensitive information.

Eric,

I will make a more formal response to COT, yet at first glance - I show no regard for our urban and surrounding green spaces, forests, and the wildlife habitat that is trying so desperately to sustain itself within our city and county limits. I may have missed it, yet I see no reference in any of these documents that shows a concerted effort for the protection of our wildlife (and the green spaces, lands they inhabit).

As I keep saying to our Commissioners (both City and County) - if I wanted to live in Miami, I would live there.

I and many others do not want Tallahassee to become just another area full of concrete (just so those in leadership can say we are "growing"), one that does not respect the once abundant lands, trees, and wildlife that now are being so callously and rapidly depleted.

I know you are the messenger, and I appreciate you sharing this with us, yet it truly is sickening to watch.

I keep hearing "you can't stop development" - yet my thought is, why not? Why can't we focus our efforts and take care of what we already have? Continually "sprawling" out is no answer to the issues we currently have. It just isn't.

Respectfully,

Ann Rowe

From: Debbie Lightsey <deblite2016@gmail.com>
Sent: Monday, March 17, 2025 3:47 PM
To: Poplin, Susan <Susan.Poplin@talgov.com>
Subject: Re: Comp Plan proposed Land Use Map- and Goals

*****EXTERNAL EMAIL*****

Please report any suspicious attachments, links, or requests for sensitive information.

Susan , I recognize that . But, I am convinced there have never been adequate protections. The LAVA map was not used to rethink Land Uses on the Southside- rarely used to inform zoning and development issues.

Sent from my iPhone

> On Mar 17, 2025, at 3:08 PM, Poplin, Susan <Susan.Poplin@talgov.com> wrote:
>
> Debbie, Thank you for your comments on the comprehensive plan update. We will keep them to inform efforts as the update moves forward. On the groundwater vulnerability question, there is not a proposal to intensify the zoning on the Southside, or remove any of the conservation protections, including for the Primary Springs Protection Zone. If you have time, we could explore this further with you.
>
> There will be additional opportunities to review and comment on the plan update and look forward to your continued participation.
>
> Get Outlook for Android
>
> ---
>
> **From:** Debbie Lightsey <deblite2016@gmail.com>
> **Sent:** Thursday, March 13, 2025 6:37:36 PM
> **To:** Calhoun, Sherri <Sherri.Calhoun@talgov.com>
> **Cc:** Dailey, John <John.Dailey@talgov.com>; Jeremy Matlow <jmatlow@gmail.com>; Richardson, Curtis <Curtis.Richardson@talgov.com>; Poplin, Susan <Susan.Poplin@talgov.com>; Porter, Jack <Jacqueline.Porter@talgov.com>; David O'Keefe <david@davidforleon.com>; Rick Minor <MinorR@leoncountyfl.gov>; Jumonville, Karen <Karen.Jumonville@talgov.com>
> **Subject:** Comp Plan proposed Land Use Map- and Goals
>
> ***EXTERNAL EMAIL***
> Please report any suspicious attachments, links, or requests for sensitive information.
>
> Two major comments:
> I understand the need further increased residential density in existing neighbors, but likely some of that need will be met by the Accessory structure changes allowing garage apartments and granny flats to be added to Residential Protection neighborhoods. But doubling density and adding commercial - which in your current way of government thinking is not the neighborhood little fresh foodmarket we always envisioned and one or two additional tiny housing units — is overkill. . We will get instead viable houses torn down, double quadraplexes built and convenience stores. Totally inconsistent with existing neighborhood character.
>
> You cannot state that you are protecting our natural assets and preserving a clean water supply then turn around and allow so many intense commercial and light Industrial land uses on the Southside where we have high or extremely high aquifer vulnerability. Consult the LAVA map (Leon Aquifer Vulnerability Assessment) for which the City and County paid a great deal of money which appears to be routinely ignored now. This isn't even effective lip service. This is dishonesty. These uses include auto repair, salvage yards and gas stations. Oil, gas and grease generators.
> I spend a lot of my time trying to get Code Enforcement, Growth Management, Environmental Enforcement and Planning staff to take action on illegal junk yards which are located all over the Southside- with very little success. Often I have to quote the adopted rules and regs to the staff and inspectors because they are not properly trained in them. Now you will be allowing even more problems to arise.
>
> Locate these intense and often undesirable Land Uses north of the Cody Scarp where there are confining clay layers that protect the aquifer from pollution.
> Thank you.
> Debbie Lightsey
>
> Sent fro my iPhone

From: Elizabeth Hollister <bethholl@yahoo.com>
Sent: Saturday, March 15, 2025 12:42 PM
To: White, Artie <Artie.White@tlcplace.org>
Cc: Rahkiah Brown <rahkiah@southcityfoundation.org>; South City <southcityneighbors@gmail.com>; Poplin, Susan <Susan.Poplin@talgov.com>; Curtis Richardson <cabaide@aol.com>
Subject: Re: Comp Plan Update - Land Use Map and Land Use Categories

EXTERNAL EMAIL
Please report any suspicious attachments, links, or requests for sensitive information.

Hi Artie, I really appreciate the response and information. Apparently, the current zoning and existing FLUM allow for very high density and intensity. I gather this was established long before South City was selected as a Purpose Built Community (PBC). I believe that my comments, reiterated below, stand.

All things considered, may I kindly request that TLCPD **draw a white box over South City* and label it "Special PBC Planning**

Area" if feasible - this will allow time for more thoughtful planning with all South City stakeholders but not slow down the current comp plan update efforts. As for *"taking under the Bert Harris Act"* perhaps we could look at that and discuss in more detail. Do you have a reference F.S.? Any exceptions? Not sure who or why that existing high density was originally proposed but for many reasons - it's just plain wrong. There may be some good rationale along Orange Avenue, but not Magnolia.

Thank you for considering this request. BTW, I found the constraints on design standards here **163.3202, F.S. Land development regulations.**—: http://www.leg.state.fl.us/Statutes/index.cfm?App_mode=Display_Statute&URL=0100-0199/0163/Sections/0163.3202.html#:~:text=Once%20the%20state%20land%20planning.of%20the%20regulations%20from%20the

R/Beth

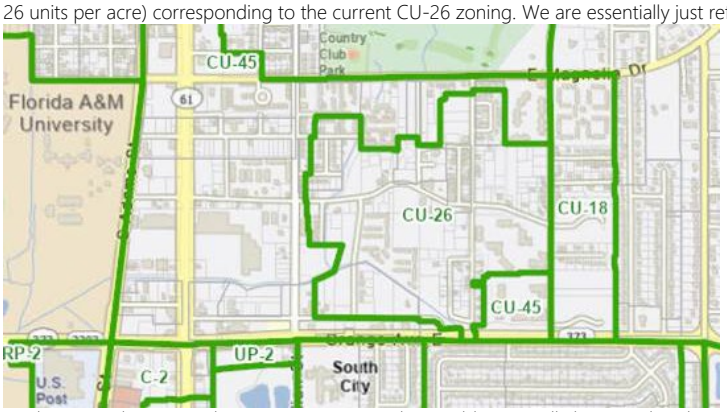
(1) There is a very real risk of South City becoming a concentrated "hotbed" of low-income housing - which is not only antithetical to the PBC Model but also contrary to common sense and good urban planning, i.e., we need to *"spread the love around"* and intersperse affordable housing in all/many sectors of town and in particular near employment opportunities and daily goods and services (not just by a transit hub). And again, South City already has close to 1,200 low income housing units, and, at present there is really little to no middle-high income homes to balance out the Mixed Income PBC equation. Further, not sure how viable/solvent the THA might be with all that competition in close proximity, also, there would be very real direct impacts to adjacent neighborhoods.

(2) How this high density/intensity is reconciled with decades of poor drainage and flooding issues and FEMA FIRM flood maps is unclear. Again, I haven't seen or heard of any real substantial solutions that would eliminate Flood Zones, of course, this triggers the need for flood insurance in home mortgages. IMHO the city/county cannot claim to be real serious about southside improvements / vitalization until or unless this is addressed. BTW, most homes in this area were built in the 1950s (prior to SWM regulations ... on uphill northern/NE properties ... :-)).

(3) Magnolia Drive - a two-lane road - is presently under construction. It is not being widened. Also, I had a look at the public ROW and it is - first of all - variable/inconsistent, and, it appears to vary from about 70-100'. Not exactly positioned for a future four-lane thoroughfare (and with MMTD infrastructure).

*Boundaries are Magnolia (N), Jim Lee (E), Orange (S), and Adams (W).
https://purposebuiltcommunities.org/

On Friday, March 14, 2025 at 06:27:23 PM EDT, White, Artie <artie.white@tlcplace.org> wrote:
Beth,
I looked at the properties you mentioned in South City. They are currently zoned CU-45 (a mixed-use zoning district allowing up to 45 units per acre) and CU-26 (a mixed-use zoning district allowing up to 45 units per acre). The proposed Future Land Use Map follows this existing zoning with General Urban (mixed use up to 50 units per acre) corresponding to the current CU-45 zoning and General Urban Neighborhood (mixed use up to 26 units per acre) corresponding to the current CU-26 zoning. We are essentially just reflecting what the current zoning is.



We have not down zoned any properties since that could potentially be considered a taking under the Bert Harris Act.
Please let me know if I am missing something, but it seems like what we are proposing aligns with the existing entitlements for the area.
Kind regards,
Artie

From: Elizabeth Hollister <bethholl@yahoo.com>
Sent: Wednesday, March 12, 2025 10:36 AM
To: Curtis Richardson <cabaide@aol.com>; Rahkiah Brown <rahkiah@southcityfoundation.org>
Cc: Poplin, Susan <Susan.Poplin@talgov.com>; Autumn Calder <autumn.calder@Blueprintia.org>; South City <southcityneighbors@gmail.com>; Gordon Cox <gordon.christopher.cox@gmail.com>; Brenda Williams <brendawilliams@tallha.org>; Greg <gangreen57@comcast.net>; Lara Diettrich <ldiettrich@halff.com>
Subject: Re: Comp Plan Update - Land Use Map and Land Use Categories

In case the map does not appear in body of email, please see attached.

On Wednesday, March 12, 2025 at 10:27:13 AM EDT, Elizabeth Hollister <bethholl@yahoo.com> wrote:

Hello Commissioner Richardson and Rahkiah Brown –

I would like to draw your attention to the ongoing **Comprehensive Plan Update, Land Use Map and Land Use Categories**. A presentation was made and public comment taken on it at the Local Planning Agency (LPA) Workshop last night, March 11, 2025. My concerns for South City are as follows:

1. The **density and intensity of proposed land uses**, primarily Urban General and Urban Neighborhood ranging from **26 to 50 dwelling units (DUs) per acre**:
    a. ***Far exceed the current residential density**** of about 15 DU/acre multifamily units, 4 DU/acre single family or an overall average of 9 DU/acre.*
    b. How this high density and intensity of proposed land uses is congruent or reconciled with existing ***poor drainage and flooding issues is unclear***.**
    c. Why the Urban General land use of ***50 DU/acre is the predominant proposed land use along Magnolia Drive***, a *two-lane road*, currently under construction improvements (but not widening) *after years of planning and development*.
    d. This density and intensity presents a ***risk/danger of South City*** becoming a ***hyper-focused 'hotbed' of low-income housing – completely antithetical to the Purpose Built Model***.
2. Design and development standards are proposed in several urban land use categories but it is not clear who or how these will be developed, if there are any constraints in state statute or rule, how they would be operationalized and enforced, and what kind of processes and participation of residents might be allowed.

I did make some (but not all) of these comments during the public comment period last night. An excerpt of map and links provided below.

If there has been any direct engagement or consultation with the South City NA, South City Foundation, Tallahassee Housing Authority, and/or neighborhoods that would be directly impacted, e.g., Woodland Drives and Myers Park, I am not aware of it.

By copy of this mail, may I kindly ask staff to respond, and perhaps facilitate one or more meetings to discuss.

With thanks and best regards,

Beth C. Hollister
SCF Advisory Council
(850) 524 2139
<bethholl@yahoo.com

**My 'back of envelop' estimates.*

***I am aware of ongoing drainage improvement plans and have met with BP staff. Although information may be dated, my understanding is that flood maps may not change much until/unless the constriction under Adams Street is addressed (not yet on table).*

https://www.compplantlc.com/pages/dataandanalysis
DRAFT Future Land Use Map - https://files.halff.com/wl/?id=LWBknkG8tjxFxpTAxkMGE01ehUB85wVj
Proposed DRAFT Future Land Use Categories - https://files.halff.com/wl/?id=jwPDxoEkAQjKdt0n1CYkwFKdFhZrDA1T

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MEMORANDUM

TO: Members of the Tallahassee-Leon County Local Planning Agency

FROM: Vivian Young, AICP, Special Projects Director

DATE: March 28, 2025

RE: Comments for April 1, 2025, LPA Transmitting Public Hearing on Draft Update

Thank you for the opportunity to provide input on the draft update to the Land Use and Mobility Element of the Tallahassee-Leon County Comprehensive Plan.

As you are aware, a community's comprehensive plan is the legal document that codifies community vision on where and how our community will develop over a specified timeframe. We would like to start by saying that we strongly support the overarching goal of keeping urban lands urban and rural lands rural. If carefully crafted, this can be a strong foundation for protecting sensitive natural lands, limiting sprawl, creating more vibrant urban areas, and limiting the cost to taxpayers for costly infrastructure expansion into rural areas.

We wish to make several recommendations regarding the update. As an aside, our recommendations below were based on the documents released in mid-March. Considerable additional documents and policy changes were released with the March 26 LPA agenda. Due to time constraints, we have only undertaken a cursory review of these additional documents which include a plethora of information.

- **Timeline – We continue to believe that the comprehensive planning update process is rushed and urge you to recommend that the City and County pause the process, address identified community concerns, conduct one or two citizen workshops to discuss the updates with the public, and postpone the transmittal process until at least the fall to allow time for a more robust review by all involved.**

  While we understand that the comprehensive plan update process has been under way since 2015 with reports, surveys, and public meetings subsequently undertaken, it was not until January 2025 that the roll out of goals and objectives began, followed by a draft and very general Future

Land Use Map (FLUM), and finally policies and a detailed FLUM in mid-March. Hundreds of pages of new information were released with the March 26 LPA agenda, including new provisions in the previously released updated goals, objectives, and policies, a 90-page addendum of additional policies that are up for adoption, a 155-page document outlining changes, and more, This chronology is shown in **Attachment 2** of the agenda packet.

The result is that citizens and members of the LPA have only been able to review all the documents in their entirety since March 26, less than a week before the April 1 LPA Transmittal Hearing.

Why the rush? This process began almost a decade ago, and while a number of public meetings were held to gather public input at the front end, only minimum legal requirements are now being met to review the proposed updates, even as new information continues to be released. We urge the LPA and the Tallahassee and Leon County Commissions to meet not just the minimum statutory requirements but also the intent of robust citizen participation in the planning process.

1. **Comparison Review – On March 26, the 155-page Future Land Use Crosswalk was released which identifies the differences between current goals, objectives and policies, and those proposed. With a week until the meeting, there is insufficient time to review all of the changes to gain a clear understanding of the implications. This provides further justification for the need to pause the process.**

As but one example, with regard to expansion of the currently adopted Urban Services Area (USA), the existing plan Objective 1.1 [L] notes:

> *"The location and size of the USA shall be depicted on the Future Land Use Map and is based upon the area necessary to accommodate 90% of new residential dwelling units within the County by the Plan Horizon; the ability to provide urban infrastructure; and, the presence of environmentally sensitive lands and water bodies, requiring protection from the impacts of urban development."*

There are several objectives and policies related to the USA in the proposed plan, but none seem to address that the USA is intended to accommodate 90% of new residential dwelling units within the County. This appears to be a substantive change that merits informed evaluation by members of the community. We expect there are numerous other examples.

The following recommendations relate to statutory requirements related to the comprehensive plan update process:

2. **Measurable Objectives – 163.3164 (36), F.S. related to the Community Planning Act includes this definition: "Objective' means a specific, measurable, intermediate end that is achievable and marks progress toward a goal." There are numerous objectives in the update that are neither specific nor measurable and need refinement.**

   The need for measurability is further reinforced in the Tallahassee-Leon County Planning Department report [2016], ***Vibrant Tomorrow: State of the Land Use Element***, which is included under the data and analysis drop down on the update webpage. On page 9, it discusses the lack of measurable objectives in the current plan, and includes the following example:

   Current Plan, Immeasurable: *Land Use Element Objective 3.2 – Provide for the convenient, aesthetically pleasing and compatible location of office uses to provide business and professional services and employment opportunities that are easily accessible through planning integration into the existing transportation network.*

   Vibrant Tomorrow goes on to note: "The above objective is vague regarding how the provision of convenient, aesthetically pleasing and compatible location of office uses should be achieved, resulting in an immeasurable objective. No specific area of Tallahassee or Leon County is referenced, nor is "convenient" defined. **Overall, the above objective does not provide any direction or measurable provisions to achieve its purpose or mark progress towards a goal."** [emphasis added]

Proposed Update, Immeasurable:

Below are a series of a few examples of immeasurable objectives in the proposed plan. In most cases, these are worded in the form of goals and not objectives, all include general adjectives and are not specific, and none are measurable.

Objective 1.2 *– Preservation of Natural Areas: Preserve natural areas, including conservation areas, environmentally sensitive features, and water resources. Prioritize and maximize the protection of these areas when making decisions regarding land use, transportation, and infrastructure extension.*

Objective 2.1 *– Growth and Population Accommodation. Tallahassee and Leon County will accommodate our population growth in a responsible manner. A growth and development strategy that provides for well-managed, orderly growth that preserves natural resources and promotes fiscal responsibility shall be leveraged to maximize economic and environmental stewardship while accommodating the increased population.*

Objective 3.1 *– Residential Character: Provide for connectivity and a balanced mix of residential uses that allow for greater housing diversity while protecting the character of existing, viable residential areas and neighborhoods.*

Objective 4.1 *– Missing Middle Housing: Ensure diverse housing options along a spectrum of affordability and housing types in residential areas to support walkable neighborhood commercial uses, and public transportation options. Allow for diverse housing options in new and existing neighborhoods to ensure that the housing types are not homogeneous and provide a solution to the mismatch between the available housing stock, shifting demographics, and a growing demand for walkability.*

Objective 5.1 *– Economic Health: Initiate community planning, urban development, and redevelopment strategies that prepare business, production facilities, trades, and related activities that provide the livelihoods of the population to withstand positive and negative changes in the economy and continue providing jobs and incomes to support the community.*

Objective 6.1 – Land Use and Transportation Coordination for Livability: Coordinate land use and transportation systems that foster vibrant communities with compact urban forms and a mixture of uses to minimize travel distances, reduce greenhouse gas emissions, and enhance pedestrian, bicycle, and transit mobility.

3. **Data and Analysis – 163.3177(1)(f), F.S. requires that all elements of the comprehensive plan and plan amendments "shall be based upon relevant and appropriate data and an analysis by the local government.... To be based on data means to react to it in an appropriate way and to the extent necessary indicated by the data available on that particular subject at the time of adoption of the plan or plan amendment at issue." This information appears to be missing on key topics.**

The **data and analysis drop down menu** includes hundreds of pages of information but there does not appear to be accompanying analysis of what information within each of those studies informed the creation of the update.

- As one example, in a March 19 interview with Matt Hoffman of WCTV, staff indicated that the community requires 23,000 new housing units by 2050. As of March 26, while the data includes the required population projections by BEBR, there does not seem to be detailed population accommodation projections identify the basis for 23,000 units and whether and how the plan meets this need. This could be supported by the following data: How many units are currently available in the USA area and the non-USA area?
- How many units are currently approved but not yet completed, (for example, in Welaunee), and how are these included in the calculations?
- How many units would be available in each area if current zoning reached build out, and what year is build-out anticipated based on BEBR projections?
- How many units will be available in each area with just the updates to the FLUM?
- How many units will be available if the new FLUM is adopted, and zoning is updated to be consistent with the FLUM?

In a related area, the 2023 Live Local Act made considerable mandatory changes to allowable heights, densities, and more in all communities in the state. Tallahassee

has prepared the **Live Local Height Tool** to analyze the impacts of this act on development patterns in the City. However, it is our understanding that this data was not used in the preparation of the FLUM because it was not required. It would be helpful to incorporate this data.

4. **Internal Consistency – 163.3177(2), F.S. notes: "Coordination of the several elements of the local comprehensive plan shall be a major objective of the planning process. The several elements of the comprehensive plan shall be consistent."** Among other things, this means that the goals, objectives, and policies included in this element must be consistent with provisions in the other adopted elements. This also relates to the issue of timeline, as careful review of consistency between the elements is not feasible with such a short timeframe.

The final series of recommendations relate to keeping urban areas urban, as identified as the overarching goal of the plan:

5. **Keeping Urban Areas Urban – Again, 1000 Friends strongly supports this concept. But we feel that further steps could be undertaken as part of the update.**

   Planning Period – It is within the authority of the city and county to have the plan address the 2050 planning horizon but include provisions to address development demand over a ten-year time frame instead of by 2050. This allows "phasing" development allowances as conditions change over the coming decades. While the planning horizon of 2050 is reasonable, we urge you to shorten the development capacity timeframe to 10 years to allow for needed development but provide the opportunity to refine the plan for future changing conditions.

   Authority to have two timeframes is included in 163.3177(5)(a), F.S., which states: "Each local government comprehensive plan must include at least two planning periods, one covering at least the first 10-year period occurring after the plan's adoption and one covering at least a 20-year period. Additional planning periods for specific components, elements, land use amendments, or projects shall be permissible and accepted as part of the planning process."

The authority to address development capacity over a shorter time frame is included in **163.3177(1)(f)3, F.S.** which further states: "The plan must be based on at least the minimum amount of land required to accommodate the medium projections as published by the Office of Economic and Demographic Research for at least a 10-year planning period...."

Concentration of Urban Development – While directing development to within the USA is appropriate, a more refined approach is needed to determine where in the USA more intensive development is most appropriate.

The broadbrush approach taken would set the stage for the upzoning of large areas within the USA, without consideration of other planning factors. For example, Objective 2.6 – Recognizable Places, calls for redevelopment with higher density and intensity land uses along several corridors, and Policies 4.2.2 and 4.2.3 on Transit Oriented Development (TOD) outline density incentives to promote walkability and transit. Instead of intensifying allowable future land uses in large areas, it would make more sense to identify appropriate corridors for greater density, craft desired incentives, and update the FLUM to support intensified development in those areas while leaving other areas for less intensive development. This also is a more fiscally responsible approach and will not require even greater economic incentives to compensate for areas that may have been inappropriately densified in this update.

Making Urban Areas More Livable – Vibrant urban areas are walkable and bikeable, support transit, and include a mixture of residences, offices, and commercial uses in close proximity. Having separated pockets of more urbanized development can be counterproductive.

A concern with the approach of having large areas approved for more intensive development is that instead of creating concentrated and cohesive urban area(s), it will create scattered pockets of denser development that may not support TOD or greater urban design goals.

Density Increases – We understand and support the need for increased density in urban areas based on need and the appropriateness of location. However, in the interest of transparency, we believe there should be clearer messaging on this issue as this document is intended to reflect the community vision.

In response to citizen concerns about density increases, the routine response (as seen in Attachment 7, Public Comment) is that this update focuses on changes to future land use, and does not involve zoning changes that would be needed to increase density. While this is technically correct, it appears disingenuous.

What is not mentioned is that if the FLUM and policies are updated, it establishes the legal foundation needed to make zoning changes to reflect the "community vision" that increased density is appropriate in certain areas. For example, as shown in the LPA Attachment 6, Land Use Comparison, the proposed Urban Residential Preservation category doubles allowable density from "6 units per acre" to "12 units per acre 5,000 sq ft per acre."

Based on these comments, we urge you to slow the process down to address technical issues, reexamine the urban policies, and provide more opportunity for citizen input through workshops and other means.

With thanks,

Vivian Young

Vivian Young, AICP
Special Projects Director

2023-2024 ANNUAL REPORT



1000 FRIENDS of FLORIDA

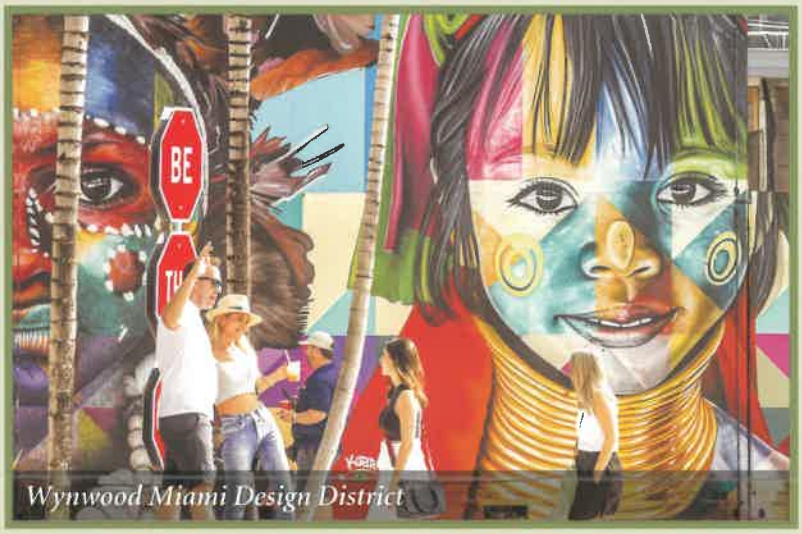
Coastal South Florida Aerial

FROM THE PRESIDENT

Over our history, 1000 Friends of Florida has issued a series of landmark reports projecting how our state's relentless population growth, and how it is absorbed, would affect our environment, economy and quality of life. In the past year, we burnished that legacy with the release of *Agriculture 2040/2070*, focusing on the impacts of future development on agricultural lands.

Agriculture in Florida isn't just a $100 billion-plus industry supporting more than 1.2 million jobs. It also provides valuable ecosystem services, like protecting water supply and quality, mitigating flooding, enhancing climate resilience, sequestering carbon, harboring wildlife, promoting outdoor recreation, and more.

If Florida continues to follow its current development pattern as it takes in millions of additional residents between now and 2070, it will lose 2.2 million acres of agricultural land — 120 acres every day, according to *Agriculture 2040/2070*, which we produced in partnership with researchers at the University of Florida. But if development is 20% more compact, and priority natural lands are preserved, 850,000 fewer acres of agricultural land will be lost.



Wynwood Miami Design District

In addition to our report, we shared these findings with nearly 700 attendees in a webinar, as well as through extensive enhancements to our website, media outreach and presentations to interested groups across Florida. We met with agricultural leaders to discuss strategies to conserve farmland and maintain its environmental benefits. We plan to continue this important work in the year ahead.

Also this past year, our activities included a workshop on how best to prepare for growth by 2040 in Escambia and Santa Rosa counties. While we have conducted similar events in eight other counties in recent years, this was the first in which we also projected the impacts of development on water quality. With our University of Florida partners, we found that more compact development and environmental land conservation would reduce nutrient pollution in area waterways by 75% — a result that could strengthen the case for better planning in counties throughout the state.



In another highlight from the past year, we led a successful campaign with local planning and conservation advocates to reverse preliminary approval by the Palm Beach County Commission of a luxury subdivision on 600 acres of conservation land in the county's Agricultural Reserve. The precedent from this victory provides hope for other threatened conservation lands in the Ag Reserve and across Florida.

These and the wide array of additional activities and accomplishments for 1000 Friends summarized in this report would not have been possible without the generous support of our donors. We need that support to continue to succeed. We can't waste any time resting on our laurels. Together, we have a state to save.

Paul Owens
President

1000 FRIENDS of FLORIDA



2023-2024 MAJOR ACCOMPLISHMENTS

Ocean Drive Art Deco

SAVING SPECIAL PLACES

- **Leading on land conservation** — Worked with allies to obtain $250 million in 2024-2025 state budget to protect high-priority natural and agricultural land, including portions of Florida Wildlife Corridor, from development. Helped enact additional $100 million annual commitments for land conservation and public land management from Seminole gambling compact revenues.
- **Enhancing Florida agriculture** — Released GIS-based analysis, *Agriculture 2040/2070*, advocating planning to reduce potential loss of agricultural land in Florida to development; shared findings through report, website, webinar, virtual and in-person presentations and media outreach. Met with statewide agricultural leaders to identify and promote common goals.
- **Investing in water quality** — With allies, obtained $1.5 billion in state budget for water quality programs and projects, including $740 million for Everglades restoration, $75 million for Indian River Lagoon and $55 million for natural springs. Helped secure additional commitment of $79 million annually for water quality improvement grants from Seminole gambling compact revenues.
- **Strengthening water protections** — With allies, passed legislation to improve stormwater regulations, and defeat bills to eliminate local wetland protections and open portion of Estero Bay Aquatic Preserve to development. Helped end moratorium on local fertilizer regulations. Co-chaired statewide group of advocates promoting water quality improvements. Presented webinar on water quality threats from land application of sewage sludge. Testified before regulators for stronger protections for natural springs.
- **Combining forces** — Participated in weekly meetings with representatives of more than 20 conservation allies to coordinate strategy on common goals. Worked with organizations representing county and city leaders, major employers, universities and more.
- **Conserving land in Seminole County** — With allies, helped earn final, unanimous County Commission approval to create permanent local land conservation program, based on principle that protecting high-priority natural land from development is a fundamental obligation of local government.
- **Restoring the Everglades** — As longtime member of Everglades Coalition, alliance of 57 local, state, and national conservation and environmental groups, continued to promote full restoration of Greater Everglades Ecosystem.
- **Reuniting the Rivers** — Maintained leadership in coalition seeking restoration of the Ocklawaha River through legislative initiatives and local grassroots efforts as co-chair of its science committee.
- **Preserving Florida's forests** — Worked with coalition to strengthen protections for forests and enhance water quality.

BUILDING BETTER COMMUNITIES

- **Defending planning at the Capitol** – Rallied opposition through testimony, email alerts and newspaper op-eds to legislation that would weaken community planning. Led successful campaigns against bills to weaken limits in state law on sprawling development, block citizen challenges to environmental permits and increase pressure on local governments to greenlight coastal construction.
- **Safeguarding communities** — With allies, garnered $145 million for Resilient Florida community grants in state budget, and additional $100 million annual commitment for resilience grants from Seminole gambling compact revenues. Helped pass law requiring owners to disclose previous insurance or government payouts for flooding when selling property. Shared results of our report, *Florida's Rising Seas: Mapping Florida's Future*, in presentations to audiences throughout state.
- **Upholding Florida's history** — With allies, protected historic communities — including St. Augustine, Palm Beach and Key West — from new law threatening historic buildings in coastal communities with demolition. Helped obtain $8.45 million in historic preservation grants.
- **Advocating for affordable housing** — As a member of the Sadowski Coalition, successfully appealed for robust state funding for workforce housing, with Legislature dedicating $548 million in 2024 session.
- **Promoting fiscally responsible growth** — Commissioned research paper, and shared results in webinar, showing compact urban development generates higher local tax revenue than sprawl, while costing less to provide with public services.
- **Encouraging bay-friendly development** — In future growth and development report and presentation for Escambia and Santa Rosa counties, showed how compact development and conservation land protection could reduce harmful nutrient pollution in Pensacola and Perdido Bays, benefiting region's environment and economy. Convened advisory group of leaders and planners from region to recommend policies to promote more environmentally and fiscally sustainable development.
- **Winning in Palm Beach County** — Led successful effort with local organizations and concerned citizens to reverse County Commission's preliminary approval of luxury housing development proposed for 600 acres of conservation land within the county's Agricultural Reserve, through meetings with commissioners, a press conference, email alerts, comment letters and public testimony.
- **Standing up for Martin County** — Advised citizens proposing locally funded land conservation program, and rallied support for successful campaign to place program on November 2024 ballot for voter approval. Continued to serve on advisory board of the Guardians of Martin County. Monitored ongoing review of county's comprehensive plan.
- **Enhancing Orange County rural protections** — Provided expert advice to citizens seeking greater development protections for rural areas in Orange County; endorsed proposed charter amendment in letter to county commissioners and rallied support among Central Florida members.
- **Holding the line in Miami-Dade County** — As fiscal sponsor and steering committee member in coalition dedicated to smart growth and environmental protection in Florida's largest county, helped organize opposition to proposals for development beyond Miami-Dade's urban development boundary.
- **Promoting conservation in Lake County** — Rallied support through testimony and email alerts for successful effort to place local land conservation program in Lake County on November 2024 ballot.
- **Defending Marion County agriculture** — With comment letter and testimony, joined successful opponents of proposal to weaken development protections in Farmland Preservation Area.
- **Envisioning Lake Wales' future** — Maintained support for community effort to develop long-range plan for environmentally and fiscally sustainable development in historic Polk County city. Wrote newspaper op-ed and testified in support of completed plan before city commissioners, who unanimously endorsed it.

CONNECTING PEOPLE WITH PLANNING

- **Tracking legislation** – Monitored dozens of bills on planning and other topics, posting and updating details on website; alerted more than 20,000 followers to actions and opportunities for impact in regular emails and social media posts. Presented legislative briefings to allied and citizens' groups during and after session.
- **Educating citizens and professionals** — Attracted more than 7,900 attendees to free 2023-2024 Dr. John M. DeGrove webinars and online seminar, offering range of professional credits at no charge. Updated and expanded website with webinar and seminar recordings and presentations, and additional information on planning and conservation topics.
- **Promoting conservation planning** — Presented four-part online seminar on planning to protect Florida Wildlife Corridor. Met with stakeholders in statewide conference and in regular online meetings to develop and execute strategies to protect Corridor. Posted webpages featuring maps on conservation, agriculture, impacts of development, future land uses and more for Florida's 67 counties.
- **Reaching out** — Provided technical assistance and advice on community planning issues to concerned Floridians in communities throughout the state; addressed citizens' and students' groups; shared information at community events throughout Florida; interviewed by print and broadcast reporters on multiple occasions on legislative, planning and conservation issues; connected regularly with thousands through email alerts, social media posts.
- **Opening opportunities** — Provided internships with stipends for undergraduate and graduate students to conduct projects and author position papers on planning and conservation topics.

Florida's Future Leaders

The C. Allen Watts Young Leaders Program allows for paid internship opportunities to further the mission of our organization. Mr. C. Allen Watts was a founding member of 1000 Friends of Florida and member of the Board of Directors from 1994 to 2013. A longtime chair of the legal advocacy committee, Allen played an instrumental role in 1000 Friends' many landmark legal challenges to uphold the state's growth management system. He was a highly respected government and land-use attorney who took a special interest in mentoring new lawyers, inspiring his family to launch this program in 2022 in his honor. This program is funded by 1000 Friends Board member Mark Watts, his sister, Kristi Putnam, and C. Allen Watts' widow, Margaret Morris, in memory of their father and husband.

We are proud of our 2023-2024 student interns and thank them for their hard work this year!

Michael Granto *(Fall 2023)*
University of Florida, Master's of Urban and Regional Planning

Jacqueline Vanegas *(Spring 2024)*
Florida State University, Master's of Public History and Historical Administration

Jacob Glantz *(Spring 2024)*
Florida State University, Bachelor of Science in Environment & Society

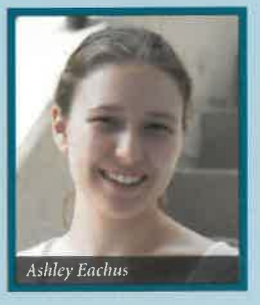
Ashley Eachus *(Summer 2024)*
University of Florida, Master's of Urban and Regional Planning

If you are interested in contributing to the C. Allen Watts Young Leaders Program, please contact ***trussell@1000fof.org***


Michael Granto


Jacqueline Vanegas


Jacob Glantz


Ashley Eachus

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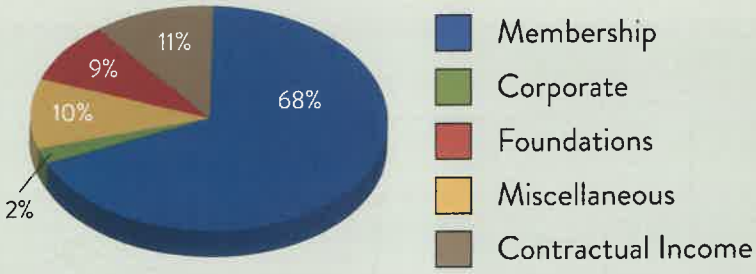

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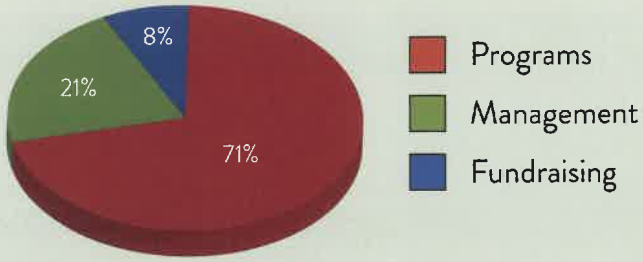

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From: Poplin, Susan
To: Calhoun, Sherri
Cc: Maldonado, Tyler
Subject: Fw: ATN Revisions to Comp Plan Update
Date: Friday, April 4, 2025 4:50:18 PM
Attachments: Urban Residential Preservation.-ATN3-gov.pdf
Sub Urban RP-ATN3-gov .pdf
Recognizeable Places-ATN3-gov.pdf
Road Projects and Environmental and Neighborhood Protection-ATN3.pdf
Transit StarMetro-ATN3-gov..pdf

From: Michael Brezin <mbrezin188@gmail.com>
Sent: Thursday, April 3, 2025 1:51 PM
To: Poplin, Susan <Susan.Poplin@talgov.com>
Cc: kathyi.mcguire@gmail.com <kathyi.mcguire@gmail.com>
Subject: ATN Revisions to Comp Plan Update

EXTERNAL EMAIL
Please report any suspicious attachments, links, or requests for sensitive information.

Hello Susan,
The Alliance of Tallahassee Neighborhoods (ATN) is in the process of reviewing the comp plan updates. While there are certainly objective and policies that we support throughout the updates, in this email I'm sending you our suggested revisions and additions for five topic areas:

1. Urban Residential Preservation,
2. Sub Urban Residential Preservation,
3. Recognizable Places, and two related to mobility:
4. Road Projects Environmental and Neighborhood Protection and
5. Transit – Increasing StarMetro Ridership.

These are in separate files in the attachments. I'm sending them as pdf files. If you'd rather have them in MSWord, please let me know.

Our intention, of course, is that these revisions and additions be integrated into the draft updates prior to transmittal to the State. We are readily available to talk with you or other planning staff about the revisions should that be helpful.

On a related note, we strongly support extending the timeframe for the review of the GOPs by neighborhoods and other entities, ideally by 2-3 months.

We appreciate your availability to date to meet with us or respond by email to our questions. That's been very helpful to our review. We look forward to hearing from you on our proposed revisions and how they can be incorporated into the draft presented to the commissioners prior to the transmittal hearing.

Sincerely,

Mike Brezin, ATN Comp Plan Lead

Alliance of Tallahassee Neighborhoods

April 7, 2025

Dear Mayor, Chair of the Leon County Commission, and Commissioners:

ATN has supported and participated in the Comp Plan update throughout the update process. Based on these actions, we are asking your support on two items: more time for community and staff review of the Plan and data, some of which has just been released last week; and help getting our recommendations clarifying neighborhood protections adopted.

1. **More time for community and staff review**. The proposed Comp Plan is not exactly a snap to read- it's long and complicated! Our neighbors are trying to participate in this important effort, but, for a lay audience it takes time to read, digest, and discuss the specific, extensive, and complex Plan contents. Our neighborhoods are asking for adequate time for engagement, as did the speakers at the recent LPA Workshop. Staff also need time to respond to public input and revise and clarify the Plan where appropriate.

   While the updating process has been going on for a while, the release of the Plan and related information is very recent. The contract with Halff Associates allocated 6 months for the steps of review and transmittal. We've not been given nearly that amount of time and not all the materials were posted online for public review until as late as last week! As much as we all want the Plan updates DONE, there is no legally required hard and fast deadline. Please give us 2-3 months to clarify the Plan's specifications and develop broader neighborhood support. We will be living with this document for a very long time.

2. **Assistance with adopting our recommendations for clarifying neighborhood protections**. As neighborhood leaders, we've discussed the Plan among ourselves and with city staff. The current draft Plan is too vague to protect both neighborhoods that do and do not want non-residential development. To provide initial feedback, we've made focused recommendations (detailed in attachments to this email) in these Plan topics:
   1. Urban Residential Preservation,
   2. Sub Urban Residential Preservation,
   3. Recognizable Places
   4. Road Projects Environmental and Neighborhood Protection
   5. The Multi-Modal Transportation District
   6. Transit – Increasing Star Metro Ridership.

   Midtown- Please do not put an Urban General overlay on Midtown, which would nullify the upcoming Midtown Master Plan which the City Commission recently voted be developed.

   We seek your help in getting our recommendations incorporated into the Plan prior to Transmittal. These recommendations are attached to this email for your review and they have been provided to staff.

Sincerely,
Kathy McGuire, Chair
Alliance of Tallahassee Neighborhoods

Multimodal Transportation District

Current policies implementing the Multimodal Transportation District (District) have been in effect since 2011. The District was established to meet State statutory requirements for creating a transportation concurrency exemption area. The current Plan contains measurable standards and targets for mixed land use and enhanced mobility in the District.

There are neighborhoods within and adjacent to the District that are affected by its implementation (see map). These neighborhoods will benefit from improved transit and walkability. However, numerous developments within the District have been granted exceptions to the land development standards, particularly along State roads. The impact of these exceptions on the goals of the District has not been evaluated. Additionally, improvements to the transit system called for in the current Plan have not been met.[1]

ATN recommends that an evaluation of the implementation of the District, using the measures contained in the current plan, be provided to the public and the Commissions prior to the adoption of this objective and policies.

Objective 2.7 – Multimodal Transportation District (MMTD):
Facilitate the safe and comfortable use of multiple modes of transportation and urban design standards to develop and maintain healthy neighborhoods and thriving businesses where travel by foot, bicycle, and transit will be easy and practical to reduce automobile reliance and vehicle miles traveled.

Policy 2.7.1 – MMTD Implementation:
The Multimodal Transportation District (MMTD), established in 2009 under the requirements of Florida Statute Section 163.3180(15) (2009) for the purpose of promoting walking, bicycling, and transit use, shall be maintained, updated, and implemented by relevant City and County departments through the Multimodal Transportation District Management Plan and corresponding MMTD Code.

Policy 2.7.2 – Land Use Within the MMTD:
The City of Tallahassee and Leon County shall periodically review the Future Land Use Map and land development regulations within the MMTD and modify them as necessary to facilitate appropriate densities, intensities, and mixture of land uses to support the goals of the district, based on the following targets:
Central nodes consisting of employment and services, relatively high density residential, and public spaces all oriented around convenient access to public transit facilities

[1] Referring to the District, Mobility Policy 1.1.13.1 states: *Priority should be given to funding of improvements that increase the availability, speed, frequency, duration and reliability of transit serving these areas*.

Areas designated primarily for residential uses should be no more than ½ mile from areas designated for shopping, services, and employment uses.

Policy 2.7.3 – Land Development Regulations in the MMTD:
Adopt and maintain context-based land development regulations that ensure new development and redevelopment will contribute to walkable urban development patterns. Additionally, these regulations shall include and/or address the following:

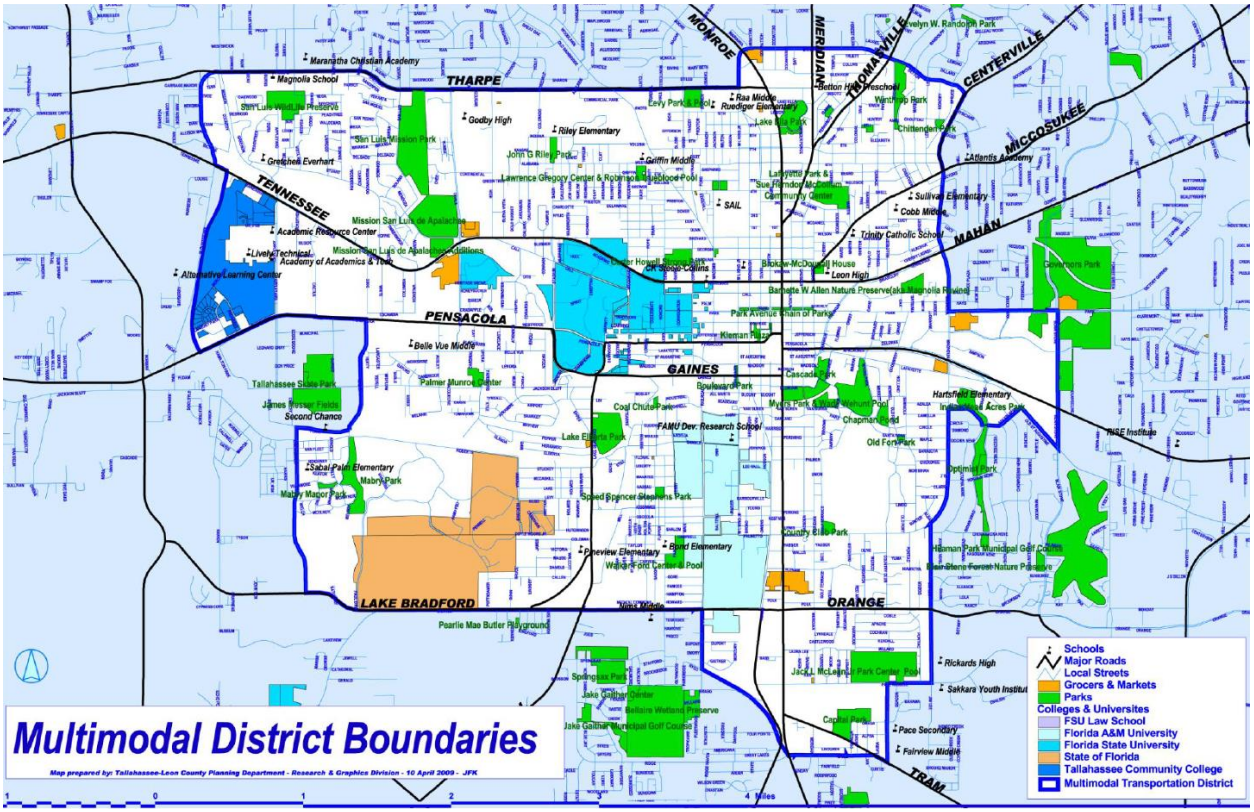
- Building placement.
- Block size standards shall encourage small blocks and an interconnected street network.
- Sidewalks with widths based on context.
- Facade transparency.
- Parking location.

Policy 2.7.4: Minimum Parking Requirements:
Minimum parking requirements shall not be applied to areas designated Urban Center of the Future Land Use Map and shall be significantly reduced, removed, or made otherwise flexible for other areas in the MMTD.

Policy 2.7.5 – Transit in the MMTD:
The MMTD and energy efficiency districts shall be well-connected via transit to major trip generators and attractors both inside and outside the areas; transit stops and waiting areas shall be safe, accessible, and comfortable, and intermodal connections shall be made.

Policy 2.7.6 – Transportation Mitigation:
Transportation mitigation funds collected within the MMTD shall be used for projects within the MMTD with priority given to bicycle, pedestrian, or transit projects.

Map of Proposed Multimodal District



ATN Suggested Changes to Objective 2.6: Recognizable Places

Plan Goal 2: Distinct Urban and Rural Places

ATN Introduction

The places listed in Objective 2.6 are opportunities for redevelopment and infill in areas that can promote walkability and transit. Most of the plans for these areas were prepared in the early 2000s. A number of recommendations in the plans have been implemented.

The proposed Objective promotes redevelopment primarily through density incentives (See the proposed language for redevelopment of the South Monroe corridor, the North Monroe Corridor, and West Pensacola Street. This strategy allows development at a greater density than typically allowed if the development includes design features that will support a more walkable environment. However, lessons learned from Gaines Street revitalization show that more strategies are needed to ensure continued success. These include:

- FDOT District 3 compliance with Complete Street program.
- Coordinated public/private partnerships to provide areawide stormwater and parking facilities, thereby allowing more intensive use of property.
- Amelioration of brownfield sites, if needed.

ATN supports policies to promote redevelopment. We recommend changes to the draft language to:

1. focus government resources on strategies that have been shown to have a positive effect on redevelopment;
2. add specificity to tasks and due dates to make them measurable
3. boost community involvement in place development and redevelopment.

Note: Blue underlined text indicates suggested changes to the draft Objective 2.6 Recognizable Places text. ~~Blue strikethrough text~~ indicates deletions.

Objective 2.6 – Recognizable Places:

Foster and protect distinctive, attractive places that are recognizable and important to the community.

Policy 2.6.1 – Beautifying Public Spaces:

The local governments shall provide for land use regulations that require investment in the streetscape by adding features such as benches, planters, bike racks, tree boxes with trees with a healthy canopy; and providing space for public art installations where appropriate for a given context.

Policy 2.6.2 –

Policy 2.6.2.a. South Monroe Corridor:

~~Prioritize infrastructure improvement and redevelopment/infill development incentives for the South Monroe corridor connecting Downtown to the Southside Investment Area, to ensure a vibrant connection between the central urban core to a historically under-resourced area.~~ By 2026 the City of Tallahassee shall complete a plan of action for providing the necessary stormwater and parking improvements needed to implement the South Monroe Corridor plan. Public and private interests in the corridor shall participate in the preparation of the action plan.

Policy 2.6.~~3~~ 2.b – North Monroe Corridor: (This plan was not found on the Planning Department website so no amendments are proposed).

Encourage the redevelopment of the North Monroe Corridor by providing higher density and intensity land uses between Tharpe Street and Interstate-10 and by establishing and maintaining the Lake Protection Corridor zoning district for areas north of Interstate-10 that are within the Lake Jackson Basin. Land development regulations shall include design standards to promote walkability and require enhanced landscaping along the corridor. The land development regulations shall also provide provisions for nonconforming uses and properties in the Lake Protection land use category to be deemed conforming when redevelopment or site improvements result in the site meeting the design standards and water quality standards for the Lake Jackson basin established in land development regulations.

Policy 2.6.2.c – West Pensacola Street Corridor (no date):

By 2026, the Planning Department shall report on the status of implementation of the recommendations of the West Pensacola Street area plan and an action plan for further implementation and propose modifications. This report shall be prepared in cooperation with residents and private interests in the area. ~~Encourage the redevelopment of the West Pensacola Corridor by providing higher density and intensity land uses between Capital Circle and Stadium Drive. Land development regulations shall include design standards to promote walkability and require enhanced landscaping along the corridor and shall identify alternative design standards that apply when achieving the Multimodal Transportation District standards is not possible.~~

Policy 2.6.2.d– Woodville Sense of Place:

Upon the adoption of the Woodville Sense of Place Plan by the Board of County Commissioners, the Tallahassee-Leon County Planning Department shall evaluate the need for updates to the Comprehensive Plan and land development regulations to implement the recommendations of the plan.

Policy 2.6.2.e – Future Downtown Development:

The City of Tallahassee shall incorporate design standards in the land development regulations that require complementary development and redevelopment in the Downtown area, specifically with regard for the historic context and support for multi-modal transportation.

ATN Suggested Changes to Draft Sub Urban Residential Preservation Land Use Category

Introduction

Planning Staff has stated that sub urban residential neighborhoods should retain their established neighborhood character while allowing for a land use category-wide increase in housing density. The following changes to the proposed Sub Urban Residential Preservation Future Land Use Category are intended to achieve this goal. That is, to ensure that new development and redevelopment is compatible with neighborhood character, infrastructure needed to mitigate impacts will be provided, and to address safety concerns that may deter pedestrian activity.

Note: Blue underlined text indicates suggested changes to the draft Sub Urban Residential Preservation Land Use category definition text. ~~Blue strikethrough text~~ indicates deletions.

Policy 2.8.8 – Sub-Urban Residential Preservation Future Land Use Category:

The intent of Sub Urban Residential Preservation category is to preserve these historic and/or established neighborhoods and their development patterns. Neighborhoods are characterized by a walkable street network; consistent building heights and setbacks; consistent lot coverage; and a mature tree canopy.

The ~~intent of the~~ Sub-Urban Residential Preservation land use category ~~is to~~ allows for low to medium density ~~neighborhood-scale~~ residential uses and neighborhood supportive facilities in a manner consistent with existing development patterns and neighborhood character. ~~development in a manner that is sensitive to the character of existing residential areas. Principal uses within the district shall include residential development and N~~neighborhood supportive facilities consist of~~such as~~ community services, recreational amenities, and light infrastructure.

The Sub-Urban Residential Preservation category shall allow for residential uses at a maximum density of eight dwelling units per acre. Allowed residential housing ~~building~~ types are single-family detached houses, single-family attached, and duplexes.

Pedestrian safety and comfort shall be prioritized over vehicle speed. Auto-oriented uses such as gas stations or drive-thrus are not permitted in order to protect neighborhoods from any negative impacts associated with increased traffic and the pedestrian-oriented neighborhood character.

Community service facilities are limited to a maximum of ~~5~~3,000 square feet of building area, or a sewage flow estimated not to exceed 900 gallons per day, where central sanitary sewer is not available. Non-residential uses are not permitted.

The following special conditions shall apply to the **Sub-Urban Residential Preservation Future Land Use category and shall be included in the City Land Development Regulations:**

1. ~~1.~~ The Sub-Urban Residential Preservation category shall be based on the following general criteria. For inclusion, a residential area should meet the majority of these criteria:

    i. Existing land use within the area is predominantly residential
    ii. Majority of traffic is local in nature
        a. Predominance of residential uses front on local street

b. Relatively safe internal pedestrian mobility

iii. Densities within the area generally of eight units per acre or less

iv. Existing residential type and density exhibits relatively homogeneous patterns

v. Assessment of stability of the residential area, including but not limited to:

a. Degree of home ownership

b. Existence of neighborhood organizations

Zoning districts within the Sub Urban Residential Preservation Category allowing densities over 6 units per acre shall be applied only after City Commission approval of a neighborhood plan which includes, at a minimum but not limited to, the following elements:

a. Identification of desirable neighborhood characteristics to be retained (e.g., building scale and placement, lot size, mature trees, and parks and other common open spaces).
b. Demonstration of ability to accommodate increased parking and stormwater runoff without negatively affected neighborhood character, or a funded plan to address these needs.
c. Improvements needed to achieve a higher degree of safety (e.g., streetlights, traffic calming) and the funding source for such improvements.
d. Design standards to ensure that the neighborhood character is preserved.

2. Uses and development plans may be denied or permitted at lower densities and intensities than the maximums specified in the Comprehensive Plan to achieve consistency with the intent of this district to preserve neighborhood character.

3. ~~2.~~ Development requirements shall be identified in the land development code to provide effective visual and sound buffering (either through vegetative buffering or other design techniques) for community facilities, including ancillary facilities to religious facilities, where they adjoin residential areas in the Suburban Residential land use. Cemeteries or religious facilities used solely for religious functions shall be exempted from these requirements.

(Note – It is not clear where this policy is intended to apply, or what deficiencies exist in current ordinance. The public needs clarification on these items.)

Policy 2.6.2.f – Bradfordville Study Area:

The Bradfordville Study Area is defined in the Bradfordville Sector Plan, as adopted by the Leon County board of County Commissioners on July 11, 2000. It is included in the Addendum to this element and remains part of the Comprehensive Plan. ~~and~~ It is depicted on the following map. Development in the Bradfordville Study Area shall continue to be subject to the ~~development standards for the area included in the land development regulations and as specified in the land use category(ies) in Objective 2.8.~~requirements of the Bradfordville Area Plan and the requirements of the settlement agreement between Leon County and Centerville Rural Community Association, Inc. et al, Leon County circuit court (1998.)

ATN Suggested Changes to Goal 6: A Balanced Transportation Network

Focus: Transit -- Increasing Metro Ridership

Comprehensive Plan policies regarding transit address coverage of service, improving sidewalk connection between neighborhoods, business, and transit stops, and adding amenities to transit stops. There are no policies addressing a major disincentive to using transit: **the lengthy time transit riders must wait for a bus. Most routes are served every 45 to 60 minutes**.

The current Comprehensive Plan contains specific policies to address funding. Although they have not been implemented, they should be retained, as frequency of service is at least as important as the provision of sidewalks and benches to boost ridership.

The current draft contains the following text:

Objective 6.8 – Transportation Demand Management:
Leverage transportation and parking demand management strategies to promote system efficiencies and alternate modes of travel and to spread the travel demand across more hours of the day that result in minimizing impacts on natural resources and neighborhoods and reducing vehicle miles traveled.

Policy 6.8.2 – Increase Transit Ridership:
StarMetro shall identify and implement strategies for increasing transit ridership, including, but not limited to advertising campaigns, easily accessible and accurate rider information, provision of park and ride locations, bus stop improvements, shorter headways, and route revision and expansion through the planning timeframe. Specific strategies should be reviewed and adopted on a 5-year interval including annual ridership reporting and goals, evaluation of gaps in mode shift, and incorporation of emerging technologies

Add the following objective (with an updated target date) and policies:

Objective 2.4: [M] (EFF. 12/15/11) FUNDING OF TRANSIT
By 2012, alternative and innovative funding sources shall be developed to support an effective transit system.
Policy 2.4.1: [M] (EFF. 12/15/11)
Transit shall be regarded as a vital public service with increased funding to allow it to compete with the private automobile on an equal basis.
Policy 2.4.2: [M] (EFF. 12/15/11)
Funding for transit operating expenses should include and should not be limited to the following sources: sales tax, property tax, future charter county surtax, gas tax, impact fees, and the significant benefits program.

ATN Suggested Changes to Goal 6: A Balanced Transportation Network

Focus: Road Projects and Environmental and Neighborhood Protection

Introduction

There have been successful collaborations between public works departments and neighborhoods for roadway improvements. Two examples are Lafayette Street and Betton Road. The current Plan's Mobility Objective 3.1. and its policies recognize the need to mitigate impacts of road projects on the environment and neighborhoods.

Objective 1.3 (below) and its related policies should be retained and inserted prior to Objective 6.1 Land Use and Transportation Coordination for Livability.

Suggested Addition

Objective 1.3: [M] (EFF. 12/15/11) – Environmental and Neighborhood Protection

Evaluate and minimize impacts of transportation projects on the natural environment and neighborhood integrity by using transportation demand reduction strategies to maximize existing roadway capacity, reduce the need for new roadway construction or expansion, reduce peak time traffic, reduce vehicle miles traveled, and reduce greenhouse gas emissions and other environmentally damaging pollutants in corridors, greenways, and aquifers when planning new or expanding existing transportation facilities

Policy 1.3.1: [M] (EFF. 12/15/11)

Evaluate the natural features of Leon County, as delineated in the future land use and conservation elements, to avoid fragmenting and degrading regionally significant natural resources, wildlife corridors, greenways, and aquifers when planning new or expanding existing transportation facilities.

Policy 1.3.2: [M] (EFF. 12/15/11)

Reduce demand for more and wider roads by evaluating traffic operations to maximize efficiency of the existing street system capacity and support modal shifts to public transit, bicycling and walking.

Policy 1.3.3: [M] (EFF. 12/15/11)

Coordinate with Commuter Services of North Florida and state agencies regarding transportation demand reduction strategies such as staggered work hours for major employers, ridesharing, and parking fees.

Policy 1.3.4: [M] (EFF. 12/15/11)

Design, construct, and maintain transportation facilities to prevent flooding, minimize pollution, and maintain natural stormwater quantity, timing, rate, and direction of flow characteristics consistent with the adopted Stormwater Level of Service Standard.

Policy 1.3.5: [M] (EFF. 12/15/11)

Require an analysis that measures environmental and neighborhood impact prior to funding any new roadway alignments, construction, or changes to the traffic circulation system. The level and type of review may vary with the anticipated impact, and shall include community involvement.

Policy 1.3.6: [M] (EFF. 12/15/11)

Require tree plantings, where practical, for both new and old roads to increase screening, beauty, runoff control and reduction of summer heat. Existing trees shall be protected during transportation system development and maintenance.

Policy 1.3.7: [M] (EFF. 12/15/11)

Aesthetically enhance and provide added environmental protection to existing and new transportation corridors by the following methods which include but are not limited to:

a) Incorporating for new, or increasing for existing corridors, the number of green spaces/open spaces and pedestrian oriented areas.

b) Recognizing plantations as a significant part of the natural landscape when roads are being designed in areas of the County where they are present.

c) Encouraging the use of native vegetation and natural systems such as swales to control runoff.

d) Maintaining natural ground cover, canopy and understory where new roads are built.

e) Design public infrastructure improvements to minimize development impacts to protect designated canopy roads consistent with the Conservation Element.

f) Applying access management strategies that enhance the character of transportation corridors and gateways to the community by promoting shared access and consolidated signage and preserving green space for landscaping.

ATN Suggested Changes to Draft Sub Urban Residential Preservation Land Use Category

Introduction

Planning Staff has stated that sub urban residential neighborhoods should retain their established neighborhood character while allowing for a land use category-wide increase in housing density. The following changes to the proposed Sub Urban Residential Preservation Future Land Use Category are intended to achieve this goal. That is, to ensure that new development and redevelopment is compatible with neighborhood character, infrastructure needed to mitigate impacts will be provided, and to address safety concerns that may deter pedestrian activity.

Note: Blue underlined text indicates suggested changes to the draft Sub Urban Residential Preservation Land Use category definition text. ~~Blue strikethrough text~~ indicates deletions.

Policy 2.8.8 – Sub-Urban Residential Preservation Future Land Use Category:

The intent of Sub Urban Residential Preservation category is to preserve these historic and/or established neighborhoods and their development patterns. Neighborhoods are characterized by a walkable street network; consistent building heights and setbacks; consistent lot coverage; and a mature tree canopy.

The ~~intent of the~~ Sub-Urban Residential Preservation land use category ~~is to~~ allows for low to medium density ~~neighborhood-scale~~ residential uses and neighborhood supportive facilities in a manner consistent with existing development patterns and neighborhood character. ~~development in a manner that is sensitive to the character of existing residential areas. Principal uses within the district shall include residential development and N~~neighborhood supportive facilities consist of~~such as~~ community services, recreational amenities, and light infrastructure.

The Sub-Urban Residential Preservation category shall allow for residential uses at a maximum density of eight dwelling units per acre. Allowed residential housing ~~building~~ types are single-family detached houses, single-family attached, and duplexes.

Pedestrian safety and comfort shall be prioritized over vehicle speed. Auto-oriented uses such as gas stations or drive-thrus are not permitted in order to protect neighborhoods from any negative impacts associated with increased traffic and the pedestrian-oriented neighborhood character.

Community service facilities are limited to a maximum of ~~5~~3,000 square feet of building area, or a sewage flow estimated not to exceed 900 gallons per day, where central sanitary sewer is not available. Non-residential uses are not permitted.

The following special conditions shall apply to the **Sub-Urban Residential Preservation Future Land Use category and shall be included in the City Land Development Regulations:**

1. ~~1.~~ The Sub-Urban Residential Preservation category shall be based on the following general criteria. For inclusion, a residential area should meet the majority of these criteria:

    i. Existing land use within the area is predominantly residential
    ii. Majority of traffic is local in nature
        a. Predominance of residential uses front on local street

b. Relatively safe internal pedestrian mobility

iii. Densities within the area generally of eight units per acre or less

iv. Existing residential type and density exhibits relatively homogeneous patterns

v. Assessment of stability of the residential area, including but not limited to:

a. Degree of home ownership

b. Existence of neighborhood organizations

Zoning districts within the Sub Urban Residential Preservation Category allowing densities over 6 units per acre shall be applied only after City Commission approval of a neighborhood plan which includes, at a minimum but not limited to, the following elements:

a. Identification of desirable neighborhood characteristics to be retained (e.g., building scale and placement, lot size, mature trees, and parks and other common open spaces).
b. Demonstration of ability to accommodate increased parking and stormwater runoff without negatively affected neighborhood character, or a funded plan to address these needs.
c. Improvements needed to achieve a higher degree of safety (e.g., streetlights, traffic calming) and the funding source for such improvements.
d. Design standards to ensure that the neighborhood character is preserved.

2. Uses and development plans may be denied or permitted at lower densities and intensities than the maximums specified in the Comprehensive Plan to achieve consistency with the intent of this district to preserve neighborhood character.

3. ~~2.~~ Development requirements shall be identified in the land development code to provide effective visual and sound buffering (either through vegetative buffering or other design techniques) for community facilities, including ancillary facilities to religious facilities, where they adjoin residential areas in the Suburban Residential land use. Cemeteries or religious facilities used solely for religious functions shall be exempted from these requirements.

ATN Suggested Changes to Goal 6: A Balanced Transportation Network

Focus: Road Projects and Environmental and Neighborhood Protection

Introduction

There have been successful collaborations between public works departments and neighborhoods for roadway improvements. Two examples are Lafayette Street and Betton Road. The current Plan's Mobility Objective 3.1. and its policies recognize the need to mitigate impacts of road projects on the environment and neighborhoods.

Objective 1.3 (below) and its related policies should be retained and inserted prior to Objective 6.1 Land Use and Transportation Coordination for Livability.

Suggested Addition

Objective 1.3: [M] (EFF. 12/15/11) – Environmental and Neighborhood Protection

Evaluate and minimize impacts of transportation projects on the natural environment and neighborhood integrity by using transportation demand reduction strategies to maximize existing roadway capacity, reduce the need for new roadway construction or expansion, reduce peak time traffic, reduce vehicle miles traveled, and reduce greenhouse gas emissions and other environmentally damaging pollutants in corridors, greenways, and aquifers when planning new or expanding existing transportation facilities

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Policy 1.3.2: [M] (EFF. 12/15/11)

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Policy 1.3.3: [M] (EFF. 12/15/11)

Coordinate with Commuter Services of North Florida and state agencies regarding transportation demand reduction strategies such as staggered work hours for major employers, ridesharing, and parking fees.

Policy 1.3.4: [M] (EFF. 12/15/11)

Design, construct, and maintain transportation facilities to prevent flooding, minimize pollution, and maintain natural stormwater quantity, timing, rate, and direction of flow characteristics consistent with the adopted Stormwater Level of Service Standard.

Policy 1.3.5: [M] (EFF. 12/15/11)

Require an analysis that measures environmental and neighborhood impact prior to funding any new roadway alignments, construction, or changes to the traffic circulation system. The level and type of review may vary with the anticipated impact, and shall include community involvement.

Policy 1.3.6: [M] (EFF. 12/15/11)

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c) Encouraging the use of native vegetation and natural systems such as swales to control runoff.

d) Maintaining natural ground cover, canopy and understory where new roads are built.

e) Design public infrastructure improvements to minimize development impacts to protect designated canopy roads consistent with the Conservation Element.

f) Applying access management strategies that enhance the character of transportation corridors and gateways to the community by promoting shared access and consolidated signage and preserving green space for landscaping.

ATN Suggested Changes to Draft Sub Urban Residential Preservation Land Use Category

Introduction

Planning Staff has stated that sub urban residential neighborhoods should retain their established neighborhood character while allowing for a land use category-wide increase in housing density. The following changes to the proposed Sub Urban Residential Preservation Future Land Use Category are intended to achieve this goal. That is, to ensure that new development and redevelopment is compatible with neighborhood character, infrastructure needed to mitigate impacts will be provided, and to address safety concerns that may deter pedestrian activity.

Note: Blue underlined text indicates suggested changes to the draft Sub Urban Residential Preservation Land Use category definition text. ~~Blue strikethrough text~~ indicates deletions.

Policy 2.8.8 – Sub-Urban Residential Preservation Future Land Use Category:

The intent of Sub Urban Residential Preservation category is to preserve these historic and/or established neighborhoods and their development patterns. Neighborhoods are characterized by a walkable street network; consistent building heights and setbacks; consistent lot coverage; and a mature tree canopy.

The ~~intent of the~~ Sub-Urban Residential Preservation land use category ~~is to~~ allows for low to medium density ~~neighborhood-scale~~ residential uses and neighborhood supportive facilities in a manner consistent with existing development patterns and neighborhood character. ~~development in a manner that is sensitive to the character of existing residential areas. Principal uses within the district shall include residential development and N~~neighborhood supportive facilities consist of~~such as~~ community services, recreational amenities, and light infrastructure.

The Sub-Urban Residential Preservation category shall allow for residential uses at a maximum density of eight dwelling units per acre. Allowed residential housing ~~building~~ types are single-family detached houses, single-family attached, and duplexes.

Pedestrian safety and comfort shall be prioritized over vehicle speed. Auto-oriented uses such as gas stations or drive-thrus are not permitted in order to protect neighborhoods from any negative impacts associated with increased traffic and the pedestrian-oriented neighborhood character.

Community service facilities are limited to a maximum of ~~5~~3,000 square feet of building area, or a sewage flow estimated not to exceed 900 gallons per day, where central sanitary sewer is not available. Non-residential uses are not permitted.

The following special conditions shall apply to the **Sub-Urban Residential Preservation Future Land Use category and shall be included in the City Land Development Regulations:**

1. ~~1.~~ The Sub-Urban Residential Preservation category shall be based on the following general criteria. For inclusion, a residential area should meet the majority of these criteria:

    i. Existing land use within the area is predominantly residential
    ii. Majority of traffic is local in nature
        a. Predominance of residential uses front on local street

b. Relatively safe internal pedestrian mobility

iii. Densities within the area generally of eight units per acre or less

iv. Existing residential type and density exhibits relatively homogeneous patterns

v. Assessment of stability of the residential area, including but not limited to:

a. Degree of home ownership

b. Existence of neighborhood organizations

Zoning districts within the Sub Urban Residential Preservation Category allowing densities over 6 units per acre shall be applied only after City Commission approval of a neighborhood plan which includes, at a minimum but not limited to, the following elements:

a. Identification of desirable neighborhood characteristics to be retained (e.g., building scale and placement, lot size, mature trees, and parks and other common open spaces).
b. Demonstration of ability to accommodate increased parking and stormwater runoff without negatively affected neighborhood character, or a funded plan to address these needs.
c. Improvements needed to achieve a higher degree of safety (e.g., streetlights, traffic calming) and the funding source for such improvements.
d. Design standards to ensure that the neighborhood character is preserved.

2. Uses and development plans may be denied or permitted at lower densities and intensities than the maximums specified in the Comprehensive Plan to achieve consistency with the intent of this district to preserve neighborhood character.

3. ~~2.~~ Development requirements shall be identified in the land development code to provide effective visual and sound buffering (either through vegetative buffering or other design techniques) for community facilities, including ancillary facilities to religious facilities, where they adjoin residential areas in the Suburban Residential land use. Cemeteries or religious facilities used solely for religious functions shall be exempted from these requirements.

ATN Suggested Changes to Goal 6: A Balanced Transportation Network

Focus: Transit -- Increasing Metro Ridership

Comprehensive Plan policies regarding transit address coverage of service, improving sidewalk connection between neighborhoods, business, and transit stops, and adding amenities to transit stops. There are no policies addressing a major disincentive to using transit: **the lengthy time transit riders must wait for a bus. Most routes are served every 45 to 60 minutes**.

The current Comprehensive Plan contains specific policies to address funding. Although they have not been implemented, they should be retained, as frequency of service is at least as important as the provision of sidewalks and benches to boost ridership.

The current draft contains the following text:

Objective 6.8 – Transportation Demand Management:
Leverage transportation and parking demand management strategies to promote system efficiencies and alternate modes of travel and to spread the travel demand across more hours of the day that result in minimizing impacts on natural resources and neighborhoods and reducing vehicle miles traveled.

Policy 6.8.2 – Increase Transit Ridership:
StarMetro shall identify and implement strategies for increasing transit ridership, including, but not limited to advertising campaigns, easily accessible and accurate rider information, provision of park and ride locations, bus stop improvements, shorter headways, and route revision and expansion through the planning timeframe. Specific strategies should be reviewed and adopted on a 5-year interval including annual ridership reporting and goals, evaluation of gaps in mode shift, and incorporation of emerging technologies

Add the following objective (with an updated target date) and policies:

Objective 2.4: [M] (EFF. 12/15/11) FUNDING OF TRANSIT
By 2012, alternative and innovative funding sources shall be developed to support an effective transit system.
Policy 2.4.1: [M] (EFF. 12/15/11)
Transit shall be regarded as a vital public service with increased funding to allow it to compete with the private automobile on an equal basis.
Policy 2.4.2: [M] (EFF. 12/15/11)
Funding for transit operating expenses should include and should not be limited to the following sources: sales tax, property tax, future charter county surtax, gas tax, impact fees, and the significant benefits program.

ATN Suggested Changes to the Urban Residential Preservation Land Use Category

ATN Introduction:

Planning staff has stated that some urban neighborhoods would like to encourage higher density development and allow some non-residential uses while retaining neighborhood character. The following changes to the proposed Urban Residential Preservation Future Land Use Category are intended to achieve this goal. The revised language is intended to ensure that new development and redevelopment is compatible with neighborhood character, infrastructure needed to mitigate impacts will be provided, and to address safety concerns that may deter pedestrian activity.

Note: Purple underlined text indicates suggested changes to the draft Sub Urban Residential Preservation Land Use category definition text. ~~Purple strikethrough text~~ indicates deletions.

Policy 2.8.11 – Urban Residential Preservation Future Land Use Category:

The ~~intent of the~~ Urban Residential Preservation category applies to neighborhoods close to the city center that were generally developed prior to the 1960s. The intent of the Category is to preserve these existing historic walkable neighborhoods and their development patterns. Neighborhoods are characterized by a walkable street network; consistent building heights and setbacks; consistent lot coverage; and a mature tree canopy.

The Urban Residential Preservation category is intended to provide low to medium density residential uses with allowances for neighborhood-scale ~~accessory~~ commercial uses in a manner consistent with the existing development patterns and neighborhood character. ~~within small to medium blocks that are defined by walkable streets characterized by narrow travel lanes, on-street parking, sidewalks, and planter strips. A low-speed street network that supports walkable connections to neighborhood parks, schools, and other amenities.~~

~~-~~Pedestrian safety and comfort shall be prioritized over vehicle speed.

Allowed land uses ~~include~~ are residential and neighborhood serving nonresidential such as professional and personal services and community services. ~~uses. Neighborhood-scale accessory non-residential uses may be allowed based on the implementing zoning districts. Zoning districts that allow non-residential development shall include development standards to ensure the non-residential uses are scaled to serve the surrounding neighborhood, such as limited retail, offices, and community services, and that the uses do not cause excessive traffic, noise, light, odor, or dust impacts.~~ Auto-oriented uses, such as gas stations or drive-through facilities, are not permitted in order to protect neighborhoods from any negative impacts associated with increased vehicular traffic.

Comments

What isn't Included in the Text Amendment but should be:

1) **At the beginning of the element, the articulation of a**n overarching strategy(-ies) of how the community should grow; i.e.: how sparse and rural the outlying areas should be; how dense and urban the inner portions of the City should be; whether the community will develop dense urban nodes (*walk-ups* and *Transit Oriented Development*); the degree to which existing neighborhoods may change, such as provide for greater density, inclusion of compatible non-residential uses; to what extent the density transition from rural to most urban will be based on the new urbanists' *Transect* concept (and what this is) and companion implementing context zones; the extent that design attributes and infrastructure design may used, in addition to density and intensity, and use type, to influence the location and character of future land use and development; whether regulation of design attributes and other approaches, such as mitigation of potential adverse sound, lighting, hazardous vehicular traffic flow, will be used to promote land use compatibility, particularly where different uses are intended to mix/colocate; and, how fine a grain of mixture of uses is intended in categories that will provide for mixed use.

   This kind of discussion can be very useful for providing the basis for the ensuing goals, objectives, and policies, as well as informing the reader of the overall intent of the various strategies represented in the element.

2) Contemplate whether large facilities that support AI and other intensive electrical energy uses require specific treatment within this element, and if so, provide appropriate guiding strategies.

3) Where the Planning Department (or other department) is specifically referenced in policies, as in being tasked to do something, it may be more appropriate to simply refer to the applicable local government (or both) given the potential for staffing resources to change over the timeframe of the plan.

4) Several of the policies relating to the particular future land use categories specify the detailed types of building types allowable, such as, *duplexes, triplexes, quadruplexes, live-work units*. This is detailed implementation content typically relegated to land development regulations and zoning. The listing of specific building types in the policies describing a future land use category could be construed to preclude those building types not listed, from the zoning district(s) that ultimately implement the future land use category. Likewise, the listing of specific building types in the policy describing the category could be construed to require all of the zoning districts that implement a particular category to allow all of the building types listed. This may or may not be problematic. But if it is problematic, it will also require a comprehensive plan amendment as a precursor to any land development regulation (e.g., zoning) amendment that would change what building types are allowed in a particular zoning district.

Policies 1.1.3 and 1.1.4. Both policies specify the required timing for updating maps to be "updated with current data during the Evaluation and Appraisal Review process." This terminology implies that the applicable maps could not be amended at an earlier point in time, if necessary, based on new information coming to light. Suggestion: revise these policies to state that the maps are to be updated no less frequently than during the Evaluation and Appraisal Review process. Note that the Evaluation and Appraisal Review of comprehensive plans is required to occur on a seven-year recurring schedule.

Objective 1.2. Suggestion: "infrastructure extension" should be revised to "infrastructure location and expansion" to be more encompassing.

Objective 1.2. This objective does not mention or hint at acquisition of natural areas (although this is explicitly stated in Policy 1.2.1) as a tactic. Suggestion: Revise the Objective as appropriate to include *acquisition*.

Policy 1.2.1. This policy guides the City and County to acquire sensitive areas. Does this provide for less-than fee simple acquisition (e.g., acquisition of easements) as well as fee simple acquisition? If so, good. If not, revise the policy as appropriate.

Policy 1.2.2. This policy specifies that Planning Department staff shall conduct an environmental analysis of proposed comprehensive plan amendments. The concept is good, but should the policy be revised to enable other City and Count staff to be utilized in such analysis? Potentially the Planning Department may not have sufficient or appropriate resources to accomplish this requirement.

Policy 1.2.4. This policy refers to *context-based* beautification, etc. Suggestion: Provide additional information on the *context* basis; i.e., is this referring to a context-based land usage/development concept, such as utilized by the Congress for New Urbanism, or Florida D.O.T., for example?

Policy 1.3.1. This policy requires the updating of the Greenways and Trails Master Plan every 10 years. Suggestion: revise this policy to provide for updating no less frequently than every 10 years.

Policy 1.3.2. The policy does not provide guidance on who is intended to develop and maintain urban recreation spaces.

Objective 1.5. This Objective calls for the implementation of strategies that "reduce and treat stormwater…" It is not clear what *reducing stormwater* means? [Stormwater is water produced during rain events]. Maybe some word or words are missing unless the drafters have, at their disposal, a method of reducing the volume of rain in our community.]

Policy 1.5.2. This policy provides that "Local governments shall incentivize the use of green infrastructure stormwater management systems… by providing a reduction in minimum green space requirements or other incentives." As drafted, this policy could be misconstrued to enables the provision of less green area to treat/manage stormwater. Suggestion: redraft for greater clarity to ensure that reductions in minimum green space requirements would result *in exchange for* provision of green infrastructure.

Policy 1.6.1. This policy includes the following: "These *regulations* shall be implemented as prescribed in the *regulations*…" Suggestion: Revise for directness and grammatical correctness.

Policy 1.6.2. This policy requires zoning and development standards, within the Urban Services Area, to promote the location of homes, jobs [and other destinations] within 20 minutes walking distance of each other. 1) Why not consider, instead, a minute standard? Within urban design and pedestrian mobility practice, this timeframe has gained more acceptance as a design standard. 2) Maybe the standard (20 minutes, 15 minutes, whatever) should be referenced as a maximum timeframe.

Policy 1.6.3. In this policy, consider replacing "higher" capacity with "greater" capacity.

Policy 1.6.5. In this policy, consider adding the term "runoff" after the word "stormwater" to provide greater clarity. Consider replacing "quantity" with "volume."

Policy 1.7.1. This policy specifies coordination with key regional partners on the protection of natural resources that extend beyond jurisdictional boundaries. The policy specifically mentions some agencies but does not mention any of the adjacent local governments (both within the State of Florida and the State of Georgia) nor does it mention the Apalachee Regional Commission or the Southwest Georgia Regional Commission. Recommendation: These are significant omissions; revise the policy to include these governments/agencies.

- **Policy 2.2.1.** This policy provides that the Urban Services Area (USA) will be large enough to include 50% more vacant and developable land than necessary to accommodate projected population growth during the planning timeframe.

  This standard appears to be significantly greater than needed to promote an efficient development pattern, particularly an urban development pattern. It would consume more forested land and agricultural land and require longer and require more costly infrastructure extensions than would be required by the respective population with even a modest urban development pattern (i.e., at a moderate development density/intensity). It is recognized that the location of the USA boundary on the map included in the draft amendment is approximately the same location as the USA boundary that has been in effect for several years. Recommendation: Revise this policy to reduce the percentage of surplus vacant and developable land necessary to accommodate population over time, so that a 50% surplus is not continually provided for over time, but reduced, to reflect urban intensities and densities with this portion of the USA; failure to do so could result in less-than urban development patterns sprawling within the USA.

Policy 2.2.5. This policy includes the following: "Residential density and/or non-residential intensity of development allowed for individual sites shall be determined by….the ability to implement *conditions* or mitigation for the proposed development." The term *conditions*, as used here, likely refers to *conditions of approval* attached to a development order issued by the City or County for a particular development; this is not clear and may be too specific or technical for use in a comprehensive plan policy. Suggestion: the term *mitigation*, as provided, may be sufficient, or perhaps could be expanded to, the *mitigation of potential impacts*.

Policy 2.2.6. This policy provides for exceptions to the Urban Services Area concept to provide for higher density within areas near the Woodville Rural Community [future land use map category] when central sewer service is available and development connects to sewer. 1) Is it necessary to also set a maximum development density/intensity limit for this development within this policy? Or is this policy the basis for another policy that provides such limit? 2) This policy is imprecise with regard to location of its application. As written, it would allow the extension of higher density development in any area designated Rural or Rural Residential on the future land use map, so long as it is connected to sewer and subjectively located within the area described in the policy. Recommendation: review this policy and if appropriate, specify geographic limits to this exception to apply.

Policy 2.2.7. This policy requires consistency with the priority of urban services, the Future Land Use Map, and the Urban Services Area in conjunction with "the *widening* of existing streets and roads." Widening streets and roadways is not necessarily the same as adding additional lanes; and either approach, while traditionally responses to increased growth and travel demand, are not always consistent with other community objectives, such as protecting natural resources, protecting residential use from adverse impacts, creating human-scale environments that facilitate pedestrian activity. Suggestion: Instead of implying that streets and roads must always be widened to accommodate projected growth and demand, use alternative terminology such as *modifying*, *improving*, or *reconstructing*, which encompasses *widening* but is not limited to *widening*.

Policy 2.2.8. This policy promotes brownfield reclamation, building reuse, and adaptive reuse of structures, enabling these activities through provision of incentives in the land development regulations. The policy outlines the content of the land development regulations incentives; it does not include any provisions for mitigation of environmental or environmental health issues associated with the applicable brownfield sites. The policy also provides for "density and intensity bonuses of up to 25% modified development review thresholds." It is not clear if this intended to refer to maximum limits otherwise set out for the applicable future land use category in the comprehensive plan or zoning district (land development regulation) limitations or other. Suggestions: 1) Revise the policy to provide for or recognize that mitigation of adverse environmental conditions are prerequisite to any redevelopment of brownfield sites; 2) clarify the reference basis for density/intensity bonuses.

Policy 2.2.9. It is not clear how this policy does anything other than what is provided for in Policy 2.2.8., except to add the term "Greyfield." Suggestion: If appropriate, merge these policies together.

Policy 2.2.10. This policy specifies the protection of identified future rights-of-way from building encroachment; it does not specify what the appropriate setbacks would be, but includes a table specifying significant rights-of-way widths for the types of transportation facilities listed. A word of caution: The City of Tallahassee had, at one point, a similar approach wherein the implementing land development regulations (with their basis also established in the comprehensive plan) required a "special roadway setback," to protect identified corridors from development encroachment, and thus to make it easier and less expensive for the City acquire needed right-of-way for roadway construction. This regulation was challenged, as applied, as a taking, with no legitimate public health, safety, or welfare basis. [The City was able to prevail as its implementing regulations provided affected property owners with alternative design "exceptions" that made it possible, the plaintiff's instance, to

realize their development interests within the remaining, reduced buildable area resulting from the implementation of the setback]. The City thereafter also amended their regulations to minimize potential that they be used as a workaround to acquire right-of-way without appropriate compensation.

- **Policy 2.4.1.** This policy establishes the basis for a Transfer of Development Rights (TDR) program. It limits where development rights may be transferred, to areas designated Rural Residential or Rural Community on the Future Land Use Map. A TDR program can be a very helpful tool to help minimize sprawl and direct growth to the most appropriate areas of the community, areas where supporting infrastructure and facilities are already present or planned to be available soon, and areas targeted for redevelopment, and further economic development. By precluding areas within the USA from receiving transferred development rights, this policy becomes, at best, a marginally useful tool. Recommendation: 1) Revise the policy to provide for transfer of rights to within the USA, and in particular, areas targeted for greater densities and intensities. 2) Revise the policy to allow transfers of density out of the Lake Protection future land use category, as a tool to facilitate environmental protection of resources within the category. Suggestion: Add the word "program" in between "Rights" and "may" in the first sentence of the policy.

Policy 2.4.2. This policy would require expansions of the USA to be based on an analysis of population projections and growth trends and an analysis of developable vacant land currently within the Urban Services Area. This is appropriate. But the policy fails to provide any criteria or guidance for decision-makers to use to determine whether, and to what extent, and expansion of the USA is warranted; i.e., it seems of value, but insufficient, to simply require the undertaking of these analyses but to potentially place no particular regard to their findings.

Policy 2.5.1. This policy sets out some strategies for retrofitting/reconstructing suburban areas. The proposed strategies are consistent with current best practices in urban design. Some of the terminology used in the policy might, however, be improved. Some of the terminology would be well understood by urban designers and most planners but may be less well understood by the general public and policy-makers. Examples of terminology that might benefit from revision include:

- *Complete streets* (this term has not yet be explained at this point in the proposed comprehensive plan)
- *Continuous streetscapes with liner buildings close to the street*
- *Appropriate design elements*
- *Residential building types*

In regard to the strategy of *block size reductions* — small blocks are an integral attribute of walkable and human-scale development, but while many (most?) of the blocks in the community are currently larger or significantly larger than ideal in these regards, not all are, and at some point, if block size reduction does occur, it will no longer need to continue on over time. Suggestion: Consider some other wording, perhaps providing guidance as to what appropriate block size should be, instead of compelling the action to continue reduce the size of blocks.

Also, in the first sentence, consider using "adopt" or "enact" as opposed to "develop…land development regulations."

Policy 2.6.1. This policy sets out street beautification strategies. Suggestions: Revise the policy: 1) "The local governments shall provide for land use regulations…" should be replaced by terminology like "The City and County shall adopt land development regulations…" 2) The policy refers to "…a given context." The significance of this wording might be missed as the concept of context-based land usage/development concept, such as utilized by the Congress for New Urbanism, or the Florida D.O.T., based upon the new urbanists' *Transect*, has not been explained yet at this point in the proposed comprehensive plan.

Objective 2.7. Suggestion: Revise "Facilitate the safe and comfortable use of multiple modes of transportation *and* urban design standards to…" " Facilitate the safe and comfortable use of multiple modes of transportation *through the use of* urban design standards to…"

Policy 2.7.5. The meaning of the first usage of the term "areas" in this policy is not clear. Could it be replaced with a more precise term; e.g., "the MMTD?"

Objective 2.8 The sentence, "The context areas shall be used as the basis for planning and design of land uses and transportation facilities in the City of Tallahassee and Leon County." omits [non-transportation] *public facilities* and *infrastructure*. Recommendation: revise this sentence as follows: "The context areas shall be used as the basis for planning and design of land uses, transportation facilities, infrastructure, and public facilities in the City of Tallahassee and Leon County."

Future Land Use Map, Page 16. Revise to include the title, Future Land Use Map (or other as appropriate and include referenced timeframe that the map represents.

- **Policy 2.8.2.** This policy includes the statement, "To ensure a mixture of uses in mixed-use land use categories, a minimum of 5% open space (which may include landscaping and stormwater facilities subject to land development regulations) is required…" It's not clear whether or how requiring a minimum threshold of open space area will ensure a mixture of uses in the the mixed-use land use categories.

Policy 2.8.3. The first paragraph of this policy implies but does not explicitly state that state and national forests, wildlife management areas, and other managed natural areas will be comprise the lands to be included in the Natural Areas Future Land Use Category. As drafted, the policy implies non-managed areas would not be appropriately included in this category. Suggestion: Revise the policy for precision and clarity with regard to what lands are intended to be designated within the category.

Policy 2.8.5. - Part 4. For clarity consider adding the term *use* after *single-family residential* in the sentence "Existing lots of record shall be considered vested for the purposes of single-family residential regardless of lot size or density provided all other development standards can be met."

Policy 2.8.7. - Part 5. It is unclear what this sentence means: "To encourage redevelopment in the Lake Protection category, land development regulations may provide for a partial credit applied toward existing impervious surface on previously developed sites." Does this mean redevelopment sites may include a greater proportion of impervious surface than would otherwise be required for new development, or?

Policy 2.8.7. - Part 8. This part allows planned development special district areas of over 100 acres within the Lake Protection Category to develop in accordance with the allowable densities and intensities of the Suburban Mixed Use land use category; i.e., up to a maximum of 45 dwelling units per acre and 25,000 square feet per acre. This seems more intensive than presently allowed. Are these intensity limits appropriate?

Policy 2.8.8. - Part 1. This part of this policy describing the Sub-Urban Residential Preservation Future Land Use Category sets out as criteria for inclusion in the category, "Assessment of stability of the residential area, including but not limited to: a. Degree of home ownership b. Existence of neighborhood organizations." While tenure and participation in neighborhood organizations are traditional measures of neighborhood stability/transition and cohesiveness, they can also be used to simply enable development interests to reclassify (i.e., change the future land use map) to rezone and redevelop lower-income areas, where homeownership rates may be lower than the community as a whole and there is less participation in neighborhood organizations. This results in displacing existing residents and potentially increasing their housing cost burdens with higher rents.

Policy 2.8.8. - Part 3. This part of this policy exempts cemeteries and religious facilities used solely for religious use, from having to provide effective visual and sound buffering (either through vegetative buffering or other design techniques), where they adjoin low density residential areas. It is recognized that is a continuation of the current practice of exempting these uses from these requirements. While well-intentioned and workable for smaller scale cemeteries and religious facilities, at larger scale and with more frequent usage, these uses can still present incompatible land use conflicts with adjacent/nearby low density residential land use. Accordingly, they should not be carte blanche exempted from sound and visual buffering requirements when adjacent to low density residential use; instead, they should be subject to such requirements and be allowed to demonstrate their compatibility at time of application.

Policy 2.8.9. The word "quadraplexes" should be revised to "quadruplexes."

The third paragraph of the policy specifies that land development regulations shall include development standards to maintain *low traffic volumes*, vehicular speeds, and parking for nonresidential uses. It is not clear what would be considered *low traffic* volumes, but while considering this directive, recognize that the category allows for residential land use at a density up 20 dwelling units per acre, and unless the development regulations can mandate the close location of district residents' places of work (so that they don't require vehicular travel for commutes) this may make the directive difficult to achieve.

Sub-part 1. of the policy requires the land development regulations to include urban design, buffering, and screening standards to facility compatibility between residential and non-residential uses *within* the Sub-Urban Neighborhood land use category. Suggestion: Revise the wording to also recognize the need to utilize such techniques for uses outside but adjoining the category.

Policy 2.8.10. In the second paragraph, there is a reference to the *Sub-Urban Mixed-Use Commercial Future Land Use Category* as the *Sub-Urban Mixed Land Use Category*. Recommendation: Revise the text to provide consistent terminology.

Policy 2.8.11. This policy begins by stating: "The intent of the Urban Residential Preservation category is to preserve existing historic walkable neighborhood development patterns." While walkable development patterns are arguably integral to thriving neighborhoods, and a appropriate attribute of land use within this category, the retention of such patterns likely only deserve secondary emphasis, with the preservation of the *actual neighborhoods* and their residential use the primary.

The word *quadplexes* in the third paragraph of this policy should be revised to *quadruplexes*.

Policy 2.8.12. This policy (first paragraph) includes the phrase "a street network that generally connects to residential neighborhoods *immediately* along corridors or behind the uses fronting major collectors or arterial roadways." Suggestion: Delete the word *immediately* from this phrase; it does not seem to add anything and may add ambiguity.

The fourth paragraph of this policy directs the reduction of vehicular traffic volumes. It is not clear how volume reduction might be accomplished. See related comment here on **Policy 2.8.9.**

Sub-part 2. of the policy requires the land development regulations to include urban design, buffering, and screening standards to facility compatibility between residential and non-residential uses *within* the Urban Neighborhood land use category. Suggestion: Revise the wording to also recognize the need to utilize such techniques for uses outside but adjoining the category. See related comment here on **Policy 2.8.9.**

Policy 2.8.14. This policy includes the phrase: "The *land use* is characterized by *close-proximity buildings* featuring retail on the ground floor and residential units above…" Suggestion: Modify the phrase to read: "The *land use category* is characterized by *buildings in close-proximity to one another,* featuring retail on the ground floor and residential units above…"

This policy includes the term, *consistent street trees*. This term is vague. Suggestion: Revise the wording to provide greater clarity.

- **Sub-part 1.** of the policy requires the land development regulations that implement the Urban Center future land use category to establish design guidelines. This part then subsequently provides that any development with a density greater 10 dwelling unit per acre will be deemed consistent with standards. Accordingly, whatever design standards may be provided, simply building to densities greater than 10 dwelling units per acre will

alleviate any necessity to attempt to meet those standards. If this is not the intention, it is recommended that this part be revised as appropriate.

- **Sub-part 2.** This portion of the policy sets out criteria for expansion of the Urban Center future land use category. Proposed criterion a.iii. is, *Served by available infrastructure*. It's not clear that that is the intended or appropriate wording, as theoretically, almost all lands are served by whatever infrastructure exists. Perhaps the intent relates more to being served by infrastructure that is adequate to support the level of intensity allowed in the Urban Center future land use category? Recommendation: Reword to provide clarity and appropriate direction.

Policy 2.8.16. This policy addressing the Manufacturing and Mining Special District, includes the following direction: "The Manufacturing and Mining Special District shall not be applied to areas outside the Urban Services for uses that are dependent upon *central infrastructure services*." Suggestion: Ensure that the term *central infrastructure services* is defined within the comprehensive plan.

Sub-part 1. This part include the following phrase: "The City and Leon County Land Development Code shall *development* minimum mitigation standards." Suggestion: Revise this phrase to read: "The City and Leon County Land Development Code shall *provide* minimum mitigation standards."

Policy 2.8.17. Relating to the Institutional Special District uses the term *Principle uses*. This term should be revised to *Principal uses*.

Policy 2.8.19. Sub-part 2. This part related to required master plans for development within the Planned Development Special District. This part sets out requirements are extremely specific, in comparison to the typical strategic provisions found in comprehensive plans. Is this content more appropriate in the land development regulations?

Some of the specific requirements falling under the header in this section could be reworded for better grammatical agreement, for example:

> *2. Master Plans shall identify the following:…h. The plan shall address the issues of capacity maintenance, bicycle and pedestrian accessibility…*

Sub-part 3. This part states: "If a Master Plan exceeds the allowable uses, densities and/or intensities of the Planned Development District, a comprehensive plan amendment shall be required to obtain the proposed use, density and/or intensity." This part is unnecessary as this directive is applicable to *all* proposed development within the City and County, regardless of future lane use category classification and location.

Sub-part 4. This part states: "No comprehensive plan amendment shall be required if the Master Plan is consistent with the allowable uses, densities and intensities provided in this policy." This part is unnecessary as this directive is applicable to *all* proposed development within the City and County, regardless of future lane use category classification and location.

Sub-part 6. This part states: "Master Plans shall be consistent with the provisions of the Comprehensive Plan." This part is likely unnecessary given the requirement all development in all locations shall be consistent with the comprehensive plan, as currently in effect, except for development vested under previous editions of the comprehensive plan. Recommendation: delete, or revise as appropriate, if vesting is an issue.

Sub-part 8. This part states: "Easements, right-of-way and other improvements located throughout the Planned Development District boundary *may be required* to be dedicated in conjunction with proposed development applications to ensure adequate facilities can be constructed consistent with the Master Plan." This part is unnecessary given that it is permissive, and not obligatory, using the term *may be required*.

Sub-parts 9. & 10. Sub-part 10. includes the following provision: "If any of these public acquisitions reduces the remaining acreage of the Planned Development below 200 acres, the Planned Development provisions of this Plan shall apply to all remaining acreage." Does this provision also relate to the public acquisitions referred to in Sub-part 9? If so, it is recommended that these parts be revised to ensure clarity.

The proposed FLUM: The proposed FLUM depicts areas within the City and County where FLUCs intended to allow significantly different intensities of use or character of development are located across a street or road from one another. This is a classic error in urban design and land use compatibility: in good urban design, and even typical current local land use practice, principal uses face one another — *look out* at one another — across streets…and this visual perception is one important way most people gauge and experience compatibility.

Ideally, interfaces or boundaries between categories and districts of significantly different character and/or intensity should be located along the rear lot line or separated through categories or districts of transitional intensity or large areas of open space. Boundaries along rear property lines offer the additional benefit of enabling the provision of buffering to mitigate visual perception of differing land use and intensity.

I realize this a bit of challenge because most of these newly proposed boundaries are in the same location as the boundaries between FLUCs on the FLUM presently in effect.

Permitted non-residential uses are limited to a maximum of ~~5,000~~2,500 square feet per ~~acre~~site. ~~Implementing zoning districts may provide additional design standards or restrictions on use and intensities.~~

A maximum gross residential density of 12 dwelling units per acre is allowed. ~~Low-density residential~~ Permitted housing types include~~s~~ single-family detached, single-family attached, duplexes, triplexes, and quadplexes. ~~Implementing zoning districts may provide additional design standards or restrictions on densities.~~

The following special conditions shall apply to the Urban Residential Preservation Land Use Category:

1. Zoning districts within the Urban Residential Preservation Category allowing densities over 6 units per acre and/or allowing non-residential uses shall be applied only after City Commission approval of a neighborhood plan which is developed with neighborhood participation. The plan shall include, at a minimum, the following elements:
    a. A land use map that includes a depiction of areas where non-residential uses are prohibited, if any.
    b. Identification of desirable neighborhood characteristics to be retained (e.g., building scale and placement, lot size, mature trees,and parks and other common open spaces).
    c. Demonstration of ability to accommodate increased parking and stormwater runoff without negatively affecting neighborhood character, or a funded plan to address these needs.
    d. Improvements needed to achieve a higher degree of safety (e.g., streetlights, traffic calming) and the funding source for such improvements.
    e. Design standards to ensure that the neighborhood character is preserved.
2. Uses and development plans may be denied or permitted at lower densities and intensities than the maximums specified in the Comprehensive Plan to achieve consistency with the intent of this Category to preserve neighborhood character.

~~1. Design and development standards for the Urban Residential Preservation area shall detail the placement, scale, and relationship between buildings and the street to support an area of high pedestrian comfort and a continuous walkable street network throughout the district. These design standards shall integrate all building types into the character of the neighborhood.~~

~~1. Standards addressing adjacency to protected residential areas including buffers, setbacks, stepbacks, and landscaping shall be included be included in the City of Tallahassee land development regulations to ensure compatibility between residential and non-residential uses within the Urban Residential Preservation land use.~~

~~1. Land development regulations shall address compatibility between areas designated Urban Residential Preservation and areas with new or expanding non-residential uses or high-density residential uses through the provision of neighborhood compatibility standards that address buffering, screening, design standards, and/or the provision of areas with lower density or intensity uses between the Urban Residential Preservation areas and the areas with new or expanding non-residential uses or high-density residential uses.~~

Comments

What Isn't Included: At the beginning of the element, the articulation of an overarching strategy(-ies) of how the community should grow; i.e.: how sparse and rural the outlying areas should be; how dense and urban the inner portions of the City should be; whether the community will develop dense urban nodes (*walk-ups* and *Transit Oriented Development*); the degree to which existing neighborhoods may change, such as provide for greater density, inclusion of compatible non-residential uses; to what extent the density transition from rural to most urban will be based on the new urbanists' *Transect* concept (and what this is) and companion implementing context zones; the extent that design attributes and infrastructure design may used, in addition to density and intensity, and use type, to influence the location and character of future land use and development; whether regulation of design attributes and other approaches, such as mitigation of potential adverse sound, lighting, hazardous vehicular traffic flow, will be used to promote land use compatibility, particularly where different uses are intended to mix/colocate; and, how fine a grain of mixture of uses is intended in categories that will provide for mixed use.

This kind of discussion can be very useful for providing the basis for the ensuing goals, objectives, and policies, as well as informing the reader of the overall intent of the various strategies represented in the element.

Contemplate whether large facilities that support AI and other intensive electrical energy uses require specific treatment within this element, and if so, provide appropriate guiding strategies.

Where the Planning Department (or other department) is specifically referenced in policies, as in being tasked to do something, it may be more appropriate to simply refer to the applicable local government (or both) given the potential for staffing resources to change over the timeframe of the plan.

Several of the policies relating to the particular future land use categories specify the detailed types of building types allowable, such as, *duplexes, triplexes, quadruplexes, live-work units*. This is detailed implementation content typically relegated to land development regulations and zoning. The listing of specific building types in the policies describing a future land use category could be construed to preclude those building types not listed, from the zoning district(s) that ultimately implement the future land use category. Likewise, the listing of specific building types in the policy describing the category could be construed to require all of the zoning districts that implement a particular category to allow all of the building types listed. This may or may not be problematic. But if it is problematic, it will also require a comprehensive plan amendment as a precursor to any land development regulation (e.g., zoning) amendment that would change what building types are allowed in a particular zoning district.

Some of the terminology used in the draft amendment may not be clear to lay readers. It would be most helpful to include a companion glossary within the amendment, wherein this terminology is defined.

Will this element provide a density bonus for provision of affordable housing? Inclusionary housing?

___

Policies 1.1.3 and 1.1.4. Both policies specify the required timing for updating maps to be "updated with current data during the Evaluation and Appraisal Review process." This terminology implies that the applicable maps could not be amended at an earlier point in time, if necessary, based on new information coming to light. Suggestion: revise these policies to state that the maps are to be updated no less frequently than during the Evaluation and Appraisal Review process. Note that the Evaluation and Appraisal Review of comprehensive plans is required to occur on a seven-year recurring schedule.

Objective 1.2. Suggestion: "infrastructure extension" should be revised to "infrastructure location and expansion" to be more encompassing.

Objective 1.2. This objective does not mention or hint at acquisition of natural areas (although this is explicitly stated in Policy 1.2.1) as a tactic. Suggestion: Revise the Objective as appropriate to include *acquisition*.

Policy 1.2.1. This policy guides the City and County to acquire sensitive areas. Does this provide for less-than fee simple acquisition (e.g., acquisition of easements) as well as fee simple acquisition? If so, good. If not, revise the policy as appropriate.

Policy 1.2.2. This policy specifies that Planning Department staff shall conduct an environmental analysis of proposed comprehensive plan amendments. The concept is good, but should the policy be revised to enable other City and Count staff to be utilized in such analysis? Potentially the Planning Department may not have sufficient or appropriate resources to accomplish this requirement.

Policy 1.2.4. This policy refers to *context-based* beautification, etc. Suggestion: Provide additional information on the *context* basis; i.e., is this referring to a context-based land usage/ development concept, such as utilized by the Congress for New Urbanism, or Florida D.O.T., for example?

Policy 1.3.1. This policy requires the updating of the Greenways and Trails Master Plan every 10 years. Suggestion: revise this policy to provide for updating no less frequently than every 10 years.

Policy 1.3.2. The policy does not provide guidance on who is intended to develop and maintain urban recreation spaces.

Objective 1.5. This Objective calls for the implementation of strategies that "reduce and treat stormwater…" It is not clear what *reducing stormwater* means? [Stormwater is water produced during rain events]. Maybe some word or words are missing unless the drafters have, at their disposal, a method of reducing the volume of rain in our community.]

Policy 1.5.2. This policy provides that "Local governments shall incentivize the use of green infrastructure stormwater management systems… by providing a reduction in minimum green space requirements or other incentives." As drafted, this policy could be misconstrued to enables the provision of less green area to treat/manage stormwater. Suggestion: redraft for greater clarity to ensure that reductions in minimum green space requirements would result *in exchange for* provision of green infrastructure.

Policy 1.6.1. This policy includes the following: "These *regulations* shall be implemented as prescribed in the *regulations*…" Suggestion: Revise for directness and grammatical correctness.

Policy 1.6.2. This policy requires zoning and development standards, within the Urban Services Area, to promote the location of homes, jobs [and other destinations] within 20 minutes walking distance of each other. 1) Why not consider, instead, a minute standard? Within urban design and pedestrian mobility practice, this timeframe has gained more acceptance as a design standard. 2) Maybe the standard (20 minutes, 15 minutes, whatever) should be referenced as a maximum timeframe.

Policy 1.6.3. In this policy, consider replacing "higher" capacity with "greater" capacity.

Policy 1.6.5. In this policy, consider adding the term "runoff" after the word "stormwater" to provide greater clarity. Consider replacing "quantity" with "volume."

Policy 1.7.1. This policy specifies coordination with key regional partners on the protection of natural resources that extend beyond jurisdictional boundaries. The policy specifically mentions some agencies but does not mention any of the adjacent local governments (both within the State of Florida and the State of Georgia) nor does it mention the Apalachee Regional Commission or the Southwest Georgia Regional Commission. Recommendation: These are significant omissions; revise the policy to include these governments/agencies.

- **Policy 2.2.1.** This policy provides that the Urban Services Area (USA) will be large enough to include 50% more vacant and developable land than necessary to accommodate projected population growth during the planning timeframe.

  This standard appears to be significantly greater than needed to promote an efficient development pattern, particularly an urban development pattern. It would consume more forested land and agricultural land and require longer and require more costly infrastructure extensions than would be required by the respective population with even a modest urban development pattern (i.e., at a moderate development density/intensity). It is recognized that the location of the USA boundary on the map included in the draft amendment is approximately the same location as the USA boundary that has been in effect for several years. Recommendation: Revise this policy to reduce the percentage of surplus vacant and developable land necessary to accommodate population over time, so that a 50% surplus is not continually provided for over time, but reduced, to reflect urban intensities and densities with this portion of the USA; failure to do so could result in less-than urban development patterns sprawling within the USA.

Policy 2.2.5. This policy includes the following: "Residential density and/or non-residential intensity of development allowed for individual sites shall be determined by….the ability to implement *conditions* or mitigation for the proposed development." The term *conditions*, as used here, likely refers to *conditions of approval* attached to a development order issued by the City or County for a particular development; this is not clear and may be too specific or technical for use in a comprehensive plan policy. Suggestion: the term *mitigation*, as provided, may be sufficient, or perhaps could be expanded to, the *mitigation of potential impacts*.

Policy 2.2.6. This policy provides for exceptions to the Urban Services Area concept to provide for higher density within areas near the Woodville Rural Community [future land use map category] when central sewer service is available and development connects to sewer. 1) Is it necessary to also set a maximum development density/intensity limit for this development within this policy? Or is this policy the basis for another policy that provides such limit? 2) This policy is imprecise with regard to location of its application. As written, it would allow the extension of higher density development in any area designated Rural or Rural

Residential on the future land use map, so long as it is connected to sewer and subjectively located within the area described in the policy. Recommendation: review this policy and if appropriate, specify geographic limits to this exception to apply.

Policy 2.2.7. This policy requires consistency with the priority of urban services, the Future Land Use Map, and the Urban Services Area in conjunction with "the *widening* of existing streets and roads." Widening streets and roadways is not necessarily the same as adding additional lanes; and either approach, while traditionally responses to increased growth and travel demand, are not always consistent with other community objectives, such as protecting natural resources, protecting residential use from adverse impacts, creating human-scale environments that facilitate pedestrian activity. Suggestion: Instead of implying that streets and roads must always be widened to accommodate projected growth and demand, use alternative terminology such as *modifying*, *improving*, or *reconstructing*, which encompasses *widening* but is not limited to *widening*.

Policy 2.2.8. This policy promotes brownfield reclamation, building reuse, and adaptive reuse of structures, enabling these activities through provision of incentives in the land development regulations. The policy outlines the content of the land development regulations incentives; it does not include any provisions for mitigation of environmental or environmental health issues associated with the applicable brownfield sites. The policy also provides for "density and intensity bonuses of up to 25% modified development review thresholds." It is not clear if this intended to refer to maximum limits otherwise set out for the applicable future land use category in the comprehensive plan or zoning district (land development regulation) limitations or other. Suggestions: 1) Revise the policy to provide for or recognize that mitigation of adverse environmental conditions are prerequisite to any redevelopment of brownfield sites; 2) clarify the reference basis for density/intensity bonuses.

Policy 2.2.9. It is not clear how this policy does anything other than what is provided for in Policy 2.2.8., except to add the term "Greyfield." Suggestion: If appropriate, merge these policies together.

Policy 2.2.10. This policy specifies the protection of identified future rights-of-way from building encroachment; it does not specify what the appropriate setbacks would be, but includes a table specifying significant rights-of-way widths for the types of transportation facilities listed. A word of caution: The City of Tallahassee had, at one point, a similar approach wherein the implementing land development regulations (with their basis also established in the comprehensive plan) required a "special roadway setback," to protect identified corridors from development encroachment, and thus to make it easier and less expensive for the City acquire needed right-of-way for roadway construction. This regulation was challenged, as applied, as a taking, with no legitimate public health, safety, or welfare basis. [The City was able to prevail as its implementing regulations provided affected property owners with alternative design "exceptions" that made it possible, the plaintiff's instance, to realize their development interests within the remaining, reduced buildable area resulting from the implementation of the setback]. The City thereafter also amended their regulations to minimize potential that they be used as a workaround to acquire right-of-way without appropriate compensation.

- **Policy 2.4.1.** This policy establishes the basis for a Transfer of Development Rights (TDR) program. It limits where development rights may be transferred, to areas designated Rural Residential or Rural Community on the Future Land Use Map. A TDR program can be a very helpful tool to help minimize sprawl and direct growth to the most appropriate areas of the community, areas where supporting infrastructure and facilities are already present or planned to be available soon, and areas targeted for redevelopment, and further economic development. By precluding areas within the USA from receiving transferred development rights, this policy becomes, at best, a marginally useful tool. Recommendation: 1) Revise the policy to provide for transfer of rights to within the USA, and in particular, areas targeted for greater densities and intensities. 2) Revise the policy to allow transfers of density out of the Lake Protection future land use category, as a tool to facilitate environmental protection of resources within the category. Suggestion: Add the word "program" in between "Rights" and "may" in the first sentence of the policy.

Policy 2.4.2. This policy would require expansions of the USA to be based on an analysis of population projections and growth trends and an analysis of developable vacant land currently within the Urban Services Area. This is appropriate. But the policy fails to provide any criteria or guidance for decision-makers to use to determine whether, and to what extent, and expansion of the USA is warranted; i.e., it seems of value, but insufficient, to simply require the undertaking of these analyses but to potentially place no particular regard to their findings.

Policy 2.5.1. This policy sets out some strategies for retrofitting/reconstructing suburban areas. The proposed strategies are consistent with current best practices in urban design. Some of the terminology used in the policy might, however, be improved. Some of the terminology would be well understood by urban designers and most planners but may be less well understood by the general public and policy-makers. Examples of terminology that might benefit from revision include:

- *Complete streets* (this term has not yet be explained at this point in the proposed comprehensive plan)
- *Continuous streetscapes with liner buildings close to the street*
- *Appropriate design elements*
- *Residential building types*

In regard to the strategy of *block size reductions* — small blocks are an integral attribute of walkable and human-scale development, but while many (most?) of the blocks in the community are currently larger or significantly larger than ideal in these regards, not all are, and at some point, if block size reduction does occur, it will no longer need to continue on over time. Suggestion: Consider some other wording, perhaps providing guidance as to what appropriate block size should be, instead of compelling the action to continue reduce the size of blocks.

Also, in the first sentence, consider using "adopt" or "enact" as opposed to "develop…land development regulations."

Policy 2.6.1. This policy sets out street beautification strategies. Suggestions: Revise the policy: 1) "The local governments shall provide for land use regulations…" should be replaced by terminology like "The City and County shall adopt land development regulations…" 2) The policy refers to "…a given context." The significance of this wording might be missed as the concept of context-based land usage/development concept, such as utilized by the Congress

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Future Land Use Map, Page 16. Revise to include the title, Future Land Use Map (or other as appropriate and include referenced timeframe that the map represents.

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Policy 2.8.7. - Part 8. This part allows planned development special district areas of over 100 acres within the Lake Protection Category to develop in accordance with the allowable densities and intensities of the Suburban Mixed Use land use category; i.e., up to a maximum of 45 dwelling units per acre and 25,000 square feet per acre. This seems more intensive than presently allowed. Are these intensity limits appropriate?

Policy 2.8.8. - Part 1. This part of this policy describing the Sub-Urban Residential Preservation Future Land Use Category sets out as criteria for inclusion in the category, "Assessment of stability of the residential area, including but not limited to: a. Degree of home ownership b. Existence of neighborhood organizations." While tenure and participation in neighborhood organizations are traditional measures of neighborhood stability/transition and cohesiveness, they can also be used to simply enable development interests to reclassify (i.e., change the future land use map) to rezone and redevelop lower-income areas, where homeownership rates may be lower than the community as a whole and there is less participation in neighborhood organizations. This results in displacing existing residents and potentially increasing their housing cost burdens with higher rents.

Policy 2.8.8. - Part 3. This part of this policy exempts cemeteries and religious facilities used solely for religious use, from having to provide effective visual and sound buffering (either through vegetative buffering or other design techniques), where they adjoin low density residential areas. It is recognized that is a continuation of the current practice of exempting these uses from these requirements. While well-intentioned and workable for smaller scale cemeteries and religious facilities, at larger scale and with more frequent usage, these uses can still present incompatible land use conflicts with adjacent/nearby low density residential land use. Accordingly, they should not be carte blanche exempted from sound and visual buffering requirements when adjacent to low density residential use; instead, they should be subject to such requirements and be allowed to demonstrate their compatibility at time of application.

Policy 2.8.9. The word "quadraplexes" should be revised to "quadruplexes."

The third paragraph of the policy specifies that land development regulations shall include development standards to maintain *low traffic volumes*, vehicular speeds, and parking for nonresidential uses. It is not clear what would be considered *low traffic* volumes, but while considering this directive, recognize that the category allows for residential land use at a density up 20 dwelling units per acre, and unless the development regulations can mandate the close location of district residents' places of work (so that they don't require vehicular travel for commutes) this may make the directive difficult to achieve.

Sub-part 1. of the policy requires the land development regulations to include urban design, buffering, and screening standards to facility compatibility between residential and non-residential uses *within* the Sub-Urban Neighborhood land use category. Suggestion: Revise the wording to also recognize the need to utilize such techniques for uses outside but adjoining the category.

Policy 2.8.10. In the second paragraph, there is a reference to the *Sub-Urban Mixed-Use Commercial Future Land Use Category* as the *Sub-Urban Mixed Land Use Category*. Recommendation: Revise the text to provide consistent terminology.

Policy 2.8.11. This policy begins by stating: "The intent of the Urban Residential Preservation category is to preserve existing historic walkable neighborhood development patterns." While walkable development patterns are arguably integral to thriving neighborhoods, and a appropriate attribute of land use within this category, the retention of such patterns likely only deserve secondary emphasis, with the preservation of the *actual neighborhoods* and their residential use the primary.

The word *quadplexes* in the third paragraph of this policy should be revised to *quadruplexes*.

Policy 2.8.12. This policy (first paragraph) includes the phrase "a street network that generally connects to residential neighborhoods *immediately* along corridors or behind the uses fronting major collectors or arterial roadways." Suggestion: Delete the word *immediately* from this phrase; it does not seem to add anything and may add ambiguity.

The fourth paragraph of this policy directs the reduction of vehicular traffic volumes. It is not clear how volume reduction might be accomplished. See related comment here on **Policy 2.8.9.**

Sub-part 2. of the policy requires the land development regulations to include urban design, buffering, and screening standards to facility compatibility between residential and non-residential uses *within* the Urban Neighborhood land use category. Suggestion: Revise the wording to also recognize the need to utilize such techniques for uses outside but adjoining the category. See related comment here on **Policy 2.8.9.**

Policy 2.8.14. This policy includes the phrase: "The *land use* is characterized by *close-proximity buildings* featuring retail on the ground floor and residential units above…" Suggestion: Modify the phrase to read: "The *land use category* is characterized by *buildings in close-proximity to one another,* featuring retail on the ground floor and residential units above…"

This policy includes the term, *consistent street trees*. This term is vague. Suggestion: Revise the wording to provide greater clarity.

- **Sub-part 1.** of the policy requires the land development regulations that implement the Urban Center future land use category to establish design guidelines. This part then subsequently provides that any development with a density greater 10 dwelling unit per acre will be deemed consistent with standards. Accordingly, whatever design standards may be provided, simply building to densities greater than 10 dwelling units per acre will alleviate any necessity to attempt to meet those standards. If this is not the intention, it is recommended that this part be revised as appropriate.

- **Sub-part 2.** This portion of the policy sets out criteria for expansion of the Urban Center future land use category. Proposed criterion a.iii. is, *Served by available infrastructure*. It's not clear that that is the intended or appropriate wording, as theoretically, almost all lands are served by whatever infrastructure exists. Perhaps the intent relates more to being served by infrastructure that is adequate to support the level of intensity allowed in the Urban Center future land use category? Recommendation: Reword to provide clarity and appropriate direction.

Policy 2.8.16. This policy addressing the Manufacturing and Mining Special District, includes the following direction: "The Manufacturing and Mining Special District shall not be applied to areas outside the Urban Services for uses that are dependent upon *central infrastructure services*." Suggestion: Ensure that the term *central infrastructure services* is defined within the comprehensive plan.

Sub-part 1. This part include the following phrase: "The City and Leon County Land Development Code shall *development* minimum mitigation standards." Suggestion: Revise this phrase to read: "The City and Leon County Land Development Code shall *provide* minimum mitigation standards."

Policy 2.8.17. Relating to the Institutional Special District uses the term *Principle uses*. This term should be revised to *Principal uses*.

Policy 2.8.19. Sub-part 2. This part related to required master plans for development within the Planned Development Special District. This part sets out requirements are extremely specific, in comparison to the typical strategic provisions found in comprehensive plans. Is this content more appropriate in the land development regulations?

Some of the specific requirements falling under the header in this section could be reworded for better grammatical agreement, for example:

> *2. Master Plans shall identify the following:…h. The plan shall address the issues of capacity maintenance, bicycle and pedestrian accessibility…*

Sub-part 3. This part states: "If a Master Plan exceeds the allowable uses, densities and/or intensities of the Planned Development District, a comprehensive plan amendment shall be required to obtain the proposed use, density and/or intensity." This part is unnecessary as this directive is applicable to *all* proposed development within the City and County, regardless of future lane use category classification and location.

Sub-part 4. This part states: "No comprehensive plan amendment shall be required if the Master Plan is consistent with the allowable uses, densities and intensities provided in this policy." This part is unnecessary as this directive is applicable to *all* proposed development within the City and County, regardless of future lane use category classification and location.

Sub-part 6. This part states: "Master Plans shall be consistent with the provisions of the Comprehensive Plan." This part is likely unnecessary given the requirement all development in all locations shall be consistent with the comprehensive plan, as currently in effect, except for development vested under previous editions of the comprehensive plan. Recommendation: delete, or revise as appropriate, if vesting is an issue.

Sub-part 8. This part states: "Easements, right-of-way and other improvements located throughout the Planned Development District boundary *may be required* to be dedicated in conjunction with proposed development applications to ensure adequate facilities can be constructed consistent with the Master Plan." This part is unnecessary given that it is permissive, and not obligatory, using the term *may be required*.

Sub-parts 9. & 10. Sub-part 10. includes the following provision: "If any of these public acquisitions reduces the remaining acreage of the Planned Development below 200 acres, the Planned Development provisions of this Plan shall apply to all remaining acreage." Does this provision also relate to the public acquisitions referred to in Sub-part 9? If so, it is recommended that these parts be revised to ensure clarity.

Policy 3.1.1. This policy refers to *context-based requirements*. This likely refers to *context zones* based on the new urbanists's *transect*, but this is not self-explanatory. Recommendation: Revise for clarity. See comment here on Policy 1.2.4.

Policy 3.1.3. This policy states that the land development regulations shall support neighborhood scale grocery uses within and adjacent to residential areas. Is this consistent with the preclusion of non-residential uses within the Sub-Urban Residential Preservation land use category? If not, make appropriate revisions to either Policy 2.8.8. [RE the Sub-Urban Residential Preservation land use category], this policy, or both.

Objective 3.2. This Objective establishes the Southside Action Plan strategy. Much of this Objective relates to appropriate process and is somewhat unclear in regard to what the Southside Action Plan is or should be. Suggestion: Revise the Objective, so that the substantive information provided at the end of the current version, relating to "…guiding the development, redevelopment, and rehabilitation of the Southside; and that the community's vision focuses on three main areas of improvement: Beautification, Investment, and Engaged and Activated Citizens." appears toward the beginning of the Objective.

Policy 3.2.2. This policy includes the terms *shared public spaces* and *shared spaces*. It is not clear what the term *shared public spaces* means (land areas under multiple public agency ownership/management?). It is not clear whether *shared space*s means the same thing as *shared public spaces*. Suggestion: Revise this policy as appropriate.

Policy 3.3.1. This policy relating to access management includes the phrase, "taking into account impacts to all *modes* and users." While staff and practitioners likely understand the term *modes* as used here, the policy could be enhanced for clarity by adding the term *of transportation* after the word *users* (i.e., "taking into account impacts to all *modes and users of transportation*.").

- **Policy 3.3.2.** This policy is unclear. It appears to prevent vehicular access in roadway intersections and highway interchanges. This can not be the intended meaning. The likely intention is to restrict vehicular access *connections (e.g., driveways)* near street and roadway intersections and highway interchanges. Recommendation: Revise this policy; consider some wording like this: "Restrict vehicular access connections (e.g., driveways) close to the intersection of streets, roads, and highway interchanges. Regulations specifying the appropriate location and spacing of access connections from intersections and interchanges will be provided in the land development regulations."

Policy 3.3.3. This policy refers to *unified access* [*plans*]. Typically, in practice, the term *unified access* relates to providing access to more than one destination (for example, two or more businesses) through a single driveway connection. Is this policy, as drafted, sufficiently clear to convey this meaning? Revise if appropriate.

Policy 3.3.4. This policy sets out the basis for access management improvements. It is not clear if the policy provides the basis for roadway modifications, or installation/modification of signals and signage. If it is appropriate to explicitly reference these kinds of modifications, revise the policy accordingly.

Policy 3.3.6. This policy states: "Utilize *context sensitive roadway design* and traffic calming to allow connectivity while mitigating the effects of through-traffic on neighborhoods." The use of the term *context sensitive roadway design* appears to be an implicit reference to FDOT Complete Streets strategy and its use of *context sensitive* design, based on the new urbanists' transect. Suggestion: if additional clarity is provided through more explicit reference to FDOT Complete Streets strategy, revise the policy accordingly. See comment here on Policy 1.2.4.

Policy 3.3.7. This two-sentence policy relating to access management for properties considered to be "consolidated." Suggestion: The clarity of this policy can be enhanced by reversing the order of the two sentences.

Objective. 3.4. This Objective sets out the strategy of sharing the benefits and burdens of public sector projects across the community equitably. Subsequent implementing **Policy 3.4.2.** directs the City and County to [strive] to distribute major infrastructure projects and other

public investments geographically across the community with regard to the needs of different areas. There is no implementing policy, however, specifically relating to ensuring that no particular portion of the community is or becomes overburdened with the adverse impacts of/ burdens resulting from the provision infrastructure and public facilities. Would the inclusion of such an implementing policy be helpful? If so, revise the amendment to add such policy.

The word *strive* is misspelled in Policy 3.4.2.

- **Policy 3.5.1.** This policy does not address the strategy of designing and siting infrastructure for purposes of facilitating greater community resiliency and hazard mitigation. Recommendation: Include other policy(-ies) in the amendment that would facilitate the greater resiliency and mitigation of hazards in regard to the siting and design of infrastructure and public facilities or revise this policy as appropriate.

  This policy refers to the application of *context-based desig*n. See comment on the use of this term in Policy 1.2.4. This policy refers to *design speed*. This is an appropriate consideration in street design; it is not clear that general public understands this term, however. Suggestion: Revise the policy as appropriate and/or define the term *design speed* within a companion glossary.

Policy 3.6.1. Consider revising "Proposed amendments to the City of Tallahassee *or* Leon County Land Development Regulations…" to "Proposed amendments to the City of Tallahassee *and* Leon County Land Development Regulations…"

- **Policy 3.6.2.** This policy relating to zoning districts that implement the various future land use categories provided in the Land Use and Mobility Element. The second sentence in the policy states: "Each *land use category* shall specify allowable land uses and activities with appropriate development and design standards, including density and intensity of development, as applicable."

  The term *land use category*, as used here, is likely an error. It is more likely that the intention of policy is to state: ""Each *zoning district* shall specify allowable land uses and activities with appropriate development and design standards, including density and intensity of development, as applicable." This conclusion is based on the overall intent of the policy being providing direction for how *zoning districts* should implement the future land use categories, and that detailed land development regulatory information is typically and more appropriately set out in the zoning district regulations.

- **Policy 3.6.3.** This policy enumerates a variety of specific subjects relating to site development that implementing land development regulations must address. The policy does not explicitly require the mitigation of the typical compatibility issues of visual impact/ aesthetics, lighting and, noise. Successfully addressing these impacts can significantly further compatibility between uses. Recommendation: Perhaps the omission in policy reflects this content being included in other policies included in the amendment. If not, revise policy to expand inclusion of these and other "public nuisance" issues that are often the byproducts of development.

Policy 3.6.4. This policy includes the following statement "Incentives for greater density and intensity up to 25% will be permitted for developments along arterials for developments that incorporate urban design standards resulting in more attractive developments." Based on the preceding sentence in the policy ("allow densities or intensities that exceed unincentivized limits set out in the Future Land Use Category"), the 25% standard is 25% greater than the limit otherwise applicable. If this not correct, revise the policy as appropriate.

Please ensure the within the implementing land development regulations, the scope of this incentive is roughly proportional to the what is provided by the developer. For example a 50-acre development site that has 100 feet of frontage along an arterial street, and that provides some shrubbery along this frontage, probably should not be entitled to a 25% increase in permissible density/intensity for the remainder of the site, that may extend several hundred feet from the arterial. This issue is most appropriately fleshed out in the land development regulations but perhaps it might be appropriate to provide some related direction in the land use and mobility element.

If the land use and mobility element will retain the provision for a 25% density bonus provided in exchange for affordable or inclusionary housing as has been provided in the comprehensive plan, how will that bonus incentive work in conjunction with this bonus incentive? Could a developer obtain both bonus incentives?

Suggestion: The provision of this density/intensity bonus may only be appropriate inside the USA. If appropriate, revise the policy accordingly.

Policy 3.6.8. This policy addresses redevelopment of former landfill sites. It includes the following sentence: "Regulations may require the necessary documentation of the subsurface geology, with any application for development within a mapped landfill site at the discretion of the City or County and the Leon County Department of Health." 1) Given the significant potential for environmental health hazard posed through such redevelopment, it is recommended that this policy be revised to mandate documentation of the subsurface geology, as a requirement of development application and approval (revise "may" to "shall"). 2) As drafted, this sentence is confusing — suggestion: delete the comma between the word *geology* and the word *with*, unless that changes the intended meaning.

The proposed FLUM: The proposed FLUM depicts areas within the City and County where FLUCs intended to allow significantly different intensities of use or character of development are located across a street or road from one another. This is a classic error in urban design and land use compatibility: in good urban design, and even typical current local land use practice, principal uses face one another — *look out* at one another — across streets…and this visual perception is one important way most people gauge and experience compatibility.

Ideally, interfaces or boundaries between categories and districts of significantly different character and/or intensity should be located along the rear lot line or separated through categories or districts of transitional intensity or large areas of open space. Boundaries along rear property lines offer the additional benefit of enabling the provision of buffering to mitigate visual perception of differing land use and intensity.

I realize this a bit of challenge because most of these newly proposed boundaries are in the same location as the boundaries between FLUCs on the FLUM presently in effect.

Comments

This review is based upon the draft of the proposed Land Use and Mobility Element, dated March 24, 2025, provided on the Tallahassee-Leon County website.

What Isn't Included: At the beginning of the element, the articulation of an overarching strategy(-ies) of how the community should grow; i.e.: how sparse and rural the outlying areas should be; how dense and urban the inner portions of the City should be; whether the community will develop dense urban nodes (*walk-ups* and *Transit Oriented Development*); the degree to which existing neighborhoods may change, such as provide for greater density, inclusion of compatible non-residential uses; to what extent the density transition from rural to most urban will be based on the new urbanists' *Transect* concept (and what this is) and companion implementing context zones; the extent that design attributes and infrastructure design may used, in addition to density and intensity, and use type, to influence the location and character of future land use and development; whether regulation of design attributes and other approaches, such as mitigation of potential adverse sound, lighting, hazardous vehicular traffic flow, will be used to promote land use compatibility, particularly where different uses are intended to mix/colocate; and, how fine a grain of mixture of uses is intended in categories that will provide for mixed use.

This kind of discussion can be very useful for providing the basis for the ensuing goals, objectives, and policies, as well as informing the reader of the overall intent of the various strategies represented in the element.

Contemplate whether large facilities that support AI and other intensive electrical energy uses require specific treatment within this element, and if so, provide appropriate guiding strategies.

Where the Planning Department (or other department) is specifically referenced in policies, as in being tasked to do something, it may be more appropriate to simply refer to the applicable local government (or both) given the potential for staffing resources to change over the timeframe of the plan.

Several of the policies relating to the particular future land use categories specify the detailed types of building types allowable, such as, *duplexes, triplexes, quadruplexes, live-work units*. This is detailed implementation content typically relegated to land development regulations and zoning. The listing of specific building types in the policies describing a future land use category could be construed to preclude those building types not listed, from the zoning district(s) that ultimately implement the future land use category. Likewise, the listing of specific building types in the policy describing the category could be construed to require all of the zoning districts that implement a particular category to allow all of the building types listed. This may or may not be problematic. But if it is problematic, it will also require a comprehensive plan amendment as a precursor to any land development regulation (e.g., zoning) amendment that would change what building types are allowed in a particular zoning district.

Some of the terminology used in the draft amendment may not be clear to lay readers. It would be most helpful to include a companion glossary within the amendment, wherein this terminology is defined.

As drafted, some of the various density bonus incentives provided are drafted to enable density/intensity to be increased to levels above the otherwise applicable *future land use category* maximum limits. [In other instances, the policies omit whether the bonus would allow

an increase above the future land use category limit or zoning district limit.] Should the incentives instead allow for increases above otherwise applicable *zoning district* limits? In some instances, implementing zoning districts set out maximum density limits less than the future land use category they implement.

___

Policies 1.1.3 and 1.1.4. Both policies specify the required timing for updating maps to be "updated with current data during the Evaluation and Appraisal Review process." This terminology implies that the applicable maps could not be amended at an earlier point in time, if necessary, based on new information coming to light. Suggestion: revise these policies to state that the maps are to be updated no less frequently than during the Evaluation and Appraisal Review process. Note that the Evaluation and Appraisal Review of comprehensive plans is required to occur on a seven-year recurring schedule.

Objective 1.2. Suggestion: "infrastructure extension" should be revised to "infrastructure location and expansion" to be more encompassing.

Objective 1.2. This objective does not mention or hint at acquisition of natural areas (although this is explicitly stated in Policy 1.2.1) as a tactic. Suggestion: Revise the Objective as appropriate to include *acquisition*.

Policy 1.2.1. This policy guides the City and County to acquire sensitive areas. Does this provide for less-than fee simple acquisition (e.g., acquisition of easements) as well as fee simple acquisition? If so, good. If not, revise the policy as appropriate.

Policy 1.2.2. This policy specifies that Planning Department staff shall conduct an environmental analysis of proposed comprehensive plan amendments. The concept is good, but should the policy be revised to enable other City and Count staff to be utilized in such analysis? Potentially the Planning Department may not have sufficient or appropriate resources to accomplish this requirement.

Policy 1.2.4. This policy refers to *context-based* beautification, etc. Suggestion: Provide additional information on the *context* basis; i.e., is this referring to a context-based land usage/ development concept, such as utilized by the Congress for New Urbanism, or Florida D.O.T., for example?

Policy 1.3.1. This policy requires the updating of the Greenways and Trails Master Plan every 10 years. Suggestion: revise this policy to provide for updating no less frequently than every 10 years.

Policy 1.3.2. The policy does not provide guidance on who is intended to develop and maintain urban recreation spaces.

Objective 1.5. This Objective calls for the implementation of strategies that "reduce and treat stormwater…" It is not clear what *reducing stormwater* means? [Stormwater is water produced during rain events]. Maybe some word or words are missing unless the drafters have, at their disposal, a method of reducing the volume of rain in our community.]

Policy 1.5.2. This policy provides that "Local governments shall incentivize the use of green infrastructure stormwater management systems… by providing a reduction in minimum green space requirements or other incentives." As drafted, this policy could be misconstrued to enables the provision of less green area to treat/manage stormwater. Suggestion: redraft for greater clarity to ensure that reductions in minimum green space requirements would result *in exchange for* provision of green infrastructure.

Policy 1.6.1. This policy includes the following: "These *regulations* shall be implemented as prescribed in the *regulations*…" Suggestion: Revise for directness and grammatical correctness.

Policy 1.6.2. This policy requires zoning and development standards, within the Urban Services Area, to promote the location of homes, jobs [and other destinations] within 20 minutes walking distance of each other. 1) Why not consider, instead, a minute standard? Within urban design and pedestrian mobility practice, this timeframe has gained more acceptance as a design standard. 2) Maybe the standard (20 minutes, 15 minutes, whatever) should be referenced as a maximum timeframe.

Policy 1.6.3. In this policy, consider replacing "higher" capacity with "greater" capacity.

Policy 1.6.5. In this policy, consider adding the term "runoff" after the word "stormwater" to provide greater clarity. Consider replacing "quantity" with "volume."

Policy 1.7.1. This policy specifies coordination with key regional partners on the protection of natural resources that extend beyond jurisdictional boundaries. The policy specifically mentions some agencies but does not mention any of the adjacent local governments (both within the State of Florida and the State of Georgia) nor does it mention the Apalachee Regional Commission or the Southwest Georgia Regional Commission. Recommendation: These are significant omissions; revise the policy to include these governments/agencies.

- **Policy 2.2.1.** This policy provides that the Urban Services Area (USA) will be large enough to include 50% more vacant and developable land than necessary to accommodate projected population growth during the planning timeframe.

  This standard appears to be significantly greater than needed to promote an efficient development pattern, particularly an urban development pattern. It would consume more forested land and agricultural land and require longer and require more costly infrastructure extensions than would be required by the respective population with even a modest urban development pattern (i.e., at a moderate development density/intensity). It is recognized that the location of the USA boundary on the map included in the draft amendment is approximately the same location as the USA boundary that has been in effect for several years. Recommendation: Revise this policy to reduce the percentage of surplus vacant and developable land necessary to accommodate population over time, so that a 50% surplus is not continually provided for over time, but reduced, to reflect urban intensities and densities with this portion of the USA; failure to do so could result in less-than urban development patterns sprawling within the USA.

Policy 2.2.5. This policy includes the following: "Residential density and/or non-residential intensity of development allowed for individual sites shall be determined by….the ability to implement *conditions* or mitigation for the proposed development." The term *conditions*, as used here, likely refers to *conditions of approval* attached to a development order issued by the City or County for a particular development; this is not clear and may be too specific or technical for use in a comprehensive plan policy. Suggestion: the term *mitigation*, as

provided, may be sufficient, or perhaps could be expanded to, the *mitigation of potential impacts*.

Policy 2.2.6. This policy provides for exceptions to the Urban Services Area concept to provide for higher density within areas near the Woodville Rural Community [future land use map category] when central sewer service is available and development connects to sewer. 1) Is it necessary to also set a maximum development density/intensity limit for this development within this policy? Or is this policy the basis for another policy that provides such limit? 2) This policy is imprecise with regard to location of its application. As written, it would allow the extension of higher density development in any area designated Rural or Rural Residential on the future land use map, so long as it is connected to sewer and subjectively located within the area described in the policy. Recommendation: review this policy and if appropriate, specify geographic limits to this exception to apply.

Policy 2.2.7. This policy requires consistency with the priority of urban services, the Future Land Use Map, and the Urban Services Area in conjunction with "the *widening* of existing streets and roads." Widening streets and roadways is not necessarily the same as adding additional lanes; and either approach, while traditionally responses to increased growth and travel demand, are not always consistent with other community objectives, such as protecting natural resources, protecting residential use from adverse impacts, creating human-scale environments that facilitate pedestrian activity. Suggestion: Instead of implying that streets and roads must always be widened to accommodate projected growth and demand, use alternative terminology such as *modifying*, *improving*, or *reconstructing*, which encompasses *widening* but is not limited to *widening*.

Policy 2.2.8. This policy promotes brownfield reclamation, building reuse, and adaptive reuse of structures, enabling these activities through provision of incentives in the land development regulations. The policy outlines the content of the land development regulations incentives; it does not include any provisions for mitigation of environmental or environmental health issues associated with the applicable brownfield sites. The policy also provides for "density and intensity bonuses of up to 25% modified development review thresholds." It is not clear if this intended to refer to maximum limits otherwise set out for the applicable future land use category in the comprehensive plan or zoning district (land development regulation) limitations or other. Suggestions: 1) Revise the policy to provide for or recognize that mitigation of adverse environmental conditions are prerequisite to any redevelopment of brownfield sites; 2) clarify the reference basis for density/intensity bonuses.

Policy 2.2.9. It is not clear how this policy does anything other than what is provided for in Policy 2.2.8., except to add the term "Greyfield." Suggestion: If appropriate, merge these policies together.

Policy 2.2.10. This policy specifies the protection of identified future rights-of-way from building encroachment; it does not specify what the appropriate setbacks would be, but includes a table specifying significant rights-of-way widths for the types of transportation facilities listed. A word of caution: The City of Tallahassee had, at one point, a similar approach wherein the implementing land development regulations (with their basis also established in the comprehensive plan) required a "special roadway setback," to protect identified corridors from development encroachment, and thus to make it easier and less expensive for the City acquire needed right-of-way for roadway construction. This regulation was challenged, as applied, as a taking, with no legitimate public health, safety, or welfare basis. [The City was able to prevail as its implementing regulations provided affected property owners with alternative design "exceptions" that made it possible, the plaintiff's instance, to realize their development interests within the remaining, reduced buildable area resulting from

the implementation of the setback]. The City thereafter also amended their regulations to minimize potential that they be used as a workaround to acquire right-of-way without appropriate compensation.

- **Policy 2.4.1.** This policy establishes the basis for a Transfer of Development Rights (TDR) program. It limits where development rights may be transferred, to areas designated Rural Residential or Rural Community on the Future Land Use Map. A TDR program can be a very helpful tool to help minimize sprawl and direct growth to the most appropriate areas of the community, areas where supporting infrastructure and facilities are already present or planned to be available soon, and areas targeted for redevelopment, and further economic development. By precluding areas within the USA from receiving transferred development rights, this policy becomes, at best, a marginally useful tool. Recommendation: 1) Revise the policy to provide for transfer of rights to within the USA, and in particular, areas targeted for greater densities and intensities. 2) Revise the policy to allow transfers of density out of the Lake Protection future land use category, as a tool to facilitate environmental protection of resources within the category. Suggestion: Add the word "program" in between "Rights" and "may" in the first sentence of the policy.

Policy 2.4.2. This policy would require expansions of the USA to be based on an analysis of population projections and growth trends and an analysis of developable vacant land currently within the Urban Services Area. This is appropriate. But the policy fails to provide any criteria or guidance for decision-makers to use to determine whether, and to what extent, and expansion of the USA is warranted; i.e., it seems of value, but insufficient, to simply require the undertaking of these analyses but to potentially place no particular regard to their findings.

Policy 2.5.1. This policy sets out some strategies for retrofitting/reconstructing suburban areas. The proposed strategies are consistent with current best practices in urban design. Some of the terminology used in the policy might, however, be improved. Some of the terminology would be well understood by urban designers and most planners but may be less well understood by the general public and policy-makers. Examples of terminology that might benefit from revision include:

- *Complete streets* (this term has not yet be explained at this point in the proposed comprehensive plan)
- *Continuous streetscapes with liner buildings close to the street*
- *Appropriate design elements*
- *Residential building types*

In regard to the strategy of *block size reductions* — small blocks are an integral attribute of walkable and human-scale development, but while many (most?) of the blocks in the community are currently larger or significantly larger than ideal in these regards, not all are, and at some point, if block size reduction does occur, it will no longer need to continue on over time. Suggestion: Consider some other wording, perhaps providing guidance as to what

appropriate block size should be, instead of compelling the action to continue reduce the size of blocks.

Also, in the first sentence, consider using "adopt" or "enact" as opposed to "develop…land development regulations."

Policy 2.6.1. This policy sets out street beautification strategies. Suggestions: Revise the policy: 1) "The local governments shall provide for land use regulations…" should be replaced by terminology like "The City and County shall adopt land development regulations…" 2) The policy refers to "…a given context." The significance of this wording might be missed as the concept of context-based land usage/development concept, such as utilized by the Congress for New Urbanism, or the Florida D.O.T., based upon the new urbanists' *Transect*, has not been explained yet at this point in the proposed comprehensive plan.

Objective 2.7. Suggestion: Revise "Facilitate the safe and comfortable use of multiple modes of transportation *and* urban design standards to…" "Facilitate the safe and comfortable use of multiple modes of transportation *through the use of* urban design standards to…"

Policy 2.7.5. The meaning of the first usage of the term "areas" in this policy is not clear. Could it be replaced with a more precise term; e.g., "the MMTD?"

Objective 2.8 The sentence, "The context areas shall be used as the basis for planning and design of land uses and transportation facilities in the City of Tallahassee and Leon County." omits [non-transportation] *public facilities* and *infrastructure*. Recommendation: revise this sentence as follows: "The context areas shall be used as the basis for planning and design of land uses, transportation facilities, infrastructure, and public facilities in the City of Tallahassee and Leon County."

Future Land Use Map, Page 16. Revise to include the title, Future Land Use Map (or other as appropriate and include referenced timeframe that the map represents.

- **Policy 2.8.2.** This policy includes the statement, "To ensure a mixture of uses in mixed-use land use categories, a minimum of 5% open space (which may include landscaping and stormwater facilities subject to land development regulations) is required…" It's not clear whether or how requiring a minimum threshold of open space area will ensure a mixture of uses in the the mixed-use land use categories.

Policy 2.8.3. The first paragraph of this policy implies but does not explicitly state that state and national forests, wildlife management areas, and other managed natural areas will be comprise the lands to be included in the Natural Areas Future Land Use Category. As drafted, the policy implies non-managed areas would not be appropriately included in this category. Suggestion: Revise the policy for precision and clarity with regard to what lands are intended to be designated within the category.

Policy 2.8.5. - Part 4. For clarity consider adding the term *use* after *single-family residential* in the sentence "Existing lots of record shall be considered vested for the purposes of single-family residential regardless of lot size or density provided all other development standards can be met."

Policy 2.8.7. - Part 5. It is unclear what this sentence means: "To encourage redevelopment in the Lake Protection category, land development regulations may provide for a partial credit applied toward existing impervious surface on previously developed sites." Does this mean

redevelopment sites may include a greater proportion of impervious surface than would otherwise be required for new development, or?

Policy 2.8.7. - Part 8. This part allows planned development special district areas of over 100 acres within the Lake Protection Category to develop in accordance with the allowable densities and intensities of the Suburban Mixed Use land use category; i.e., up to a maximum of 45 dwelling units per acre and 25,000 square feet per acre. This seems more intensive than presently allowed. Are these intensity limits appropriate?

Policy 2.8.8. - Part 1. This part of this policy describing the Sub-Urban Residential Preservation Future Land Use Category sets out as criteria for inclusion in the category, "Assessment of stability of the residential area, including but not limited to: a. Degree of home ownership b. Existence of neighborhood organizations." While tenure and participation in neighborhood organizations are traditional measures of neighborhood stability/transition and cohesiveness, they can also be used to simply enable development interests to reclassify (i.e., change the future land use map) to rezone and redevelop lower-income areas, where homeownership rates may be lower than the community as a whole and there is less participation in neighborhood organizations. This results in displacing existing residents and potentially increasing their housing cost burdens with higher rents.

Policy 2.8.8. - Part 3. This part of this policy exempts cemeteries and religious facilities used solely for religious use, from having to provide effective visual and sound buffering (either through vegetative buffering or other design techniques), where they adjoin low density residential areas. It is recognized that is a continuation of the current practice of exempting these uses from these requirements. While well-intentioned and workable for smaller scale cemeteries and religious facilities, at larger scale and with more frequent usage, these uses can still present incompatible land use conflicts with adjacent/nearby low density residential land use. Accordingly, they should not be carte blanche exempted from sound and visual buffering requirements when adjacent to low density residential use; instead, they should be subject to such requirements and be allowed to demonstrate their compatibility at time of application.

Policy 2.8.9. The word "quadraplexes" should be revised to "quadruplexes."

The third paragraph of the policy specifies that land development regulations shall include development standards to maintain *low traffic volumes*, vehicular speeds, and parking for nonresidential uses. It is not clear what would be considered *low traffic* volumes, but while considering this directive, recognize that the category allows for residential land use at a density up 20 dwelling units per acre, and unless the development regulations can mandate the close location of district residents' places of work (so that they don't require vehicular travel for commutes) this may make the directive difficult to achieve.

Sub-part 1. of the policy requires the land development regulations to include urban design, buffering, and screening standards to facility compatibility between residential and non-residential uses *within* the Sub-Urban Neighborhood land use category. Suggestion: Revise the wording to also recognize the need to utilize such techniques for uses outside but adjoining the category.

Policy 2.8.10. In the second paragraph, there is a reference to the *Sub-Urban Mixed-Use Commercial Future Land Use Category* as the *Sub-Urban Mixed Land Use Category*. Recommendation: Revise the text to provide consistent terminology.

Policy 2.8.11. This policy begins by stating: "The intent of the Urban Residential Preservation category is to preserve existing historic walkable neighborhood development patterns." While walkable development patterns are arguably integral to thriving neighborhoods, and a appropriate attribute of land use within this category, the retention of such patterns likely only deserve secondary emphasis, with the preservation of the *actual neighborhoods* and their residential use the primary.

The word *quadplexes* in the third paragraph of this policy should be revised to *quadruplexes*.

Policy 2.8.12. This policy (first paragraph) includes the phrase "a street network that generally connects to residential neighborhoods *immediately* along corridors or behind the uses fronting major collectors or arterial roadways." Suggestion: Delete the word *immediately* from this phrase; it does not seem to add anything and may add ambiguity.

The fourth paragraph of this policy directs the reduction of vehicular traffic volumes. It is not clear how volume reduction might be accomplished. See related comment here on **Policy 2.8.9.**

Sub-part 2. of the policy requires the land development regulations to include urban design, buffering, and screening standards to facility compatibility between residential and non-residential uses *within* the Urban Neighborhood land use category. Suggestion: Revise the wording to also recognize the need to utilize such techniques for uses outside but adjoining the category. See related comment here on **Policy 2.8.9.**

Policy 2.8.14. This policy includes the phrase: "The *land use* is characterized by *close-proximity buildings* featuring retail on the ground floor and residential units above…" Suggestion: Modify the phrase to read: "The *land use category* is characterized by *buildings in close-proximity to one another,* featuring retail on the ground floor and residential units above…"

This policy includes the term, *consistent street trees*. This term is vague. Suggestion: Revise the wording to provide greater clarity.

- **Sub-part 1.** of the policy requires the land development regulations that implement the Urban Center future land use category to establish design guidelines. This part then subsequently provides that any development with a density greater 10 dwelling unit per acre will be deemed consistent with standards. Accordingly, whatever design standards may be provided, simply building to densities greater than 10 dwelling units per acre will alleviate any necessity to attempt to meet those standards. If this is not the intention, it is recommended that this part be revised as appropriate.

- **Sub-part 2.** This portion of the policy sets out criteria for expansion of the Urban Center future land use category. Proposed criterion a.iii. is, *Served by available infrastructure*. It's not clear that that is the intended or appropriate wording, as theoretically, almost all lands are served by whatever infrastructure exists. Perhaps the intent relates more to being served by infrastructure that is adequate to support the level of intensity allowed in the Urban Center future land use category? Recommendation: Reword to provide clarity and appropriate direction.

Policy 2.8.16. This policy addressing the Manufacturing and Mining Special District, includes the following direction: "The Manufacturing and Mining Special District shall not be applied to areas outside the Urban Services for uses that are dependent upon *central infrastructure services*." Suggestion: Ensure that the term *central infrastructure services* is defined within the comprehensive plan.

Sub-part 1. This part include the following phrase: "The City and Leon County Land Development Code shall *development* minimum mitigation standards." Suggestion: Revise this phrase to read: "The City and Leon County Land Development Code shall *provide* minimum mitigation standards."

Policy 2.8.17. Relating to the Institutional Special District uses the term *Principle uses*. This term should be revised to *Principal uses*.

Policy 2.8.19. Sub-part 2. This part related to required master plans for development within the Planned Development Special District. This part sets out requirements are extremely specific, in comparison to the typical strategic provisions found in comprehensive plans. Is this content more appropriate in the land development regulations?

Some of the specific requirements falling under the header in this section could be reworded for better grammatical agreement, for example:

> *2. Master Plans shall identify the following:…h. The plan shall address the issues of capacity maintenance, bicycle and pedestrian accessibility…*

Sub-part 3. This part states: "If a Master Plan exceeds the allowable uses, densities and/or intensities of the Planned Development District, a comprehensive plan amendment shall be required to obtain the proposed use, density and/or intensity." This part is unnecessary as this directive is applicable to *all* proposed development within the City and County, regardless of future lane use category classification and location.

Sub-part 4. This part states: "No comprehensive plan amendment shall be required if the Master Plan is consistent with the allowable uses, densities and intensities provided in this policy." This part is unnecessary as this directive is applicable to *all* proposed development within the City and County, regardless of future lane use category classification and location.

Sub-part 6. This part states: "Master Plans shall be consistent with the provisions of the Comprehensive Plan." This part is likely unnecessary given the requirement all development in all locations shall be consistent with the comprehensive plan, as currently in effect, except for development vested under previous editions of the comprehensive plan. Recommendation: delete, or revise as appropriate, if vesting is an issue.

Sub-part 8. This part states: "Easements, right-of-way and other improvements located throughout the Planned Development District boundary *may be required* to be dedicated in conjunction with proposed development applications to ensure adequate facilities can be constructed consistent with the Master Plan." This part is unnecessary given that it is permissive, and not obligatory, using the term *may be required*.

Sub-parts 9. & 10. Sub-part 10. includes the following provision: "If any of these public acquisitions reduces the remaining acreage of the Planned Development below 200 acres, the Planned Development provisions of this Plan shall apply to all remaining acreage." Does this

provision also relate to the public acquisitions referred to in Sub-part 9? If so, it is recommended that these parts be revised to ensure clarity.

Policy 3.1.1. This policy refers to *context-based requirements*. This likely refers to *context zones* based on the new urbanists's *transect*, but this is not self-explanatory. Recommendation: Revise for clarity. See comment here on Policy 1.2.4.

Policy 3.1.3. This policy states that the land development regulations shall support neighborhood scale grocery uses within and adjacent to residential areas. Is this consistent with the preclusion of non-residential uses within the Sub-Urban Residential Preservation land use category? If not, make appropriate revisions to either Policy 2.8.8. [RE the Sub-Urban Residential Preservation land use category], this policy, or both.
Objective 3.2. This Objective establishes the Southside Action Plan strategy. Much of this Objective relates to appropriate process and is somewhat unclear in regard to what the Southside Action Plan is or should be. Suggestion: Revise the Objective, so that the substantive information provided at the end of the current version, relating to "…guiding the development, redevelopment, and rehabilitation of the Southside; and that the community's vision focuses on three main areas of improvement: Beautification, Investment, and Engaged and Activated Citizens." appears toward the beginning of the Objective.

Policy 3.2.2. This policy includes the terms *shared public spaces* and *shared spaces*. It is not clear what the term *shared public spaces* means (land areas under multiple public agency ownership/management?). It is not clear whether *shared space*s means the same thing as *shared public spaces*. Suggestion: Revise this policy as appropriate.

Policy 3.3.1. This policy relating to access management includes the phrase, "taking into account impacts to all *modes* and users." While staff and practitioners likely understand the term *modes* as used here, the policy could be enhanced for clarity by adding the term *of transportation* after the word *users* (i.e., "taking into account impacts to all *modes and users of transportation*.").

- **Policy 3.3.2.** This policy is unclear. It appears to prevent vehicular access in roadway intersections and highway interchanges. This can not be the intended meaning. The likely intention is to restrict vehicular access *connections (e.g., driveways)* near street and roadway intersections and highway interchanges. Recommendation: Revise this policy; consider some wording like this: "Restrict vehicular access connections (e.g., driveways) close to the intersection of streets, roads, and highway interchanges. Regulations specifying the appropriate location and spacing of access connections from intersections and interchanges will be provided in the land development regulations."

Policy 3.3.3. This policy refers to *unified access* [*plans*]. Typically, in practice, the term *unified access* relates to providing access to more than one destination (for example, two or more businesses) through a single driveway connection. Is this policy, as drafted, sufficiently clear to convey this meaning? Revise if appropriate.

Policy 3.3.4. This policy sets out the basis for access management improvements. It is not clear if the policy provides the basis for roadway modifications, or installation/modification of signals and signage. If it is appropriate to explicitly reference these kinds of modifications, revise the policy accordingly.

Policy 3.3.6. This policy states: "Utilize *context sensitive roadway design* and traffic calming to allow connectivity while mitigating the effects of through-traffic on neighborhoods." The use of

the term *context sensitive roadway design* appears to be an implicit reference to FDOT Complete Streets strategy and its use of *context sensitive* design, based on the new urbanists' transect. Suggestion: if additional clarity is provided through more explicit reference to FDOT Complete Streets strategy, revise the policy accordingly. See comment here on Policy 1.2.4.

Policy 3.3.7. This two-sentence policy relating to access management for properties considered to be "consolidated." Suggestion: The clarity of this policy can be enhanced by reversing the order of the two sentences.

Objective. 3.4. This Objective sets out the strategy of sharing the benefits and burdens of public sector projects across the community equitably. Subsequent implementing **Policy 3.4.2.** directs the City and County to [strive] to distribute major infrastructure projects and other public investments geographically across the community with regard to the needs of different areas. There is no implementing policy, however, specifically relating to ensuring that no particular portion of the community is or becomes overburdened with the adverse impacts of/ burdens resulting from the provision infrastructure and public facilities. Would the inclusion of such an implementing policy be helpful? If so, revise the amendment to add such policy.

The word *strive* is misspelled in Policy 3.4.2.

- **Policy 3.5.1.** This policy does not address the strategy of designing and siting infrastructure for purposes of facilitating greater community resiliency and hazard mitigation. Recommendation: Include other policy(-ies) in the amendment that would facilitate the greater resiliency and mitigation of hazards in regard to the siting and design of infrastructure and public facilities or revise this policy as appropriate.

  This policy refers to the application of *context-based desig*n. See comment on the use of this term in Policy 1.2.4. This policy refers to *design speed*. This is an appropriate consideration in street design; it is not clear that general public understands this term, however. Suggestion: Revise the policy as appropriate and/or define the term *design speed* within a companion glossary.

Policy 3.6.1. Consider revising "Proposed amendments to the City of Tallahassee *or* Leon County Land Development Regulations…" to "Proposed amendments to the City of Tallahassee *and* Leon County Land Development Regulations…"

- **Policy 3.6.2.** This policy relating to zoning districts that implement the various future land use categories provided in the Land Use and Mobility Element. The second sentence in the policy states: "Each *land use category* shall specify allowable land uses and activities with appropriate development and design standards, including density and intensity of development, as applicable."

  The term *land use category*, as used here, is likely an error. It is more likely that the intention of policy is to state: ""Each *zoning district* shall specify allowable land uses and activities with appropriate development and design standards, including density and intensity of development, as applicable." This conclusion is based on the overall intent of the policy being providing direction for how *zoning districts* should implement the future land use categories, and that detailed land development regulatory information is typically and more appropriately set out in the zoning district regulations.

- **Policy 3.6.3.** This policy enumerates a variety of specific subjects relating to site development that implementing land development regulations must address. The policy

does not explicitly require the mitigation of the typical compatibility issues of visual impact/ aesthetics, lighting and, noise. Successfully addressing these impacts can significantly further compatibility between uses. Recommendation: Perhaps the omission in policy reflects this content being included in other policies included in the amendment. If not, revise policy to expand inclusion of these and other "public nuisance" issues that are often the byproducts of development.

Policy 3.6.4. This policy includes the following statement "Incentives for greater density and intensity up to 25% will be permitted for developments along arterials for developments that incorporate urban design standards resulting in more attractive developments." Based on the preceding sentence in the policy ("allow densities or intensities that exceed unincentivized limits set out in the Future Land Use Category"), the 25% standard is 25% greater than the limit otherwise applicable. If this not correct, revise the policy as appropriate.

Please ensure the within the implementing land development regulations, the scope of this incentive is roughly proportional to the what is provided by the developer. For example a 50-acre development site that has 100 feet of frontage along an arterial street, and that provides some shrubbery along this frontage, probably should not be entitled to a 25% increase in permissible density/intensity for the remainder of the site, that may extend several hundred feet from the arterial. This issue is most appropriately fleshed out in the land development regulations but perhaps it might be appropriate to provide some related direction in the land use and mobility element.

If the land use and mobility element will retain the provision for a 25% density bonus provided in exchange for affordable or inclusionary housing as has been provided in the comprehensive plan, how will that bonus incentive work in conjunction with this bonus incentive? Could a developer obtain both bonus incentives?

Suggestion: The provision of this density/intensity bonus may only be appropriate inside the USA. If appropriate, revise the policy accordingly.

Policy 3.6.8. This policy addresses redevelopment of former landfill sites. It includes the following sentence: "Regulations may require the necessary documentation of the subsurface geology, with any application for development within a mapped landfill site at the discretion of the City or County and the Leon County Department of Health." 1) Given the significant potential for environmental health hazard posed through such redevelopment, it is recommended that this policy be revised to mandate documentation of the subsurface geology, as a requirement of development application and approval (revise "may" to "shall"). 2) As drafted, this sentence is confusing — suggestion: delete the comma between the word *geology* and the word *with*, unless that changes the intended meaning.

Policy 3.7.1. This policy sets out overall strategy for urban design in the community. The first sentence of this two sentence policy appears to be generally applicable to urban areas within the community; the second sentence is explicitly applicable to areas outside of urban areas. Suggestion: If it is more appropriate, revise the policy so that it explicitly pertains to urban areas; or, conversely, to address the entirety of the City and County, if it is intended to generally apply to all areas.

Policy 3.7.3. This policy sets out design criteria for *Mobility Hubs*. Will *Mobility Hubs* be designated on the future land use map or other map adopted in the comprehensive plan or on the official zoning map of the applicable jurisdiction? How will this concept be used? Suggestion: provide more guidance and overarching strategy for the *Mobility Hub* concept.

Policy 4.1.1. This policy seeks to encourage the development accessory dwelling units in *most zoning districts*. Is the intention to literally allow accessory dwelling units in *most zoning districts*, or instead, to encourage these units in *most residential zoning districts*? Suggestion: Revise this policy accordingly, if appropriate.

- **Policy 4.1.4**. This policy relates to *pattern books*, an urban design tool that is used to provide information regarding the appropriate character and architectural attributes of the built environment in a specific neighborhood or area.

  The policy states that "Pattern books may be developed to identify a specific range of housing types allowed for different land use categories. This strategy is inconsistent with the traditional use of pattern books. " 1) Pattern books are typically more narrowly tailored to fit a specific neighborhood or development, not an entire land use category, or even zoning district. It is difficult to envision the built environment in an entire future land use category based on a singular pattern book. 2) Pattern books usually address such urban design elements as *architectural style*, including architectural details, the orientation of structures on lots and their relationship to the street, and other specific details relating to urban form. Recommendation: This policy should be accordingly, to more accurately reflect the typical content and usage of Pattern Books in the urban design of a community.

  Suggestion: 1) add an "s" at the end of "Book" in the policy title to reflect the plural usage ("Pattern Books").

Objective 4.2 and Subsequent Implementing Policies. This Objective and implementing policies relate to facilitating transit-oriented development (TOD) near *mobility hubs* and around *transit centers*. Will *mobility hubs* and *transit centers* be designated on adopted maps? Recommendation: Revise the comprehensive plan as appropriate. See also comment here on **Policy 3.7.3**, relating to the term *Mobility Hub*.

Policy 4.2.2. This policy enumerates guidance for content of implementing land development regulations relating to TOD. Some of the guidance provided is somewhat vague and/or may be at the level of specificity more appropriate to land development regulations. For example: "Create public plaza directly fronting one or more sides of the center building where feasible" Suggestion: Revise if appropriate.

Policy 4.2.4. This policy specifically tasks the *Planning Department* with the evaluation of potential trail-oriented development. Suggestion: Revise to more generally refer to "staff" or "local government" to recognize that local government assets, resource availability, etc., change over time and other departments or agencies may need to perform this task in the future.

Policy 4.2.5. This policy refers to a *Mobility Hub*. See comment here on **Policy 3.7.3.**, relating to the term *Mobility Hub*.

- **Policy 4.3.1.** This policy specifies the density bonus incentive for inclusionary housing as "up to 30%, corresponding to mandatory and/or voluntary provisions of inclusionary

housing." Recommendation: Revise the policy to clarify that the incentive is for up to 30% *greater density than otherwise provided by the applicable zoning district.*

It is not clear what is meant by the phrase "corresponding to mandatory and/or voluntary provisions of inclusionary housing." Is this a recognition that incentive bonus is different, depending on whether the inclusionary housing is provided voluntarily or through mandatory requirement? Suggestion: Revise as appropriate to enhance clarity.

Policy 4.4.1. [Remarkably, this policy is no longer Policy number 2.1.9.] This dinosaur is not extinct!

Goal 5 and Subsequent Objectives and Implementing Policies. This strategy "cluster" does not include any policy provisions for coordinating the provision of adequate and appropriate infrastructure (other than transportation infrastructure) necessary to support the targeted economic development (or targeted areas for economic development).

Objective 5.1. This Objective includes the phrase: "…to withstand positive and negative changes in the economy and to continue providing jobs and incomes to support the community." Suggestion: To enhance clarity, revise this phrase to state: "…to take advantage of positive positive opportunities and withstand negative changes in the economy and to continue providing jobs and incomes to support the community."

Policy 5.1.2. This policy specifies the content to be included in the Economic Development Element. It seems unusual to use to use a policy in the Land Use and Mobility Element to describe or prescribe the appropriate content of another element of the comprehensive plan.

Policy 5.5.1. This policy states: "The Department of PLACE shall coordinate economic development projects and programs with the State of Florida, Apalachee Regional Planning Council, Capital Region Transportation Planning Agency, and/or appropriate neighboring jurisdictions *to leveraging opportunities, programs, land uses, and transportation facilities across the region to support business retention and expansion and to attract new businesses.*" Suggestion: As drafted, the second half of this policy (in *italics* here) seems to be missing some wording and might benefit from revision to enhance clarity.

Policy 6.1.2. This policy relates to *context*-based transportation facilities. As noted elsewhere in these comments, the *context* concept requires explanation. It appears to be explained in greater detail in Objective 6.3. and Policy 6.3.1. Recommendation: Provide some explanatory information earlier in the element to enable greater understanding of this term/concept, and cross-reference Objective 6.3. and Policy 6.3.1. when using the term in other objectives and policies. See also comment here regarding Policy 1.2.4.

Policy 6.1.4. This policy relating to street design retrofitting for greater livability includes the following phrase: "…including but not limited lane width adjustments…". Suggestions: Revise the policy to add the word "to" in between the words "limited" and "lane." The policy does not include potential street lighting or stormwater management retrofits. If appropriate, revise the policy to include these retrofits.

Objective 6.2. This Objective states: "Improve the *balance*, connectivity, and capacity of the multimodal transportation network." It is not apparent what the word "balance" means in this context. Perhaps it has something to do with balancing *mode split*, which is the proportion trips distributed among each of the different modes of travel, or balancing public expenditure among the different modes of travel? Recommendation: Revise this objective for clarity.

Policy 6.2.5. This policy addresses interconnectivity within development. It is not apparent that this policy or any other policy in the proposed Land Use and Mobility Element promotes retrofitting existing development to enhance interconnectivity. Recommendation: Consider revising the element to include such strategy.

The policy includes the following phrase: "…require these interconnections between adjacent, incompatible developments *if it* has the potential to reduce the vehicular traffic on the external street system." Suggestion: Revise this phrase to state: "…require these interconnections between adjacent, incompatible developments *when such connection* has the potential to reduce the vehicular traffic on the external street system."

Policy 6.3.1. This policy refers to *Safe Systems*. What is the meaning of this term? What agency is responsible for administering *Safe Systems*? For example, is this a FHWA program that focuses on the design of transportation infrastructure? Recommendation: Revise this policy to provide more information about what *Safe Systems* are.

Policy 6.3.3. This policy establishes the requirement to maintain a Context Classification map. Is this map intended to be adopted as part of the comprehensive plan? Or adopted by ordinance but not in the comprehensive plan? Recommendation: Provide additional information on how/where this map will be documented/adopted.

Policy 6.3.5. This policy addresses modification to street design, specifically, *lane repurposing.* The policy refers to *road diets*. The meaning of this term may require further explanation; revise accordingly. The second sentence includes the phrase: "Reducing, narrowing, or repurposing automobile lanes to support multimodal or *other non-automobile-oriented goals, objectives, or policies*…" Suggestion: Revise this phrase; consider: "Reducing, narrowing, or repurposing automobile lanes to support multimodal or *travel by modes other than by automobile*…"

Policy 6.3.7. This policy, related to management of speed on streets, uses the term *accidents*. In the transportation planning practice, the term *crashes* is used. Suggestion, consider revising the policy to replace the term *accidents* with the term *crashes*.

Policy 6.3.8. This policy prescribes the peak hour level of service (LOS) standards for streets and roadways in the community. Recommendations: 1) Revise the policy to clarify that the LOS provided is for the PM peak hour, unless the peak hour (e.g., AM, mid-day, PM) is to be determined for the applicable facility at time of analysis. 2) Revise the policy to clarify that the LOS standards provided are for automobile travel (i.e., not transit service, bicycle mobility, pedestrian mobility, etc.).

Policy 6.3.9. This policy is named "Area Wide Level of Service (LOS)." This is an inaccurate description of the policy. The policy actually addresses the Multimodal Transportation District areawide level of service. It does not set a LOS for the entirety of the community. Recommendation: Revise the title of this policy accordingly.

The proposed FLUM: The proposed FLUM depicts areas within the City and County where FLUCs intended to allow significantly different intensities of use or character of development are located across a street or road from one another. This is a classic error in urban design and land use compatibility: in good urban design, and even typical current local land use practice, principal uses face one another — *look out* at one another — across streets…and this visual perception is one important way most people gauge and experience compatibility.

Ideally, interfaces or boundaries between categories and districts of significantly different character and/or intensity should be located along the rear lot line or separated through categories or districts of transitional intensity or large areas of open space. Boundaries along rear property lines offer the additional benefit of enabling the provision of buffering to mitigate visual perception of differing land use and intensity.

I realize this a bit of challenge because most of these newly proposed boundaries are in the same location as the boundaries between FLUCs on the FLUM presently in effect.

Comments

This review is based upon the draft of the proposed Land Use and Mobility Element, dated March 24, 2025, provided on the Tallahassee-Leon County website.

What Isn't Included: At the beginning of the element, the articulation of an overarching strategy(-ies) of how the community should grow; i.e.: how sparse and rural the outlying areas should be; how dense and urban the inner portions of the City should be; whether the community will develop dense urban nodes (*walk-ups* and *Transit Oriented Development*); the degree to which existing neighborhoods may change, such as provide for greater density, inclusion of compatible non-residential uses; to what extent the density transition from rural to most urban will be based on the new urbanists' *Transect* concept (and what this is) and companion implementing context zones; the extent that design attributes and infrastructure design may used, in addition to density and intensity, and use type, to influence the location and character of future land use and development; whether regulation of design attributes and other approaches, such as mitigation of potential adverse sound, lighting, hazardous vehicular traffic flow, will be used to promote land use compatibility, particularly where different uses are intended to mix/colocate; and, how fine a grain of mixture of uses is intended in categories that will provide for mixed use.

This kind of discussion can be very useful for providing the basis for the ensuing goals, objectives, and policies, as well as informing the reader of the overall intent of the various strategies represented in the element.

Contemplate whether large facilities that support AI and other intensive electrical energy uses require specific treatment within this element, and if so, provide appropriate guiding strategies.

Where the Planning Department (or other department) is specifically referenced in policies, as in being tasked to do something, it may be more appropriate to simply refer to the applicable local government (or both) given the potential for staffing resources to change over the timeframe of the plan.

Several of the policies relating to the particular future land use categories specify the detailed types of building types allowable, such as, *duplexes, triplexes, quadruplexes, live-work units*. This is detailed implementation content typically relegated to land development regulations and zoning. The listing of specific building types in the policies describing a future land use category could be construed to preclude those building types not listed, from the zoning district(s) that ultimately implement the future land use category. Likewise, the listing of specific building types in the policy describing the category could be construed to require all of the zoning districts that implement a particular category to allow all of the building types listed. This may or may not be problematic. But if it is problematic, it will also require a comprehensive plan amendment as a precursor to any land development regulation (e.g., zoning) amendment that would change what building types are allowed in a particular zoning district.

Some of the terminology used in the draft amendment may not be clear to lay readers. It would be most helpful to include a companion glossary within the amendment, wherein this terminology is defined.

As drafted, some of the various density bonus incentives provided are drafted to enable density/intensity to be increased to levels above the otherwise applicable *future land use category* maximum limits. [In other instances, the policies omit whether the bonus would allow

an increase above the future land use category limit or zoning district limit.] Should the incentives instead allow for increases above otherwise applicable *zoning district* limits? In some instances, implementing zoning districts set out maximum density limits less than the future land use category they implement.

The strategy relating to transit service in the community, set out in Objective 6.10., and subsequent implementing policies, does not include any reference to coordination with neighboring jurisdictions (e.g., Wakulla County, City of Thomasville, etc.) for long-distance commuter transit opportunities. It may be appropriate to recognize the potential for such services and coordinate with the applicable local governments.

Policies 1.1.3 and 1.1.4. Both policies specify the required timing for updating maps to be "updated with current data during the Evaluation and Appraisal Review process." This terminology implies that the applicable maps could not be amended at an earlier point in time, if necessary, based on new information coming to light. Suggestion: revise these policies to state that the maps are to be updated no less frequently than during the Evaluation and Appraisal Review process. Note that the Evaluation and Appraisal Review of comprehensive plans is required to occur on a seven-year recurring schedule.

Objective 1.2. Suggestion: "infrastructure extension" should be revised to "infrastructure location and expansion" to be more encompassing.

Objective 1.2. This objective does not mention or hint at acquisition of natural areas (although this is explicitly stated in Policy 1.2.1) as a tactic. Suggestion: Revise the Objective as appropriate to include *acquisition*.

Policy 1.2.1. This policy guides the City and County to acquire sensitive areas. Does this provide for less-than fee simple acquisition (e.g., acquisition of easements) as well as fee simple acquisition? If so, good. If not, revise the policy as appropriate.

Policy 1.2.2. This policy specifies that Planning Department staff shall conduct an environmental analysis of proposed comprehensive plan amendments. The concept is good, but should the policy be revised to enable other City and Count staff to be utilized in such analysis? Potentially the Planning Department may not have sufficient or appropriate resources to accomplish this requirement.

Policy 1.2.4. This policy refers to *context-based* beautification, etc. Suggestion: Provide additional information on the *context* basis; i.e., is this referring to a context-based land usage/ development concept, such as utilized by the Congress for New Urbanism, or Florida D.O.T., for example?

Policy 1.3.1. This policy requires the updating of the Greenways and Trails Master Plan every 10 years. Suggestion: revise this policy to provide for updating no less frequently than every 10 years.

Policy 1.3.2. The policy does not provide guidance on who is intended to develop and maintain urban recreation spaces.

Objective 1.5. This Objective calls for the implementation of strategies that "reduce and treat stormwater…" It is not clear what *reducing stormwater* means? [Stormwater is water produced during rain events]. Maybe some word or words are missing unless the drafters have, at their disposal, a method of reducing the volume of rain in our community.]

Policy 1.5.2. This policy provides that "Local governments shall incentivize the use of green infrastructure stormwater management systems… by providing a reduction in minimum green space requirements or other incentives." As drafted, this policy could be misconstrued to enables the provision of less green area to treat/manage stormwater. Suggestion: redraft for greater clarity to ensure that reductions in minimum green space requirements would result *in exchange for* provision of green infrastructure.

Policy 1.6.1. This policy includes the following: "These *regulations* shall be implemented as prescribed in the *regulations*…" Suggestion: Revise for directness and grammatical correctness.
Policy 1.6.2. This policy requires zoning and development standards, within the Urban Services Area, to promote the location of homes, jobs [and other destinations] within 20 minutes walking distance of each other. 1) Why not consider, instead, a minute standard? Within urban design and pedestrian mobility practice, this timeframe has gained more acceptance as a design standard. 2) Maybe the standard (20 minutes, 15 minutes, whatever) should be referenced as a maximum timeframe.

Policy 1.6.3. In this policy, consider replacing "higher" capacity with "greater" capacity.

Policy 1.6.5. In this policy, consider adding the term "runoff" after the word "stormwater" to provide greater clarity. Consider replacing "quantity" with "volume."

Policy 1.7.1. This policy specifies coordination with key regional partners on the protection of natural resources that extend beyond jurisdictional boundaries. The policy specifically mentions some agencies but does not mention any of the adjacent local governments (both within the State of Florida and the State of Georgia) nor does it mention the Apalachee Regional Commission or the Southwest Georgia Regional Commission. Recommendation: These are significant omissions; revise the policy to include these governments/agencies.

- **Policy 2.2.1.** This policy provides that the Urban Services Area (USA) will be large enough to include 50% more vacant and developable land than necessary to accommodate projected population growth during the planning timeframe.

  This standard appears to be significantly greater than needed to promote an efficient development pattern, particularly an urban development pattern. It would consume more forested land and agricultural land and require longer and require more costly infrastructure extensions than would be required by the respective population with even a modest urban development pattern (i.e., at a moderate development density/intensity). It is recognized that the location of the USA boundary on the map included in the draft amendment is approximately the same location as the USA boundary that has been in effect for several years. Recommendation: Revise this policy to reduce the percentage of surplus vacant and developable land necessary to accommodate population over time, so that a 50% surplus is not continually provided for over time, but reduced, to reflect urban intensities and densities with this portion of the USA; failure to do so could result in less-than urban development patterns sprawling within the USA.

Policy 2.2.5. This policy includes the following: "Residential density and/or non-residential intensity of development allowed for individual sites shall be determined by….the ability to implement *conditions* or mitigation for the proposed development." The term *conditions*, as used here, likely refers to *conditions of approval* attached to a development order issued by the City or County for a particular development; this is not clear and may be too specific or technical for use in a comprehensive plan policy. Suggestion: the term *mitigation*, as provided, may be sufficient, or perhaps could be expanded to, the *mitigation of potential impacts*.

Policy 2.2.6. This policy provides for exceptions to the Urban Services Area concept to provide for higher density within areas near the Woodville Rural Community [future land use map category] when central sewer service is available and development connects to sewer. 1) Is it necessary to also set a maximum development density/intensity limit for this development within this policy? Or is this policy the basis for another policy that provides such limit? 2) This policy is imprecise with regard to location of its application. As written, it would allow the extension of higher density development in any area designated Rural or Rural Residential on the future land use map, so long as it is connected to sewer and subjectively located within the area described in the policy. Recommendation: review this policy and if appropriate, specify geographic limits to this exception to apply.

Policy 2.2.7. This policy requires consistency with the priority of urban services, the Future Land Use Map, and the Urban Services Area in conjunction with "the *widening* of existing streets and roads." Widening streets and roadways is not necessarily the same as adding additional lanes; and either approach, while traditionally responses to increased growth and travel demand, are not always consistent with other community objectives, such as protecting natural resources, protecting residential use from adverse impacts, creating human-scale environments that facilitate pedestrian activity. Suggestion: Instead of implying that streets and roads must always be widened to accommodate projected growth and demand, use alternative terminology such as *modifying*, *improving*, or *reconstructing*, which encompasses *widening* but is not limited to *widening*.

Policy 2.2.8. This policy promotes brownfield reclamation, building reuse, and adaptive reuse of structures, enabling these activities through provision of incentives in the land development regulations. The policy outlines the content of the land development regulations incentives; it does not include any provisions for mitigation of environmental or environmental health issues associated with the applicable brownfield sites. The policy also provides for "density and intensity bonuses of up to 25% modified development review thresholds." It is not clear if this intended to refer to maximum limits otherwise set out for the applicable future land use category in the comprehensive plan or zoning district (land development regulation) limitations or other. Suggestions: 1) Revise the policy to provide for or recognize that mitigation of adverse environmental conditions are prerequisite to any redevelopment of brownfield sites; 2) clarify the reference basis for density/intensity bonuses.

Policy 2.2.9. It is not clear how this policy does anything other than what is provided for in Policy 2.2.8., except to add the term "Greyfield." Suggestion: If appropriate, merge these policies together.

Policy 2.2.10. This policy specifies the protection of identified future rights-of-way from building encroachment; it does not specify what the appropriate setbacks would be, but includes a table specifying significant rights-of-way widths for the types of transportation facilities listed. A word of caution: The City of Tallahassee had, at one point, a similar approach wherein the implementing land development regulations (with their basis also

established in the comprehensive plan) required a “special roadway setback,” to protect identified corridors from development encroachment, and thus to make it easier and less expensive for the City acquire needed right-of-way for roadway construction. This regulation was challenged, as applied, as a taking, with no legitimate public health, safety, or welfare basis. [The City was able to prevail as its implementing regulations provided affected property owners with alternative design “exceptions” that made it possible, the plaintiff’s instance, to realize their development interests within the remaining, reduced buildable area resulting from the implementation of the setback]. The City thereafter also amended their regulations to minimize potential that they be used as a workaround to acquire right-of-way without appropriate compensation.

- **Policy 2.4.1.** This policy establishes the basis for a Transfer of Development Rights (TDR) program. It limits where development rights may be transferred, to areas designated Rural Residential or Rural Community on the Future Land Use Map. A TDR program can be a very helpful tool to help minimize sprawl and direct growth to the most appropriate areas of the community, areas where supporting infrastructure and facilities are already present or planned to be available soon, and areas targeted for redevelopment, and further economic development. By precluding areas within the USA from receiving transferred development rights, this policy becomes, at best, a marginally useful tool. Recommendation: 1) Revise the policy to provide for transfer of rights to within the USA, and in particular, areas targeted for greater densities and intensities. 2) Revise the policy to allow transfers of density out of the Lake Protection future land use category, as a tool to facilitate environmental protection of resources within the category. Suggestion: Add the word “program” in between “Rights” and “may” in the first sentence of the policy.

Policy 2.4.2. This policy would require expansions of the USA to be based on an analysis of population projections and growth trends and an analysis of developable vacant land currently within the Urban Services Area. This is appropriate. But the policy fails to provide any criteria or guidance for decision-makers to use to determine whether, and to what extent, and expansion of the USA is warranted; i.e., it seems of value, but insufficient, to simply require the undertaking of these analyses but to potentially place no particular regard to their findings.

Policy 2.5.1. This policy sets out some strategies for retrofitting/reconstructing suburban areas. The proposed strategies are consistent with current best practices in urban design. Some of the terminology used in the policy might, however, be improved. Some of the terminology would be well understood by urban designers and most planners but may be less well understood by the general public and policy-makers. Examples of terminology that might benefit from revision include:

- *Complete streets* (this term has not yet be explained at this point in the proposed comprehensive plan)
- *Continuous streetscapes with liner buildings close to the street*
- *Appropriate design elements*
- *Residential building types*

In regard to the strategy of *block size reductions* — small blocks are an integral attribute of walkable and human-scale development, but while many (most?) of the blocks in the community are currently larger or significantly larger than ideal in these regards, not all are, and at some point, if block size reduction does occur, it will no longer need to continue on over time. Suggestion: Consider some other wording, perhaps providing guidance as to what appropriate block size should be, instead of compelling the action to continue reduce the size of blocks.

Also, in the first sentence, consider using "adopt" or "enact" as opposed to "develop…land development regulations."

Policy 2.6.1. This policy sets out street beautification strategies. Suggestions: Revise the policy: 1) "The local governments shall provide for land use regulations…" should be replaced by terminology like "The City and County shall adopt land development regulations…" 2) The policy refers to "…a given context." The significance of this wording might be missed as the concept of context-based land usage/development concept, such as utilized by the Congress for New Urbanism, or the Florida D.O.T., based upon the new urbanists' *Transect*, has not been explained yet at this point in the proposed comprehensive plan.

Objective 2.7. Suggestion: Revise "Facilitate the safe and comfortable use of multiple modes of transportation *and* urban design standards to…" "Facilitate the safe and comfortable use of multiple modes of transportation *through the use of* urban design standards to…"

Policy 2.7.5. The meaning of the first usage of the term "areas" in this policy is not clear. Could it be replaced with a more precise term; e.g., "the MMTD?"

Objective 2.8 The sentence, "The context areas shall be used as the basis for planning and design of land uses and transportation facilities in the City of Tallahassee and Leon County." omits [non-transportation] *public facilities* and *infrastructure*. Recommendation: revise this sentence as follows: "The context areas shall be used as the basis for planning and design of land uses, transportation facilities, infrastructure, and public facilities in the City of Tallahassee and Leon County."

Future Land Use Map, Page 16. Revise to include the title, Future Land Use Map (or other as appropriate and include referenced timeframe that the map represents.

- **Policy 2.8.2.** This policy includes the statement, "To ensure a mixture of uses in mixed-use land use categories, a minimum of 5% open space (which may include landscaping and stormwater facilities subject to land development regulations) is required…" It's not clear whether or how requiring a minimum threshold of open space area will ensure a mixture of uses in the the mixed-use land use categories.

Policy 2.8.3. The first paragraph of this policy implies but does not explicitly state that state and national forests, wildlife management areas, and other managed natural areas will be comprise the lands to be included in the Natural Areas Future Land Use Category. As drafted, the policy implies non-managed areas would not be appropriately included in this category. Suggestion: Revise the policy for precision and clarity with regard to what lands are intended to be designated within the category.

Policy 2.8.5. - Part 4. For clarity consider adding the term *use* after *single-family residential* in the sentence "Existing lots of record shall be considered vested for the purposes of single-family residential regardless of lot size or density provided all other development standards can be met."

Policy 2.8.7. - Part 5. It is unclear what this sentence means: "To encourage redevelopment in the Lake Protection category, land development regulations may provide for a partial credit applied toward existing impervious surface on previously developed sites." Does this mean redevelopment sites may include a greater proportion of impervious surface than would otherwise be required for new development, or?

Policy 2.8.7. - Part 8. This part allows planned development special district areas of over 100 acres within the Lake Protection Category to develop in accordance with the allowable densities and intensities of the Suburban Mixed Use land use category; i.e., up to a maximum of 45 dwelling units per acre and 25,000 square feet per acre. This seems more intensive than presently allowed. Are these intensity limits appropriate?

Policy 2.8.8. - Part 1. This part of this policy describing the Sub-Urban Residential Preservation Future Land Use Category sets out as criteria for inclusion in the category, "Assessment of stability of the residential area, including but not limited to: a. Degree of home ownership b. Existence of neighborhood organizations." While tenure and participation in neighborhood organizations are traditional measures of neighborhood stability/transition and cohesiveness, they can also be used to simply enable development interests to reclassify (i.e., change the future land use map) to rezone and redevelop lower-income areas, where homeownership rates may be lower than the community as a whole and there is less participation in neighborhood organizations. This results in displacing existing residents and potentially increasing their housing cost burdens with higher rents.

Policy 2.8.8. - Part 3. This part of this policy exempts cemeteries and religious facilities used solely for religious use, from having to provide effective visual and sound buffering (either through vegetative buffering or other design techniques), where they adjoin low density residential areas. It is recognized that is a continuation of the current practice of exempting these uses from these requirements. While well-intentioned and workable for smaller scale cemeteries and religious facilities, at larger scale and with more frequent usage, these uses can still present incompatible land use conflicts with adjacent/nearby low density residential land use. Accordingly, they should not be carte blanche exempted from sound and visual buffering requirements when adjacent to low density residential use; instead, they should be subject to such requirements and be allowed to demonstrate their compatibility at time of application.

Policy 2.8.9. The word "quadraplexes" should be revised to "quadruplexes."

The third paragraph of the policy specifies that land development regulations shall include development standards to maintain *low traffic volumes*, vehicular speeds, and parking for nonresidential uses. It is not clear what would be considered *low traffic* volumes, but while considering this directive, recognize that the category allows for residential land use at a density up 20 dwelling units per acre, and unless the development regulations can mandate the close location of district residents' places of work (so that they don't require vehicular travel for commutes) this may make the directive difficult to achieve.

Sub-part 1. of the policy requires the land development regulations to include urban design, buffering, and screening standards to facility compatibility between residential and non-residential uses *within* the Sub-Urban Neighborhood land use category. Suggestion: Revise the wording to also recognize the need to utilize such techniques for uses outside but adjoining the category.

Policy 2.8.10. In the second paragraph, there is a reference to the *Sub-Urban Mixed-Use Commercial Future Land Use Category* as the *Sub-Urban Mixed Land Use Category*. Recommendation: Revise the text to provide consistent terminology.

Policy 2.8.11. This policy begins by stating: "The intent of the Urban Residential Preservation category is to preserve existing historic walkable neighborhood development patterns." While walkable development patterns are arguably integral to thriving neighborhoods, and a appropriate attribute of land use within this category, the retention of such patterns likely only deserve secondary emphasis, with the preservation of the *actual neighborhoods* and their residential use the primary.

The word *quadplexes* in the third paragraph of this policy should be revised to *quadruplexes*.

Policy 2.8.12. This policy (first paragraph) includes the phrase "a street network that generally connects to residential neighborhoods *immediately* along corridors or behind the uses fronting major collectors or arterial roadways." Suggestion: Delete the word *immediately* from this phrase; it does not seem to add anything and may add ambiguity.

The fourth paragraph of this policy directs the reduction of vehicular traffic volumes. It is not clear how volume reduction might be accomplished. See related comment here on **Policy 2.8.9.**

Sub-part 2. of the policy requires the land development regulations to include urban design, buffering, and screening standards to facility compatibility between residential and non-residential uses *within* the Urban Neighborhood land use category. Suggestion: Revise the wording to also recognize the need to utilize such techniques for uses outside but adjoining the category. See related comment here on **Policy 2.8.9.**

Policy 2.8.14. This policy includes the phrase: "The *land use* is characterized by *close-proximity buildings* featuring retail on the ground floor and residential units above…" Suggestion: Modify the phrase to read: "The *land use category* is characterized by *buildings in close-proximity to one another,* featuring retail on the ground floor and residential units above…"

This policy includes the term, *consistent street trees*. This term is vague. Suggestion: Revise the wording to provide greater clarity.

- **Sub-part 1.** of the policy requires the land development regulations that implement the Urban Center future land use category to establish design guidelines. This part then subsequently provides that any development with a density greater 10 dwelling unit per acre will be deemed consistent with standards. Accordingly, whatever design standards may be provided, simply building to densities greater than 10 dwelling units per acre will alleviate any necessity to attempt to meet those standards. If this is not the intention, it is recommended that this part be revised as appropriate.

- **Sub-part 2.** This portion of the policy sets out criteria for expansion of the Urban Center future land use category. Proposed criterion a.iii. is, *Served by available infrastructure*. It's not clear that that is the intended or appropriate wording, as theoretically, almost all lands are served by whatever infrastructure exists. Perhaps the intent relates more to being served by infrastructure that is adequate to support the level of intensity allowed in the Urban Center future land use category? Recommendation: Reword to provide clarity and appropriate direction.

Policy 2.8.16. This policy addressing the Manufacturing and Mining Special District, includes the following direction: "The Manufacturing and Mining Special District shall not be applied to areas outside the Urban Services for uses that are dependent upon *central infrastructure services*." Suggestion: Ensure that the term *central infrastructure services* is defined within the comprehensive plan.

Sub-part 1. This part include the following phrase: "The City and Leon County Land Development Code shall *development* minimum mitigation standards." Suggestion: Revise this phrase to read: "The City and Leon County Land Development Code shall *provide* minimum mitigation standards."

Policy 2.8.17. Relating to the Institutional Special District uses the term *Principle uses*. This term should be revised to *Principal uses*.

Policy 2.8.19. Sub-part 2. This part related to required master plans for development within the Planned Development Special District. This part sets out requirements are extremely specific, in comparison to the typical strategic provisions found in comprehensive plans. Is this content more appropriate in the land development regulations?

Some of the specific requirements falling under the header in this section could be reworded for better grammatical agreement, for example:

> *2. Master Plans shall identify the following:…h. The plan shall address the issues of capacity maintenance, bicycle and pedestrian accessibility…*

Sub-part 3. This part states: "If a Master Plan exceeds the allowable uses, densities and/or intensities of the Planned Development District, a comprehensive plan amendment shall be required to obtain the proposed use, density and/or intensity." This part is unnecessary as this directive is applicable to *all* proposed development within the City and County, regardless of future lane use category classification and location.

Sub-part 4. This part states: "No comprehensive plan amendment shall be required if the Master Plan is consistent with the allowable uses, densities and intensities provided in this policy." This part is unnecessary as this directive is applicable to *all* proposed development within the City and County, regardless of future lane use category classification and location.

Sub-part 6. This part states: "Master Plans shall be consistent with the provisions of the Comprehensive Plan." This part is likely unnecessary given the requirement all development in all locations shall be consistent with the comprehensive plan, as currently in effect, except for development vested under previous editions of the comprehensive plan. Recommendation: delete, or revise as appropriate, if vesting is an issue.

Sub-part 8. This part states: "Easements, right-of-way and other improvements located throughout the Planned Development District boundary *may be required* to be dedicated in conjunction with proposed development applications to ensure adequate facilities can be constructed consistent with the Master Plan." This part is unnecessary given that it is permissive, and not obligatory, using the term *may be required*.

Sub-parts 9. & 10. Sub-part 10. includes the following provision: "If any of these public acquisitions reduces the remaining acreage of the Planned Development below 200 acres, the Planned Development provisions of this Plan shall apply to all remaining acreage." Does this

provision also relate to the public acquisitions referred to in Sub-part 9? If so, it is recommended that these parts be revised to ensure clarity.

Policy 3.1.1. This policy refers to *context-based requirements*. This likely refers to *context zones* based on the new urbanists's *transect*, but this is not self-explanatory. Recommendation: Revise for clarity. See comment here on Policy 1.2.4.

Policy 3.1.3. This policy states that the land development regulations shall support neighborhood scale grocery uses within and adjacent to residential areas. Is this consistent with the preclusion of non-residential uses within the Sub-Urban Residential Preservation land use category? If not, make appropriate revisions to either Policy 2.8.8. [RE the Sub-Urban Residential Preservation land use category], this policy, or both.
Objective 3.2. This Objective establishes the Southside Action Plan strategy. Much of this Objective relates to appropriate process and is somewhat unclear in regard to what the Southside Action Plan is or should be. Suggestion: Revise the Objective, so that the substantive information provided at the end of the current version, relating to "…guiding the development, redevelopment, and rehabilitation of the Southside; and that the community's vision focuses on three main areas of improvement: Beautification, Investment, and Engaged and Activated Citizens." appears toward the beginning of the Objective.

Policy 3.2.2. This policy includes the terms *shared public spaces* and *shared spaces*. It is not clear what the term *shared public spaces* means (land areas under multiple public agency ownership/management?). It is not clear whether *shared space*s means the same thing as *shared public spaces*. Suggestion: Revise this policy as appropriate.

Policy 3.3.1. This policy relating to access management includes the phrase, "taking into account impacts to all *modes* and users." While staff and practitioners likely understand the term *modes* as used here, the policy could be enhanced for clarity by adding the term *of transportation* after the word *users* (i.e., "taking into account impacts to all *modes and users of transportation*.").

- **Policy 3.3.2.** This policy is unclear. It appears to prevent vehicular access in roadway intersections and highway interchanges. This can not be the intended meaning. The likely intention is to restrict vehicular access *connections (e.g., driveways)* near street and roadway intersections and highway interchanges. Recommendation: Revise this policy; consider some wording like this: "Restrict vehicular access connections (e.g., driveways) close to the intersection of streets, roads, and highway interchanges. Regulations specifying the appropriate location and spacing of access connections from intersections and interchanges will be provided in the land development regulations."

Policy 3.3.3. This policy refers to *unified access* [*plans*]. Typically, in practice, the term *unified access* relates to providing access to more than one destination (for example, two or more businesses) through a single driveway connection. Is this policy, as drafted, sufficiently clear to convey this meaning? Revise if appropriate.

Policy 3.3.4. This policy sets out the basis for access management improvements. It is not clear if the policy provides the basis for roadway modifications, or installation/modification of signals and signage. If it is appropriate to explicitly reference these kinds of modifications, revise the policy accordingly.

Policy 3.3.6. This policy states: "Utilize *context sensitive roadway design* and traffic calming to allow connectivity while mitigating the effects of through-traffic on neighborhoods." The use of the term *context sensitive roadway design* appears to be an implicit reference to FDOT Complete Streets strategy and its use of *context sensitive* design, based on the new urbanists' transect. Suggestion: if additional clarity is provided through more explicit reference to FDOT Complete Streets strategy, revise the policy accordingly. See comment here on Policy 1.2.4.

Policy 3.3.7. This two-sentence policy relating to access management for properties considered to be "consolidated." Suggestion: The clarity of this policy can be enhanced by reversing the order of the two sentences.

Objective. 3.4. This Objective sets out the strategy of sharing the benefits and burdens of public sector projects across the community equitably. Subsequent implementing **Policy 3.4.2.** directs the City and County to [strive] to distribute major infrastructure projects and other public investments geographically across the community with regard to the needs of different areas. There is no implementing policy, however, specifically relating to ensuring that no particular portion of the community is or becomes overburdened with the adverse impacts of/ burdens resulting from the provision infrastructure and public facilities. Would the inclusion of such an implementing policy be helpful? If so, revise the amendment to add such policy.

The word *strive* is misspelled in Policy 3.4.2.

- **Policy 3.5.1.** This policy does not address the strategy of designing and siting infrastructure for purposes of facilitating greater community resiliency and hazard mitigation. Recommendation: Include other policy(-ies) in the amendment that would facilitate the greater resiliency and mitigation of hazards in regard to the siting and design of infrastructure and public facilities or revise this policy as appropriate.

  This policy refers to the application of *context-based desig*n. See comment on the use of this term in Policy 1.2.4. This policy refers to *design speed*. This is an appropriate consideration in street design; it is not clear that general public understands this term, however. Suggestion: Revise the policy as appropriate and/or define the term *design speed* within a companion glossary.

Policy 3.6.1. Consider revising "Proposed amendments to the City of Tallahassee *or* Leon County Land Development Regulations…" to "Proposed amendments to the City of Tallahassee *and* Leon County Land Development Regulations…"

- **Policy 3.6.2.** This policy relating to zoning districts that implement the various future land use categories provided in the Land Use and Mobility Element. The second sentence in the policy states: "Each *land use category* shall specify allowable land uses and activities with appropriate development and design standards, including density and intensity of development, as applicable."

  The term *land use category*, as used here, is likely an error. It is more likely that the intention of policy is to state: ""Each *zoning district* shall specify allowable land uses and activities with appropriate development and design standards, including density and intensity of development, as applicable." This conclusion is based on the overall intent of the policy being providing direction for how *zoning districts* should implement the future land use categories, and that detailed land development regulatory information is typically and more appropriately set out in the zoning district regulations.

- **Policy 3.6.3.** This policy enumerates a variety of specific subjects relating to site development that implementing land development regulations must address. The policy does not explicitly require the mitigation of the typical compatibility issues of visual impact/ aesthetics, lighting and, noise. Successfully addressing these impacts can significantly further compatibility between uses. Recommendation: Perhaps the omission in policy reflects this content being included in other policies included in the amendment. If not, revise policy to expand inclusion of these and other "public nuisance" issues that are often the byproducts of development.

Policy 3.6.4. This policy includes the following statement "Incentives for greater density and intensity up to 25% will be permitted for developments along arterials for developments that incorporate urban design standards resulting in more attractive developments." Based on the preceding sentence in the policy ("allow densities or intensities that exceed unincentivized limits set out in the Future Land Use Category"), the 25% standard is 25% greater than the limit otherwise applicable. If this not correct, revise the policy as appropriate.

Please ensure the within the implementing land development regulations, the scope of this incentive is roughly proportional to the what is provided by the developer. For example a 50-acre development site that has 100 feet of frontage along an arterial street, and that provides some shrubbery along this frontage, probably should not be entitled to a 25% increase in permissible density/intensity for the remainder of the site, that may extend several hundred feet from the arterial. This issue is most appropriately fleshed out in the land development regulations but perhaps it might be appropriate to provide some related direction in the land use and mobility element.

If the land use and mobility element will retain the provision for a 25% density bonus provided in exchange for affordable or inclusionary housing as has been provided in the comprehensive plan, how will that bonus incentive work in conjunction with this bonus incentive? Could a developer obtain both bonus incentives?

Suggestion: The provision of this density/intensity bonus may only be appropriate inside the USA. If appropriate, revise the policy accordingly.

Policy 3.6.8. This policy addresses redevelopment of former landfill sites. It includes the following sentence: "Regulations may require the necessary documentation of the subsurface geology, with any application for development within a mapped landfill site at the discretion of the City or County and the Leon County Department of Health." 1) Given the significant potential for environmental health hazard posed through such redevelopment, it is recommended that this policy be revised to mandate documentation of the subsurface geology, as a requirement of development application and approval (revise "may" to "shall"). 2) As drafted, this sentence is confusing — suggestion: delete the comma between the word *geology* and the word *with*, unless that changes the intended meaning.

Policy 3.7.1. This policy sets out overall strategy for urban design in the community. The first sentence of this two sentence policy appears to be generally applicable to urban areas within the community; the second sentence is explicitly applicable to areas outside of urban areas. Suggestion: If it is more appropriate, revise the policy so that it explicitly pertains to urban areas; or, conversely, to address the entirety of the City and County, if it is intended to generally apply to all areas.

Policy 3.7.3. This policy sets out design criteria for *Mobility Hubs*. Will *Mobility Hubs* be designated on the future land use map or other map adopted in the comprehensive plan or on the official zoning map of the applicable jurisdiction? How will this concept be used? Suggestion: provide more guidance and overarching strategy for the *Mobility Hub* concept.

Policy 4.1.1. This policy seeks to encourage the development accessory dwelling units in *most zoning districts*. Is the intention to literally allow accessory dwelling units in *most zoning districts*, or instead, to encourage these units in *most residential zoning districts*? Suggestion: Revise this policy accordingly, if appropriate.

- **Policy 4.1.4**. This policy relates to *pattern books*, an urban design tool that is used to provide information regarding the appropriate character and architectural attributes of the built environment in a specific neighborhood or area.

  The policy states that "Pattern books may be developed to identify a specific range of housing types allowed for different land use categories. This strategy is inconsistent with the traditional use of pattern books. " 1) Pattern books are typically more narrowly tailored to fit a specific neighborhood or development, not an entire land use category, or even zoning district. It is difficult to envision the built environment in an entire future land use category based on a singular pattern book. 2) Pattern books usually address such urban design elements as *architectural style*, including architectural details, the orientation of structures on lots and their relationship to the street, and other specific details relating to urban form. Recommendation: This policy should be accordingly, to more accurately reflect the typical content and usage of Pattern Books in the urban design of a community.

  Suggestion: 1) add an "s" at the end of "Book" in the policy title to reflect the plural usage ("Pattern Books").

Objective 4.2 and Subsequent Implementing Policies. This Objective and implementing policies relate to facilitating transit-oriented development (TOD) near *mobility hubs* and around *transit centers*. Will *mobility hubs* and *transit centers* be designated on adopted maps? Recommendation: Revise the comprehensive plan as appropriate. See also comment here on **Policy 3.7.3**, relating to the term *Mobility Hub*.

Policy 4.2.2. This policy enumerates guidance for content of implementing land development regulations relating to TOD. Some of the guidance provided is somewhat vague and/or may be at the level of specificity more appropriate to land development regulations. For example: "Create public plaza directly fronting one or more sides of the center building where feasible" Suggestion: Revise if appropriate.

Policy 4.2.4. This policy specifically tasks the *Planning Department* with the evaluation of potential trail-oriented development. Suggestion: Revise to more generally refer to "staff" or "local government" to recognize that local government assets, resource availability, etc., change over time and other departments or agencies may need to perform this task in the future.

Policy 4.2.5. This policy refers to a *Mobility Hub*. See comment here on **Policy 3.7.3.**, relating to the term *Mobility Hub*.

- **Policy 4.3.1.** This policy specifies the density bonus incentive for inclusionary housing as "up to 30%, corresponding to mandatory and/or voluntary provisions of inclusionary housing." Recommendation: Revise the policy to clarify that the incentive is for up to 30% *greater density than otherwise provided by the applicable zoning district.*

  It is not clear what is meant by the phrase "corresponding to mandatory and/or voluntary provisions of inclusionary housing." Is this a recognition that incentive bonus is different, depending on whether the inclusionary housing is provided voluntarily or through mandatory requirement? Suggestion: Revise as appropriate to enhance clarity.

Policy 4.4.1. [Remarkably, this policy is no longer Policy number 2.1.9.] This dinosaur is not extinct!

Goal 5 and Subsequent Objectives and Implementing Policies. This strategy "cluster" does not include any policy provisions for coordinating the provision of adequate and appropriate infrastructure (other than transportation infrastructure) necessary to support the targeted economic development (or targeted areas for economic development).

Objective 5.1. This Objective includes the phrase: "…to withstand positive and negative changes in the economy and to continue providing jobs and incomes to support the community." Suggestion: To enhance clarity, revise this phrase to state: "…to take advantage of positive positive opportunities and withstand negative changes in the economy and to continue providing jobs and incomes to support the community."

Policy 5.1.2. This policy specifies the content to be included in the Economic Development Element. It seems unusual to use to use a policy in the Land Use and Mobility Element to describe or prescribe the appropriate content of another element of the comprehensive plan.

Policy 5.5.1. This policy states: "The Department of PLACE shall coordinate economic development projects and programs with the State of Florida, Apalachee Regional Planning Council, Capital Region Transportation Planning Agency, and/or appropriate neighboring jurisdictions *to leveraging opportunities, programs, land uses, and transportation facilities across the region to support business retention and expansion and to attract new businesses.*" Suggestion: As drafted, the second half of this policy (in *italics* here) seems to be missing some wording and might benefit from revision to enhance clarity.

Policy 6.1.2. This policy relates to *context*-based transportation facilities. As noted elsewhere in these comments, the *context* concept requires explanation. It appears to be explained in greater detail in Objective 6.3. and Policy 6.3.1. Recommendation: Provide some explanatory information earlier in the element to enable greater understanding of this term/concept, and cross-reference Objective 6.3. and Policy 6.3.1. when using the term in other objectives and policies. See also comment here regarding Policy 1.2.4.

Policy 6.1.4. This policy relating to street design retrofitting for greater livability includes the following phrase: "…including but not limited lane width adjustments…". Suggestions: Revise the policy to add the word "to" in between the words "limited" and "lane." The policy does not include potential street lighting or stormwater management retrofits. If appropriate, revise the policy to include these retrofits.

Objective 6.2. This Objective states: "Improve the *balance*, connectivity, and capacity of the multimodal transportation network." It is not apparent what the word "balance" means in this context. Perhaps it has something to do with balancing *mode split*, which is the proportion trips distributed among each of the different modes of travel, or balancing public expenditure among the different modes of travel? Recommendation: Revise this objective for clarity.

Policy 6.2.5. This policy addresses interconnectivity within development. It is not apparent that this policy or any other policy in the proposed Land Use and Mobility Element promotes retrofitting existing development to enhance interconnectivity. Recommendation: Consider revising the element to include such strategy.

The policy includes the following phrase: "…require these interconnections between adjacent, incompatible developments *if it* has the potential to reduce the vehicular traffic on the external street system." Suggestion: Revise this phrase to state: "…require these interconnections between adjacent, incompatible developments *when such connection* has the potential to reduce the vehicular traffic on the external street system."

Policy 6.3.1. This policy refers to *Safe Systems*. What is the meaning of this term? What agency is responsible for administering *Safe Systems*? For example, is this a FHWA program that focuses on the design of transportation infrastructure? Recommendation: Revise this policy to provide more information about what *Safe Systems* are.

Policy 6.3.3. This policy establishes the requirement to maintain a Context Classification map. Is this map intended to be adopted as part of the comprehensive plan? Or adopted by ordinance but not in the comprehensive plan? Recommendation: Provide additional information on how/where this map will be documented/adopted.

Policy 6.3.5. This policy addresses modification to street design, specifically, *lane repurposing.* The policy refers to *road diets*. The meaning of this term may require further explanation; revise accordingly. The second sentence includes the phrase: "Reducing, narrowing, or repurposing automobile lanes to support multimodal or *other non-automobile-oriented goals, objectives, or policies*…" Suggestion: Revise this phrase; consider: "Reducing, narrowing, or repurposing automobile lanes to support multimodal or *travel by modes other than by automobile*…"

Policy 6.3.7. This policy, related to management of speed on streets, uses the term *accidents*. In the transportation planning practice, the term *crashes* is used. Suggestion, consider revising the policy to replace the term *accidents* with the term *crashes*.

Policy 6.3.8. This policy prescribes the peak hour level of service (LOS) standards for streets and roadways in the community. Recommendations: 1) Revise the policy to clarify that the LOS provided is for the PM peak hour, unless the peak hour (e.g., AM, mid-day, PM) is to be determined for the applicable facility at time of analysis. 2) Revise the policy to clarify that the LOS standards provided are for automobile travel (i.e., not transit service, bicycle mobility, pedestrian mobility, etc.).

Policy 6.3.9. This policy is named "Area Wide Level of Service (LOS)." This is an inaccurate description of the policy. The policy actually addresses the Multimodal Transportation District areawide level of service. It does not set a LOS for the entirety of the community. Recommendation: Revise the title of this policy accordingly.

Objective 6.4. This Objective for *complete streets* states: "Design, construct, and operate streets and roads to provide safe, convenient, and context-sensitive access for pedestrians, bicyclists, motorists, and public transportation users of all ages and abilities." Suggestion: Revise the Objective, to make it easier to read as follows: "Design, construct, and operate streets and roads, consistent with context-sensitive design principles, to provide safe, convenient, and access for pedestrians, bicyclists, motorists, and public transportation users of all ages and abilities."

Policy 6.4.1. This policy sets out direction as to what infrastructure and design issues should be considered as part of projects modifying streets/roads. The policy does not include considering stormwater management/drainage, street lighting, relocation of other infrastructure (e.g., utilities, utility poles, etc.)., and the addition of lanes dedicated to transit use. Recommendation: Revise this policy to include these infrastructures/design attributes as well as any others as appropriate.

Policy 6.4.2. This policy directs the Planning Department shall share information regarding the health benefits and existing laws related to motor vehicle, bicycle and pedestrian operation and interaction, with public works staff, policy makers, and the general public. Suggestion: Revise this policy to remove references to the various departments mentioned therein. Available staffing resources, and even department names, change over time; such changes can render this portion of the policy meaningless or un-implementable. [Note that the City of Tallahassee does not presently have a *public works department*, although that department is mentioned in the policy].

Policy 6.4.4. This policy includes the statement: "…the Planning Department shall maintain a bicycle and pedestrian master plan…" Is this master plan to be adopted? The presumption will be that it will not be included as a component of the comprehensive. Recommendation: Verify what the status of this master plan will be and revise this policy accordingly. Suggestion: Revise this policy to remove the reference to the Planning Department. Available staffing resources, and even department names, change over time.

Policy 6.4.6. This policy includes the statement: "City and County departments with interests in the public right-of-way shall identify funding sources…". Typically, this kind of directive relating to inter-office protocols and assignments is set out in local governments' internal administrative policies and directives, not in comprehensive plans and adopted regulations. Suggestion: Revise the amendment as appropriate.

Policy 6.4.7. This policy sets out direction to specifically-named City and County government departments. Suggestion: Revise the policy so that it does not name and provide direction to specific departments. See other related comments on specifying the name of particular departments assigned responsibility in comprehensive plan policies.

Policy 6.4.8. This policy refers to the *maintenance of Traffic plan*. Suggestion: Consider revising the reference to the *Maintenance of Traffic Plan*.

Policy 6.4.12. This policy relates to design standards for complete streets. Suggestions: 1) As used in the policy, revise the term *Complete streets* to either *Complete Streets* or *complete streets*. 2) Consider revising the policy to add *FHWA* (the Federal Highway Administration); the *Florida DOT*; and, *The Manual of Uniform Minimum Standards for Design, Construction and Maintenance for Streets and Highways* (the *Florida Greenbook*) among the sources of guidance on complete streets.

Policy 6.4.13. This policy sets out direction to specifically-named City and County government departments. Suggestion: Revise the policy so that it does not name and provide direction to specific departments. See other related comments on specifying the name of particular departments assigned responsibility in comprehensive plan policies.

Policy 6.4.14. This policy relating to signage regulation refers to control of "…control sign and billboard placement and limit lighted and motion activated sign usage…" Presumably, this includes digital signage; if not, this policy should be revised accordingly.

This policy sets out direction to specifically-named City and County government departments. Suggestion: Revise the policy so that it does not name and provide direction to specific departments. See other related comments on specifying the name of particular departments assigned responsibility in comprehensive plan policies.

Policy 6.4.15. This policy refers to replacement of existing continuous two-way left turn lanes [also referred to as *open medians*, and in the vernacular, as "suicide lanes," and "twiddles"] with raised medians and exclusive turn lanes on multi-lane arterials. Does this direction preclude or disincentivize signalization (i.e., reconstructing with closed (raised) median, except with limited median opening(s) with signalization to control traffic flow) as an option? Should it? Recommendation: Analyze this policy on its potential to limit future median reconstruction and signalization and revise as appropriate.

Policy 6.4.17. This policy sets out criteria for measuring progress in the implementation of the Complete Streets strategy. Suggestion: Revise "Exceptions to this policy granted" to "Number of exceptions to this policy granted" — consistent with other terminology used in the policy.

This policy sets out direction to specifically-named City and County government departments. Suggestion: Revise the policy so that it does not name and provide direction to specific departments. See other related comments on specifying the name of particular departments assigned responsibility in comprehensive plan policies.

Policy 6.5.2. This policy includes the statement: "Throughout the planning timeframe, City Public Infrastructure and County Public Works shall maintain a bicycle facility selection guide for locally maintained roadways that incorporates the latest FDOT, FHWA, NACTO, AASHTO, and other best practices." It appears that some wording is missing after in this policy. Suggestion: Revise the policy as appropriate; consider: "Throughout the planning timeframe, the City and County shall maintain a bicycle facility selection guide for locally maintained roadways that incorporates the latest design guidance, standards, and recommendations from FDOT, FHWA, NACTO, AASHTO, and other best practices."

This policy sets out direction to specifically-named City and County government departments. Suggestion: Revise the policy so that it does not name and provide direction to specific departments. See other related comments on specifying the name of particular departments assigned responsibility in comprehensive plan policies.

Objective 6.6. This Objective relating to Pedestrian Facilities, includes the statement: "Prioritize the pedestrian network over other transportation modes in the Multimodal Transportation District *with the most urbanized and densely populated areas of the community*." It is not clear what this statement means. Perhaps it is a typo? Would revision to "Prioritize the pedestrian network over other transportation modes in the Multimodal Transportation District *within* the most urbanized and densely populated areas of the community" make this policy clearer? Suggestion: Revise as appropriate.

Policy 6.6.3. This policy providing direction on pedestrian infrastructure in new development includes the following statement: "Land development regulations may include alternative options such as payment in lieu, the dedication of easements, and the dedication of right-of-way *and identify when the alternative scenarios may apply*." The last phrase "…*and identify when the alternative scenarios may apply*" doesn't seem to fit with the rest of the statement. Suggestion: Revise the policy as appropriate.

Policy 6.7.1. Suggestion revise the policy to delete "and" from the phrase "Supply *and* infrastructure…" in the second sentence.

Policy 6.8.3. This policy provides direction on enhancement of bicycle and pedestrian Infrastructure. This policy seems very similar to other strategy set out in the draft Land Use and Mobility Element. Is it redundant or can it be included/combined with other draft policies? Suggestion: Revise if appropriate.

This policy sets out direction to specifically-named City and County government departments. Suggestion: Revise the policy so that it does not name and provide direction to specific departments. See other related comments on specifying the name of particular departments assigned responsibility in comprehensive plan policies.

Policy 6.8.4. This policy sets out direction to specifically-named City and County government departments. Suggestion: Revise the policy so that it does not name and provide direction to specific departments. See other related comments on specifying the name of particular departments assigned responsibility in comprehensive plan policies.

Policy 6.8.8. This policy includes the phrase: "Criteria shall be with regard to size of the use, provide design standards, location on site, and may coincide with porte cocheres or valet operations that meet the design requirements." It appears that one or more words are omitted from this policy and it's not clear that the term *coincide* is appropriate here. Suggestion: Review and revise the policy if appropriate.

Policy 6.8.11. This policy relating to transportation demand reduction is drafted to pertain only to the City of Tallahassee. Would it also be appropriate to include Leon County? Recommendation: Evaluate potential for applicability to Leon County; revise the policy if appropriate to include Leon County.

The policy explicitly refers to the City of Tallahassee Office of Sustainability. Suggestion: Revise the policy so that it does not name and provide direction to specific departments. See other related comments on specifying the name of particular departments assigned responsibility in comprehensive plan policies.

Policy 6.9.4. This policy provides direction for a transportation disadvantaged needs assessment. This policy uses the term *unmet needs*. This term is technically incorrect. A *need* is an *unmet demand*; all *needs* are "unmet." Suggestion: Revise this policy as appropriate. Consider deleting the term *unmet*.

- **Policy 6.10.2.** This policy relating to transit LOS (level of service), includes the criterion of 80% of the population of the USA having a transit route along an arterial or collector roadway within approximately ½ mile. Recommendations: Consider revising this policy to: 1) Provide a shorter distance standard, particularly because the standard proposed is not specified as *walkable distance*; it does not recognize potential impediments in walkable accessibility to the transit route; and, this is a significant distance for persons with mobility challenges to travel (unless they are driven by car). 2) To revise *transit route* to *transit stop.* Accessibility to a *transit route* but not a *transit stop* is not meaningful in terms of actually providing transit service access.

Policy 6.10.4. This policy sets out direction to specifically-named City and County government departments. Suggestion: Revise the policy so that it does not name and provide direction to specific departments. See other related comments on specifying the name of particular departments assigned responsibility in comprehensive plan policies.

Policy 6.10.8. This policy sets out direction to specifically-named City and County government departments. Suggestion: Revise the policy so that it does not name and provide direction to specific departments. See other related comments on specifying the name of particular departments assigned responsibility in comprehensive plan policies.

Objective 6.11. This Objective relates to the provision of aviation facilities. It mentions meeting the demand for military (aviation) services. Suggestion: Verify that military aviation services are intended to be accommodated locally. Revise this policy if appropriate.

Policy 6.11.2. This policy sets out direction for an airport master plan. Is this master plan to be adopted? The presumption will be that it will not be included as a component of the comprehensive. Recommendation: Verify what the status of this master plan will be and revise this policy accordingly.

Policy 6.11.3. This policy sets out direction to specifically-named City and County government departments. Suggestion: Revise the policy so that it does not name and provide direction to specific departments. See other related comments on specifying the name of particular departments assigned responsibility in comprehensive plan policies.

The proposed FLUM: The proposed FLUM depicts areas within the City and County where FLUCs intended to allow significantly different intensities of use or character of development are located across a street or road from one another. This is a classic error in urban design and land use compatibility: in good urban design, and even typical current local land use practice, principal uses face one another — *look out* at one another — across streets…and this visual perception is one important way most people gauge and experience compatibility.

Ideally, interfaces or boundaries between categories and districts of significantly different character and/or intensity should be located along the rear lot line or separated through categories or districts of transitional intensity or large areas of open space. Boundaries along rear property lines offer the additional benefit of enabling the provision of buffering to mitigate visual perception of differing land use and intensity.

I realize this a bit of challenge because most of these newly proposed boundaries are in the same location as the boundaries between FLUCs on the FLUM presently in effect.

From: Steven E Pophal <stevenpophal@comcast.net>
Sent: Sunday, May 11, 2025 11:30 AM
To: Ccattach <Ccattach@leoncountyfl.gov>
Subject: Proposed 2025 Comprehensive Plan effects on Woodland Drives

Subject: City of Tallahassee/Leon County Proposed 2025 Comprehensive Plan

Dear Commissioners,

I offer the following comments on the proposed Comprehensive Plan and especially its effects on the Woodland Drives neighborhood. Thank you for making a public response possible and your attention to this matter.

The Proposed changes

It is understood that the Comp Plan's stated goal for Woodland Drives is to preserve existing historic walkable neighborhood development patterns while allowing low to medium density residential with allowances for neighborhood scale accessories such as duplexes, triplexes, and quadraplexes and non-residential retail, offices, and community services and that the zoning district would be renamed Urban Residential Preservation allowing 12 units per acre with or even greater densities in certain circumstances.

Woodland Drives Neighborhood

The Woodland Drives neighborhood is residential in a park-like setting, made up of a mix of single and multifamily family homes linked with narrow two-lane streets and walkways. The current zoning ordinance designates it "Residential Preservation (RP-1) allowing 3.6 dwelling units per acre, preserving single-family residential character, protecting from incompatible land uses". Portions of the neighborhood fall within the Myers Park Historic District with other portions soon becoming eligible to join.

Impacts on our property

The proposals would allow significant changes, mostly nuisances, to occur near our properties. Neighboring property could be redeveloped with triple or greater residences on the same parcel. Traffic from each residence could add 5, 10 or more daily trips totaling 15 to 30 or more additional trips per day past your house, just from our neighbor's property. The additional rainwater runoff from the drives, parking spaces and rooftops would flow past our house. At some point, utility services would require additional capacity, with portions of the associated costs likely distributed to all of us. Our neighbors' office or retail use would have similar but much greater demands and impacts.

The comprehensive plan versus the zoning code

The comprehensive plan is intended to outline the long-term vision for land use and development within the jurisdiction, serving as a roadmap for local officials, developers, and residents alike, providing guidance and direction for growth and preservation. The City of Tallahassee states that the Comprehensive Plan is focused on planning for new population growth over the next 20 years considering greater densities via infill and growth at the City's edges on vacant land. Alternatively, the zoning code focuses on current needs, with standards for allowable uses, density, heights, setbacks, parking, landscaping and other issues. The zoning code is a legal ordinance of development requirements whereas the comprehensive plan is a long-range master plan. The development goals established in a comprehensive plan cannot be attained without a zoning ordinance. Approval of new development would require either ignoring the zoning ordinance criteria found in RP-1, granting a variance, or replacing the ordinance. The proposed changes are vague on how this would play out.

Development pressures applied to the Woodland Drives neighborhood

With no assurances that the protections granted by our RP-1 zoning ordinance will be adhered to, it appears that each development proposal that creates a conflict between the comp plan and the RP-1 ordinance would have to be defended by our neighborhood. There have been community discussions to prepare neighborhood plans but even so, they would not have the teeth that an ordinance provides and forever put the burden of protection on the neighborhood.

What did the proposed changes not get right

The vision that there is a need to plan for a future increased population is spot on, however, the comprehensive plan's broad-brush approach of allowing dramatic density increases and mixing incompatible uses throughout is harmful to the low-density residential neighborhoods' quality of life and should be restricted to the more urban portions of the city. The comprehensive plan should be refined to categorize the neighborhoods better with respect to the preservation of their attributes. Conflicts between the comprehensive plan and the zoning ordinance should be eliminated to preclude the need to ignore the law (ordinances) by granting variances.

I trust that your deliberations on the next steps will include consideration of these comments and urge you to send the proposed plan back to Staff for further refinement.

Sincerely,

Steven E. Pophal
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Woodland Drives
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From: Randie Denker <randiedenker@gmail.com>
Sent: Saturday, May 10, 2025 9:42 PM
To: Dailey, John <John.Dailey@talgov.com>; Matlow, Jeremy <Jeremy.Matlow@talgov.com>; Williams-Cox, Dianne <Dianne.Williams-Cox@talgov.com>; Porter, Jack <Jacqueline.Porter@talgov.com>; Richardson, Curtis <Curtis.Richardson@talgov.com>; Nick Maddox <MaddoxN@leoncountyfl.gov>; welchb@talgov.com; cabanc@talgov.com; David O'Keefe <OKeefeD@leoncountyfl.gov>; cummingsc@talgov.com; Rick Minor <MinorR@leoncountyfl.gov>; Matt.lutz@talagov.com
Cc: Wendy Grey <wsgrey@outlook.com>; Kathy McGuire <kathyi.mcguire@gmail.com>; Jacob Varn <jake.var@icloud.com>; Piers Rawling <piersrawling@gmail.com>; Rosa Morgan <rosa.ramosmorgan@gmail.com>; Steven Pophal <stevenpophal@comcast.net>; Steve Leitman <sfleitman20@gmail.com>
Subject: My thoughts on the final draft revisions of the Comp Plan

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Dear Commissioners and Mayor:

Unfortunately, I will not be able to attend the Comp Plan hearings this coming week because I am out of the country. However, I have been closely following the various revisions and updates of the proposed new Land Use and Mobility element of the Comp Plan. I would like you to consider my enclosed comments and urge you to send the proposed plan back to the Planning Staff for additional refinement.

1) The new land use category that is being called Urban Residential Preservation should be remanded back to the planning staff for the development of more nuanced land use categories that take into account 4 things: *a) The historic character of each affected neighborhood and how a change in land use densities and uses would impact it, b) The topography of each affected neighborhood and what it can physically bear in terms of stormwater, traffic, and other physical concerns c) Whether the neighborhood already has close-by access to commercial enterprises and therefore doesn't need commercial uses inside the neighborhood itself; and d) The consensus opinion of the majority of residents of the neighborhood.*

Neighborhood input has been sorely lacking in creating these new land use categories because of the compressed time frames and all the constant changes. These proposed revisions were not available online until very recently, and have been updated and changed right up until this week! Thus, many neighborhood residents still do not exactly know what is planned for their neighborhood.

I would also urge you to include a definition (either in the body of the policies or in the glossary) to define the term "units per acre." The new land use categories use the term "units per acre" in describing allowable new densities. However, there is no definition anywhere of the term "units per acre." I urge you to adopt the following definition for "units per acre:" *A 'unit per acre' shall be any structure intended for habitation or which is greater than 800 sq ft."* This language would include ADUs and things like an 8-car garage, but not a garden shed or a normal detached garage.

At the current time, ADUs are excluded from the density calculation even though many of them are more than 800 sq. ft, and have their own address, utilities, mailbox, and driveways. If this definition is not adopted, then the 12 units per acre being proposed for the new Urban Residential Preservation land use category is ACTUALLY 24 units per acre.

If the Commissions do decide to adopt the new Urban Residential Preservation category, then I would ask you adopt the Alliance of Tallahassee Neighborhoods (ATN) proposals to protect the neighborhoods from unwanted intrusions that will radically change the neighborhood character.

2) The second item that needs to be addressed is the future of Midtown and Northwood Mall. The proposed Comp Plan revisions contemplate the creation of "special districts" being carved out for individual planning. However, no such districts are specified in the new plan. Therefore, I would ask that the Northwood Mall and Midtown be included as special districts. This would allow for master-planning, as is already envisioned by the City Commission, which has already hired master planners to work on a holistic plan for the Northwood Mall and which has also appointed members of the business community

and the neighborhoods to a special board called the Midtown Stakeholders Committee to create parameters for a Midtown Master Plan. If master-planning is to be successful at these two sites, it is critical that the status quo be preserved until such time as the master plans can be completed. If the current land use designation is adopted, it will make the Midtown Stakeholders Committee obsolete because the proposed new category (Urban General) makes all the decisions about size, use, density, height, and design, which leaves nothing left for the Committee to do.

3) I strongly urge the Commissioners not to adopt the so-called “lake protection” land use category, which should be called a lake-destruction category. The allowable densities (1 dwelling unit per 2 acres) are fine. However, it is unlikely that these allowable densities will be adhered to because the new language creates so many exceptions for development when central sewer is available. Ecologically speaking, sewage is only one of MANY lake pollution concerns. This policy completely ignores the many other reasons why dense development on lakes eventually degrades water quality. A very partial list of the reasons why lakes become hyper-eutrophic (highly polluted with nitrogen) includes: cutting of trees, planting of lawns, fertilizer usage, erection of docks, boat maintenance, destruction of the littoral zone (natural vegetation surrounding the lake), increased impervious surface, oils and greases from motorized vehicles, and loss of natural areas to absorb polluted runoff before it can reach the lake. This proposed policy seems to imply that if central sewer is available, then density on a lake doesn’t matter. This is simply not good science. While septic tanks are harmful to lake quality, they are only part of the problem.

Therefore, I would urge you to remove these density bonuses and keep the lower densities. Also, if we are serious about protecting our lakes, please add additional requirements for development near lakes that require retention of at least a 100' littoral zone, except for one 15-foot cut to the lake for access. Also, please add these additional protections: No use of fertilizer on lakeside lots. No impervious surface within 100 feet of a lake. The number #1 reason why lakes quickly go hyper-eutrophic is soil erosion during construction. We need better barrier protections during construction. The hay bales and siltation curtains currently required are not protecting our lakes during heavy storm events. I would also add that the County and City should levy heavy fines for violations! This entire 1.8.7 (Lake Protection section) is a disaster and I think it needs to be rewritten. Commercial development does not belong in Lake Protection. Period. This section will spell the death knell for whatever healthy lakes remain in Leon County, which aren’t many. We need to be protecting the littoral zones of our lakes and replanting them where they have already been destroyed (which is most of them.) Any purported lake protection plan that does not have some kind of provision for littoral zone protection (and reestablishment), is doomed to failure in its mission.

4) Finally, I would urge you to change the wording of the Policy 2.2.1 which states that the Urban Service Area (USA) shall be 50% larger than needed for the “long-term planning horizon” but it does not state an actual number, such as 10, 20, or 25 years. The current language implies that the USA shall always be 50% larger than needed at any given time, as opposed to over-sizing it for a long-term period and then waiting until there is additional land needed. While I understand the need to plan for future development, the size of the USA should be pegged to annual anticipated growth, not to an arbitrary number, and it should include an actual time frame instead of vague language.

With the recent addition of Welaunee Plantation to the USA, it appears that the USA boundary is already much larger than 50%. This begs the legal question that if this policy is adopted in its present form, it might be possible for someone to sue the City to force it to retract the USA line in order to comply with the legal 50% requirement in 2.2.1.

At the current time, growth in Leon County is increasing slowly. The County's largest annual population increase since 2010 was 1.9% between 2011 and 2012, but population actually declined between 2012 and 2013 when it dropped .6%. Population also declined again in 2023. If you average out all growth since 2010, Leon County has only grown at a rate of 0.6% per year. (Numbers taken from federal government data)

If the Comp Plan intends to plan for needed urban expansion over the next 10, 20 or 25 years, then the size of the USA should not be 50% larger because this equation is much larger than actual growth. It also it anticipates that ALL new growth will be outside the current USA boundary and it assumes that there will be zero urban infill. By over-sizing the USA boundary by 50%, this policy is encouraging urban sprawl instead of urban infill, which also works against the whole reason that is being given for changing the urban land use categories to encourage denser downtown infill. This creates dueling propositions: one policy encourages denser urban infill and the other encourages more sprawl and an ever-expanding USA boundary. It's like putting a humidifier and a de-humidifier in the same room and letting them duke it out.

If the population growth projections include students, then the USA does not need to be 50% bigger because university housing is only happening in and around FSU and FAMU, not outside the USA boundary. A smaller USA boundary would ensure more compact urban growth and harmonize with the rationale for creating denser urban land use categories.

Therefore, I would recommend changing this policy to peg the USA boundary expansion to actual anticipated growth needs for 10, 20 or 25-year periods, and not allowing further USA expansions until such time as there is a demonstrable need for more land conversion. I would also recommend a ban on new City and USA annexations **unless and until** it can be shown that there is not enough developable land within the current USA boundary. The proposed formula needs to be pegged to actual growth rates and the actual need for developable land. Otherwise, we will continue to see more expensive urban sprawl and less efficient urban infill.

Thank you for considering my comments, and I remain available to discuss them with you at any time, by phone or by email.

Randall Denker FBN: 273082
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From: David July <leoncountyfl.gov@mountsutro.org>
Sent: Saturday, May 10, 2025 12:04 PM
To: Ccattach <Ccattach@leoncountyfl.gov>
Subject: Please Support ATN's Comprehensive Plan Updates

Good afternoon. I am writing today from Indian Head Acres, on the one year anniversary of the devastating tornadoes, and as a twenty-year city resident to express my support for the Alliance of Tallahassee Neighborhoods' proposed updates to the Comprehensive Plan, which is to be discussed on 14 May 2025 (agenda item 16.01). Thank you.

From: John Outland <outlandjb@hotmail.com>
Sent: Friday, May 9, 2025 12:34 PM
To: Ccattach <Ccattach@leoncountyfl.gov>
Subject: Comprehensive Plan

I urge the Commissioners to recognize the presence and extent of our natural features and direct development away from these areas and to areas with supporting infrastructure. This policy should not be deferred to or implemented by the planning and/or permitting process that defers to mitigation rather than avoidace of effects. Instead the Plan should clearly state that impacts to natural areas will be avoided by setbacks and protected by perpetual conservatiom easements with no exceptions.

Kind regards,

John Outland

From: Christine Franzetti <chrisfranzetti@aol.com>
Sent: Friday, May 9, 2025 12:27 PM
To: Nick Maddox <MaddoxN@leoncountyfl.gov>
Subject: PLEASE PROTECT LOS ROBLES —OPPOSE URBAN RESIDENTIAL LAND USE REDESIGNATION.

May 9, 2025

Dear Commissioner Maddox,

I am a resident of the Los Robles neighborhood, a unique 37-acre historic neighborhood that has been listed on the National Register for Historic Places since 2014. I am writing to you to register my opposition to a proposed amendment to the Comprehensive Plan, specifically the proposed change in Land Use designating Los Robles to be included in Urban Residential Preservation.

If approved in the amended Comprehensive Plan, the Urban Residential Preservation category would increase density from 6 to 12 units per acre and allow offices and commercial uses in our neighborhood's residential streets. Commercial intrusion threatens not only our architectural character but also our residential way of life, walkable streets, limited parking and pedestrian safety. Commercial businesses are prohibited in Los Robles under its current Residential Preservation land use designation.

A better fit for our neighborhood would be Suburban Residential Preservation. This category allows up to 8 units per acre and safeguards civic spaces, like the existing Woman's Club and Los Robles Park, from incompatible commercial uses.

I respectfully urge you to reject the Urban Residential Preservation designation for Los Robles and support applying the more appropriate Suburban Residential Preservation category. This designation more accurately reflects our neighborhood scale, historic character and longstanding residential use.

Thank you for your time, your service and your consideration of this request.

Sincerely,
Christine Franzetti
1635 Fernando Drive, Tallahassee

From: ThisBib <thisbib@comcast.net>
Sent: Friday, May 9, 2025 11:01 AM
To: Brian Welch <WelchB@leoncountyfl.gov>; Bill Proctor <PROCTORB@leoncountyfl.gov>; Rick Minor <MinorR@leoncountyfl.gov>; Christian Caban <CabanC@leoncountyfl.gov>; David O'Keefe <OKeefeD@leoncountyfl.gov>; Carolyn Cummings <CummingsC@leoncountyfl.gov>; Nick Maddox <MaddoxN@leoncountyfl.gov>; Porter, Jack <Jacqueline.Porter@talgov.com>; Dailey, John <John.Dailey@talgov.com>; Richardson, Curtis <Curtis.Richardson@talgov.com>; Matlow, Jeremy <Jeremy.Matlow@talgov.com>; Dianne Williams-Cox <dwmscox@gmail.com>
Cc: Anastasia Richmond <RichmondA@leoncountyfl.gov>; White, Artie <artie.white@tlcplace.org>; Pable, Bill <Bill.Pable@talgov.com>; Reiss, Sean <Sean.Reiss@talgov.com>; Ryan Culpepper <CulpepperR@leoncountyfl.gov>; Reddick, John <John.Reddick@talgov.com>; Poplin, Susan <Susan.Poplin@talgov.com>; Nawfal Ezzagaghi <EzzagaghiN@leoncountyfl.gov>; Maldonado, Tyler <Tyler.Maldonado@talgov.com>; Slay, Greg <Greg.Slay@talgov.com>; Tedder, Wayne <Wayne.Tedder@talgov.com>; Scott Brockmeier <BrockmeierS@leoncountyfl.gov>; Vince Long <LongV@leoncountyfl.gov>; Goad, Reese <Reese.Goad@talgov.com>; Snyder, Russell <Dwayne.Snyder@talgov.com>
Subject: Comments on Proposed Comprehensive Plan Amendment Scheduled for Public Hearing in May, 2025

Greetings Chair Welch, Mayor Dailey, City of Tallahassee City Commissioners, Leon County Board of County Commissioners, and staff:

On April 24th I sent you an e-mail including my attached comments on the proposed comprehensive plan amendment, proposing a new Land Use & Mobility Element and revised Future Land Use Map, to be considered at public hearing by the Board of County Commissioners on May 13, and at public hearing by the City Commission on May 14, for transmittal to the State of Florida.

Subsequent to me providing those comments, the Planning Department revised the amendment that you will be considering at public hearing. So I have revised my comments accordingly. I note that your staff addressed many of the issues I noted in my initial comments, but there remain some significant issues. I do not believe that the amendment, as drafted, is ready for transmittal. So I am recommending that additional changes be made to revise the amendment before its potential transmittal.

I am attaching a cover letter explaining my review and comments as well as a separate attachment including detailed comments.

Please feel free to contact me if you require any additional information or want to discuss this matter further.

Thank you so much for your time and dedication to our community!

Adam Antony Biblo

Tallahassee, FL

Friday, May 9, 2025

Members of the Leon County Board of County Commissioners
Members of the City of Tallahassee City Commission

Dear Elected Officials,

I have read the proposed amendment to the Tallahassee-Leon County Comprehensive Plan scheduled to be considered at public hearing for transmittal to the State of Florida. The hearings are scheduled on May 13, for Leon County, and May 14, for the City of Tallahassee. The amendment proposes to revise the Comprehensive Plan to delete the Future Land Use Element and Transportation Element and replace them with a new Land Use and Mobility Element, and to revise the associated Future Land Use Map. I am enclosing my comments in response to this amendment for you and your staff's considerations.

Previously, in a letter to you dated April 24, 2025, I provided my comments in response to the text and maps of the proposed Land Use and Mobility Element, dated March 24, 2025, provided on the Tallahassee-Leon County website. Thereafter, I was surprised to find out that the amendment was being further revised. So I have re-reviewed the proposed revised amendment, dated April 21, 2025, and offer my comments in response to the updated version.

The proposed amendment makes several significant changes to comprehensive plan, including incorporating new strategies, such as, the use of *context-sensitive design* based on a land use density and intensity gradient, where lower intensity is intended for outlying rural areas and urban-type development is sought for the City center, and, promotion of community design that facilitates pedestrian and bicycle mobility, with less emphasis on travel by car than the present comprehensive plan does.

At the same time, the proposed land use and mobility element retains several significant strategies, policy directions and, implementation tools found in the present version of the comprehensive plan, including: the use of the urban services area; strategies to minimize sprawl; and, recognizing the importance of protecting residential land use from adverse impacts.

I largely agree with the direction taken by the proposed land use and mobility element, but I do not believe that the amendment is ready to be transmitted to the State of Florida for their review. I say this based upon some of the significant issues I have raised in my comments. I would recommend instead that you direct your staff to make further changes to the amendment, based on the input you are receiving for these transmittal public hearings.

I have offered many comments in response to my review, and while the litany of comments I have provided is lengthy, the vast majority of these comments are what might be referred to as "housekeeping" and "clean-up" and are not especially related to substantive direction. There are, however, in my opinion, some more significant substantive issues with the proposed amendment.

My comments are organized in three sections: Section 1) Significant Substantive Issues; Section 2) General or Over-Arching Comments; Section 3) The Proposed Future Land Use Map; and, Section 4) Sequential Comments.

Typically, like most reviewers, I conducted my review based upon what was proposed, and not as much what wasn't included. But through the effort of spending significant time on this review, I was able to also think of some, but likely not all, issues of significant substantive strategies that were not included in the proposed amendment (and in my opinion should be). These comments are included in Section 1).

Section 2) focuses on the formatting of the amendment as well as what I would deem *recurring issues* — issues found consistently throughout the amendment. Although many of the issues listed in this section are not significantly substantively, some are — in some instances, the choice to include a comment in Section 1) or 2) was subjective. Section 3) provides two comments on the proposed Future Land Use Map included in the proposed amendment.

Like most reviewers, I conducted my review by reading the amendment from the beginning to the end, and thus Section 4) provides comments based upon what I was reading in sequence, from Goal 1 to the last proposed policy. Not all users of the comprehensive plan will be reading it in sequence, so please consider that when you review my comments — issues that I point out with the beginning portions of the draft amendment may be resolved later in the document.

Section 4) generally contains the comments that are more "clean-up" than "substantive." But the section does also include some important substantive comments; these are marked with a ❍ bullet in the left margin. For many of the comments, I also offer a suggestion or recommendation for resolving the issue I have identified; a recommendation reflects a more significant issue or response than a suggestion.

I am offering these comments because I believe I very much owe it to our community to provide my insights. My background in this subject area is extensive; my familiarity with our community is extensive; and, most importantly, I want to see our community continue to thrive and grow responsibly. As to my background, I was one of the original drafters of the State of Florida's 9J-5 Rule, its former rule specifying the content of comprehensive plans. I was responsible for much of the content required in local government comprehensive plan conservation and future land use elements and drafted the state's model future land use element. I subsequently served our community in the Tallahassee-Leon County Planning Department for 17 1/2 years, in which time I was responsible for, among other things, introducing the concepts of the urban services area and preservation and conservation features; developing the first land development regulations for public facilities and infrastructure; and, developing the City's inclusionary housing strategy and ordinance. During my tenure with the Planning Department, I served in numerous capacities, including as the long-range infrastructure planner, special projects planner, housing planner, and also as the Land Use Administrator. I continued to serve our community as the Development Service Director at the Leon County Department of Growth and Environmental Management, where I was responsible for the major revision of the Land Development Code and oversaw the division responsible for all site planning and development review. After leaving Leon County, I returned to the State of Florida, serving in the Department of Community Affairs, which later became the Department of Economic Opportunity. In that department, I was the Regional Planning Administrator responsible for the team that reviewed of all local government comprehensive plan amendments submitted to the state from the area extending from Brevard County to Orange County to Miami-Dade County. While at DEO, I managed the state's local manufacturing development approval program and wrote the guidebook Designing Communities For Pedestrian Mobility. I currently practice urban planning and urban design with a focus on creating more walkable communities. I am a consultant for the Southwest Georgia Regional Commission and also assist neighborhoods with street design and traffic calming issues.

I hope my comments are helpful. If I can shed further light on any aspect of my comments or if you have any questions, please feel free to contact me via e-mail @ thisbib@comcast.net. Additionally, I may be available for phone call or in-person meeting, depending on scheduling. Thank you for taking the time to look at this response.

Adam Antony Biblo
Tallahassee, FL

Enclosure: Comments on Proposed Land Use and Mobility Element Amendment

Section 1) Significant Substantive Issues:

The Omission of an Overarching Strategy Narrative: The element does not provide an overarching strategy(-ies) of how the community should grow. This kind of narrative does not need to be an adopted goal, objective, policy, or strategy. Providing this kind of narrative at the beginning of the element can be very helpful to the articulate to the reader, in general terms, the community's strategy as to how it should grow and help explain and tie together the various goals, objectives and policies that follow. Such narrative could include: how sparse and rural the outlying areas should be; how dense and urban the inner portions of the City should be; whether the community will develop dense urban nodes (*walk-ups* and *Transit Oriented Development*); whether and where growth should occur, and how rapidly it should occur; the degree to which the plan's provisions will facilitate neighborhood change and whether they will provide for greater density and the inclusion of compatible non-residential uses.

The narrative could also establish additional concepts that are reflected throughout the proposed element, such as: to what extent the density transition from rural to most urban will be based on the urban planning/urban design *Transect* concept and companion implementing context zones (and of course, to describe what this means); the extent that policy direction related to development design attributes and infrastructure design may used, in addition to limitations on density and intensity, and use type, to influence the location and character of future land use and development; whether regulation of design attributes and other approaches, such as mitigation of potential adverse impacts (nuisances) such as sound, lighting, hazardous vehicular traffic flow, will be used to promote land use compatibility, particularly where policy direction intends different types of land uses to mix or colocate; and, how fine a grain of mixture of uses is intended in those future land use categories that will provide for mixed use.

The Binding Long-Term Commitment to Include Excessive Land Within the Urban Services Area. Proposed Policy 2.2.1. provides that the Urban Services Area (USA) will be large enough to include 50% more vacant and developable land than necessary to accommodate projected population growth during the planning timeframe. This surplus of excess capacity is unnecessary, especially the commitment to maintain this surplus into the future.

While, this excessive capacity may be supported according to some land use demand projection methodologies, it promotes low and very low density development patterns, i.e., providing for the continued inefficient low density sprawling of our community at the expense of urban infill. It is recognized that the present size of the USA may be, in part, reflective of such methodologies, but the community has a choice to grow differently going forward — the continuing expansion of USA, over time, a product of keeping this 50% standard as a *constant*, will result in the vast majority of the community's growth taking the form of large-lot, low density residential subdivisions on the fringes of the USA.

Alternative approaches could include simply recognizing that the present size of the USA is reflective of providing 50% more vacant and developable land than necessary to accommodate the current population without committing to maintaining this standard over the planning timeframe, or by explicitly decreasing this standard over time. Additional discussion is provided in Section 4) under Policy 2.2.1.

The Omission of a Street/Roadway Functional Classification Map. The proposed element includes several references to streets and roadways referred to by "functional classification," such as an *arterial*, *collector*, or *local* street. The proposed text includes at least 11 policies referring to arterial streets, for example. The text includes a proposed policy establishing adopted levels of service for the various streets and roadways within Tallahassee and Leon County and another policy specifying right-of-way widths for various streets and roadways, based upon their functional classification. Yet the proposed element and map series do not include a functional classification map, whereupon the functional classification of all of the City's and County's roads are designated. Proposed Policy 2.2.10. refers to the *Corridor Preservation Map* and the *Long-Range Transportation Plan*, inferring that these documents provide information on the designation of roads and streets by functional classification. The policy does not specify the location of the Corridor Preservation Map; it is not included within the map series included with this amendment.

The Omission of a Context Classification Map. The proposed element includes at least 46 references to *context*, often with *context* being the independent variable upon which some other design characteristic or land use variable is based. So inclusion of such a map underpins much of the strategy proposed in this draft element. One policy specifically addresses the provision of a map that provides context classification information: Policy 6.3.3 – Context Classification Map: A Context Classification map shall be maintained through the planning timeframe that recognizes roadway functional classification in addition to land use context. The Context Classification map shall be updated concurrently with amendments to the Functional Classification map and the Future Land Use map. Yet the proposed element and map series do not include a context classification map.

The Omission of Recognizing Potential Future Demand for Very Large Structures and Land Uses With Significant Energy Demand: The element does not provide guidance relating to large facilities that support AI (Artificial Intelligence) and other intensive electrical energy uses and large, multi-acre warehousing buildings. The element should recognize potential demand for these types of uses to be located within the community in the future and establish appropriate strategies.

The Coordination of Commuter Transit Service with Neighboring Jurisdictions. The strategy relating to transit service in the community, set out in Objective 6.10., and subsequent implementing policies, does not include any reference to coordination with neighboring jurisdictions (e.g., Wakulla County, City of Thomasville, etc.) for long-distance commuter transit opportunities now or in the future. It may be appropriate to recognize the potential for such services and coordinate with the applicable local governments.

The Limitation of Development Impacts to Natural Areas. Objective 1.2. and Subsequent implementing policies - *Preservation of Natural Areas* direct the identification and acquisition of important natural resource areas, but do not explicitly provide direction to protect these resources through limiting land development impacts, including limiting the density and intensity of development, within and adjacent to resource areas identified on development sites.

The Protection of Significant Cultural Resources: The draft Land Use and Mobility Element acknowledges the need to identify cultural resources, but only directs the *protection* of these resources with regard to new or existing transportation facility improvements (which it does in policy 1.2.3.).

Section 2) General or Over-Arching Comments:

References to Explicit Departments. Where the *Planning Department* (or other department) is explicitly referenced in policies, as in being tasked to do something, it may be more appropriate to simply refer to the applicable local government (or both local governments), given the potential for staffing resources and department responsibilities change over the timeframe of the plan.

Content and Terminology More Appropriate for Land Development Regulations. Several of the policies relating to the particular future land use categories specify the detailed types of building types allowable, such as, *duplexes, triplexes, quadruplexes, live-work units*. This is detailed implementation content typically relegated to land development regulations and (including, zoning regulations).

The listing of specific building types in the policies describing a future land use category could be construed to preclude those building types not listed, from the zoning district(s) that ultimately implement the future land use category. Likewise, the listing of specific building types in the policy describing the category could be construed to require *all of the zoning districts* that implement a particular category to allow *all* of the building types listed. This may or may not be problematic. But if it is problematic, it will also require a comprehensive plan amendment as a precursor to any land development regulation (e.g., zoning) amendment that would change what building types are allowed in a particular zoning district.

Scope and Applicability of Density Bonus Incentives. As drafted, some of the various density bonus incentives provided are drafted to enable density/intensity to be increased to levels greater than the otherwise applicable *future land use category* maximum limits. In other instances, the policies do not state whether the bonus would allow an increase in excess of what otherwise would be the *future land use category* limit or *zoning district* limit. In some instances, implementing zoning districts set out maximum density limits less than the future land use category they implement. Should the incentives instead allow for increases above otherwise applicable *zoning district* limits?

Section 3) The Proposed Future Land Use Map:

Boundaries Between Future Land Use Categories. The proposed Future Land Use Map depicts areas within the City and County where future land use categories intended to allow significantly different intensities of use or character of development are located across a street or road from one another. This is a classic error in urban design and land use compatibility: in good urban design, principal uses face one another — *look out* at one another — across streets…and this visual perception is one of the most important ways people gauge and experience compatibility.

Ideally, interfaces or boundaries between categories and districts of significantly different character and/or intensity should be located along shared rear lot lines or separated by categories or districts of transitional intensity or large areas of open space. Boundaries along rear property lines offer the additional benefit of enabling the provision of buffering to mitigate visual perception of differing land use and intensity.

It is recognized that there may be limited potential to address this issues, as most of the newly proposed future land use category boundaries are in the same location as the boundaries between categories on the Future Land Use Map presently in effect.

4) Sequential Comments:

Policy 1.2.1. This policy guides the City and County to acquire sensitive areas. Does this include for less-than fee simple acquisition (e.g., acquisition of easements) as well as fee simple acquisition? If so, good. If not, revise the policy as appropriate.

Policy 1.2.2. This policy specifies that Planning Department staff shall conduct an environmental analysis of proposed comprehensive plan amendments. The concept is good, but should the policy be revised to enable other City and County staff to be utilized in such analysis? Potentially the Planning Department may not have sufficient or appropriate resources to accomplish this requirement.

Policy 1.3.2. The policy does not provide guidance on who is intended to develop and maintain urban recreation spaces.

Policy 1.6.2. This policy requires zoning and development standards, within the Urban Services Area, to promote the location of homes, jobs [and other destinations] within 20 minutes walking distance of each other. 1) Why not consider, instead, a 15-minute standard? Within urban design and pedestrian mobility practice, this timeframe has gained more acceptance as a design standard. 2) Maybe the standard (20 minutes, 15 minutes, whatever) should be referenced as a *maximum* timeframe.

Policy 1.7.1. This policy specifies coordination with key regional partners on the protection of natural resources that extend beyond jurisdictional boundaries. The policy specifically mentions some agencies but does not mention any of the adjacent local governments (both within the State of Florida and the State of Georgia) nor does it mention the Apalachee Regional Planning Council or the Southwest Georgia Regional Commission. Recommendation: These are significant omissions; revise the policy to include these governments/agencies.

- **Policy 2.2.1.** This policy provides that the Urban Services Area (USA) will be large enough to include 50% more vacant and developable land than necessary to accommodate projected population growth during the planning timeframe.

  This standard appears to be significantly greater than needed to promote an efficient development pattern, particularly an *urban* development pattern. It would consume more forested land and agricultural land and require longer and require more costly infrastructure extensions than would be required by the respective population with even a modest urban development pattern (i.e., at a moderate development density/intensity). It is recognized that the location of the USA boundary on the map included in the draft amendment is approximately the same location as the USA boundary that has been in effect for several years. Recommendation: Revise this policy to reduce the percentage of surplus vacant and developable land necessary to accommodate population over time, so that a 50% surplus is not continually provided for over time, but reduced, to reflect urban intensities and densities with this portion of the USA; failure to do so could result in less-than urban development patterns sprawling within the USA.

Policy 2.2.6. This policy provides for exceptions to the Urban Services Area concept to provide for higher density within areas near the Woodville Rural Community [future land use map category] when central sewer service is available and development connects to sewer. 1) Is it necessary to also set a maximum development density/intensity limit for this development within this policy? Or is this policy the basis for another policy that provides such limit? 2) This policy is imprecise with regard to location of its application. As written, it would allow the extension of higher density development in any area designated Rural or Rural Residential on the future land use map, so long as it is connected to sewer and subjectively

located within the area described in the policy. Recommendation: review this policy and if appropriate, specify geographic limits where this exception is intended to apply; or, provide a map designating the applicable location.

Policy 2.2.7. This policy requires consistency with the priority of urban services, the Future Land Use Map, and the Urban Services Area in conjunction with "the *widening* of existing streets and roads." Widening streets and roadways is not necessarily the same as adding additional lanes; and either approach, while traditionally responses to increased growth and travel demand, are not always consistent with other community objectives, such as protecting natural resources, protecting residential use from adverse impacts, and creating human-scale environments that facilitate pedestrian activity. Suggestion: Instead of implying that streets and roads must always be widened to accommodate projected growth and demand, use alternative terminology such as *modifying*, *improving*, or *reconstructing*, which encompasses *widening* but is not limited to *widening*.

Policy 2.2.8. This policy promotes brownfield reclamation, building reuse, and adaptive reuse of structures, enabling these activities through provision of incentives in the land development regulations. The policy outlines the content of the land development regulations incentives; it does not include any provisions for mitigation of environmental or environmental health issues associated with the applicable brownfield sites. The policy also provides for "density and intensity bonuses of up to 25% modified development review thresholds." It is not clear if this intended to refer to maximum limits otherwise set out for the applicable future land use category in the comprehensive plan or zoning district (land development regulation) limitations, or other. Suggestions: 1) Revise the policy to provide for or recognize that mitigation of adverse environmental conditions are prerequisite to any redevelopment of brownfield sites; 2) clarify the reference basis for density/intensity bonuses.

Policy 2.2.9. It is not clear how this policy does anything other than what is provided for in Policy 2.2.8., except to add the term "Greyfield." Suggestion: If appropriate, merge these policies together.

- **Policy 2.2.10.** This policy specifies the protection of identified future rights-of-way from building encroachment; it does not specify what the appropriate setbacks would be, but includes a table specifying significant rights-of-way widths for the types of transportation facilities listed.

  A word of caution: The City of Tallahassee had, at one point, a similar approach wherein the implementing land development regulations (with their basis also established in the comprehensive plan) required a "special roadway setback," to protect identified corridors from development encroachment, and thus to make it easier and less expensive for the City acquire needed right-of-way for roadway construction. This regulation was challenged, as applied, as a taking, with no legitimate public health, safety, or welfare basis. [The City was able to prevail as its implementing regulations provided affected property owners with alternative design "exceptions" that made it possible, in the plaintiff's instance, to realize their development interests within the remaining, reduced, buildable area resulting from the implementation of the setback]. The City thereafter also amended their regulations to minimize potential that they be used as a workaround to acquire right-of-way without appropriate compensation.

- **Policy 2.4.1.** This policy establishes the basis for a Transfer of Development Rights (TDR) program. It limits the locations of where development rights may be transferred to areas designated Rural Residential or Rural Community on the Future Land Use Map. A TDR program can be a very helpful tool to help minimize sprawl and direct growth to the most appropriate areas of the community, areas where supporting infrastructure and facilities are

already present or planned to be available soon, and areas targeted for redevelopment, and further economic development. By precluding areas within the USA from receiving transferred development rights, this policy becomes, at best, a marginally useful tool. Recommendation: 1) Revise the policy to provide for transfer of rights to within the USA, and in particular, areas targeted for greater densities and intensities. 2) Revise the policy to allow transfers of density out of the Lake Protection future land use category, as a tool to facilitate environmental protection of resources within the category.

Policy 2.4.2. This policy would require expansions of the USA to be based on an analysis of population projections and growth trends and an analysis of developable vacant land currently within the Urban Services Area. This is appropriate. But the policy fails to provide any criteria or guidance for decision-makers to use to determine whether, and to what extent, an expansion of the USA is warranted. While the intentions of the policy are good, as drafted, it is insufficient, simply requiring analyses but placing no particular regard as to their findings.

Policy 2.5.1. This policy sets out some strategies for retrofitting/reconstructing suburban areas. The proposed strategies are consistent with current best practices in urban design. Some of the terminology used in the policy might, however, be improved. Some of the terminology would be well understood by urban designers and most planners but may be less well understood by the general public and policy-makers. Examples of terminology that might benefit from revision include:

- *Complete streets* (this term has not yet be explained at this point in the proposed comprehensive plan)
- *Continuous streetscapes with liner buildings close to the street*
- *Appropriate design elements*
- *Residential building types*

In regard to the strategy of *block size reductions* — small blocks are an integral attribute of walkable and human-scale development, but while many (most?) of the blocks in the community are currently larger or significantly larger than ideal in these regards, not all are, and at some point, if block size reduction does occur, it will no longer need to *continue* over time. Suggestion: Consider some other wording, perhaps providing guidance as to what appropriate block size should be, instead of compelling the action to continually reduce the size of blocks.

Also, in the first sentence, consider using “adopt” or “enact” as opposed to “develop…land development regulations.”

Policy 2.6.1. This policy sets out street beautification strategies. Suggestions: Revise the policy: 1) “The local governments shall provide for land use regulations…” should be replaced by terminology like “The City and County shall adopt land development regulations…” 2) The policy refers to “…a given context.” The significance of this wording might be missed as the concept of context-based land usage/development concept, such as utilized by the Congress for New Urbanism, or the Florida D.O.T., based upon the new urbanists’ *Transect*, has not been explained yet at this point in the proposed comprehensive plan.

Policy 2.6.2. Gateway Corridors. This policy enumerates several streets that are considered “Gateway Corridors.” It does not, however, include the specific termini or street segments of these designated corridors that the policy addresses. Recommendation: Revise the amendment to include a map illustrating the precise location of these corridors.

Policy 2.7.5. The meaning of the first usage of the term “areas” in this policy is not clear. Could it be replaced with a more precise term; e.g., “the MMTD?”

Future Land Use Map, Page 16. Revise to include the title, *Future Land Use Map* (or other as appropriate) and include referenced timeframe that the map represents.

- **Policy 2.8.2.** This policy includes the statement, "To *ensure a mixture of uses in mixed-use land use categories*, a minimum of 5% open space (which may include landscaping and stormwater facilities subject to land development regulations) is required…" It's not clear whether or how requiring a minimum threshold of open space area will ensure a mixture of uses in the the mixed-use land use categories.

Policy 2.8.3. The first paragraph of this policy implies but does not explicitly state that state and national forests, wildlife management areas, and other managed natural areas will be comprise the lands to be included in the Natural Areas Future Land Use Category. As drafted, the policy implies non-managed areas would not be appropriately included in this category. Suggestion: Revise the policy for precision and clarity with regard to what lands are intended to be designated within the category.

Policy 2.8.7. - Part 5. It is unclear what this sentence means: "To encourage redevelopment in the Lake Protection category, land development regulations may provide for a partial credit applied toward existing impervious surface on previously developed sites." Does this mean redevelopment sites may include a greater proportion of impervious surface than would otherwise be required for new development, or?

- **Policy 2.8.8. - Part 1.** This part of this policy describing the Sub-Urban Residential Preservation Future Land Use Category sets out as criteria for inclusion in the category, "Assessment of stability of the residential area, including but not limited to: a. Degree of home ownership b. Existence of neighborhood organizations." While tenure and participation in neighborhood organizations are traditional measures of neighborhood stability/transition and cohesiveness, they can also be used to simply enable development interests to reclassify (i.e., change the future land use map) to rezone and redevelop lower-income areas, where homeownership rates may be lower than the community as a whole and there is less participation in neighborhood organizations. This results in displacing existing residents and potentially increasing their housing cost burdens with higher rents.

Policy 2.8.8. - Part 2. This part of this policy requires zoning districts within the Sub-Urban Residential Preservation Category allowing densities over six units per acre to implement a Commission-approved neighborhood plan. Would this apply to the provision of inclusionary housing that is developed at densities exceeding six dwelling units per acre (even if the applicable zoning district establishes a maximum nominal density of six dwelling units per acre)?

Policy 2.8.8. - Part 5. This part of this policy exempts cemeteries and religious facilities, used solely for religious use, from having to provide effective visual and sound buffering (either through vegetative buffering or other design techniques) where they adjoin low density residential areas. It is recognized that is a continuation of the current practice of exempting these uses from such requirements. While well-intentioned and workable for smaller scale cemeteries and religious facilities, at larger scale and with more frequent usage, these uses can still present incompatible land use conflicts with adjacent/nearby low density residential land use. Accordingly, they should not be carte blanche exempted from sound and visual buffering requirements when adjacent to low density residential use; instead, they should be subject to such standards and be required to demonstrate compatibility through the development application review process.

Policy 2.8.9. The third paragraph of the policy specifies that land development regulations shall include development standards to maintain *low traffic volumes*, vehicular speeds, and parking for nonresidential uses. It is not clear what would be considered *low traffic* volumes, but while considering this directive, recognize that the category allows for residential land use at a density up 20 dwelling units per acre, and unless the development regulations can mandate the district residents' places of work be nearby (so that they don't require vehicular travel for their commutes) this directive may be difficult to achieve.

Policy 2.8.9. Sub-part 1. of the policy requires the land development regulations to include urban design, buffering, and screening standards to facilitate compatibility between residential and non-residential uses *within* the Sub-Urban Neighborhood land use category. Suggestion: Revise the wording to also recognize the need to utilize such techniques for uses outside but adjoining the category.

Policy 2.8.12. The fourth paragraph of this policy directs the reduction of vehicular traffic volumes. It is not clear how volume reduction might be accomplished. See related comment here on **Policy 2.8.9.**

Policy 2.8.12. Sub-part 2. of the policy requires the land development regulations to include urban design, buffering, and screening standards to facilitate compatibility between residential and non-residential uses *within* the Urban Neighborhood land use category. Suggestion: Revise the wording to also recognize the need to utilize such techniques for uses outside but adjoining the category. See related comment here on **Policy 2.8.9.**

Policy 2.8.14. This policy includes the phrase: "The *land use* is characterized…" Suggestion: Modify the phrase to read: "The *land use* <u>*category*</u> is characterized…"

This policy includes the term, *consistent street trees*. This term is vague. Suggestion: Revise the wording to provide greater clarity.

Policy 2.8.19. Sub-part 2. This part is related to required master plans for development within the Planned Development Special District future land use category. This part sets out requirements that are extremely specific, in comparison to the typical strategic provisions found in comprehensive plans. Is this content more appropriate in the land development regulations?

The meaning of the term, *capacity maintenance*, used in Sub-part 2.h., is unclear. The term likely refers to roadway capacity maintenance (i.e., maintaining adopted LOS for affected roadways) but could just as easily be a reference to other infrastructure capacity, e.g., stormwater management, potable water, etc. Recommendation: Revise portion of the policy further to clarify the intent.

Sub-part 5. This part states: "Easements, right-of-way and other improvements located throughout the Planned Development District boundary *may be required* to be dedicated in conjunction with proposed development applications to ensure adequate facilities can be constructed consistent with the Master Plan." This part is unnecessary given that it is permissive, and not obligatory, using the term *may be required*.

Sub-parts 5., 6. & 7. Sub-part 7 includes the following provision: "If any of these public acquisitions reduces the remaining acreage of the Planned Development below 200 acres, the Planned Development provisions of this Plan shall apply to all *remaining acreage*." Does this provision also relate to the public acquisitions referred to in Sub-part 6 and dedicated areas

referred to in Sub-Part 5? In essence, these areas would also be *remaining acreage*. If so, it is recommended that these parts be revised to ensure clarity.

Policy 3.1.3. This policy states that the land development regulations shall support neighborhood scale grocery uses within and adjacent to residential areas. Is this consistent with the preclusion of non-residential uses within the Sub-Urban Residential Preservation land use category? If not, make appropriate revisions to either Policy 2.8.8. [RE the Sub-Urban Residential Preservation land use category], this policy, or both.

Objective 3.2. This Objective establishes the Southside Action Plan strategy. Much of this Objective relates to appropriate process and is somewhat unclear in regard to what the Southside Action Plan is or should be. Suggestion: Revise the Objective, so that the substantive information provided at the end of the proposed version, relating to "…guiding the development, redevelopment, and rehabilitation of the Southside; and that the community's vision focuses on three main areas of improvement: Beautification, Investment, and Engaged and Activated Citizens." appears toward the beginning of the Objective.

Policy 3.2.2. This policy includes the terms *shared public spaces* and *shared spaces*. It is not clear what the term *shared public spaces* means (land areas under multiple public agency ownership/management?). It is not clear whether *shared space*s means the same thing as *shared public spaces*. Suggestion: Revise this policy as appropriate.

Policy 3.3.3. This policy refers to *unified access* [*plans*]. Typically, in practice, the term *unified access* relates to providing access to more than one destination (for example, two or more businesses) through a single driveway connection. Is this policy, as drafted, sufficiently clear to convey this meaning? Revise if appropriate.

Policy 3.3.4. This policy sets out the basis for access management improvements. It is not clear if the policy provides the basis for roadway modifications, or installation/modification of signals and signage. If it is appropriate to explicitly reference these kinds of modifications, revise the policy accordingly.

Objective. 3.4. This Objective sets out the strategy of sharing the benefits and burdens of public sector projects across the community equitably. Subsequent implementing **Policy 3.4.2.** directs the City and County to [strive] to distribute major infrastructure projects and other public investments geographically across the community with regard to the needs of different areas. There is no implementing policy, however, specifically relating to ensuring that no particular portion of the community is or becomes overburdened with the adverse impacts of/ burdens resulting from the provision infrastructure and public facilities. Would the inclusion of such an implementing policy be helpful? If so, revise the amendment to add such policy.

- **Policy 3.5.1.** This policy does not address the strategy of designing and siting infrastructure for purposes of facilitating greater community resiliency and hazard mitigation. Recommendation: Include other policy(-ies) in the amendment that would facilitate the greater resiliency and mitigation of hazards in regard to the siting and design of infrastructure and public facilities or revise this policy as appropriate.

  This policy refers to *design speed*. This is an appropriate consideration in street design; it is not clear that general public understands this term, however. Suggestion: Revise the policy as appropriate and/or define the term *design speed* within a companion glossary.

Policy 3.6.4. This policy includes the following statement: "Incentives for greater density and intensity up to 25% will be permitted for developments along arterials for developments that incorporate urban design standards resulting in more attractive developments." Based on the preceding sentence in the policy ("allow densities or intensities that exceed unincentivized limits set out in the Future Land Use Category"), the 25% standard is *25% greater than the limit otherwise applicable*. If this not correct, revise the policy as appropriate.

Please ensure that within the implementing land development regulations, the scope of this incentive is roughly proportional to the what the developer provides. For example a 50-acre development site that has 100 feet of frontage along an arterial street, and that provides some shrubbery along this frontage, probably should not be entitled to a 25% increase in permissible density/intensity for the remainder of the site, a site that may extend several hundred feet from the arterial. This issue is most appropriately fleshed out in the land development regulations but perhaps it might be appropriate to provide some related direction in the land use and mobility element.

If the land use and mobility element will retain the provision for a 25% density bonus provided in exchange for affordable or inclusionary housing as has been provided in the comprehensive plan, how will that bonus incentive work in conjunction with this bonus incentive? Could a developer obtain both bonus incentives?

Policy 3.6.7. This policy includes the following phrase: "…until the expiration of the approved development…". Recommendation: Consider revising for precision to state: "…until the expiration of the ~~approved~~ development *order for that development*…"

Policy 3.7.3. This policy sets out design criteria for *Mobility Hubs*. Will *Mobility Hubs* be designated on the future land use map or other map adopted in the comprehensive plan or on the official zoning map of the applicable jurisdiction? How will this concept be used? Suggestion: provide more guidance and overarching strategy for the *Mobility Hub* concept.

- **Policy 4.1.4**. This policy relates to *pattern books*, an urban design tool used to provide information regarding the appropriate character and architectural attributes of the built environment in a specific neighborhood or area.

  The policy states that "Pattern books may be developed to identify a specific range of housing types allowed for different land use categories." This strategy is inconsistent with the traditional use of pattern books. 1) Pattern books are typically more narrowly tailored to fit a *specific neighborhood* or development, *not an entire land use category*, or even zoning district. It is difficult to envision the built environment in an entire future land use category based on a singular pattern book. 2) Pattern books usually address such urban design elements as *architectural style*, including architectural details, the orientation of structures on lots and their relationship to the street, and other specific details relating to urban form. Recommendation: This policy should be revised accordingly, to more accurately reflect the typical content and usage of Pattern Books in the urban design of a community.

Objective 4.2 and Subsequent Implementing Policies. This Objective and implementing policies relate to facilitating transit-oriented development (TOD) near *mobility hubs* and around *transit centers*. Will *mobility hubs* and *transit centers* be designated on adopted maps? Recommendation: Revise the comprehensive plan as appropriate. See also comment here on **Policy 3.7.3**, relating to the term *Mobility Hub*.

Policy 4.2.2. This policy enumerates guidance for content of implementing land development regulations relating to TOD. Some of the guidance provided is somewhat vague and/or may be at the level of specificity more appropriate to land development regulations. For example: "Create public plaza directly fronting one or more sides of the center building where feasible" Suggestion: Revise if appropriate.

Policy 4.2.4. This policy specifically tasks the *Planning Department* with the evaluation of potential trail-oriented development. Suggestion: Revise to more generally refer to "staff" or "local government" to recognize that local government assets, resource availability, etc., change over time and other departments or agencies may need to perform this task in the future.

Policy 4.2.5. This policy refers to a *Mobility Hub*. See comment here on **Policy 3.7.3.**, relating to the term *Mobility Hub*.

Policy 4.4.1. [Remarkably, this policy is no longer Policy number 2.1.9.] This dinosaur is not extinct!

Goal 5 and Subsequent Objectives and Implementing Policies. This strategy "cluster" does not include any policy provisions for coordinating the provision of adequate and appropriate infrastructure (other than transportation infrastructure) necessary to support the targeted economic development (or targeted areas for economic development).

Policy 6.1.4. This policy relating to street design includes the following scrivener's error: "… but not *to* limited lane width …". Suggestion: Correct the policy so that this phrase reads: "but not limited *to* lane width."

Policy 6.2.5. This policy addresses interconnectivity within development. It is not apparent that this policy or any other policy in the proposed Land Use and Mobility Element promotes retrofitting existing development to enhance interconnectivity. Recommendation: Consider revising the element to include such strategy.

Policy 6.3.1. This policy refers to *Safe Systems*. What is the meaning of this term? What agency is responsible for administering *Safe Systems*? For example, is this a FHWA program that focuses on the design of transportation infrastructure? Recommendation: Revise this policy to provide more information about what *Safe Systems* are.

- **Policy 6.3.3.** This policy establishes the requirement to maintain a *Context Classification Map*. Is this map intended to be adopted as part of the comprehensive plan? Or adopted by ordinance but not in the comprehensive plan? Recommendation: Provide additional information on how/where this map will be documented/adopted.

Policy 6.3.8. This policy prescribes the peak hour level of service (LOS) standards for streets and roadways in the community. Recommendations: 1) Revise the policy to clarify that the LOS provided is for the PM peak hour, unless the peak hour (e.g., AM, mid-day, PM) is intended to be determined for each applicable facility at time of analysis. 2) Revise the policy to clarify that the LOS standards provided are for automobile travel (i.e., not transit service, bicycle mobility, pedestrian mobility, etc.).

Policy 6.4.4. This policy refers to maintaining a bicycle and pedestrian master plan. Is this master plan to be adopted? The presumption will be that it will not be included as a component of the comprehensive plan. Recommendation: Verify what the status of this master plan will be and revise this policy accordingly.

Policy 6.4.6. This policy includes the statement: "City and County departments with interests in the public right-of-way shall identify funding sources…". Typically, this kind of directive relating to inter-office protocols and assignments is set out in local governments' internal administrative policies and directives, not in comprehensive plans and adopted regulations. Suggestion: Revise the amendment as appropriate.

Policy 6.4.14. This policy refers to replacement of existing continuous two-way left turn lanes [also referred to as *open medians*, and in the vernacular, as "suicide lanes," and "twiddles"] with raised medians and exclusive turn lanes on multi-lane arterials. Does this direction preclude or disincentivize signalization (i.e., reconstructing with closed (raised) median, except with limited median opening(s) with signalization to control traffic flow) as an option? Should it? Recommendation: Analyze this policy on its potential to limit future median reconstruction and signalization and revise as appropriate.

Policy 6.7.2. This policy relating to Mobility Hub location coordination has been revised from the previous draft to delete the direction: "Mobility hubs shall benefit low-income, minority, disabled and senior residents." Although the deleted wording was imperfect, it did represent an important objective of providing access to residents that dependent on modes of travel other than by driving their own car. Suggestion: Revise this policy to re-incorporate appropriate direction, such as: "The design and location of mobility hubs shall be take into account the need to serve low-income, minority, mobility-challenged, and senior residents within our community."

Policy 6.8.2. This policy provides direction on enhancement of bicycle and pedestrian Infrastructure. This policy seems very similar to other strategy set out in the draft Land Use and Mobility Element. Is it redundant or can it be included/combined with other draft policies? Suggestion: Revise if appropriate.

Policy 6.8.7. This policy relating to drop-off & pick-up zones concludes with the phrase: "Criteria shall be with regard to size of the use, provide design standards, location on site, and the availability of porte cocheres or valet operations that meet the design requirements. " This phrase has been revised from the previous draft version but remains confusing. Suggestion: Review and revise the policy if appropriate.

Objective 6.11. This Objective relates to the provision of aviation facilities. It mentions meeting the demand for military (aviation) services. Suggestion: Verify that military aviation services are intended to be accommodated locally. Revise this policy if appropriate.

Policy 6.11.2. This policy sets out direction for an airport master plan. Is this master plan to be adopted? The presumption will be that it will not be included as a component of the comprehensive plan. Recommendation: Verify what the status of this master plan will be and revise this policy accordingly.

From: Nora Underwood <nunderwood2001@yahoo.com>
Sent: Friday, May 9, 2025 6:27 AM
To: Ccattach <Ccattach@leoncountyfl.gov>
Subject: Comprehensive plan - residential land use

Dear Commissioners,

I am writing to support the suggestions of the Alliance of Tallahassee Neighborhoods regarding land use in the comprehensive plan. Neighborhood involvement in the process is key.
In particular, prior to rezoning, the City Commission should be required to adopt a neighborhood design plan prepared with the neighborhood involvement, directing the Planning Department to hold community meetings to review the new maps and policies and to report back on the comments prior to the adoption of the new plan.

I also support the ATN's request that a master plan be prepared for the Northwood Mall property, and that the Midtown Master Plan be included in the comprehensive plan.

I do not necessarily oppose re-zoning, but feel strongly that these processes must be done with plenty of community involvement and careful planning. Tallahassee has suffered from a lot of poorly planned development in the past, and also benefited greatly from more recent community-based planning efforts. Please take the time to make sure the community is involved and make sure it will continue to be involved rather than turning decisions over to developers.

Thanks for your consideration,

Nora Underwood
1123 Maple Dr.
Tallahassee

From: William Stone <williamstone1048@gmail.com>
Sent: Thursday, May 8, 2025 3:51 PM
To: Ccattach <Ccattach@leoncountyfl.gov>
Subject: Comp plan changes- higher density/commercial

Commission,

I want to voice my opposition to these changes. The proposed new 3x more density, quadraplexes, commercial infill in my designated historic neighborhood- Woodland Drives is a wrong headed and will over time erode the quality of this unique area. We are already beset with encroaching urban pressures of a negative quality- noise, traffic issues, rubbish etc. These proposed changes allowing for more density, commercial uses and the resulting diminishment of our zoning protections will be much regreted by those who care about and live here.

Please do not approve these changes for Woodland Drives.

Thank you

William B Stone 850 933-2342

From: Jane fleitman <birdladytoo@gmail.com>
Sent: Friday, April 25, 2025 1:16 PM
To: Ccattach <Ccattach@leoncountyfl.gov>
Subject: Urban residential preservstion

I am writing to you all in opposition to the new land use for the UrbanResidential Preservstion. I do not want you to include Lafayette park in that Preservation. It is a terrible idea to change our land use designation to allow commercial offices and apartments and multiplexes. The new land use category would also double our allowable densities. A terrible idea. There are areas downtown that would benefit from this.

I find this happens all over, you get people to make decisions that affect others but not the people who make these decisions,, only the people that either live or work where these decisions are made. You should all be ashamed of yourself

Hopefully you will do the right thing and not include Lafayette Park in thid decision.

Thank you.

J, Fleitman

From: Jeff Blair <jblair@fsu.edu>
Sent: Thursday, May 8, 2025 2:56 PM
To: Bill Proctor <PROCTORB@leoncountyfl.gov>; Brian Welch <WelchB@leoncountyfl.gov>; Nick Maddox <MaddoxN@leoncountyfl.gov>; Christian Caban <CabanC@leoncountyfl.gov>; David O'Keefe <OKeefeD@leoncountyfl.gov>; Carolyn Cummings <CummingsC@leoncountyfl.gov>; Rick Minor <MinorR@leoncountyfl.gov>
Subject: Agenda Item 13 Transmittal Public Hearing Update to the Comprehensive Plan Update to the Future Land Use and Mobility Elements Comment

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Dear Commissioners

Woodland Drives Neighborhood Association is requesting the the proposed future land use designation update that changes Woodland Drives from Residential Preservation to Urban Residential Preservation be excluded from any adopted amendments to the Land Use Element of the Comp Plan.

WDNA Requests Denial of the Provisions. Specifically, we are opposed to the following proposed changes:

	Existing Residential Preservation (RP-1)	**Proposed Urban Residential Preservation**
Intent	**"Preserving** single-family residential character, protecting from incompatible land uses, and prohibiting densities in excess of 3.6 dwelling units per acre."	**Preserve** existing historic walkable neighborhood **development patterns.** Intended to provide low to medium density residential uses **with allowances for neighborhood scale accessory commercial uses**
Maximum Density	**3.6 dwelling units per acre**	**12 units per acres**
Allowed Residential Types	Single family, townhouses, and cluster housing	Single family detached, single family attached, **duplexes, triplexes, and quadraplexes**
Non-Residential Uses	**None**	**"Neighborhood scale accessory non-residential uses… such as retail, offices, and community services."**

Attached please find a letter explaining our concerns. Thank you.

Regards,
Jeff Blair
Associate in Research Faculty and Associate Director FCRC Consensus Center (Retired), Florida State University
850.694.1209
jblair@fsu.edu

THE FLORIDA STATE UNIVERSITY

"Seek first to understand, then to be understood."
"My commitment must be to truth and not to consistency." Mahatma Gandhi
"YOU must be the change you want to see in the world." Mahatma Gandhi
"Our lives begin to end the day we become silent about things that matter."
Martin Luther King, Jr.

WOODLAND DRIVES
NEIGHBORHOOD ASSOCIATION, INC.

May 13, 2025 County Commission Meeting – Agenda Item 13 Transmittal Public Hearing
Update to the Comprehensive Plan Update to the Future Land Use and Mobility Elements Comment
Comment Unanimously Adopted by the Woodland Drives Neighborhood Association BOD May 2025

Woodland Drives is directly and adversely impacted, and is requesting that the proposed future land use designation that changes Woodland Drives from Residential Preservation to Urban Residential Preservation, along with associated increases in maximum density, allowed residential types, and certain non-residential uses, be denied and not included in any amendments adopted to the Future Land Use and Mobility Elements of the Comprehensive Plan.

We are **opposed** to the proposed changes to the future land use designation that adversely impact Woodland Drives for, including but not limited to, the following reasons:

A. Insufficient time for neighborhood assessment of voluminous and complex documents provided in support of the proposed changes, and insufficient time allowed for us to provide input and participate in meaningful citizen engagement opportunities;
B. Incompatible with the character and desires of Woodland Drives residents for our historic in-town neighborhood;
C. Lack of sidewalks, and roadway capacity to accommodate the increased density and allowed residential types, as well as non-residential uses including retail and offices; and
D. Increased traffic and noise, and decreased safety for our residents and pets to walk and play safely in our neighborhood.

WDNA Requests Denial of the Provisions. Specifically, we are opposed to the following proposed changes:

	Existing Residential Preservation (RP-1)	**Proposed Urban Residential Preservation**
Intent	**"Preserving** single-family residential character, protecting from incompatible land uses, and prohibiting densities in excess of 3.6 dwelling units per acre."	**Preserve** existing historic walkable neighborhood **development patterns.** Intended to provide low to medium density residential uses **with allowances for neighborhood scale accessory commercial uses**
Maximum Density	**3.6 dwelling units per acre**	**12 units per acres**
Allowed Residential Types	Single family, townhouses, and cluster housing	Single family detached, single family attached, **duplexes, triplexes, and quadraplexes**
Non-Residential Uses	**None**	**"Neighborhood scale accessory non-residential uses… such as retail, offices, and community services."**

In summary, these amendments proposing to change the future land use designation of Woodland Drives, and other in-town neighborhoods, will degrade the quality of our neighborhood(s) and the preferences of our residents, by increasing density, increasing traffic and noise, allowing for incompatible commercial uses, and decreasing the safety and quality of life for our residents.

On Behalf of the Woodland Drives Neighborhood Association Board of Directors,
Sincerely,

G. Youchock

Greg Youchock, President

Jeff Blair, Vice President, Governmental Affairs Chair

From: Neil Fleckenstein <neil@talltimbers.org>
Sent: Monday, May 12, 2025 12:36 PM
To: Nick Maddox <MaddoxN@leoncountyfl.gov>
Subject: Re: Meeting

Nick,

As you know, Tall Timbers is a biological research station founded in Leon County almost 70 years ago to study the science of prescribed fire – including the benefits of prescribed fire for plants and wildlife as well as wildfire mitigation. Tall Timbers is also a Land Trust with over 161,000 acres of land permanently protected in North Florida and South Georgia.

On behalf of Tall Timbers, I would like to share our appreciation of the hard work that Planning Department staff have invested in the Future Land Use and Mobility element update. Throughout this process, Tall Timbers staff have worked closely with the Planning Department on issues involving our working forestlands, conservation lands, and rural areas.

Importantly, as a result of the Department's analysis, it is clear that **no** significant changes are needed to the Urban Service Area (USA) and **no change** is needed to the current 1 dwelling unit/10 acre Rural residential density to accommodate our community's projected growth over the next 20 years. (We do understand the need for minor modifications to the Urban Service Area and for slightly higher residential density associated with the extension of sewer to Woodville). As we have seen over the life of our community's Comprehensive Plan, maintaining the existing USA and Rural residential density are two of the most effective tools to protect rural working lands, preserve our natural resources, and efficiently use taxpayer dollars by discouraging growth in rural areas.

While there are many changes for you to contemplate as you review the updated Plan, please continue to support maintaining the USA and our 1 dwelling unit/10 acre Rural residential density as discussed above.

Thank you,

Neil

Neil Fleckenstein, AICP
Planning and Advocacy Coordinator
Tall Timbers
13093 Henry Beadel Drive Tallahassee, FL 32312
Cell: 850-728-6235

From: JoAnn Mrazek <jdmrazek@comcast.net>
Sent: Monday, May 12, 2025 4:24 PM
To: Ccattach <Ccattach@leoncountyfl.gov>
Subject: Future Land Use Designations

Commissioners: I have been a resident of Tallahassee for over 40 years and currently live in the Woodland Drives neighborhood. My children were raised here and my grandchildren live here. I am submitting my comments **in opposition** to the proposed changes to the future land use designation that adversely impact Woodland Drives for, including but not limited to, the following reasons:

Insufficient time for citizen review of voluminous and complex documents provided in support of the proposed changes, Insufficient time for neighborhood residents to adequately assess and comment on the impacts of the proposed changes, incompatible with the character of our historic in-town neighborhood,

Incompatible with the desires of Woodland Drives' residents for our historic in-town neighborhood, lack of sidewalks, and roadway capacity to accommodate the increased density and additional allowed residential types, as well as non-residential uses including retail and offices, and Increased traffic and noise, and decreased safety for our residents and pets to walk and play safely in our neighborhood. I would welcome the opportunity to discuss this further, and look forward to more debate on the subject.

From: Bill Mrazek <wdfishy@gmail.com>
Sent: Monday, May 12, 2025 4:29 PM
To: Ccattach <Ccattach@leoncountyfl.gov>
Subject: Future Land Use Designations - proposed changes

Commissioners: I have been a resident of Tallahassee for over 40 years and currently live in the Woodland Drives neighborhood. My children were raised here and my grandchildren live here. I am submitting my comments **in opposition** to the proposed changes to the future land use designation that adversely impact Woodland Drives for, including but not limited to, the following reasons: Insufficient time for citizen review of voluminous and complex documents provided in support of the proposed changes, Insufficient time for neighborhood residents to adequately assess and comment on the impacts of the proposed changes, incompatible with the character of our historic in-town neighborhood, Incompatible with the desires of Woodland Drives' residents for our historic in-town neighborhood, lack of sidewalks, and roadway capacity to accommodate the increased density and additional allowed residential types, as well as non-residential uses including retail and offices, and Increased traffic and noise, and decreased safety for our residents and pets to walk and play safely in our neighborhood. I would welcome the opportunity to discuss this further, and look forward to more debate on the subject.

Betton Hills Neighborhood Association P.O Box 15162, Tallahassee, FL 32317 | bettonhills.org

June 10, 2025

Dear City of Tallahassee Commissioners:

The Betton Hills Neighborhood Association (BHNA) Board of Directors, on behalf of our over 2,000 residents, thanks the City Commission, and particularly the Planning staff, for their engagement on the Comprehensive Plan amendments to guide our city's responsible growth and vitality through 2050.

BHNA recognizes the challenges of fostering responsible development without stifling economic growth. We believe the City can meet those challenges while **also** honoring and preserving the very real, historic contributions that established neighborhoods like Betton render to the City's vitality and its unique profile among Florida's best places to call home.

Based on recent conversations between BHNA and the City's Planning Department (Artie White, Susan Poplin, and Tyler Moldanado), as well as representations made at the June 3, 2025 community forum at the Los Robles Woman's Club, BHNA does **not** object to its inclusion in the proposed Sub-Urban *Residential Preservation* Land Use Category (emphasis added). This is because we have been informed that the current RP-1 zoning district contained within the Land Development Code (section 10-170) will be retained and applied to Betton Hills (as will the RP-2 zoning district, which will be retained and applied to the west side of Mitchell Avenue). This is what "residential preservation" is about.

Since its founding in 1973, BHNA has sought to protect this historically stable, viable, and desirable neighborhood from incompatible land uses and density intrusions. The resulting preservation of **single-family homes**, and **low housing density**, are the foundation of our established neighborhood character. We believe that continued preservation of these neighborhood attributes also contribute to the City's diverse landscape, economic vitality, and quality of life. How so? Here are just a few examples:

- True to its name, Betton Hills has many hills. Our single-family home sites, situated on-handsome lots with mature trees and landscaping, are natural stormwater absorbers of Tallahassee's frequent rainfall. This helps mitigate the adverse environmental effects that overdevelopment and/or higher densities can cause in such hilly terrain.

Betton Hills Neighborhood Association P.O Box 15162, Tallahassee, FL 32317 | bettonhills.org

· The large canopy trees commonly found on Betton's home sites provide a range of ecological services not only to our residents, but to the City at large. Together, these trees and home sites provide habitat for wildlife, carbon storage, air purification, shade, and help absorb rainwater and lessen urban runoff. Overdevelopment and/or higher densities threaten these treasured, ecological service providers.

· Betton's single-family home sites need only narrow streets. Even without sidewalks, these walkable neighborhood streets support pedestrian safety due to minimal cut-through traffic and reduced in-neighborhood traffic (due to lower housing density). These walkable neighborhood streets promote fellowship among not only Betton residents, but also with those from adjacent neighborhoods who commonly seek out the safety and beauty of our walkable neighborhood streets and parks. Overdevelopment and/or higher densities tend to undermine all of this.

Betton Hills residents make friends with their neighbors. They enjoy socializing together. They watch out for each other. They support their neighborhood association and its events. We believe this neighborliness is a natural outgrowth of our established **single-family home and low housing density** DNA. This neighborliness doesn't stop at the Betton Hills boundaries. Betton Hills residents have always been active in supporting Tallahassee's diversity of neighborhoods, its local businesses, its natural environment, and its responsible governance. It's part of the Betton Hills neighborhood character to give back to the City for its support for the preservation of our single-family neighborhood. You can be sure that we plan to keep on doing that.

We thank the Commissioners, and City planners, for listening to us and working with us to preserve and honor what's most valuable in Tallahassee for the long haul.

Best regards,

James Ward – President, Betton Hills Neighborhood Association

cc: Artie White; Susan Poplin; Tyler Moldanado

From: Poplin, Susan
To: Calhoun, Sherri
Subject: FW: 2025 TLC FLUE Amendments Comments
Date: Wednesday, June 11, 2025 9:03:36 AM

Please file this comment. Thx.

From: Cathy Kendall <ckendall0908@gmail.com>
Sent: Wednesday, June 11, 2025 12:49 AM
To: Dailey, John <John.Dailey@talgov.com>; Porter, Jack <Jacqueline.Porter@talgov.com>; Matlow, Jeremy <Jeremy.Matlow@talgov.com>; Richardson, Curtis <Curtis.Richardson@talgov.com>; diane.williamscox@talgov.com; tlh@gmail.com; Poplin, Susan <Susan.Poplin@talgov.com>; Tedder, Wayne <Wayne.Tedder@talgov.com>; Goad, Reese <Reese.Goad@talgov.com>
Cc: Christian Caban <CabanC@leoncountyfl.gov>
Subject: 2025 TLC FLUE Amendments Comments

EXTERNAL EMAIL
Please report any suspicious attachments, links, or requests for sensitive information.

It needs work. Please vote "no" to allow the problems with this current amendment to be addressed responsibly. Even if you don't read my comments below, please know that the amendment will cause problems (litigation) rather than solve them because it is full of inconsistencies, omissions, and things that just don't make sense.

Comments on the 2025 Amendments to the TLC Comp Plan FLUE:

The goals, objectives, and policies are internally inconsistent, creating legal risk for Tallahassee and Leon County. The proposed language lacks important definitions and direction, perpetuates past problems instead of preventing them from reoccurring, like the multi-bay super car wash proposed on Crump Road (now clearly allows), school siting based on cheap land rather than growth objectives (no criteria or intent stated), and the lawsuit on the County waste recycling center and regional park that the local governments narrowly won in the past).

With a wholesale "fix" that this is touted to be, why does it seem to not only perpetuate, but exacerbate these past land use disputes? The amendment, as explained by the groups such as Grow Tallahassee and The Chamber, wraps itself in a cloak of "good planning" approaches and new urbanism, and in reading the new goals and objectives, one might think that to be true. This amendment, however, falls short in the policies. The new policies are streamlined; so streamlined, in fact, that important provisions from the current Plan that help address compatibility between different uses, preserve important open space and landscape features in our urban area, protect conservation and preservation areas, and even provide that clear separation between urban and rural uses as stated in one of the goals.

In amendment cycles of the past, the Commissions would parse every new word to ensure that we

were choosing the right language to guide future growth. The inconsistencies and apparent omissions of actual standards in this amendment, however, make it clear that the development of policy language was rushed, without even an analysis to assess if the policies are likely to achieve the stated goals and objectives. **The City Commission should vote not to forward the amendment to the State of Florida, and instead, continue to work with the public to address the problems, inconsistencies, and omissions.**

The following comments are focused on densities, intensities, location of development, and how different land use activities are intended to work together. They are grouped into three main topic areas: Growth Patterns; Reflecting our neighborhood and environmental values; and having a transparent process.

I. **Growth Patterns**

In trying to reduce sprawl and make our city more urban the current Comprehensive Plan has failed. We have known that for 25 years (when staff applied the policies to a map, whereby the large extent of yellow low density areas made our community look like Big Bird on a map). The proposed amendment attempts to fix these failures not by addressing the large, undeveloped areas that continue to develop in low density residential and strip commercial sprawl, but by forcing density and nonresidential activities into existing developed neighborhoods. This "evolving residential neighborhood strategy" is being pushed despite the fact that most of the public comments during the entire reassessment process have been concerned about protecting these areas. The development community contends that if we just get more people living close together on the outskirts of the downtown, our urban commercial will have the population base it needs to thrive. This is a failed strategy. We had a successful downtown 40 years ago, with far less population near our urban core than we have now, and yet, the commercial activities today find it difficult to survive. Adding quadruplexes and daycare centers to urban core neighborhoods will not fix this problem.

What would help achieve more efficient growth patterns:

A. Adding residential units in the actual downtown, requiring downtown office buildings to have a commercial component, prohibiting non compete clauses in commercial real estate transactions (privately prohibiting a future similar activity, which then results in vacant buildings for years like the old Walmart on Apalachee Parkway and the old vet clinic on Thomasville and 9th Avenue), and limiting the size and location of suburban commercial are a few things that could help to some degree.

B. If the Urban Service Area is to be oversized for the projected need by 50% (Policy 2.2.1), and **if** the undeveloped areas over 2 acres in size were to take on urban densities, then there would be no need for existing neighborhoods to have to take on the character-changing burden of absorbing higher densities and intensities. Unfortunately, we continue a failed approach of oversizing the Urban Services Area and not having required (and enforced) minimum densities for vacant parcels greater than 2 acres. **Alternate urbanization policy for consideration that leaves neighborhoods alone:** *All parcels greater than 2 acres in size inside the urban service*

area shall be developed at a net density of at least 6 units per acre, outside environmentally constrained areas.

C. Having policies that effectively address the impacts between uses is also important, but seems to have been forgotten in this Comprehensive Plan rewrite. Many of the compatibility policies in the new amendment are simply gone, despite most of our land use disputes and lawsuits in the past being about impacts and compatibility (Tai Chi on Thomasville Road, Welaunee Circle K, Chaires Regional Park, Waste Transfer/Recycling Facility, etc.).

D. **Most of the policies allowing office, and sometimes commercial use include an intensity standard that serves no purpose and gives false assurances.** In Suburban Neighborhood, for example, Policy 2.8.9 provides the intensity standard for commercial and office activities as 20,000 sf/acre (In the Urban Neighborhood category, it bumps up to 30,000 sf/acre, per Policy 2.8.12). Is that an appropriate standard for areas along Gadsden Street North, or Meridian Road? What does it compare to? The following are examples of these intensities for you to think about in terms of them having anything remotely similar to what on thinks of for a "neighborhood":

- Lotto Building: 146,040 sf on 6.75 acres = 21,636 sf/acre
- Florida 1st District Court of Appeals in Southwood: 97,373 sf/17.26 ac = 5,642 sf/ac
- Leon County Tax Collectors at Metropolitan Blvd: 57,756/3.03 ac= 19,061 sf/ac
- Leon County Civic Center: 434,739sf/19.07ac = 22,797 sf/ac

Just where did staff come up with these standards, and did they ever do a comparison to analyze what is appropriate for urban neighborhoods? To be fair, the Plan has used a sf/ac intensity standard for many years, even though it never made sense, but it was coupled with max site areas, max bldg sf, stronger buffering, open space, and compatibility requirements that this amendment lacks (see existing Policy 3.1.1 as one example). **If we are going to make big changes, how about adopting intensity standards that actually make sense for the associated categories?**

E. Policy 2.2.5 concerning location of densities and intensities should be revised to replace "and/or" with "and", since densities **and** intensities should be based on **all** these things (infrastructure capacity, LOS, conditions of approval, and impacts).

F. Policy 2.2.8, concerning redevelopment, states that these redevelopment strategies will "prevent the premature conversion of rural land…" when, in fact, this is not true. While it may reduce pressure to convert rural land, to actually prevent that, we would actually need further policies to effectively prevent that. Absent those policies, replacing the word, "prevent" with "reduce demand for" would be more honest.

G. Policy 2.8.5 – Rural Residential Future Land Use Category: states, "The intent of the Rural Residential category is to provide the opportunity for very low-density residential areas mixed with open space and agricultural activity on the periphery of the Urban Services Area". **This Rural Residential policy, however, would also allow large commercial shopping centers**

that have nothing to do with that stated intent. An example of 100,000 sf shopping center in the Rural Residential FLUC that would be allowable on a single site quadrant such as Roberts Road and Centerville or Crump Road and Miccosukee Road would be:

- 50,000 square foot sf Publix, **and**
- 14,000 sf CVS, **and**
- 15,000 sf Mattress Store, **and**
- 20,000 sf Mexican restaurant

The policy does not even provide an intensity for an arterial roadway (such as Centerville) and a minor collector (such as Old Magnolia Road), though an intensity for a local roadway is provided, which is 10,000 sf (the size of many older CVS stores).

These intensities are clearly the opposite of "a clear separation of urban and rural uses" as called for in Objective 2.2. The allowable intensities should be revised to reflect the intent of the Rural Residential Land Use Category, and list allowable intensities for all locations.

II. Policies to Reflect Stated Values of Protecting Neighborhoods and Environment

There is a disconnect between the drafters of this amendment and the true values held by those of us who have resided in Tallahassee/Leon County for many years. Objective 2.6 is "To foster and protect distinct, attractive places that are important to the community…" The only supporting policy to this objective, however, discusses the protection of road corridors, Woodville, Bradfordville, and downtown. What about our neighborhoods? Does staff not understand that our neighborhoods are each distinct, and that we want to foster and protect them from intrusive, incompatible uses, densities and intensities too? To not include a policy for neighborhoods and a policy for the environment to support this objective about what we value in Tallahassee/Leon County shows that the writers were not listening to what is stated as the two most fundamental things in our existing plan, as well as all the public outreach sessions that have been held over the past few years leading up to this point.

How to fix this disconnect of policies and our value of neighborhoods and the environment:

A. Expand the policies under Objective 2.6 to address how we value our neighborhoods with protective strategies to address impacts from development and non compatible activities.
    - Policy 2.8.12 for Urban Residential, states, "Community services,

      office, and commercial development in scale with surrounding residential areas are

      Appropriate". **This is a big departure from the current Plan** which prevented homes on Gadsden Street from converting to offices, since, in terms of cost, an office will "outbid" a residential activity every time. The current plan placed a high value of keeping residential units in the urban core, since there was (and still is) a real risk of losing residential units to office conversions. If this policy change is adopted, there will likely be a large-scale conversion of these urban core homes to offices, further eroding that

24-hour downtown we have been trying to support. Additionally, one has to wonder if a car wash like the one at Kerry Forest would be allowed as a minor commercial activity in scale with surrounding residential area. The square footage of the structure is likely about the same (4,820 sf on one acre is very low compared to our adopted intensities!), but it is difficult to imagine that level of noise in an urban residential area. It seems the new amendment would allow it.

B. Expand the policies under Objective 2.6 to address how we value our natural environment with protective strategies to address impacts from development and non compatible activities.
    - New Policy 2.5.1 for Suburban retrofit, calls for reconstructing degraded wetlands and watercourses to either “natural” functionality or repurpose them to complimentary functionality with additional community-use features. The last part to "repurpose" these degraded wetlands and watercourses is overly broad, given that every watercourse and wetland in Leon County could be considered degraded to some degree. This seems inconsistent with the community's stated values to protect the environment, and more recent requests in the public comments to be more resilient. What is the background/purpose of this policy? We wouldn't (at least I wouldn't) want to have jet ski races on Lake Heritage simply because the water quality is currently degraded from urban runoff. Would you? **Please delete this policy that is destructive to our wetlands and watercourses!**
    - Policy 2.8.2 calls for a minimum 5% open space, which may include landscaping and stormwater facilities. To be clear, this is a very low standard compared to our current Comprehensive Plan, which in Policy 1.4.11, requires 10-25%, with additional potential buffering for PUDs. Why the change? It might make sense in the most dense/ intense downtown areas, but in other areas, our community values shaded parking and protection, permeable areas to allow water filtration, and a place to take the dog out to do whatever it is dogs do do.

III. A Process that starts well should end well, with transparency throughout

This Comprehensive Plan update has been several years in the making. The Planning Department did outreach to find out what the community values and made them feel part of the process. Somewhere towards the end of this process, however, when it came to writing policies, the public was not as engaged in the process, and it seems staff has not done a thorough assessment of the new policies to ensure that they will accomplish the intent of the goals and objectives.

A. It is readily apparent that staff has not, as required by Policy 1.2.2, conducted an environmental analysis of the proposed amendment, including those features that contribute

to the human well-being and community character. If that had been fully completed, it is likely that these omissions would have been realized and addressed by now. Please start with an environmental analysis of Policy 1.2.2 and an residential impact analysis of the 20,000 and 30,000 sf/ac nonresidential intensity standards allowed in the Suburban "Neighborhood" and Urban "Neighborhood" categories. For reference, the Civic Center is 22,797 sf/ac.

B. The public input process should be reflected in densities and intensities that are easily discerned, without having to research roadway functional classification maps that are used for location criteria, but which have been deleted with this amendment. These can be found in an app at the bottom of the City's webpage under https://www.talgov.com/gis/roads/?page=roads#zoom_to_selection=true, but one must dig to find it.

C. The current plan has a matrix that includes the densities, intensities, and some location criteria for each land use. The amendment does not have this, making it difficult to assess what is allowed where. In fact, it seems some land use categories have no definition for what it even includes, and some categories seem to be missing altogether.

    - Objective 2.3, for example, addresses "public infrastructure" with supporting policies for "public facilities, including community services, light infrastructure, and post-high school educational uses". Policy 2.3.1 allows these public facilities in all land use categories. The current Comprehensive Plan also includes heavy infrastructure as a public facility activity, and the matrix provides where such activities may take place. The amendment does not have this matrix, and it is unclear as to whether heavy infrastructure (like the solid waste transfer/recycling facility or sewer plant) is also allowed in all land use categories (such as residential and preservation). Intensities and locational criteria, unlike the current Plan, are not provided in the amendment, setting the stage for major public controversy in the future. A better breakdown of public infrastructure, public facilities, community services, and what used to be know as "government operational" should be clearly classified in the Plan, with appropriate intensities and location requirements identified to avoid misunderstandings and litigation, as we have had in the past on this issue.

To have such serious omissions makes it difficult to correct later, and will certainly lead to unnecessary misunderstandings, disappointments, and costly litigation. Sometimes it is worse for the public when the stated intent is very high reaching if the "how to" in the policies is omitted. This is because it gives the public false expectations, leading to disappointment and then future distrust. Our Comprehensive Plan should be more than lofty words, but also a directive on how to achieve the hopes we have for our community.

Betton Hills Neighborhood Association P.O Box 15162, Tallahassee, FL 32317 | bettonhills.org

June 10, 2025

Dear City of Tallahassee Commissioners:

The Betton Hills Neighborhood Association (BHNA) Board of Directors, on behalf of our over 2,000 residents, thanks the City Commission, and particularly the Planning staff, for their engagement on the Comprehensive Plan amendments to guide our city's responsible growth and vitality through 2050.

BHNA recognizes the challenges of fostering responsible development without stifling economic growth. We believe the City can meet those challenges while **also** honoring and preserving the very real, historic contributions that established neighborhoods like Betton render to the City's vitality and its unique profile among Florida's best places to call home.

Based on recent conversations between BHNA and the City's Planning Department (Artie White, Susan Poplin, and Tyler Moldanado), as well as representations made at the June 3, 2025 community forum at the Los Robles Woman's Club, BHNA does **not** object to its inclusion in the proposed Sub-Urban *Residential Preservation* Land Use Category (emphasis added). This is because we have been informed that the current RP-1 zoning district contained within the Land Development Code (section 10-170) will be retained and applied to Betton Hills (as will the RP-2 zoning district, which will be retained and applied to the west side of Mitchell Avenue). This is what "residential preservation" is about.

Since its founding in 1973, BHNA has sought to protect this historically stable, viable, and desirable neighborhood from incompatible land uses and density intrusions. The resulting preservation of **single-family homes**, and **low housing density**, are the foundation of our established neighborhood character. We believe that continued preservation of these neighborhood attributes also contribute to the City's diverse landscape, economic vitality, and quality of life. How so? Here are just a few examples:

- True to its name, Betton Hills has many hills. Our single-family home sites, situated on-handsome lots with mature trees and landscaping, are natural stormwater absorbers of Tallahassee's frequent rainfall. This helps mitigate the adverse environmental effects that overdevelopment and/or higher densities can cause in such hilly terrain.

Betton Hills Neighborhood Association P.O Box 15162, Tallahassee, FL 32317 | bettonhills.org

· The large canopy trees commonly found on Betton's home sites provide a range of ecological services not only to our residents, but to the City at large. Together, these trees and home sites provide habitat for wildlife, carbon storage, air purification, shade, and help absorb rainwater and lessen urban runoff. Overdevelopment and/or higher densities threaten these treasured, ecological service providers.

· Betton's single-family home sites need only narrow streets. Even without sidewalks, these walkable neighborhood streets support pedestrian safety due to minimal cut-through traffic and reduced in-neighborhood traffic (due to lower housing density). These walkable neighborhood streets promote fellowship among not only Betton residents, but also with those from adjacent neighborhoods who commonly seek out the safety and beauty of our walkable neighborhood streets and parks. Overdevelopment and/or higher densities tend to undermine all of this.

Betton Hills residents make friends with their neighbors. They enjoy socializing together. They watch out for each other. They support their neighborhood association and its events. We believe this neighborliness is a natural outgrowth of our established **single-family home and low housing density** DNA. This neighborliness doesn't stop at the Betton Hills boundaries. Betton Hills residents have always been active in supporting Tallahassee's diversity of neighborhoods, its local businesses, its natural environment, and its responsible governance. It's part of the Betton Hills neighborhood character to give back to the City for its support for the preservation of our single-family neighborhood. You can be sure that we plan to keep on doing that.

We thank the Commissioners, and City planners, for listening to us and working with us to preserve and honor what's most valuable in Tallahassee for the long haul.

Best regards,

James Ward – President, Betton Hills Neighborhood Association

cc: Artie White; Susan Poplin; Tyler Moldanado

From: Brian Welch
To: Shirley Kerns
Cc: Kyle Frost; Poplin, Susan; Calhoun, Sherri
Subject: Re: Buckhead HOA - Feedback Re: 2025 Comp Plan Amendments
Date: Tuesday, June 10, 2025 11:18:05 AM

*****EXTERNAL EMAIL*****
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Thank you. We will make sure this is recorded.

Brian Welch
County Commissione
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From: Shirley Kerns <kernsshirley15@gmail.com>
Sent: Tuesday, June 10, 2025 11:15:36 AM
To: Brian Welch <WelchB@leoncountyfl.gov>
Cc: Kyle Frost <FrostK@leoncountyfl.gov>; Poplin, Susan <Susan.Poplin@talgov.com>; Calhoun, Sherri <Sherri.Calhoun@talgov.com>
Subject: Buckhead HOA - Feedback Re: 2025 Comp Plan Amendments

EXTERNAL MESSAGE: Carefully consider before opening attachments or links.

Good morning Commissioner Welch:

On behalf of **Buckhead Homeowners Association of Tallahassee, Inc.,** please see attached correspondence concerning proposed amendments to the 2025 Comprehensive Plan for Leon County.

We would like this to be placed in the record for the upcoming Leon County Adopting Hearing scheduled for July 8, 2025.

Thank you
Regards,
Shirley Kerns
850-933-1245

From: Poplin, Susan
To: Calhoun, Sherri
Subject: FW: Comprehensive Plan Changes - File
Date: Friday, June 6, 2025 2:36:55 PM
Attachments: image.png

Please file these comments for the plan update. Thx.

From: Sarah Kathryn Wright <sarahkathrynmcrae@gmail.com>
Sent: Friday, June 6, 2025 2:31 PM
To: Poplin, Susan <Susan.Poplin@talgov.com>
Subject: Comprehensive Plan Changes

EXTERNAL EMAIL
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Ms. Poplin,

As residents of Lafayette Park, we strongly oppose the proposed Future Land Use revision that would change the designation of our historic neighborhood—and others like it—from **Residential Preservation** to **Urban Residential Preservation,** which could significantly alter the character and livability of some of Tallahassee's long-established neighborhoods. This change will also **worsen existing challenges** related to **parking, speeding, and cut-through traffic.** These are not hypothetical concerns—they are already present and would only intensify under the proposed changes.

During the June 3rd public meeting Mr. White stated that the affected areas "already have (…) eight, 10, even 12 units per acre," and that the proposed reclassification is merely an acknowledgment of existing development patterns.

However, this framing overlooks a critical reality: the area proposed for re-designation encompasses a **broad and diverse section of Midtown**, which includes both high-density housing and long-established, low-density single-family neighborhoods. The higher- density pockets inflate the **average** across the entire area, these averages do not reflect the actual makeup or character of many individual neighborhoods within it.

This broad-brush approach **ignores the distinct identity and residential stability** of these older neighborhoods, and it opens the door to development that is incompatible with their long-established character. This proposed reclassification fails to recognize what makes each part of Midtown unique. We urge the city planners to **take a more nuanced approach**—one that protects the historic areas and ensures they are not subsumed by policies aimed at addressing development pressures elsewhere.

Tallahassee does not have a strong track record when it comes to protecting historic homes, especially in areas where it is profitable for development, and the recent Canopy/Circle K controversy demonstrates how quickly developers will put profit over neighborhood integrity. It is difficult to separate these proposed changes from that pattern, particularly when it is championed by individuals with clear development interests, including CRA leadership and groups represented by pro-growth PACs.

We urge you to **reconsider the proposed reclassification** and keep the **Residential Preservation** designation for these core neighborhoods. Their character and history

deserve thoughtful planning, not statistical generalizations.

Thank you for your time and attention,

Sarah Kathryn McRae and Austin Wright

Beard Street

From: Poplin, Susan
Sent: Tuesday, May 6, 2025 3:05 PM
To: Robert Apgar <rbrtapgar@gmail.com>
Subject: RE: Tallahassee-Leon County comprehensive plan amendments - Clarification

Yes, you too. I'm sure there will be more questions.

From: Robert Apgar <rbrtapgar@gmail.com>
Sent: Tuesday, May 6, 2025 1:45 PM
To: Poplin, Susan <Susan.Poplin@talgov.com>
Subject: Re: Tallahassee-Leon County comprehensive plan amendments - Clarification

*****EXTERNAL EMAIL*****
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Susan,
Good to hear from you. Thanks for the prompt response. I'm sure i will have more questions.
Bob

On Tue, May 6, 2025 at 1:09 PM Poplin, Susan <Susan.Poplin@talgov.com> wrote:
Bob, So glad to get your e-mail and that you are following the on-going comprehensive plan update. I've shared with Adam but will share with you, the resource sites for the update that include websites, www.compplantlc.com and https://www.talgov.com/place/pln-cp, and the County agenda for draft transmittal is currently posted. My understanding is that the intent is to replace the Future Land Use and Mobility Elements with a consolidated Land Use and Mobility Element (LME), and to update the Glossary to add a few terms. A crosswalk is available to assist in identifying how the current comprehensive plan Land Use and Mobility Elements relate to the proposed LME. I'm going to add your e-mail to the distribution list for status updates. Let me know if there are other questions. Thx.

Planning | Comprehensive Plan | PLACE - Tallahassee, Florida
The official website of the City of Tallahassee, Florida, a city which remembers its past while focusing on the future – a vibrant capital city: fostering a strong sense of community, cherishing our beautiful, natural environment, and ensuring economic opportunities for all our citizens.
www.talgov.com

Susan Poplin, MSP, AICP
Administrator of Comprehensive Planning
Tallahassee-Leon County Planning Dept.
300 S. Adams Street, Tallahassee, Florida 32301
phone: 850.891.6446 • fax: 850.891.6404 • susan.poplin@talgov.com
http://www.talgov.com/Main/Home.aspx
http://cms.leoncountyfl.gov/

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TALLAHASSEE LEON COUNTY VISION 2050
A FOCUSED FUTURE

From: Robert Apgar <rbrtapgar@gmail.com>
Sent: Monday, May 5, 2025 5:29 PM
To: Poplin, Susan <Susan.Poplin@talgov.com>
Cc: Adam Anthony Biblo <thisbib@comcast.net>
Subject: Tallahassee-Leon County comprehensive plan amendments

EXTERNAL EMAIL
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Susan,

I have been reviewing the draft amendments. I don't see any reference to the current comp plan text or any strikethrough and underline to indicate changes. Are the proposed amendments intended to completely replace the existing text? Will the existing text be deleted when the proposed amendments are adopted? Please clarify.

Thanks,
Bob Apgar

From: Debbie Lightsey
Sent: Wednesday, May 7, 2025 12:36 PM
To: Poplin, Susan <Susan.Poplin@talgov.com>
Subject: Re: FYI - Comp Plan Update - Newer Posted Info and Upcoming Transmittal Hearings

EXTERNAL EMAIL
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I have heard that a group of residents met with Artie While who agreed to a number of changes. It would be helpful to know what these changes are. Hopefully they are more neighborhood friendly and reduce the densities recently shown in the Plan in NP. Transitions and comparability seem to have disappeared from the language of our current planners. I would like to see those principles returned and given some significance.
Debbie Lightsey

Sent from my iPhone

On May 6, 2025, at 3:33 PM, Poplin, Susan <Susan.Poplin@talgov.com> wrote:

Greetings and Happy Tuesday! I wanted to reach out about the Comprehensive Plan Update that is progressing and will be considered for transmittal to the state for review in May. The County will consider transmittal at its May 13th meeting and the City will consider the same at its May 14th meeting. The May transmittal will start a 30-day review period of the draft amendments by the state land planning agency and other reviewing agencies. Adoption dates are tentatively scheduled for July and August. The update information is posted on the Comp Plan Update website, the Planning website, and will be available on both the City and County agendas for the upcoming meetings.

If you have any questions, please let staff know.

Regards,

Susan Poplin, MSP, AICP
Administrator of Comprehensive Planning
Tallahassee-Leon County Planning Dept.
300 S. Adams Street, Tallahassee, Florida 32301
phone: 850.891.6446 • fax: 850.891.6404 • susan.poplin@talgov.com
http://www.talgov.com/Main/Home.aspx
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From: Elizabeth Hollister <bethholl@yahoo.com>
Sent: Thursday, May 8, 2025 8:59 AM
To: Rick Minor <MinorR@leoncountyfl.gov>; White, Artie <Artie.White@tlcplace.org>; Poplin, Susan <Susan.Poplin@talgov.com>; Jodi Wilkof <WilkofJ@leoncountyfl.gov>
Cc: Wendy Grey <wegrey@outlook.com>; Vivian Young <vyoung@1000fof.org>
Subject: Land Use Follows Infrastructure (Form Follows Function)

EXTERNAL EMAIL
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In follow up to Commissioner Minor's great meeting last night May 7, here is some food for thought:

Land Use Follows Infrastructure - "Form Follows Function" (Louis Sullivan, Frank Lloyd Wright).*

In other words, the density and intensity of land uses should only be applied where infrastructure is both sufficient and context appropriate to support those uses or functions - if not existing today, planned with practical feasibility and budgeted for with certainty. Examples:

- South City is a Big Mistake
- Speed humps in Woodland Drives do not make it healthy and vibrant with complete streets (again, no sidewalks and pavement is wide enough for three lanes of traffic - which of course encourages speed)
- Flooding and FEMA FIRM Flood Zones (inhibiting southside investments) - please get serious about resolving this and eliminating blockages to truly revitalizing the southside (*no, I do not believe that hundreds of homes were build in the 1950s in areas subject to flooding (these used to be middle class predominately white neighborhoods allegedly) and yes, I do believe that tons of eroded sediment flowed downstream from the north and northeast 1950-1960-1970-1980 before stormwater management rules and regs kicked in*). A historical analysis would be interesting!

**An object (land use) looks the way it does (its' density and intensity) because of the task it is designed to perform: Healthy Neighborhoods and Vibrant Places.*

Kind regards,
Beth C. Hollister

From: ThisBib <thisbib@comcast.net>
Sent: Thursday, May 8, 2025 2:36 PM
To: Poplin, Susan <Susan.Poplin@talgov.com>
Subject: Re: Tallahassee-Leon County comprehensive plan amendments - Clarification

EXTERNAL EMAIL
Please report any suspicious attachments, links, or requests for sensitive information.
Great. Similarly, last sentence, replace are with is: Policy 6.10.4 - Employment and Activity Center Service:
Systematically prioritize the extension and/or route modifications within the City limits to provide access to major employment, shopping, and business, recreational, and other activity centers. Transit service outside of City limits are not the responsibility of the City of Tallahassee.

From: ThisBib <thisbib@comcast.net>
Sent: Thursday, May 8, 2025 1:23 PM
To: Poplin, Susan <Susan.Poplin@talgov.com>
Subject: Re: Tallahassee-Leon County comprehensive plan amendments - Clarification

EXTERNAL EMAIL
Please report any suspicious attachments, links, or requests for sensitive information.

Reviewing the revisions and providing new/revised feedback. Hope to finish by tomorrow if not today. But something quick that hopefully you can note in the hearing records and fix as a simple error:

Policy 6.1.4. This policy relating to street design includes the following scrivener's error: "…but not to limited lane width …". Suggestion: Correct the policy so that this phrase reads: "but not limited to lane width."

AA Biblo

From: Kirsten Olsen
Sent: Monday, May 12, 2025 11:35 AM
To: Poplin, Susan <Susan.Poplin@talgov.com>
Subject: My comments on the Comprehensive plan for both County and City meetings

EXTERNAL EMAIL
Please report any suspicious attachments, links, or requests for sensitive information.

Hello Commissioners,

My name is Kirsten Olsen, at 1225 Talbot Avenue, 32308, in Greater Brandt Hills.

I'd like to thank your staff for working so hard on this large project. It is probably time for an update since the last major Comprehensive Plan update was in 1990. In some of those standards, it mentions zoning for video rental stores, which always makes me chuckle, since Blockbuster and similar stores are no longer around.

Times have changed, but in my family's opinion, Tallahassee still will be most successful with strong neighborhoods of full-time, local residents, especially near downtown and inside Capital Circle.

How does the proposed doubling of density benefit the existing neighborhoods? I question the premise that these changes are needed, and I also question why such change is needed now.

There is a lot of undeveloped land in Leon County, and a lot of properties that need redeveloping. In addition, these neighborhoods inside Capital Circle are already enduring an onslaught of new gas stations and similar commercial intrusions.

I propose:

- **Keeping density the same as in the earlier Comp Plan, which is working well.**
- **Keeping the Residential Preservation 1 and 2 designations, with some updating**
- **Limiting commercial to where it already exists.**
- **Helping neighborhoods maintain integrity by not nibbling away at the edges with upzoning.**
- **If new housing types are allowed, having them visually mimic a single-family home.**
- **Soliciting more neighborhood input on the Draft Comp Plan and clarifying concepts.**

Let's look at my neighborhood, Greater Brandt Hills (with adjoining neighborhoods like Capital Hills, Brookwood, Inglewood and Betton):

My neighborhood would change from Residential Preservation 1 to Suburban Residential Preservation. I would like to know why the change is needed.

I think is a poor choice to double the number of units allowed per acre from 3.6 to 8 in this category. My neighborhood and those nearby are already high density, with houses on small lots and several diverse housing types in the area.

The more than 100 percent increase in density that is proposed will have several likely negative impacts:

- It could result in new housing looming over other homes.
- It could further crowd existing older, narrower roads, especially if more people are parking on the street.
- Dense construction will reduce tree cover and green space, which is what makes Tallahassee lovely and cool.
- It likely will discourage families from living in town, since they will want at least a little green space for their little ones or pets.

Let's look at nearby neighborhoods like Old Town, Lafayette Park, Los Robles, Calhoun Historic District, etc.:

These areas are proposed to change from Residential Preservation 2 to Urban Residential Preservation.

The new category doubles density from 6 to 12 units per acre and adds several incompatible housing types.

It would shoehorn in commercial at what it calls "Neighborhood scale" – though that is unclear to me what that means. There are already plenty of commercial businesses nearby and many houses that have been converted into businesses.

I think these close-in neighborhoods add an essential element of charm and style to Tallahassee. I think disturbing the historic integrity of these areas will degrade the beauty and desirability of Tallahassee. Not everyone wants to live outside Capital Circle and not everyone wants to live inside Capital Circle. The idea of doubling down of areas already developed does not seem as prudent as encouraging development to areas that are not yet developed or need redeveloping.

For instance, Beard Street is an outstanding Halloween destination because of its unique, charming, neighborly aura. Many newly built neighborhoods around the country are spending millions trying to create that same charm.

In summary: I know it is tempting to insert additional development in these neighborhood areas, but let's not destroy what is working so well for Tallahassee and its residents.

Thank you for considering my comments.

Comments on June 11, 2025, Draft Land Use & Mobility Element, as Revised
A. A. Biblo, June 4, 2025

1) Pages 18 & 19. Terminology related to non-residential development size and intensity limits for the Rural Residential Future Land Use Category, Policy 2.8.5. Are the terms in the table in this policy, e.g., *total location*, *single site*, *quadrant*, defined somewhere?

2) Page 23. Limitations on density above six dwelling units per in the Sub-Urban Residential Preservation Future Land Use Category, Policy 2.8.8. As drafted, this proposed category would not allow implementation of density bonuses that enable development greater than 6 dwelling units per acre, including the bonus available in exchange for the provision of inclusionary housing. Barring the implementation of the density bonus for inclusionary housing creates a direct internal consistency issue with the other comprehensive plan policy provisions explicitly providing that bonus, including the proposed policy 4.3.1. in this draft amendment. It is also not good public policy direction as it takes away a potential tool to provide quality affordable housing opportunities within the urban area that have slightly greater densities than otherwise achievable (i.e., the inclusionary housing density bonus would allow densities up to 7.8 dwelling units per acre, compared to the limit otherwise in effect, 6 dwelling units per acre).

3) Page 23. "Special Conditions" allowing density above six dwelling units per in the Sub-Urban Residential Preservation Future Land Use Category, Policy 2.8.8., Part 2. This text sets out three criteria or conditions under which residential densities in this future land use category may be greater than 6 dwelling units per acre. As drafted in this revision, this part omits a conjunction (e.g., *and,* or *or*) for these three criteria/conditions, making it unclear whether all three or any of the three must be attained to facilitate densities greater than 6 dwelling units per acre. This ambiguity will likely lead to proponents of the greater density asserting that only one of the criteria/conditions must be obtained and opponents that all three must be obtained.

4) References to *Functional Classification*. Policies 2.8.8. and 2.8.11., have been revised so that maximum densities allowable depend on the functional classification of streets/roadways that they are adjacent to, *as approved by the Federal Highway Administration*. There are no policies or other provisions within the proposed Land Use and Mobility Element, however, that explain where someone can find any map or any other guidance from the Federal Highway Administration designating the functional classification of streets and roads in the City of Tallahassee or Leon County. I don't believe such a map exists. Therefore, determination of appropriate density limits based upon street/roadway frontage will not be possible, or best, subjective and arbitrary, given the lack of the referenced basis.

There is a *Roadway Functional Classification* map posted on the Tallahassee-Leon County GIS website (https://geodata-tlcgis.opendata.arcgis.com/maps/tlcgis::roadway-functional-classification/explore?location=30.443581,-84.266533,10.87). No guidance is provided in the proposed Land Use and Mobility Element as to whether this map will have any official status related to the references to *functional classification* in the proposed Element; the Federal Highway Administration is not the source of this map. There is also a Roadway Functional Classification map series in the current version of the Tallahassee-Leon County Comprehensive Plan; this proposed amendment will delete this map series.

From: [redacted]
I!ject: Public Comment - Comp Plan Update
Date: Thursday, August 14, 2025 4:30:28 PM

include.

Fw: Comprehensive Plan - Proposed Future Land Use Map Changes

Subject: Re: Comprehensive Plan - Proposed Future Land Use Map Changes

*****EXTERNAL EMAIL*****
Please repo1i any suspicious attachments, links, or requests for sensitive info1mation.

I appreciate yam detailed response.
I reco$_{g\,n}$ ize there is ah-eady considerable prope1iy in the area that is specified as M1. I think those need to be changed and I object to adding additional prope1iies to that desi$_{g\,n}$ ation. I served on the City Commission for 2l years and voted in evely amendment cycle- including the years when it was originally adopted. I negotiated its acceptance by the a state. I served as the City rep on the ARPC for most of those years and on the FLC committees dealing with planning, infrastmcture and environmental - several times as Chair of those committees.
So I am fully aware of the processes you reference. That experience is the reason I am objecting. I know what happens after these downgrades.
A response that merely says "we heard you Ms. Lightsey now go away" is not sufficient. I want to see way fewer M&M designations down here.

The cunent City Commission does not pay attention and grants all zoning and development Proposals. I can label you just another apologist for the cunent system.
Be a professional independent planner. .. think about the future down here. Nothing positive will be possible if you adopt the recommended Map changes. More ugliness, more outside storage, more intense uses that do not encourage upscale housing and the amenities it would support.
At least your response means you have read the Plan.
Debbie Lightsey

Sent from my iPhone

On Jul 25, 2025, at 5:16 PM, Alfano, Michael wrote:

Hello Ms. Lightsey,

We've met before, but you may not remember me, my name is Mike Alfano; I've recently been promoted to the role of Planning Director. Your email was forwarded to me and I'm happy to follow up with a response.

First, regarding your concerns about the Manufacturing and Mining Future Land Use Category. I appreciate your concerns about what may appear to be adding new lands that would allow industrial uses in these areas, however, the areas in the Southside that were designated Manufacturing and Mining in the proposed Future Land Use Map are predominantly areas that are currently zoned M-1 (Light Industrial), or I (Industrial), where a variety of manufacturing and mining uses are currently allowed (with some additional lands zoned Airport Vicinity, Government Operations or Planned Unit Development). As such, these uses are currently allowed there today.

Moreover, the proposed Manufacturing and Mining FLUC includes a special condition that includes requirements to prevent or mitigate impacts from noise, vibrations, smoke, dust and particulate matter, odor, and lighting as well as requiring additional land development regulations to protect adjacent non-industry and non-mining properties and to require compatible vehicular access. Some uses, not previously addressed, such as hydraulic fracturing, proppant fracturing, acid fracturing, matrix acidization and similar activities are prohibited in this category.

While some of these areas are currently designated Suburban (and I believe this is the source of your concern), in order for development in these areas to provide the grocery stores, medical and dental offices, and restaurants that you highlight (all great ideas), they would first need to be rezoned to a district that allows those uses. That process would be largely the same as what they would need to do in the future, should they ever be designated as Manufacturing and Mining. The small-scale amendment process that we undertake follows the same timeline as a rezoning, so any landowners

wishing to change their land use from Manufacturing and Mining (should the proposed Comp. Plan Update be adopted in the future) to a more commercially-oriented category, would be able to do so in relatively short order, and also be able to rezone the property concurrently.

We sincerely appreciate your advocacy and desire for quality redevelopment on the Southside and share that passion. The Southside Action Plan (formerly the Southern Strategy Area) adopted into the current Comprehensive Plan (Goal 11) outlines and provides a framework of action for the Southside. It focuses on Beautification, Investment, and Engaged and Activated Citizens. Policies in this chapter require the focus on prioritizing investment that enhances existing public spaces, supporting citizen and business investment on private property, directing collaborative efforts of the public and private sectors towards increasing homeownership, diverse development and redevelopment and initiating projects that spur further investment opportunities. Earlier this year, we provided information to the BOCC on the over $1.13 billion dollars being invested into the Southside Action Plan area by the City, County, Blueprint, State, and private sectors. Perhaps most importantly, Policy 11.2.2 dictates that investment within the Southside Action Plan area shall not occur at the expense of the natural environment or water quality in a manner which is found to be inconsistent with local government initiatives, policies, rules or regulations. The proposed Land Use and Mobility Update carries forward these requirements.

Further, the proposed Comp. Plan Update prioritizes the importance of protecting the Environment. Goal 1: A Healthy Environment provides that our community will identify natural resources that contribute to a healthy environment and human well-being and prioritize the preservation of these natural areas when making land use and transportation decisions. The proposed update also emphasizes the Primary Springs Protection Zone in policies and in the associated map series. This is consistent with many local actions taken since the adoption of the original Comprehensive Plan, such as:

- Adoption and implementation of stricter stormwater standards (including design for facilities within karst areas)
- The retrofit and improvement of the Thomas P. Smith Water Reclamation facility to treat to Advanced Wastewater Treatment standards

- The deactivation of the City's spray field on Tram Road
- Land Development Codes that include Low Impact Development standards
- Implementation of the Master Sewer Plan
- The Southside Triangle Project
- The County's Septic-to-Sewer and Septic Upgrade Incentive Programs

Our team looks forward to the continued opportunities to engage with you, and the rest of the community, on the proposed Comp. Plan changes. Please let us know if you'd like to schedule a time to come in and meet with the project team to discuss these, or any other concerns, you may have.

All the best,
Mike

I would like to hear the justification for changing the Land Use on a vast number of properties in Southern and Southwestern Tallahassee to Mining and Manufacturing. I am tired of lip service to Southside Revitalization only to see this big step backwards.
I will quote you the description this Land Use Category:

Manufacturing and Mining - <u>Heavy Industrial land uses</u> that do not, typically, have a defined density or intensity and may have the potential to create significant offsite impacts to surrounding areas have specific federal and/or state requirements and must receive federal and/or state approval in addition to local government approval. Impacts such as noise, lighting, traffic , vibrations that are not regulated by federal or state laws shall be regulated by the City or County.
This fails to mention environmental degradation and lowering of adjacent property values.

The extra year you have allocated to reviewing these proposed changes will allow each of you time to read what you propose doing to an area that already lacks the amenities others in the community enjoy - grocery stores, medical and dental offices, restaurants, attractive landscaping, sidewalks and neighborhood scale commercial (we do not count gas stations and convenience stores of which we have too many). Much of this area contains environmentally sensitive features including lakes, swamps, wetlands, sinkholes and vulnerable aquifer recharge designations. Almost all of it is in the Wakulla Springs Basin. The people in charge of your planning department and each of you will be held responsible.

Do something positive for the Southside. Give us a chance to thrive! We already have too much blight, too much poor code enforcement, too many junkyards and locally undesirable land uses. The Map for the South and Southwest already contains too much intense commercial and heavy industrial. These new proposals are an insult. Time to step and show that your statements about community equity are more than just empty promises.

I would like a personal response which was routine when I was serving in office, but which now rarely happens.

Debbie Lightsey

Betton Hills Neighborhood Association P.O Box 15162. Tallahassee, Fl. 323171 bettonhills.org

June 10, 2025

Dear City of Tallahassee Commissioners:

The Betton Hills Neighborhood Association (BHNA) Board of Directors, on behalf of our over 2,000 residents, thanks the City Commission, and particularly the Planning staff, for their engagement on the Comprehensive Plan amendments to guide our city's responsible growth and vitality through 2050.

BHNA recognizes the challenges of fostering responsible development without stifling economic growth. We believe the City can meet those challenges while honoring and preserving the very real, historic contributions that established neighborhoods like Betton render to the City's vitality and its unique profile among Florida's best places to call home.

Based on recent conversations between BHNA and the City's Planning Department (Artie White, Susan Poplin, and Tyler Maldanado), as well as representations made at the June 3, 2025 community forum at the Los Robles Woman's Club, BHNA does **not** object to its inclusion in the proposed Sub-Urban *Residential Preservation* Land Use Category (emphasis added). This is because we have been informed that the current RP-1 zoning district contained within the Land Development Code (section 10-170) will be retained and applied to Betton Hills (as will the RP-2 zoning district, which will be retained and applied to the west side of Mitchell Avenue). This is what "residential preservation" is about.

Since its founding in 1973, BHNA has sought to protect this historically stable, viable, and desirable neighborhood from incompatible land uses and density intrusions. The resulting preservation of **single-family homes,** and **low housing density,** are the foundation of our established neighborhood character. We believe that continued preservation of these neighborhood attributes also contribute to the City's diverse landscape, economic vitality, and quality of life. How so? Here are just a few examples:

- True to its name, Betton Hills has many hills. Our single-family home sites, situated on-handsome lots with mature trees and landscaping, are natural stormwater absorbers of Tallahassee's frequent rainfall. This helps mitigate the adverse environmental effects that overdevelopment and/or higher densities can cause in such hilly terrain.

Betton Hills Neighborhood Association P.O Box 15162, Tallahassee, FL 32317 I bettonhills.org

- The large canopy trees commonly found on Betton's home sites provide a range of ecological services not only to our residents, but to the City at large. Together, these trees and home sites provide habitat for wildlife, carbon storage, air purification, shade, and help absorb rainwater and lessen urban runoff. Overdevelopment and/or higher densities threaten these treasured, ecological service providers.

- Betton's single-family home sites need only narrow streets. Even without sidewalks, these walkable neighborhood streets support pedestrian safety due to minimal cut-through traffic and reduced in-neighborhood traffic (due to lower housing density). These walkable neighborhood streets promote fellowship among not only Betton residents, but also with those from adjacent neighborhoods who commonly seek out the safety and beauty of our walkable neighborhood streets and parks. Overdevelopment and/or higher densities tend to undermine all of this.

Betton Hills residents make friends with their neighbors. They enjoy socializing together. They watch out for each other. They support their neighborhood association and its events. We believe this neighborliness is a natural outgrowth of our established **single-family home and low housing density** DNA. This neighborliness doesn't stop at the Betton Hills boundaries. Betton Hills residents have always been active in supporting Tallahassee's diversity of neighborhoods, its local businesses, its natural environment, and its responsible governance. It's part of the Betton Hills neighborhood character to give back to the City for its support for the preservation of our single-family neighborhood. You can be sure that we plan to keep on doing that.

We thank the Commissioners, and City planners, for listening to us and working with us to preserve and honor what's most valuable in Tallahassee for the long haul.

Best regards,

James Ward - President, Betton Hills Neighborhood Association

cc: Artie White; Susan Poplin; Tyler Moldanado

From: Poplin, Susan
To: Calhoun, Sherri
Subject: Public Comment - Comp Plan Update
Date: Thursday, August 14, 2025 4:44:25 PM

Subject: RE: Land Use in Woodland Drives

Bruce, Developments are required to address parking during the development review process and proposed changes to the plan do not alter that requirement. To my knowledge, there are not several acres in Woodland Drives that would meet the criteria for the densities above 6 dwelling units per acre. Anything above 6 would be limited to frontages that are along arterials and collectors, of which there are 2, Magnolia and E. Lafayette St. Limited areas along those facilities might be eligible but then would need to demonstrate that they are appropriate for a zoning change to allow it, and not be illegal spot zoning, etc. Thx.

Subject: Re: Land Use in Woodland Drives

I have one important question: Will any new development be required to have adequate off-street parking? If several acres are in Woodland Drives allowed to have 12 residences per acre and these residents all park on the street then the neighborhood will become gridlocked during any times of high traffic.

Bruce Gibson

> Subject: Land Use in Woodland Drives
>
> Bruce, Your e-mail was forwarded to the Planning Department and I thank you for reaching out about the comprehensive plan update. The Woodland Drives area is in a land use category called Residential Preservation which is reserved for lower-density residential uses and community facilities. The proposed land use is Urban Residential Preservation that is also intended to preserve residential uses. At one point there was contemplation of allowing small, neighborhood-scale commercial that would serve existing or newer neighborhoods, but that has been taken out based on input from several neighborhoods. The draft plan is available on-line www.compplantlc.com which has both policies and map links as well as mapping tools that allow comparisons. Please pass on any additional questions you might have to staff. Thx.
>
> SUBJECT: Comprehensive plan for Woodland Drives

NAME: Bruce Wood Gibson

What are these proposed changes to the comprehensive plan? I've received information that it will allow commercial development. What kind of commercial development? What kind of mixed-use buildings? Currently every street in the neighborhood is restricted to one lane by having a single vehicle park by the side of the road; the neighborhood can't handle lots of vehicles parking on the street and can't handle high volume traffic. If mixed use means retail outlets then a lot of voters will be outraged when convenience stores selling beer and liquor open nearby.

Buckhead Homeowners Association of Tallahassee, Inc.

c/o 4550 Timberloch Drive, Tallahassee, FL 32309

June 10, 2025

Via Electronic Mail Delivery to WelchB@leoncountyfl.gov

Chairman Brian Welch
Leon County Courthouse
300 South Adams St
Tallahassee, FL

Dear Chairman Welch:

I am writing on behalf of the Buckhead Homeowners Association of Tallahassee, Inc. (hereafter referred to as "Buckhead"). I would first like to thank you very much for taking time recently to speak with one of our HOA members about our concerns regarding proposed amendments to the 2025 Comprehensive Plan. Your feedback helped us better understand what is and is not being proposed for change.

By way of background, Buckhead is located north of Interstate 10, east of Centerville Road, and directly adjacent to the property that will be designated the "Northeast Gateway District" in the Welaunee Arch property. Development of Buckhead began in 1993. Buckhead is now a fully developed, low-density residential subdivision consisting of 170 single family homes.

Buckhead representatives monitored the Leon County Commission public hearing on May 13, 2025 and reviewed the proposed Land Use and Mobility Element amendments and related documents presented to the County Commission. We noted that policies 1.2.14 and 1.2.15 and other relevant policies are included in a document entitled "Welaunee Critical Area Plan" in attachment 5 of the County Commission agenda entitled "Master Plans." However, we found no written explanation of whether the Welaunee Critical Area Plan will remain in effect. This issue was not addressed by Mr. Artie White in his presentation during this hearing.

That said, we have since confirmed with Mr. White that *"the Welaunee Critical Area Plan will remain in effect and any PUDs will be required to be consistent with the Welaunee Critical Area Plan compability policies set out above. No changes to goals, objectives, or policies in the Welaunee Critical Area Plan are proposed, therefore, the policies adopted to address compatibility between Buckhead and future development in the Welaunee Arch remain in effect".* (Artie White email dated 5/27/2025)

Obviously, we were glad to confirm this and we are appreciative of Mr. White's swift and complete response to our inquiry. Buckhead believes that the specific compatibility measures set out in policy 1.2.15 as well as the general compatibility requirement of policy 1.2.14 are critical to protect the quality of life and property values of Buckhead homeowners. We wanted to reiterate our position in this regard, and trust that the County Commission will ensure that these policies remain in full force and effect in the comprehensive plan.

Because of its proximity to the Welaunee Arch property Buckhead is especially concerned that development near Buckhead in the Welaunee Arch must be compatible with the existing, low-density residential development in Buckhead. Buckhead was an active participant in the comprehensive plan

amendments that adopted the Welaunee Arch Master Plan in 2020-21. In that proceeding the County Commission recognized the validity of Buckhead's concerns and adopted policies to ensure that development near Buckhead would be compatible with Buckhead's low-density development pattern.

These include a general compatibility requirement in Policy 1.2.14, stated as follows:

> "Development in the Welaunee Arch shall be compatible with adjoining land uses through measures including but not limited to density and height limitations, setbacks, and vegetative and open space buffers."

The County Commission also adopted specific requirements in policy 1.2.15 for buffers, setbacks, open space greenways and density and development limits as follows:

(1) a requirement for a residential zone between the Buckhead subdivision and the mixed-use zones to the east, with residential densities no greater than 6 dwelling units per acre;
(2) a requirement for a minimum 1,000 foot buffer between the Buckhead subdivision and the planned Activity Center, east of the residential zone;
(3) a requirement for an open space/greenway no less than 250 feet wide along the border with the Buckhead neighborhood to serve as a buffer between the existing Buckhead Neighborhood and new development in the Welaunee Arch.

These policies remain in effect in the current comprehensive plan. Based on our observation of development in the Welaunee property south of Interstate 10, we are even more convinced that the 1,000 foot buffer and density and intensity limits and other measures described above are absolutely necessary to protect the quality of life we enjoy in Buckhead and the property values we have created. The massive clearing and destruction of trees and vegetation on the properties developed south of I-10 has made way for "cookie cutter" high-density development that would not be compatible with Buckhead.

Again, thank you for your time, feedback and continued stewardship of growth management land use policies that are aimed at maintaining property values and a quality of life that residents of our neighborhood, and others like it, have worked hard to create and preserve.

Sincerely,



Shirley F. Kerns, President

Buckhead Homeowners Association of Tallahassee, Inc.

cc: Kyle Frost, via email to *FrostK@leoncountyfl.gov*

Robert Apgar

Buckhead HOA Board Members

From: Poplin, Susan
To: Calhoun, Sherri
Subject: Public Comment - Comp Plan Update
Date: Thursday, August 14, 2025 4:14:50 PM

Comments on TLC FLUE 6/4/2025 amendment

The goals, objectives, and policies are internally inconsistent, creating legal risk for Tallahassee and Leon County. The proposed language lacks important definitions and direction, perpetuates past problems instead of preventing them from reoccurring, like the multi-bay super car wash proposed on Crump Road (now clearly allows), school siting based on cheap land rather than growth objectives (no criteria or intent stated), and the lawsuit on the County waste recycling center and regional park that the local governments narrowly won in the past).

With a wholesale "fix" that this is touted to be, why does it seem to not only perpetuate, but exacerbate these past land use disputes? The amendment, as explained by the groups such as Grow Tallahassee and The Chamber, wraps itself in a cloak of "good planning" approaches and new urbanism, and in reading the new goals and objectives, one might think that to be true. This amendment, however, falls short in the policies. The new policies are streamlined; so streamlined, in fact, that important provisions from the current Plan that help address compatibility between different uses, preserve important open space and landscape features in our urban area, protect conservation and preservation areas, and even provide that clear separation between urban and rural uses as stated in one of the goals.

In amendment cycles of the past, the Commissions would parse every new word to ensure that we were choosing the right language to guide future growth. The inconsistencies and apparent omissions of actual standards in this amendment, however, make it clear that the development of policy language was rushed, without even an analysis to assess if the policies are likely to achieve the stated goals and objectives. **The City Commission should vote not to forward the amendment to the State of Florida, and instead, continue to work with the public to address the problems, inconsistencies, and omissions.**

The following comments are focused on densities, intensities, location of development, and how different land use activities are intended to work together. They are grouped into three main topic areas: Growth Patterns; Reflecting our neighborhood and environmental values; and having a transparent process.

I. **Growth Patterns**

In trying to reduce sprawl and make our city more urban the current Comprehensive Plan has failed. We have known that for 25 years. The proposed amendment attempts to fix these failures not by addressing the large, undeveloped areas that continue to develop in low density residential and strip commercial sprawl, but by forcing density and nonresidential activities into existing developed neighborhoods. This "evolving residential neighborhood strategy" is being pushed despite the fact that most of the public comments during the entire reassessment process have been concerned about protecting these areas. The development community contends that if we just get more people living close together in the on the outskirts of the downtown, our urban commercial will have the population base it needs to thrive. This is a failed strategy. We had a successful downtown 40 years ago, with far less population near our urban core than we have now, and yet, the commercial activities today find it difficult to survive. Adding quadruplexes and daycare centers to urban core neighborhoods will not fix this problem.

What would help achieve more efficient growth patterns:

A. Adding residential units in the actual downtown, requiring downtown office buildings to have a commercial component, prohibiting non compete clauses in commercial real estate transactions (privately prohibiting a future similar activity, which then results in vacant buildings for years like the old Walmart on Apalachee Parkway and the old vet clinic on Thomasville and 9th Avenue), and limiting the size and location of suburban commercial are a few things that could help to some degree.

B. If the Urban Service Area is to be oversized for the projected need by 50% (Policy 2.2.1), and **if** the undeveloped areas over 2 acres in size were to take on urban densities, then there would be no need for existing neighborhoods to have to take on the character-changing burden of absorbing higher densities and intensities. Unfortunately, we continue a failed approach of oversizing the Urban Services Area and not having required (and enforced) minimum densities for vacant parcels greater than 2 acres. **Alternate urbanization policy for consideration that leaves neighborhoods alone:** *All parcels greater than 2 acres in size inside the urban service area shall be developed at a net density of at least 6 units per acre, outside environmentally constrained areas.*

C. Having policies that effectively address the impacts between uses is also important, but seems to have been forgotten in this Comprehensive Plan rewrite. Many of the compatibility policies in the new amendment are simply gone, despite most of our land use disputes and lawsuits in the past being about impacts and compatibility (Tai Chi on Thomasville Road, Welaunee Circle K, Chaires Regional Park, Waste Transfer/Recycling Facility, etc.).

D. **Most of the policies allowing office, and sometimes commercial use include an intensity standard that serves no purpose.** In Suburban Neighborhood, for example, Policy 2.8.9

provides the intensity standard for commercial and office activities as 20,000 sf/acre (In the Urban Neighborhood category, it bumps up to 30,000 sf/acre, per Policy 2.8.12). Is that an appropriate standard for areas along Gadsden Street North, or Meridian Road? What does it compare to? The following are examples of these intensities for you to think about in terms of them having anything remotely similar to what on thinks of for a "neighborhood":

- Lotto Building: 146,040 sf on 6.75 acres = 21,636 sf/acre
- Florida 1st District Court of Appeals in Southwood: 97,373 sf/17.26 ac = 5,642 sf/ac
- Leon County Tax Collectors at Metropolitan Blvd: 57,756/3.03 ac= 19,061 sf/ac
- Leon County Civic Center: 434,739sf/19.07ac = 22,797 sf/ac

Just where did staff come up with these standards, and did they ever do a comparison to analyze what is appropriate for urban neighborhoods? To be fair, the Plan has used a sf/ac intensity standard for many years, even though it never made sense, but it was coupled with max site areas, max bldg sf, stronger buffering, open space, and compatibility requirements that this amendment lacks (see existing Policy 3.1.1 as one example). **If we are going to make big changes, how about adopting intensity standards that actually make sense for the associated categories?**

E. Policy 2.2.5 concerning location of densities and intensities should be revised to replace "and/or" with "and", since densities **and** intensities should be based on **all** these things (infrastructure capacity, LOS, conditions of approval, and impacts).

F. Policy 2.2.8, concerning redevelopment, states that these redevelopment strategies will "prevent the premature conversion of rural land…" when, in fact, this is not true. While it may reduce pressure to convert rural land, to actually prevent that, we would actually need further policies to effectively prevent that. Absent those policies, replacing the word, "prevent" with "reduce demand for" would be more honest.

G. Policy 2.8.5 – Rural Residential Future Land Use Category: states, "The intent of the Rural Residential category is to provide the opportunity for very low-density residential areas mixed with open space and agricultural activity on the periphery of the Urban Services Area". **This Rural Residential policy, however, would also allow large commercial shopping centers that have nothing to do with that stated intent.** An example of 100,000 sf shopping center in the Rural Residential FLUC that would be allowable on a single site quadrant such as Roberts Road and Centerville or Crump Road and Miccosukee Road would be:

- 50,000 square foot sf Publix, **and**
- 14,000 sf CVS, **and**
- 15,000 sf Mattress Store, **and**
- 20,000 sf Mexican restaurant

The policy does not even state in intensity for an arterial roadway (such as Centerville) and a minor collector (such as Old Magnolia Road), though an intensity for a local roadway is

provided, which is 10,000 sf (the size of many older CVS stores).

These intensities are clearly the opposite of "a clear separation of urban and rural uses" as called for in Objective 2.2. The allowable intensities should be revised to reflect the intent of the Rural Residential Land Use Category, and list allowable intensities for all locations.

II. **Policies to Reflect Stated Values of Protecting Neighborhoods and Environment**

There is a disconnect between the drafters of this amendment and the true values held by those of us who have resided in Tallahassee/Leon County for many years. Objective 2.6 is "To foster and protect distinct, attractive places that are important to the community…" The only supporting policy to this objective, however, discusses the protection of road corridors, Woodville, Bradfordville, and downtown. What about our neighborhoods? Does staff not understand that our neighborhoods are each distinct, and that we want to foster and protect them from intrusive, incompatible uses, densities and intensities too? To not include a policy for neighborhoods and a policy for the environment to support this objective about what we value in Tallahassee/Leon County shows that the writers were not listening to what is stated as the two most fundamental things in our existing plan, as well as all the public outreach sessions that have been held over the past few years leading up to this point.

How to fix this disconnect of policies and our value of neighborhoods and the environment:

A. Expand the policies under Objective 2.6 to address how we value our neighborhoods with protective strategies to address impacts from development and incompatible activities.
   - Policy 2.8.12 for Urban Residential, states, "Community services,

     office, and commercial development in scale with surrounding residential areas are

     Appropriate". **This is a big departure from the current Plan** which prevented homes on Gadsden Street from converting to offices, since, in terms of cost, an office will "outbid" a residential activity every time. The current plan placed a high value on keeping residential units in the urban core, since there was (and still is) a real risk of losing residential units to office conversions. If this policy change is adopted, there will likely be a large-scale conversion of these urban core homes to offices, further eroding that 24-hour downtown we have been trying to support. Additionally, one has to wonder if a car wash like the one at Kerry Forest would be allowed as a minor commercial activity in scale with the surrounding residential area. The square footage of the structure is likely about the same (4,820 sf on one acre is very low compared to our adopted intensities!), but it is difficult to imagine that level of noise in an urban residential area. It seems the

new amendment would allow it.

B. Expand the policies under Objective 2.6 to address how we value our natural environment with protective strategies to address impacts from development and incompatible activities.
   - New Policy 2.5.1 for Suburban retrofit, calls for reconstructing degraded wetlands and watercourses to either “natural” functionality or repurpose them to complimentary functionality with additional community-use features. The last part to "repurpose" these degraded wetlands and watercourses is overly broad, given that every watercourse and wetland in Leon County could be considered degraded to some degree. This seems inconsistent with the community's stated values to protect the environment, and more recent requests in the public comments to be more resilient. What is the background/purpose of this policy? We wouldn't (at least I wouldn't) want to have jet ski races on Lake Heritage simply because the water quality is currently degraded from urban runoff. Would you? **Please delete this policy that is destructive to our wetlands and watercourses!**
   - Policy 2.8.2 calls for a minimum 5% open space, which may include landscaping and stormwater facilities. To be clear, this is a very low standard compared to our current Comprehensive Plan, which in Policy 1.4.11, requires 10-25%, with additional potential buffering for PUDs. Why the change? It might make sense in the most dense/ intense downtown areas, but in other areas, our community values shaded parking and protection, permeable areas to allow water filtration, and a place to take the dog out to do whatever it is dogs do.

BI. **A Process that starts well should end well, with transparency throughout**

This Comprehensive Plan update has been several years in the making. The Planning Department did outreach to find out what the community values and made them feel part of the process. Somewhere towards the end, however, when it came to writing policies, the public was not as engaged in the process, and it seems staff has not done a thorough assessment of the new policies to help ensure that they will accomplish the intent of the goals and objectives.

A. It is readily apparent that staff has not, as required by Policy 1.2.2, conducted an environmental analysis of the proposed amendment, including those features that contribute to the human well-being and community character. If that had been fully completed, it is likely that these omissions would have been realized and addressed by now. Please start with

an environmental analysis of Policy 1.2.2 and an residential impact analysis of the 20,000 and 30,000 sf/ac nonresidential intensity standards allowed in the Suburban "Neighborhood" and Urban "Neighborhood" categories. For reference, the Civic Center is 22,797 sf/ac.

B. The public input process should be reflected in densities and intensities that are easily discerned, without having to research roadway functional classification maps that are used for location criteria, but which have been deleted with this amendment. These can be found in an app at the bottom of the City's webpage under https://www.talgov.com/gis/roads/?page=roads#zoom_to_selection=true, but one must dig to find it.

C. The current plan has a matrix that includes the densities, intensities, and some location criteria for each land use. The amendment does not have this, making it difficult to assess what is allowed where. In fact, it seems some land use categories have no definition for what it even includes, and some categories seem to be missing altogether.

- Objective 2.3, for example, addresses "public infrastructure" with supporting policies for "public facilities, including community services, light infrastructure, and post-high school educational uses". Policy 2.3.1 allows these public facilities in all land use categories. The current Comprehensive Plan also includes heavy infrastructure as a public facility activity, and the matrix provides where such activities may take place. The amendment does not have this matrix, and it is unclear as to whether heavy infrastructure (like the solid waste transfer/recycling facility or sewer plant) is also allowed in all land use categories (such as residential and preservation). Intensities and locational criteria, unlike the current Plan, are not provided in the amendment, setting the stage for major public controversy in the future. A better breakdown of public infrastructure, public facilities, community services, and what used to be know as "government operational" should be clearly classified in the Plan, with appropriate intensities and location requirements identified to avoid misunderstandings and litigation, as we have had in the past on this issue.

To have such serious omissions makes it difficult to correct later, and will certainly lead to unnecessary misunderstandings, disappointments, and costly litigation. Sometimes it is worse for the public when the stated intent is very high reaching if the "how to" in the policies is omitted. This is because it gives the public false expectations, leading to disappointment and then future distrust. Our Comprehensive Plan should be more than lofty words, but also a directive on how to achieve the hopes we have for our community.

From: Poplin, Susan
To: Calhoun, Sherri
Subject: Public Comment - Comp Plan Update
Date: Thursday, August 14, 2025 4:11:52 PM

It needs work. Please vote "no" to allow the problems with this current amendment to be addressed responsibly. Even if you don't read my comments below, please know that the amendment will cause problems (litigation) rather than solve them because it is full of inconsistencies, omissions, and things that just don't make sense.

Comments on the 2025 Amendments to the TLC Comp Plan FLUE:

The goals, objectives, and policies are internally inconsistent, creating legal risk for Tallahassee and Leon County. The proposed language lacks important definitions and direction, perpetuates past problems instead of preventing them from reoccurring, like the multi-bay super car wash proposed on Crump Road (now clearly allows), school siting based on cheap land rather than growth objectives (no criteria or intent stated), and the lawsuit on the County waste recycling center and regional park that the local governments narrowly won in the past).

With a wholesale "fix" that this is touted to be, why does it seem to not only perpetuate, but exacerbate these past land use disputes? The amendment, as explained by the groups such as Grow Tallahassee and The Chamber, wraps itself in a cloak of "good planning" approaches and new urbanism, and in reading the new goals and objectives, one might think that to be true. This amendment, however, falls short in the policies. The new policies are streamlined; so streamlined, in fact, that important provisions from the current Plan that help address compatibility between different uses, preserve important open space and landscape features in our urban area, protect conservation and preservation areas, and even provide that clear separation between urban and rural uses as stated in one of the goals.

In amendment cycles of the past, the Commissions would parse every new word to ensure that we were choosing the right language to guide future growth. The inconsistencies and apparent omissions of actual standards in this amendment, however, make it clear that the development of policy language was rushed, without even an analysis to assess if the policies are likely to achieve the stated goals and objectives. **The City Commission should vote not to forward the amendment to the State of Florida, and instead, continue to work with the public to address the problems, inconsistencies, and omissions.**

The following comments are focused on densities, intensities, location of development, and how different land use activities are intended to work together. They are grouped into three main topic areas: Growth Patterns; Reflecting our neighborhood and environmental values; and having a transparent process.

1. Growth Patterns

In trying to reduce sprawl and make our city more urban the current Comprehensive Plan has failed. We have known that for 25 years (when staff applied the policies to a map, whereby the large extent of yellow low density areas made our community look like Big Bird on a map). The proposed amendment attempts to fix these failures not by addressing the large, undeveloped areas that continue to develop in low density residential and strip commercial sprawl, but by forcing density and nonresidential activities into existing developed neighborhoods. This "evolving residential neighborhood strategy" is being pushed despite the fact that most of the public comments during the entire reassessment process have been concerned about protecting these areas. The development community contends that if we just get more people living close together on the outskirts of the downtown, our urban commercial will have the population base it needs to thrive. This is a failed strategy. We had a successful downtown 40 years ago, with far less population near our urban core than we have now, and yet, the commercial activities today find it difficult to survive. Adding quadruplexes and daycare centers to urban core neighborhoods will not fix this problem.

What would help achieve more efficient growth patterns:

1. Adding residential units in the actual downtown, requiring downtown office buildings to have a commercial component, prohibiting non compete clauses in commercial real estate transactions (privately prohibiting a future similar activity, which then results in vacant buildings for years like the old Walmart on Apalachee Parkway and the old vet clinic on Thomasville and 9th Avenue), and limiting the size and location of suburban commercial are a few things that could help to some degree.
2. If the Urban Service Area is to be oversized for the projected need by 50% (Policy 2.2.1), and **if** the undeveloped areas over 2 acres in size were to take on urban densities, then there would be no need for existing neighborhoods to have to take on the character-changing burden of absorbing higher densities and intensities. Unfortunately, we continue a failed approach of oversizing the Urban Services Area and not having required (and enforced) minimum densities for vacant parcels greater than 2 acres. **Alternate urbanization policy for consideration that leaves neighborhoods alone:** *All parcels greater than 2 acres in size inside the urban service area shall be developed at a net density of at least 6 units per acre, outside environmentally constrained areas.*

3. Having policies that effectively address the impacts between uses is also important, but seems to have been forgotten in this Comprehensive Plan rewrite. Many of the compatibility policies in the new amendment are simply gone, despite most of our land use disputes and lawsuits in the past being about impacts and compatibility (Tai Chi on Thomasville Road, Welaunee Circle K, Chaires Regional Park, Waste Transfer/Recycling Facility, etc.).
4. **Most of the policies allowing office, and sometimes commercial use include an intensity standard that serves no purpose and gives false assurances.** In Suburban Neighborhood, for example, Policy 2.8.9 provides the intensity standard for commercial and office activities as 20,000 sf/acre (In the Urban Neighborhood category, it bumps up to 30,000 sf/acre, per Policy 2.8.12). Is that an appropriate standard for areas along Gadsden Street North, or Meridian Road? What does it compare to? The following are examples of these intensities for you to think about in terms of them having anything remotely similar to what on thinks of for a "neighborhood":
    - Lotto Building: 146,040 sf on 6.75 acres = 21,636 sf/acre
    - Florida 1st District Court of Appeals in Southwood: 97,373 sf/17.26 ac = 5,642 sf/ac
    - Leon County Tax Collectors at Metropolitan Blvd: 57,756/3.03 ac= 19,061 sf/ac
    - Leon County Civic Center: 434,739sf/19.07ac = 22,797 sf/ac

    Just where did staff come up with these standards, and did they ever do a comparison to analyze what is appropriate for urban neighborhoods? To be fair, the Plan has used a sf/ac intensity standard for many years, even though it never made sense, but it was coupled with max site areas, max bldg sf, stronger buffering, open space, and compatibility requirements that this amendment lacks (see existing Policy 3.1.1 as one example). **If we are going to make big changes, how about adopting intensity standards that actually make sense for the associated categories?**

1. Policy 2.2.5 concerning location of densities and intensities should be revised to replace "and/or" with "and", since densities **and** intensities should be based on **all** these things (infrastructure capacity, LOS, conditions of approval, and impacts).
2. Policy 2.2.8, concerning redevelopment, states that these redevelopment strategies will "prevent the premature conversion of rural land…" when, in fact, this is not true. While it may reduce pressure to convert rural land, to actually prevent that, we would actually need further policies to effectively prevent that. Absent those policies, replacing the word, "prevent" with "reduce demand for" would be more honest.
3. Policy 2.8.5 – Rural Residential Future Land Use Category: states, "The intent of the Rural Residential category is to provide the opportunity for very low-density residential areas mixed with open space and agricultural activity on the periphery of the Urban Services Area". **This Rural Residential policy, however, would also allow large commercial shopping centers that have nothing to do with that stated intent.** An example of 100,000 sf shopping center in the Rural Residential FLUC that would be allowable on a single site quadrant such as Roberts Road and Centerville or Crump Road and Miccosukee Road would be:

- 50,000 square foot sf Publix, **and**
- 14,000 sf CVS, **and**
- 15,000 sf Mattress Store, **and**
- 20,000 sf Mexican restaurant

The policy does not even provide an intensity for an arterial roadway (such as Centerville) and a minor collector (such as Old Magnolia Road), though an intensity for a local roadway is provided, which is 10,000 sf (the size of many older CVS stores).

These intensities are clearly the opposite of "a clear separation of urban and rural uses" as called for in Objective 2.2. The allowable intensities should be revised to reflect the intent of the Rural Residential Land Use Category, and list allowable intensities for all locations.

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From: Poplin, Susan
To: Calhoun, Sherri
Subject: Public Comment - Comp Plan Update
Date: Thursday, August 14, 2025 4:30:28 PM

include.

Fw: Comprehensive Plan - Proposed Future Land Use Map Changes

I appreciate your detailed response.
I recognize there is already considerable property in the area that is specified as M1. I think those need to be changed and I object to adding additional properties to that designation. I served on the City Commission for 21 years and voted in every amendment cycle- including the years when it was originally adopted. I negotiated its acceptance by the a state. I served as the City rep on the ARPC for most of those years and on the FLC committees dealing with planning, infrastructure and environmental - several times as Chair of those committees.
So I am fully aware of the processes you reference. That experience is the reason I am objecting. I know what happens after these downgrades.
A response that merely says “we heard you Ms. Lightsey now go away” is not sufficient.
I want to see way fewer M&M designations down here.

The current City Commission does not pay attention and grants all zoning and development Proposals. I can label you just another apologist for the current system.
Be a professional independent planner... think about the future down here. Nothing positive will be possible if you adopt the recommended Map changes. More ugliness, more outside storage, more intense uses that do not encourage upscale housing and the amenities it would support.
At least your response means you have read the Plan.
Debbie Lightsey

Sent from my iPhone

> Hello Ms. Lightsey,
>
> We’ve met before, but you may not remember me, my name is Mike Alfano; I’ve recently been promoted to the role of Planning Director. Your email was forwarded to me and I’m happy to follow up with a response.

First, regarding your concerns about the Manufacturing and Mining Future Land Use Category. I appreciate your concerns about what may appear to be adding new lands that would allow industrial uses in these areas, however, the areas in the Southside that were designated Manufacturing and Mining in the proposed Future Land Use Map are predominantly areas that are currently zoned M-1 (Light Industrial), or I (Industrial), where a variety of manufacturing and mining uses are currently allowed (with some additional lands zoned Airport Vicinity, Government Operations or Planned Unit Development). As such, these uses are currently allowed there today.

Moreover, the proposed Manufacturing and Mining FLUC includes a special condition that includes requirements to prevent or mitigate impacts from noise, vibrations, smoke, dust and particulate matter, odor, and lighting as well as requiring additional land development regulations to protect adjacent non-industry and non-mining properties and to require compatible vehicular access. Some uses, not previously addressed, such as hydraulic fracturing, proppant fracturing, acid fracturing, matrix acidization and similar activities are prohibited in this category.

While some of these areas are currently designated Suburban (and I believe this is the source of your concern), in order for development in these areas to provide the grocery stores, medical and dental offices, and restaurants that you highlight (all great ideas), they would first need to be rezoned to a district that allows those uses. That process would be largely the same as what they would need to do in the future, should they ever be designated as Manufacturing and Mining. The small-scale amendment process that we undertake follows the same timeline as a rezoning, so any landowners wishing to change their land use from Manufacturing and Mining (should the proposed Comp. Plan Update be adopted in the future) to a more commercially-oriented category, would be able to do so in relatively short order, and also be able to rezone the property concurrently.

We sincerely appreciate your advocacy and desire for quality redevelopment on the Southside and share that passion. The Southside Action Plan (formerly the Southern Strategy Area) adopted into the current Comprehensive Plan (Goal 11) outlines and provides a framework of action for the Southside. It focuses on Beautification, Investment, and Engaged and Activated Citizens. Policies in this chapter require the focus on prioritizing investment that enhances existing public spaces, supporting

citizen and business investment on private property, directing collaborative efforts of the public and private sectors towards increasing homeownership, diverse development and redevelopment and initiating projects that spur further investment opportunities. Earlier this year, we provided information to the BOCC on the over $1.13 billion dollars being invested into the Southside Action Plan area by the City, County, Blueprint, State, and private sectors. Perhaps most importantly, Policy 11.2.2 dictates that investment within the Southside Action Plan area shall not occur at the expense of the natural environment or water quality in a manner which is found to be inconsistent with local government initiatives, policies, rules or regulations. The proposed Land Use and Mobility Update carries forward these requirements.

Further, the proposed Comp. Plan Update prioritizes the importance of protecting the Environment. Goal 1: A Healthy Environment provides that our community will identify natural resources that contribute to a healthy environment and human well-being and prioritize the preservation of these natural areas when making land use and transportation decisions. The proposed update also emphasizes the Primary Springs Protection Zone in policies and in the associated map series. This is consistent with many local actions taken since the adoption of the original Comprehensive Plan, such as:

- Adoption and implementation of stricter stormwater standards (including design for facilities within karst areas)
- The retrofit and improvement of the Thomas P. Smith Water Reclamation facility to treat to Advanced Wastewater Treatment standards
- The deactivation of the City's spray field on Tram Road
- Land Development Codes that include Low Impact Development standards
- Implementation of the Master Sewer Plan
- The Southside Triangle Project
- The County's Septic-to-Sewer and Septic Upgrade Incentive Programs

Our team looks forward to the continued opportunities to engage with you, and the rest of the community, on the proposed Comp. Plan changes. Please let us know if you'd like to schedule a time to come in and meet with the project team to discuss these, or any other concerns, you may have.

All the best,
Mike

Subject: Comprehensive Plan - Proposed Future Land Use Map Changes

I would like to hear the justification for changing the Land Use on a vast number of properties in Southern and Southwestern Tallahassee to Mining and Manufacturing. I am tired of lip service to Southside Revitalization only to see this big step backwards.
I will quote you the description this Land Use Category:

Manufacturing and Mining - <u>Heavy Industrial land uses</u> that do not, typically, have a defined density or intensity and may have the potential to create significant offsite impacts to surrounding areas have specific federal and/or state requirements and must receive federal and/or state approval in addition to local government approval. Impacts such as noise, lighting, traffic , vibrations that are not regulated by federal or state laws shall be regulated by the City or County.
This fails to mention environmental degradation and lowering of adjacent property values.

The extra year you have allocated to reviewing these proposed changes will allow each of you time to read what you propose doing to an area that already lacks the amenities others in the community enjoy - grocery stores, medical and dental offices, restaurants, attractive landscaping, sidewalks and neighborhood scale commercial (we do not count gas stations and convenience stores of which we have too many). Much of this area contains environmentally sensitive features including lakes, swamps, wetlands, sinkholes and vulnerable aquifer recharge designations. Almost all of it is in the Wakulla Springs Basin. The people in charge of your planning department and each of you will be held responsible.

Do something positive for the Southside. Give us a chance to thrive! We already have too much blight, too much poor code enforcement, too many junkyards and locally undesirable land uses. The Map for the South and Southwest already contains too much intense commercial and heavy industrial. These new proposals are an insult. Time to step and show that your statements about community equity are more than just empty promises.

I would like a personal response which was routine when I was serving in office, but which now rarely happens.

Debbie Lightsey

From: Poplin, Susan
To: Calhoun, Sherri
Subject: Public Comment - Comp Plan Update
Date: Thursday, August 14, 2025 4:07:11 PM

Jim,

The version from last Thursday is the current version.

Zoning is inherently more detailed with regards to uses and development standards and often more restrictive than the land use categories with regards to both densities and allowed uses (by way of what the purpose of land use versus the purpose of zoning is and the roles they both serve). In fact, the currently proposed language "Zoning may be permitted at lower densities and intensities than the maximum specified in the Comprehensive Plan" is actually redundant because it really just states how everything already functions. That being said, we can certainly look at including the proposed language while we make any other edits directed by the City Commission during the Transmittal Hearing this Wednesday or in response to any comments we receive from the state and review agencies between the Transmittal Hearing and the Adoption Hearing. We will follow up and keep you aware of any edits or changes that are made between Transmittal and Adoption.

Thanks for reviewing and providing your input!

Kind regards,
Artie

Subject: Re: Follow-up question re Sub-Urban Residential Preservation Land Use category

P.S. -- Would you be so kind as to send me the latest draft of the SURP to me, if it's different from what we reviewed at our meeting last Thursday? I know it's been evolving over recent days. Thank you!

> Hi Susan (and Artie and Tyler),
>
> I promised Susan during a call this afternoon that I would send a follow-up e-mail to frame the question that I posed to

her more clearly than in the discussion that Susan and I had about it.

Here goes: At our meeting last Thursday, you folks said that Para. 3 of the Sub-Urban Residential Preservation Future Land Use Category ("SURP") reflects that the more restrictive density standard specified in RP-1 (3.6 DU/acre) would continue to apply to Betton Hills even if the SURP is adopted (we're cognizant that the west side of Mitchell Avenue is a different animal, being zoned RP-2).

What I'm wondering is why Para. 3 doesn't seem to evidence as clearly -- or, apparently, even at all -- that the more restrictive housing type specified in RP-1 (i.e., "single-family") would continue to apply to Betton Hills, even though the housing types permitted by the SURP appear to be broader. In particular, we have a concern that the identification of "duplexes" in the SURP is inconsistent both with the specification of "single-family" housing in RP-1 and the prevailing neighborhood character of Betton Hills. Again, we acknowledge that Mitchell Avenue is RP-2, not RP-1.

If I were to revise Para. 3 to illustrate, and address, my concern about the apparent friction between duplexes being referenced in the SURP v. single family housing under RP-1, it would read something like this:

3. Zoning may be permitted at lower densitive and intensities than the maximum specified in the Comprehensive Plan, and permissible housing types likewise may be more limited under zoning than the range of housing types specified in the Comprehensive Plan, to achieve consistency with the intent of the category to preserve neighborhood character.

Although I know you're quite busy, I'm hoping you can please consider the above and let me have your thoughts?

Thanks, as always, for your time and professionalism.

Best regards,

Jim Ward

Betton Hills Neighborhood Association President

From: Poplin, Susan
To: Calhoun, Sherri
Subject: Public Comment - Comp Plan Update
Date: Thursday, August 14, 2025 4:13:38 PM

Subject: Re: Follow-up question re Sub-Urban Residential Preservation Land Use category

Hi Artie (and everyone),

Thank you for reviewing my e-mail and suggested verbiage, and for your thoughtful reply. Betton Hills greatly appreciates your engagement with us.

I'm sure we'll bump into you tonight.

Jim Ward

> Jim,
> The version from last Thursday is the current version.
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> Zoning is inherently more detailed with regards to uses and development standards and often more restrictive than the land use categories with regards to both densities and allowed uses (by way of what the purpose of land use versus the purpose of zoning is and the roles they both serve). In fact, the currently proposed language “Zoning may be permitted at lower densities and intensities than the maximum specified in the Comprehensive Plan” is actually redundant because it really just states how everything already functions. That being said, we can certainly look at including the proposed language while we make any other edits directed by the City Commission during the Transmittal Hearing this Wednesday or in response to any comments we receive from the state and review agencies between the Transmittal Hearing and the Adoption Hearing. We will follow up and keep you aware of any edits or changes that are made between Transmittal and Adoption.
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> Kind regards,

Artie

P.S. -- Would you be so kind as to send me the latest draft of the SURP to me, if it's different from what we reviewed at our meeting last Thursday? I know it's been evolving over recent days. Thank you!

> Hi Susan (and Artie and Tyler),
>
> I promised Susan during a call this afternoon that I would send a follow-up e-mail to frame the question that I posed to her more clearly than in the discussion that Susan and I had about it.
>
> Here goes: At our meeting last Thursday, you folks said that Para. 3 of the Sub-Urban Residential Preservation Future Land Use Category ("SURP") reflects that the more restrictive density standard specified in RP-1 (3.6 DU/acre) would continue to apply to Betton Hills even if the SURP is adopted (we're cognizant that the west side of Mitchell Avenue is a different animal, being zoned RP-2).
>
> What I'm wondering is why Para. 3 doesn't seem to evidence as clearly -- or, apparently, even at all -- that the more restrictive housing type specified in RP-1 (i.e.,

"single-family") would continue to apply to Betton Hills, even though the housing types permitted by the SURP appear to be broader. In particular, we have a concern that the identification of "duplexes" in the SURP is inconsistent both with the specification of "single-family" housing in RP-1 and the prevailing neighborhood character of Betton Hills. Again, we acknowledge that Mitchell Avenue is RP-2, not RP-1.

If I were to revise Para. 3 to illustrate, and address, my concern about the apparent friction between duplexes being referenced in the SURP v. single family housing under RP-1, it would read something like this:

> 3. Zoning may be permitted at lower densitive and intensities than the maximum specified in the Comprehensive Plan, and permissible housing types likewise may be more limited under zoning than the range of housing types specified in the Comprehensive Plan, to achieve consistency with the intent of the category to preserve neighborhood character.

Although I know you're quite busy, I'm hoping you can please consider the above and let me have your thoughts?

Thanks, as always, for your time and professionalism.

Best regards,

Jim Ward
Betton Hills Neighborhood Association President

From: Poplin, Susan
To: Calhoun, Sherri
Subject: Public Comment - Comp Plan Update
Date: Thursday, August 14, 2025 4:47:53 PM
Attachments: image001.png

Subject: RE: Comprehensive Plan Changes

Sarah, Thank you for your comments. We will keep them to inform efforts as the update moves forward. There will be additional opportunities to review and comment on the plan update and look forward to your continued participation.

Ms. Poplin,

As residents of Lafayette Park, we strongly oppose the proposed Future Land Use revision that would change the designation of our historic neighborhood—and others like it—from **Residential Preservation** to **Urban Residential Preservation,** which could significantly alter the character and livability of some of Tallahassee's long-established neighborhoods. This change will also **worsen existing challenges** related to **parking, speeding, and cut-through traffic.** These are not hypothetical concerns—they are already present and would only intensify under the proposed changes.

During the June 3rd public meeting Mr. White stated that the affected areas "already have (…) eight, 10, even 12 units per acre," and that the proposed reclassification is merely an acknowledgment of existing development patterns.

However, this framing overlooks a critical reality: the area proposed for re-designation encompasses a **broad and diverse section of Midtown**, which includes both high-density housing and long-established, low-density single-family neighborhoods. The higher- density pockets inflate the **average** across the entire area, these averages do not reflect the actual makeup or character of many individual neighborhoods within it.

This broad-brush approach **ignores the distinct identity and residential stability** of these older neighborhoods, and it opens the door to development that is incompatible with their long-established character. This proposed reclassification fails to recognize what makes each part of Midtown unique. We urge the city planners to **take a more nuanced approach**—one that protects the historic areas and ensures they are not subsumed by policies aimed at addressing development pressures elsewhere.

Tallahassee does not have a strong track record when it comes to protecting historic homes, especially in areas where it is profitable for development, and the recent Canopy/Circle K controversy demonstrates how quickly developers will put profit over neighborhood integrity. It is difficult to separate these proposed changes from that pattern, particularly when it is championed by individuals with clear development interests, including CRA leadership and groups represented by pro-growth PACs.

We urge you to **reconsider the proposed reclassification** and keep the **Residential Preservation** designation for these core neighborhoods. Their character and history deserve thoughtful planning, not statistical generalizations.

Thank you for your time and attention,

Sarah Kathryn McRae and Austin Wright

Beard Street

From: Poplin, Susan
To: Calhoun, Sherri
Subject: Public Comment - Comp Plan Update
Date: Thursday, August 14, 2025 3:43:54 PM

Subject: Proposed changes to the comprehensive plan that affect my Lafayette Park neighborhood

The City and County are growing Lafayette Park neighborhood is a remnant of an earlier time, a remnant worth keeping as a reminder of the City in a quieter time, and as what a neighborhood should be. LP is a remarkable place, primarily because the people who live there have cared for and taken care of LP. There are many who want to live in LP, and wait years for a chance to buy a home in the Park. People who buy homes in LP typically stay for decades. What the draft plan proposes will destroy LP as a wonderful place to live. For what reason? To give developers the opportunity to make money by tearing down what is here now, what has been so carefully taken case of for decades by those fortunate enough to find a home in the Park. There is no justification for the proposed changes It seems the City and County want to make Layette Park look like the unappealing construction of lot line to lot line glass and brick residences as the City has approved in the Pine Street Thomasville Road area. Monster townhomes with no personality at all for developers to make money. To do so, developers cut down many large ancient oak trees. The live oak on my property is over 400 years old. There are many other ancient oaks in LaFayette Park. All will be at risk if the proposed changes to the Comp Plan are made. The density changes cannot coexist with the Oaks. I ask again WHY? And I know because I have seen it first hand in surrounding neighborhoods torn apart by developers to make money. I ask that you not make any changes to the existing restrictions that have kept LP a remarkable place to live. If you disagree with me I think it would be appropriate for you to explain in detail the basis of the proposed changes, the justification of such changes, and why you think what is proposed to be done to LP should be done.

From: Poplin, Susan
To: Calhoun, Sherri
Subject: Public Comment - Comp Plan Update
Date: Thursday, August 14, 2025 4:43:15 PM

Subject: RE: Concern over Lake Jackson shoreline zoned for USA

Hi Lynne, Thank you for your question. Most of the Lake Jackson area is currently within the Urban Services Area (USA) and is designated with Lake Protection or Rural land use and zoning. Those designations are not changing. The area near Tower Road is adjusted because the current boundary cuts through parcels and separates the Tower Oaks subdivision currently in Urban Residential 2 land use from its owned common area to the north. The changes correct that and align the USA boundary with parcel boundaries to avoid future confusion. Thx.

Subject: Concern over Lake Jackson shoreline zoned for USA

Good morning,

Yesterday, I was able to locate a map online that shows color coded areas and explanations for the updates to Tallahassee's comprehensive plan. I was quite alarmed to see the majority of Lake Jackson's shoreline is slated to be included in the Urban Service Area targeted for greater expansion and more density despite the fact that it is also designated as a lake protection area.

Doing this seems to be in conflict. Am I misinterpreting the map and what this may allow? I'd welcome your insight.

Lynne Takacs

From: Poplin, Susan
To: Calhoun, Sherri
Subject: Public Comment - Comp Plan Update
Date: Thursday, August 14, 2025 4:12:46 PM

Good morning,

Yesterday, I was able to locate a map online that shows color coded areas and explanations for the updates to Tallahassee's comprehensive plan. I was quite alarmed to see the majority of Lake Jackson's shoreline is slated to be included in the Urban Service Area targeted for greater expansion and more density despite the fact that it is also designated as a lake protection area.

Doing this seems to be in conflict. Am I misinterpreting the map and what this may allow? I'd welcome your insight.

Lynne Takacs

From: Poplin, Susan
To: Calhoun, Sherri
Subject: Public Comment - Comp Plan Update
Date: Thursday, August 14, 2025 4:17:05 PM

Dear Susan,
If I walked by you and didn't acknowledge you at the city meeting, I apologize—I don't recognize people and it is something I struggle with.

I was not going to be able to attend the City Commission meeting because of an out of town trip, but my husband and I became very ill and had to cut our trip short, so I was able to make it to the meeting. I understand the transmittal was delayed and I am thankful. If I could be involved in improving the plan it would mean a great deal to me. I had not realized all the changes that had been made from the County Commission meeting to the City Commission meeting, but I believe improvements were made.

If I can be of any service to you and the staff, please contact me and let me know how I can help this process. My phone is 850-284-7424.

Thank you for your service to the community,
Nell Stranburg

Comments Regarding:
Tallahassee-Leon County Comprehensive Plan
Proposed Land Use and Mobility Element Goals, Objectives, and Policies
June 4, 2025

The following comments are incomplete. Nevertheless, they are being offered today, June 11, 2025, because the transmittal hearing is being conducted this evening.

There are many laudable provisions in the proposed plan amendment.
The proposed plan amendment reflects a great amount of work along with an effort to create a quality plan.
There are many aspects of the proposed amendment that deserve praise.
Nevertheless, these comments are critical of some of the proposed goals, objectives, and policies.
It is hoped that these comments may be used to improved upon the current proposal.
Further comments, including revisions to these comments, may be provided during the review process.

Unfortunately, some of these laudable provisions are weakened by vague and ambiguous language or simply by terminology that is not defined, objectives that are not measurable, and policies/actions that have no clear implementation steps or timetables. Some terms are important while some are unhelpful jargon. All terms required definition and measurability. For example:

- sustainable building practices, (potentially important)
- robust natural environment (unhelpful jargon),
- empowering self-sufficiency across the community (unhelpful jargon),
- livability (uncertain usefulness),
- walkability (potentially important),
- "Accommodate our population growth in a responsible manner" (Useless phrase)
    - (Objective 2.1) Other phrases in this Objective fail to provide clear direction.

The proposed amendment can be improved significantly by defining terms and making objectives and policies measurable.
The general comment is this: Read the proposed goals, objectives, and policies carefully. Ensure that everyone: commissioners, landowners, residents, and all affected parties will know what the words mean and WHAT THE PLAN IS.

Some specific comments:

1. Efficient Growth and Urban Service Area (USA) designation.
    a. Policy 2.2.1 states: "The USA will be sized to include approximately 50% more vacant and developable land than is necessary to accommodate the projected population growth expected within the USA by the long-term planning horizon

and will account for both the ability to provide urban infrastructure and the presence of environmentally sensitive lands and water bodies."

b. There are many factors to consider in this calculation. Presumably, a calculation of the extent of the USA has been prepared and is included in the data and analysis supporting this proposed amendment. It will be reviewed later.
c. A critical factor in making this determination is the assumed density of new residential development and the amount of infill, redevelopment, and increased densification of existing areas that will occur over the next 25 years. These assumed densities should be incorporated into the projected size of the USA. The proposed amendment has several policies which seek to increase densities. These policies should be applied to calculating the size of the USA.
d. Another factor is the amount of development that is anticipated to occur outside of the USA. For the plan to succeed in achieving compact and sustainable development; low-density sprawl must be limited outside of the USA.

2. Terminology and phrases that are vague, ambiguous or otherwise undefined.

a. Unpolluted lakes, rivers, and soils:
    i. Goal 1, "unpolluted lakes, rivers, and soils." Since most of our water bodies and some of our soils have various degrees of "pollution" this goal is unattainable and the statement that the community will "maintain" such "unpolluted" resources is not accurate. <u>This is a laudable idea, but requires refinement.</u> At minimum, the term "unpolluted" requires clarification.
    ii. There are other terms like this. Read each term critically and ask what it means.
b. Natural Resources:
    i. The proposed amendment uses various terms such as 'natural resources' in a loose fashion, often overlapping with other terms. These types of terms require clear definition.
    ii. The term "natural resources" as used in the proposed amendment is not clearly defined nor clearly consistent the description of the term in the governing statute.
    iii. Goal 1 includes the terms "natural resources" and "natural areas" in the same sub-paragraph. This may lead to some confusion.
    iv. Goal 1 includes some terms that have frequent common usage. However, different persons may understand these words to mean different things. The plan is an ordinance and requires precisely defined terminology. So, for example, terms like "natural resources," "conservation areas," and "water resources" should be defined. These terms and others are not defined in the plan glossary.
    v. The term "natural resource" is used extensively in the Conservation Element, but it is not defined. The Conservation Element includes some statements that appear to distinguish "natural resources" from other features such as wildlife habitat and natural vegetative communities (see Conservation Goal 3.) Elsewhere, the Conservation Element seems to

consider “natural and native vegetation [and] surface water” as natural resources. This is confusing, especially the term “natural vegetation.”

vi. The word “natural” in the term “natural vegetation” seems to imply that we have unnatural vegetation. Maybe the intent was to say “native vegetation?” In any case, these terms are undefined and could lead to confusion in execution of the plan.

vii. The term “natural resource” is not directly defined by section 163.3177 F.S. which means that it is important for the local government comprehensive plan to define the term for its particular circumstances. However, the term is used in the statute and a certain understanding of the term is possible. For example, section 163.3177(10)c. indicates that the Future Land Use Map shall show the following natural resources or conditions: (I) Existing and planned public potable waterwells, cones of influence, and wellhead protection areas; (II) Beaches and shores, including estuarine systems; (III) Rivers, bays, lakes, floodplains, and harbors; (IV) Wetlands; (V) Minerals and soils: and (VI); and Coastal high hazard areas. Additionally, section 163.3177(6)(a)9.(IV) indicates that natural resources include “wetlands, floodplains, native vegetation, environmentally sensitive areas, natural groundwater aquifer recharge areas, lakes, rivers, shorelines, beaches, bays, estuarine systems and other significant natural system.”

viii. Objective 1.1 does not define “natural resources.” Policy 1.1.1 does provide an important list of features that should be identified. All of the features listed have importance to the comprehensive plan. However, it is not clear whether this list constitutes <u>all known</u> forms and instances of natural resources. Not all of the features listed in Objective 1.1 are “natural” in the common sense of the term.

ix. Some “natural resources” mentioned in the statute and which likely apply to Tallahassee do not appear to be addressed by the plan amendment or the existing Conservation Element. These include existing and planned public potable waterwells, cones of influence, and wellhead protection areas; minerals (which is not the same as known active and former mining sites); native vegetation (which may be partially addressed by the term “high quality successional and native forests (although the adjective “high” does not appear to be defined by the Glossary); environmentally sensitive areas (which may be partially addressed by other terms noting that the term “environmentally significant lands” which is in the Plan Glossary is not listed and also noting that Goal 1 uses the term “environmentally sensitive features” but it is not clear what a ‘feature’ is as distinguished from ‘area’ or ‘land’); and natural goundwater aquifer recharge areas (noting that the Glossary lists Groundwater Resource Protection [Areas] and the Conservation Element addresses Groundwater Protection (Conservation Objective 4.2) yet proposed Policy 1.1.1 does

not list this as something to be part of the geographic information system, i.e. map.)

x. Policy 1.1.1: Other comments: Some of the features require definition, for example "significant trees." The term "canopy road" is included in the existing glossary. However, the term "canopy road corridors" is not defined in the glossary. Canopy road corridor should be specifically defined, e.g. the amount, type, and extent (distance from paved road edge) of canopy road features. Please note that Policy 1.1.3 requires a "map and spatial data that identify and depict designated canopy roads." What about the corridors. Are 'corridors' to be mapped or not?

c. Natural Areas:

i. Goal 1 includes action steps (similar to policies.) The phrase "prioritize the preservation of natural areas…" is a laudable intent. But the phrase is concerning. Apparently, the goal is reached when the action of "prioritize" occurs. But does prioritize mean "preserve" or something less? Also, what is a "natural area?" Goal 1 states that "natural areas" include conservation areas, environmentally sensitive features and water resources. However, this is not presented as an 'inclusive' list. Further, "conservation areas" and "environmentally sensitive features" also require definition.

ii. "Conservation Areas" are defined more or less by Conservation Policy 1.3.1. It appears that this policy includes areas that would be understood as 'natural' but it also includes altered area. Are these 'altered' areas considered 'natural' areas even though they have been altered. Some clarification would be helpful.

iii. Objective 1.2 further modifies the undefined term "natural areas." In this case, "important" natural areas are to be preserved. The adjective 'important' does not provide clarity, but instead creates more uncertainty. What makes something 'important?' None of the terms (which is apparently not a complete list due to the use of the word "including") is defined. This includes "environmentally sensitive features" and "water resources." Again, a laudable intent that requires clarification to ensure the certain and predictable execution and achievement of the plan.

iv. Objective 1.2 addresses natural areas but not all of the natural resources previously listed or discussed above. It also repeats the direction to "prioritize the protection of these areas." But what does that mean in practice?

v. Policy 2.8.3 which addresses "natural areas" does NOT list the same features listed elsewhere, i.e. conservation areas, environmentally sensitive features and water resources. Instead, this policy states, "Natural Areas consist of lands approximating or reverting to wilderness conditions, including lands unsuitable for settlement due to topography, hydrology, or vegetation." Is it the case that this policy is only describing

features associated with the "Natural Areas Future Land Use Category" and not all instances of "natural areas." Some clarification would be helpful.

d. Human Well-being and Community Character
    i. Objective 1.1 includes terms like "human well-being" and "community character." Terms and phrases like this are included elsewhere in the proposed amendment. No doubt, many persons would have some general understanding of these terms. However, an "Objective" requires measurability. Again, a laudable intent that lacks precision and thus is susceptible to multiple interpretations and likely disagreements in the future.

3. Policies that do more that simply identify natural resources:
    a. In attempting to determine the actual policies that are proposed to either protect, conserve, or preserve natural resources, the following weak policies were noted:
        i. Policy 1.2.2 addresses "environmental analysis" but such analysis is apparently limited to features "that contribute to human well-being and community character and identify the potential impacts to environmental and human health." This is certainly a mouthful and includes undefined terms, or essentially jargon. What is the purpose of all of these conditional phrases? How can the City consistently apply this policy? Most importantly, will natural resources be protected, conserved, and preserved? It is noted that in large measure, the degree to which the City protects, conserves, and preserves natural resources is a matter of local policy (unless there is overriding state or federal law.) The point here is that it is simply unclear as to what the Plan requires. Can commissioners, land owners, developers, and affected residents understand what this and other policies are actually doing. The Plan is unclear. (Note, maybe the Conservation Element has clearer policies? Does it?)

4. The section of the proposed amendment on housing seems to include a mix of policies which will likely fail to support the needed expansion of affordable housing. The term "missing middle housing" is defined, yet the policies do not utilize that definition directly to accomplish or at least encourage missing middle housing. There have been many proposals from the community to increase the availability of sufficient affordable housing. For example, the Capital Area Justice Ministry has made numerous proposals over a number of years. These efforts should be recognized in the data and analysis section because they help to define an existing problem and propose possible solutions. Yet, it appears that the proposed amendment is not pursuing these concrete options. Further, the production of more affordable housing can be pursued consistently with the goal to increase compact and more dense residential areas. Yet, the proposed amendment does not pursue this with much effort. Policy 2.2.8 uses the phrase "maintain affordable housing." This is incredibly weak. No other linkages between affordable housing and sustainable-compact development were noted. Affordable

housing needs to be increased. This is a clear and unambiguous need of the community and should be addressed in the comprehensive plan.

a. Goal 4 – "Our community will strive …" These is a weak statement. The word "strive" does not provide any sort of sufficient goal to achieve. The other sentences in this goal do not provide greater clarification, but actually appear to provide for potentially conflicting goals.
b. Objective 4.1 – The term "spectrum of affordability" is vague. What is the range of the "spectrum?" Diverse housing options will be allowed. Allowing something is important because impediments to housing affordability are many. Yet, it is a weak action nevertheless. It is not clear how this will "ensure" … "a solution to the mismatch between available housing stock, shifting demographics, and a growing demand for walkability." Moreover, because these words are so general, measuring whatever they means is not likely to occur.
c. Policy 4.1.3. Policies like this that state something "may be developed" are not a plan of action. Instead of a plan, the policy provides no actual directive.
d. Finally, the density bonuses are small. A better approach would be to incentivize developers to build affordable housing and greater densities. In other words, provide development (and redevelopment) incentives to build affordable housing beyond density bonuses. This is a matter of prioritizing affordable housing.

5. The removal of the adopted Southeast Sector Plan and Welaunee Critical Area Plan from the Comprehensive Plan is concerning. The statement that "a Planned Development Master Plan shall be adopted as an area plan that is consistent with, but independent of the Comprehensive Plan" may be insufficient. The question arises as to how will consistency be determined if the comprehensive plan in general does not address these areas? Further, consistency with the comprehensive plan is more than simply land use/development consistency. Large developments have many impacts and interactions with the surrounding areas. These impacts may be positive or negative, such as the provision or failure to provide for affordable housing. How are these impacts and interactions being addressed if these master plans are "independent" from the comprehensive plan?

Submitted by Robert Pennock, June 11, 2025, via email

From: Poplin, Susan
To: Calhoun, Sherri
Subject: Public Comment - Comp Plan Update
Date: Thursday, August 14, 2025 4:40:06 PM

Hey Scott, In answering for a possible meeting with the Growth Management staff to answer questions about current code requirements for ADUs, tiny homes, and infill units, etc., I've copied Dylan Haase, the Land Use Administrator in Growth Management, so that you can work directly with her and her team. Thx.

Great. Could you suggest some meeting dates and times?

Thanks

Scott

On Mon, Jun 30, 2025 at 4:59 PM Poplin,

> Scott, Got your e-mail. Maybe a good starting point would be to set something up with growth management to talk about how some of these are handled in the current landscape which allows accessory units, tiny homes, and in some cases subdivision for additional infill units. Many other items are also currently covered in the land development code including height of housing, buffers and landscaping. The framework of the plan could have some form-based concepts but that conversation probably needs to happen a little later in a different context when we get additional direction from the City and County on the update. Thx.
>
> In view in the fundamental Comp Plan Strategy for infill development, a key question will be the modifications of the site design stds to accommodate the various development densities. Here are a few of the specific questions on design stds that will help us understand what staff is contemplating;
>
> 1). In suggesting the ability to add mother-in-law, rental units or guest houses, will the std building setbacks be reduced to accommodate such housing? The rear and side setbacks will be the primary issue.
>
> 2) If someone develops an additional home on their property, would they be forced to only use that as a rental or could it be free title sold to a separate owner? That creates access issues that in essence would create lot split conditions which in turn raises the issue of lot frontage widths and the creation of flag lots or access easements. What will the staff

position be on lot splits, reduced setbacks, access easements and flag lots for these new units?

3) Will the zoning district minimum home sizes be reduced to accommodate these additional units added to a lot? Tiny homes are a significant trend nation wide. Will tiny homes be allowed?

4) Would a property owner be limited to only a single infill unit per lot? If the FLU density would permit more units, would staff consider more units within the density cap?

4) Would there be restrictions of creating 2 story units (within existing 1 story communities) on these infill development lots to minimize the building footprint ?

I am in the process of testing some infill development concepts and struggling with these basic design issues. It is important for staff to establish basic approaches to these issues and not simply defer to future updates to the LDC.

I'm sure there a variety of other site design issues but these seem to be the most critical.

Thanks

Scott

From: Poplin, Susan
To: Calhoun, Sherri
Subject: Public Comment - Comp Plan Update
Date: Thursday, August 14, 2025 4:45:30 PM

Thanks Susan,
My mistake.
Has this data been converted into potential units?

Subject: RE: Another question

Wendy, Our GIS person was able to look at this further - the 276 is not acreage, it is the number of **parcels** (91.8 acres) that are currently vacant single-family platted lots within major developments (not the total acreage of major developments). 276 is the number of **parcels** (91.8 acres) that are currently vacant single-family platted lots within major developments (not the total acreage of major developments). Additionally, there are 93 parcels, not platted, that total 8,618.7 acres inside all major developments (including English and Welaunee).

Regards,
Susan Poplin
I'll see what I can find out.

Hi Susan:
Just checking to see if you could address my question.
Thanks,
Wendy

Subject: RE: Another question

The sector plans show a total of about 10,600 units for English. Welanuee is 12,500 for the arch. The only number I could find for the Heel and Toe was a population figure of 10,550, which at 2.54 units/acre yields about 4100 units.
Looking at acreage inside major developments (276) that number seems low.
What am I missing?
Thanks,

Yes, Attachment 4 in the table includes Welaunee and English lands as they are within the Urban Services Area. Thx.

Hi again:
About the table in Attachment 4 of the previous agenda item (Vacant land). Does this table include Welaunee and English? Those projects seem to have a lot more units than are accounted for in the table.
Thanks for clarifying this for me.
Wendy

Review- Tallahassee and Leon County Land Use and Mobility Element

1. University Role Not Strong Enough

The document mentions universities only once (Policy 1.7.2) under environmental protection.

Recommendation: Strengthen intergovernmental coordination policies by explicitly requiring city/county to coordinate with FSU on land use, mobility, resilience, and growth strategies.

2. Mobility Coordination is One-Sided:

The plan emphasizes multimodal goals (MMTD, Policy 2.7.1) but doesn't require coordination with university transit/shuttle services (even though FSU buses connect thousands of daily trips).

Could we add a policy to integrate university transit/shuttles with StarMetro and regional mobility planning?

3. Objective 1.6- Community Resilience

Objective 1.6 (Pg 5) on resilience doesn't account for campus-scale infrastructure

Recommendation: Could include more language that also includes campus, expand policies to require coordination with university master plans for resilience, since universities are major critical facilities.

4. Open Space & Greenways

Policies on parks and greenways (1.3.1-1.3.4) don't acknowledge the role of campus open space and trails as part of the public network. FSU's trails, plazas, and greenspaces are widely used by the community.

Recommendation: Include campuses as part of the greenway and recreation planning network to avoid missed connectivity opportunities.

5. Equity Language is Broad, Not Actionable

The plan emphasizes "equitable access" but doesn't define how it applies to students (many of whom lack cars and depend on biking, walking, and transit).

Recommendation: Clarify equity goals to include safe, affordable mobility and housing options for large student populations, recognizing them as a vulnerable group in planning.

September 15, 2025

The Honorable Mayor John Dailey, Commissioner Jeremy Matlow,
Commissioner Jack Porter, Commissioner Curtis Richardson, and
Commissioner Dianne Williams-Cox
Tallahassee City Hall
300 South Adams Street
Tallahassee FL 32301

RE: September 17, 2025, Transmittal Hearing for Proposed Comprehensive Plan Amendments

Dear Mayor and Commissioners:

Thank you for the opportunity to provide input on the proposed September 17 transmittal of proposed amendments to the Tallahassee Comprehensive Plan. Based on a series of concerns outlined below, we urge you to **VOTE NO on proposed changes to the Urban Services Area (USA) boundary that would allow major development near Lake Jackson, and instead keep the current adopted boundary and related provisions intact**:

- **There is NO DEMONSTRATED NEED for this scale of development** either in the community or near Lake Jackson in particular.
- **These amendments would allow a massive 2,000-acre development in a predominantly rural area.** For comparison, Southwood is about 3,300 acres, and the Welaunee "Heel" is about 900 acres.
- **Such a significant development would severely impact the environmentally vulnerable Lake Jackson watershed.** For decades, the City and County have enacted numerous provisions to protect this region and its sensitive resources from inappropriate development. If the amendments are ultimately approved, this would be a significant setback. While other planning documents are referenced to promote protection, we do not believe they are sufficient to counter the impacts of large-scale development.
- **This large-scale development would have a significant impact on Meridian Road,** one of our community's finest designated Canopy Roads. This scale of development would necessitate road widenings, turn lanes, and other canopy breaks for new entrances and visibility. Again, decades of planning to protect this distinctive resource would be undone if these changes were ultimately approved.

- **Amending the USA for such a significant new development should not be rushed.** Instead of including this in a general comprehensive plan update, this action warrants informed public discussion in a separate forum focusing on the need, impacts, and appropriateness of such significant development.
- **There should be an analysis of the costs to taxpayers to support this new development.** Costs will likely include road and sewer improvements and ongoing maintenance, staffing for police and fire stations and libraries, and much more.
- **Please do not play "political hot potato" and approve the transmittal of this revised boundary and provisions because the County did.** In May, the County transmitted these amendments to the state because the City had approved them, which the City then rescinded. Please demonstrate leadership in protecting the rural character and vulnerable resources of this area.

For these reasons, we ask you to keep the existing USA boundaries and provisions as you did regarding controversial changes to Residential Preservation proposed earlier this year.

With appreciation for your consideration,

Vivian Young, AICP
Special Projects Director

and

Chadwick Leonard
Planning and Conservation Advocacy Coordinator

cc: Susan Poplin, MSP, AICP, Administrator of Comprehensive Planning

(i) The Comp Plan's introductory statement includes: **"Purpose of the comp plan is to preserve, protect and enhance the quality of life for all citizens…The natural environment is one of many criteria which form the community's perceived quality of life and is a major component in the quality of life equation. As such, it must be protected… Intent of this Plan is to include strong environmental objectives and policies. The residential environment is also one of many criteria for the community's perceived quality of life and must be protected. Unwise land use decisions and premature non-residential development in established residential areas can seriously alter the character of a neighborhood. Not only actual changes, but also the perception of a constant assault on a neighborhood undermines an otherwise desirable residential environment."** (Introduction, p. v)

Different parties can be impacted quite differently by development and altered land use. Developers often do not reside in the vicinity of impacted properties and may overlook interests of nearby residents and property owners. There have been numerous cases in Tallahassee and Leon County where residents of nearby or adjacent properties strongly opposed proposed developments due to anticipated adverse impacts to their residential quality-of-life. Yet, these developments were found to be consistent with the Comp Plan and approved accordingly. This includes approval of Canopy PUD as well as subsequent approval of a Circle K Gas Station in the immediate vicinity of Canopy residences.

Land use changes provide benefit to some while imposing costs on others, including (a) developers behind the changes motivated by and beneficiaries of financial gain and (b) nearby residents and property owners victimized by others' actions. Cost/benefit analyses need to consider all potential costs, long-term as well as short-term. Costs and benefits should be weighted according to, among other factors, impacts to quality-of-life, including proximity to potentially altered or disturbed sites.

I strongly recommend that applicants for rezoning or land use modifications potentially impacting residential areas be required to clearly demonstrate by applying the Comp Plan's quality-of-life equation that (1) their request will either not adversely impact the quality-of-life of those residential areas OR (2) that they will adequately compensate potentially impacted parties. This should incentivize applicants to consider the interests of potentially impacted parties and better serve the community.

(ii) City and County policies should be consistent. Inconsistencies should be amended to align with stronger environmental standards. When considering annexation of land from the County to the City, require the City to maintain or strengthen environmental standards implemented by the County, including tree ordinances.

(iii) Penalize repeat violators of environmental/land use, including Comp Plan, ordinances. Do not approve subsequent requests for development of undeveloped land. Limit subsequent request approvals to already developed land. This should incentivize developers to not commit any violations from the beginning.

(iv) When rezoning land near residentially-zoned areas, require consent of or compensation for impacted parties.

(v) Citizen Oversight Committee to closely monitor creation and especially implementation of a significantly revised and adopted Comp Plan, a committee chosen by and comprised of citizens concerned about the current Comp Plan, **not** a committee selected by elected officials (Comp Plan IA board members), staff, and/or others who've been implementing the current Comp Plan.

(vi) Expansion of Urban Services Area around portions of Lake Jackson. Proposed county takeover of Apalachicola National Forest.

(vii) Several developments, including along Thomasville Rd at Ox Bottom and Velda Dairy as well Canopy PUD, have been strongly opposed prior to approval and/or subsequent to development. These were thought by impacted parties to be inconsistent with the Comp Plan, unlike Staff, who found them to be consistent with the Comp Plan. What can this be attributed to: different interpretations of OR subsequent implementation of the Comp Plan? Consider, for example, approval of the aforementioned Circle K gas station in Canopy PUD, what the City in hindsight would like to prevent in the future.

(viii) How is Comp Plan consistency applied? Where does the burden of proof lie? Proof of consistency or of inconsistency? On parties imposing change and impacts on others' or on parties opposed to change or impacts?

(ix) What is ultimate purpose of the Comp Plan? What are its priorities? Growth and development vs. environmental preservation. Who are the instigators, authors, editors, etc.? Who's ultimately in charge?

(x) State vs. local jurisdiction: which supersedes the other? To what, if any, extent are local jurisdictions' hands tied and rights limited, particularly rights to implement environmental protection and/or restrict development?

Stephen Martin
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From John Outland

1. The Natural Features Map should be updated to include information on the impacts/loss of our natural features to development and associated infrastructure.

2. Blueprint and other public funding sources should not be used to provide infrastructure (roads, water, sewer, etc.,) to support urban sprawl that fragments natural areas and their biodiversity.

3. The Comprehensive Plan should be modified to require the evaluation of the full costs of sprawl development including the demand for energy, and other development-related services.

4. We should advocate for developing Preservation, Conservation, and Development maps as I am not overly optimistic about relying on the existing land acquisition programs, existing public ownerships, and cooperative agreements with landowners to achieve the needed balance.

From Wills Flowers

1. "If you bought a swamp, the law presumes it's because you wanted a swamp").
There should be some sort of general statement in the Comp Plan that exemptions and rezonings will be granted only under the specific conditions as outlined in the different sections, and petitioners must demonstrate a benefit the County as a whole. Decrease the wetland setback to 50 feet. Developers will not be entitled to rezoned areas and modifications of land use and conservation element simply for their own convenience.
Comp Plan section: Land Use; Goal 2 – rezoning mentions are in this section.

2. Limited clearcutting – large areas (>5 acres?) with permitted clearing must be cleared in stages to allow vegetation regrowth between cuts and to minimize area of bare land, which contributes to a "Tallahassee Heat Island".
Comp Plan sections: Land Use; Policy 13.2.5. Phasing (this is specific for the Heel? but should apply in general); Conservation Element; Goal e – Policy 3.3.1 and 3.3.3

3. Mitigation actions of destructive activity must take place within [5?–10?–1?] miles (or 2 precincts) of the site being mitigated. Currently sites are allowed to be degraded and the relevant mitigation is allowed to take place on the other end of the county. Off-site mitigation is mentioned in the Comp Plan Glossary but there is no indication of how close to the activity the mitigation has to be, or even if the mitigation has to have any relevance to the activity being mitigated.

4. This might not be directly relevant to the Comp Plan: it's more in line with the City policies, but it's very relevant to overall energy polices. Clean Energy justice — in supporting and/or implementing the City of Tallahassee's Clean Energy resolutions: all entities must do due diligence that none of their purchases support, however indirectly, corporations (particularly mining companies) involved in bullying local communities and weaker foreign countries through International Settlement of Investment Disputes (ICSID). No purchases will be made from any suppliers or parent companies having pending claims in this venue. Policy 13.2.31: Clean Energy.

Summary of Alliance of Tallahassee Neighborhood Comments on Proposed Changes to Residential Future Land Use Categories

ATN appreciates opportunity to review the proposed revisions to the Residential Preservation, Sub-Urban Neighborhood, and Urban Neighborhood future land use categories. Detailed comments and recommendations are attached.

ATN's concerns are with the Sub-Urban and Urban Neighborhood categories.

- Both categories allow neighborhoods designated Residential Preservation to be redesignated if there are existing legal non-conformities as to density and housing type. This is in direct conflict with the City Commission's direction. That direction was to allow non-conforming uses to rebuild, thereby retaining the current mix of housing types and residential density. The language regarding non-conforming uses in these categories should be removed.
- Both categories lack clear direction as to where they are to be applied. This will create conflict and uncertainty when map amendments are proposed. Specifically, it is not clear if the intent of these policies is to allow the conversion of Residential Preservation neighborhoods to Sub-Urban or Urban Neighborhood. If not, what direction or criteria in the proposed plan prevents that from occurring?

The answers to these questions, as well as questions about related policies (e.g., Suburban Retrofit), need to be provided to residents who will potentially be affected. Therefore, ATN recommends that adoption of the proposed plan amendments occur after the public has the opportunity to review and comment.

Comments on 11/04/2025 Draft Changes to Residential Future Land Use Categories

Policy 2.8.8: Residential Preservation – No comments

Policy 2.8.9: Sub-Urban Neighborhood (Sub-Urban Neighborhood)

1. Intent statement: The statement does not provide sufficient guidance for evaluating proposed map amendments.

   The policy reads: "*The intent of the Sub-Urban Neighborhood land use category is to allow for neighborhood-scale development that provides a mix of housing types and neighborhood scale commercial within a walkable and bikeable area.*"

   The allowed density of 20 units per acre is dramatically greater than the density of existing residential suburban neighborhoods, with the possible exception of apartment complexes. (Residential Preservation allows up to 6 units per acre.) Taken with Policy 2.5.1: Suburban Retrofit See Attachment 1), this category provides wide latitude for transforming suburban neighborhoods.

   Recommendation: If an objective of the Plan is to retrofit suburban areas, Policies 2.5.1 and 2.8.9 need to be redrafted to provide criteria that will be used to determine which areas will be subject to this policy

2. Commercial Uses: The new policy allows neighborhood commercial within neighborhoods designated Sub-Urban Neighborhood. It removes current restrictions on commercial uses on local streets and allows the amount of commercial currently permitted only on major roadways.

   Currently, Land Use Policy 1.4.18 prohibits new commercial uses from accessing a local residential street.[1] The proposed policy removes this restriction. The proposed policy lists "Neighborhood" commercial is a principal use in Sub-Urban Neighborhood.

   The Comprehensive Plan defines neighborhood commercial as follows***: "****Provide for the sale of convenience goods and personal services such as food, drugs, sundries and hardware items to one or more neighborhoods. Gross floor area—20,000 to 100,000*

[1] New minor commercial uses shall not be permitted access to a local residential street within the city limits of Tallahassee. This limitation shall not apply to the Bradfordville Mixed Use, Suburban, Planned Development, Central Urban, University Transition, and Village Mixed Use Categories which establish street access standards by Land Development Regulations.

square feet. Except at intersection of collectors where maximum allowable is 50,000 square feet. (underline added)

The proposed policy would allow up to 20,000 square feet anywhere within a neighborhood designated Sub-Urban Neighborhood. Proposed language to keep intensity "minimal" to reduce intrusive impacts does not provide sufficient guidance for land development regulations.

It is noted that the Comprehensive Plan defines Minor Commercial as follows: *"Provide for the sale of convenience goods and services to the immediate residential area. Gross floor area—less than 20,000 square feet except at a local street intersection where maximum allowable is 10,000 square feet."*

While not endorsing this policy, the question remains as to why Minor Commercial was not the principal commercial use.

Recommendation: If the intent to allow commercial on local streets is retained, the policy should be amended to refer to Minor Commercial and ensure that size of any non-residential uses within neighborhoods will be limited based on road classifications and other relevant existing conditions.

3. Using Sub-Urban Neighborhood to address non-conforming uses. The proposed policy would allow Residential Preservation neighborhoods to be redesignated to Sub-Urban Neighborhood if there are non-conforming uses and/or densities. This is inconsistent with Commission direction to keep Residential Preservation neighborhoods intact.

   The policy states: *"[Sub-Urban Neighborhood]... is not intended to be applied within the interior of an existing established low-density neighborhood, unless to correct, legal non-conforming uses and/or densities."*

   In what future land use categories would this apply other than Residential Preservation? Planning Department analysis showed many long-established Residential Preservation neighborhoods already have a mix of densities and housing types. Policy 2.8.8. addresses non-conforming uses and/or densities in the Residential Preservation category with the intent of maintaining the current mix of densities and housing types. Policy 2.8.9 allows the wholesale change of Residential Preservation neighborhoods.

   Recommendation: Remove the phrase "unless to correct legal non-conforming uses and/or densities."

Policy 2.8.11: Urban Neighborhood (Urban Neighborhood)

1. Intent statement: The statement does not provide sufficient guidance for evaluating proposed map amendments.

   The policy reads: *"The intent of the Urban Neighborhood Land Use is to provide medium density housing, live/work housing, and a mix of uses set within small to medium blocks that are defined by walkable streets characterized by narrow travel lanes, on-street parking, sidewalks, and planter strips."*

   The description of the category – characterized by small to medium blocks, on-street parking and narrow travel lanes – matches the description of Residential Preservation neighborhoods. However, this category allows up to 26 units per acre, compared to 6 units per acre for Residential Preservation.

   If this is intended to be a transitional category between more intensive corridor development and Residential Preservation Neighborhoods, that should be stated clearly. However, where Residential Preservation neighborhoods abut major roadways, there should not be a presumption that those areas are appropriate for redesignation to Urban Neighborhood.

   The current Neighborhood Boundary Future Land Use category appears to have a similar intent but provides much more clarity (See Attachment 2).

   Recommendation: Keep the Neighborhood Boundary Future Land Use Category. Alternatively, revise this policy to incorporate the clear intent language from the Neighborhood Boundary category.

2. Using Urban Neighborhood to address non-conforming uses. The proposed policy would allow Residential Preservation neighborhoods to be redesignated as Urban Neighborhood if there are non-conforming uses and/or densities. This is inconsistent with Commission direction to keep Residential Preservation neighborhoods intact.

   The policy states: *"[Urban Neighborhood]... is not intended to be applied within the interior of an existing established low-density neighborhood, Urban Neighborhood unless to correct, legal non-conforming uses and/or densities."*

   In what future land use categories would this apply other than Residential Preservation? Planning Department analysis showed many long-established Residential Preservation neighborhoods already have a mix of densities and housing types. Policy 2.8.8. addresses non-conforming uses and/or densities in the Residential Preservation

category with the intent of maintaining the current mix of densities and housing types. Policy 2.8.11 allows the wholesale change of Residential Preservation neighborhoods.

Recommendation: Remove the phrase “unless to correct legal non-conforming uses and/or densities.”

Attachment 1: Future Land Use Policy 2.2.21 – Neighborhood Boundary
(EFF. 7/25/03; REV. EFF. 7/26/06; RENUMBERED 3/14/07; REV. EFF. 11/26/20)

Intent: This future land use category is intended to create a transition area between residential development and more intensive development such as higher density multi-family and higher intensity non-residential development while still preserving roadway capacity through access management practices. Where identified in a City or County coordinated placemaking, sense of place, neighborhood, or sector plan, this future land use category may also be used to establish mixed-use corridors, or nodes, with neighborhood-scale, non-residential uses and a variety of residential uses.

Allowable Uses: Low-density residential including duplexes, townhomes, triplexes, and quadplexes; and non-residential development scaled to serve the surrounding neighborhood such as limited retail, offices, bed and breakfast inns and community services. The implementing zoning district(s) within the land development regulations shall further specify the allowable uses. The use must not cause excessive traffic, noise, light, odor, or dust impacts. Auto-oriented uses, such as gas stations or any other use having drive-through facilities, are not allowed in order to protect neighborhoods from any negative impacts associated with increased vehicular traffic.

I*ntensity/Density*: Density and intensity standards for residential and non-residential development shall be established within the implementing zoning district's development standards. In no case shall the maximum density established exceed eighteen (18) dwelling units per acre. Non-residential structures are permitted up to a maximum of 20,000 square feet of gross building floor area per acre.

Design Standards: The land development regulations shall establish design standards to promote compatibility with adjacent residential development.

Location and Orientation: The location of this land use category shall either serve as a buffer between residential development and more intensive development or to establish mixed-use corridors, or nodes, with neighborhood-scale, non-residential uses and a variety of residential uses where identified in a City or County coordinated placemaking, sense of place, neighborhood, or sector plan. Those properties currently within the Lake Protection land use category may not be amended to the Neighborhood Boundary land use category.

Access Management: The land development regulations shall specify specific vehicular access management requirements that will serve to mitigate possible negative impacts to roadways associated with the implementation of this category.

Proposed Policy 2.5.1 – Suburban Retrofit

The City of Tallahassee and Leon County shall develop and maintain land development regulations that encourage and incentivize redeveloping suburban areas to:

- Adaptively reuse vacant and underutilized buildings for new uses.
- Reconstruct degraded wetlands and watercourses to either "natural" functionality or repurpose them to complimentary functionality with additional community-use features.
- Build compact, walkable, mixed-use developments using Complete Streets design principles.
- Reduce block sizes to improve walkability.
- Establish more continuous streetscapes with liner buildings close to the street.
- Retrofit streets with appropriate design elements and sidewalks based on the designated Roadway Context Classification and available right-of-way.
- Interconnect street networks.
- Include more diversity in residential building types.
- Provide transit amenities.

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Business Impact Estimate

In accordance with Section 125.66(3)(a), Florida Statutes (F.S.), a Business Impact Estimate (BIE) is required to be: 1) prepared before enacting certain ordinances and 2) posted on Leon County's website no later than the date the notice of intent to consider the proposed ordinance is advertised (which, per Section 125.66(2)(a), F.S., is at least ten (10) days before the Public Hearing).

Proposed Ordinance's title in full:

AN ORDINANCE OF THE BOARD OF COUNTY COMMISSIONERS OF LEON COUNTY, FLORIDA, AMENDING THE 2030 TALLAHASSEE-LEON COUNTY COMPREHENSIVE PLAN; ADOPTING AMENDMENTS TO THE LAND USE ELEMENT INCLUDING THE FUTURE LAND USE MAP AND ADDENDUM, MOBILITY ELEMENT, AND GLOSSARY; PROVIDING FOR APPLICABILITY AND EFFECT; PROVIDING FOR CONFLICTS; PROVIDING FOR SEVERABILITY; PROVIDING FOR A COPY TO BE ON FILE WITH THE TALLAHASSEE-LEON COUNTY PLANNING DEPARTMENT; AND PROVIDING FOR AN EFFECTIVE DATE.

Proposed Ordinance Public Hearing Date: December 9, 2025

Pursuant to Section 125.66(3)(c), F.S., the following types of ordinances are exempt from the BIE requirement. As such, if one or more boxes are checked below, Leon County, Florida, believes that a BIE is not required by state law for the proposed ordinance referenced above. Leon County, Florida, reserves the right to revise this BIE following an initial posting.

☐ The proposed ordinance is required for compliance with Federal or State law or regulation;

☐ The proposed ordinance relates to the issuance or refinancing of debt;

☐ The proposed ordinance relates to the adoption of budgets or budget amendments, including revenue sources necessary to fund the budget;

☐ The proposed ordinance is required to implement a contract or an agreement, including, but not limited to, any Federal, State, local, or private grant, or other financial assistance accepted by a county government;

☐ The proposed ordinance is an emergency ordinance;

☐ The proposed ordinance relates to procurement; or

☐ The proposed ordinance is enacted to implement the following:

a. Development orders and development permits, as those terms are defined in Section 163.3164, F.S., and development agreements, as authorized by the Florida Local Government Development Agreement Act under Sections 163.3220 – 163.3243, F.S.;

b. Comprehensive plan amendments and land development regulation amendments initiated by an application by a private party other than the County;
c. Sections 190.005 and 190.046, F.S., regarding community development districts;
d. Section 553.73, F.S., relating to the Florida Building Code; or
e. Section 633.202, F.S., relating to the *Florida Fire Prevention Code*.

In accordance with Florida law Leon County, Florida, hereby posts the following BIE information for this proposed Ordinance on its website for public viewing and consideration on this 25th day of November, 2025:

1. Summary of the proposed ordinance (must include statement of the public purpose, such as serving the public health, safety, morals, and welfare):

The proposed ordinance revises the joint 2030 Tallahassee-Leon County Comprehensive Plan. Proposed amendments are to the Tallahassee-Leon County 2030 Comprehensive Plan to consolidate the Future Land Use and Mobility Elements into the Land Use and Mobility Element including replacement of the: A. Land Use Element text and maps, including the Future Land Use Map and Addendum; and B. Mobility Element text and maps; and revisions to the plan's Glossary of terms. The amendments serve the public purpose by providing an update to the comprehensive plan to reflect community priorities and best practices that meet planning goals. Additionally, the amendments are intended to meet the statutory requirements of Chapter 163.3177, F.S., for the Future Land Use and Transportation Elements of the comprehensive plan.

2. Estimate of direct economic impact of the proposed ordinance on private, for-profit businesses in the county, including the following (if any):

a.) Estimate of direct compliance costs that businesses may reasonably incur if the ordinance is enacted: None.

b.) Any new charge or fee imposed by the proposed ordinance for which businesses will be financially responsible: None.

c.) Estimate of Leon County's regulatory costs, including estimated revenues from any new charges or fees to cover such costs: None.

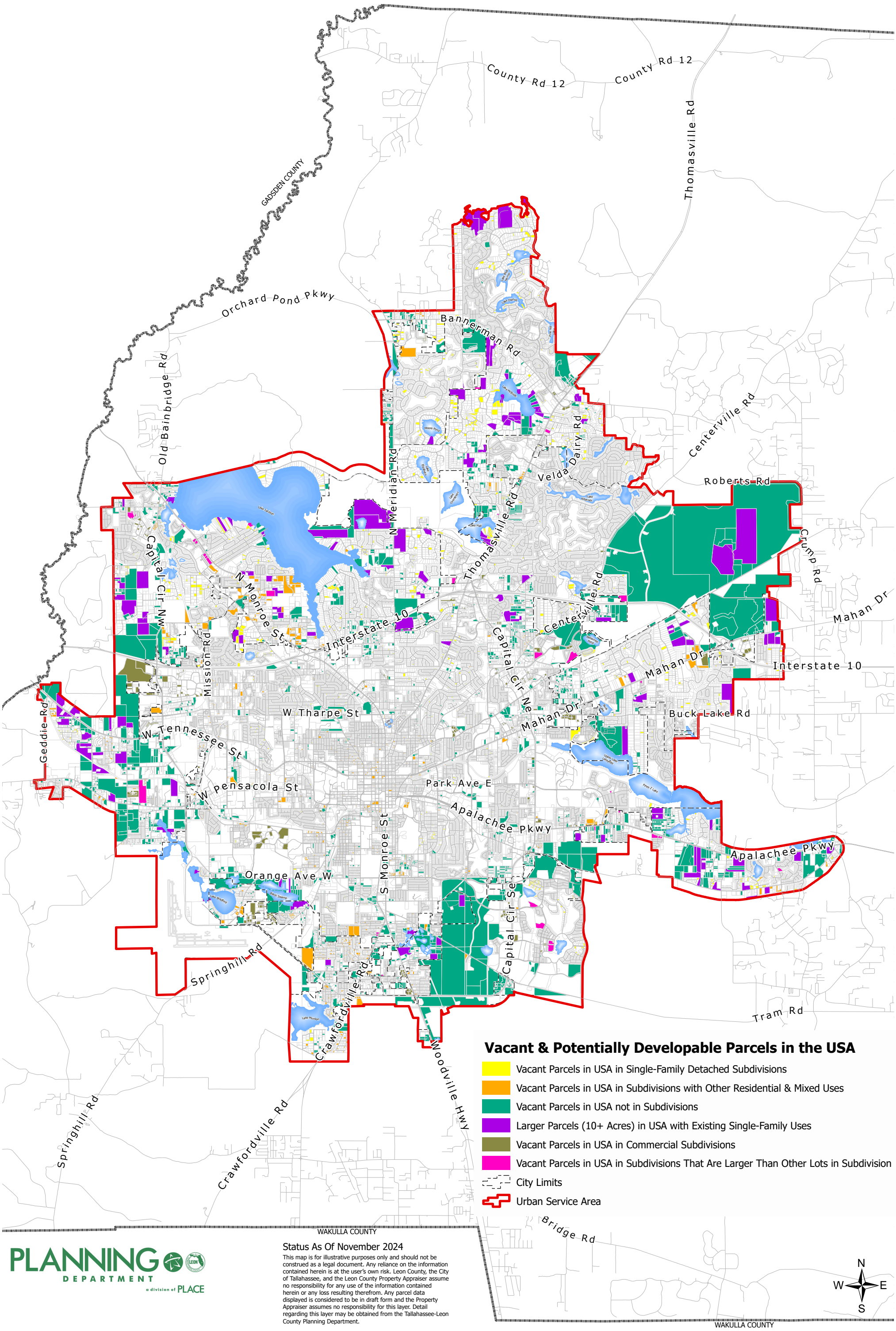
3. Good faith estimate of the number of businesses likely to be impacted by the proposed Ordinance:

No existing businesses are impacted by the proposed amendments.

4. Additional information Leon County deems necessary (if any): None.

Vacant & Potentially Developable Parcels

TALLAHASSEE URBAN AREA



Vacant & Potentially Developable Parcels in the USA

- Vacant Parcels in USA in Single-Family Detached Subdivisions
- Vacant Parcels in USA in Subdivisions with Other Residential & Mixed Uses
- Vacant Parcels in USA not in Subdivisions
- Larger Parcels (10+ Acres) in USA with Existing Single-Family Uses
- Vacant Parcels in USA in Commercial Subdivisions
- Vacant Parcels in USA in Subdivisions That Are Larger Than Other Lots in Subdivision
- City Limits
- Urban Service Area

PLANNING DEPARTMENT
a division of PLACE

Status As Of November 2024

This map is for illustrative purposes only and should not be construed as a legal document. Any reliance on the information contained herein is at the user's own risk. Leon County, the City of Tallahassee, and the Leon County Property Appraiser assume no responsibility for any use of the information contained herein or any loss resulting therefrom. Any parcel data displayed is considered to be in draft form and the Property Appraiser assumes no responsibility for this layer. Detail regarding this layer may be obtained from the Tallahassee-Leon County Planning Department.

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All Vacant and Potentially Developable Parcels in the USA

Vacant Code	Existing Land Use 2024 - Vacant & Potentially Developable Parcels in the USA by Category	# of Parcels	Acres
1	vacant in residential/single-family detached subdivision	1,658	1,024.8
2	vacant in commercial subdivision	325	617.8
3	vacant in subdivision of unknown or mixed type	1,646	1,057.9
4	vacant not in subdivision	2,256	14,988.5
5	vacant in mobile home subdivision	459	122.7
6	existing single-family Uses >10 acres in a subdivision	23	374.6
7	existing single-family Uses >10 acres not in a subdivision	104	3,131.5
8	vacant in subdivisions with larger than other lots	46	246.7
9	vacant in condo subdivision	240	6.4
10	vacant in townhouse subdivision	10	1.4
	Total Vacant & Potentially Developable	**6,767**	**21,572.3**

Vacant & Potentially Developable Acreage: not in commercial subdivisions; not in Land Use categories intended to limit development/redevelopment (Residential Preservation Neighborhoods, Lake Protection, Urban Fringe); nor included in the environmental features noted below.

Vacant Code	Existing Land Use 2024 - Vacant & Potentially Developable Acreage in the USA by Category	# of Parcels	Acres
1	vacant in residential/single-family detached subdivision	732	173.5
3	vacant in subdivision of unknown or mixed type	772	446.5
4	vacant not in subdivision	1,392	8,861.5
5	vacant in mobile home subdivision	305	56.4
6	existing single-family Uses >10 acres in a subdivision	2	18.9
7	existing single-family Uses >10 acres not in a subdivision	44	954.4
8	vacant in subdivisions with larger than other lots	36	128.8
9	vacant in condo subdivision	236	6.2
10	vacant in townhouse subdivision	6	0.6
	Total Vacant & Potentially Developable	**3,525**	**10,646.8**

Note: Analysis accounts for flood zones and wetlands, severe grades, karst features, special development zones, conservation easements, canopy road tree protection zones, and native forests but does not account for all subdivision regulations and limitations, stormwater requirements, urban forest requirements, parking requirements, or other land development regulations or zoning regulations, infrastructure capacity, and other factors that may further limit potential development on undeveloped parcels.

Sources:
Leon County Property Appraiser
Accela Automation, Leon County Department of Development Support and Environmental Management
CItyWorks, City of Tallahassee Growth Management Department

Prepared By:
Tallahassee-Leon County Planning Department

Disclaimer:
This product has been compiled and updated annually by Tallahassee-Leon County Planning Department staff utilizing the most accurate source data from Leon County and the City of Tallahassee. This parcel level analysis is for reference purposes only and is not to be constructed as a legal document or survey instrument. Any reliance on the information contained herein is at the user's own risk. Leon County and the City of Tallahassee assume no responsibility for any use of the information contained herein or any loss resulting therefrom.

PLANNED DEVELOPMENT

Special District Plans

Southeast Sector Plan

SOUTHEAST SECTOR PLAN
Objective 1: [L] - Southeast Sector Plan

(EFF.5/20/96; REV. EFF. 8/25/08)

In keeping with the City's and County's commitment to promote the Southern Strategy, and to satisfy the Comprehensive Plan requirements for a comprehensive development plan for the Southwood property within the urban service area, the local governments hereby adopt the Southeast Sector Planned Development, known as the Southeast Sector Plan, that is consistent with Objective 6.1 [L] and its associated policies and with the Comprehensive Plan's Urban Service Area policies, that promotes innovative planning, promotes compact development strategies and protects the natural resources of the area. This plan shall contain design standards that promote compact commercial development, walk to shopping, higher density housing in close proximity to offices, commercial uses and employment centers. The same attention will be given to alternate modes of transportation and pedestrian mobility as is given to automobile transportation. Innovative ways may be developed to protect natural resources, the major focus being on the continued protection of conservation and preservation areas within the Southeast Sector Planning Area (Figure 10.A).

Policy 1.1: [L] - Southeast Sector Plan Overview (REV. EFF. 7/7/99; REV. EFF. 8/25/08; REV. EFF. 11/26/21)

The Southeast Sector Plan is hereby developed for an area in southeast Tallahassee and Leon County (see the Southeast Sector Planning Area map, Figure 10.A). For the Southwood, Colin English Properties, and the former Southside DRI lands, the Southeast Sector Plan shall constitute the Planned Development Master Plan consistent with Objective 6.1 [L] and its associated policies.

The following densities, intensities and development standards are hereby established for the Southeast Sector Planning Area:

A. Percent Mix of Land Uses Required:

The following percent mixes of land uses shall be required for the Southeast Sector Planning Area. The percentages shall be applied separately to both Southwood and the Colin English properties. In addition, the percentages shall also be applied separately to the former Southside DRI properties outside of Southwood within the Southeast Sector Plan.

(1) 40-60% of the land area in residential development

(2) 10-30% of the land area in commercial, office and/or industrial development

(3) 10-15% of the land area in community facilities/services and utility easements and recreational facilities.

(4) 20-30% of the land in open space/greenways. Open space shall comprise a minimum of 22% of each of the Southwood PUD and Colin English properties.

B. Densities and Intensities:

(1) The maximum densities and intensities for development within the Southeast Sector Planning Area are established in Policy 10.1.2.

C. Phasing:

(1) The Southeast Sector Planning Area will be permitted to develop in phases.

(2) Southwood has an approved Development of Regional Impact DRI development order and Planned Unit Development PUD zoning. These approvals establish the development entitlements and master plan for the Project. For this reason, the Southwood entitlements and development phasing are not identified in Table A below. The

maximum and minimum densities and intensities for the Implementing Land Use Districts for Southwood are established in Policy 10.1.2.

(3) Additional development beyond Phase I of the English lands shall require a comprehensive plan amendment supported by adequate data and analysis if the Phase I lands (approximately 601 acres) have not been built consistent with the mix of uses established herein.

(4) No particular percent mix of uses within Phase I for the English properties will be required to meet or exceed the percent requirements for the total Southeast Sector Plan acreage and percentage of mix amounts.

TABLE A: ENGLISH PROPERTY DENSITIES, INTENSITIES AND PHASING (REV. EFF. 8/25/08; REV. EFF. 11/26/21)

	Maximum Residential Units	Minimum Residential Densities	Maximum Non-Residential	Hotel Hospital
Phase I				
Colin English Phase I (603 acres)	6,030	As required by Policy 10.1.2 [L]	3,606,000 GSF	
Phase II				
Colin English Phase II (458 acres)	4,580	As required by Policy 10.1.2 [L]	2,740,000 GSF	

Notes:
The Colin English Property densities and intensities are those found within the Suburban Land Use Category consistent with Objective 6.1 [L].

D. Land Use Location Criteria:

(1) Industrial development, if constructed, is to be located in the southwest quadrant of the Southeast Sector Planning Area, primarily utilizing Tram Road and Capital Circle. Industrial development is not required in this quadrant; therefore, the quadrant may have no industrial development at buildout.

(2) Office development, and commercial (retail/possible hotel) uses to be located primarily in the northwest quadrant of the Southeast Sector Planning Area (English property, primarily utilizing Blair Stone Road) and surrounding the Capital Circle Office Center.

(3) Medium Density Residential to be located primarily, but not solely limited to areas adjacent to the Capital Circle Office Center and interspersed with office development in the northwest quadrant. Priority shall be given to areas adjacent to the Capital Circle Office Center.

(4) Low Density Residential to develop primarily in the northeast quadrant of the Southeast Sector Planning Area (Old St. Augustine Road vicinity), and secondarily in the northwest and southeast quadrants (perhaps as golf course communities).

(5) Large Lot Single Family Residential development to develop primarily in, but not limited to, the southeast quadrant of the Southeast Sector Planning Area;

(6) Community Facilities and Services to be located within each quadrant of the Southeast Sector Planning Area;

E. Affordable Housing:

Development must comply with applicable affordable and inclusionary housing ordinances.

F. Additional Requirements:

(1) A school site parcel for an elementary school at thirty (30) acres shall be set aside on the English Property, based on a projected build-out population of approximately 30,000. One elementary school shall be located on the English property and the other two schools shall be located on the

Southwood property, provided that each of the public school sites on the Southwood property may be the location of a pre-kindergarten through grade 8 facility with the agreement of the Leon County School Board. The school site shall be located proximate to residential areas and shall be collocated with other compatible public facilities to the extent possible.

(2) In accordance with community wide requirements of the Comprehensive Plan, the Capital Improvements Element shall be amended to reflect the 5 year plan for the provision of urban services in accordance with this sector plan.

(3) Parcel # 31-03-20-602-000-0 and that portion of parcel # 31-11-20-001-000-0 which is directly south of parcel #602 shall be designated as low density residential and be limited to no more than three units per acre.

(4) No additional acreage within the Urban Service Area may be added to the Southeast Sector Planning Area except by a Comprehensive Plan Amendment. Any addition to the Southeast Sector Planning Area must be in conformance with the guidelines and standards of the Southeast Sector Plan Objective 10.1 and implementing policies 10.1.1 through 10.1.7.

Policy 1.2: [L] SESP Implementing Land Use Districts

(REV. EFF. 7/7/99; REV. EFF. 8/25/08; REV. EFF. 11/26/21)

The Southeast Sector Planning Area shall be developed utilizing the following implementing PUD districts that allows a range of types of residential, commercial, office and industrial uses with varying densities and *intensities*:

(A) NEIGHBORHOOD VILLAGE CENTER - VC

Designed to serve as the center of the neighborhood, and discourage commercial strip development and sprawl along roadways.

- Each Village Center shall have a consistent design theme and complementary palate of materials.
- Village centers shall provide ample open space to allow for community gatherings or public events.
- Specific densities and intensities, ratio of uses and implementation criteria will be contained in the zoning code.

TNDs (Traditional Neighborhood Districts) and VCs (Village Center) implement the development pattern that creates compact urban development with higher density residential uses focused around a commercial village center. TNDs and VCs shall be located together in order to promote convenient walk-between shopping and entertainment opportunities; an area that is pedestrian and bicycle friendly and is not designed with an over-reliance on the automobile. This pattern of development is strongly encouraged by the Comprehensive Plan.

Development in the VCs may obtain a waiver from the requirements in the Environmental Management Ordinance/Environmental Management Act (EMO/EMA) for natural area, landscaping and buffers as long as a landscape plan is prepared that meets established minimum requirements provided it is consistent with the requirements in the Comprehensive Plan. Stormwater detention and treatment facilities for TNDs and VCs shall be designed in accordance with applicable standards and shall be located outside of a TND or a VC in order to promote a compact pedestrian-oriented arrangement of land uses, except in situations where alternative sites for stormwater facilities are available that are consistent with the intent of the VC district.

Local government shall conduct an environmental assessment at the time of an application for development or prior to rezoning consistent with Conservation Policy 1.1.1, in a TND or VC district prior to designating the boundaries of conservation and preservation areas, if present, within a TND or VC to determine the extent and location of conservation and preservation features. TNDs and VCs shall be located so as to minimize the impact on conservation and preservation features consistent with Conservation Policy 1.3.11 [C].

Allowed Uses:

- Community facilities: Community Services and Light Infrastructure
- Office uses
- Commercial land uses
- Residential uses in conformance with the Medium Density standards
- Agriculture and silviculture uses are allowable interim uses until development approval is granted for a subject parcel, consistent with SESP Policy 10.1.8
- Assisted Living Facilities

Residential Densities:
Minimum Density 4 DU/AC
Maximum Density 16 DU/AC
Maximum Floor Area Ratio:

1.0 for parcels larger than 20,000 sq. ft.
2.0 for parcels 20,000 sq. ft. or smaller

Minimum Floor Area Ratio:
0.5 F.A.R.

Clustering may be permitted provided maximum densities are not exceeded.

(B) TRADITIONAL NEIGHBORHOOD DISTRICT - TND

Location mix and configuration of land uses are designed to encourage alternatives to automobiles and provide more identifiable pedestrian-friendly neighborhoods. More restrictive planning and architectural standards will be applied in order to maintain traditional town form.

TNDs and VCs implement the development pattern that creates compact urban development with higher density residential uses focused around a commercial Village Center. TNDs and VCs shall be located together in order to promote convenient walk-between shopping and entertainment opportunities; an area that is pedestrian and bicycle friendly and is not designed with an over-reliance on the automobile. This pattern of development is strongly encouraged by the Comprehensive Plan. The specific development criteria and phasing for the TNDs and VCs shall be included in the LDRs and be determined by local government.

TNDs will locate close to Village Centers, parks and recreation, employment; allow for a variety of housing types which promote increased density; use energy-saving concepts in block and building designs; be located within close proximity to Village Centers, High Intensity Urban Centers and Mixed Use Office Parks; and be designed for bicycle and pedestrian accessibility.

Allowed Uses:

- Community facilities: light infrastructure.
- Restricted to mid-rise, multi-unit townhouses and row houses, attached residential units and single-unit townhouses and row houses.
- Agriculture and silviculture uses are allowable interim uses until development approval is granted for a subject parcel, consistent with SESP Policy 1.8.
- Accessory commercial use which is subordinate to the principal residential use.
- Specific densities and intensities, ratio of uses and implementation criteria shall be contained in the zoning code.

Residential Densities:

Minimum Density 4 DU/AC
Maximum Density 16 DU/AC

Clustering may be permitted provided maximum densities are not exceeded.

Development in the TNDs may obtain a waiver from the requirements in the EMO and EMA for natural area, landscaping and buffers as long as a landscape plan is prepared that meets established minimum requirements, provided it is consistent with the requirements in the Comprehensive Plan. Stormwater detention and treatment facilities for TNDs and VCs shall be designed in accordance with applicable standards and shall be located outside of a TND or VC in order to promote a compact pedestrian oriented arrangement of land uses except in situations where alternative sites for stormwater are available consistent with the intent of the TND district. Local government shall conduct at the time of an application for development or prior to rezoning, consistent with Conservation Policy 1.1.1 in a TND or VC district, an environmental assessment prior to designating the boundaries of conservation and preservation areas, if present, within a TND to determine the extent and location of conservation and preservation features. TNDs shall be located so as to minimize the impact on conservation and preservation features consistent with Conservation Policy 1.3.11 [C].

(C) MEDIUM DENSITY RESIDENTIAL - MDR

Provides moderate-density housing located within walking and biking distance of civic facilities, retail, schools and employment.

- Design of MDR shall use energy saving concepts and maximize roadway connections.
- Elementary schools shall be provided within close proximity and land will be reserved.
- All collectors and arterials shall have bike and pedestrian paths.
- It is the intent to have bike and pedestrian facilities as important as automobiles in regard to mobility when designing MDR areas.

Allowed Uses:

- Multi-family residential.
- Single-family attached and detached residential.
- Golf courses and recreation facilities.
- Agriculture and silviculture uses are allowable interim uses until development approval is granted for a subject parcel, consistent with SESP Policy 1.8.
- Community facilities: community services and light infrastructure.
- Community parks and recreation areas shall be located within close proximity to the residential uses.
- Neighborhood-scale commercial uses are allowed on corner lots to promote walk-to shopping. This use is intended to be the same scale, design and materials as the surrounding neighborhood. It is intended for the convenience of the surrounding neighborhood and the design, parking, and signage should reflect this intent.
- Assisted Living Facilities

Residential Densities:
Minimum Density 4 DU/AC
Maximum Density 20 DU/AC

Clustering may be permitted provided the maximum density is not exceeded.

Specific densities and intensities, ratio of uses and implementation criteria will be contained in the zoning code.

(D) LOW DENSITY RESIDENTIAL - LDR

Provides for low-density residential units which are not necessarily convenient to shopping and employment areas. Density shall be between 2 to 8 units per acre.

Allowed Uses:

- Detached and attached single-family residential
- Parks, golf courses, recreational facilities
- Agriculture and silviculture uses are allowable interim uses until development approval is granted for a subject parcel, consistent with SESP Policy 1.8.
- Community facilities: community services and light infrastructure
- Neighborhood-scale commercial uses are allowed on corner lots to promote walk-to shopping. This use is intended to be the same scale, design and materials as the surrounding neighborhood. It is intended for the convenience of the surrounding neighborhood, and the design, parking and signage should reflect this intent.

Residential Densities:
Minimum Density 2 DU/AC
Maximum Density 8 DU/AC

Clustering may be permitted provided the maximum densities are not exceeded.

Specific densities and intensities, ratio of uses and implementation criteria will be contained in the zoning code.

(E) LARGE LOT SINGLE FAMILY RESIDENTIAL - LSF

Provide single-family residential uses in keeping with the rural character of outlying areas. This category is most likely not located conveniently to shopping and employment. Minimum size of lots will be 1/3 acre; maximum size of lots shall be 5 acres.

Allowed Uses:

- Detached single-family residential
- Golf courses and recreational facilities
- Agriculture and silviculture uses are allowable interim uses until development approval is granted for a subject parcel, consistent with SESP Policy 1..8.
- Community facilities: community services and light infrastructure.

Residential Densities:
Minimum Density 1 DU/5 AC
Maximum Density 3 DU/AC
Clustering may be permitted provided maximum densities are not exceeded.

(F) MIXED USE OFFICE/COMMERCIAL - MUOC

Provides for higher-intensity commercial uses that are more intense than uses located in Village Centers. Intended as activity centers and shall include public plazas and other amenities.

- Uses and intensities shall be designed for maximum internal capture of shopping and business trips.
- Maximum pedestrian accessibility internal to the office/commercial centers.
- Centers shall be designed to blend with TND/MDR districts.
- Provide mass transit accessibility if transit is available, and
- May have regional stormwater facilities.

Allowed Uses:

- Community facilities: community services, light infrastructure and post-secondary educational facilities
- Community Commercial uses (100,000 to 200,000 square feet)
- Regional Commercial (200,000 to 1 million square feet)
- Office- Allows office uses 10,000 square feet or greater. The intent is to allow commercial and service-oriented uses as an accessory use within an office building.
- Medium Density Residential in association with nonresidential uses.
- Hotels
- Medical facilities and institutional uses, including assisted living facilities. Hospitals may be permitted if based on design criteria such as access and building scale in relation to

adjacent uses, as described in the LDRs.
- Golf Courses
- Agriculture and silviculture uses are allowable interim uses until development approval is granted for a subject parcel, consistent with SESP Policy 1.8.

Maximum Floor Area Ratios:
2.0 F.A.R.

(G) MIXED USE INDUSTRIAL - MUI

Provides for the location of manufacturing, warehouses, distribution centers, and research and development uses, with some commercial uses allowed that are designed to accommodate the needs of the industrial park work force.

- Commercial uses shall be provided within walking distance of work place.
- Equal access for mass transit, automotive, bicycle and pedestrian modes of transportation shall be provided.

Allowed Uses:
- Community facilities
- Light and heavy industrial
- Research and development
- Showroom warehouses
- Office associated with industrial and distribution uses
- Retail designed to serve the work force of the industrial park
- Agriculture and silviculture uses are allowable interim uses until development approval is granted for a subject parcel, consistent with SESP Policy 1.8.

Maximum Floor Area Ratios:
1.0 for nonresidential uses

(H) OFFICE/RESIDENTIAL

The Office/Residential district shall contain a variety of office and residential uses that range from duplexes to townhouses to multi-family. The residential uses will be integrated with the office development. The Office/Residential district shall be located in areas where there is access to collector and arterial roadways, and where the emerging development pattern is not predominantly low-density residential. In order to provide for a more pedestrian-friendly environment that efficiently utilizes land area and provides for interaction between the uses, large expanses of surface parking will be discouraged in favor of shared parking, mid-block parking, and parking garages. Provision will be made to serve this district with mass transit. Commercial uses may be permitted as ancillary uses to the office uses and located within office buildings.

Agriculture and silviculture uses are allowable interim uses until development approval is granted for a subject parcel, consistent with SESP Policy 1.8.

Allowed Uses:
- Community facilities: community services, light infrastructure, and post-secondary
- Office uses- not to exceed 300,000 sq. ft.
- Commercial uses- not to exceed 10,000 sq. ft., contained within office building.
- Hotels- May be permitted based on design criteria such as access and scale of the building in relation to adjacent uses, as described in the LDRs.

Residential Densities:
Minimum Density 4 DU/AC
Maximum Density 16 DU/AC

Floor Area Ratio (F.A.R.):
Maximum F.A.R. of .25 for parcels greater than 20,000 sq. ft.
Minimum F.A.R. of 1.0 for parcels smaller than 20,000 sq. ft.

(I) SOUTHWOOD TOWN CENTER - TC

Designed to serve as the pedestrian-oriented urban center of Southwood, containing a wide range of commercial, entertainment,

residential, office and community services at urban intensities.

Development in the TC district may obtain a waiver from the requirements in the Environmental Management Ordinance/Environmental Management Act (EMO/EMA) for natural area, landscaping and buffers as long as a landscape plan is prepared that meets established minimum requirements provided it is consistent with the requirements in the Comprehensive Plan. Stormwater detention and treatment facilities for the TC district shall be designed in accordance with applicable standards and shall be located outside of the TC district in order to promote a compact pedestrian-oriented arrangement of land uses, except in situations where alternative sites for stormwater facilities are available that are consistent with the intent of the TC district. Local government shall conduct an environmental assessment at the time of an application for development or prior to rezoning consistent with Conservation Policy 1.1.1, in the TC district prior to designation of the boundaries of conservation and preservation areas, if present, within the TC district, to determine the extent and location of conservation and preservation features. The TC district shall be located so as to minimize the impact on conservation and preservation features consistent with Conservation Policy 1.3.11 [C].

Allowed Uses:

- Commercial, including retail, entertainment and hotel uses.
- Residential, including assisted living, at the full range of densities in LDR and MDR. Residential uses may be collocated with compatible nonresidential uses in the same buildings.
- Office.
- Institutional.
- Community Facilities, such as police/fire stations and churches.
- Agriculture and silviculture uses are allowable interim uses until development approval is granted for a subject parcel, consistent with SESP Policy 1.8.

Mixture of Uses:

Development within the TC district shall include a mixture of uses consistent with the following minimums:

- 60,000 square feet of commercial
- 200 residential units

Additional development may include any other uses permitted in the TC district, such as office, institutional/community facilities, medical and assisted living facilities. Maximum development shall be limited by the allowable densities and maximum Floor Area Ratios (FAR).

Residential Densities:

Minimum Density 2 DU/AC (no minimum density for residential uses second story and above for commercial or office uses)
Maximum Density 20 DU/AC

Specific densities and intensities, ratio of uses and implementation criteria, including standards to promote pedestrian-scale mixed-use development, will be included in the zoning code.

Maximum Floor Area Ratio:

2.0 F.A.R.

Minimum Floor Area Ratio:

0.25 F.A.R.

(J) MIXED USE EDUCATIONAL/INSTITUTIONAL - MUEI

Provides for educational, institutional and civic uses, and related activities including residential, which includes assisted living, office, sports and recreation, and related commercial uses, which include inns and hotels.

Allowed Uses:

- Schools, colleges and universities, museums, and civic facilities.
- Residential, including assisted living at the full range of densities in LDR and MDR.
- Sports and recreation facilities.
- Related supporting commercial facilities, including office, retail, inns and hotels.
- Agriculture and silviculture uses are allowable interim uses until development approval is granted for a subject parcel, consistent with SESP Policy 1.8.

Residential Densities:
Minimum Density 2 DU/AC
Maximum Density 20 DU/AC

Maximum Floor Area Ratio:
1.0 F.A.R.

Minimum Floor Area Ratio:
0.25 F.A.R.

(K) HISTORIC HOUSE OVERLAY (HHO)

The existing main house on the Southwood property is a historical resource within the Southeast Sector Planning Area. In order to preserve the character of the house and its grounds while providing for its future use as a component of the development in the Southeast Sector Planning Area, the Southwood PUD shall establish an overlay zoning district on the house and surrounding grounds. The allowable uses within the overlay district shall be those uses allowed within the LSF district. The following additional uses shall also be allowed within the HHO district so long as the design is compatible with the surrounding LSF uses and the historic nature of the house:

- Bed and Breakfast Inn
- Restaurant
- Conference Center

Policy 1.3: [L]-Transportation (REV. EFF. 7/7/99; REV. EFF. 11/26/21)

Transportation guidelines for the Southeast Sector Plan shall be as follows:

Transportation systems shall be designed to promote alternatives to single-occupancy vehicle travel and to capture internal trips. Emphasis will be placed on designing commercial, office, employment and higher-density residential areas to be pedestrian and bicycle friendly. Emphasis will also be placed on alternative transportation modes.

(a) Right of way shall be planned and dedicated for the ultimate laneage needed based on total build-out of the plan.
(b) If mass transit is available or planned within the plan horizon for the Tallahassee-Leon County Comprehensive Plan, Mass transit routes shall be included along major roadways in coordination with Star Metro.
(c) All land development shall provide for bicycle and pedestrian modes of transport.
(d) Traffic-calming devices will be utilized along roadways in areas with high pedestrian activity.
(e) Access to canopy roads can only be permitted for uses other than medium or high density residential uses, commercial, office uses, and then only if there is no access to an alternative roadway and one cannot be secured. New access points must be configured to share access.
(f) Access management standards will be developed and implemented for all roadways.
(g) Use of roundabouts will be encouraged at intersections.
(h) A 100 foot tract on both sides of the centerline of Old St. Augustine Road shall be dedicated to the City of Tallahassee along the entire

length of the property in excess of 200 acres in common ownership adjoining Old St. Augustine Road between Capital Circle and the Urban Service Area boundary. For properties in common ownership in excess of 200 acres, access to Old St. Augustine Road within the Southeast Sector Study Area will be limited to the following: 1) the tract of land referred to in Section I of Policy 1.2; 2) a new north-south roadway up to 1/2 mile west of Southwood Plantation Road. This intersection with Old St. Augustine Road will be a four-way stop unless a more efficient design can be developed that provides the maximum protection for the canopy on Old St. Augustine Road; 3) Southwood Plantation Road.

(i) The recommendations that are produced by the Scenic Vista and Conservation Easement Acquisition Plan will be taken under advisement by the developer when designing development adjacent to Old St. Augustine Road.

(j) The Transportation Element will be amended to reflect the transportation network needed to serve development within the Southeast Sector Planning Area.

(k) Any alignment of a limited-access roadway/parkway shall be required to follow the Comprehensive Plan amendment process and be consistent with the Long Range Transportation Plan.

(l) In order to protect the traffic capacity of Capital Circle within the Southeast Sector Planning Area, the Capital Circle Access Points plan is established and shall be implemented by LDRs. Subdivisions adjoining Capital Circle shall not allow creation of parcels with sole access to Capital Circle (see Figure 10.B).

Add4: [L] - Open Space/Greenways

(REV. EFF. 7/7/99)

The Southeast Sector Plan shall contain a pooled open space/greenway concept that will contain the majority of the open space requirements within a connected corridor. The following guidelines will be used in mapping the open space/greenway corridor:

(a) All conservation and preservation areas within the Southeast Sector Planning Area shall be mapped and protected consistent with Conservation Objective 1.3 and its implementing policies. In addition, the mapping of the open space/greenway corridor shall consider the location of conservation and preservation areas, except significant grades. Interconnected areas that best protect the conservation and preservation features of the area and provide open space will be included in the open space/greenway corridor. Consistent with the supporting data and analysis, such corridors shall constitute at least twenty-two percent of the Southeast Sector Planning Area. The City and the County will make all efforts to connect open space and greenways outside the Southeast Sector Planning Area to the open space/greenway system within the Southeast Sector Planning Area.

(b) Conservation and preservation areas shall be protected as required by the Comprehensive Plan.

(c) The mapped open space/greenway area will be generally mapped for the sector plan. Field verification of

the exact delineation shall be conducted by a qualified biologist and approved by the Growth Management Department that has jurisdiction at the time development permits are sought.

(d) The following uses will be allowed and designated in the mapped open space/greenways areas:

(1) Passive recreation - Improvements that are natural resource-oriented, such as hiking and biking trails, boat landings and passive parks, may be constructed in passive recreation areas. Public access will be assured in designated passive recreation areas.

(2) Stormwater management facilities may be located in designated open space areas. This does not preclude the possible locating of stormwater facilities in preservation or conservation areas. Each facility and site must be evaluated individually in terms of impacts. The beneficial functioning of each preservation or conservation area is to be preserved. All stormwater facilities must meet the requirements of the EMA and EMO and must be consistent with the comprehensive plan.

(3) Wildlife management areas.

(4) Public roadways and utilities may cross through these areas if no alternative route can be secured.

(5) Golf courses (active recreation) are not permitted in conservation/preservation areas or in open space/greenways, but they may abut open space/greenways and conservation and preservation areas. Golf courses may cross these areas so long as the crossing does not adversely affect such areas and is consistent with the comprehensive plan.

All open space/greenway corridors shall have a management plan approved by the local government with jurisdiction that maintains these open space/greenway areas to protect the values for which these areas were designated. This may include but not be limited to: aesthetic open space, wildlife habitat, interconnection, preservation of floodplains and protection of conservation and preservation areas.

(e) Open space/greenway corridors may be privately owned or dedicated to the public by conveyance to a general or special purpose local governmental entity, or be designated as part of the statewide system of greenways and trails pursuant to State law. Privately owned, open space/greenway corridor areas shall, at a minimum, guarantee designated public trail access in perpetuity at the time of development.

It is also the intent to assure the long-term viability of open space areas and conservation and preservation areas through the proper management of these areas. Open space, conservation and preservation areas are valuable amenities to developing areas. It is intended that agriculture and silviculture uses will continue in the Southeast Sector Planning Area up to the point that individual tracts are converted to urban land uses. It is expected that agriculture and silviculture uses will be compatible with the long-term viability of planned open space, conservation, and preservation areas with proper management. It is also expected that the amenity value of those natural resources for urban development will be far greater than their agriculture or silviculture values.

Policy 1.5: [L] – Interrelationships

(REV. EFF. 7/7/99; REV. EFF. 8/25/08)

The interrelationship between the sector plan, the Comprehensive Plan, and the implementing PUDs is defined as follows:

- The Southeast Sector Plan shall focus on land use decisions that avoid the promotion of strip commercial development along arterial roadways. The implementing PUDs for this sector plan shall be designed to avoid strip commercialization of arterial roadways. The sector plan shall reflect land uses along arterials, which do not promote strip commercial development.
- An objective and policies setting the guidelines for the development of the Southeast Sector Planning Area shall be adopted into the Comprehensive Plan.
- Within the implementing PUDs the Southeast Sector Planning Area may contain architectural controls, densities, intensities and criteria specific to each implementing PUD district provided for in Policy 10.1.2 [L].
- Specific criteria related to development districts, transportation, access management, architectural controls and specific development standards will be contained within the applicable LDRs implementing PUDs.
- The mapped open space requirements will count as the open space required in the EMO/EMA. Any open space dedicated outside the mapped area must meet all EMO/EMA requirements. The 10% site design alternative of the EMO/EMA will not be allowed in the Southeast Sector Planning Area
- Parcels that contain significant grades may be developed as long as best management practices are used, such as off-grade construction, minimum-grade changes and structures designed to accommodate the slopes.
- All land uses that border the study area shall be consistent with the adjacency requirements in the Comprehensive Plan.
- Access to canopy roads can only be permitted for low-density or large-lot single-family residential uses and only if there is no access to an alternative roadway and one cannot be secured. Roadways within the Southeast Sector Plan will be designed so that access to canopy roads will not be necessary.
- With the approval of the regulating authority, individual small closed basins within the DRI boundary may be aggregated into larger closed basin perimeters. The closed basin requirements of the Environmental Management Ordinance/Environmental Management Act (EMO/EMA) will apply within these larger closed basin areas, however, the Developer will have the flexibility to convey water between the smaller depressions within the boundary of the individual aggregated closed basin perimeters. Inter basin transfers out of any aggregated closed basin perimeter will not be allowed without a variance from the inter basin transfer restrictions in the EMO/EMA. Such a variance may be approved only if condition (c) of (3) of subsection 4.2.(3)(c) of the EMO/condition (c) of Article VII Section 10-188 of the EMA is met. If the receiving basin is itself a closed basin, pre/post volume control and all other closed basin requirements of the EMO/EMA will apply to the receiving basin.
- The applicant may request approval for a minor amount of development that may proceed prior to the issuance of the final development order. This development will consist of a sales office, limited commercial/office development and a limited number of model homes. This area will not exceed 25 acres (exclusive of

right of way) and will meet access, environmental and Comprehensive Plan policy requirements. The specific amount of development that can occur pursuant to this policy shall be identified in the DRI Development Order.

Policy 1.6: [L] – Implementation

(EFF. 5/20/96; REV. EFF. 8/25/08)

A framework for detailed implementation of the development standards and requirements will be contained in the implementing PUDs. They shall include but not be limited to:

- Detailed definition of each district area in the zoning code. Also included will be design, development, transportation and density requirements for each district in sufficient detail to accomplish the intent of each district.
- Detailed criteria developed in order to adequately implement all the bicycle, pedestrian, access management and roadway design guidelines listed in the transportation guidelines policy (10.1.3).
- Access management criteria developed and implemented through the zoning code. It shall address access for all modes of transportation and shall include but not be limited to pedestrian, bicycle, mass transit, emergency vehicle, disabled, and car/van pooling.
- Unless otherwise specified in the Southeast Sector Plan amendment, the procedures and requirements in the Comprehensive Plan will be applicable to this area.

Policy 1.7: [L] - Specific Southeast Sector Land Development Regulations (EFF. 5/20/96)

The LDRs related to specific requirements will be amended to reflect any criteria or requirements related to environmental constraints specific to the Southeast Sector Plan guidelines, as adopted in the Comprehensive Plan.

Policy 1.8: [L] - Agriculture and Silviculture Uses (REV. EFF. 7/7/99)

It is the intent of the requirements in this amendment to ensure that land identified for urban development within the time frame of the Comprehensive Plan is available for development and will not be encroached upon by incompatible land uses. It is also the intent to assure the long-term viability of open space areas and conservation and preservation areas through the proper management of these areas. Open space, conservation and preservation areas are valuable amenities to developing areas. It is intended that agriculture and silviculture uses will continue in the Southeast Sector Planning Area up to the point that individual tracts are converted to urban land uses. It is expected that agriculture and silviculture uses will be compatible with the long-term viability of planned open space, conservation, and preservation areas through proper management. It is also expected that the amenity value of those natural resources for urban development will be far greater than their agriculture or silviculture values.

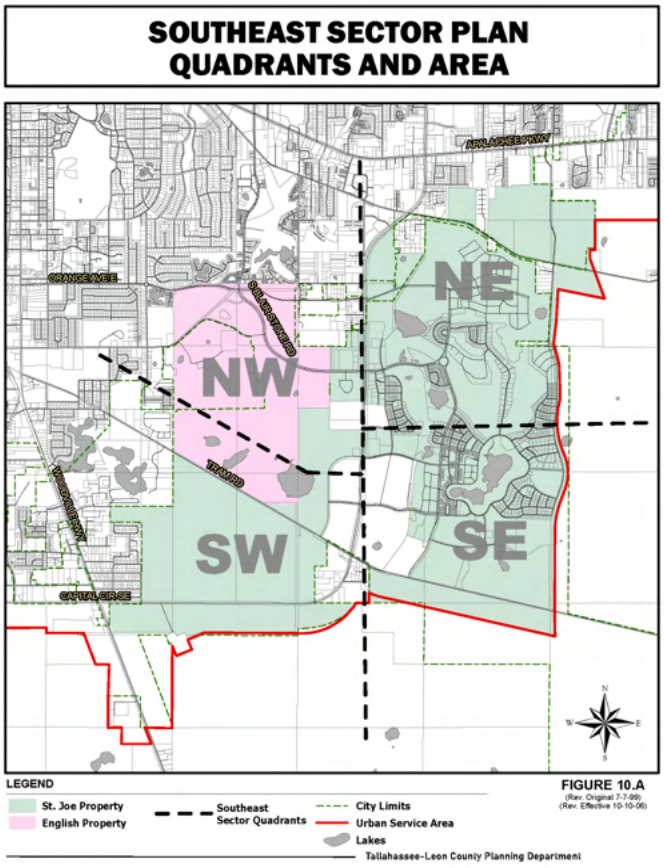
(1) Agriculture and silviculture will be recognized as an allowable interim use in all land use categories within the Southeast Sector Planning Area.
(2) As soon as local government site plan or subdivision approval is granted for any portion of property within the Southeast Sector Planning Area, agriculture and silviculture activities shall cease to be allowable activities on the land for which local government approval has been granted and shall be phased out as set forth in the development order approving the

site plan or subdivision plat. This elimination of agriculture and silviculture uses is intended to apply to parcels of land identified within the subdivision or site plan and to all land included in these parcels, such as land proposed to serve as buffer or open space.

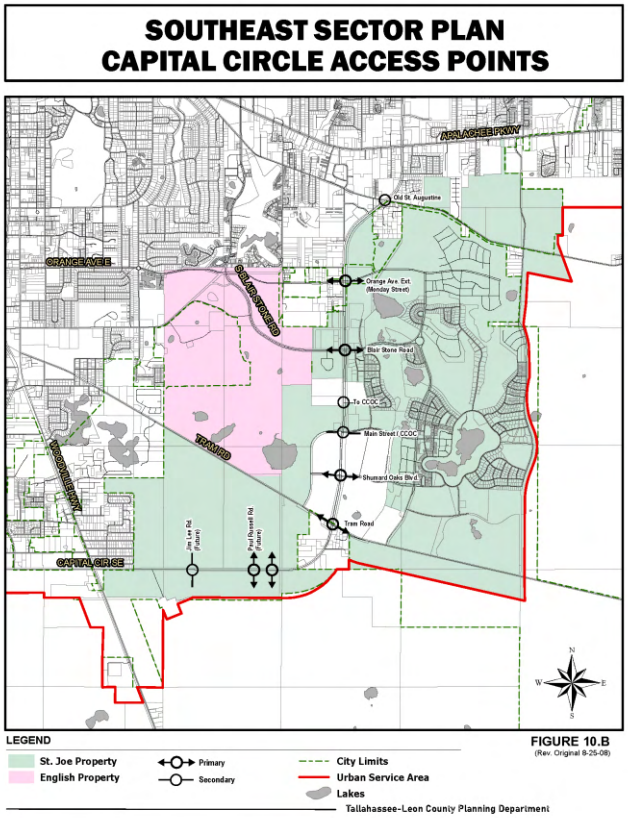
(3) Prior to subdivision or site plan approval, agriculture and silviculture uses shall be allowed to continue within the Southeast Sector Planning Area in accordance with "1993 Silviculture Best Management Practices," Florida Department of Agriculture and Consumer Services, or its successor, and existing local government ordinances.

(4) Timber harvesting activities shall not be conducted until such time as the landowner has obtained a timber harvesting permit in accordance with the environmental and stormwater management ordinances of the appropriate local government.

Map 1: Southeast Sector Plan, Quadrants and Area

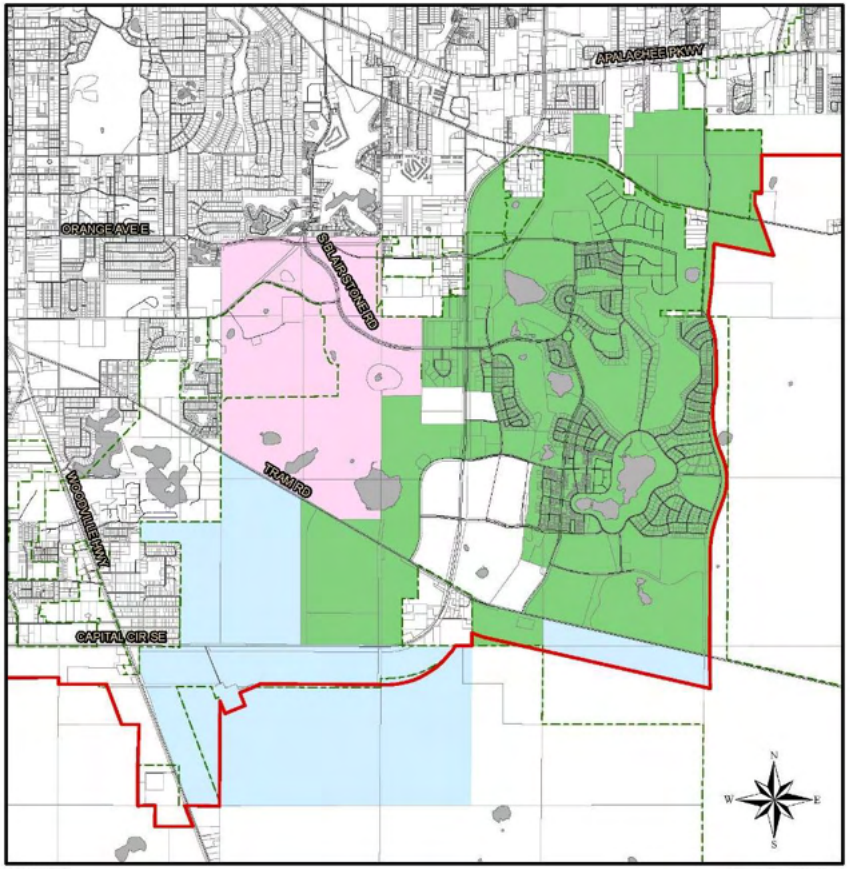


Map 2: Southeast Sector Plan, Capital Circle Access Points



Map 3: Southeast Sector Plan, Planned Development

SOUTHEAST SECTOR PLAN
PLANNED DEVELOPMENT



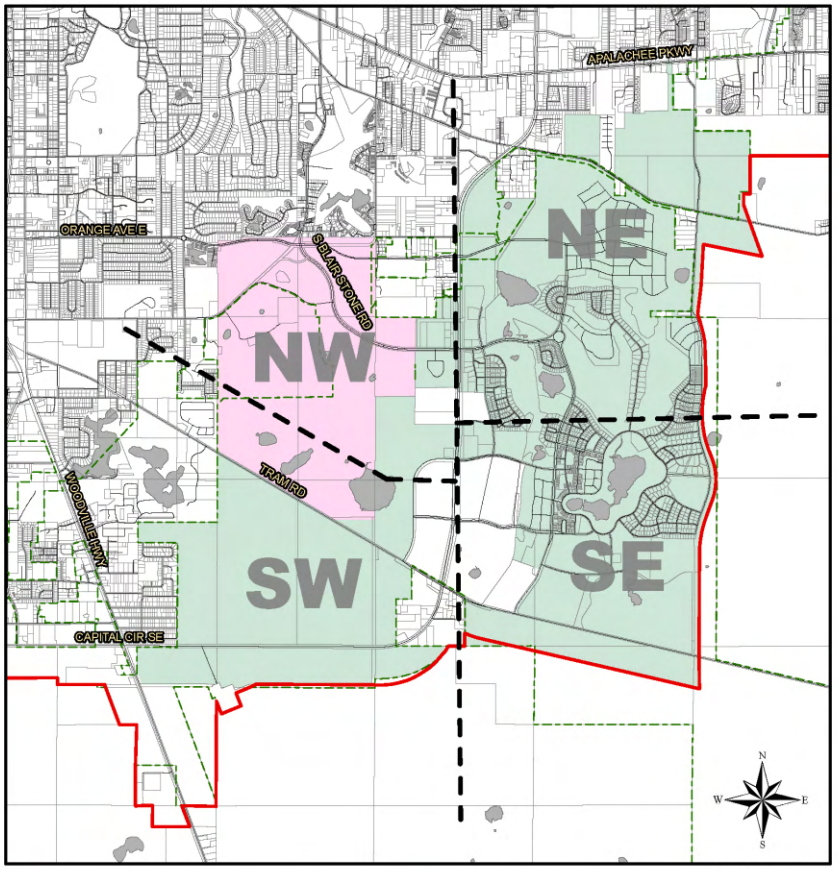
LEGEND

- St. Joe Property
- English Property
- Southwood DRI
- City Limits
- Urban Service Area
- Lakes

Tallahassee-Leon County Planning Department

FIGURE 10.C
(Rev. Original 7-7-99)
(Rev. Effective 10-10-06)

SOUTHEAST SECTOR PLAN
QUADRANTS AND AREA



LEGEND

- St. Joe Property
- English Property
- Southeast Sector Quadrants
- City Limits
- Urban Service Area
- Lakes

Tallahassee-Leon County Planning Department

FIGURE 10.A
(Rev. Original 7-7-99)
(Rev. Effective 10-10-06)

Welaunee Critical Area Plan

WELAUNEE CRITICAL AREA PLAN

Goal 1: [L] (EFF. 12/10/02)

Guide planned development within the Welaunee Critical Planning Area through implementation of a critical area plan which includes a mixture of integrated land uses that are predominantly self-supporting rather than dependent upon public funding, places a greater emphasis on pedestrian mobility and transportation alternatives, provides new employment opportunities near major transportation arteries and protects natural systems in an urbanized setting.

Objective 1.1: Planned Development through 2020 (EFF. 12/10/02)

By 2020, the Welaunee Critical Planning Area may develop in the portions which are south of Interstate 10 ("Toe") and south of Miccosukee Road and north of U.S. 90 ("Heel") with a development pattern that includes predominantly walkable neighborhoods, mixed-use centers, a major employment center, diversity of housing choices, protection of conservation and preservation areas, and a transportation system which accommodates both vehicular and non-vehicular transportation.

Policy 1.1.1: Plan Overview for Toe and Heel

(EFF. 12/10/02; REV. EFF. 7/20/05; REV. EFF. 8/27/17)

The Toe and Heel shall develop as new mixed-use communities that provide employment opportunities, protect natural resources in an urbanized setting and emphasize pedestrian mobility and transportation alternatives. The intent of this policy is to locate employment and shopping in close proximity to residential land uses, provide activities that serve area residents as well as shoppers and employees from outside the area, offer housing to diverse socio-economic groups, establish recreation, educational, and cultural activities nearby, reduce automobile dependency of residents and employers, place public transportation facilities in population and employment centers, and protect natural systems within the context of a mixed-use built environment. The intent of this policy will be achieved through phased development consistent with these guidelines:

(1) A buildout population of approximately 5,950 for the Toe and 4,600 for the Heel.

(2) A buildout employment of approximately 1,240 jobs in the Toe and 3,560 jobs in the Heel.

(3) Development which reflects the following general allocation of land uses on an acreage basis:

(A) Residential uses on 35 percent to 45 percent of the Toe and 30 percent to 40 percent of the Heel.

(B) Retail and office uses on 3 percent to 8 percent of the Toe and retail, office and light industrial uses on 15 percent to 25 percent of the Heel.

(C) Primary open space and recreation uses (excluding the Miccosukee Canopy Road Greenway) on 15 percent to 25 percent of the Toe and 20 percent to 30 percent of the Heel.

(D) Community facilities and institutional, educational, civic and similar uses on 15 percent to 25 percent of the Toe and 10 percent to 20 percent of the Heel.

(4) The Toe and Heel may develop in phases consistent with necessary infrastructure and services and, for the Heel, consistent with the phasing schedules on Table 13-2, which is based on projections of

densities and intensities of use derived from the corresponding acreage. Sub phases or stages of each phase may be developed in separate PUDs. The Toe and the Heel may be developed concurrently. Table 13-2 is attached as part of this Objective.

(5) A comprehensive plan amendment shall be required in order to exceed the projected total number of residential units or the projected total nonresidential square footage for the Heel, as set forth in Table 13-2. Such an amendment shall be consistent with the requirements of Objective LU 6.2 and its supporting policies.

(6) Development will comply with any ordinances in effect at the time of development that address the need for affordable housing. In addition, development shall comply with any other applicable requirements at the time of development.

(7) Specific guidelines and requirements for land use categories, transportation, access management, and other specific design standards shall be included in one or more PUD Concept Plans applicable to the Toe or Heel, respectively. Each PUD Concept Plan shall be adopted by the local government with jurisdiction before any development may take place on the parcel or tract included in the PUD Concept Plan, except as otherwise allowed pursuant to Policy LU 6.2.4. Each PUD Concept Plan shall be consistent with development guidelines and general design standards herein.

(8) Land Use Goal 13, its supporting objectives, policies and data and analysis, and all activities undertaken leading to and including adoption, is not intended to be considered evidence of a unified plan of development for purposes of §380.0651(4), F.S.

(9) The Toe and Heel will be developed with the infrastructure required to serve permitted development, including but not limited to water, sewer, stormwater management and on-site and off-site transportation mitigation, consistent with this Comprehensive Plan and all applicable regulations.

(10) Development within the Toe and Heel shall be aggregated under the City's concurrency regulations, as currently interpreted and applied by the City; unless, at some time in the future, the concurrency regulations are revised so that aggregation is not required for such development.

NOTE: Notwithstanding the above, the Heel may be developed under Policy LU 13.1.9, in which case the guidelines stated above will be adjusted to reflect the requirements of Policy LU 13.l.9.

Policy 1.1.2: Primary Open Space Systems and Greenways (EFF. 12/10/02; REV. EFF. 7/20/05)

The primary open space systems for the Toe and Heel are defined as connected, continuous networks of open space. They constitute fundamental building blocks of these planned communities and are intended to serve multiple purposes in an urbanized setting, including but not limited to protection of conservation and preservation areas. Primary open space systems may include but are not limited to conservation and preservation areas, buffers for environmentally sensitive areas, pathways to facilitate pedestrian and bicycle mobility, aesthetic open space, passive recreation opportunities and community gathering places. Primary open space systems, together with

other green spaces set aside to meet the Urban Forest and landscape requirement shall also meet the requirements of the comprehensive plan, Chapter 5, Environmental Management, Tallahassee Land Development Code or the Leon County EMA, whichever is applicable. The intent of this policy will be achieved through implementation of the following guidelines:

(1) Prior to approval of the first PUD Concept Plan on the Toe or the Heel, except as allowed by policy LU 6.2.4, a Natural Features Inventory consistent with the requirements of Chapter 5, Environmental Management, Tallahassee Land Development Code and the Leon County EMA, whichever is applicable, shall be submitted for the entire Toe or the entire Heel respectively.

(2) Credits for open space, wetland mitigation, slope mitigation, stormwater management or urban forest requirements may be requested outside of individual parcels or tracts under review but elsewhere within the Toe, or Heel, respectively.

(3) Areas with severe and significant slopes that are not located in the primary open space systems shall be protected in site-specific plans in accordance with the Comprehensive Plan, Chapter 5, Environmental Management, Tallahassee Land Development Code and the Leon County EMA, whichever is applicable.

(4) Wetlands, watercourses and water bodies, except Dove Pond, shall be protected by a 50-foot natural buffer from the jurisdictional wetland line where adjacent to developable land. If Dove Pond is not included as part of a regional stormwater management system to provide flood protection for downstream off-site properties as provided by Policy LU 13.1.5 and Policy LU 13.1.7, then Dove Pond shall be protected by a 50 foot natural buffer from jurisdictional wetlands where adjacent to developable land.

(5) The primary open space systems shall be open to the general public and be designed to provide connections with the Miccosukee Canopy Road Greenway at multiple locations, and to integrate internal recreational multi-use paths with the greenway's trails. Connections to future regional greenways shall be considered in the design of the primary open space systems.

(6) The primary open space systems shall be designed to provide additional buffering as established in PUD Concept Plans for designated canopy road protection zones, in addition to the required 100-foot setback, where feasible.

(7) The primary open space system in the Heel may include a portion of the existing Miles Johnson Road with the consent of the local government with jurisdiction and construction of new roads adjacent to and on each side of the Miles Johnson Road roadbed and canopy.

(8) Primary open space may be privately owned, or be dedicated to the public by conveyance to a general- or special-purpose local governmental entity; or be designated as part of the statewide system of greenways and trails pursuant to state law. Privately owned open space/greenways shall, at a minimum, guarantee designated public trail access in perpetuity at the time of development. All required conservation easements will be placed over the conservation and preservation areas in accordance with local government regulations.

(9) The primary open space systems shall each have a management plan approved

by the local government with jurisdiction in order to protect the values for which they were designated. The management plans may be adopted in phases so long as they are consistent with one another. Protection of the primary open space systems, including any preservation or conservation areas located within them, shall be provided by conservation easements and other measures consistent with Chapter 5, Environmental Management, Tallahassee Land Development Code or the Leon County EMA, whichever is applicable, except as otherwise provided by Policy LU 13.1.5 and Policy LU 13.1.7. Conservation easements within the City will be required consistent with City Growth Management Department's written policy. Conservation and preservation areas placed in conservation easements may be used toward satisfying the urban forest/ landscaping requirements of Chapter 5, Environmental Management, Tallahassee Land Development Code or the Leon County EMA, whichever is applicable.

(10) Acreage in the primary open space systems shall be counted toward satisfying the open space requirement established in PUD Concept Plans as provided by Policy LU 13.1.7.

(11) The following guidelines shall apply to uses within the primary open space systems as established in PUD Concept Plans:

(A) Passive recreation improvements that are natural resource-oriented, such as hiking, biking and riding trails and passive parks, may be constructed in the primary open space systems. Also allowable are community facilities such as bandshells, amphitheaters, gazebos and other improved gathering places if designed for non-vehicular and pedestrian access only, provided these activities are reviewed and approved as part of the management plan required for the conservation easement, when these activities are located such that impact to the conservation and preservation area is minimized and at the same time the overall purpose of the conservation easement is protected.

(B) Wildlife management areas may be included in the primary open space systems with protective measures addressed in the management plans, in accordance with Chapter 5, Environmental Management, Tallahassee Land Development Code or the Leon County EMA, whichever is applicable.

(C) Public roads and utilities may cross through the primary open space systems if no alternative route can be secured and impacts are minimized. Except for existing roads and specifically located existing road access easements, subject to the requirements of Policy LU 13.1.4 (2)(B) (related to an additional access to Miccosukee Road), the location of the roads shown on Figures 13-3, Toe Generalized Transportation Plan and Figure 13-4, Heel Generalized Transportation Plan, are approximate.

(D) Stormwater management facilities may be located in the primary open space systems subject to design criteria in the PUD Concept Plans and consistent with protection of conservation and preservation features pursuant to the Comprehensive Plan and Chapter 5, Environmental Management, Tallahassee Land Development Code

or the Leon County EMA, whichever is applicable. Dove Pond may be utilized as part of a regional stormwater management system to provide flood protection for downstream off-site property owners in the Tri-Basin Study Area as provided the criteria in Policy LU 13.1.5 (4) and Policy LU 13.1.7 are met. Each other stormwater management facility must be evaluated in terms of impacts and meet the requirements of the Comprehensive Plan and Chapter 5, Environmental Management, Tallahassee Land Development Code or the Leon County EMA, whichever is applicable. If stormwater facilities are contained within the primary open space, then the public or private agency responsible for maintenance shall be allowed to perform necessary maintenance of these facilities consistent with each facility's level of service. Conservation and preservation areas are not to be used as conveyances for increased stormwater rates from development. The Stormwater Facilities Master Plan shall identify areas where drainage easements will be needed for proper maintenance of stormwater conveyances located within conservation and/or preservation areas.

(E) Access facilities for canoes and other watercraft without internal combustion engines may be located in the primary open space system. Fueling facilities shall not be allowed. If access facilities are located in conservation or preservation areas these activities shall be reviewed and approved as part of the management plan required for the conservation easement, when these activities are located such that impact to the conservation and preservation area is minimized and at the same time the overall purpose of the conservation easement is protected.

(12) The cemetery in the Toe shall be protected as provided by state law. The churches owning the cemetery should fence the cemetery and prohibit disturbance.

Policy 1.1.3: Land Use (EFF. 12/10/02; REV. EFF. 7/20/05; REV. EFF. 8/27/17)

The Toe and Heel shall contain an integrated mixture of uses that allows a broad range of residential, commercial, office, employment, recreation and civic, institutional and community uses with varying densities and intensities of use. The intent of this policy is to create a community pattern of multiple neighborhoods that are compact and walkable, with a mixture of uses, diversity of housing types and prices, and interconnected fine-grained street systems. A mix of uses should be encouraged throughout each phase of development and at buildout. Neighborhood densities and development intensities generally should be arranged in a hierarchical continuum radiating from center to edge. Pedestrian accessibility should be given precedence over automobile convenience as established in PUD Concept Plans.

(1) Land uses in the Toe and Heel shall be assigned on the basis of the following categories as established in PUD Concept Plans:

(A) EMPLOYMENT CENTER

Employment centers shall be located proximate to major transportation arteries in order to provide jobs for residents as well as regional employment opportunities. Employment centers are intended to

contain a mix of uses and not be a single-use environment. They shall be designed with shared parking opportunities for nonresidential uses that have peak parking demands other than during normal office hours. An employment center shall range in size between 15 acres and 150 acres. Allowable uses include office, hotels and inns, light industrial, warehousing and distribution, laboratories, research, printing, banks, retail, restaurants and cafes, infrastructure including stormwater management facilities, civic, religious and institutional uses and educational uses. Residential uses shall not be allowed except when located above the ground floor in mixed-use office buildings.

Development intensities shall range from 8,000 square feet per acre to 15,000 square feet per acre. Ground-floor, pedestrian-friendly uses should be included to provide walk-to shopping opportunities. A minimum five percent on-site open space requirement shall be required for each preliminary plat in an employment center.

(B) TOWN CENTER

Town centers shall be planned as compact, efficient nodes. Traffic calming measures such as onstreet parking, buildings close to the road with parking in back, streetscape, and other such solutions shall be utilized to create a pedestrian-friendly, walkable center. A town center shall range in size between 10 to 30 acres and contain uses that serve surrounding neighborhoods as well as those traveling through the area. Uses shall be mixed horizontally and vertically to the maximum extent feasible. It is the design intent to plan for multiple storefronts and multiple retailers in town centers so all of the available retail space is not aggregated into one or two “big-box” stores. Allowable uses include office, retail, restaurants, bed and breakfasts, hotels and inns, theaters and other entertainment venues, specialty retail, grocery stores, residential, home occupational uses, and civic, religious and institutional uses (including day care services for children and adults).

Development intensities in town centers shall range from 8,000 square feet per acre up to 20,000 square feet per acre. Residential densities shall be allowed up to 16 dwelling units per acre with no minimum density required. Residential uses shall be encouraged above ground-floor retail and other nonresidential uses. Town centers shall be planned on a block system with a gridded road network and on-street parking.

Stormwater management facilities shall be located outside of town centers to promote a compact, pedestrian-oriented development pattern except where alternative sites for stormwater facilities are not reasonably available. Community open space in the form of public squares and greens shall be planned as a focal point for a town center. No minimum on-site open space shall be required on each preliminary plat.

(C) NEIGHBORHOOD CENTER

Neighborhood centers shall allow small retail, specialty retail, office, restaurants, services, residential and other uses (including day care services for children and adults) that

support residential uses within a neighborhood. These centers are also intended to function as a neighborhood focal point and are envisioned to have churches, town squares, and other civic, religious, and institutional uses. The neighborhood centers shall range in size from 5 to 8 acres and shall be designed to create a pedestrian-friendly environment. Traffic calming measures, such as on-street parking, buildings up close to the road with parking in back, streetscape, and other such solutions, shall be utilized to create a pedestrian-friendly, walkable center.

Development intensities in the neighborhood center shall range from 4,000 square feet per acre to 12,500 square feet per acre. The maximum residential density in the neighborhood center shall be 16 units per acre. No minimum density shall be required. Residential uses shall be encouraged above ground-floor retail and other nonresidential uses. Community open space in the form of village squares and village greens shall be planned as the focal point of a neighborhood center. No minimum on-site open space shall be required for each preliminary plat.

(D) MULTI-FAMILY RESIDENTIAL

Multi-family residential areas shall include residential units with a maximum density of 16 units per acre and a minimum density of 8 units per acre. Allowable uses include town homes, apartments, condominiums and other multi-family uses, single-family attached and detached residential units, office as a ground-floor use with residential uses above or in a live-work unit, civic, religious and institutional uses, infrastructure including stormwater management facilities, parks and recreation. A minimum 10 percent on-site open space shall be required on each preliminary plat.

(E) RESIDENTIAL HIGH DENSITY

Residential high-density areas should be within easy walking distance of town and neighborhood centers and/or arranged along either side of some of the internal roads. The maximum allowable density shall be 10 units per acre and the minimum density should be 4 units per acre. Allowable uses include residential, civic, religious and institutional uses, parks and recreation, and infrastructure including stormwater facilities. A minimum of 10 percent on-site open space shall be required on each preliminary plat.

(F) RESIDENTIAL MEDIUM DENSITY

Residential medium density areas shall include single-family residential uses up to a maximum density of 4 units per acre with a minimum density of 2 units per acre. Allowable uses include residential, parks, open space and other recreational uses, civic, religious and institutional uses and infrastructure including stormwater facilities. These areas shall have an interconnected local road system with a range of lot sizes. A minimum of 15 percent on-site open space shall be required on each preliminary plat.

(H) RESIDENTIAL LOW DENSITY

Residential low-density areas shall include single-family residential uses with a maximum density of 2.5 units per acre and a minimum of 1 unit per acre. Allowable uses include

residential, parks, open space and other recreational uses, civic, religious and institutional uses and infrastructure including stormwater facilities. A minimum of 15 percent on-site open space shall be required on each preliminary plat.

(I) RESIDENTIAL ESTATE

Residential estate areas shall include single-family residential uses up to a density of up to 1 unit per acre. Allowable uses include residential, parks, open space and other recreational uses, civic, religious and institutional uses and infrastructure including stormwater facilities. A minimum of 15 percent on-site open space shall be required on each preliminary plat.

(J) SCHOOLS AND COMMUNITY USES

The school and community uses category is intended for public and private schools, as well as a broad range of community, civic, religious and institutional uses, including but not limited, to libraries, fire stations, police stations, civic educational centers, places of worship and supporting uses, community centers and clubhouses. School support facilities are also allowable, and include but are not limited to, play fields, gymnasiums, and other education-related uses. A minimum of 15 percent on-site open space shall be required on each preliminary plat.

(2) Land uses should develop on the Toe, shown in Figure 13-1, consistent with the following locational criteria as established in PUD Concept Plans:

(A) One or more town centers should be located at strategic points along Welaunee Boulevard with no more than one each in the eastern and western sections.

(B) One or more neighborhood centers should be located at strategic points along Welaunee Boulevard with no more than one each in the eastern and western sections.

(C) Town and neighborhood centers shall be located within a one-quarter mile walking radius from the majority of the denser residential areas.

(D) Town and neighborhood centers, higher-density residential areas and the primary open space system shall be located proximate to school and community uses when feasible.

(E) School and community uses shall be located proximate to town or neighborhood centers, higher density residential areas and the primary open space systems when feasible.

(F) Residential medium density areas generally shall be located within one-quarter mile walking distance from town and neighborhood centers.

(G) Residential low density and residential estate areas shall be located outside the one-quarter mile walking radius from town and neighborhood centers. Residential areas adjacent to the Miccosukee Canopy Road Greenway or along currently designated canopy roads shall be either residential low density or residential estate.

(H) Institutional uses (including but not limited to an elementary school, senior citizens' activity center, assisted living facility, adult living facility, rehabilitation center, and adult care/memory unit) may be located in any land use district in the Toe.

(3) Unless developed pursuant to Policy LU 13.1.9, land uses should develop on the Heel, shown on Figure 13-2, consistent with the following locational criteria as established in PUD Concept Plans:

(A) Employment centers should be located as follows:

(i) An employment center should be proximate to the interchange of Interstate 10 and U.S. 90 and be compatible with nearby residential and mixed-use development. This employment center shall have direct access to an arterial, which will traverse the Heel.

(ii) An employment center should be located in the southern section of the Heel with direct access to U.S. 90. To minimize traffic loadings on U.S. 90, this employment center shall be connected to the Heel by internal roadways.

(B) No more than one town center may be located in the central section of the Heel proximate to residential areas. Employment centers should be located preferably within a one-quarter mile walking radius of the town center to provide restaurants, services, retail and other uses for employees.

(C) No more than two neighborhood centers may be located in the northern section of the Heel within a one-quarter mile walking radius of nearby residential development. No more than one neighborhood center may be located in the central section of the Heel.

(D) Town or neighborhood centers shall be located at the center of a one-quarter mile walking radius from the majority of the denser residential areas.

(E) School and community uses shall be located proximate to town or neighborhood centers, higher density residential areas and the primary open space system when feasible.

(F) Residential areas adjacent to the Miccosukee Canopy Road Greenway or along currently designated canopy roads shall be either single-family residential low density or single-family residential estate.

(G) Residential estate areas should be located in the northeastern section of the Heel adjacent to existing estate-type rural residential areas on adjacent lands.

Policy 1.1.4: Transportation

(EFF.12/10/02; REV.EFF.7/20/05; REV. EFF. 8/27/17)

The transportation systems on the Toe and Heel, in addition to the arrangement of land uses, shall be designed to capture internal trips, promote alternatives to single-occupancy vehicle travel and support a mixed-use development pattern. The transportation network for the Toe and Heel shall support and enhance livable community concepts while meeting level of service standards. It is the intent of this policy to create communities and

supporting transportation systems that encourage walkability and pedestrian accessibility, provide a road network with connectivity on-site and to surrounding areas, relieve pressure on canopy roads, minimize environmental impacts and encourage transit and other modes of transportation. Except for existing roads and specifically located existing access easements, subject to the requirements of Policy LU 13.1.4 (2)(B) (related to an additional access to Miccosukee Road), the location of the roads shown on Figures 13-3 Toe Generalized

Transportation Plan and Figure 13-4 Heel Generalized Transportation Plan are approximate.

(1) These general transportation guidelines shall apply on the Toe and Heel as established in PUD Concept Plans and shown in Figure 13-3 and Figure 13-4, respectively:

(A) A fine-grained network of internal roads shall provide alternative travel routes and ensure that all roadways operate at acceptable levels of service at buildout.

(B) All land uses shall provide for alternative modes of transportation, with connections to the transit hub and bus shelters. The nature of and extent of any required accommodations shall vary based upon business size.

(C) Recreational and alternative transportation multi-use paths shall be planned internally for bicycle and pedestrian travel and shall be incorporated into the primary open space systems when feasible. The paths shall accommodate bicyclists, pedestrians and other forms of recreational use and connect to the Miccosukee Canopy Road Greenway at multiple locations consistent with the Miccosukee Canopy Road Greenway Management Plan.

(D) Multi-modal facilities (for motorists, cyclists, and pedestrians) shall be provided on all collector and arterial roads.

(E) Traffic-calming measures shall be utilized on local roads where significant pedestrian activity is expected.

(F) All access roads through a designated canopy road protection zone shall minimize disturbance to the canopy and understory in consultation with the City's Urban Forester. Utilities shall be collocated in these access roads when feasible.

(G) Transit shall be encouraged through planning and design by focusing density in areas where transit can serve the largest number of potential passengers. Bus shelters shall be provided by the developer at locations designated by Taltran.

(H) The road network in the Toe shall:

(i) Promote and enhance a livable community pattern, including mixed use and a pedestrian environment;

(ii) Protect the adjacent canopy roads by relieving traffic pressure on them;

(iii) Enhance the scale and pedestrian accessibility of town and neighborhood centers along Welaunee Boulevard, and

(iv) Provide for adequate road capacity to serve the development.

(I) Whenever possible, neighborhoods need to be interconnected and not solely dependent upon Welaunee Boulevard for ingress and egress. The street pattern should be planned to accommodate the highest frequency of street crossings in the town and neighborhood centers with decreasing frequency through residential areas and the least

number of crossings in low density or "country" areas.

(J) No residential driveways shall connect directly to Welaunee Boulevard or the Shamrock South extension on the Heel. Direct access to canopy roads shall not be permitted for any residential or non-residential uses. Roadways within the Toe and the Heel will be designed so road access through designated canopy road protection zones will not be necessary except as otherwise expressly allowed in Policy 1.4.

(2) The following transportation guidelines shall apply in the Toe as established in PUD Concept Plans and shown in Figure 13-3:

(A) A transit hub for the transfer of passengers between bus routes shall be provided in a town or neighborhood center. The transit hub shall include facilities to accommodate up to four buses on a site not to exceed two acres and which is adjacent to available parking that can accommodate park and ride vehicles.

(B) Road access to the Toe from Miccosukee Road shall occur only within the existing road access easements across the Miccosukee Canopy Road Greenway at Arendell Way and Edenfield Road. In addition, road access to the Toe from Miccosukee Road at Dempsey Mayo within the existing road access easement may be approved in a PUD Concept Plan if it is determined by the local government with jurisdiction, based on analysis, that such a connection would have a desirable impact on the Miccosukee Canopy Road. All impacts to the canopy road protection zone from such access roads shall be minimized.

(C) Road access to the Toe from Fleischmann Road shall be provided in accordance with City standards and subject to City approval.

(D) Road access to the Toe from Centerville Road shall be provided at one location.

(E) Welaunee Boulevard shall be designed consistent with a mixed-use development pattern and a pedestrian-friendly environment.

(i) It is the intent to promote the Welaunee Boulevard corridor as a "livable" roadway that supports and enhances a pedestrian-friendly environment. The character of this roadway, and the land uses along it, should be protected to ensure that strip development and auto-dependent land uses do not occur. Welaunee Boulevard should be designed to minimize changes to the natural contours of the landscape and vegetated areas along its length. Welaunee Boulevard should be designed so that the character of the roadway changes along its corridor.

(ii) In the "town" sections, Welaunee Boulevard should have a narrower right-of-way with roadway sections to be determined at the time of the PUD Concept Plans which may include on-street parking. Buildings should be placed close to the right-of-way with parking located behind. Pedestrians should have priority in the town

and neighborhood centers. The highest number of road connections from the adjacent street network should occur in the town sections. Higher density residential uses and non-residential uses should be planned in the town sections.

(iii) In the "country" sections, land uses along the roadway should be lower density residential or open space. In these country sections, the design of the road shall minimize environmental impacts by utilizing split profile sections and wide medians to respond to topography and preserve vegetation. Right-of-way width shall vary consistent with the character of the area it is traversing while meeting level of service demands. Right- -of-way in these areas shall accommodate medians with landscaping and may provide for an "eyebrow" road or, if necessary, accommodate a split-section profile for the purpose of minimizing environmental impacts.

(F) Welaunee Boulevard shall connect to an interchange with Interstate 10 subject to approval by Federal Highway Administration and Florida Department of Transportation. The interchange of Welaunee Boulevard and Interstate 10 shall be designed consistent with a federally approved Interchange Justification Report. It is the intent to allow for the design of an interchange, which supports a gridded street system and city blocks on the south side of I-10. The gridded street system should serve to divert traffic onto a network of town center streets and should support a pedestrian environment. Until an interchange is approved and constructed, Welaunee Boulevard may pass over Interstate 10.

(G) Construction of Welaunee Boulevard shall be phased to accommodate transportation impacts from approved development of the Toe. The roadway phases shall be consistent with the Urban Services-Development Agreement between the City of Tallahassee and Powerhouse, Inc. dated April 15, 1990 as may be amended from time to time (referred to as the Urban Services Agreement) and shall be established in PUD Concept Plans in a manner that complies with the adequate public facilities requirements of this comprehensive plan and the land development code.

(3) The following transportation guidelines shall apply in the Heel as established in PUD Concept Plans and shown in Figure 13-4:

(A) Road access to the Heel from U.S. 90 shall occur in compliance with Florida Department of Transportation rules including the Shamrock South extension, which will traverse the Heel.

(B) Contingent upon approval by the Tallahassee-Leon County M.P.O., the Shamrock South extension between Miccosukee Road and U.S. 90 will be shown on the 2025 updated long-range transportation plan as a component of the cost-feasible plan, consistent with the Urban Services-Development Agreement between the City of Tallahassee and Powerhouse, Inc. dated April 15, 1990 as may be amended from time to time (referred to as the Urban Service Agreement).

(C) Road access to the Heel from Miccosukee Road shall occur only at the existing Miles Johnson Road intersection and the Shamrock South extension, which will traverse the Heel, including the Miccosukee Canopy Road Greenway.

(D) Two roads may be constructed adjacent to the Miles Johnson Road roadbed and canopy if the local government with jurisdiction approves of incorporation of the existing Miles Johnson Road into the primary open space system.

(4) In PUD Concept Plans, the local government with jurisdiction shall require development on the Toe and Heel, respectively, to implement Transportation Demand Management (TDM) strategies, as appropriate, to reduce single-occupancy vehicle trips. Such strategies may include, but are not limited to, alternative work schedules, transportation allowances (carpool and vanpool programs), guaranteed ride home programs, telecommuting, transit supportive facilities (bus stops, shelters, etc.), and additional bicycle and pedestrian facilities and equipment.

Policy 1.1.5: Public Facilities

(EFF. 12/10/02; REV. EFF. 7/20/05)

Public facilities shall be provided to serve residential and non-residential uses on a phased basis consistent with the level-of-service and availability standards of this comprehensive plan. The intent of this policy is to provide infrastructure needed to serve development that is predominantly self-supporting rather than predominantly dependent upon public funding consistent with the Urban Services Development Agreement between the City of Tallahassee and Powerhouse, Inc. dated April 15, 1990 as may be amended from time to time (referred to as the Urban Services Agreement). The intent of this policy will be achieved through implementation of the following guidelines:

(1) Potable water, sanitary sewer, electricity and natural gas service shall be provided to development on the Toe and Heel pursuant to the existing Urban Services-Development Agreement.

(2) All stormwater management facilities shall be designed to meet treatment standards for Outstanding Florida Waters (OFW) (i.e. the first .75 inches of rainfall) or the applicable local standard, whichever is greater. Maintenance responsibility for all stormwater management facilities shall be provided as established in the Stormwater Facilities Master Plan and the Urban Services Agreement. Facilities which are dedicated to the City must be constructed to City standards.

(3) Dove Pond may be incorporated into a regional stormwater management system and be utilized for the storage of treated stormwater to provide flood protection for downstream off-site property owners provided:

(A) It can be shown through the completion of an Environmental Impact Analysis (EIA) incorporated into a Stormwater Facilities Master Plan (SFMP) that, with any increase in flood volume or flood stage, the wetlands and associated conservation and preservation areas are minimally impacted.

(B) Such use may be undertaken only with the landowner's express approval.

(C) Public agencies shall pay a pro rata share of capital costs based on the off-site stormwater runoff to be stored in

Dove Pond during flood events, provided the landowner makes available the necessary land or rights of use at no cost to the public contemporaneous with issuance of a final local development order which establishes and allocates buildout stormwater capacity for the Toe.

(D) Local government funding shall not be utilized for the portion of any stormwater management facilities necessary to accommodate on-site development.

(E) Criteria in Policy 1.7 are also achieved.

(4) To provide flood protection for downstream off-site property owners in the Tri-Basin Study Area, inter-basin transfers of stormwater may be permitted between sub-basins of the Welaunee Closed Basin and from the Welaunee Closed Basin to the Lafayette Oaks and Pedrick Closed Basins through a public conveyance system. Such transfers may occur only from Dove Pond as provided by this policy and Policy LU 13.1.7 and shall be deemed consistent with Policy 1.1.5 [SM], Policy 2.2.5 [C] and Chapter 5, Environmental Management, Tallahassee Land Development Code or the Leon County EMA, whichever is applicable, when they comply with these criteria:

(A) Approval by the local government with jurisdiction of a regional stormwater management plan for the Tri-Basin Study Area, based on a detailed assessment indicating minimal negative impacts to water quality, quantity and rate of discharge due to inter-basin transfers to the receiving watershed.

(B) Approval of public funding, in an adopted local government budget, for off-site stormwater management facilities required by the regional plan.

(5) Facilities which discharge to or from an isolated or aggregated closed basin shall provide storage for the post-development increase in runoff volume for the 100-year, 24-hour critical storm.

(6) Facilities which discharge to Lake Lafayette shall provide both treatment and attenuation for storms consistent with the requirements of Chapter 5, Environmental Management, Tallahassee Land Development Code or the Leon County EMA, whichever is applicable.

(7) The landowner shall reserve for future dedication, to the City of Tallahassee, a site for fire protection and emergency services, not to exceed two acres.

(8) Unless developed pursuant to Policy LU 13.1.9, a 24-acre site for a 500-pupil elementary school for Leon County Schools shall be reserved for future dedication to the Leon County School Board in the Heel proximate to residential areas, a town or neighborhood center and the primary open space system, with off-site stormwater management provided through a regional system. Impacts to existing public schools shall be addressed during the development review process as required by this comprehensive plan, provided that the fair market value of the school site, any off-site stormwater treatment and storage capacity and any other land or improvement to support a public school shall be a credit, on a dollar-for-dollar basis, against any fee or exaction for public school impacts.

(9) Public facilities and improvements necessary to serve development on the Toe and Heel may be financed, planned, established, acquired, constructed, reconstructed, enlarged, extended, equipped, operated or maintained by one or more community development districts subject to the requirements of Chapter 190, Florida Statutes.

(10) Prior to approval of the first PUD Concept Plan on the Toe or the Heel, except as allowed by Policy LU 6.2.4, a Stormwater Facilities Master Plan (SFMP) shall be prepared by the applicant and approved by the local government for the entire Toe and the entire Heel. The SFMP shall accommodate stormwater flows from full build out conditions from any upstream offsite property and the entire Toe or the entire Heel, as applicable. The SFMP shall, at a minimum, identify regional impacts to flood extents and stormwater conveyance, establish infrastructure requirements necessary to manage stormwater in compliance with local, state and federal regulations, document the phasing, implementation and easement reservations necessary to serve full build-out and facilitate environmental and stormwater permitting. To accomplish these goals, the SFMP shall provide analysis and design of the primary stormwater system based on detailed hydrologic and hydraulic modeling of existing and post-development conditions. The analysis shall incorporate existing land use, soils and topographic data, the conceptual land use plan, stage and water quality monitoring data and the applicable results and findings of the Natural Features Inventory and Environmental Impact Assessment. The design shall provide general parameters associated with the primary stormwater management facilities, drainage easements and conservation easements necessary to serve the development under full build-out conditions. Flood extents delineated by the SFMP shall allow identification of the 100-year flood exclusion area. No habitable structures shall be constructed within the post-development (full build-out) 100-year floodplain. The SFMP's scope of work shall be approved by local government prior to development of the SFMP.

NOTE: Notwithstanding the above, the Heel may be developed under Policy LU 13.1.9, in which case the guidelines stated above will be adjusted to reflect the requirements of Policy LU 13.1.9.

Policy 1.1.6: General Design Standards

(EFF. 12/10/02; REV. EFF. 7/20/05)

PUD Concept Plans shall incorporate design standards that will insure and guide mixed-use, integrated development that is pedestrian-friendly. In addition to the general design standards set forth in other policies, which support Land Use Objective 13.1, PUD Concept Plans shall be consistent with these general design standards:

(1) Sidewalks shall be provided throughout the Toe and Heel as follows:

(A) On both sides of Welaunee Boulevard. Sidewalks shall also be provided on both sides of collector roads and arterial roads in the Toe.

(B) On both sides of the Shamrock South extension which will traverse the Heel and on all other arterial and collector roadways in the Heel.

(C) On both sides of all streets in employment centers, town centers, and neighborhood centers.

(D) On one side in residential low-density and residential estate areas.

(E) On one side (fronting residences) of the two roads running parallel to Miles Johnson Road if it is closed to through traffic and incorporated into the primary open space system.

(F) Sidewalks shall be provided on both sides of streets in residential medium-density and residential high-density areas.

(2) On-street parking shall be accommodated where feasible in neighborhood and town centers and shall be credited toward parking requirements as specified in PUD Concept Plans.

(3) In town and neighborhood centers, parking shall be provided in the rear of buildings to the maximum extent feasible. Buildings shall be oriented to the street and designed with minimal setbacks from the road to promote a pedestrian-friendly environment. Criteria for a variance from build-to and setback lines may be established in PUD Concept Plans.

(4) PUD Concept Plans shall include integrated parking management strategies designed to achieve more efficient utilization of parking resources, mitigate peak travel demand and optimize the return on investments in public right-of-way. Integrated parking management strategies may include shared parking plans, short-term parking plans, parking areas "unbundled" from specific buildings, parking spillover prevention measures and time-limit strategies for on-street parking. Reductions from generally applicable parking space standards shall be granted in PUD Concept Plans when justified on the basis of integrated parking management strategies, the mixed-use character of various portions of the development or other professionally accepted methodology.

(5) Town centers shall be designed as a marketplace for a variety of retailers to ensure that not all retail space is aggregated into one or two single "big-box" retail buildings.

(6) Building heights in town centers and neighborhood centers shall not exceed 65 feet from grade. Building heights in other land use categories shall be established in PUD Concept Plans at heights compatible with development in mixed-use centers and other land uses.

(7) Property signage in non-residential areas shall be provided in a coordinated manner that is compatible with the architectural vernacular and scale of development. It shall be consistent with a master signage plan established in PUD Concept Plans.

(8) Landscaping in common areas, residential areas, along roadways and in town, neighborhood and employment centers shall utilize only drought-resistant native plant species in an approved plant list established in PUD Concept Plans.

(9) Landscaping in town centers, neighborhood centers, employment centers and residential areas located within a one-quarter mile walking distance of those centers shall include street trees identified in an approved plant list established in PUD Concept Plans.

(10) Stormwater management facilities shall be designed consistent with the "Stormwater and Erosion and Sediment Control Best Management Practices for Developing Areas" as described in Chapter 6 of the FDEP Florida Development Manual, Appendix F of the

Concurrency Manual and subject to local government approvals. During construction, sediment and erosion control shall be required as specified in Chapter 8 of the "Erosion and Sediment Control Handbook" (Goldman, Jackson, Bursztynsky).

(11) Constructed stormwater management facilities may be utilized to satisfy the open space requirements established in the PUD Concept Plans if the following general design standards are met:

(A) Stormwater management facilities shall be designed and constructed using predominantly non-angular, freeform, curvilinear contouring that visually integrates the facility into the overall landscape design.

(B) Retaining walls may be incorporated to maximize storage volume and to minimize excessive grade changes or tree removal, but may not exceed 50 percent of the limits of the facilities perimeter and may not exceed six feet in height. Terraced side slopes utilizing multiple retaining walls may be used when augmented with landscaping between retaining walls.

(C) Stabilized side slopes exceeding 4:1 slopes shall be planted with either artificial, erosion-resistant materials or with appropriate vegetative cover.

(D) Perimeter landscaping is a part of the design of the stormwater facility for dry retention/detention facilities as well as wet detention/treatment facilities.

(12) Integrated mixtures of land uses shall be located and designed to be consistent with comprehensive crime prevention strategies of natural surveillance, territorial reinforcement and natural access control.

Policy 1.1.7: Allowances

(EFF. 12/10/02; REV. EFF. 7/20/05)

Development shall be designed on the Toe and the Heel to be consistent with the thresholds for impacts established in the Comprehensive Plan and Chapter 5, Environmental Management, Tallahassee Land Development Code or the Leon County EMA, whichever is applicable. Notwithstanding any other provisions of this Comprehensive Plan, development of the Toe and Heel may be subject to the following provisions as established in PUD Concept Plans:

(1) To reduce downstream flooding of off-site property owners in the Tri-Basin Study Area, Dove Pond may be utilized for the storage of treated stormwater as provided by this policy and Policy LU 13.1.5. If after the completion of the Environmental Impact Analysis (EIA) and Stormwater Facilities Master Plan (SFMP) it can be shown that impact to the wetlands and associated conservation and preservation areas have been minimized and that the impact to conservation and preservation areas is determined to be greater than 5 percent as allowed in Comprehensive Plan Policy 1.3.11[C], the Public Linear Infrastructure Variance process may be utilized to authorize the public regional stormwater management facility subject to the following:

(A) Local government approval of a regional stormwater plan for the Tri-Basin Study Area, based on a detailed assessment indicating minimal negative impacts to wetlands, water quality, quantity and rate of discharge both on-site and off-site due to inter-basin transfers to the receiving watershed.

(B) Approval of public funding, in an adopted local government budget, for

off-site stormwater management facilities required by the regional plan.

(C) Impacts shall be permitted only when demonstrated to be the minimal impacts reasonably necessary to implement the regional plan.

(2) If Dove Pond is not utilized as a public regional stormwater management facility, then use of Dove Pond as a stormwater management facility must be evaluated in terms of impacts and meet the requirements of the Comprehensive Plan and Chapter 5, Environmental Management, Tallahassee Land Development Code or the Leon County EMA, whichever is applicable.

(3) To promote creation of the primary open space systems and their integration into the planned mixed-use communities with appropriate credit, the PUD Concept Plans shall establish an open space requirement which includes credit for the primary open space system, protected preservation and conservation areas, areas of constructed landscape and the minimum on-site landscaping required for individual sites set forth in Policy LU 13.1.2. Specific landscape standards and requirements shall be established in PUD Concept Plans. Such standards and requirements shall be designed to meet or exceed, on a cumulative basis, the Landscape and Urban Forest requirements in Chapter 5, Environmental Management, Tallahassee Land Development Code or the Leon County EMA, whichever is applicable. These landscape standards shall include, but not be limited to, standards for provision of street trees in town centers and along public roadways, canopy trees and landscaped islands within parking lots, and special consideration of patriarch tree preservation. These standards will be developed to reflect the intent that town and neighborhood centers will be developed in an urban character with minimized setbacks and an emphasis on dense, mixed-use development. Various land uses in the Toe and the Heel shall satisfy the Urban Forest/Landscaping requirements based on thresholds established in the PUD Concept Plans. Such requirements shall be designed to meet or exceed, on a cumulative basis, the landscaping and urban forest requirements in Chapter 5, Environmental Management, Tallahassee and Development Code or the Leon County EMA, whichever is applicable.

Policy 1.1.8: Agricultural and Silvicultural Activities (EFF. 12/10/02; REV. EFF. 7/20/05)

It is the intent of this Policy to ensure that land identified for urban development within the time frame of the Comprehensive Plan is available for development and will not be encroached upon by incompatible land uses. It is also the intent to insure the long-term viability of open space areas and conservation and preservation areas through the proper management of these areas. Open space, conservation and preservation areas are valuable amenities to developing areas. It is intended that agriculture and silviculture uses will continue in the Toe and the Heel up to the point that individual tracts are converted to urban land uses. It is expected that agriculture and silviculture uses will be compatible with the long-term viability of planned open space, conservation, and preservation areas through proper management. It is also expected that the amenity value of those natural resources for urban development will be far greater than their agriculture or silviculture values.

(1) Agriculture and silviculture will be recognized as an allowable interim use in all land use categories within the Toe and Heel.

(2) As soon as local government site plan or subdivision approval is granted for any portion of property within the Toe and Heel, agriculture and silviculture activities shall cease to be allowable activities on the land for which local government approval has been granted and shall be phased out as set forth in the development order approving the site plan or sub-division plat. This elimination of agriculture and silviculture uses is intended to apply to parcels of land identified within the site plan or subdivision and to all land included in these parcels, such as land proposed to serve as buffer or open space.

(3) Prior to subdivision or site plan approval, agriculture and silviculture uses shall be allowed to continue within the Toe and Heel in accordance with the "2000 Silviculture Best Management Practices" as may be amended from time to time, Florida Department of Agriculture and Consumer Services, and existing local government ordinances.

(4) Timber harvesting activities shall not be conducted until such time as the landowner has obtained a timber-harvesting permit in accordance with the environmental and stormwater management ordinances of the appropriate local government.

Policy LU 13.1.9 Alternative Heel Program

(EFF. 7/20/05)

Notwithstanding any other provision of this comprehensive plan, at the election of the landowner or an authorized developer as much as 800 acres in the Heel as depicted on Figure 13-5 may be developed as a separate project, without regard to other development in the Welaunee Critical Planning Area, with a land use designation of "Residential Estate" and a zoning designation of "Residential Acre." Such development shall be reviewed by the City as a residential subdivision and shall be required to meet all normal and customary requirements for such a development under the City's land development regulations, including but not limited to the EMO. Any portion of the Heel developed under this alternative program shall be exempt from the Critical Area Plan except for the following provisions:

(1) LU 13.1.1(6)
(2) LU 13.1.1(8)
(3) LU 13.1.1(9)
(4) LU 13.1.2(1) as modified
(5) LU 13.1.3(1)(H)
(6) LU 13.1.4(1)(F)
(7) LU 13.1.4(1)(J)
(8) LU 13.1.4(3)(A)
(9) LU 13.1.4(3)(B)
(10) LU 13.1.4(3)(C)
(11) LU 13.1.4(3)(D)
(12) LU 13.1.5(1)
(13) LU 13.1.5(6)
(14) LU 13.1.5(10)
(15) LU 13.1.6(8)
(16) LU 13.1.6(10)
(17) LU 13.1.6(11)
(18) LU 13.1.8

Any portion of the Heel depicted in Figure 13-5 not developed under this alternative program shall be subject to the Critical Area Plan as it otherwise would apply. Uses and maximum densities and intensities of use for such portion shall be allocated pro rata based on the uses and maximum densities and intensities of use on Table 5-2 of the data and analysis report for the "Welaunee Critical Area Plan – Toe and Heel" (Jan. 17, 2002).

Objective 1.2: Development Concept for the Welaunee Arch (EFF. 12/10/02; REV. EFF. 1/11/21)

The intent of the Welaunee Arch Master Plan is to provide an area-wide plan for the portion of the Welaunee Critical Planning Area located north of Interstate-10 and west of Miccosukee Road (i.e. the "Arch"). This master plan sets the standards and guidelines to coordinate one or

more implementing development plans such that the development of the Arch results in a new, integrated community with a variety of land uses, diverse neighborhoods and mixed-use centers, a region-serving activity center, active and passive recreational options, and abundant open space. The development of the Arch consistent with this master plan shall be implemented in phases, connected by a multi-modal transportation system, served by regional, master planned stormwater facilities, and designed in ways that protect natural resources.

Policy 1.2.1: Concept. (EFF. 1/11/21)

This Welaunee Arch Master Plan satisfies the requirements of the Tallahassee-Leon County Comprehensive Plan for a planned development master plan in order to foster development on the Welaunee Arch with a region-serving, mixed-use activity center; residential areas with a strong sense of place and a range of diverse housing choices; transportation choices with linkage to commercial services and jobs; and planned recreation and open space.

Policy 1.2.2: Discourage Urban Sprawl. (EFF. 1/11/21)

The Welaunee Arch is located wholly within the Urban Services Area. Development within the Arch will discourage urban sprawl by, among other things, directing growth to a next-in-line area identified for future urban development since 1990; promoting walkable, connected neighborhoods that support a range of housing choices; implementing a multimodal transportation system that supports the internal capture of transportation trips; creating a balance of residential and nonresidential land uses through integrated, mixed-use centers and diverse housing types in close proximity to nonresidential uses; promoting the efficient and cost-effective provision or extension of public facilities and services; protecting and preserving natural resources; protecting environmentally sensitive lands; and providing public recreation and open space.

Implementation Policy 1.2.3: . (EFF. 1/11/21)

The Welaunee Arch Master Plan shall be implemented by one or more Planned Unit Development (PUD) Concept Plans, Regulating Plans with Form-based Codes, or other implementing plan as allowed by the Comprehensive Plan at the time of development. All such plans are referred to herein as Planned Development Concept Plans or PUD Concept Plans. Such PUD Concept Plans shall be consistent with this master plan and contain guidelines and requirements for land use categories, transportation facilities, access management, and other specific design standards. All PUD Concept Plans shall be consistent with the stormwater facility master plan and with transportation plans for the Phase of the Arch in which they are located, as developed and approved prior to or concurrent with the initial PUD Concept Plan for that Phase. The phasing of development in the Arch shall be consistent with necessary infrastructure and supporting services and the phasing requirements of Policy 13.2.5. Development Phases and PUD Concept Plans shall consider previously approved PUD Concept Plans within the Arch and anticipated development based on Figures 13-5 through 13-7 such that open space, stormwater, and transportation systems are planned and implemented consistent with the Policies in this Welaunee Arch Master Plan portion of the Welaunee Critical Area Plan.

A PUD Concept Plan may address only a portion of a Phase or may address more than one Phase. The minimum size for the initial PUD Concept Plan for any Phase of the Arch shall be 350 acres. Subsequent PUD Concept Plans shall be implemented consistent with this Master Plan

and the applicable implementing plan standards allowed by the Comprehensive Plan at the time of development.

LAND USE

Policy 1.2.4: Land Use Districts.

(EFF. 1/11/21)

The Master Plan forms the basis upon which organizing elements are oriented to convey the overall urban form. Lands within the Welaunee Arch shall be planned for the generalized land uses described in this Policy and Table 1. As depicted on Figure 13-5, the Welaunee Arch shall be designed with the following land use districts:

(1) **Northeast Gateway District –** The intent of the Northeast Gateway District is to provide an area that capitalizes on the location of a potential future interchange with Interstate-10 and Welaunee Boulevard by including well-designed, region-serving commercial and employment uses. The Northeast Gateway District as identified on Figure 13-5 shall be comprised of:

a. Activity Center. An activity center zone shall be a mixed-use zone including between 75 and 280 acres. The activity center zone shall be located east of the residential zone, as generally depicted on Figure 13-5, and no closer than 1,000 feet from the Buckhead subdivision. This zone shall contain a diverse mixture of region-serving commercial, office, hotel, and other non-residential uses with a trade area extending beyond the Welaunee Arch. This zone may also contain higher-density residential and public and civic uses that can contribute to the center's vitality and sustainability. Residential densities in this zone shall have a minimum of 10 dwelling units per acre and a maximum of 20 dwelling units per acre for residential development not in vertically mixed-use buildings. Non-residential intensities shall range from 4,000 square feet per acre to 30,000 square feet per acre. The mixture of uses shall be 10% to 55% residential and community services uses and 45% to 90% non-residential uses. The activity center shall be planned on a block system with a gridded road network to facilitate connectivity. Block lengths shall generally be less than 500 feet with block perimeters generally being less than 3,000 feet. Bicycle and Pedestrian paths and drive aisles that directly connect to the parallel street may count as block end points, provided they include pedestrian facilities and accommodations that are required along frontages. Traffic calming measures such as on-street parking, buildings close to the road with parking in back, streetscapes with street trees and landscaping, and other such solutions shall be utilized to create a pedestrian-friendly, walkable center.

b. **Employment Center.** An employment center zone shall be a mixed-use zone located proximate to major transportation arteries in order to provide jobs for residents as well as regional employment opportunities and shall contain 75

to 280 acres. Employment centers are intended to contain a mix of uses and not be a single-use environment. Allowable uses include office, hotels and inns, light industrial, warehousing and distribution, laboratories, research, printing, banks, retail, restaurants and cafes, infrastructure including stormwater management facilities, civic, religious and institutional uses and educational uses. Residential uses shall not be allowed in Employment Center zones except when located above the ground floor in mixed-use buildings. Development intensities of non-residential uses in the employment center zone shall range from 8,000 square feet per acre to 40,000 square feet per acre. This zone shall be designed with shared parking opportunities for nonresidential uses that have peak parking demands other than during normal office hours. The development of a PUD Concept Plan that includes this zone shall include coordination with Star Metro to include preliminary plans for transit connectivity between this zone and other mixed-use zones in the Arch. The employment center shall be planned on a block system with a gridded road network to facilitate connectivity. Block lengths shall generally be less than 500 feet with block perimeters generally being less than 3,000 feet. Bicycle and Pedestrian paths and drive aisles that directly connect to the parallel street may count as block end points, provided they include pedestrian facilities and accommodations that are required along frontages. Traffic calming measures such as on-street parking, buildings close to the road with parking in back, streetscapes with street trees and landscaping, and other such solutions shall be utilized to create a pedestrian-friendly, walkable center.

c. **Residential.** A residential zone shall be located between the Buckhead subdivision and the mixed-use zones as generally depicted on Figure 13-5. This residential zone shall include between 30 and 100 acres. Residential development density shall be no less than 2 dwelling units per acre and not exceed 6 dwelling units per acre. Accessory dwelling units shall not count towards the residential density in this zone.

d. **Open Space/Greenway.** The Open Space and Greenway area within the Northeast Gateway District includes all open space within the district and may incorporate the adjacent primary open space system as depicted on Figure 13-5. This area shall be consistent with the development standards of Policy 13.2.37. Specifically, an open space zone shall be located along the border with the established Buckhead Neighborhood serving as a buffer between the existing Buckhead Neighborhood and new development in the Arch. This zone shall be no less than 250 feet wide and will include the Welaunee Greenway and existing

utility easements. In total, a minimum of 20% of the gross area in Phase 1 shall be designated as Open Space.

(2) **West Arch District** – The intent of the West Arch District is to provide an area with a mixed-use center that serves residents of both Welaunee via Welaunee Boulevard and Killearn Neighborhoods via Shamrock South. It is the intent of this District to allow the highest density and intensity development within the mixed-use center, gradually transitioning to lower densities and intensities as distance from the mixed-use center increases. The West Arch District as identified on Figure 13-5 shall be comprised of:

a. Mixed-Use Center. Development of the West Arch District shall include a single mixed-use center designated as either a Town Center zone or Village Center zone.

b. Town Center. A town center zone shall be a mixed-use development planned as a compact, efficient node between 20 and 120 acres in size. A town center shall contain uses that serve surrounding neighborhoods as well as those traveling through the area. Allowable uses include office, retail, restaurants, bed and breakfasts, hotels and inns, theaters and other entertainment venues, specialty retail, grocery stores, residential, home occupational uses, open space, and civic, religious and institutional uses (including day care services for children and adults). The Town Center shall include uses mixed horizontally and vertically. It is the design intent to plan for multiple storefronts and multiple retailers in the town center, so all of the available retail space is not aggregated into one or two "big-box" stores.

Development intensities in the town center shall range from 4,000 square feet per acre up to 30,000 square feet per acre. Individual building footprints for non-residential uses shall not exceed 50,000 gross square feet. Residential densities shall be no less than 8 dwelling units per acre up to a maximum of 20 dwelling units per acre for residential development not in vertically mixed-use buildings. Residential uses shall be encouraged above ground-floor retail and other nonresidential uses. The mixture of uses shall be 10% to 55% residential and community services and 45% to 90% non-residential uses. Town centers shall be planned on a block system with a gridded road network to facilitate connectivity. Block lengths shall generally be less than 500 feet with block perimeters generally being less than 3,000 feet. Bicycle and Pedestrian paths and drive aisles that directly connect to the parallel street may count as block end points, provided they include pedestrian facilities and accommodations that are required along frontages. Traffic calming measures such as on-street parking, buildings close to the road with parking in back,

streetscapes with street trees and landscaping, and other such solutions shall be utilized to create a pedestrian-friendly, walkable center. Community open space in the form of public squares and greens or urban forest canopy areas shall be planned as a focal point for a town center. No minimum on-site open space shall be required on each preliminary plat; however, exceptional specimen trees, patriarch trees, and trees of significant size for its species that are in very good health shall be protected.

c. **Village Center.** A village center zone shall allow small retail, specialty retail, office, restaurants, services, open space, residential and other uses (including day care services for children and adults) that support residential uses within the District. This zone is also intended to function as a neighborhood focal point and is envisioned to have churches, town squares, and other civic, religious, and institutional uses. The village center zone shall range in size from 5 to 50 acres and shall be designed to create a pedestrian-friendly environment. Traffic calming measures, such as on-street parking, buildings up close to the road with parking in back, streetscape with street trees and landscaping, and other such solutions, shall be utilized to create a pedestrian-friendly, walkable center. Block lengths shall generally be less than 500 feet with block perimeters generally being less than 3,000 feet. Bicycle and Pedestrian paths and drive aisles that directly connect to the parallel street may count as block end points, provided they include pedestrian facilities and accommodations that are required along frontages.

The mixture of uses shall be 0% to 50% residential and community services and 50% to 100% non-residential uses. Development intensities in the village center zone shall range from 4,000 square feet per acre to 20,000 square feet per acre. Individual building footprints for non-residential uses shall not exceed 30,000 gross square feet. Residential development in the Village Center shall be no less than 4 dwelling units per acre and not exceed 14 dwelling units per acre for residential development not in vertically mixed-use buildings. Residential uses shall be encouraged above ground-floor retail and other nonresidential uses. Community open space in the form of village squares and village greens or urban forest canopy areas shall be planned as the focal point of a village center. No minimum on-site open space shall be required for each preliminary plat; however, exceptional specimen trees, patriarch trees, and trees of significant size for its species that are in very good health shall be protected.

d. **Neighborhood.** The neighborhood zone is intended to provide the opportunity for a range of housing choices integrated with neighborhood

scale, non-residential uses in proximity to a mixed-use land use districts that include nonresidential uses which can provide commercial shopping opportunities to meet daily needs. This zone shall be located within ¼ to ½ mile from the edge of the mixed-use center zone. In the neighborhood zone, residential development shall be no less than 4 dwelling units per acre and not exceed 14 dwelling units per acre. The maximum gross intensity allowed for new non-residential development is 20,000 square feet per acre. Building footprints for non-residential uses shall not exceed 10,000 gross square feet.

e. **Residential.** The Residential zone is intended to provide the opportunity for a range of housing choices in proximity to mixed-use land use zones that include nonresidential uses which can provide commercial shopping opportunities to meet daily needs. This zone is intended to provide a transition from the mixed-use center and neighborhood zones to existing development in the Killearn neighborhoods. Residential development shall be limited to a minimum of 2 dwelling units per acre with a maximum density of 10 dwelling units per acre, comparable to the maximum density of the Urban Residential land use category, mixed with open spaces and compatible with protected areas such as the Welaunee Greenway.

f. **Open Space/ Greenway.** The Open Space and Greenway area within the West Arch District includes all open space within the district and may incorporate the adjacent primary open space system as depicted on Figure 13-5. This area shall be consistent with Policy 13.2.37. In total, a minimum of 20% of the gross area in Phase 1 shall be designated as Open Space.

(3) **North Arch District** – The intent of the North Arch District is to provide an area with a mixed-use center that serves residents of Welaunee, Killearn, and the residents along Roberts Road and Crump Road. The North Arch District as identified on Figure 13-5 shall be comprised of:

a. Mixed-Use Center. Development of the North Arch District shall include a single mixed-use center designated as either a Town Center zone or Village Center zone as defined in the West Arch District policy.

b. **Neighborhood.** The neighborhood zone is intended to provide the opportunity for a range of housing choices integrated with neighborhood scale, non-residential uses in proximity to a mixed-use land use districts that include nonresidential uses which can provide commercial shopping opportunities to meet daily needs. This zone shall be located within ¼ to ½ mile from the edge of the mixed-use center zone. In this

neighborhood zone, residential development shall be no less than 4 dwelling units per acre and not exceed 14 dwelling units per acre. The maximum gross intensity allowed for new non-residential development is 20,000 square feet per acre. Building footprints for non-residential uses shall be not exceed 10,000 gross square feet.

c. **Residential.** The Residential zone is intended to provide the opportunity for a range of housing choices in proximity to mixed-use land use districts that include nonresidential uses which can provide commercial shopping opportunities to meet daily needs. Residential development shall be a minimum of 2 dwelling units per acre and shall not exceed a density of 10 dwelling units per acre, comparable to the maximum density of the Urban Residential land use category, mixed with open spaces and compatible with protected areas such as the Welaunee Greenway. This zone is intended to provide a transition from the mixed-use center and neighborhood zones to existing development in the Killearn neighborhoods.

d. **Open Space/ Greenway.** The Open Space and Greenway area within the North Arch District includes all open space within the district and may incorporate the adjacent primary open space system as depicted on Figure 13-5. This area shall be consistent with Policy 13.2.37. In total, a minimum of 20% of the gross area in Phase 1 shall be designated Open Space.

Additionally, high quality native forests in the North Arch District shall be protected, preserved, and included in the open space area. Trails shall be planned around the high-quality successional forests/native forest areas to serve as both recreational facilities and as fire breaks when these areas are managed with prescribed fires. Potential locations of high-quality successional forests/native forests are shown on the Preliminary Environmental Map (Figure 13-6). The location of protected areas will be determined through a Natural Features Inventory approved by the City prior to approval of a PUD Concept Plan that includes this District.

e. **Regional Park.** A regional park with active recreation may be located in the North Arch District. If a regional park is designated within this District, it shall be designed to include connectivity with the trail system around any high-quality successional forests/native forests as described in the open space zone for this District.

(4) **Conservation Design District** - The intent of the Conservation Design District is to provide an area that is primarily residential in nature with a small village center. The residential development is intended to be arranged as cluster subdivisions in order to maximize the efficiency of infrastructure

and to preserve environmental features and open spaces. The village center is intended to include non-residential uses in a location that minimizes the number of miles residents drive to meet their daily needs and promote the internal capture of vehicular trips. The Conservation Design District as identified on Figure 13-5 shall be comprised of:

a. **Clustered Residential.** The cluster residential zone shall be comprised of clustered development that sets aside a minimum of 50% open space as a reserve area, comprised of such things as special development zones, preservation and conservation features, undeveloped uplands, oak-hickory forest, significant trees, passive recreation areas, and stormwater facilities designed as a community amenity. Adjacent open space as designated on Figure 13-5 and consistent with Policy 13.2.37 may be included in the Conservation Design District reserve area calculations for cluster development. The development area shall be the area not set aside as reserve area and shall comprise no more than 50% of the total conservation design district. Within this district, development area shall be located on the least environmentally sensitive areas; be contiguous to the greatest extent practicable; and allow maximum open space to be easily maintained in the reserve area. The development area shall be developed at a minimum of two dwelling units per acre and a maximum of 12 dwelling units per acre. Planned Unit Developments may provide for a density bonus up to 20 dwelling units per acre where more area is set aside than required or where greenways, trails, or other passive recreational opportunities are provided in the reserve area.

The conservation design district shall contain a mixture of housing types. Allowable housing types include single family detached homes, single family attached homes, duplexes, triplexes, fourplexes, courtyard buildings (a 1 to 3.5 story detached structure consisting of multiple side-by-side and/or stacked dwelling units oriented around a courtyard or series of courtyards), and cottage courts (a group 1 to 1.5-story detached structures arranged around a shared court visible from the street). The conservation design district shall not contain greater than 80% of any one housing type. Accessory dwelling units are allowable per City of Tallahassee land development code. Accessory dwelling units do not count towards the overall density and do not count as a different housing type for the purpose of requiring a mixture of housing types. Design standards for this District shall include Dark Sky principles to prevent and reduce light pollution.

The acreage of the reserve area shall be preserved as open space consistent with Policy 13.2.37, shall incorporate existing or planned public or private open space and greenspace to the greatest extent practicable, and

shall be of sufficient size and buffered to ensure the protection of all critical on-site resources that are to be preserved and to accommodate authorized uses which includes natural open space, passive recreation uses (e.g., greenways, picnic areas or open fields), stormwater facilities, or other environmental conservation purposes.

All preservation areas, special development zones, conservation areas, archaeological sites and view-shed areas within designated protection zones for canopy roads shall be incorporated into the reserve area to the greatest extent practicable.

Stormwater management facilities which are otherwise permissible are allowed in the reserve area provided that the facilities are located outside of preservation areas, canopy road zones, naturally forested areas, special development zones, and meet either of the applicable following two standards:

i. Stormwater management facilities shall have side slopes of flatter than 4:1, and/or
ii. Stormwater management facilities shall have appropriate tree and plant species that visually integrates the stormwater facility into the overall reserve area.

All such facilities shall be designed as community amenities, with trails, observation decks, or platforms where appropriate.

b. **Village Center.** The Conservation Design District shall include a Village Center Zone subject to the design standards for a Village Center zone in the West Arch District Policy.

c. **Neighborhood.** The neighborhood zone is intended to provide the opportunity for a range of housing choices integrated with neighborhood scale, non-residential uses in proximity to a mixed-use land use districts that include nonresidential uses which can provide commercial shopping opportunities to meet daily needs. This zone shall be located within ¼ to ½ mile from the edge of the mixed-use center zone. In this neighborhood zone, residential development shall be no less than 4 dwelling units per acre and not exceed 14 dwelling units per acre. The maximum gross intensity allowed for new non-residential development is 20,000 square feet per acre. Building footprints for non-residential uses shall not exceed10,000 gross square feet.

d. **Open Space/ Greenway.** The Open Space and Greenway area within the Conservation Design District includes all open space and reserve area within the district and may incorporate the adjacent primary open space system as depicted on Figure 13-5. This area shall be consistent with

Policy 13.2.37 and shall be included in the reserve area calculations for cluster development. At a minimum 50% of this District shall be designated as Open Space.

High quality successional forests and native forests as defined in the Tallahassee-Leon County Comprehensive Plan Glossary in the Conservation Design District shall be protected and preserved and included in the open space area. Trails shall be planned around the high-quality successional forests/native forest areas to serve as both recreational facilities and as fire breaks when these areas are managed with prescribed fires. Potential locations of high-quality successional forests/native forests are shown on the Preliminary Environmental Map (Figure 13-6). The location of protected areas will be determined through a Natural Features Inventory approved by the City prior to approval of a PUD Concept Plan that includes this District.

Core canopy or core forests, as defined in the City of Tallahassee's Urban Forest Master Plan, that is part of the fragmentation class of Core Canopy (>500 acres) and shown on the Preliminary Environmental Map (Figure 13-6), shall be protected, included in the open space area, and shall be connected to greenways and open space that function as wildlife corridors. These areas may be included in the reserve area calculations for cluster development. Potential locations of core forest areas that are part of the fragmentation class of Core Canopy (>500 acres) are shown on the Preliminary Environmental Map (Figure 13-6). The location of protected areas will be determined through a Natural Features Inventory approved by the City prior to approval of a PUD Concept Plan that includes this District.

(5) **Residential Reserve District** - The Residential Reserve District as identified on Figure 13-5 is intended to be residential in nature, arranged as cluster subdivisions in order to maximize the efficiency of infrastructure and to preserve environmental features and open spaces. This District is also intended to maintain compatibility with established residential development along Roberts Road and Crump Road. The Residential Reserve District shall be subject to the Clustered Residential policy of the Conservation Design District with a maximum density of 6 dwelling units per acre and a minimum reserve area requirement of 60%. The Residential Reserve District shall include open space buffers of a minimum width of 250 feet to Roberts Road and Crump Road that may include the Welaunee Greenway system, open space, and reserve area from cluster subdivision development. The Residential Reserve District may alternatively be established as Open Space through an optional Alternative Development Program as established in Policy 13.2.44.

(6) **Open Space** – Open Space area shall be incorporated into each District. Districts shown in Figure 13-5 include the adjacent open space. The Primary

Open Space System shall be designed as a connected network of open space as generally depicted on Welaunee Arch Map, Figure 13-5, which shall include Conservation and Preservation areas as generally depicted on the Preliminary Environmental Features Map, Figure 13-6, aesthetic open space, Greenways, and the Perpetual Drainage Easement held by the City and County. A minimum of 20% of Phase 1, 50% of Phase 2, 60% of Phase 3, and 40% of the total gross area of the Arch shall be designated Open Space unless offset through the Alternative Development Program in Policy 13.2.44. Conservation and Preservation Areas as defined in Policy 1.3.1 and 1.3.4 of the Conservation Element account for approximately 19% of the overall gross area of the Welaunee Arch. The remainder of the designated open space, which will include approximately 21% of the overall gross area, shall consist of open space incorporated into the development plan for each District or part of the Primary Open Space System. The Open Space Area shall be subject to the design and development criteria in Policy 13.2.37. The Conservation and Preservation Areas shall be subject to the design and development criteria of Policy 13.2.38.

Policy 1.2.5: Phasing.

(EFF. 1/11/21)

Development of the Arch shall be implemented in phases consistent with this plan and necessary infrastructure (including water and sewer) and supporting services (including adequate schools, police and fire service). Phase 1 shall include the Gateway District, West Arch District, and the North Arch District. Phase 2 shall include the Conservation Design District. Phase 3 shall include the Residential Reserve District. A PUD Concept Plan may address only a portion of a phase or may address more than one phase. Phase 1 of the Welaunee Arch must include one Town Center Zone and one Village Center Zone, either of which can be located in the West Arch District or North Arch District.

Phase 2 shall not be developed until 1,500 dwelling units and 150,000 square feet of non-residential uses have been constructed in Phase 1.

Phase 3 shall not be developed until at least 70% of the gross acreage of Phase 2 is included in an adopted PUD Concept Plan. Sub phases or stages of each phase may be developed in separate PUD Concept Plans.

It is the intent that infrastructure improvements occur contemporaneous with development. This timing of infrastructure with development prevents stranded or early investment in infrastructure.

Table 1. Land Uses in the Welaunee Arch

District	Zone	Size	Nonresidential Intensity	Residential Density	Mixture
Northeast Gateway District (Phase 1)	Activity Center	75-280 acres	4,000–30,000 SF/acre	10-20 DU/acre	10-55% residential 45-90% nonresidential
	Employment Center	75-280 acres	8,000-40,000 SF/acre	n/a[1]	n/a[1]
	Residential	30-100 acres	n/a	2-6 DU/acre	n/a
	Open Space	Min. 20% of gross area in Phase 1			
West Arch District (Phase 1)	Town Center[2]	20-120 acres	4,000–30,000 SF/acre	8-20 DU/acre	10-55% residential 45-90% nonresidential
	Neighborhood	¼-½ mile from Town Center	Max 20,000 SF/acre	4-14 DU/acre	n/a
	Residential		n/a	2-10 DU/acre	n/a
	Open Space	Min. 20% of gross area in Phase 1			
North Arch District (Phase 1)	Village Center[2]	5-50 acres	4,000–20,000 SF/acre	4-14 DU/acre	0-50% residential 50-100% nonresidential
	Neighborhood	¼-½ mile from Village Center	Max 20,000 SF/acre	4-14 DU/acre	n/a
	Residential		n/a	2-10 DU/acre	
	Open Space	Min. 20% of gross area in Phase 1			
Conservation Design District (Phase 2)	Village Center	5-50 acres	4,000–20,000 SF/acre	4-14 DU/acre	
	Neighborhood	¼-½ mile from Village Center	Max 20,000 SF/acre	4-14 DU/acre	n/a
	Conservation Design Clustered Residential	Maximum 50% of Conservation Design District	n/a	2-12 DU/acre	
	Open Space	Min. 50% gross area as Reserve Area in			

		Phase 2.			
Residential Reserve (Phase 3)	Residential Reserve Clustered Residential	40% of Residential Reserve District	n/a	0-6 DU/acre	
	Open Space	60% gross area as Reserve Area in Phase 3.			
Open Space[3,4]	Open Space	Minimum of 20% of Phase 1; 50% of Phase 2; no less than 60% of Phase 3; and no less than 40% of total area in Welaunee Arch. Open Space includes Conservation and Preservation Areas, Reserve Area, and Primary Open Space Areas.			
	Conservation/ Preservation[5]	Approximately 900 acres (19% of the Arch)			
	Other Open Space	Approximately 1000 acres (21% of the Arch)			

1. Residential uses permitted only above ground floor in mixed-use buildings

2. Town Center Zone and Village Center Zone are permitted in West Arch District and North Arch District, provided one of each zone is located in Phase 1.

3. Open Space, including Conservation and Preservation Areas and Greenways shall be incorporated into all development Phases.

4. Open Space requirements apply unless offset through the Alternative Development Program in Policy 2.2.44.

5. Precise size and location of Conservation and Preservation Areas to be determined through a Natural Features Inventory.

Policy Development Totals.1.2.6: (Eff. 1/11/21)

Densities and intensities for development of the Arch shall be consistent with Policy 1.2.4 and other policies of this master plan. The maximum development for the Arch shall not exceed 12,500 residential units and 3,000,000 square feet of non-residential development.

Policy 1.2.7: Development Standards for Mixed-Use Zones. (Eff. 1/11/21)

The Activity Center, Employment Center, Town Center, and Village Centers (collectively "Mixed-Use Zones") shall be subject to the following development standards in addition to the requirements of Policy 1.2.4:

(1) PUD Concept Plans that include mixed-use zones shall include specific design standards, public facility standards, and building standards, such that the district develops as a compact, walkable urban district. At a minimum, the form-based code or design standards shall address relationship between building facades and the public realm, the form and mass of buildings in relation to one another, and the scale and types of streets and blocks. Design standards shall also minimize driveway cuts along sidewalks facilities by requiring alleys, shared access points, and/or structured parking facilities.

(2) Development in the Mixed-Use Zones may request a waiver from the requirements in the Environmental Management Ordinance for natural area, landscaping and buffers for the purpose of maximizing intensity and density within the mixed-use zone.
(3) Stormwater detention and treatment facilities for Mixed-Use Zones shall be designed in accordance with applicable standards and should be located outside of a Mixed-Use Zones in order to promote a compact pedestrian-oriented arrangement of land uses. Stormwater facilities may be located within mixed-use zones if alternative sites are not reasonably available outside of mixed-use zones or where stormwater facilities can be integrated with pedestrian friendly environments. PUD Concept Plans shall include design standards for stormwater facilities that are consistent with the intent of the zone.
(4) Building heights in mixed-use centers shall not exceed 65 feet from grade.

Policy Inclusionary housing. 1.2.8:

(EFF. 1/11/21)

Development within the Welaunee Arch shall comply with any ordinances in effect at the time of development that address the need for affordable or inclusionary housing. Each PUD Concept Plan shall include a Housing Plan designed to achieve compliance with the City's Inclusionary Housing Ordinance, or other affordable and inclusionary housing ordinances in effect, by buildout of the area governed by that Concept Plan.

Policy 1.2.9: Housing affordability. (EFF. 1/11/21)

In addition to complying with ordinances in effect at the time of development that address the need for affordable or inclusionary housing, a range of housing choices shall be provided to accommodate diverse income levels, age groups, people with a range of abilities, and housing needs. Granny flats, garage apartments, and other accessory dwelling units will not be included in unit or density calculations or transportation impact analyses. The range of housing options provided shall be based on the land use districts and zones within each District. No land use district or zone within a district that allows residential development shall limit housing types to only single-family detached homes.

In order to promote a range of housing types and choices, the City of Tallahassee shall incentivize the development of workforce housing within ¼-mile of mixed-use zones or transit hubs. The City shall also incentivize the provision of housing for low-income and very-low income families, seniors, and/or people with disabilities. Incentives shall be incorporated into PUD Concept Plans and may include increases in building height, waiver or reduction of mobility and impact fees, reduction of parking and setback requirements, reservation of infrastructure capacity without cost, expedited processing of applications for Concept Plans and site development plans, and similar measures such as the incentives allowed in the City's Inclusionary Housing Ordinance.

Policy Community Facilities. 1.2.10:

(EFF. 1/11/21)

Community Services, Light Infrastructure, Community Parks, and Neighborhood Parks shall be allowed uses in any land use district or zone consistent with the intent of each district and zone.

Policy 1.2.11: Essential Services. (EFF. 1/11/21)

Mixed-use centers and residential neighborhoods shall be designed to facilitate essential services, such as fire, police, and emergency medical services consistent with generally accepted response times. PUD Concept Plans shall include the locations of essential services upon request by and through coordination and formal agreement with the City of Tallahassee and/or the Leon County School Board.

Policy 1.2.12: Landscaping. (EFF. 1/11/21)

All landscaped areas, except athletic playing fields and golf course fairways and greens, shall utilize drought-resistant native plant materials from the "Florida Friendly Landscaping™ Guide to Plant Selection and Landscape Design" or other regionally appropriate plant material guide approved by the City. Landscaping may not include invasive species listed by the Florida Exotic Pest Plan Council. Landscaping in mixed-use and neighborhood zones shall include shade trees planted as street trees. PUD concept plans may include incentives, such as reduced tree mitigation, for shade trees planted as street trees outside of mixed use and neighborhood zones.

Policy 1.2.13: Crime Prevention through Design. (EFF. 1/11/21)

Integrated mixtures of uses shall be located and designed consistent with comprehensive crime prevention strategies of natural surveillance, territorial reinforcement, and natural access control.

Policy 1.2.14: General Compatibility. (EFF. 1/11/21)

Development in the Welaunee Arch shall be compatible with adjoining land uses through measures including but not limited to density and height limitations, setbacks, and vegetative and open space buffers. Unless otherwise specified in this master plan, buffers are not required between or within land use districts in the Welaunee Arch.

Compatibility Policy 1.2.15: with Existing Residential Development. (EFF. 1/11/21)

To facilitate compatibility with the existing residential developments located east of Centerville Road and west of Miccosukee Road that are designated as Residential Preservation or Urban Residential-2 on the Future Land Use Map, land in the Welaunee Arch that is within 1,000 feet of such neighborhoods as measured from the boundary of the neighborhood shall be limited to open space, greenways, and residential uses with a maximum density of 6 dwelling units per acre comparable to the Residential Preservation Land Use Category. Mixed Use Land Use districts shall extend no closer than 1,000 feet from these existing residential developments. The location and size of each specific use category shall be depicted on a Planned Unit Development (PUD) Concept Plan.

Policy 1.2.16: Interim Uses. (EFF. 1/11/21)

Agricultural and silvicultural uses, whether existing or new, shall be an allowed interim use in any area of the Welaunee Arch on which development is planned to occur, up to and until the start of actual construction on the applicable land.

TRANSPORTATION

Policy 1.2.17: Transportation System. (EFF. 1/11/21)

The Welaunee Arch shall be served by a transportation system designed to optimize mobility. Major thoroughfares shall be generally located as depicted on Welaunee Arch Transportation Map, Figure 13-7, with the final location and design to be based upon site-specific environmental, engineering, and related considerations. Thoroughfares connecting through the Arch to areas beyond the Arch shall be arterials designed as boulevards for high vehicular capacity and moderate speeds not to exceed a design speed of 45 miles per hour with sidewalks on both sides of the roadway and bicycle facilities. Thoroughfares connecting mixed use areas within the Arch shall be collectors designed as avenues with high vehicular capacity and low to moderate speeds not to exceed a design speed of 30 miles per hour with sidewalks on both side of the roadway and bicycle facilities. On thoroughfares, a shared use path of adequate width to accommodate bicycle and pedestrian traffic may substitute for the sidewalk on one side of the road and the bike lanes for that facility. Within mixed-use centers and neighborhoods, where feasible based on engineering design criteria and the protection of environmental features, a grid of interconnected streets will provide alternative travel paths. Energy efficiency shall be accomplished in areas that are intended for greater densities and intensities through support of frequent transit service and providing a safe, comfortable and attractive environment for pedestrians and cyclists. Transportation facility needs, including planned future corridors and projected deficiencies on existing facilities surrounding the Arch, resulting from projected development in the Arch as identified through traffic models completed as part of the I-10 Interchange PD&E and/or updates to MPO Long Range Transportation Plans shall be adopted into the applicable Mobility Element policies and/or figures and updates to the Capital Improvements Element when applicable.

Policy 13.2.18: Internal Trip Capture. (EFF. 1/11/21)

The transportation system, along with the mixture of uses, shall be designed to achieve an internal capture of at least 20% of the vehicular trips generated on-site at buildout. To achieve this minimum internal capture rate, mixed-use and neighborhood zones shall be developed with a mixture of uses and higher density residential development located adjacent to non-residential uses. Residential zones shall be connected to mixed use zones by a network of sidewalks, shared use paths, and bicycle facilities designed to provide safe, comfortable transportation options. Transit facilities shall be coordinated with Star Metro to ensure infrastructure that supports connectivity to various transit routes.

Policy 1.2.19: Northeast Gateway/ Welaunee Boulevard. (EFF. 1/11/21)

The Northeast Gateway, which is a major infrastructure project for the entire Welaunee Critical Planning Area, consists of region-serving roads to distribute traffic north, south, east and west from a potential I-10 interchange at Welaunee Boulevard, which was recommended in the Florida Department of Transportation (FDOT) Master Plan Update on February 28, 2013. North of I-10, the roadways that make up the Northeast Gateway include the extension of Welaunee Boulevard from south of I-10 north through the Arch, and the extension of Shamrock South from Centerville Road to U.S. 90 (Mahan Drive). Welaunee Boulevard and Shamrock South Extension are programmed to be constructed by the Blueprint Intergovernmental Agency consistent with the voter-approved Northeast Gateway project and

may be phased based upon trip demand. Within the Arch, both Welaunee Boulevard and Shamrock South Extension shall be designed to function as a complete street to promote mobility for multiple users—pedestrians, bicyclists, motorists, and transit riders of all ages. No residential driveways shall connect directly to Welaunee Boulevard or Shamrock South Extension.

Policy 1.2.20: I-10 Flyover or Interchange. (EFF. 1/11/21)

Welaunee Boulevard shall connect to a flyover across I-10 or a potential interchange, if approved by the Federal Highway Administration, in order to facilitate vehicular movement to Welaunee Boulevard south of I-10. Any flyover or potential interchange shall meet federal requirements to ensure the safe and efficient use of I-10.

Welaunee Boulevard shall connect to a potential interchange with Interstate-10, subject to approval by the Federal Highway Administration and the Florida Department of Transportation. The potential interchange of Welaunee Boulevard and Interstate-10 shall be designed consistent with a federally approved Interchange Justification Report. It is the intent to allow for the design of an interchange that supports a gridded street network and city blocks on the north side of Interstate-10. The gridded street system shall serve to divert traffic onto a network of town center streets and shall support an environment that prioritizes pedestrian mobility. Welaunee Boulevard may pass over Interstate-10 unless and until such time that a potential interchange is approved and constructed.

Policy 1.2.21: Right-of-Way Reservation. (EFF. 1/11/21)

The landowner shall reserve for future conveyance the right-of-way for Welaunee Boulevard, the Shamrock South Extension, and the I-10 Flyover or Interchange as generally depicted on Welaunee Arch Transportation Map, Figure 13-7. The terms of such reservation shall be consistent with the Urban Services-Development Agreement between the City of Tallahassee and Powerhouse, Inc. dated April 15, 1990, as restated and amended. Rights-of-way shall be restricted to transportation facilities and compatible infrastructure.

Policy 1.2.22: Complete Streets. (EFF. 1/11/21)

The transportation system shall be designed with complete streets in accordance with Objective 1.2 [M] and associated policies in the Mobility Element. A PUD Concept Plan shall provide in mixed-use centers for complete streets that include safe and convenient pedestrian facilities reasonably free from hazards and adequately separated from streets that carry high volumes of vehicular traffic and create a reasonable and direct route between destinations. Sidewalks shall be provided on both sides of local streets in mixed-use zones. Sidewalks shall be provided on at least one side of local streets in zones that allow only residential development.

Policy 1.2.23: Bicycle Facilities. (EFF. 1/11/21)

A PUD Concept Plan shall include a network of bicycle facilities, including on-street and off-street facilities, which should be coordinated with the open space areas of the Arch. The intent is to provide safe and convenient movement for bicycles reasonably free from hazard and providing a reasonable and direct route between destinations. Bicycle facilities shall be designed

where practical to connect to similar facilities in other PUD Concept Plans. Where feasible, a shared-use path of adequate width to accommodate bicycle and pedestrian traffic may substitute for sidewalks and bike lanes. Protected bicycle lanes may be incorporated where feasible. Where bicycle, pedestrian, and/or shared use path facilities intersect the Welaunee Greenway, opportunities shall be provided to access the Greenway.

Policy 1.2.24: Parking in Mixed-Use Centers. (EFF. 1/11/21)

In mixed-use centers, vehicular parking shall be located on the street, in parking structures, or off-street at the street level. Off-street parking shall be provided in the rear of buildings where feasible based on engineering design standards and the protection of environmental features, or on the side of buildings and shall be limited in size and scale through such measures as shared parking, parking credits, and maximum parking limits. PUD Concept Plans may include incentives, such as reduced parking or setback requirements, for the use of building-mounted solar systems on parking structures.

Policy 1.2.25: Canopy Roads. (EFF. 1/11/21)

Direct access to Canopy Roads shall not be permitted for any residential or nonresidential uses except parks or open space. Road access to the Welaunee Arch shall be provided from Miccosukee Road at no more than three locations. Road access to the Arch shall be provided from Centerville Road in no more than two locations. Canopy Road Zones shall be provided along Miccosukee Road and Centerville Road in addition to the Welaunee Greenway. PUD Concept Plans may include incentives, such as reduced tree mitigation, in return for new roadways being designed and planted with shade trees consistent with the requirements for future canopy road designation.

Policy 1.2.26: Transit. (EFF. 1/11/21)

Mixed use centers are intended to be designed with transit as a component of the multimodal transportation system in the Welaunee Arch. As PUDs are developed, coordination with Star Metro shall occur to ensure the plan accommodates necessary infrastructure to support anticipated transit service. PUDs shall address connectivity between mixed use zones and the transit hub identified in Policy 1.4.

Policy 1.2.27: Electric, Connected and Automated Vehicles. (EFF. 1/11/21)

As PUDs are developed, coordination with the Planning Department and the City's Public Infrastructure departments shall occur to ensure the plan accommodates necessary infrastructure to support charging infrastructure for electric vehicles and infrastructure to support Connected and Automated Vehicles (CAV). PUDs may include incentives, such as reduced parking and setback requirements, for development that is electric vehicle capable or electric vehicle ready by providing for the future installation and use of Electric Vehicle Supply Equipment (EVSE) in accordance with the National Electrical Code. Incentives will be greater for electric vehicle-ready than for electric vehicle-capable developments.

Transportation Policy 1.2.28: Concurrency. (EFF. 1/11/21)

Prior to approval, PUD Concept Plans shall be required to demonstrate sufficient capacity of

concurrency facilities to meet the standards for level of service for the existing population, previously permitted development and for the proposed development plan in accordance with the City of Tallahassee Concurrency requirements. This demonstration shall include a transportation analysis for limited access, arterial, and collector roads, including the Northeast Gateway/Welaunee Boulevard, in accordance with the City Concurrency Management System Policy and Procedures Manual. If the City's transportation concurrency system is replaced with a Mobility Fee or another alternative mobility funding system, PUD Concept Plans shall comply with the mobility funding system in place at the time.

PUBLIC FACILITIES AND SERVICES

Policy 1.2.29: Adequate Public Facilities and Services. (EFF. 1/11/21)

The supply and delivery of safe and adequate public facilities shall accommodate existing and future development consistent with the Comprehensive Plan. Development in the Welaunee Arch shall be served by adequate public facilities and services as required by law and consistent with the Welaunee Urban Services-Development Agreement, as restated and amended. Public facilities and services may be phased and financed, constructed, owned, operated, or maintained by any entity allowed by law, including but not limited to independent or dependent special districts, property owner associations, homeowner associations, or any combination of such entities. Any such entity may finance public facilities through any means allowed by law.

Policy 1.2.30: Utilities. (EFF. 1/11/21)

Potable water, sanitary sewer, and electricity service shall be provided by the City pursuant to the Welaunee Urban Services-Development Agreement, as restated and amended. Private providers shall provide telecommunications services. The installation of utilities may be phased consistent with the level-of-service and availability standards of the Tallahassee-Leon County Comprehensive Plan. Utility infrastructure improvements shall occur consistent with the general timing of development, instead of the infrastructure being provided well before development occurs. This timing of infrastructure with development is intended to ensure that there is no stranded or early investment in infrastructure waiting for future development to occur.

Policy 1.2.31: Clean Energy. (EFF. 1/11/21)

PUD Concept Plans may incorporate strategies and standards that are consistent with the City of Tallahassee's Clean Energy Resolution or any clean energy plan adopted by the City subsequent to the resolution. PUD Concept Plans shall comply with applicable clean energy and renewable energy ordinances in effect at the time of development. PUDs may include additional incentives to encourage energy efficiency.

Policy 1.2.32: Energy Efficient Environmental Design. (EFF. 1/11/21)

Planned Unit Development Concept Plans may provide for incentives such as increases in building height, waiver or reduction of mobility and impact fees, reduction of parking and setback requirements, reservation of infrastructure capacity without cost, expedited processing of applications for Concept Plans

and site development plans, and similar measures in each District where developments incorporate Leadership in Energy and Environmental Design (LEED) standards or similar industry-recognized green certifications and/or provide building-mounted solar systems that generate threshold MW levels of electricity. Alternatively, PUD Concept Plans may provide for utility fee or other similar exaction offsets commensurate to estimated energy efficiency gains from incorporating Leadership in Energy and Environmental Design (LEED) standards or similar industry-recognized green certifications and/or provide building-mounted solar systems that generate threshold MW levels of electricity. This policy does not apply to the Residential Reserve Zone.

Policy 1.2.33: Stormwater Management. (EFF. 1/11/21)

Prior to approval of the first PUD Concept Plan, a Stormwater Facilities Master Plan (SFMP) shall be prepared for the entirety of the Welaunee Arch. The Stormwater Facilities Master Plan must be reviewed and approved by the City before PUD Concept Plans can be approved. For areas not included in a PUD, the stormwater plan may be conceptual and generalized based upon the projected development allowed by this master plan accounting for non-developable areas.

The SFMP shall take into consideration stormwater flows from full build out conditions from any upstream, off-site property. However, nothing herein shall relieve the upstream, off-site properties from complying with applicable environmental ordinances or standards. The SFMP shall, at a minimum, identify regional impacts to flood extents and stormwater conveyance; establish infrastructure requirements necessary to manage stormwater in compliance with local, state, and federal regulations; document the phasing, implementation, and easement reservations necessary to serve projected full build out; and facilitate environmental and stormwater permitting. To accomplish these goals, the SFMP shall provide analysis and design of the primary stormwater system based on detailed hydrologic and hydraulic modeling of existing and post-development conditions. The analysis shall incorporate existing land uses, soils and topographic data, and the conceptual land use plan (Figures13-5 through 13-7). The design shall provide general parameters associated with the primary stormwater management facilities, drainage easements and conservation easements necessary to serve the development under projected full build-out conditions. Flood extents delineated by the SFMP shall identify the 100-year flood exclusion area under the full build-out condition. No habitable structures shall be constructed within the post-development, full build-out 100-year floodplains or 100-year flood exclusion areas. The SFMP shall incorporate low-impact design best management practices to encourage the disconnection of impervious surfaces and increase the removal of nutrients from stormwater discharges. The SFMP shall also evaluate the existing nutrient pollutant loading to Class III surface water resources and ensure net improvement in the post development condition. The SFMP scope of work must be approved by the City prior to development of the SFMP.

The Stormwater Facilities Master Plan shall identify the feasibility and location of regional stormwater facilities and how they should be designed and constructed as amenities within parks or publicly accessible areas. Stormwater facilities shall be located outside wetlands and floodplains. Stormwater facilities may be located in Open Space that is not wetland or floodplain subject to design standards in a PUD Concept Plan and consistent with protection of conservation and preservation lands required

by the comprehensive plan and the Environmental Management Ordinance.

Policy 1.2.34. Wetlands and Floodplains. (EFF. 1/11/21)

Development shall minimize encroachment into wetland habitat areas by ensuring that public and private roads avoid crossing wetlands or require that such crossings are cited at the narrowest point of a wetland allowing for an efficient transportation design while maintaining the continuity of identified wildlife corridors. No net reduction in floodplain storage shall be permitted within the 100-year floodplain. Otherwise floodplains shall be managed consistent with the Comprehensive Plan Conservation Element.

Wetland acreage and function within the Welaunee Arch shall be protected through compliance with local, state, and federal environmental permitting requirements. For purposes of permanent protection of Conservation and Preservation lands designated on Figure 13-6 the delineation of wetlands shall be based upon the jurisdictional determination by the governing agency.

Wetlands depicted on Figure 13-6 utilized for mitigation within the Welaunee Arch shall be made subject to conservation easements consistent with the requirements of the authorizing regulatory agency. These easements will be defined in a manner that serves as permitted mitigation for wetland and other impacts or species relocation. To the extent authorized by federal, state, and local permitting agencies, Conservation and Preservation Lands association with the PUD Concept Plan under consideration may be utilized for achieving any mitigation requirements. The mitigation conservation easement area shall allow passive recreation facilities and shall be subject to a management plan.

Policy 1.2.35. Florida Springs and Aquifer Protection. (EFF. 1/11/21)

Wakulla Spring is an impaired first magnitude Outstanding Florida Springs. Planned development for the Welaunee Arch is within the springshed boundaries of the Upper Wakulla River and Wakulla Spring Basin Management Action Plan. Development activities associated with the project have the potential to impact water quality; therefore, PUD Concept Plans shall mitigate potential nutrient loadings by implementing measures such as proper treatment and disposal of wastewater, stormwater, and the implementation of adequate sediment and erosion control practices to mitigate any surface water impacts.

Policy 1.2.36: Schools. (EFF. 1/11/21)

Each PUD Concept Plan shall be analyzed for impacts on public schools based upon then-applicable pupil generation rates utilized by Leon County Schools. Schools shall be located in relation to neighborhoods in order to serve residents, provide a focal point for the neighborhoods, and be safely accessible by pedestrians and bicyclists. The co-location of schools, civic spaces, and active parks is encouraged. The City and County shall adhere to the Public School Concurrency and Facility Planning Interlocal Agreement, as required by Section 1013.33, F.S., which establishes procedures for, among other things, coordination and sharing of information; planning processes; school siting procedures; site design and development plan review; and school concurrency implementation. Prior to site plan approval of the 500th residential dwelling unit in Phase 1, a 10-acre site shall be

reserved for future dedication to the Leon County School Board proximate to residential areas, a Town or Village center and the primary open space system with off-site stormwater management provided through a regional system. Impacts to existing public schools shall be addressed during the development review process as required by this comprehensive plan, provided that the fair market value of the school site, any off-site stormwater treatment and storage capacity and any other land or improvement to support a public school shall be a credit, on a dollar-for-dollar basis, against any fee or exaction for public school impacts.

Policy 1.2.37: Fire and Emergency Services. (EFF. 1/11/21)

Upon request of the City, PUD Concept Plans shall include identified sites for fire and/or emergency services in coordination and formal agreement with the City.

RECREATION, OPEN SPACE and CONSERVATION

Policy 1.2.38: Primary Open Space System. (EFF. 1/11/21)

The intent of the Open Space and Conservation strategy is to identify, conserve, manage, restore, and protect significant natural resources during and after development of the Welaunee Arch in accordance with the Conservation Element of the Tallahassee-Leon County Comprehensive Plan and consistent with this Master Plan. No less than 40% (no less than 37% if the Alternative Development Program is utilized per Policy 1.2.44) of the gross area in the Welaunee Arch shall be designated Open Space which shall include the Primary Open Space System, Conservation and Preservation Areas, Greenways, and other designated open space in each development District.

Open Space shall comprise no less than 40% (no less than 37% if the Alternative Development Program is utilized per Policy 1.2.44) of the total gross area within the Welaunee Arch, or approximately 1,900 acres. Of the Open Space, approximately 900 acres (19% of the total gross area of the Welaunee Arch) are designated Conservation or Preservation Areas as defined in policies 1.3.1 and 1.3.4 of the Conservation Element. The precise size and location of Conservation and Preservation Areas shall be determined through a Natural Features Inventory approved by the City prior to approval of a PUD Concept Plan that includes such Conservation and Preservation area. The remainder of the Open Space, approximately 1,000 acres (21% of the total gross area of the Welaunee Arch), shall be open space incorporated into the development plan for each District or part of the Primary Open Space System.

Open Space shall include Conservation Areas and Preservation Areas, Canopy Road Zones, Greenways, and aesthetic open space. Outside of these designated areas, the additional Open Space shall prioritize additional buffers around Conservation and Preservation Features, areas that provide continuous and contiguous connectivity of Open Space, additional buffers for Canopy Road Zones, additional areas around the Core canopy or core forests that are part of the fragmentation class of Core Canopy (>500 acres), additional areas that support the network of wildlife corridors, undeveloped uplands, oak-hickory forest, significant trees, passive recreation areas, priority planting areas identified in the Urban Forest Master Plan, and stormwater facilities designed as a community amenity.

The Welaunee Arch shall contain a primary open space system concept that will contain the majority of the open space requirements within a connected corridor as depicted on Figure 13-5. This connected, continuous network of open space constitutes a fundamental building block of the Arch and is intended to serve multiple purposes including but not limited to protection of conservation and preservation areas. The Primary Open Space System shall include Conservation and Preservation areas. Primary Open Space may also include buffers for residential areas and canopy roads, greenways, environmentally sensitive areas, including wildlife corridors, aesthetic open space, active and passive recreation areas, and community gathering spaces. The Primary Open Space may be incorporated into any PUD Concept Plan to satisfy requirements of the Environmental Management Ordinance. Constructed stormwater facilities consistent with Policy 1.2.33 may be utilized to satisfy open space requirements in a PUD Concept Plan.

Primary open space systems, together with other open space and green spaces set aside to meet the urban forest and landscape requirements shall also meet the requirements of the Tallahassee-Leon County Comprehensive Plan and Chapter 5 - Environmental Management, Tallahassee Land Development Code. The intent of this policy will be achieved through the following:

(1) Credits for open space requirements, wetland mitigation, slope mitigation, stormwater management and/or urban forest requirements may be requested outside of individual parcels or tracts under review but elsewhere within the Arch.

(2) Areas with severe and significant slopes that are not located in the open space systems shall be protected in site-specific plans in accordance with the Comprehensive Plan and Chapter 5 – Environmental Management, Tallahassee Land Development Code.

(3) The Open Space systems shall be open to the general public and be designed to include and provide connections with the Miccosukee Canopy Road Greenway and Welaunee Greenway at multiple locations and to integrate internal recreational multi-use paths with the greenways trails. Connections to future regional greenways shall be considered in the design of open space.

(4) The open space systems shall be designed to provide additional buffering for existing designated canopy road zones.

(5) Open space may be privately owned or dedicated to the public by conveyance to a general-purpose or special-purpose local government entity; or be designated a part of a statewide system of greenways and trails pursuant to state law. Privately owned open space/greenways shall, at a minimum, guarantee designated public trail access in perpetuity at the time of development. All required conservation easements will be placed over the Conservation and Preservation areas in accordance with local government regulations.

(6) The open space systems shall be governed by one or more management plans approved by the City in order to protect the values for which they were designated. The management plans may

be adopted in phases so long as they are consistent with one another. Protection of Conservation and Preservation areas shall be provided by conservation easements and other measures consistent with Chapter 5 – Environmental Management, Tallahassee Land Development Code. Conservation and Preservation areas placed in conservation easements may be used towards satisfying the urban forest and landscaping requirements of Chapter 5 – Environmental Management, Tallahassee Land Development Code. A single management plan may be adopted for all open space and conservation and preservation area lands.

(7) Any Open Space area located within the geographic boundary of a PUD Concept Plan Shall be included in the lands to be designated as Open Space/Greenway as a result of approval of that PUD Concept Plan. If additional Open Space area are required to meet the minimum Open Space area for that Phase set forth in Addendum B Policy 1.2.4(6) then such additional land will be designated as such from the adjacent Primary Open Space system as shown in Figure 13-5. To the extent that a PUD Concept Plan provides Open Space acreage beyond the required minimum, subsequent PUD Concept Plans are entitled to a credit for the additional acreage provided in proceeding PUD Concept Plans.

(8) Acreage in the primary open space system shall be counted towards satisfying the open space requirements established in PUD Concept Plans.

(9) The following guidelines shall apply to uses within the open space system as established in PUD Concept Plans:

a. Passive recreation improvements that are natural resource-oriented, such as hiking, biking, and riding trails and passive parks, may be constructed in the primary open space systems. Also allowable are community facilities such as bandshells, amphitheaters, gazebos and other improved gathering places if designed for non-vehicular access only, provided these activities are located such that impacts to conservation and preservation areas are minimized and the overall purpose of the conservation easement is maintained.
b. Active Recreation uses may be constructed in the open space area within each development district and in the primary open space system outside of Conservation and Preservation areas.
c. Wildlife management areas may be included in the primary open space systems protective measures addressed in the management plans, including a wildlife habitat management plan, in accordance with Chapter 5 – Environmental Management, Tallahassee Land Development Code.
d. Public roads and utilities may cross through the open space systems and buffers if the impacts are minimized. The location of the roads shown on Figure 13-5 are approximate.
e. Stormwater Management facilities may be located in the open space systems subject to design criteria in the PUD

Concept Plans and consistent with protection of conservation and preservation features pursuant to Chapter 5 – Environmental Management, Tallahassee Land Development Code. Each stormwater management facility must be evaluated in terms of impacts and meet the requirements of the Tallahassee-Leon County Comprehensive Plan and Chapter 5 – Environmental Management, Tallahassee Land Development Code. If stormwater facilities are contained in the open space system, the public and/or private entities responsible for maintenance shall be allowed to perform necessary maintenance of these facilities consistent with each facilities level of service. The SFMPs shall identify areas where drainage easements will be needed for proper maintenance of stormwater conveyances located within conservation or preservation areas.

(10) To promote creation of the open space systems and their integration into the planned mixed-use communities with appropriate credit, PUD Concept Plans shall establish an open space requirement that includes credit for the open space system, protected preservation and conservation areas, areas of constructed landscape, and the minimum onsite landscaping required for individual sites set forth in Addendum B Policy 1.2.12. Specific landscape standards and requirements shall be established in PUD Concept Plans. Such standards and requirements shall be designated to meet or exceed, on a cumulative basis, the Landscape and Urban Forest requirements in Chapter 5 – Environmental Management, Tallahassee Land Development Code. These landscape standards shall include, but not be limited to, standards for provision of street trees in mixed use zones, along public roadways, shade trees and landscaped islands within parking lots, and patriarch tree preservation. These standards will be developed to reflect the intent that town and neighborhood centers will be developed in an urban context with minimal setbacks and an emphasis on dense, mixed use development. Various land uses in the Arch shall satisfy the Urban Forest/Landscaping requirements based on thresholds established in the PUD Concept Plans. Such requirements shall be designed to meet or exceed, on a cumulative basis, the landscaping and urban forest requirements in Chapter 5 – Environmental Management, Tallahassee Land Development Code.

(11) The portion of the Arch bordering Miccosukee Road shall be designated as Open Space and shall include the Canopy Road Zone for Miccosukee Road. An additional area with a minimum width of 75 feet along the length of the Canopy Road Zone shall be designated as open space. The Canopy Road Zone and contiguous Open Space area shall serve as a wildlife corridor that terminates in the core forest area that is part of the fragmentation class of Core Canopy (>500 acres) in the Conservation Design District as shown on the Preliminary Environmental Map (Figure 13-6). This area may serve as a greenway as long as the greenway does not preclude the ability of the area to serve as a wildlife corridor.

Conservation and Preservation Policy 1.2.39: Lands. (EFF. 1/11/21)

Lands identified for permanent preservation and conservation are shown generally on the Preliminary Environmental Map (Figure 13-6) as Designated Wetlands, 100-year Floodplains, and High-Quality Successional forests/Native Forest. These protected areas create a regionally significant environmental and open space framework that protects the natural flows of water and preserves wildlife habitat while allowing limited, low-impact human access to natural spaces, where appropriate.

These allocations are intended to protect significant environmental resources on the Welaunee Arch and account for approximately 900 acres or approximately 19% of the total gross area of the Welaunee Arch. The precise size and location of Conservation and Preservation Lands shall be determined through a Natural Features Inventory to be conducted prior to or concurrent with the initial PUD Concept Plan for each Phase of the Welaunee Arch in which the feature is located. Additional environmental resources will be designated as Open Space as addressed in this Master Plan.

Conservation and Preservation lands shall be subject to a management plan to be reviewed and approved concurrent with the PUD Concept Plan that includes the applicable Conservation and Preservation lands. Such management plan shall address wildlife preservation, maintenance of native species diversity, management of the natural environment, restoration of environmental resources where warranted, and responsibility for long term management. Such management plan shall include measures to protect the values for which such lands were designated, including wildlife habitat and corridors, and may include conservation easements and other measures consistent with the Environmental Management Ordinance. Conservation and Preservation lands may be utilized for public access, including trails, subject to the Environmental Management Ordinance. To the extent allowed by local, state, or federal law, Conservation or Preservation lands may be utilized to achieve mitigation required by permits. A single management plan may be adopted for all open space and conservation and preservation area lands.

Lands that are not otherwise identified as Conservation and Preservation Lands on Figure 13-6 and are identified as areas suitable for future development may contain areas of natural upland or wetland communities. These resources will be identified through the Natural Features Inventory process and protected as required by the Comprehensive Plan's Conservation Element and will be incorporated into the lands identified as Open Space and Greenways consistent with the overall conservation and development strategy for the Welaunee Arch planning area.

Conservation easements for Conservation and Preservation lands shall be effective before or concurrent with the effective dates of the PUD Concept Plan for which they are granted. Protection of the lands identified in the Preliminary Environmental Features Map shall be phased or staged in coordination with the PUD Concept Plans. The required preservation of both Conservation and Preservation Lands within the Welaunee Arch will occur in conjunction with the PUD Concept Plan approvals and will be in place in advance of actual physical development within the PUD for which the Conservation and Preservation Lands are being protected. All identified Conservation and Preservation Lands within the Preliminary Environmental Features Map shall be subject to permanent preservation no later than the date

of actual physical development commencing within the final PUD Concept Plan for the Welaunee Arch.

Policy Recreation Areas. 1.2.40: (EFF. 1/11/21)

A PUD Concept Plan shall provide for reasonable public access to parks, recreation areas, natural areas, and open space. A multi-use trail system will be included that will link these areas where feasible to residential neighborhoods, mixed-use centers, schools, civic spaces, employment, recreation and open space, parks, and the Welaunee Greenway and Miccosukee Canopy Road Greenway.

Policy 1.2.41. Historic and Cultural Resources. (EFF. 1/11/21)

Through the completion of Natural Features Inventories, Planned Unit Developments shall identify historic and cultural resources including archaeological sites, historic structures and districts, and historic cemeteries. PUDs shall include standards sensitive to locating, assessing, and avoiding

potential adverse impacts to these resources. At a minimum, these standards shall comply with applicable state and local regulations. Where feasible based on the geographic location of the resource and appropriate given the historic and cultural context of resource, informational and interpretive signage may be considered for these resources.

Policy 1.2.42: Natural Area Resident Notifications. (EFF. 1/11/21)

PUD Concept Plans will include notification requirements for informing residents, once development is completed, with information on how to avoid human-bear conflicts and notices of proximity to areas that are actively managed with prescribed fires.

Policy 1.2.43: Perpetual Drainage Easement. (EFF. 1/11/21)

The Perpetual Drainage Easement across the Welaunee Arch shall be subject to the Order Clarifying Definition of Perpetual Drainage Easement, entered by Leon County Circuit Court on March 13, 1997. Lands within the Perpetual Drainage Easement shall be considered Open Space and may be utilized for active and passive recreation facilities and activities, including but not limited to, walking and bicycle trails, and playgrounds associated with development of lands owned by the landowner within the altered or undisturbed floodplains so long as the function of the easement is not impaired.

Policy 1.2.44: Welaunee Greenway. (EFF. 1/11/21)

The Welaunee Greenway shall consist at a minimum of an 8.4-mile-long shared-use trail corridor along the northeast, north, and west perimeter of the Arch, and shall be developed consistent with adopted local government plans, including the Greenways Master Plan. As defined in the Tallahassee-Leon County Greenways Master Plan, "The Greenway will range from approximately 75' to 150' in width in much of the corridor with greater widths in select areas due to wetlands and stream flow ways. This corridor will be comprised of the existing edge canopy and understory and the Welaunee firebreak road which may provide a readymade trail alignment. The preserved canopy and understory along the other side of the firebreak road will be preserved to provide privacy from adjacent roadways and homes." The final design of the Welaunee Greenway shall be determined through the Blueprint Intergovernmental Agency's Northeast Gateway

project and may consider other, non-paved trail surface treatments consistent with the Greenways Master Plan. Trail crossings and trailheads may be located in the Canopy Road Zone and the design of such facilities shall strive to minimize impacts to the tree canopy. The Welaunee Greenway shall connect to the existing Miccosukee Canopy Road Greenway to create a 17-mile linear park loop and a pedestrian bridge across Interstate-10. Connections shall be provided to and from the Greenway from interior multi-use trails along roadways or from other open space areas. The Welaunee Greenway shall be subject to a management plan approved by the City that is consistent with the policies of this master plan. A single management plan may be adopted for all open space, conservation and preservation area lands, and the Welaunee Greenway. Public roadways and utilities may cross through the Welaunee Greenway at points specified as road crossings on the land use and transportation maps, or at additional points if necessary, provided the crossing includes restoration of the Greenway and open space area. PUD Concept Plans that include or are adjacent to the Welaunee Greenway or Miccosukee Canopy Road Greenway shall provide access to those facilities. Development of the Arch should be incentivized through the PUD process to provide pedestrian and bicycle connectivity to the Greenway, particularly where it interfaces with Open Space areas and associated trail systems.

Policy 1.2.45: Alternative Development Program. (EFF. 1/11/21)

Notwithstanding any other provision of this Master Plan, at the election of the PUD applicant, PUD Concept Plans in Phase 1 and Phase 2 may offset open space and urban forest mitigation requirements through an optional alternative development program that preserves additional open space area within the Residential Reserve District (Phase 3). The intent of this Alternative Development Program is to incentivize preservation of a large area of open space in the northeast area of the Welaunee Arch that may be designated as a wildlife habitat area. Participation in this alternative development program is optional and must be agreed to by the PUD Concept Plan applicant and the owner of the property that would be used for the offset. Participation in this alternative development program is subject to all of the following provisions:

(1) Open Space Requirement Offset. PUD Concept Plans in any District of Phase 1 or Phase 2 may offset the open space requirements for that District by preserving lands in the Residential Reserve District (Phase 3) as open space.
   a. The offset shall be calculated on a per acre basis with a 15% bonus, resulting in an exchange of a 1.15-acre reduction in the open space requirement of the receiving District for each 1-acre of preserved open space in the Residential Reserve District. This exchange shall reduce the overall open space requirement for the Welaunee Arch by the net bonus amount (0.15 acres for each 1 acre preserved).
   b. The reserve area requirements for cluster residential zones in Phase 2 shall be offset concurrently with the open space requirements for any PUD Concept Plan including a cluster subdivision.
   c. Under the Alternative Development Program, preservation or conservation areas in the Residential Reserve District may count towards the open space requirements in the Conservation Design District. Conservation and Preservation

areas in the Residential Reserve District shall be integrated with the Welaunee Habitat Park.

d. If this Alternative Development Program is exercised, total Open Space in Phase 1 shall not be less than 15%, the total Open Space in Phase 2 shall not be less than 25%, and the overall total Open Space in the Arch at buildout shall not be less than 37%.

e. The open space offset shall not apply within the area 1,000 feet from the Buckhead Neighborhood as identified in Policy 1.2.15.

(2) Urban Forest Mitigation Offset. PUD Concept Plans in Phase 1 and Phase 2 may offset required urban forest mitigation requirements in any District by preserving lands in the Residential Reserve District (Phase 3) as open space.

a. The urban forest mitigation requirement offset through this program is exchanged based on the urban forest mitigation value of the land being established as Open Space in the Residential Reserve District. The mitigation value of the preserved open space shall be calculated with an additional 10% mitigation credits which may offset urban forest impacts in Phase 1 and Phase 2.

(3) All lands located in the Residential Reserve District, designated as Phase 3 on the Land Use Districts Map (Figure 13-5), are eligible for preservation under this alternative development program. Priority for preservation under this program shall be in the following order: 1) lands in the Residential Reserve District (Phase 3) that do not meet the definition of a preservation area or conservation area 2) any designated conservation and preservation areas in Residential Reserve District (Phase 3) as generally depicted on the Preliminary Environmental Features Map or as determined through a subsequent natural feature inventory. Priority shall be given to property along the eastern boundary of the Residential Reserve District with subsequent lands preserved under this alternative development program being contiguous with this area.

(4) Protection of the open space area in the Residential Reserve District (Phase 3), including any preservation or conservation areas, shall be provided by conservation easements, covenants, or other measures consistent with City Growth Management Department's adopted regulations. The lands preserved as open space under this alternative development plan shall be subject to the criteria of Policy 1.2.38 regarding Conservation and Preservation Areas. Any conservation easements established under this alternative development program shall be issued to the City of Tallahassee as the sole grantee and beneficiary. While open space area in the Residential Reserve District remains in private ownership, any conservation easements, covenants, or other measures shall allow for continued use of the preserved open space for silviculture operations of planted pine stands which adhere to Florida Division of Forestry Best Management Practices. Lands preserved under this development program for urban forest mitigation offsets may not be utilized for silviculture operations.

(5) Welaunee Habitat Park. Notwithstanding the phasing requirements in Policy 1.2.5, at such time when all lands in in the Residential Reserve District have been preserved as open space under this alternative development program, or at such time when the final PUD Concept Plan for the Welaunee Arch is approved, the preserved Open Space in the Residential Reserve District, including the Conservation and Preservation lands, shall be designated as a Habitat Park. The Habitat Park shall be subject to the requirements of Policies 13.2.37 and 13.2.38. Prior to establishment of the Habitat Park, the existing uses of the property shall be permitted. Any previously established conservation easements shall remain in effect on lands in the Habitat Park. Passive recreation improvements that are natural resource-oriented, such as hiking, biking and riding trails and passive parks, may be constructed in the Welaunee Habitat Park. Active Recreation uses are not permitted in the Welaunee Habitat Park.

(6) By adoption of a separate ordinance, the City may create and administer a Welaunee Habitat Park credit bank. The Welaunee Habitat Park credit bank would facilitate the purchase of lands in the Residential Reserve District (Phase 3) and the sale of open space and tree mitigation credits in accordance with this development program. The Welaunee Habitat Park credit bank may be established independent of and prior to the creation of the Welaunee Habitat Park. If the City creates a Welaunee Habitat Park credit bank, consideration may be given to utilizing the credit bank to offset open space requirements and urban forest mitigation requirements associated with the development of properties located in other growth priority areas inside the Urban Services Area.

(7) If stormwater facilities are contained within the Residential Reserve District, then the public or private agency responsible for maintenance shall be allowed to perform necessary maintenance of these facilities consistent with each facility's level of service. The Stormwater Facilities Master Plan shall identify areas where drainage easements will be needed for proper maintenance of stormwater conveyances located within preserved open space and conservation or preservation areas.

(8) Any lands in the Residential Reserve District not preserved as open space in accordance with this alternative development plan may be included in a PUD Concept Plan and development under the Residential Reserve District development guidelines in Policy 1.2.4(4). Development of the Residential Reserve District on remaining lands shall be clustered in the portion of the site that will result in the least environmental impact. Lands preserved as open space offset under this Alternative Development Program shall not count towards the 60% reserve area requirements for development of any remaining developable land in the Residential Reserve District.

	Acres[1]	DUs/ GSF	Acres[1]	DUs/ GSF	Acres[1]	DUs/GSF
Residential[2]	170	1,291 DUs	207	816 DUs	377	2,107 DUs
Town and Neighborhood Centers[3]	21	190,608 GSF	9	51,744 GSF	30	242,352 GSF
Employment Centers[4]	50	495,616 GSF	40	405,504 GSF	90	901,120 GSF
Educational/Institutional[5]	24				24	
Primary Open Space and Recreation	200		60		260	
Miccosukee Road Greenway[6]	189				189	
Other[7]	61		61		122	
TOTALS	715	1,291 DUs 686,224 GSF	377	816 DUs 457,248 GSF	1,092	2,107 DUs 1,143,472 GSF

Notes:

1. Acreage totals are based on conceptual planning and are only approximate. Acreage totals may change based on final development review.

2. Residential land use includes above-street units in town and neighborhood centers. No acreage has been allocated to these units because they will be located above nonresidential uses.

3. Retail uses shall comprise between 50% and 70% of total Phase 1 development in town and neighborhood centers with office uses to comprise between 30% and 50%. At buildout, the mix of uses in town and neighborhood centers shall be approximately 67% retail and 33% office.

4. Office and light industrial uses shall comprise between 75% and 95% of total Phase 1 development in employment centers with retail uses to comprise between 5% and 25%. At buildout, the mix of uses in employment centers shall be approximately 90% office and light industrial with approximately 10% retail.

5. Total includes 24-acre site for Leon County School Board for a 500-pupil elementary school with stormwater management facilities in off-site regional systems. Institutional uses in town, neighborhood and employment centers are included in square footage totals for those areas.

6. Although under State ownership, the Miccosukee Canopy Road Greenway shall be considered within the Welaunee Critical Planning Area for planning purposes.

7. Total includes stormwater management facilities, road rights-of-way and other community infrastructure.

8. These figures may be modified pro rata to represent buildout if Heel is developed under Policy 1.9. (REV. EFF. 7/20/05)

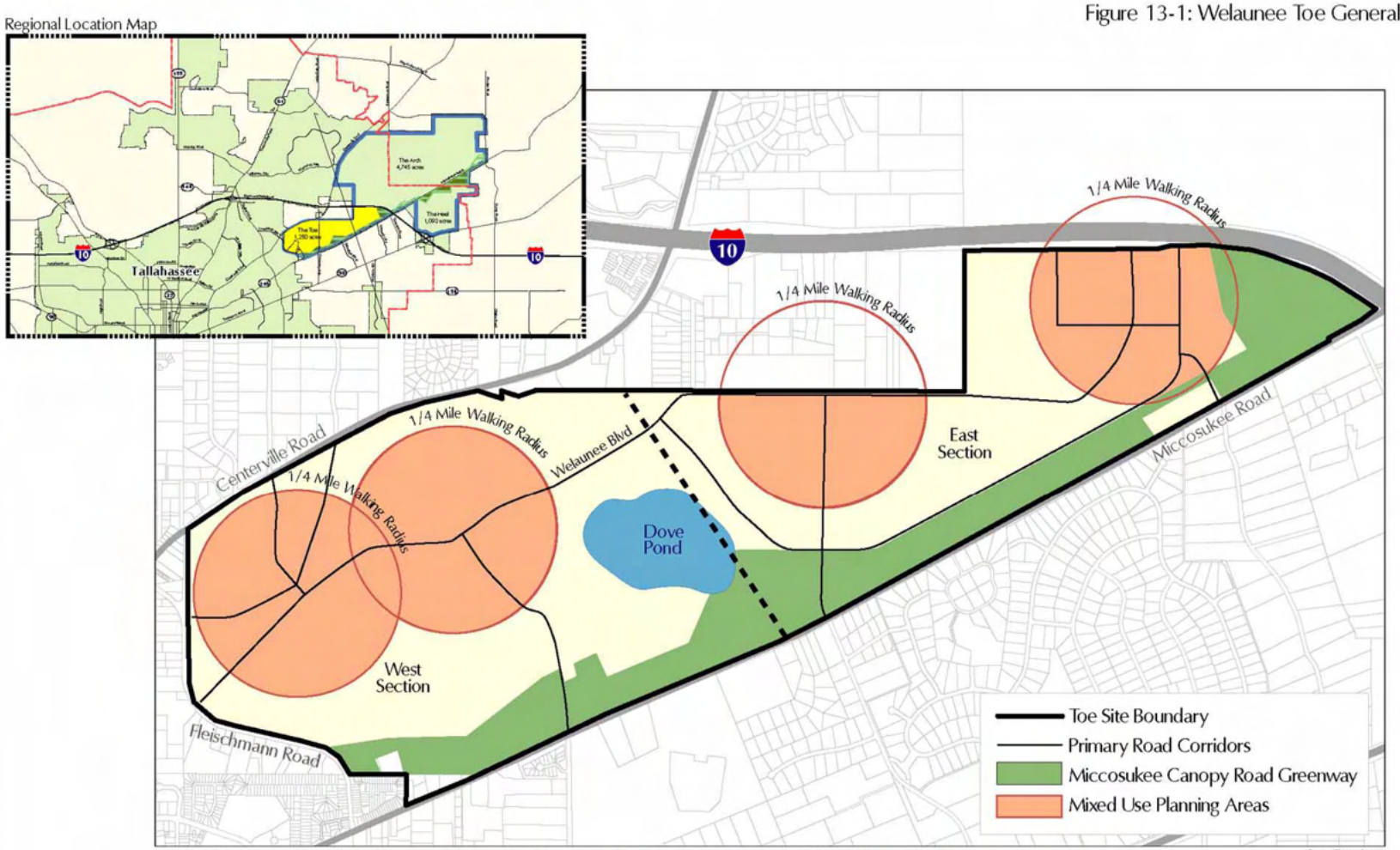
TABLE 13-2. WELAUNEE (HEEL) PHASING SCHEDULE BY LAND USE

The density and intensity of development projected on Welaunee (Heel) is shown below:

LAND USE	PHASE I (2002-2010)	PHASE II (2011-2020)	BUILDOUT

Map 4: Welaunee Toe Generalized Site Plan

Figure 13-1: Welaunee Toe Generalized Site Plan

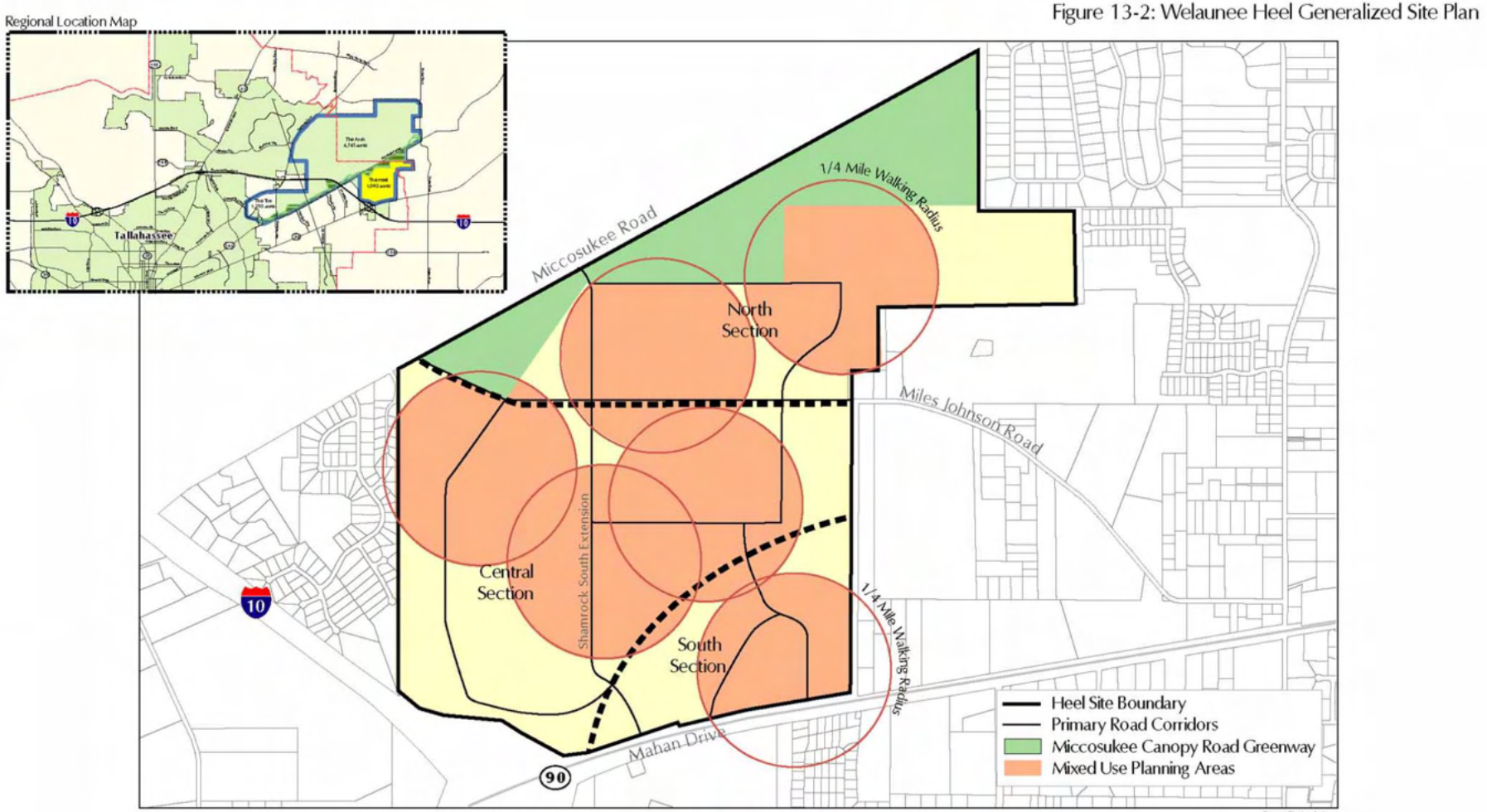


Notes:
1. A road connection to Centerville Road is authorized at either of the points identified, but not both, to be determined in the PUD Concept Plan.
2. Except for existing roads and road easements, the location of primary road corridors is approximiate and subject to final delineation in PUD Concept Plans.
3. Mixed Use Planning Areas may include town center, neighborhood center, employment center, residential, and school and community use categories. The location and number of Mixed Use Planning Areas is approximate and subject to final delineation in PUD Concept Plans based upon site-specific studies, on-site and off-site impacts, economic feasibility and other factors. In all cases, the arrangement of land uses in the Toe shall be consistent with the locational criteria in Policy LU 13.1.3(2).

(Rev. Eff. 8/27/17)

Map 5: Welaunee Heel Generalized Site Plan

Figure 13-2: Welaunee Heel Generalized Site Plan



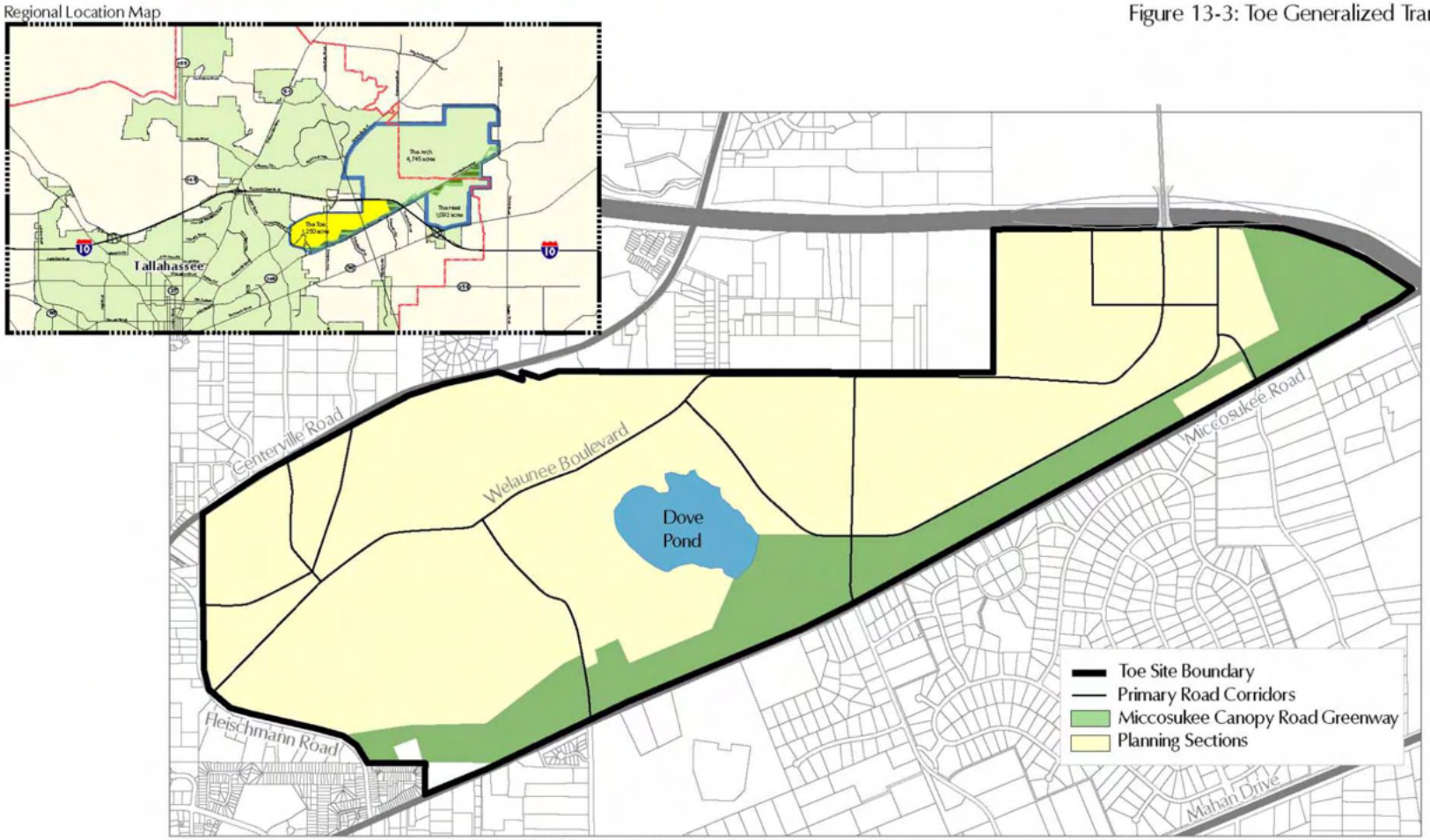
Notes: 1. Except for existing roads, the location of all primary road corridors is approximate and subject to final delineation in PUD Concept Plans.
2. Mixed Use Planning Areas may include town center, neighborhood center, employment center, residential, and school and community use categories. The location and number of Mixed Use Planning Areas is approximate and subject to final delineation in PUD Concept Plans based upon site-specific studies, on-site and off-site impacts, economic feasibility and other factors. In all cases, the arrangement of land uses in the Heel shall be consistent with the locational criteria in Policy LU 13.1.3(3).

Source: Glatting Jackson

March 4, 2002

Map 6: Toe Generalized Transportation Plan

Figure 13-3: Toe Generalized Transportation Plan



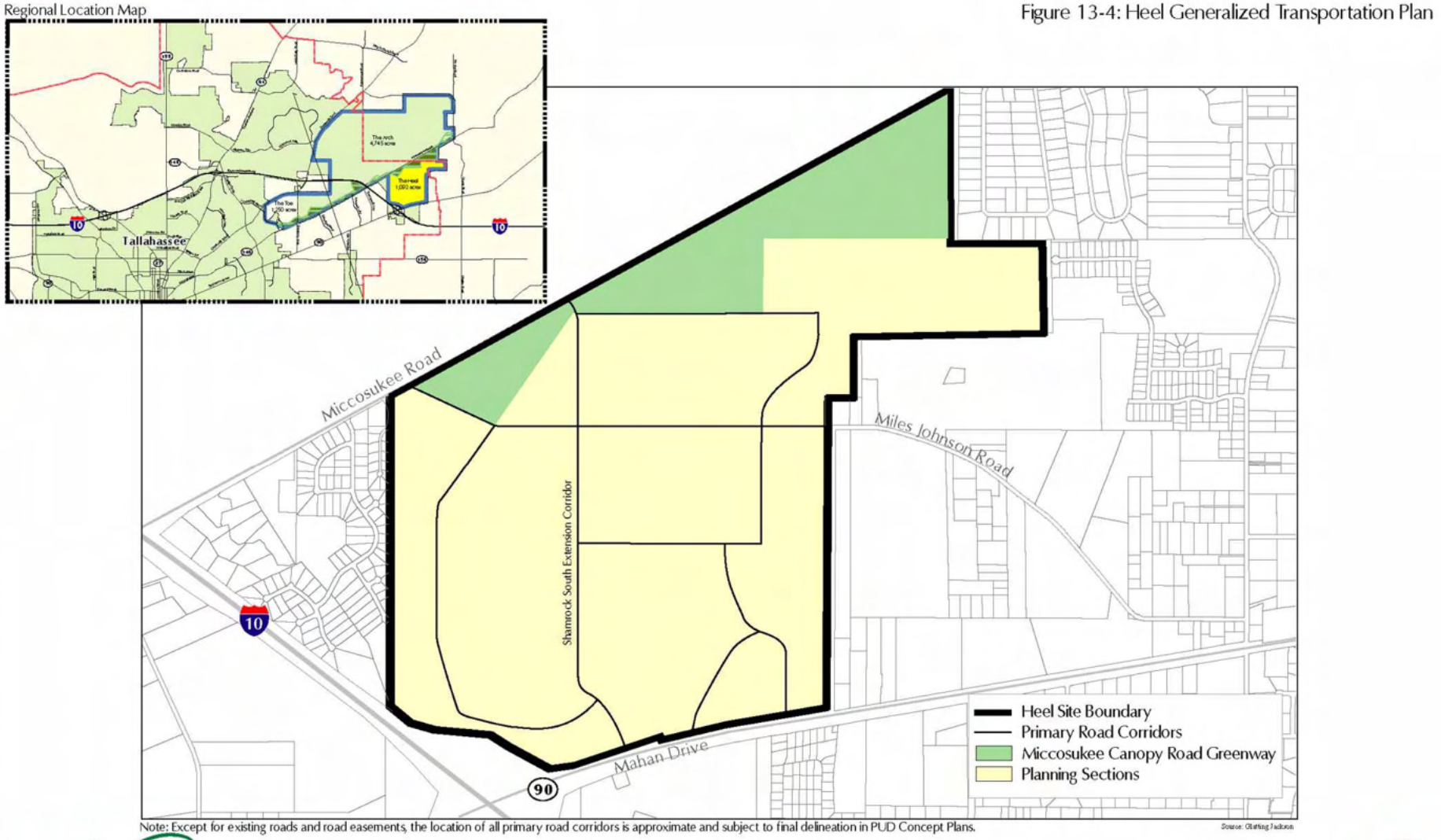
Note: A road connection to Centerville Road is authorized at either of the points identified, but not both, to be determined in the PUD Concept Plan.
Except for existing roads and road easements, the location of all primary road corridors is approximate and subject to final delineation in PUD Concept Plans.

Source: Glatting Jackson

March 4, 2002

Map 7: Heel Generalized Transportation Plan

Figure 13-4: Heel Generalized Transportation Plan



Note: Except for existing roads and road easements, the location of all primary road corridors is approximate and subject to final delineation in PUD Concept Plans.

March 4, 2002

Figure 13-5: Land Use Districts

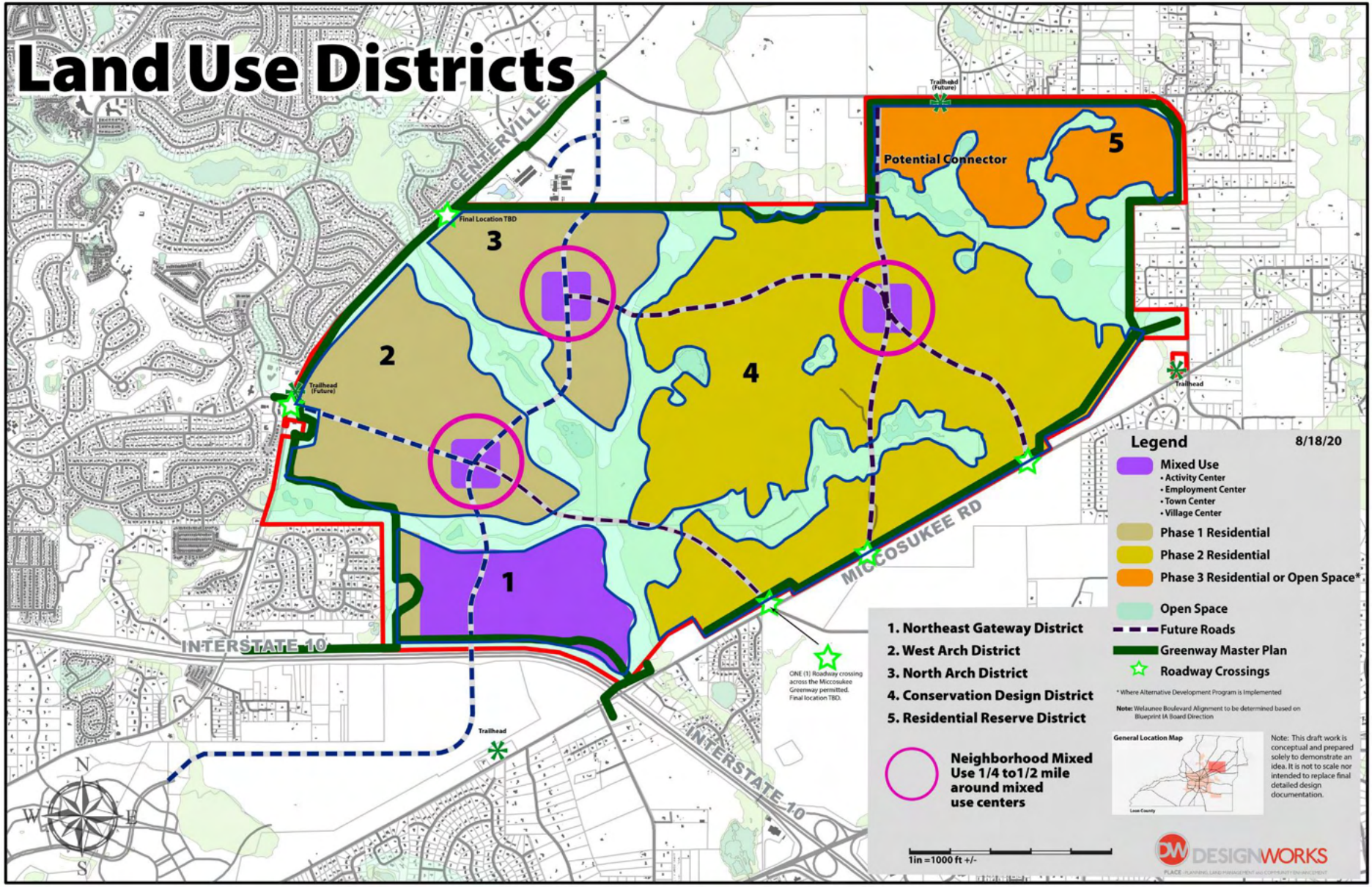


Figure 13-6: Preliminary Environmental Features

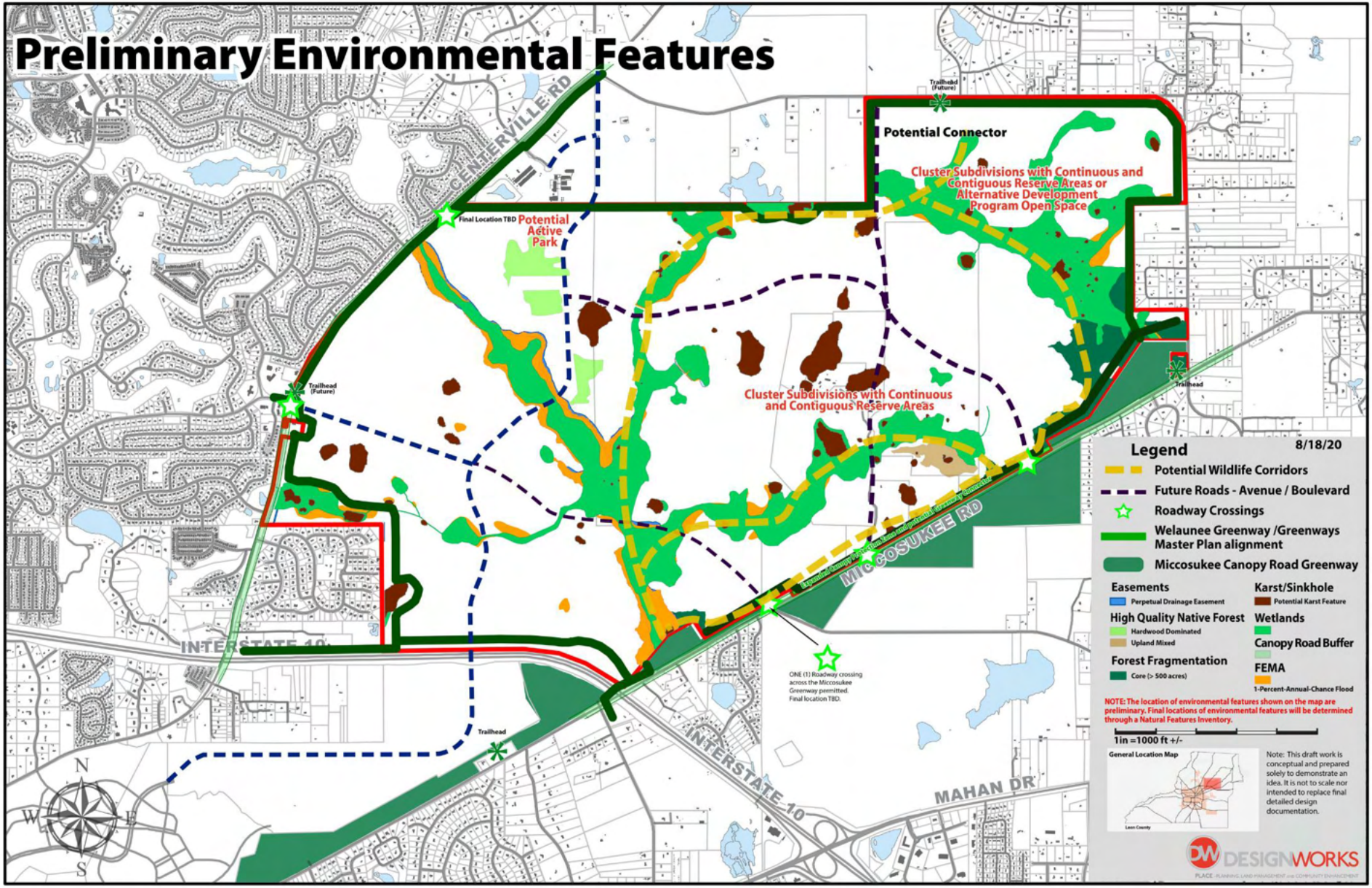


Figure 13-7: Transportation

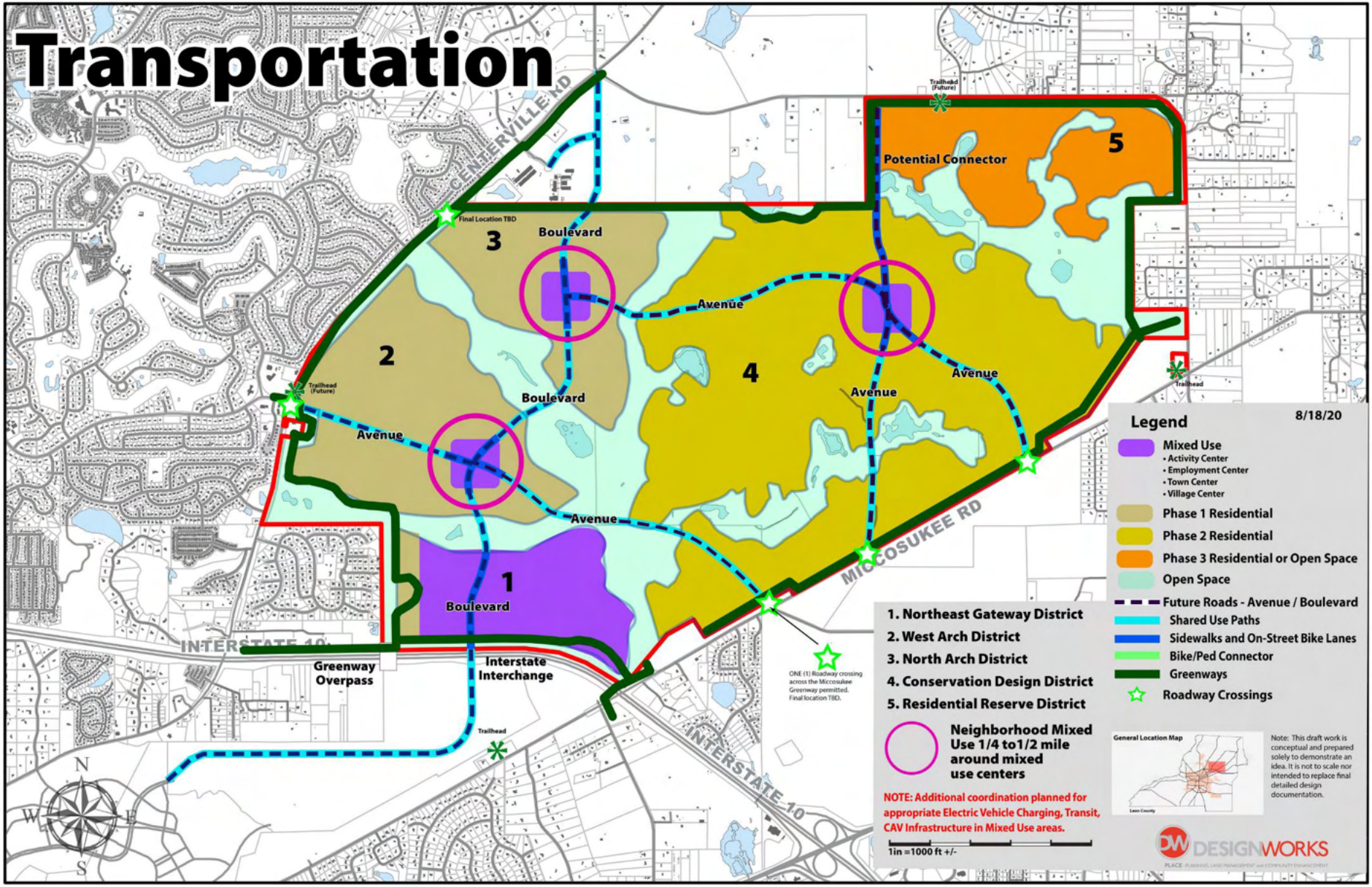


Table 1: Welaunee (Heel) Phasing Schedule by Land Use

(EFF. 12/10/02)

The Future Land Use Element is required to meet the statutory requirements of Chapter 163, F.S. This document identifies where the requirements are met with the proposed update amendments.

Future Land Use Element Statutory Requirements Checklist

Chapter 163.3177(6)(a), F.S.

Tallahassee-Leon County Planning Department

Land Use Element Minimum Statutory Criteria
Chapter 163.3177(6)(a)

Future Land Use Categories			**Met?**
Requirement	***Criteria***	***Proposed Item(s)***	
Uses	Each future land use category must be defined in terms of uses. 163.3177(6)(a)1, F.S.	Policies under Objective 2.8	✓
Standards	Residential densities and Non-residential intensities. 163.3177(6)(a)1, F.S.	Policy 2.8.1 – Tallahassee-Leon County Future Land Use Map	✓
Map	Shown on a land use map or map series. Proposed distribution, location, and extent of various categories of land use. 163.3177(6)(a)1, F.S.	Future Land Use Map Policy 2.8.1 and Context Area Densities, Intensities, and Mix of Uses Policy 2.8.2; Objective 3.4 – Equitable Distribution of Land Uses	✓
Supplement	Supplemented by goals, policies, and measurable objectives. 163.3177(6)(a)1 and (6)(a)10, F.S.	Policies under Objective 2.8	✓

Future Land Use Element Criteria			**Met?**
Requirement	***Criteria***	***Proposed Item(s)***	
Compatibility with airports	Achieve the compatibility of lands adjacent to an airport as defined in s. 330.35 (public airports) and consistent with s. 333.02 (airport hazards). 163.3177(6)(a)3.b, F.S.	Policy 6.11.1 – Adjacent Land Use Compatibility; Policy 6.11.3 – Compatibility of Land Use, Policy 6.11.4 – Compatibility for Noise and Safety, and Policy 6.11.5 – Advanced Air Mobility; Policy 5.3.2 – Coordinate Land Uses	✓

Future Land Use Element Criteria			**Met?**
Requirement	***Criteria***	***Proposed Item(s)***	
Proximity of schools	Encourage the location of schools proximate to urban residential areas to the extent possible. 163.3177(6)(a)3.c and (6)(a)7, F.S.	Public Facilities Objective 2.3 and associated policies including 2.3.3 – School Siting Review & Criteria Future; Policy 2.8.1 including Future Land Use Map; Policy 2.8.2 – Context Area with school location language	✓
Coordination with topography and soil	General Suitability for uses assigned: Coordinate future land uses with the topography and soil conditions, and the availability of facilities and services. 163.3177(6)(a)3.e, F.S.	Objective 3.1 – Residential Character; Policy 1.2.2 – Environmental Analysis	✓
Protection of resources	Ensure the protection of *natural* and *historic* resources. 163.3177(6)(a)3.f, F.S.	Policy 1.1.1 – Geographic Data; Policy 1.1.3 – Historic District Boundaries and Historically Significant Properties; Policy 1.2.2 – Environmental Analysis	✓
Compatibility of adjacent land uses	Provide for the compatibility of adjacent land uses. 163.3177(6)(a)3.g, F.S.	Policy 3.6.3 – Site Requirements; Policy 3.6.6 – Non-Conforming Uses; Policy 4.2.1 – Coordinate Transit with Land Use; Policy 5.3.2 – Tallahassee International Airport: Coordinate land uses adjacent to the Tallahassee International Airport	✓
Mixed-use development guidelines	Provide guidelines for the implementation of mixed-use development including the types of uses allowed the percentage distribution among the mix of uses, or other standards, and the density and intensity of each use. 163.3177(6)(a)3.h, F.S.	Policy 2.8.2 – Context Area Densities, Intensities, and Mix of Uses; Language for percentage distribution of mix of uses	✓

Future Land Use Element Criteria			**Met?**
Requirement	***Criteria***	***Proposed Item(s)***	
Discouragement of Urban Sprawl	The future land use element and any amendment to the future land use element shall discourage the proliferation of urban sprawl. 163.3177(6)(a)9, F.S.	Objective 2.5 – Reconnecting Urban Sprawl Policy 2.5.1 – Suburban retrofit Objective 2.6 – Recognizable Places Objective 2.8 – Community Context Policy 2.4.2 – Criteria for Urban Service Area Expansion Objective 2.2 – Efficient Growth and Policy 2.2.1 – Urban Services Area (USA)	✓

Future Land Use Map			**Met?**
Requirement	***Criteria***	***Proposed Item(s)***	
Depict Historic District Boundaries and designated properties	The land use maps or map series shall generally identify and depict historic district boundaries and shall designate historically significant properties meriting protection. 163.3177(6)(a)10.b, F.S.	Policy 1.1.1 – Geographic Data; Policy 1.1.3 – Historic District Land Use and Mobility Element Addendum Maps	✓

Future Land Use Map			**Met?**
Requirement	***Criteria***	***Proposed Item(s)***	
Future Land Use Map or Map Series as part of Future Land Use Element	The future land use element shall include a future land use map or map series. a. The proposed distribution, extent, and location of the following uses shall be shown on the future land use map or map series: (I) Residential. (II) Commercial. (III) Industrial. (IV) Agricultural. (V) Recreational. (VI) Conservation. (VII) Educational. (VIII) Public. b. The following areas shall also be shown on the future land use map or map series, if applicable: (I) Historic district boundaries and designated historically significant properties. (II) Transportation concurrency management area boundaries or transportation concurrency exception area boundaries. (III) Multimodal transportation district boundaries. (IV) Mixed-use categories. 163.3177(6)(a)10.a and b, F.S.	Future Land Use Map: **Policy 2.8.1 – Tallahassee-Leon County Future Land Use Map:** Distribution, extent, and location of land uses **Residential:** **Policy 2.8.5 –** Rural Residential **Policy 2.8.6 –** Rural Community **Policy 2.8.7 –** Lake Protection **Policy 2.8.10 –** Residential Preservation **Industrial:** **Policy 2.8.15 –** Manufacturing and Mining Special District **Agricultural:** **Policy 2.8.4 –** Rural **Mixed Use Categories:** **Policy 2.8.8 –** Sub-Urban Neighborhood **Policy 2.8.9 –** Sub-Urban Mixed-Use Commercial **Policy 2.8.11 –** Urban Neighborhood **Policy 2.8.12 –** Urban General **Policy 2.8.13 –** Urban Center **Policy 2.8.18 –** Planned Development Special District	✓

Future Land Use Map			**Met?**
Requirement	***Criteria***	***Proposed Item(s)***	
Future Land Use Map or Map Series as part of Future Land Use Element	c. The following natural resources or conditions shall be shown on the future land use map or map series, if applicable: (I) Existing and planned public potable waterwells, cones of influence, and wellhead protection areas. (II) Beaches and shores, including estuarine systems. (III) Rivers, bays, lakes, floodplains, and harbors. (IV) Wetlands. (V) Minerals and soils. (VI) Coastal high hazard areas. 163.3177(6)(a)10.c, F.S.	Natural Resources: **Policy 1.1.1 and Map Series** Recreational: **Policy 2.8.17 –** Parks and Civic Spaces Conservation: **Policy 2.8.3 –** Natural Areas Educational: **Policy 2.8.16 –** Institutional Public: **Policy 2.8.16 –** Institutional Historic: **Policy 1.1.3 and Map Series** MMTD: **MMTD Map in Map Series**	✓
Public Schools as allowable uses	Must identify land use categories where public schools are allowable; and include sufficient land proximate to residential development to meet projected needs for schools; and contiguous lands to existing school sites within categories. Coordination: Coordinate with public school boards. 163.3177(6)(a)7, F.S.	Policy 2.8.2 – Context Area Densities, Intensities, and Mix of Uses: Table Note *Public Schools are an allowable use in all future land use categories with the exception of the Natural Areas land use. This provision is intended to provide sufficient lands proximate to residential areas to allow existing and future school siting considerations.	✓

The Mobility Element is required to meet the statutory requirements of Chapter 163, F.S. This document identifies where the requirements are met with the proposed update amendments.

Transportation Element Statutory Requirements Checklist

Chapter 163.3177(6)(b), F.S.

Tallahassee-Leon County Planning Department

Transportation Element Requirements
Chapter 163.3177(6)(b), F.S.

Transportation Element Components			**Met?**
Requirement	***Criteria***	***Proposed Item(s)***	
Traffic Circulation	Types, locations, and extent of existing and proposed major thoroughfares and transportation routes, including bicycle and pedestrian ways. 163.3177(6)(b)1, F.S.	Map Series and TLCGIS layers for roadway jurisdiction, functional classification, sidewalk facilities, pedestrian ways, bike Tallahassee, greenways master plan, and Blueprint projects. Independent maintenance of Greenways Master Plan and Capital Regional Transportation Planning Agency (CRTPA) sites with maps and data including LRTP and Cost Feasible plans/maps.	✓
Transportation Corridors	Defined in s. 334.03, may be designated in the transportation element pursuant to s. 337.273. 163.3177(6)(b)1, F.S.	Policy 1.2.4 – Transportation Corridor Environmental Features; Policy 2.2.10 – Corridor Preservation: Policy 2.8.11 – Urban Neighborhood; Policy 6.1.3 – Tallahassee-Leon County Transportation Corridors Map; Policy 6.2.4 – Corridor Management and Preservation	✓
Map or Map Series	Showing the general location of the existing and proposed transportation system features. 163.3177(6)(b)1, F.S.	Policy 6.1.3 – Tallahassee-Leon County Transportation Corridors Map and Map Series	✓
Coordination	With the future land use map or map series. 163.3177(6)(b)1, F.S.	Map Series: Traffic Circulation and Thoroughfare Maps	✓

Transportation Element Components			**Met?**
Requirement	***Criteria***	***Proposed Item(s)***	
Level of Service	The existing transportation system levels of service and system needs and the availability of transportation facilities and services. 163.3177(6)(b)1.d, F.S.	Policy 2.2.10 – Corridor Preservation and 6.3.7	✓
Maintaining the Mobility System	How the local government will correct existing facility deficiencies, meet the identified needs of the projected transportation system, and advance the purpose of this paragraph and the other elements of the comprehensive plan. 163.3177(6)(b)1.e, F.S.	Policy 2.2.2 – Improvement of Capital Infrastructure; Policy 2.2.1 – Urban Services Area (USA); Policy 2.2.4 – Urban Services Outside of the Urban Services Area; Policy 2.2.10 – Corridor improvement of transportation facilities; Policy 2.6.2 – Gateway corridors; Policy 6.1.2 – Context-Based On-Site Facilities; Policy 6.3.8 – Level of Service (LOS); Policy 6.5.1 – Build Bike Facilities Concurrent with Maintenance; Policy 6.6.2 – Crosswalks; Policy 6.10.4 – Pedestrian Infrastructure Connectivity; Policy 6.13.2 – Consistency with Regional Transportation Plans	✓

Metropolitan Planning Organization			**Met?**
Requirement	***Criteria***	***Proposed Item(s)***	
Includes Alternative modes of travel	Public transportation, pedestrian, and bicycle travel. 163.3177(6)(b)2.a, F.S.	Policy 6.10.8 – Transit Alternative and Expansion Studies; Objective 2.7 – Multimodal Transportation District (MMTD)	✓

Metropolitan Planning Organization			**Met?**
Requirement	***Criteria***	***Proposed Item(s)***	
Aviation, rail, seaport facilities	Access to those facilities, intermodal terminals. 163.3177(6)(b)2.b, F.S.	Objective 5.2 – Airport Access; Objective 6.12 – Rail; 6.12.1 – Rail Crossings	✓
Evacuation capability	Evacuate the coastal population before a natural disaster. 163.3177(6)(b)2.c, F.S.	N/A	
Airports and aviation development	Projected development, land use compatibility around airports. 163.3177(6)(b)2.d, F.S.	Policy 6.11.1 – Adjacent Land Use Compatibility; Policy 6.11.2 – Airport Master Plan; Policy 6.11.3 – Compatibility of Land Use; Policy 6.11.4 – Compatibility for Noise and Safety; Policy 6.11.5 – Advanced Air Mobility; Policy 4.2.1 – Coordinate Transit with Land Use	✓
Land use and transportation management	Promote public transportation systems in designated corridors.163.3177(6)(b)2.e, F.S.	Policy 6.10.9 – Transit Corridors; Policy 2.2.10 – Corridor Preservation	✓

Transportation Components Based on Community Character			**Met?**
Requirement	*Criteria*	*Proposed Item(s)*	
Municipalities > 50,000	Mass-transit provisions, methods for moving people, rights-of-way, terminals, related facilities. 163.3177(6)(b)3, F.S.	Policy 1.6.2 – Multimodal Connectivity; Objective 2.5 – Reconnecting Urban Sprawl; Objective 2.7 – Multimodal Transportation District; Policy 2.7.1 – MMTD Implementation; Policy 2.7.2 – Land Use Within the MMTD; Policy 2.7.5 – Transit in the MMTD; Policy 3.7.3 – Design Criteria for Mobility Hubs; Objective 4.2 – Mobility-Based Housing Incentives; Objective 6.10 and policies.	✓

Counties > 75,000	Mass-transit provisions, methods for moving people, rights-of-way, terminals, related facilities. 163.3177(6)(b)3, F.S.	Policy 2.7.5 – Transit in the MMTD	✓
Efficient public transit services	Based on major trip generators and attractors, safe and convenient terminals, land uses, special needs of transportation disadvantaged. 163.3177(6)(b)3.a, F.S.	Policy 6.9.1 – Human Services Transportation; Policy 6.9.2 – Transport to Destinations; Policy 6.9.3 – Affordable and Cost-Effective Service; Policy 6.9.4 – Transportation Disadvantaged Needs Assessment	✓
Plans for port, aviation, and related facilities	Coordinated with general circulation and the other parts of the transportation element. 163.3177(6)(b)3.b, F.S.	Policy 6.11.3 – Compatibility of Land Use; Policy 5.2.1 – Airport Master Plan; Policy 5.3.2 – Tallahassee International Airport; Policy 5.3.3 – Transportation Access	✓
Plans for recreational traffic circulation	Including bicycle facilities, exercise trails, riding facilities, safety of movement of all types of recreational traffic. 163.3177(6)(b)3.c, F.S.	Map Series and TLCGIS layers for roadway jurisdiction, functional classification, sidewalk facilities, pedestrian ways, bike Tallahassee, greenways master plan, and Blueprint projects. Independent maintenance of Greenways Master Plan and Capital Regional Transportation Planning Agency (CRTPA) sites with maps and data including LRTP and Cost Feasible plans/maps. Objective 1.3 – Access to Parks and Recreation and associated policies; Policy 4.2.5 – Trail-Oriented Development (TrOD) Design Standards and 4.2.6 – Density Bonus; Policy 6.8.5 – Parking Reduction for Certain Development Types TrOD.	✓

Airport Master Plan (Optional)			**Met?**
Requirement	*Criteria*	*Proposed Item(s)*	
Incorporation of Airport Master Plan	At the option of a local government, an airport master plan, may be incorporated into the local government comprehensive plan by the local government having jurisdiction under this act for the area in which the airport or projected airport development is located by the adoption of a comprehensive plan amendment. 163.3177(6)(b)4, F.S.	Policy 5.2.1 – Airport Master Plan; Policy 6.11.2 – Airport Master Plan	✓

163.3177 Required and optional elements of comprehensive plan; studies and surveys.

(6) In addition to the requirements of subsections (1)-(5), the comprehensive plan shall include the following elements:

(a) A future land use plan element designating proposed future general distribution, location, and extent of the uses of land for residential uses, commercial uses, industry, agriculture, recreation, conservation, education, public facilities, and other categories of the public and private uses of land. The approximate acreage and the general range of density or intensity of use shall be provided for the gross land area included in each existing land use category. The element shall establish the long-term end toward which land use programs and activities are ultimately directed.

1. Each future land use category must be defined in terms of uses included, and must include standards to be followed in the control and distribution of population densities and building and structure intensities. The proposed distribution, location, and extent of the various categories of land use shall be shown on a land use map or map series which shall be supplemented by goals, policies, and measurable objectives.

2. The future land use plan and plan amendments shall be based upon surveys, studies, and data regarding the area, as applicable, including:

a. The amount of land required to accommodate anticipated growth.

b. The projected permanent and seasonal population of the area.

c. The character of undeveloped land.

d. The availability of water supplies, public facilities, and services.

e. The need for redevelopment, including the renewal of blighted areas and the elimination of nonconforming uses which are inconsistent with the character of the community.

f. The compatibility of uses on lands adjacent to or closely proximate to military installations.

g. The compatibility of uses on lands adjacent to an airport as defined in s. 330.35 and consistent with s. 333.02.

h. The discouragement of urban sprawl.

i. The need for job creation, capital investment, and economic development that will strengthen and diversify the community's economy.

j. The need to modify land uses and development patterns within antiquated subdivisions.

3. The future land use plan element shall include criteria to be used to:

a. Achieve the compatibility of lands adjacent or closely proximate to military installations, considering factors identified in s. 163.3175(5).

b. Achieve the compatibility of lands adjacent to an airport as defined in s. 330.35 and consistent with s. 333.02.

c. Encourage preservation of recreational and commercial working waterfronts for water-dependent uses in coastal communities.

d. Encourage the location of schools proximate to urban residential areas to the extent possible.

e. Coordinate future land uses with the topography and soil conditions, and the availability of facilities and services.

f. Ensure the protection of natural and historic resources.

g. Provide for the compatibility of adjacent land uses.

h. Provide guidelines for the implementation of mixed-use development including the types of uses allowed, the percentage distribution among the mix of uses, or other standards, and the density and intensity of each use.

4. The amount of land designated for future planned uses shall provide a balance of uses that foster vibrant, viable communities and economic development opportunities and address outdated development patterns, such as antiquated subdivisions. The amount of land designated for future land uses should allow the operation of real estate markets to provide adequate choices for permanent and seasonal residents and business and may not be limited solely by the projected population. The element shall accommodate at least the minimum amount of land required to accommodate the medium projections as published by the Office of Economic and Demographic Research for at least a 10-year planning period unless otherwise limited under s. 380.05, including related rules of the Administration Commission.

5. The future land use plan of a county may designate areas for possible future municipal incorporation.

6. The land use maps or map series shall generally identify and depict historic district boundaries and shall designate historically significant properties meriting protection.

7. The future land use element must clearly identify the land use categories in which public schools are an allowable use. When delineating the land use categories in which public schools are an allowable use, a local government shall include in the categories sufficient land proximate to residential development to meet the projected needs for schools in coordination with public school boards and may establish differing criteria for schools of different type or size. Each local government shall include lands contiguous to existing school sites, to the maximum extent possible, within the land use categories in which public schools are an allowable use.

8. Future land use map amendments shall be based upon the following analyses:

a. An analysis of the availability of facilities and services.

b. An analysis of the suitability of the plan amendment for its proposed use considering the character of the undeveloped land, soils, topography, natural resources, and historic resources on site.

c. An analysis of the minimum amount of land needed to achieve the goals and requirements of this section.

9. The future land use element and any amendment to the future land use element shall discourage the proliferation of urban sprawl.

a. The primary indicators that a plan or plan amendment does not discourage the proliferation of urban sprawl are listed below. The evaluation of the presence of these indicators shall consist of an analysis of the plan or plan amendment within the context of features and characteristics unique to each locality in order to determine whether the plan or plan amendment:

(I) Promotes, allows, or designates for development substantial areas of the jurisdiction to develop as low-intensity, low-density, or single-use development or uses.

(II) Promotes, allows, or designates significant amounts of urban development to occur in rural areas at substantial distances from existing urban areas while not using undeveloped lands that are available and suitable for development.

(III) Promotes, allows, or designates urban development in radial, strip, isolated, or ribbon patterns generally emanating from existing urban developments.

(IV) Fails to adequately protect and conserve natural resources, such as wetlands, floodplains, native vegetation, environmentally sensitive areas, natural groundwater aquifer recharge areas, lakes, rivers, shorelines, beaches, bays, estuarine systems, and other significant natural systems.

(V) Fails to adequately protect adjacent agricultural areas and activities, including silviculture, active agricultural and silvicultural activities, passive agricultural activities, and dormant, unique, and prime farmlands and soils.

(VI) Fails to maximize use of existing public facilities and services.

(VII) Fails to maximize use of future public facilities and services.

(VIII) Allows for land use patterns or timing which disproportionately increase the cost in time, money, and energy of providing and maintaining facilities and services, including roads, potable water, sanitary sewer, stormwater management, law enforcement, education, health care, fire and emergency response, and general government.

(IX) Fails to provide a clear separation between rural and urban uses.

(X) Discourages or inhibits infill development or the redevelopment of existing neighborhoods and communities.

(XI) Fails to encourage a functional mix of uses.

(XII) Results in poor accessibility among linked or related land uses.

(XIII) Results in the loss of significant amounts of functional open space.

b. The future land use element or plan amendment shall be determined to discourage the proliferation of urban sprawl if it incorporates a development pattern or urban form that achieves four or more of the following:

(I) Directs or locates economic growth and associated land development to geographic areas of the community in a manner that does not have an adverse impact on and protects natural resources and ecosystems.

(II) Promotes the efficient and cost-effective provision or extension of public infrastructure and services.

(III) Promotes walkable and connected communities and provides for compact development and a mix of uses at densities and intensities that will support a range of housing choices and a multimodal transportation system, including pedestrian, bicycle, and transit, if available.

(IV) Promotes conservation of water and energy.

(V) Preserves agricultural areas and activities, including silviculture, and dormant, unique, and prime farmlands and soils.

(VI) Preserves open space and natural lands and provides for public open space and recreation needs.

(VII) Creates a balance of land uses based upon demands of the residential population for the nonresidential needs of an area.

(VIII) Provides uses, densities, and intensities of use and urban form that would remediate an existing or planned development pattern in the vicinity that constitutes sprawl or if it provides for an innovative development pattern such as transit-oriented developments or new towns as defined in s. 163.3164.

10. The future land use element shall include a future land use map or map series.

a. The proposed distribution, extent, and location of the following uses shall be shown on the future land use map or map series:

(I) Residential.

(II) Commercial.

(III) Industrial.

(IV) Agricultural.

(V) Recreational.

(VI) Conservation.

(VII) Educational.

(VIII) Public.

b. The following areas shall also be shown on the future land use map or map series, if applicable:

(I) Historic district boundaries and designated historically significant properties.

(II) Transportation concurrency management area boundaries or transportation concurrency exception area boundaries.

(III) Multimodal transportation district boundaries.

(IV) Mixed-use categories.

c. The following natural resources or conditions shall be shown on the future land use map or map series, if applicable:

(I) Existing and planned public potable waterwells, cones of influence, and wellhead protection areas.

(II) Beaches and shores, including estuarine systems.

(III) Rivers, bays, lakes, floodplains, and harbors.

(IV) Wetlands.

(V) Minerals and soils.

(VI) Coastal high hazard areas.

(b) A transportation element addressing mobility issues in relationship to the size and character of the local government. The purpose of the transportation element shall be to plan for a multimodal transportation system that places emphasis on public transportation systems, where feasible. The element shall provide for a safe, convenient multimodal transportation system, coordinated with the future land use map or map series and designed to support all elements of the comprehensive plan. A local government that has all or part of its jurisdiction included within the metropolitan planning area of a metropolitan planning organization (M.P.O.) pursuant to s. 339.175 shall prepare and adopt a transportation element consistent with this subsection. Local governments that are not located within the metropolitan planning area of an M.P.O. shall address traffic circulation, mass transit, and ports, and aviation and related facilities consistent with this subsection, except that local governments with a population of 50,000 or less shall only be required to address transportation circulation. The element shall be coordinated with the plans and programs of any applicable metropolitan planning organization, transportation authority, Florida Transportation Plan, and Department of Transportation adopted work program.

1. Each local government's transportation element shall address traffic circulation, including the types, locations, and extent of existing and proposed major thoroughfares and transportation routes, including bicycle and pedestrian ways. Transportation corridors, as defined in s. 334.03, may be designated in the transportation element pursuant to s. 337.273. If the transportation corridors are designated, the local government may adopt a transportation corridor management ordinance. The element shall include a map or map series showing the general location of the existing and proposed transportation system features and shall be coordinated with the future land use map or map series. The element shall reflect the data, analysis, and associated principles and strategies relating to:

a. The existing transportation system levels of service and system needs and the availability of transportation facilities and services.

b. The growth trends and travel patterns and interactions between land use and transportation.

c. Existing and projected intermodal deficiencies and needs.

d. The projected transportation system levels of service and system needs based upon the future land use map and the projected integrated transportation system.

e. How the local government will correct existing facility deficiencies, meet the identified needs of the projected transportation system, and advance the purpose of this paragraph and the other elements of the comprehensive plan.

2. Local governments within a metropolitan planning area designated as an M.P.O. pursuant to s. 339.175 shall also address:

a. All alternative modes of travel, such as public transportation, pedestrian, and bicycle travel.

b. Aviation, rail, seaport facilities, access to those facilities, and intermodal terminals.

c. The capability to evacuate the coastal population before an impending natural disaster.

d. Airports, projected airport and aviation development, and land use compatibility around airports, which includes areas defined in ss. 333.01 and 333.02.

e. An identification of land use densities, building intensities, and transportation management programs to promote public transportation systems in designated public transportation corridors so as to encourage population densities sufficient to support such systems.

3. Municipalities having populations greater than 50,000, and counties having populations greater than 75,000, shall include mass-transit provisions showing proposed methods for the moving of people, rights-of-way, terminals, and related facilities and shall address:

a. The provision of efficient public transit services based upon existing and proposed major trip generators and attractors, safe and convenient public transit terminals, land uses, and accommodation of the special needs of the transportation disadvantaged.

b. Plans for port, aviation, and related facilities coordinated with the general circulation and transportation element.

c. Plans for the circulation of recreational traffic, including bicycle facilities, exercise trails, riding facilities, and such other matters as may be related to the improvement and safety of movement of all types of recreational traffic.

4. At the option of a local government, an airport master plan, and any subsequent amendments to the airport master plan, prepared by a licensed publicly owned and operated airport under s. 333.06 may be incorporated into the local government comprehensive plan by the local government having jurisdiction under this act for the area in which the airport or projected airport development is located by the adoption of a comprehensive plan amendment. In the amendment to the local comprehensive plan that integrates the airport master plan, the comprehensive plan amendment shall address land use compatibility consistent with chapter 333 regarding airport zoning; the provision of regional transportation facilities for the efficient use and operation of the transportation system and airport; consistency with the local government transportation circulation element and applicable M.P.O. long-range transportation plans; the execution of any necessary interlocal agreements for the purposes of the provision of public facilities and services to maintain the adopted level-of-service standards for facilities subject to concurrency; and may address airport-related or aviation-related development. Development

or expansion of an airport consistent with the adopted airport master plan that has been incorporated into the local comprehensive plan in compliance with this part, and airport-related or aviation-related development that has been addressed in the comprehensive plan amendment that incorporates the airport master plan, do not constitute a development of regional impact. Notwithstanding any other general law, an airport that has received a development-of-regional-impact development order pursuant to s. 380.06, but which is no longer required to undergo development-of-regional-impact review pursuant to this subsection, may rescind its development-of-regional-impact order upon written notification to the applicable local government. Upon receipt by the local government, the development-of-regional-impact development order shall be deemed rescinded.



Where is it now

FUTURE LAND USE CROSSWALK?

TALLAHASSEE LEON COUNTY
VISION 2050
A FOCUSED FUTURE

Where is it Now Future Land Use Crosswalk?

Current Goals, Objectives and Policies

Goal 1: [L] (EFF. 7/16/90)

The Comprehensive Plan shall protect and enhance the quality of life in this community by providing economically sound educational, employment, cultural, recreational, commercial, industrial and professional opportunities to its citizens while channeling inevitable growth into locations and activities that protect the natural and aesthetic environments and residential neighborhoods.

Proposed Goals, Objectives and Policies

Goal 2 [LM] – Distinct Urban and Rural Areas:

Our community will provide residents with diverse options for where they live or visit by maintaining a distinction between rural, sub-urban, and urban areas.

By maintaining a distinction between these areas, our community will:

- Provide diverse lifestyle choices while reducing sprawl
- Foster economic development in urban areas and identified activity centers.
- Promote efficient development patterns
- Support revitalization and redevelopment efforts within the urban boundary
- Reduce infrastructure costs
- Protect agricultural and forest management uses
- Preserve natural resource-based activities, ecosystem functions and ecosystem services, and scenic vistas and pastoral landscapes

Goal 3 [LM] – Healthy Neighborhoods and Vibrant Places:

Our community will plan for the development of healthy neighborhoods, vibrant places, and places of employment that are designed and built to be lively, inclusive, safe, and sustainable to ensure the equitable treatment and involvement of all citizens, recognize the importance of public spaces and private property, address the importance of civic and institutional uses, and account for community context.

These places will provide for:

- Recreational opportunities
- Pedestrian and bicycle facilities
- Healthy food options
- Health services
- Community services, including schools, community centers, and libraries

Goal 5 [LM] – A Robust Economy:

Our community will facilitate the development, attraction, and cultivation of innovative businesses and associated job creation to position the local economy for sustained, directed growth, raise the quality of life for residents, and alleviate poverty in the community.

Our community will foster a robust economy by:

- Supporting target industry cluster development and innovation districts
- Retaining and creating new employment opportunities emphasizing Tallahassee-Leon County's target industries
- Reducing barriers to starting and growing businesses
- Increasing access to job opportunities and training

Ensuring adequate and suitable lands are designated for commercial and industrial uses.

GROWTH MANAGEMENT/URBAN SERVICES AREA

Objective 1.1: [L] (EFF.7/16/90; REV. EFF. 7/26/06; REV. EFF. 12/24/10)

Direct development to those areas which have in place, or have agreements to provide, the land and water resources, fiscal abilities, and the service capacity to accommodate growth in an environmentally acceptable manner. This shall be accomplished in part through the establishment and maintenance of an Urban Service Area (USA) concept. This Urban Service Area (USA) concept is based upon a desire to have Tallahassee and Leon County grow in a responsible manner, with infrastructure provided economically and efficiently, and surrounding forest and agricultural

Objective 2.2 – Efficient Growth:

To support the projected population growth, infrastructure shall be provided economically and efficiently while protecting surrounding forests and agricultural lands from unwarranted and premature conversion to urban land uses. Growth and development shall be directed toward areas with existing infrastructure in a manner that maintains distinct natural, rural, sub-urban, and urban areas.

Objective 2.1 – Growth and Population Accommodation:

Tallahassee and Leon County will accommodate our population growth in a responsible manner. A growth and development strategy that provides for well-managed, orderly growth that preserves

lands protected from unwarranted and premature conversion to urban land use. An urban service strategy provides for well-managed, orderly growth, which preserves natural resources and promotes fiscal responsibility. The location and size of the USA shall be depicted on the Future Land Use Map and is based upon the area necessary to accommodate 90% of new residential dwelling units within the County by the Plan Horizon; the ability to provide urban infrastructure; and, the presence of environmentally sensitive lands and water bodies, requiring protection from the impacts of urban development.	natural resources and promotes fiscal responsibility shall be leveraged to maximize economic and environmental stewardship while accommodating the increased population.
Policy 1.1.1: [L] (REV. EFF. 7/20/05) In order to discourage urban sprawl, new development shall be concentrated in the urban service area plus in the Woodville Rural Community future land use category and the rural communities of Capitola, Chaires, Ft. Braden, and Miccosukee, as designated on the future land use map.	**Policy 2.8.2 – Context Area Densities, Intensities and Mix of Uses:** The Future Land Use Map and Zoning Atlas shall include uses, densities, and intensities consistent with concentrating development within the Urban Services Area. Land uses and zoning within the Urban Context Areas shall have higher allowable densities and intensities than the Sub-Urban Context Areas, which shall have higher allowable densities and intensities than the Rural Context Areas. To ensure a mixture of uses in mixed-use land use categories, a minimum of 5% open space (which may include landscaping and stormwater facilities subject to land development regulations) is required and residential or non-residential land uses may develop from a range of 5% up to 95%. *[Existing Policy Update]*
Policy 1.1.2: [L] (REV. EFF. 12/10/91) Improvement of capital infrastructure shall be provided within the designated urban service area and shall be phased over the life of the plan.	**Policy 2.2.1 – Urban Services Area (USA):** *[Existing Policy Update]* **Policy 2.2.2 – Improvement of Capital Infrastructure:** Capital infrastructure improvements shall be targeted for areas within the Urban Services Area within the long-term planning period. These improvements shall be phased incrementally through annual updates to the Capital Improvements Schedule. *[Existing Policy]* **Policy 2.2.3 – Planning for Urban Services:** Local government infrastructure master plans, and updates to master plans, shall account for the

	Urban Services Area when determining where to provide sewer, water, electricity, paved streets, sidewalks, and other related urban services. *[Existing Policy Update]*
Policy 1.1.3: [L] (REV. EFF. 12/10/91; REV. EFF. 7/26/06) Capital infrastructure designed to support urban density outside the Urban Service Area shall be prohibited except as described below. Capital infrastructure which is designed or intended to provide services to the population of the Urban Service Area may be located outside the Urban Service Area. This policy includes but is not limited to landfill, spray irrigation facilities, and inter-county transportation roadways. Capital improvement projects or expenditures designed to support urban density outside of the Urban Service Area will not occur outside the designated Urban Service Area unless a demonstrated hardship can be shown to occur for existing development or residents as of February 1, 1990. A demonstrated hardship refers to: • Replacement of existing facilities due to deterioration or destruction from natural disaster. • A public health and/or safety problem if no improvements are made (example - contaminated water wells). • Potential of severe environmental degradation if no improvements are made (example - failing septic tanks). The capacity of these facilities shall be limited to that necessary to serve development existing on or prior to February 1, 1990.	**Policy 2.2.4 – Exceptions to the Priority of Urban Services:** Urban services may be provided outside of the Urban Services Area where necessary to address critical environmental issues, critical public health issues, and/or other critical hazard vulnerabilities. Exceptions shall be substantiated in the capital improvement planning process. Emergency repairs and improvements necessary to maintain the public health, safety, and well-being shall be allowed without inclusion in the capital improvement planning process. *[Existing Policy]* **Policy 2.2.5 – Densities and Intensities:** The Future Land Use Map is intended to reflect densities and intensities supported by available capital infrastructure. New growth shall be directed to areas within the Urban Services Area. Residential density and/or non-residential intensity of development allowed for individual sites shall be determined by the infrastructure capacity to serve each proposed development, adopted levels of service, and/or the ability to implement conditions or mitigation for the proposed development. *[New, preserves original intent]* **Policy 2.4.2 – Criteria for Urban Service Area Expansion** To avoid premature conversions of rural areas to higher density and intensity uses, expansions to the Urban Services Area shall be contiguous with the Urban Service Area boundary, shall demonstrate the availability of or ability to provide central water and sewer service, and shall be based on an analysis of population projections and growth trends and an analysis of developable vacant and developable land currently within the Urban Services Area. *[New, preserves original intent]*
Policy 1.1.4: [L] (REV. EFF. 7/20/05) Central water and sewer may be provided in areas designated as Rural Community, Woodville Rural	**Policy 2.2.3 – Planning for Urban Services:** Local government infrastructure master plans, and updates to master plans, shall account for the

Community, and enclaves within the Woodville Rural Community designated for Residential Preservation on the future land use map.	Urban Services Area when determining where to provide sewer, water, electricity, paved streets, sidewalks, and other related urban services. *[Existing Policy Update]*
Policy 1.1.5: [L] (EFF. 7/16/90; REV. EFF. 7/26/06) Future Land Use Map densities and intensities are intended to reflect the availability of capital infrastructure. Capital infrastructure, which supports higher land use densities and intensities, consists of sewer and water, roads, mass transit, solid waste, drainage, and parks.	**Policy 2.2.5 – Densities and Intensities:** The Future Land Use Map is intended to reflect densities and intensities supported by available capital infrastructure. New growth shall be directed to areas within the Urban Services Area. Residential density and/or non-residential intensity of development allowed for individual sites shall be determined by the infrastructure capacity to serve each proposed development, adopted levels of service, and/or the ability to implement conditions of approval or mitigation of potential impacts for the proposed development. *[New, preserves original intent]*
Policy 1.1.6: [L] (EFF. 7/16/90) Areas within the urban service area will receive urban level capital facilities and services according to the schedule established in the Capital Improvements Element.	**Policy 2.2.2 – Improvement of Capital Infrastructure:** Capital infrastructure improvements shall be targeted for areas within the Urban Services Area within the long-term planning period. These improvements shall be phased incrementally through annual updates to the Capital Improvements Schedule. *[Existing Policy Update]* **Policy 2.2.3 – Planning for Urban Services:** Local government infrastructure master plans, and updates to master plans, shall account for the Urban Services Area when determining where to provide sewer, water, electricity, paved streets, sidewalks, and other related urban services. *[Existing Policy Update]*
Policy 1.1.7: [L] (EFF. 7/16/90) Higher density and mixed use development and its ancillary activities shall be channeled into locations which have proper access to the existing transportation system; minimal environmental constraints; sufficient stormwater treatment capacity; compatible existing land use and readily available sewer and water infrastructure**.**	**Policy 2.8.2 – Context Area Densities, Intensities and Mix of Uses:** The Future Land Use Map and Zoning Atlas shall include uses, densities, and intensities consistent with concentrating development within the Urban Services Area. Land uses and zoning within the Urban Context Areas shall have higher allowable densities and intensities than the Sub-Urban Context Areas, which shall have higher allowable densities and intensities than the Rural Context

Areas. To ensure a mixture of uses in mixed-use land use categories, a minimum of 5% open space (which may include landscaping and stormwater facilities subject to land development regulations) is required and residential or non-residential land uses may develop from a range of 5% up to 95%.

[Existing Policy Update]

Policy 3.6.3 – Site Requirements:
Land development regulations shall include requirements for:

- Context-based stormwater management
- Open space
- Setbacks
- Buffers
- Screening
- On-site traffic circulation
- Roadway access
- Land uses
- Subdivision of land
- Signage
- Standards for the regulation of development within and adjacent to areas subject to seasonal or periodic flooding compliant with state and federal regulations
- Areas known to be vulnerable to natural or human-caused hazards
- Lighting
- Noise Mitigation

[New, preserves original intent]

Policy 3.6.4 – Density and Intensity Incentives:
Land development regulations shall include incentives for greater development density and intensity to facilitate growth in areas that minimize and/or mitigate impacts on the natural environment or community character. These incentives shall allow densities or intensities that exceed unincentivized limits set out in the Future Land Use Category. Incentives for greater density and intensity up to 25% will be permitted for developments along arterial Gateway Corridors as defined in Policy 2.6.2 of this Element within the Urban Services Area for developments that incorporate urban design standards resulting in more attractive developments.

[New, preserves original intent]

Policy 1.1.8: [L] (EFF. 7/26/06; REV. EFF. 12/24/10)

The size of the USA is related to the projected fiscal capacity of the local government to provide urban infrastructure. An assessment of changing conditions over the 20-year period of the plan is built in through the required seven year Evaluation and Appraisal Report (EAR) and the annual capital improvements process. The integrity of the USA concept is maintained by strict adherence to the premise of not funding or scheduling major capital improvement projects outside the USA, Rural Communities or the Woodville Rural Community in conjunction with a policy of discouraging premature use and underutilization of land designated for urban development. Additionally, the size of the USA should be limited to reflect the ability of the public to provide infrastructure, limitations of environmental constraints and existing development and to provide for a phasing mechanism to the Plan Horizon.

The area within the USA is sized to accommodate approximately 50% more vacant land than is necessary to accommodate the population growth expected within the USA from 1993 to the Plan Horizon. It is expected that a USA sized 50% larger than our vacant land needs will provide sufficient constraint for growth management policies to be effective, while not over constraining the supply of vacant land.

Policy 2.2.1 – Urban Services Area (USA):

To provide for well-managed, orderly growth that preserves natural resources and promotes fiscal responsibility, the City and County's growth management strategy shall include an Urban Services Area (USA). The USA shall include all areas where public facilities and services, including central water and sewer, are available or are identified in the 5-year schedule of capital improvements. The USA will be sized to include approximately 50% more vacant and developable land than is necessary to accommodate the projected population growth expected within the USA by the long-term planning horizon and will account for both the ability to provide urban infrastructure and the presence of environmentally sensitive lands and water bodies.

[Existing Policy Update]

Policy 1.1.9: [L] (EFF. 7/26/06)

In order to achieve efficient and effective use of infrastructure and land, residential density within the USA shall average no less than 2 dwelling units per gross acre. Some future land use categories may establish higher minimum densities and minimum intensity requirements for nonresidential development. Attainment of minimum densities and intensities will be measured and reported annually and be evaluated at a minimum during subsequent Evaluation and Appraisal Reports and adjustments to the Comprehensive Plan necessary to achieve this measure will be recommended as warranted in the future.

Policy 2.2.1 – Urban Services Area (USA):

To provide for well-managed, orderly growth that preserves natural resources and promotes fiscal responsibility, the City and County's growth management strategy shall include an Urban Services Area (USA). The USA shall include all areas where public facilities and services, including central water and sewer, are available or are identified in the 5-year schedule of capital improvements. The USA will be sized to include approximately 50% more vacant and developable land than is necessary to accommodate the projected population growth expected within the USA by the long-term planning horizon and will account for both the ability to provide urban infrastructure and the presence of environmentally sensitive lands and water bodies.

	The densities shall be addressed within the Urban Services Area by maintaining land use categories that include Sub-Urban and Urban. The Evaluation and Appraisal Report shall be conducted every 7 years to assess population and densities. *[New, preserves original intent]*
Policy 1.1.10: [L] (EFF.7/16/90; RENUMBERED EFF. 7/26/06; FORMERLY POLICY 1.1.8.) Compliance with the Conservation Element shall be met prior to consideration of requirements in the Land Use Element.	**Policy 1.2.6 – Conservation Element:** Should conflicts arise between implementation of policies in the Land Use and Mobility Element and the Conservation Element on matters of natural resources, the Conservation Element policies shall take precedent. *[Existing Policy Update]*
Policy 1.1.11: [L] (REV. EFF. 3/14/07; REV. EFF. 1/7/10) The growth management strategy of the Tallahassee-Leon County Comprehensive Plan is designed to be implemented by a series of instruments which include Urban Service Area, Land Use Map, Future ROW Needs Map, Commercial Site locations, Land Use categories summary, Planned Development, MU Development patterns, and Goals, Objectives, and Policies.	**No specific policy. The Plan includes:** 1. Urban Services Area Policy: Policy 2.2.1. 2. Corridor Preservation: Policy 2.2.10 3. Future Land Use Map: Policy 2.8.1 4. Commercial Site Locations: Addressed in individual land use categories with specifics to be in the land development codes: a. General: 2.8.1 and 2.8.2 b. Parks: 2.8.17 c. Rural Residential: 2.8.5 d. Rural Community: 2.8.6 e. Lake Protection: 2.8.7 f. Residential Preservation: 2.8.8 g. Sub-Urban Neighborhood: 2.8.9 h. Sub-Urban Mixed-Use: 2.8.10 i. Urban Neighborhood: 2.8.11 j. Urban General: 2.8.12 k. Urban Center: 2.8.13 l. Mobility Hubs: 3.7.3 5. Land Use Categories: Under Objective 2.8 6. Planned Development: Policy 2.8.18 7. Mixed use Development Patterns: Policy 2.8.2 and handled in land use categories 8. Goals, Objectives, and Policies: Are foundation of the element. *[Existing Policy Update]*
Policy 1.1.12: [L] (EFF. 8/9/12) The parcel shown on the map below at the intersection of I-10 and US Highway 90 is within the designated Urban Service Area (USA), as	Chapter 380, F.S., was revised in 2013 and 2021, and this provision in the comprehensive plan is no longer needed.

defined in Section 163.3164(50), Florida Statutes, having public services and facilities, including, but not limited to, central water and sewer capacity and roads. As a parcel within a designated statutory USA, proposed development within the parcel is exempt from the development-of-regional impact process pursuant to Section 380.06(29)(c)3, Florida Statutes.	
DEVELOPMENT IN RELATION TO ENVIRONMENTAL CONSTRAINTS **Objective 1.2: [L] (EFF. 7/16/90; REV. EFF. 4/10/09)** Coordinate the location of land uses with local soil conditions, topography, and aquifer vulnerability as well as available services.	**Objective 1.6 – Community Resilience:** Foster community resilience by strengthening the reliability of our infrastructure and encouraging sustainable building practices, protecting a robust natural environment and local economy, and empowering self-sufficiency across the community.
Policy 1.2.1: [L] Leon County only (EFF. 7/16/90) Emphasize land use location that minimizes topographical changes. The proposed land use should fit the site location. The location should not be substantially altered to fit the proposed land use. **Policy 1.2.1: [L] City of Tallahassee only (REV. EFF. 7/1/04)** Emphasize land use location that minimizes topographical changes. The proposed land use should fit the site location. The location should not be substantially altered to fit the proposed land use, unless an off-site mitigation plan for the development of a site with significant grades has been approved. Such off-site mitigation plans shall recognize the contribution of preserved significant grades to community character, ameliorating the impacts of stormwater, and providing conditions for native plant communities.	**Policy 1.2.2 – Environmental Analysis:** Planning Department staff shall conduct an environmental analysis when amendments to the Comprehensive Plan are proposed. The analysis shall include natural resources and geographic features, including those listed in Policy 1.1.1, that contribute to human well-being and community character and identify the potential impacts to environmental and human health. *[New, preserves original intent]*
Policy 1.2.2: [L] Leon County only (REV. EFF. 9/19/91) The type, intensity and structural design of any development proposed for a site shall be appropriate to the existing natural topography. Site alterations will be limited to the absolute minimum necessary to develop a site safely. Design criteria in the land development regulations will emphasize	**Policy 1.2.2 – Environmental Analysis:** Planning Department staff shall conduct an environmental analysis when amendments to the Comprehensive Plan are proposed. The analysis shall include natural resources and geographic features, including those listed in Policy 1.1.1, that contribute to human well-being and community

site designs that fit the topography, not changing the topography to fit the design. Minimum grade changes typically associated with site development include those necessary for the safety of a building including parking, road right-of -way, handicapped access or utilities. Criteria for approval of development in areas with significant and severe grades will be limited to the type of land use that requires the least disturbance of sloped areas.

Policy 1.2.2: [L] City of Tallahassee only (REV. EFF. 7/1/04)

The type, intensity and structural design of any development proposed for a site shall be appropriate to the existing natural topography. Site alterations will be limited to the absolute minimum necessary to develop a site safely. Design criteria in the land development regulations will emphasize site designs that fit the topography, not changing the topography to fit the design, unless an off-site mitigation plan for the development of a site with significant grades has been approved. Minimum grade changes typically associated with site development include those necessary for the safety of a building including parking, road right-of -way, handicapped access or utilities. Criteria for approval of development in areas with significant and severe grades will be limited to the type of land use that requires the least disturbance of sloped areas.

character and identify the potential impacts to environmental and human health.

[New, preserves original intent]

Policy 1.2.3: [L] (REV. EFF. 12/7/99)

(a) The local governments shall maintain a map indicating the locations of all known operating and abandoned land fill sites. As the location of additional abandoned land fill sites become known, this map shall be revised accordingly.

(b) By 2001, local government will include requirements in their land development regulations that the development of any property within a mapped landfill site shall be required to submit information relating to the subsurface geology of the property necessary to assure that future development of the site will not adversely impact the health, safety or welfare of the public.

(c) By 2001, local governments will include requirements in their land development regulations that regulate the location of stormwater

Policy 3.6.8 – Landfill Redevelopment:

Local governments shall adopt and maintain land development regulations that ensure redevelopment of mapped landfill sites will not adversely impact health, safety, or welfare.

[Existing Policy Update]

facilities or conveyance systems within any abandoned landfills.	
Policy 1.2.4: [L] (EFF. 4/10/09) By 2010, local government shall adopt in the Land Development Regulations a mapped Primary Spring Protection Zone for Wakulla Springs based on the Leon County Aquifer Vulnerability Assessment. Accompanying land development regulations for the Primary Spring Protection Zone shall be developed as indicated in Policy 4.2.5 of the Conservation Element to aid in the protection of Wakulla Springs. These efforts shall be coordinated with Wakulla County.	**Policy 1.1.1 - Geographic Data. and Policy 2.8.6 Rural Community Land Use Category** Rural Communities within the Primary Springs Protection Zone shall implement development provisions per the Conservation and Utilities Elements. The primary springs protection zone is mapped and land development regulations have been developed. The Future Land Use and Mobility Element Map Series includes the Primary Springs Protection Zone (PSPZ). *[New, preserves original intent]*
LEVEL OF SERVICE (REGULATIONS) **Objective 1.3: [L] (EFF. 7/16/90)** Achieve and maintain the adopted level of service standards set forth within the Tallahassee-Leon County Comprehensive Plan.	**Objective 6.3 – Context Based Mobility:** Plan, design, and build the transportation system to reflect the existing context areas and what the context areas will be in the future based on land use and zoning. [LOS] **Objective 2.7 – Multi-Modal Transportation District (MMTD):** Facilitate the safe and comfortable use of multiple modes of transportation through the use of urban design standards to develop and maintain healthy neighborhoods and thriving businesses where travel by foot, bicycle, and transit will be easy and practical to reduce automobile reliance and vehicle miles traveled.
Policy 1.3.1: [L] (EFF. 7/16/90) Before a development order or permit is issued, local government shall ensure that the adopted level of service standards for the affected public facilities will be maintained in accordance with the Concurrency Management System.	No similar provision proposed because concurrency exists with LOS measure in the Utilities Element and in the Capital Improvements Element. **Policy 1.3.3:** [CI] (REV. EFF. 8/17/92; REV. EFF. 12/29/05) The City Commission of Tallahassee and the Board of County Commissioners of Leon County find that the impacts of development on public facilities within Tallahassee and Leon County occur at the same time as development authorized by a final development order.

	[Existing] **Policy 1.6.3**: [CI] Concurrency Implementation and Monitoring System *[Existing]*
Policy 1.3.2: [L] (REV. EFF. 12/16/94) Residential density and/or non-residential intensity of development allowed for individual sites shall be determined by the degree of compliance with the goals, objectives and policies of the Comprehensive Plan and the land use development matrix, which is intended to be a pictorial representation of existing policies in the plan, as implemented by the land development regulations. Overall densities and intensities should be consistent with capital facilities and services being available at the adopted level.	**Policy 3.6.1 – Criteria for Amendments to Land Development Regulations**: Proposed amendments to the City of Tallahassee and Leon County Land Development Regulations shall be evaluated for consistency with the overall intent of the adopted Goals, Objectives, and Policies of each Element of the Comprehensive Plan. Overall densities and intensities are found in the land use categories. The land development matrix is found in both the City and County land development code. *[Existing Policy Update]*
Policy 1.3.3: [L] (REV. EFF. 12/10/91) **Environmental and development ordinances shall include the following:** (a) Explicit and strict protection of environmentally sensitive areas, thus minimizing future costs to taxpayers by prohibiting unsound uses; and (b) Availability and use of the conservation and preservation overlays as detailed in the Conservation Element prior to the issuance of development orders. (c) Apportioning development costs so that those fees collected from the existing population be applied to elimination of current "deficits" in levels of service, while those fees collected in new developments are applied to maintain levels of service established by the entire community. Maintenance and enhancements to the adopted levels of service shall be the responsibility of both. This policy shall not preclude new development paying toward current deficits if such an arrangement can be worked out between the local government and the developer. (d) Policies and procedures in the land development regulations shall ensure that the range of development types by percentage distribution are monitored and maintained.	This is addressed in proposed policies but primarily accomplished through the Conservation Element policies and Capital Improvements Element. (a) Protection of environmental areas Policies 1.1.1; and Policies 1.2.1 through 1.2.6; Natural Area Land Use Category 2.8.3 *[Existing Policy Update]* (b) Development cost to maintain LOS. Existing concurrency system. Policy 1.3.3: [CI] (REV. EFF. 8/17/92; REV. EFF. 12/29/05) The City Commission of Tallahassee and the Board of County Commissioners of Leon County find that the impacts of development on public facilities within Tallahassee and Leon County occur at the same time as development authorized by a final development order. Policy 1.6.3: [CI] Concurrency Implementation and Monitoring System. *[Existing]* (c) Land uses maintain percentage distribution of land uses in the land development regulations. Percentage distributions are maintained in Policy 2.8.2. *[Existing Policy Update]*

This policy shall not preclude new development paying toward current deficits if such an arrangement can be worked out between the local government and the developer.	
Policy 1.3.4: Reserved.	N/A
LAND DEVELOPMENT REGULATIONS **Objective 1.4: [L] (REV. EFF. 7/20/05)** Maintain a set of specific and detailed Land Development Regulations, which implement and are consistent with the goals, objectives and policies of the Tallahassee-Leon County Comprehensive Plan.	**Objective 3.6 – Land Development Regulations:** Maintain specific and detailed land development regulations that implement and are consistent with the goals, objectives, and policies of the Tallahassee-Leon County Comprehensive Plan. **Ancillary:** **Objective 1.6 – Community Resilience:** Foster community resilience by strengthening the reliability of our infrastructure and encouraging sustainable building practices, protecting a robust natural environment and local economy, and empowering self-sufficiency across the community. **Objective 2.5 – Reconnecting Urban Sprawl:** Mitigate the impacts of automobile-oriented, single-use developments by leveraging transportation connectivity, land use, and urban design principles that focus on reducing environmental impacts, incorporating a mix of uses, reducing vehicle miles travelled, and improving mobility, especially for people walking, riding bicycles, and using transit. **Objective 2.7 – Multimodal Transportation District (MMTD):** Facilitate the safe and comfortable use of multiple modes of transportation through the use of urban design standards to develop and maintain healthy neighborhoods and thriving businesses where travel by foot, bicycle, and transit will be easy and practical to reduce automobile reliance and vehicle miles traveled.
Policy 1.4.1: [L] (REV. EFF. 12/10/91) Density and intensity incentives shall be established within the required land development regulations to encourage growth in areas which minimize and mitigate development's negative impact on the natural and aesthetic environment.	**Established for each land use category policy under Objective 2.8 for densities and intensities.** *[Existing Policy Update]*

Policy 1.4.2: [L] (REV. EFF. 12/16/94; REV. EFF. 1/7/10)

The Comprehensive Plan shall establish guidelines for the application of traditional zoning districts in order to implement a future land use regulatory system that is more predictable than area-wide application of mixed use performance zoning. These traditional zoning districts shall specify a range of allowable land use within each district. In certain land use designations, mixed use performance zoning will be retained to integrate land uses which may be otherwise incompatible**.**

Policy 3.6.2 – Implementing Zoning Districts:

Each Future Land Use Map Category shall be implemented by one or more zoning districts that are consistent with the intent of that respective land use category. Each zoning district shall specify allowable land uses and activities with appropriate development and design standards, including density and intensity of development, as applicable.

[Existing Policy Update]

Policy 3.6.5 – Planned Unit Developments:

The City of Tallahassee or Leon County Land Development Regulations shall provide for the creation of Planned Unit Developments (PUD) zoning districts to accommodate development proposals that are consistent with the Comprehensive Plan but are not provided for or allowed in the zoning districts otherwise established. Planned Unit Developments may establish site-specific standards by ordinance.

[Existing Policy Update]

Policy 1.6.2 – Multimodal Connectivity:

Within the Urban Services Area, the City and County shall use zoning and development standards for subdivision and planned unit developments to promote the location of homes, jobs, stores, parks, schools, and other destinations within 20 minutes walking distance of each other so that people can easily walk, bike, use public transit, or drive shorter distances. Development standards shall provide for interconnected pedestrian, bicycle, and transit networks and account for the potential for future connection and expansion of pedestrian and bicycle networks on adjacent properties.

[New, preserves original intent]

Policy 2.8.2 – Context Area Densities, Intensities and Mix of Uses:

The Future Land Use Map and Zoning Atlas shall include uses, densities, and intensities consistent with concentrating development within the Urban Services Area. Land uses and zoning within the Urban Context Areas shall have higher allowable densities and intensities than the Sub-Urban Context Areas, which shall have higher allowable densities and intensities than the Rural Context Areas. To ensure a mixture of uses in mixed-use

	land use categories, a minimum of 5% open space (which may include landscaping and stormwater facilities subject to land development regulations) is required and residential or non-residential land uses may develop from a range of 5% up to 95%. *[New, preserves original intent]* **Policy 3.6.4 – Density and Intensity Incentives:** Land development regulations shall include incentives for greater development density and intensity to facilitate growth in areas that minimize and/or mitigate impacts on the natural environment or community character. These incentives shall allow densities or intensities that exceed unincentivized limits set out in the Future Land Use Category. Incentives for greater density and intensity up to 25% will be permitted for developments along arterial Gateway Corridors as defined in Policy 2.6.2 of this Element within the Urban Services Area for developments that incorporate urban design standards resulting in more attractive developments. *[New, preserves original intent]*
Policy 1.4.3: [L] (DEL. EFF. 7/25/03) Reserved **Policy 1.4.4: [L] (DEL. EFF. 7/20/05)** Reserved	**Not Applicable**
Policy 1.4.5: [L] (REV. EFF. 3/14/07) The Tallahassee-Leon County Comprehensive Plan, its future land use map and future land use categories as defined within the Plan, the land use summary charts which are intended to be a pictorial representation of existing policies in the comprehensive plan, and land development regulations adopted by local government as provided in the Plan shall in combination provide a unified system for the regulation of land use. Land use regulations shall be consistent with the intended functions, land uses and intensity of the land use category designated on the future land use map.	**Policy 3.6.4 – Density and Intensity Incentives:** Land development regulations shall include incentives for greater development density and intensity to facilitate growth in areas that minimize and/or mitigate impacts on the natural environment or community character. These incentives shall allow densities or intensities that exceed unincentivized limits set out in the Future Land Use Category. Incentives for greater density and intensity up to 25% will be permitted for developments along arterial Gateway Corridors as defined in Policy 2.6.2 of this Element within the Urban Services Area for developments that incorporate urban design standards resulting in more attractive developments. *[New, preserves original intent]*

	Objective 2.8 – Community Context: Identify natural, rural, sub-urban, and urban context areas based on distinguishing characteristics of the different locations across the community. The distinguishing characteristics used to identify the context areas will include existing development patterns, future development patterns based on land use and zoning, natural features, access to infrastructure, adjacent roadway classifications and proximity to employment centers, universities and schools, transit lines, trails and multi-modal facilities. The context areas shall be used as the basis for planning and design of land uses and transportation facilities in the City of Tallahassee and Leon County. **Policies 2.8.1 and 2.8.2 for the Future Land Use Map.** *[New, preserves original intent]*
Policy 1.4.6: [L] (EFF. 7/16/90; REV. EFF. 4/10/09) By 2014, land development regulations will include standards for the regulation of future land use categories, subdivision, signage, and areas subject to seasonal or periodic flooding and areas of known hazards. Regulations concerning areas subject to seasonal or periodic flooding shall be consistent with all applicable state and federal regulations.	**Proposed policies maintain land development regulation provisions.** **Policy 3.6.3 – Site Requirements:** Land development regulations shall include requirements for: • Context-based stormwater management • Open space • Setbacks • Buffers • Screening • On-site traffic circulation • Roadway access • Land uses • Subdivision of land • Signage • Standards for the regulation of development within and adjacent to areas subject to seasonal or periodic flooding compliant with state and federal regulations • Areas known to be vulnerable to natural or human-caused hazards • Lighting • Noise Mitigation *[Existing Policy Update]*

Policy 1.4.7: [L] (EFF. 7/16/90) The adopted land development regulations shall include requirements for stormwater management, open space, and convenient on-site traffic flow (including need).	**Policy 3.6.3 – Site Requirements:** Land development regulations shall include requirements for: • Context-based stormwater management • Open space • Setbacks • Buffers • Screening • On-site traffic circulation • Roadway access • Land uses • Subdivision of land • Signage • Standards for the regulation of development within and adjacent to areas subject to seasonal or periodic flooding compliant with state and federal regulations • Areas known to be vulnerable to natural or human-caused hazards • Lighting • Noise Mitigation *[Existing Policy Update]*
Policy 1.4.8: [L] (EFF. 7/16/90) The land use development matrix shall be adopted as part of the comprehensive plan and shall in conjunction with the future land use map and the goals, objectives and policies contained within the individual elements be used in evaluating future land use decisions.	**Policy 3.6.1 – Criteria for Amendments to Land Development Regulations:** Proposed amendments to the City of Tallahassee and Leon County Land Development Regulations shall be evaluated for consistency with the overall intent of the adopted Goals, Objectives, and Policies of each Element of the Comprehensive Plan. *[Existing Policy Update]* The land development matrix is being removed from the Comprehensive Plan. Overall densities and intensities are found in the land use categories. The land development matrix is found in both the City and County land development code.
Policy 1.4.9: [L] (EFF. 7/16/90) Changes in classification of highways and streets that affect the allowable uses of property as set forth in the land development matrix and the comprehensive plan shall be considered plan amendments and shall be required to follow the plan amendment process.	**Policy 6.3.3 – Context Classification Map:** A Context Classification map shall be maintained through the planning timeframe that recognizes roadway functional classification in addition to land use context. The Context Classification map shall be updated concurrently with amendments to the Functional Classification map and the Future Land

	Use map. *The land development matrix is being removed from the Comprehensive Plan. *[Existing Policy Update]*
Policy 1.4.10: [L] (REV. EFF. 12/16/94) The land development regulations shall provide for zoning districts which shall indicate which land uses are allowed, prohibited, or conditional-with-specified constraints consistent with the criteria set forth in the narrative intent of the future land use categories, the land use development matrix which is intended to be a pictorial representation of existing policies in the Comprehensive Plan, and the Goals, Objectives, and Policies of the Comprehensive Plan.	**Policy 3.6.2 – Implementing Zoning Districts:** Each Future Land Use Map Category shall be implemented by one or more zoning districts that are consistent with the intent of that respective land use category. Each land use category zoning district shall specify allowable land uses and activities with appropriate development and design standards, including density and intensity of development, as applicable. *[Existing Policy Update]* **Policy 2.8.2 – Context Area Densities, Intensities and Mix of Uses:** The Future Land Use Map and Zoning Atlas shall include uses, densities, and intensities consistent with concentrating development within the Urban Services Area. Land uses and zoning within the Urban Context Areas shall have higher allowable densities and intensities than the Sub-Urban Context Areas, which shall have higher allowable densities and intensities than the Rural Context Areas. To ensure a mixture of uses in mixed-use land use categories, a minimum of 5% open space (which may include landscaping and stormwater facilities subject to land development regulations) is required and residential or non-residential land uses may develop from a range of 5% up to 95%. *[Existing Policy Update]*
Policy 1.4.11: [L] (EFF. 9/19/91) The land development regulations shall include standards and criteria such as minimum open space requirements (between 25% and 10% depending on the land use and existing vegetation), internal circulation and minimum setbacks and buffers for uncomplimentary land uses. These buffer requirements will contain buffer widths between land uses, required number of trees and shrubs per linear foot of buffer, opacity of the buffer, etc. Additional buffering requirements may be related to Planned Unit Developments (PUDs).	**Policy 3.6.2 – Implementing Zoning Districts:** Each Future Land Use Map Category shall be implemented by one or more zoning districts that are consistent with the intent of that respective land use category. Each land use category zoning district shall specify allowable land uses and activities with appropriate development and design standards, including density and intensity of development, as applicable. *[Existing Policy Update]*

Policy 2.8.2 – Context Area Densities, Intensities and Mix of Uses:

The Future Land Use Map and Zoning Atlas shall include uses, densities, and intensities consistent with concentrating development within the Urban Services Area. Land uses and zoning within the Urban Context Areas shall have higher allowable densities and intensities than the Sub-Urban Context Areas, which shall have higher allowable densities and intensities than the Rural Context Areas. To ensure a mixture of uses in mixed-use land use categories, a minimum of 5% open space (which may include landscaping and stormwater facilities subject to land development regulations) is required and residential or non-residential land uses may develop from a range of 5% up to 95%.

[Existing Policy Update]

Policy 3.6.3 – Site Requirements:

Land development regulations shall include requirements for:

- Context-based stormwater management
- Open space
- Setbacks
- Buffers
- Screening
- On-site traffic circulation
- Roadway access
- Land uses
- Subdivision of land
- Signage
- Standards for the regulation of development within and adjacent to areas subject to seasonal or periodic flooding compliant with state and federal regulations
- Areas known to be vulnerable to natural or human-caused hazards
- Lighting
- Noise Mitigation

[Existing Policy Update]

Policy 1.4.12: [L] (EFF. 9/19/91)

(a) The intent of Site Plan and PUD planning and design requirements shall be to encourage and require the development of urban living and work spaces that minimize impacts to the natural

Policy 3.6.5 – Planned Unit Developments:

The City of Tallahassee or Leon County Land Development Regulations shall provide for the creation of Planned Unit Developments (PUD) zoning districts to accommodate development

environment. Environmental impacts shall be minimized through the development and redevelopment of compact and efficient urban land use patterns that closely integrate living and work spaces while maintaining compatibility through specified performance design criteria. Neighborhood and inter-site compatibility shall be implemented through site planning and design criteria that require objectionable impacts of particular land use activities to be internally located within site or building designs, rather than relying exclusively on standard landscape and setback buffering methods to reduce perimeter oriented objectionable impacts.

(b) Objectionable impacts of service and delivery areas, refuse and recycling collection areas, as well as the outdoor storage and work areas generally associated with commercial and residential buildings shall be planned to minimize off-site impacts.

(c) Site Plan and PUD requirements shall minimize impacts to the natural environment resulting from urban sprawl by not only identifying and protecting environmentally sensitive lands, but just as importantly by limiting urban sprawl into less environmentally sensitive lands through the implementation of compact and efficient urban development and redevelopment.

proposals that are consistent with the Comprehensive Plan but are not provided for or allowed in the zoning districts otherwise established. Planned Unit Developments may establish site-specific standards by ordinance.

[Existing Policy Update]

Policy 1.6.2 – Multimodal Connectivity:

Within the Urban Services Area, the City and County shall use zoning and development standards for subdivision and planned unit developments to promote the location of homes, jobs, stores, parks, schools, and other destinations within 20 minutes walking distance of each other so that people can easily walk, bike, use public transit, or drive shorter distances. Development standards shall provide for interconnected pedestrian, bicycle, and transit networks and account for the potential for future connection and expansion of pedestrian and bicycle networks on adjacent properties.

[Existing Policy Update]

Policy 3.6.3 – Site Requirements

[Existing Policy Update]

Policy 1.4.13: [M] (EFF. 12/15/11)

As Capital Circle is converted to a high capacity, multi-lane arterial, future access-points shall be limited so that the improved roadway will function more efficiently and safely for its intended purpose. In order to protect traffic capacity of the improved roadway and to assure public safety, the following policies will apply:

1. No new parcel shall be platted nor created through subdivision that results in a parcel with sole access to Capital Circle. Consolidation of two or more parcels that currently have access to Capital Circle into a parcel with a single access to Capital Circle shall be permitted;

2. New development abutting Capital Circle shall contribute to the development of a supporting system of local or collector roads, service roads, and/or shared access systems (e.g. joint use

Policy 2.2.10 – Corridor Preservation:

Identify right-of-way (ROW) needed for planned future transportation improvements—in accordance with Florida Statutes Section 163.3177(6)(b)1., Section 337.273, and Section 3343.03(29)—and protect it from building encroachment as development occurs to preserve the corridor for transportation use, to maintain transportation level of service standards, to improve coordination between land use and transportation, and to minimize the adverse social, economic, and environmental impacts of transportation facilities.

[New, preserves original intent]

driveways), as an alternative to individual driveway access. 3. Where individual driveways must be provided to preserve reasonable access to a development site, applicants shall enter an agreement to cooperate in any future project to consolidate access points or to share access with abutting properties as opportunities arise.	
Policy 1.4.14: [L] (EFF. 8/17/92) Compile a list and waive access standards for non-residential minor collector and local streets based on the following criteria: a) It is part of a platted non-residential subdivision. b) It is part of an approved PUD. c) It has over 66% of its developed frontage in non-residential land uses and essentially functions as an access road for these developments. The designation of these streets is a recognition of existing development patterns and is intended to permit future development compatible with existing land uses and consistent with road capacity and design. These streets will be reviewed by the respective elected Commission on a case-by-case basis and may be designated as non-residential streets. A segment of a road, meeting the above criteria, may be designated a non-residential if it will not result in non-residential traffic impacting residential areas on other segments of the road or in the adjacent area. (A segment is the road length between two intersecting roads).	**Policy 6.2.3 – Build and Enhance the Network:** Where appropriate, create new minor and major collector roadways to relieve motor vehicle traffic congestion and increase network connectivity. Additionally, include network-enhancing local and minor collector street projects. All development plans shall contribute to developing a local and collector street and unified circulation system that will allow multimodal access to and from the proposed development, as well as access to surrounding developments. *[Existing Policy Update]*
Policy 1.4.15: [L] (EFF. 8/17/92; REV. EFF. 5/31/18) Waive access standards for heavy industrial land uses within the Heavy Industrial Future Land Use category and Industry and Mining Future Land Use category. This will be done in conjunction with adopting a policy which waives local and minor collector access standards for all planned industrial and commercial development.	**Policy 2.8.15 – Manufacturing and Mining Special District:** Advanced manufacturing, and mining are important parts of the economy in the City of Tallahassee and Leon County. Dramatic shifts in the technologies used by these sectors are resulting in operations that are often cleaner, quieter, and less noxious to neighboring uses than traditional heavy industrial uses. Manufacturing and mining uses in appropriate locations provide necessary jobs and the raw materials needed to support growth and development in the community. 4. A plan for vehicular access to and from the site addressing heavy trucks and equipment must be submitted with site plans and must demonstrate compatibility with adjacent land uses.

	[New, preserves original intent]
Policy 1.4.16: [L] (EFF. 8/17/92) Unless otherwise specifically stated, all timelines stated in the Comprehensive Plan are intended to mean by December 31 of the stated year.	**Not specifically addressed.** **Policy 2.1.1 – Comprehensive Planning Periods:** The comprehensive plan shall have two planning periods. The short-term planning period shall be for a 10-year horizon. The long-term planning period shall be the year 2050. The long-term planning period shall be amended during the Evaluation and Appraisal Review (EAR) process to reflect available population projections. *[Existing Policy Update]*
Policy 1.4.17: [L] (City of Tallahassee only) (EFF. 8/17/92; REV. EFF. 6/6/08) New minor office uses may be permitted access to a local residential street in the Central Urban and University Transition land use categories within the city limits of Tallahassee so long as site design complies with land development regulations to mitigate potential incompatibility with residential land use in the vicinity.	Not specifically included as a separate policy. Addressed in land use categories and in the land development code. **Policy 2.8.12 – Urban General Future Land Use Category**: The intent of the Urban General Land Use is to provide a mixture of uses including variety of residential land uses, employment (includes light manufacturing), office and commercial activities. 3. Street access by nonresidential uses may be permitted within the City limits of Tallahassee so long as site design complies with land development regulations to mitigate potential incompatibility with residential uses within the land use district. *[Existing]*
Policy 1.4.18: [L] (City of Tallahassee only) (REV. EFF. 3/14/07; REV. EFF. 6/6/08) New minor commercial uses shall not be permitted access to a local residential street within the city limits of Tallahassee. This limitation shall not apply to the Bradfordville Mixed Use, Suburban, Planned Development, Central Urban, University Transition, and Village Mixed Use Categories which establish street access standards by Land Development Regulations.	Specific access is in the land development code.
Policy 1.4.19: [L] (EFF. 1/19/02) New commercial, office and residential land uses within the Gaines Street Corridor Study Area may	Specific access is in the land development code.

be permitted access to any street classification or designation. Access limitations may be further restricted based on the Gaines Street Revitalization plan	
Policy 1.4.20: [L] (REV. EFF. 7/25/03) Community services which are religious facilities to be used solely for religious functions, volunteer fire stations in the Rural or Agriculture/Silviculture/Conservation future land use categories, and community services that are operated by public agencies and are located outside of the Urban Service Area may be permitted access onto a local street only after a higher level of review as specified in the Land Development Regulations. Land development regulations shall require site design criteria addressing impacts which include, but are not limited to: peak use traffic, noise, building orientation and setbacks or any other potential negative impacts affecting adjacent residential uses or the residential character of the surrounding area. Religious facilities that have day care, recreation facilities, schools, or other similar ancillary activities shall not be permitted to access a local street.	Specific access is in the land development code.
Policy 1.4.21: [L] (EFF. 7/1/94; REV. EFF. 7/20/05) The land development regulations shall provide for minor and major office uses, minor commercial uses, and low and medium density residential uses with access to minor collector streets and, in specific instances, to local streets, as well as the relaxation of parking, landscape, and buffering standards to encourage a wider variety of uses and greater range of economic development opportunities in the Central Urban future land use category, without creating conditions leading to the conversion of midtown residential enclaves, which although not meeting all of the criteria for inclusion in and protection by the Residential Preservation future land use category, remain viable for residential use and provide important housing opportunities in close proximity to the downtown area, the universities, and employment centers.	Specific access is in the land development code.
Policy 1.4.22: [L] (EFF. 7/1/04)	Specific access is in the land development code.

Waive all street access, intersection and adjoining use restrictions for allowed uses internal to the Activity Center future land use category. The exception to this policy is that access shall be prohibited to any local street within a recorded or unrecorded residentially platted subdivision. It is not the intent of this policy to waive landscaping or buffer requirements.	
Policy 1.4.23: [L] (EFF. 7/1/04) By 2005, the Tallahassee-Leon County Comprehensive Plan and the implementing City and County land development regulations shall include provisions relating to regional recreational facilities. These regulations shall establish a definition of regional recreational facilities and shall specify the Future Land Use Map categories and zoning districts that regional recreational facilities are allowable with and shall require a greater level of review and additional site design criteria to address the off-site impacts of regional recreation uses. Impacts addressed shall include, but be not limited to: peak use traffic, hours of operation, lighting, noise, building orientation, buffers and setbacks, or any other potential negative impacts of such uses affecting adjacent or nearby residential uses or residential character of the nearby area.	The land development codes include provisions for recreational facilities.
NON-CONFORMING USES AND NONCOMPLYING CHARACTERISTICS **Objective 1.5: [L] (EFF. 7/16/90)** Provide a procedure within the land development regulations which will substantially mitigate or lead to the eventual elimination of nonconforming land uses created by the adoption of this plan.	**Objective 3.6 – Land Development Regulations:** Maintain specific and detailed land development regulations that implement and are consistent with the goals, objectives, and policies of the Tallahassee-Leon County Comprehensive Plan. **Policy 3.6.6 – Non-Conforming Uses:** The City of Tallahassee and Leon County Land Development Regulations shall provide a procedure to substantially mitigate or eliminate non-conforming land uses or deem an existing use to be conforming. *[Existing]*
Policy 1.5.1: [L] (REV. EFF. 6/28/95) Existing land uses which are nonconforming to the Comprehensive Plan may be reviewed by the local government at the request of the owner in order to	**Policy 3.6.6 – Non-Conforming Uses:** The City of Tallahassee and Leon County Land Development Regulations shall provide a procedure to substantially mitigate or eliminate non-conforming land uses or deem an existing use to be

determine the degree on nonconformity. The review may result in:	conforming. These procedures shall include a process for evaluating and determining eligibility for a waiver of non-conforming status based on: • The impact of the non-conformity to conforming land uses adjacent to the non-conformity. • A determination that the non-conformity is not detrimental to public health, safety, and welfare. • The ability to prevent or substantially mitigate impacts of the non-conformity. The development regulations shall distinguish between nonconforming uses which are to be terminated or amortized, and nonconforming uses in nonresidential designations which may continue, but not be expanded. *[New, preserves original intent]*
Policy 1.5.2: [L] (EFF. 6/28/95) A legally established single family residential use shall be considered a conforming use of land in all Comprehensive Plan land use designations. However, this conforming status shall not be interpreted to preclude the use of property adjoining a low density use for an otherwise permitted non-residential use if the low density residential use accesses an arterial or major collector roadway.	**Policy 4.1.2 – Missing Middle Housing as Conforming Uses:** Existing, legally established single-family detached dwellings, accessory dwelling units, single-family attached dwellings or townhomes, and two-family homes or duplexes shall be deemed conforming uses notwithstanding any density or permitted use provisions of the Comprehensive Plan or land development regulations. *[New, preserves original intent]*
Policy 1.5.3: [L] (DEL. EFF. 8/1/07) Reserved	**N/A**
Policy 1.5.4: [L] (EFF. 6/28/95) The local government shall implement development regulations which distinguish between nonconforming uses which are to be terminated or amortized, and nonconforming uses in nonresidential designations which may continue, but not be expanded.	**Policy 3.6.6 – Non-Conforming Uses:** The City of Tallahassee and Leon County Land Development Regulations shall provide a procedure to substantially mitigate or eliminate non-conforming land uses or deem an existing use to be conforming. • The impact of the non-conformity to conforming land uses adjacent to the non-conformity. • A determination that the non-conformity is not detrimental to public health, safety, and welfare. • The ability to prevent or substantially mitigate impacts of the non-conformity. The development regulations shall distinguish between nonconforming uses which are to be terminated or amortized, and nonconforming uses

	in nonresidential designations which may continue, but not be expanded. *[Existing]*
Policy 1.5.5: [L] (EFF. 6/28/95) The local government shall implement development regulations which distinguish between nonconforming use of property and noncomplying physical characteristics or features of the use. This procedure shall allow for the continued conforming use of the noncomplying physical features, and shall require correction of non-structural, noncomplying physical features prior to any conforming expansion of use**.**	**Policy 3.6.6 – Non-Conforming Uses:** The City of Tallahassee and Leon County Land Development Regulations shall provide a procedure to substantially mitigate or eliminate non-conforming land uses or deem an existing use to be conforming. These procedures shall include a process for evaluating and determining eligibility for a waiver of non-conforming status based on: • The impact of the non-conformity to conforming land uses adjacent to the non-conformity. • A determination that the non-conformity is not detrimental to public health, safety, and welfare. • The ability to prevent or substantially mitigate impacts of the non-conformity. The development regulations shall distinguish between nonconforming uses which are to be terminated or amortized, and nonconforming uses in nonresidential designations which may continue, but not be expanded. *[Existing]*
Objective 1.6: [L] (EFF. 6/28/95; DEL. EFF. 1/7/10) **Reserved**	N/A
BRADFORDVILLE MIXED USE DEVELOPMENT PATTERNS (applies to Bradfordville Study Area Only) **Objective 1.7: [L] (REV. EFF. 3/14/07)** The Comprehensive Plan provides an overall vision for the community. The arrangement of land uses is a major factor in achieving this vision. Within the Bradfordville Mixed Use Future Land Use Category, land uses may be further separated to achieve efficient and environmentally sound development patterns and to promote the Plan's overall vision. This objective and its policies describe the development patterns associated with the Bradfordville Mixed Use Future Land Use Category. The following statements of intent express, in part, the overall vision of the community as established	**Objective 2.6 – Recognizable Places:** Foster and protect distinctive, attractive places that are recognizable and important to the community. **Objective 2.8 – Community Context:** Identify natural, rural, sub-urban, and urban context areas based on distinguishing characteristics of the different locations across the community. The distinguishing characteristics used to identify the context areas will include existing development patterns, future development patterns based on land use and zoning, natural features, access to infrastructure, adjacent roadway classifications and proximity to employment centers, universities and schools, transit lines, trails and multi-modal facilities. The context areas shall be used as the basis for planning and design of land

in the Comprehensive Plan. These statements of intent explain the basis for the development patterns described in the following policies and shall be achieved through the zoning process and other Land Development Regulations as appropriate. Application of these development patterns in combination with each other is expected to achieve these intents. Individual development patterns may only partially achieve the following purposes:

a) Provide opportunity for residential, shopping, employment, education and recreation use within walking distance of each other;

b) Promote higher density housing and concentrations of nonresidential activity in close proximity to each other;

c) Provide for a range of housing opportunities which does not isolate families or individuals based upon age, income or race;

d) Ensure that mapping of zoning districts is consistent the long term protection of environmental features;

e) Ensure that mapping of zoning districts will be appropriate to location, access and surrounding land use;

f) Ensure that mapping of zoning districts is consistent with the phasing and availability of infrastructure;

g) Encourage a mix of complimentary land uses and concentrations of mixed use development in appropriate locations;

Regulations shall establish access criteria for community facilities to assure their appropriate location.

ACCESS - Areas zoned for the Medium Density Residential development pattern shall have access to an arterial or collector roadway.

uses and transportation facilities in the City of Tallahassee and Leon County.

Policies 1.7.1 to 1.7.9 [L]

Policy 2.6.6 – Bradfordville Study Area:

The Bradfordville Study Area is defined in the Bradfordville Sector Plan, as adopted by the Leon County Board of County Commissioners on July 11, 2000, and is depicted on the following map. Development in the Bradfordville Study Area shall continue to be subject to the development standards for the area included in the land

development regulations based on the Bradfordville Area Plan and as specified in the land use category(ies) in Objective 2.8.

[New, preserves original intent]

The uses are incorporated into Residential Preservation, Sub-Urban Neighborhood, Sub-Urban Mixed-Use, and Institutional. Policies 2.8.8, 2.8.9, 2.8.10, and 2.8.16.

[New, preserves original intent]

Goal 2: [L] (EFF. 7/16/90; REV. EFF. 7/26/06) Provide for a high quality of life by planning for population growth, public and private development and redevelopment and the proper distribution, location and extent of land uses by type, density and intensity consistent with adequate levels of services and efficient use of facilities and the protection of natural resources and residential neighborhoods

Goal 2 [LM] – Distinct Urban and Rural Areas:

Our community will provide residents with diverse options for where they live or visit by maintaining a distinction between rural, sub-urban, and urban areas.

By maintaining a distinction between these areas, our community will:

- Provide diverse lifestyle choice while reducing sprawl.
- Foster economic development in urban areas and identified activity centers.
- Promote efficient development patterns.
- Support revitalization and redevelopment efforts within the urban boundary.
- Reduce infrastructure costs.
- Protect agricultural and forest management uses.
- Preserve natural resource-based activities, ecosystem functions and ecosystem services, and scenic vistas and pastoral landscapes.

Goal 3 [LM] – Healthy Neighborhoods and Vibrant Places:

Our community will plan for the development of healthy neighborhoods, vibrant places, and places of employment that are designed and built to be lively, inclusive, safe, and sustainable to ensure the equitable treatment and involvement of all citizens, recognize the importance of public spaces and private property, address the importance of civic and institutional uses, and account for community context.

These places will provide for:

- Recreational opportunities.

	• Pedestrian and bicycle facilities. • Healthy food options. • Health services. • Community services, including schools, community centers, and libraries.
RESIDENTIAL LAND USE **Objective 2.1: [L]** (REV. EFF. 7/20/05) Enhance the livability of existing neighborhoods and in new neighborhoods provide for future mixed residential areas which will accommodate growth and provide a wide choice of housing types, densities and prices as well as commercial opportunities based on performance criteria. In furtherance of this, maintain a system of land development regulations and ordinances which will facilitate the implementation of the policies adopted in relation to residential land use. These shall include but not be limited to: 1) Setback requirements from natural waterbodies and wetlands 2) Buffering requirements 3) Open space requirements 4) Landscape requirements 5) Tree protection 6) Stormwater management requirements	**Objective 2.8 – Community Context:** Identify natural, rural, sub-urban, and urban context areas based on distinguishing characteristics of the different locations across the community. The distinguishing characteristics used to identify the context areas will include existing development patterns, future development patterns based on land use and zoning, natural features, access to infrastructure, adjacent roadway classifications and proximity to employment centers, universities and schools, transit lines, trails and multi-modal facilities. The context areas shall be used as the basis for planning and design of land uses, and transportation facilities, public facilities, and infrastructure in the City of Tallahassee and Leon County.
Policy 2.1.1: [L] (REV. EFF. 6/28/95; REV. EFF. 7/26/06; REV. EFF. 5/31/18) Protect existing residential areas from encroachment of incompatible uses that are destructive to the character and integrity of the residential environment. Comprehensive Plan provisions and Land Development Regulations to accomplish this shall include, but are not limited to:	**Policy 3.1.1 – Residential Character Criteria:** Maintain land development code regulations that protect existing residential areas from encroachment of incompatible uses. These regulations shall include requirements for setbacks, buffering, open space, landscaping, tree protection, stormwater, and access management. Development proposals shall be reviewed for compliance with these requirements during the site plan review process. *[Existing Policy Update]*
Policy 2.1.2: [L] (EFF. 7/16/90) Prohibit residential development where physical constraints or hazards exist, or require the density and design to be adjusted accordingly. Such constraints or hazards include but are not limited to flood, storm or slope hazards and unstable soil or geologic conditions.	**Policy 3.6.3 – Site Requirements:** Land development regulations shall include requirements for: • Context-based stormwater management • Open space • Setbacks • Buffers • Screening • On-site traffic circulation

	• Roadway access • Land uses • Subdivision of land • Signage • Standards for the regulation of development within and adjacent to areas subject to seasonal or periodic flooding compliant with state and federal regulations • Areas known to be vulnerable to natural or human-caused hazards • Lighting • Noise Mitigation *[Existing Policy Update]*
Policy 2.1.3: [L] (REV. EFF. 8/17/92) Require clustering of residential units on non-environmentally significant portions of parcels where conservation or preservation overlay districts exist elsewhere on the site. Net density on parcels where clustering is required on the developable portion of the parcel where the units are clustered shall not exceed double the allowable density for the land use category in which the parcel is located.	Clustering and Conservation Subdivisions are found in the future land use categories for Rural Residential Policy 2.8.5, Rural Community Policy 2.8.6., and Lake Protection Policy 2.8.7. *[New, preserves original intent]*
Policy 2.1.4: [L] (EFF. 7/16/90) Residential densities shall not be permitted that would exceed the ability of local government or other providers to provide capital facilities and services in a cost-effective manner.	**Policy 3.1.3 – Housing Diversity:** Maintain a viable mix of available residential densities to accommodate a variety of housing types. *[New, preserves original intent]*
Policy 2.1.5: [L] (City of Tallahassee) (EFF. 7/16/90) Residential developments shall be designed to include a system of internal and inter-neighborhood circulation which promotes pedestrian and bicycle mobility. Within the Urban Service Area, sidewalks shall be required to provide pedestrian mobility. **Policy 2.1.5: [L] (Leon County) (REV. EFF. 12/10/91)** Bicycle facilities within residential developments shall only be required along major collectors or other streets with a higher functional classification.	**Policy 3.3.6 – Neighborhood Through-Traffic:** Utilize context sensitive roadway design and traffic calming to allow connectivity while mitigating the effects of through-traffic on neighborhoods and supporting complete streets policies. *[New, preserves original intent]* **Policy 3.3.3 – Unified Access and Circulation Plans:** Alternative access connections and unified access and circulations plans shall be used to minimize access connections on arterial roadways. All development plans shall provide circulation systems that create multimodal access to and

	from the proposed development, as well as access to surrounding developments. *[New, preserves original intent]*
Policy 2.1.6: [L] Criteria shall be established within local development regulations which require within residential developments the provision of non-residential land uses such as parks, school sites and potential walk-to minor commercial and office opportunities.	**Policy 1.3.2 – Urban Recreation Spaces:** Urban recreation spaces shall be developed and maintained to provide accessible opportunities for skateboarding, art installations and exhibitions, and nature-based experiences. These spaces may include educational elements such as signage or kiosks. *[New, preserves original intent]* **Policy 1.3.4 – Multimodal Access to Parks and Recreation:** All new and substantial improvements to parks and recreational facilities within the Urban Services Area shall provide public sidewalks in accordance with applicable streetscaping requirements, accessible pedestrian connections, for users of varying abilities, from amenities to all adjacent public street frontages, and pathway or trail interconnections to all adjacent trails, public facilities, and neighborhoods. Coordination with StarMetro for evaluating new stop facilities or improving existing bus stop facilities shall be required within the City limits. *[Existing Policy Update]* **Policy 2.3.3 – School Siting Review & Criteria:** All proposals to site public or private schools shall be reviewed for consistency with the Comprehensive Plan. The siting of public and private schools should encourage development patterns that reduce trip length and the need for private automobile trips. *[New, preserves original intent]*
Policy 2.1.7: [L] (REV. EFF. 8/17/92) Criteria established within the subdivision ordinances shall set aside land for active and passive contiguous green space in order to provide for accessible recreation and/or open space areas for all neighborhoods.	**Policy 1.2.5 - Open Space Reserve Areas:** Open space that is proposed in a development application shall be organized in a manner that prioritizes natural areas with sensitive onsite environmental features and creates continuous and contiguous reserve areas to the greatest extent possible to minimize habitat fragmentation. The siting of open space reserve areas shall occur in a manner that creates

	cohesive and connected open space across property boundaries to ensure interconnected greenspaces. *[Existing Policy Update]*
Policy 2.1.8 - Maintain a viable mix of available residential densities to accommodate a variety of housing types. Current residential densities are summarized.	**Policy 3.1.2 – Housing Diversity:** Maintain a viable mix of available residential densities to accommodate a variety of housing types. *[Existing]* **Policy 2.8.1 – Tallahassee-Leon County Future Land Use Map:** Identify the distribution, extent, and location of the different uses of land in the City of Tallahassee and Leon County in a manner that reflects community context and the vision for the community's future. *[New, preserves original intent]*
Policy 2.1.9: [L] (Leon County) - Family Heir Subdivision Either provision described in Policy 2.1.9 (a) and (b) below may apply only once to any individual, and may not be used in combination. Any parcel created through use of the non-family heir provision of this policy shall not be further divided using the family heir provision. Neither provision may be used to create a lot which is smaller than ½ acre in size. The provisions described below shall be further described and regulated within the implemented land development regulations. a) Family Heir Subdivisions The use of a parcel of property solely as a homestead by an individual who is the grandparent, parent, stepparent, adopted parent, sibling, child, stepchild, adopted child, or grandchild of the person who conveyed the parcel to said individual is permitted per this policy, notwithstanding the density or intensity of use assigned to the parcel within this Plan. **Policy 2.1.9: [L] (City of Tallahassee) -** Family Heir Subdivision Either provision described in Policy 2.1.9 (a) and (b) below may apply only once to any individual, and may not be used in combination. Any parcel created	**Policy 4.4.1 – Family Heir Subdivision Eligibility** The use of a parcel of property solely as a homestead by an individual who is the grandparent, parent, stepparent, adopted parent, sibling, child, stepchild, adopted child, or grandchild of the person who conveyed the parcel is permitted per this policy, notwithstanding the density or intensity of use assigned to the parcel by the Future Land Use Map and official zoning atlas. The parcel to be subdivided must be in the same configuration as it was on February 1, 1990; or the parcel must have been created through subdivision pursuant to the family heir provision and the applicant is an originally intended heir or an heir through successive generations of the originally intended heir. The parcel shall be conveyed within 90 days of subdivision approval to the intended heir, who shall hold uninterrupted title for at least two years. *[Existing Policy Update]*

through use of the non-family heir provision of this policy shall not be further divided using the family heir provision. Neither provision may be used to create a lot which is smaller than ½ acre in size. The provisions described below shall be further described and regulated within the implemented land development regulations. a) Family Heir Subdivisions The use of a parcel of property solely as a homestead by an individual who is the grandparent, parent, stepparent, adopted parent, sibling, child, stepchild, adopted child, or grandchild of the person who conveyed the parcel to said individual is permitted per this policy, notwithstanding the density or intensity of use assigned to the parcel within this Plan.	
Policy 2.1.10 - Reserved	**N/A**
Policy 2.1.11: [L] (EFF. 1/19/02; REV. EFF. 6/6/08) Criteria for approval of Central Urban development shall be established in the Land Development Regulations.	**Policy 2.8.12 – Urban General Future Land Use Category:** The intent of the Urban General Land Use is to provide a mixture of uses including variety of residential land uses, employment (includes light manufacturing), office and commercial activities. This category includes variety of building types, short setbacks, wide sidewalks, and a street scape with trees, typically defining medium-sized blocks within walking distance of a high activity or employment centers; essentially a walkable urban area with a mix of housing options and significant nonresidential uses related to and supporting housing. The land use category provides higher density residential opportunities near university campuses and the downtown area. Infill and potential redevelopment and/or rehabilitation activity are encouraged. 1. Design and development standards for the Urban General area shall detail the placement, scale, and relationship between buildings and the street to support an area of high pedestrian comfort and a continuous walkable street network throughout the district. *[New, preserves original intent]*
2.1.12 - Reserved	**N/A**

Policy 2.1.13: [L] (EFF. 8/17/92)

Existing adjoining land uses are not to be a factor in determining the suitability for residential development which would allow high and medium density residential uses to be located anywhere in the University Transitional land use category.

Policy 2.8.12 – Urban General Future Land Use Category:

The intent of the Urban General Land Use is to provide a mixture of uses including variety of residential land uses, employment (includes light manufacturing), office and commercial activities. This category includes variety of building types, short setbacks, wide sidewalks, and a street scape with trees, typically defining medium-sized blocks within walking distance of a high activity or employment centers; essentially a walkable urban area with a mix of housing options and significant nonresidential uses related to and supporting housing. The land use category provides higher density residential opportunities near university campuses and the downtown area. Infill and potential redevelopment and/or rehabilitation activity are encouraged. Allowed land uses include residential, commercial, office, and community facilities.

A maximum gross density of 50 dwelling units per acre is allowed.

A maximum intensity for nonresidential uses of 60,000 square feet per acre is allowed.

[New, preserves original intent]

Policy 2.1.14: [L] (EFF. 6/07/01; REV. EFF. 7/26/06)

The land development regulations may contain provisions that allow for densities greater than otherwise provided in the respective future land use classifications specified within the Land Use Element in exchange for the construction of affordable housing units. These density bonuses shall be limited to a density no greater than 25% higher than would otherwise be allowed.

Bonus options are available in certain categories and for certain development. Policy 2.8.7 – Lake Protection Future Land Use Category; and TOD, Policy 4.2.2 – Transit-Oriented Development (TOD) Policy and 4.2.5 – Trail-Oriented Development (TrOD) Design Standards.

[New, preserves original intent]

FUTURE LAND USE MAP CATEGORIES

Objective 2.2: [L] (REV. EFF. 7/26/06)

To coordinate future land uses with suitable topography and soil conditions, the protection of natural resources and with the availability of adequate infrastructure through the establishment of a Future Land Use Map depicting appropriate land

Objective 2.8 – Community Context:

Identify natural, rural, sub-urban, and urban context areas based on distinguishing characteristics of the different locations across the community. The distinguishing characteristics used to identify the context areas will include existing development patterns, future

use categories. In order to fulfill this intent, the Land Use Plan establishes policies and guidance for the mapping of Future Land Use Categories, which are depicted on the Future Land Use Map. These categories are designed to promote a variety of land use types and patterns to meet the needs of the community.

The Tallahassee-Leon County Comprehensive Plan shall promote appropriate location of land uses and regulation of development

density and intensity based upon: (1) protection of conservation and preservation features; (2) compatibility with adjacent existing and future residential land uses; (3) access to transportation facilities in keeping with their intended function; and (4) the availability of infrastructure.

The Plan shall also establish policies and guidance for the mapping of Future Land Use Categories, which are depicted on the Future Land Use Map. These categories are designed to promote a variety of land use types and patterns to meet the needs of the community and are shown on the following maps:

NOTES APPLICABLE TO URBAN AREA FUTURE LAND USE MAP (REV. EFF. 3/14/07)

Parcels 21-26-35-C-0010, 21-26-35-C-0020, 21-26-35-C-130 may be developed as an independent living facility for the elderly only if a Planned Unit Development is approved which includes Parcels 21-26-51-000-0040, 21-26-51-000-0050, and 21-26-51-000-120. Development intensity on the vacant parcels is limited to 45 units and 34,000 square feet and building height is limited to three stories. If the Planned Unit Development is not completed or approved, the vacant parcels shall only be developed as low-density residential development allowed under the R-1 or R-2 zoning districts.

Parcel 11-08-20-630-0000 shall only be developed with general office that may include a lending institution with a drive-through facility on the first floor. The total amount of development is limited to 30,000 square feet. The architecture and site design must be consistent with the adjacent Thomasville Road/I-10 Planned Unit Development. Site plans must be submitted to the Live Oak Plantation and Piedmont Neighborhood Associations, the 1300 Live Oak Plantation Property Owners Association, as well

development patterns based on land use and zoning, natural features, access to infrastructure, adjacent roadway classifications and proximity to employment centers, universities and schools, transit lines, trails and multi-modal facilities. The context areas shall be used as the basis for planning and design of land uses, and transportation facilities, public facilities, and infrastructure in the City of Tallahassee and Leon County.

as the developers of the Thomasville Road/I-10 Planned Unit Development for comments prior to submitting the site plan to the City. The area designated University Transition with hatching is subject to Transportation Element Objective 2.2, which may limit density to less than the maximum permitted by the category. NOTES APPLICABLE TO LEON COUNTY FUTURE LAND USE MAP (REV. EFF. 6/19/07) The allowable density is limited to 200 single-family residential dwelling units on parcels 15-17-20-224-0000 and 15-20-20-034-0000 combined and no non-residential development is permitted on these parcels. Also, for these parcels at least 50% of the entire combined acreage must be placed in permanent open space. The permanent protection of this open space shall be further defined through the PUD process. (Parcels) 12-02-20-602-0000 and 12-11-20-202-0000 will be developed at a cumulative density no greater than 81 residential detached units.	
Policy 2.2.1: [L] RURAL/AGRICULTURE (REV. EFF. 8/17/92; REV. EFF. 7/26/06; REV. EFF. 12/24/10; REV. EFF. 7/6/15; REV. EFF. 1/19/20)	**Policy 2.8.4 – Rural Future Land Use Category** *[Existing with Variations]*
Policy 2.2.2: [L] URBAN FRINGE*	**Policy 2.8.5 – Rural Residential Future Land Use Category** *[Existing with Variations]*
Policy 2.2.3: [L] RESIDENTIAL PRESERVATION	**Policy 2.8.8 –Residential Preservation Future Land Use Category** *[Existing with Variations]*
Policy 2.2.4: [L] VILLAGE MIXED USE	**None. Currently no areas are designated Village Mixed Use.**
Policy 2.2.5: [L] SUBURBAN	**Policy 2.8.10 – Sub-Urban Mixed-Use Commercial Future Land Use Category:** *[Existing with Variations]*
Policy 2.2.6: [L] BRADFORDVILLE MIXED USE	**Policy 2.8.10 – Sub-Urban Mixed-Use Commercial Future Land Use Category:** *[Existing with Variations]*

Policy 2.2.7: [L] HEAVY INDUSTRIAL	**Policy 2.8.15 – Manufacturing and Mining Special District** *[Existing with Variations]*
Policy 2.2.8: [L] CENTRAL URBAN	**Policy 2.8.12 – Urban General Future Land Use Category** *[Existing with Variations]*
Policy 2.2.9: [L] HIGH INTENSITY URBAN ACTIVITY CENTER	**Policy 2.8.10 – Sub-Urban Mixed-Use Commercial Future Land Use Category** *[Existing with Variations]*
Policy 2.2.10: [L] CENTRAL CORE	**Policy 2.8.13 – Urban Center Future Land Use Category** *[Existing with Variations]*
Policy 2.2.11: [L] RURAL COMMUNITY*	**Policy 2.8.6 – Rural Community Future Land Use Category** *[Existing with Variations]*
Policy 2.2.12: [L] WOODVILLE RURAL COMMUNITY	**Policy 2.8.6 – Rural Community Future Land Use Category** *[Existing with Variations]*
Policy 2.2.13: [L] EDUCATIONAL FACILITIES	**Policy 2.8.16 – Institutional Special District** *[Existing with Variations]*
Policy 2.2.14: [L] RECREATION/OPEN SPACE	**Policy 2.8.17 – Parks and Civic Spaces Special District** *[Existing with Variations]*
Policy 2.2.15: [L] RECREATION/OPEN SPACE - STORMWATER FACILITY	**Policy 2.8.17 – Parks and Civic Spaces Special District** *[Existing with Variations]*
Policy 2.2.16: [L] GOVERNMENT OPERATIONAL	**Policy 2.8.16 – Institutional Special District** *[Existing with Variations]*
Policy 2.2.17: [L] UNIVERSITY TRANSITION	**Policy 2.8.12 – Urban General Future Land Use Category** *[Existing with Variations]*

Policy 2.2.18: [L] LAKE PROTECTION	**Policy 2.8.7 – Lake Protection Future Land Use Category** *[Existing with Variations]*
Policy 2.2.19: [L] LAKE TALQUIN-RECREATION/URBAN FRINGE*	**Policy 2.8.5 – Rural Residential Future Land Use Category** *[Existing with Variations]*
Policy 2.2.20: [L] AGRICULTURE/SILVICULTURE/CONSERVATION	**Policy 2.8.4 – Rural Future Land Use Category** **Policy 2.8.3 – Natural Areas Future Land Use Category** **Policy 2.8.17 – Parks and Civic Spaces Special District** *[Existing with Variations]*
Policy 2.2.21: [L] NEIGHBORHOOD BOUNDARY	**Policy 2.8.9 – Sub-Urban Neighborhood Future Land Use Category** *[Existing with Variations]*
Policy 2.2.22: [L] MAHAN GATEWAY NODE LAND USE CATEGORY	**Policy 2.8.10 – Sub-Urban Mixed-Use Commercial Future Land Use Category** *[Existing with Variations]*
Policy 2.2.23: [L] URBAN RESIDENTIAL	**Policy 2.8.9 – Sub-Urban Neighborhood Future Land Use Category** *[Existing with Variations]*
Policy 2.2.24: [L] URBAN RESIDENTIAL 2	**Policy 2.8.8 – Residential Preservation Future Land Use Category** *[Existing with Variations]*
Policy 2.2.25: [L] PLANNED USE OVERLAY DISTRICT	**Policy 2.8.18 – Planned Development Special District** *[Existing with Variations]*
Policy 2.2.26: [L] LAND USE DEVELOPMENT MATRIX	**Criteria in the land development matrix are found in the land development code**
Policy 2.2.27: [L] (EFF. 5/31/18) RESEARCH AND INNOVATION LAND USE	**Policy 2.8.16 – Institutional Special District** *[Existing with Variations]*
Policy 2.2.28: [L] (EFF. 5/31/18) INDUSTRY AND MINING LAND USE	**Policy 2.8.15 – Manufacturing and Mining Special District**

[Existing with Variations]

CONSERVATION SUBDIVISIONS

Objective 2.3: [L] (EFF. 7/1/04; RENUMBERED EFF. 7/26/06; REV. EFF. 8/1/07)

Conservation Subdivision land development regulations in the County shall continue to provide design options and guidelines for the development of Conservation Subdivisions that advance environmental resource protection or restoration or promote infill and redevelopment. The City may adopt similar provisions.

Goal 2 [LM] – Distinct Urban and Rural Areas:

Our community will provide residents with diverse options for where they live or visit by maintaining a distinction between rural, sub-urban, and urban areas.

By maintaining a distinction between these areas, our community will:

- Provide diverse lifestyle choice while reducing sprawl
- Foster economic development in urban areas and identified activity centers
- Promote efficient development patterns
- Support revitalization and redevelopment efforts within the urban boundary
- Reduce infrastructure costs
- Protect agricultural and forest management uses
- Preserve natural resource-based activities, ecosystem functions and ecosystem services, and scenic vistas and pastoral landscapes

Objective 2.8 – Community Context:

Identify natural, rural, sub-urban, and urban context areas based on distinguishing characteristics of the different locations across the community. The distinguishing characteristics used to identify the context areas will include existing development patterns, future development patterns based on land use and zoning, natural features, access to infrastructure, adjacent roadway classifications and proximity to employment centers, universities and schools, transit lines, trails and multi-modal facilities. The context areas shall be used as the basis for planning and design of land uses and transportation facilities in the City of Tallahassee and Leon County.

Policy 2.3.1: [L] (EFF. 7/1/04; RENUMBERED EFF. 7/26/06)

To minimize the threat of premature conversion of rural land, including properties supporting bona fide agriculture and silviculture, the Conservation Subdivision option shall not be allowed within the

Policy 2.8.4 – Rural Future Land Use Category:

The intent of the Rural land use category is to maintain and promote agriculture, silviculture, and natural resource-based activities, to preserve natural systems and ecosystem functions, and to

Rural Future Land Use category, with the exception of those areas designated as Rural Residential within the Bradfordville Sector Plan.	protect the scenic vistas and pastoral development patterns that typify Leon County's rural areas. Typical land uses within this category shall include agriculture, silviculture, and natural resource-based activities. Due to the very low intensity development pattern that is intended for the category, urban services are not planned or programmed for the area. Residential uses shall allow single family residential uses at a maximum density of one dwelling unit per ten acres except in Conservation Subdivisions developed in accordance with the special conditions for the Rural land use. *[New, preserves original intent]*
Policy 2.3.2: [L] (EFF. 7/1/04; RENUMBERED EFF. 7/26/06; REV. EFF. 12/15/11) Within the land development regulations, local government shall define for various Future Land Use categories in which Conservation Subdivisions are allowed, any applicable density bonus incentives, and the minimum percentages of parent tract(s) to be protected as contiguous open space within Conservation Subdivisions. It shall be the intent to establish higher open space percentages for the less dense Future Land Use Map categories.	**Policy 2.8.5 – Rural Residential Future Land Use Category:** The intent of the Rural Residential category is to provide the opportunity for very low-density residential areas mixed with open space and agricultural activity on the periphery of the Urban Boundary. Residential land uses in Rural Residential shall be permitted at a density of up to one dwelling unit per three acres except in Conservation Subdivisions developed in accordance with the special conditions for the Rural Residential land use. Minor commercial activities and minor offices are permitted at a maximum intensity of 5,000 square feet per acre. Industrial, office, and more intensive commercial land uses are prohibited due to lack of present infrastructure services or potential negative environmental impacts. Present or future agricultural, silviculture and forestry activities may be allowed. The following special conditions shall apply to the Rural Residential Land Use category: 1. To promote a mix of residential areas and perpetually protected open space and agricultural lands, Conservation Subdivisions are allowed and encouraged. Conservation Subdivision design in the Rural Residential land use may be permitted at a gross density of up to one unit per three acres with units clustered on no more than 50% of the site.

	Conservation Subdivisions must also permanently set aside at least 50% of the total site as open space and restrict development to the least environmentally sensitive and otherwise significant portions of the land. Residential lot size shall be a minimum of 0.5 acre. *[Existing Policy Update]*
Policy 2.3.3: [L] (EFF. 7/1/04; RENUMBERED EFF. 7/26/06) To better judge the impacts of Conservation Subdivisions on the demands for services and the effects of coordinating protected open space, local government may phase the implementation of Conservation Subdivisions within Future Land Use Categories more dense than Urban Fringe via the adoption of land development regulation provisions, beginning with Urban Fringe Future Land Use category and those areas designated as Rural Residential within the Bradfordville Sector Plan.	**Policy 2.8.5 – Rural Residential Future Land Use Category:** The intent of the Rural Residential category is to provide the opportunity for very low-density residential areas mixed with open space and agricultural activity on the periphery of the Urban Boundary. Residential land uses in Rural Residential shall be permitted at a density of up to one dwelling unit per three acres except in Conservation Subdivisions developed in accordance with the special conditions for the Rural Residential land use. Minor commercial activities and minor offices are permitted at a maximum intensity of 5,000 square feet per acre. Industrial, office, and more intensive commercial land uses are prohibited due to lack of present infrastructure services or potential negative environmental impacts. Present or future agricultural, silviculture and forestry activities may be allowed. The following special conditions shall apply to the Rural Residential Land Use category: 1. To promote a mix of residential areas and perpetually protected open space and agricultural lands, Conservation Subdivisions are allowed and encouraged. Conservation Subdivision design in the Rural Residential land use may be permitted at a gross density of up to one unit per three acres with units clustered on no more than 50% of the site. Conservation Subdivisions must also permanently set aside at least 50% of the total site as open space and restrict development to the least environmentally sensitive and otherwise significant portions of the land. Residential lot size shall be a minimum of 0.5 acre.

	[Existing Policy Update]
Policy 2.3.4: [L] (EFF. 7/1/04; RENUMBERED EFF. 7/26/06) Conservation Subdivisions may be zoned as Planned Unit Developments (PUDs) or the land development regulations shall be otherwise crafted in order to provide the necessary flexibility with respect to setbacks, minimum lot sizes, street widths, and parking requirements etc. to increase the likelihood of employing this site design option and foster the long-term viability and usefulness of the open space subject to the required conservation easement.	**Policy 2.8.5 – Rural Residential Future Land Use Category** *[Existing with Variations]*
Policy 2.3.5: [L] (EFF. 7/1/04; RENUMBERED EFF. 7/26/06) Preservation features defined in Policies 1.3.4 [C] and 1.3.5 [C] shall be incorporated into the open space of any Conservation Subdivision. Conservation features defined in Policy 1.3.1 [C], archaeological sites, bona fide agriculture and silviculture, viewsheds of canopy roads and of other open space shall be incorporated into the open space of a Conservation Subdivision to the greatest extent practicable.	**Policy 2.8.5 – Rural Residential Future Land Use Category** *[Existing with Variations]*
Policy 2.3.6: [L] (EFF. 7/1/04; RENUMBERED EFF. 7/26/06) In the implementation of Conservation Subdivisions, all critical on-site resources that are to be preserved shall be of adequate size and buffered to ensure protection of the resource.	**Policy 2.8.5 – Rural Residential Future Land Use Category** *[Existing Policy Update]*
Policy 2.3.7: [L] (EFF. 7/1/04; RENUMBERED EFF. 7/26/06) Where possible, local government shall require protected open space(s) within conservation subdivisions to be established adjacent or contiguous with existing or planned greenspace, whether public or private.	**Policy 2.8.5 – Rural Residential Future Land Use Category** *[Existing Policy Update]*
Policy 2.3.8: [L] (EFF. 7/1/04; RENUMBERED EFF. 7/26/06) In the implementation of Conservation Subdivisions, local government shall require open space and related resources to be placed under a permanent easement that runs with the land. Said easement may be assigned to (1) local government or (2) a	**Policy 2.8.5 – Rural Residential Future Land Use Category** *[Existing Policy Update]*

local or national land trust that is a 501(c)(3) organization for which conservation of resources is a principal goal and which can provide reasonable assurance it has financial and staff resources to monitor and manage the easement in accordance with the intent of the Objective 2.2 [L] and its supporting policies.	
Policy 2.3.9: [L] (EFF. 7/1/04; RENUMBERED EFF. 7/26/06) Local Government shall require all applications for Conservation Subdivisions to prepare a management plan for all protected open space and a dedicated source of revenues to ensure that all appropriate management activities are undertaken on a regular basis and that all terms of the conservation easement are monitored and enforced.	**Policy 2.8.5 – Rural Residential Future Land Use Category** *[Existing Policy Update]*
Policy 2.3.10: [L] (EFF. 7/1/04; RENUMBERED EFF. 7/26/06) Local and State Government shall be encouraged to enter into agreements with the managers of protected open space within Conservation Subdivisions where it would be mutually advantageous to consolidate management activities between the subdivision and any adjoining public lands.	**Policy 2.8.5 – Rural Residential Future Land Use Category** *[Existing Policy Update]*
Policy 2.3.11: [L] (EFF. 7/1/04; RENUMBERED EFF. 7/26/06) It shall be the policy of the Property Appraiser's office to assess at the minimum rate or charge the applicable fee to all land preserved within a Conservation Subdivision, including property in bona fide agricultural and silvicultural use. However, the appraised value of associated developed land shall reflect any added value provided by proximity to protected open space.	**Policy 2.8.4 - Rural** **Policy 2.8.5 – Rural Residential Future Land Use Category** *[Existing Policy Update]*
Policy 2.3.12: [L] (EFF. 7/1/04; RENUMBERED EFF. 7/26/06) Conservation Subdivisions shall be encouraged to include a range of housing types and sizes, and shall not be exempt from any adopted applicable affordable housing provisions.	**Policy 2.8.5 – Rural Residential Future Land Use Category** *[Existing Policy Update]*
Goal 3: [L] (EFF. 7/16/90; REV. EFF. 7/26/06)	**Goal 5 [LM] – A Robust Economy:**

Tallahassee-Leon County should continue to grow with an emphasis on selected growth that pays for itself through the provision of well-paid jobs and economic leverage factors which enhance the quality of life of the community.

Our community will facilitate the development, attraction, and cultivation of innovative businesses and associated job creation to position the local economy for sustained, directed growth, raise the quality of life for residents, and alleviate poverty in the community.

Our community will foster a robust economy by:

- Supporting target industry cluster development and innovation districts.
- Retaining and creating new employment opportunities emphasizing Tallahassee-Leon County's target industries.
- Reducing barriers to starting and growing businesses.
- Increasing access to job opportunities and training.
- Ensuring adequate and suitable lands are designated for commercial and industrial uses.

COMMERCIAL LAND USE

Objective 3.1: [L] (REV. EFF. 7/20/05)

Provide for convenient, aesthetically pleasing and environmentally sound commercial opportunities which are easily accessible through planned integration into the existing transportation network. In furtherance of this objective, maintain a system of land development regulations and/or ordinances which facilitate the implementation of the policies adopted in relation to commercial land use.

Goal 5 [LM] – A Robust Economy:

Our community will facilitate the development, attraction, and cultivation of innovative businesses and associated job creation to position the local economy for sustained, directed growth, raise the quality of life for residents, and alleviate poverty in the community.

Our community will foster a robust economy by:

- Supporting target industry cluster development and innovation districts.
- Retaining and creating new employment opportunities emphasizing Tallahassee-Leon County's target industries.
- Reducing barriers to starting and growing businesses.
- Increasing access to job opportunities and training.
- Ensuring adequate and suitable lands are designated for commercial and industrial uses.

Goal 2 [LM] – Distinct Urban and Rural Areas:

Our community will provide residents with diverse options for where they live or visit by maintaining a distinction between rural, sub-urban, and urban areas.

	By maintaining a distinction between these areas, our community will: • Provide diverse lifestyle choice while reducing sprawl • Foster economic development in urban areas and identified activity centers • Promote efficient development patterns • Support revitalization and redevelopment efforts within the urban boundary • Reduce infrastructure costs • Protect agricultural and forest management uses • Preserve natural resource-based activities, ecosystem functions and ecosystem services, and scenic vistas and pastoral landscapes
Policy 3.1.1: [L] (EFF. 7/16/90; REV. EFF. 7/26/06) Commercial development shall occur only in locations that are appropriate to its service and trade area and that are compatible with adjacent existing and proposed land uses and with existing and programmed public services and facilities. Commercial sites are determined through the use of site location standards contained within policy 3.1.2 below. The intensity of the commercial use is dependent upon the land use category which the potential site is in and the functional roadway classification of the immediate adjacent roads. Individual road classifications are depicted on the functional roadway classification map found within the Transportation Element.	**Commercial location standards are found in land use category policies:** Policy 2.8.17 – Parks and Civic Spaces Special District, Policy 2.8.5 – Rural Residential Future Land Use Category, Policy 2.8.6 – Rural Community Future Land Use Category, Policy 2.8.7 – Lake Protection Future Land Use Category, Policy 2.8.8 – Residential Preservation Future Land Use Category, Policy 2.8.9 – Sub-Urban Neighborhood Future Land Use Category, Policy 2.8.10 – Sub-Urban Mixed-Use Commercial Future Land Use Category, Policy 2.8.11 – Urban Neighborhood Future Land Use Category, Policy 2.8.12 – Urban General Future Land Use Category, Policy 2.8.13 – Urban Center Future Land Use Category *[Existing with Variations]*
Policy 3.1.2: [L] (REV. EFF. 12/23/96; REV. EFF. 6/28/02; REV. EFF. 7/26/06) Allowed commercial development in the Mixed Use Category shall be determined in accordance with Objective 1.7 and the development pattern policies. Allowed commercial development in the Woodville Rural Community Category shall be determined in accordance with Objective 3.4 and subsequent implementing policies. In other Future Land Use Categories, development type and location standards for minor, neighborhood, community, regional, and highway commercial sites shall be as outlined below. These requirements are intended to group commercial land use toward intersections to provide access and prevent strip commercialization. Stringent access criteria which	**Land Use categories include commercial development as identified above. Land Development Regulations will continue to include details about intersection location.** *[Existing with Variations; Addressed in Land Development Code]*

may include increased design considerations or the construction of frontage or service roads for development approval may be applied for commercial sites not located according to the commercial site location standards.	
Policy 3.1.3: [L] (EFF. 7/16/90) Commercial development shall provide adequate and appropriate landscaping, open space and buffering and be architecturally designed so as to discourage criminal activity and to enhance the appearance of structures and parking areas.	**Policy 3.6.3 – Site Requirements:** Land development regulations shall include requirements for: • Context-based stormwater management • Open space • Setbacks • Buffers • Screening • On-site traffic circulation • Roadway access • Land uses • Subdivision of land • Signage • Standards for the regulation of development within and adjacent to areas subject to seasonal or periodic flooding compliant with state and federal regulations • Areas known to be vulnerable to natural or human-caused hazards • Lighting • Noise Mitigation *[Existing with Variations]* **Policy 2.8.8 – Residential Preservation** Future Land Use Category: addressing adjacency to protected residential areas including buffers, setbacks, stepbacks, and landscaping shall be included be included in the City of Tallahassee land development regulations to ensure compatibility between residential and non-residential uses within the Residential Preservation land use. *[Existing with Variations]*
Policy 3.1.4: [L] (REV. EFF. 7/1/94; REV. EFF. 12/24/10) Commercial development shall be designed to protect the design volume of the roads and streets which it impacts. Design requirements may include but not be limited to: 1) Shared access 2) Acceleration and deceleration lanes	**Policy 3.3.1 – Access Management Design:** The City of Tallahassee and Leon County shall adopt and maintain access management ordinances and supporting design standards to control the location, spacing, operation and design of access connections and median openings. Development access shall be designed to protect the maximum service volume, safety, and operating characteristics of transportation facilities that it impacts, taking into

3) Right in and right out limited access and, 4) Access via frontage and/or service roads	account impacts to all modes and users of transportation. *[Existing with Variations]* **Policy 3.3.2 – Intersection and Interchange Restrictions:** Restrict vehicular access in the areas of road intersections and highway interchanges immediately preceding the physical area in which they intersect. *[Existing with Variations]* **Policy 3.3.3 – Unified Access and Circulation Plans:** Alternative access connections and unified access and circulations plans shall be used to minimize access connections on arterial roadways. All development plans shall provide circulation systems that create multimodal access to and from the proposed development, as well as access to surrounding developments. *[Existing with Variations]* **Policy 2.8.18 – Planned Development Special District** *[Existing with Variations]*
Policy 3.1.5: [L] (REV. EFF. 8/17/92) Commercial site location access standards may be waived except in low density residential areas if: a) Access to the proposed non-residential development from either an arterial or major collector shall be by way of a frontage road, rear service road or existing local road which serves as a frontage or service road, unless the site has existing commercial uses on both sides: and the proposed site has no more than 150 feet of frontage on the major collector or arterial; and, b) Parking for the proposed site is in the rear or screened from the road by existing or landscape vegetation if located in front of the commercial establishment or, c) The planned unit development process is utilized and the adjoining properties are commercially developed.	**Policy 3.3.1 – Access Management Design:** The City of Tallahassee and Leon County shall adopt and maintain access management ordinances and supporting design standards to control the location, spacing, operation and design of access connections and median openings. Development access shall be designed to protect the maximum service volume, safety, and operating characteristics of transportation facilities that it impacts, taking into account impacts to all modes and users of transportation. *[Existing Policy Update]* **Policy 3.3.2 – Intersection and Interchange Restrictions:** Restrict vehicular access in the areas of road intersections and highway interchanges immediately preceding the physical area in which they intersect. *[Existing Policy Update]*

Policy 3.3.3 – Unified Access and Circulation Plans:

Alternative access connections and unified access and circulations plans shall be used to minimize access connections on arterial roadways. All development plans shall provide circulation systems that create multimodal access to and from the proposed development, as well as access to surrounding developments.

[Existing Policy Update]

Policy 2.7.3 – Land Development Regulations in the MMTD:

Adopt and maintain context-based land development regulations that ensure new development and redevelopment will contribute to walkable urban development patterns. Additionally, these regulations shall include and/or address the following:

a. Building placement.

b. Block size standards shall encourage small blocks and an interconnected street network.

c. Sidewalks with widths based on context.

d. Facade transparency.

e. Parking location.

[Existing Policy Update]

Policy 6.8.4 – Shared Parking Criteria:

Private shared parking arrangements may be allowed as a method to meet parking requirements for development. Eligibility criteria may be adopted regarding proximity of sites, timing of peak parking demand, requirements for a written and recorded parking agreement, availability of parking spaces, and other criteria that ensures the effectiveness of shared parking arrangements.

[Existing Policy Update]

Policy 6.8.5 – Parking Reduction for Certain Development Types:

City and County land development regulations, if adopting minimum or maximum parking requirements, shall provide for reduced minimum parking requirements for mixed use developments, Transit Oriented Development (TOD), Trail Oriented Development (TrOD), and other

	development types that have a reduced parking need. Reductions from standard parking requirements shall be based on the peak parking demand for the mix of uses and account for mode shift. *[Existing Policy Update]* **Policy 6.8.6 – Private Parking Lots:** City and County land development regulations shall include provisions for privately owned and operated parking lots as a principal use in urban center and urban mixed use land use categories. Development and design criteria shall be adopted with regard to minimum and/or maximum size, location relative to intersections or distance between such facilities, demonstration of parking demand within a walkable area, minimum landscaping requirements to reduce visual impact and enhance aesthetics especially adjacent to public rights-of-way, lighting, and minimum requirements for safe and convenient pedestrian connections. *[Existing Policy Update]*
Policy 3.1.6: [L] (EFF. 9/19/91) Development along federal and state highways will be limited so as to control the adverse effects of strip commercial land uses. The commercial location standards of Land Use Policy 3.1.2. and the design options of Land Use Policy 3.1.4. shall specifically apply, along with other plan policies that have the effect of protecting the design capacity of federal and state highways.	**Policy 6.2.4 – Corridor Management and Preservation:** Transportation corridors requiring additional right of way and/or corridor management are designated for preservation and management as provided in §337.273, F.S. *[Existing with Variations]*
Objective 3.2: [L] (EFF. 6/28/95) Provide for the convenient, aesthetically pleasing and compatible location of office uses to provide business and professional services and employment opportunities that are easily accessible through planned integration into the existing transportation network.	**Objective 5.1 – Economic Health:** Initiate community planning, urban development, and redevelopment strategies that prepare businesses, production facilities, trades, and related activities that provide the livelihoods of the population to withstand positive and negative changes in the economy and to continue providing jobs and incomes to support the community. **Policy 5.1.1 – Economic Development Strategic Plan:** The Tallahassee-Leon County Office of Economic Vitality (OEV) shall maintain a strategic plan that includes, at a minimum, target industries and objectives for business development and job creation. During development project reviews, the

	Planning Department and OEV shall coordinate on issues of land use and development to support economic health consistent with the OEV strategic plan. **Objective 2.6 – Recognizable Places:** Foster and protect distinctive, attractive places that are recognizable and important to the community. **Objective 2.8 – Community Context:** Identify natural, rural, sub-urban, and urban context areas based on distinguishing characteristics of the different locations across the community. The distinguishing characteristics used to identify the context areas will include existing development patterns, future development patterns based on land use and zoning, natural features, access to infrastructure, adjacent roadway classifications and proximity to employment centers, universities and schools, transit lines, trails and multi-modal facilities. The context areas shall be used as the basis for planning and design of land uses, and transportation facilities, public facilities, and infrastructure in the City of Tallahassee and Leon County.
Policy 3.2.1: [L] (EFF. 6/28/95) Unless otherwise provided for by specific policies for the future land use categories in this Plan, site location standards for the location of minor and major office development shall be consistent with the following minimum criteria: Minor offices shall include converted residences at the existing size or newly constructed building less than 10,000 square feet and .25 floor area ratio or less. Maximum size shall be 2,500 square feet if located on a local street. Minor offices may access a local street in the unincorporated area. Within the City, minor offices may access a local street if it is a designated nonresidential street. Major offices shall include office buildings that exceed one or more of the minor office thresholds and unless specifically permitted by other Plan policies, shall be limited to having access to a major collector or arterial road.	**Specific site location standards are in the land development code.** Intensities are included in land use categories. Policy 2.8.4 – Rural Future Land Use Category, Policy 2.8.5 – Rural Residential Future Land Use Category, Policy 2.8.6 – Rural Community Future Land Use Category, Policy 2.8.7 – Lake Protection Future Land Use Category, Policy 2.8.8 – Residential Preservation Future Land Use Category, Policy 2.8.9 – Sub-Urban Neighborhood, Policy 2.8.10 – Sub-Urban Mixed-Use Commercial Future Land Use Category, Policy 2.8.11 – Urban Neighborhood Future Land Use Category, Policy 2.8.12 – Urban General Future Land Use Category, Policy 2.8.13 – Urban Center Future Land Use Category, Policy 3.7.3 – Design Criteria for Mobility Hubs. *[Existing Policy Update]*

BRADFORDVILLE MIXED USE AND SUBURBAN FUTURE LAND USE CATEGORY NONRESIDENTIAL DEVELOPMENT CATEGORY

Objective 3.3: [L]

(EFF. 12/23/96; REV. EFF. 3/14/07)

Commercial and nonresidential development in the Bradfordville Mixed Use and Suburban Future Land Use Categories will be located consistent with the intended functions of the categories. The negative effects of commercial and nonresidential development on adjacent development and on roadway capacity will be mitigated through site design and locational standards in the land development regulations. Comprehensive Plan goals and objectives regarding the promotion of transit, bicycling and walking, and the preservation of roadway capacity will be incorporated into the design of commercial and nonresidential development.

Goal 2 [LM] – Distinct Urban and Rural Areas:

Our community will provide residents with diverse options for where they live or visit by maintaining a distinction between rural, sub-urban, and urban areas.

By maintaining a distinction between these areas, our community will:

- Provide diverse lifestyle choice while reducing sprawl
- Foster economic development in urban areas and identified activity centers
- Promote efficient development patterns.
- Support revitalization and redevelopment efforts within the urban boundary
- Reduce infrastructure costs
- Protect agricultural and forest management uses
- Preserve natural resource-based activities, ecosystem functions and ecosystem services, and scenic vistas and pastoral landscapes

Objective 2.6 – Recognizable Places:

Foster and protect distinctive, attractive places that are recognizable and important to the community.

Objective 2.8 – Community Context:

Identify natural, rural, sub-urban, and urban context areas based on distinguishing characteristics of the different locations across the community. The distinguishing characteristics used to identify the context areas will include existing development patterns, future development patterns based on land use and zoning, natural features, access to infrastructure, adjacent roadway classifications and proximity to employment centers, universities and schools, transit lines, trails and multi-modal facilities. The context areas shall be used as the basis for planning and design of land uses, and transportation facilities, public facilities, and infrastructure in the City of Tallahassee and Leon County.

Policy 3.3.1: [L] (EFF. 12/23/96; REV. EFF. 3/14/07) Zoning for commercial development in the Suburban and Bradfordville Mixed Use Future Land Use Category shall occur only in locations that are compatible with adjacent existing and proposed land uses and with existing and programmed public services and facilities.	**Zoning districts will continue to allow for commercial development in Sub-Urban Mixed-Use and Urban Mixed-Use areas.** *[Existing with Variations]*
Policy 3.3.2: [L] (EFF. 12/23/96) The zoning districts which allow commercial and nonresidential development shall require adequate and appropriate landscaping, open space and buffering and be designed so as to discourage criminal activity and to enhance the appearance of structures and parking areas. In order to minimize the negative visual and off-site impacts of commercial development, the Land Development Regulations shall provide for development standards regulating commercial and nonresidential development as follows:	**Zoning Districts shall continue to maintain provisions for landscaping, open space, and buffering. The comprehensive plan proposes the following policy for safety.** **Policy 3.5.1 – Public Infrastructure Design:** Public infrastructure shall be designed to increase the safety of its users through strategies such as the application of context-based design and design speed, complete streets, Crime Prevention through Environmental Design (CPTED), and other nationally recognized strategies. This infrastructure may include sidewalks, street trees, and on-street parking. *[Existing with Variations]*
Policy 3.3.3: [L] (EFF. 12/23/96) The Land Development Regulations shall regulate commercial development access to protect the safe and efficient operating characteristics of roads and streets. Commercial development shall meet access management criteria as set forth in the Land Development Regulations. In order to reduce the negative impact of commercial development to the volume of the road, the Land Development Regulations shall contain provisions which encourage the reduction in the number of commercial access points by requiring the sharing of access by two or more commercial developments for those uses that result in a large number of vehicular trips. Access management design requirements provided for in the Land Development Regulations may include but not be limited to:	**Commercial development access will continue to be maintained in the land development regulations. Comprehensive Plan policies for access include:** **Policy 3.3.1 – Access Management Design:** The City of Tallahassee and Leon County shall adopt and maintain access management ordinances and supporting design standards to control the location, spacing, operation and design of access connections and median openings. Development access shall be designed to protect the maximum service volume, safety, and operating characteristics of transportation facilities that it impacts, taking into account impacts to all modes and users of transportation. *[Existing with Variations]* **Policy 3.3.2 – Intersection and Interchange Restrictions:** Restrict vehicular access connections (e.g., driveways) close to the intersection of streets, roads,

and highway interchanges. Regulations specifying the appropriate location and spacing of access connections from intersections and interchanges will be provided in the land development regulations.

[Existing with Variations]

Policy 3.3.3 – Unified Access and Circulation Plans:

Alternative access connections and unified access and circulations plans shall be used to minimize access connections on arterial roadways. All development plans shall provide circulation systems that create multimodal access to and from the proposed development, as well as access to surrounding developments.

[Existing with Variations]

Policy 3.3.4 – Access Management Improvements:

Improve access management to support the movement of through traffic, reduced crashes, and decrease vehicle conflicts by implementing standards and strategies that:

(A) Address the transition of vehicles from arterial roadways to internal circulation systems

(B) Prioritize the redesign of median openings that are inadequately designed.

(C) Require the closure or modification of excessive, overly wide, or unsafe driveway connections during resurfacing, repair, and rehabilitation projects.

[Existing with Variations]

Policy 3.3.5 – State Road Access Management:

The local governments shall coordinate with the Florida Department of Transportation and utilize access management and permitting policies adopted, or recommended, by FDOT on state highways.

[Existing with Variations]

Policy 3.3.6 – Neighborhood Through-Traffic:

Utilize context sensitive roadway design and traffic calming to allow connectivity while mitigating the

	effects of through-traffic on neighborhoods and supporting complete streets policies. *[Existing with Variations]* **Policy 3.3.7 – Consolidated Properties:** Properties under the same ownership, consolidated for development, or part of phased development plans shall be considered one property for the purposes of access management. Access points to such developments shall be the minimum necessary to provide reasonable access. *[Existing with Variations]* **Policy 3.3.8 – Development Near Interchanges:** Circulation systems for new development and redevelopment at interstate interchange areas shall be designed to provide safe and efficient multimodal traffic flow through the implementation of strategies and standards such as access spacing or the utilization of service roads. *[Existing with Variations]* **Policy 3.3.9 – Access Management Deviations:** Flexibility shall be provided in the administration of access spacing standards to accommodate minor deviations, where safe and appropriate, and to ensure that no property is denied reasonable access to the transportation system. Major deviations from access spacing standards shall not be granted until every feasible option for meeting access management standards has been explored and deemed impractical. *[Existing with Variations]*
COMMERCIAL (RETAIL, SERVICES, AND OFFICE) DEVELOPMENT IN THE WOODVILLE RURAL COMMUNITY FUTURE LAND USE CATEGORY **Objective 3.4: [L]** (EFF. 6/28/02) Commercial (retail, service, and office) development in the Woodville Rural Community Future Land Use Category will be consistent with the intended function of the Rural Community Future Land Use Category. The scale and intensity of commercial land use will reflect the location and size of the Rural Community in which it is situated;	**Goal 2 [LM] – Distinct Urban and Rural Areas:** Our community will provide residents with diverse options for where they live or visit by maintaining a distinction between rural, sub-urban, and urban areas. By maintaining a distinction between these areas, our community will: • Provide diverse lifestyle choice while reducing sprawl.

commercial and other non-residential development will be located, oriented, and designed in a manner that promotes compatibility with adjacent land uses and facilitates safe and efficient access for both vehicular and pedestrian traffic; and utilizes access management to protect the safe and efficient operation of the public highway and street system. Non-residential land use intensity is limited to 10,000 square feet per acre, not to exceed a maximum of 50,000 square feet per building and 50,000 square feet per parcel, except that principle structures for warehousing, storage, and mini-warehousing principal uses may have a gross floor area of no greater than 20,000 square feet per acre.	• Foster economic development in urban areas and identified activity centers. • Promote efficient development patterns. • Support revitalization and redevelopment efforts within the urban boundary. • Reduce infrastructure costs. • Protect agricultural and forest management uses. • Preserve natural resource-based activities, ecosystem functions and ecosystem services, and scenic vistas and pastoral landscapes. **Objective 2.8 – Community Context:** Identify natural, rural, sub-urban, and urban context areas based on distinguishing characteristics of the different locations across the community. The distinguishing characteristics used to identify the context areas will include existing development patterns, future development patterns based on land use and zoning, natural features, access to infrastructure, adjacent roadway classifications and proximity to employment centers, universities and schools, transit lines, trails and multi-modal facilities. The context areas shall be used as the basis for planning and design of land uses, and transportation facilities, public facilities, and infrastructure in the City of Tallahassee and Leon County.
Policy 3.4.1: [L] (EFF. 6/28/02) Objective 3.4 will be met through the enactment and implementation of land development regulations, including zoning district regulations, which address commercial development in the Woodville Rural Community Future Land Use Category.	**Land Development Regulations will continue to be maintained for Woodville Rural Community. Rural Community land use is maintained in the updated plan and includes Policies 2.8.7 – Rural Community Land Use Category; and Policy 2.4.1 – Transfer of Development Rights:** A transfer of Development Rights program may be established to transfer development rights from areas designated Rural on the Future Land Use Map to areas designated Rural Community or Rural Residential on the Future Land Use Map where central sewer service is available. In no instance shall the level of development be inconsistent with the provisions of the Utilities and Conservation Elements. *[Existing Policy Update]*
Policy 3.4.2: [L] (EFF. 6/28/02) Zoning Districts allowing commercial development in the Woodville Rural Community Land Use	**Land Development Regulations will continue to be maintained for Woodville Rural Community. Rural Community land use is maintained in the updated plan and includes**

Category shall only be located where ensuing development can occur in a manner that would be compatible with adjacent existing and proposed land uses and with existing and programmed public services and facilities, in accordance with the following criteria:

a) Regulation of Impacts
b) Location of Commercial Zoning Districts
c) Access

Policies 2.8.7 – Rural Community Land Use Category; and Policy 2.4.1 – Transfer of Development Rights: A transfer of Development Rights program may be established to transfer development rights from areas designated Rural on the Future Land Use Map to areas designated Rural Community or Rural Residential on the Future Land Use Map where central sewer service is available. In no instance shall the level of development be inconsistent with the provisions of the Utilities and Conservation Elements.

[Existing Policy Update]

INDUSTRIAL LAND USE

Objective 4.1: [L] (REV. EFF. 7/20/05)

Provide opportunities for the location of industrial land uses in accessible areas with applicable available infrastructure while promoting protection from encroaching non-compatible land uses. To accomplish this, local government will maintain a system of land development regulations and/or ordinances which facilitate the implementation of the policies adopted in relation to industrial land use.

Goal 2 [LM] – Distinct Urban and Rural Areas:

Our community will provide residents with diverse options for where they live or visit by maintaining a distinction between rural, sub-urban, and urban areas.

By maintaining a distinction between these areas, our community will:

- Provide diverse lifestyle choice while reducing sprawl
- Foster economic development in urban areas and identified activity centers
- Promote efficient development patterns
- Support revitalization and redevelopment efforts within the urban boundary
- Reduce infrastructure costs
- Protect agricultural and forest management uses
- Preserve natural resource-based activities, ecosystem functions and ecosystem services, and scenic vistas and pastoral landscapes

Goal 5 [LM] – A Robust Economy:

Our community will facilitate the development, attraction, and cultivation of innovative businesses and associated job creation to position the local economy for sustained, directed growth, raise the quality of life for residents, and alleviate poverty in the community.

Our community will foster a robust economy by:

- Supporting target industry cluster development and innovation districts

	• Retaining and creating new employment opportunities emphasizing Tallahassee-Leon County's target industries • Reducing barriers to starting and growing businesses • Increasing access to job opportunities and training • Ensuring adequate and suitable lands are designated for commercial and industrial uses **Objective 2.8 – Community Context:** Identify natural, rural, sub-urban, and urban context areas based on distinguishing characteristics of the different locations across the community. The distinguishing characteristics used to identify the context areas will include existing development patterns, future development patterns based on land use and zoning, natural features, access to infrastructure, adjacent roadway classifications and proximity to employment centers, universities and schools, transit lines, trails and multi-modal facilities. The context areas shall be used as the basis for planning and design of land uses, and transportation facilities, public facilities, and infrastructure in the City of Tallahassee and Leon County. **Objective 5.3 – Freight and Cargo:** Provide a network of transportation facilities that are coordinated across different modes of travel to support the movement of freight and cargo.
Policy 4.1.1: [L] (EFF. 7/16/90) Industrial land shall be located in areas appropriate to its special needs and constraints including but not limited to consideration of: topography; choice and flexibility in site selection; access by truck, air or rail; commuter access for home-to-work trips; utilities; air and water quality considerations; proximity to supportive and related land uses; and compatibility with neighboring uses.	**Industrial use location is generally identified through the future land use map. Comprehensive policies include:** **Policy 2.8.15 – Manufacturing and Mining Special District** **Policy 5.3.3 – Transportation Access:** Industrial uses and other freight-related uses shall be located in proximity to and have direct access to major transportation routes and intermodal stations, or other freight transfer locations. **Policy 3.6.3 – Site Requirements** *[Existing Policy Update]*
Policy 4.1.2: [L] (EFF. 7/16/90)	**Comprehensive policies include:**

The timing and location of industrial development shall be permitted only with the availability and adequacy of existing or planned services and facilities.	**Policy 2.8.15 – Manufacturing and Mining Special District** **Policy 5.3.3 – Transportation Access:** Industrial uses and other freight-related uses shall be located in proximity to and have direct access to major transportation routes and intermodal stations, or other freight transfer locations. **Policy 3.6.3 – Site Requirements** *[Existing Policy Update]*
Policy 4.1.3: [L] (REV. EFF. 12/23/96; REV. EFF. 3/14/07; REV. EFF. 5/31/18) Industrial development shall be located in such a manner as to prohibit industrial traffic through predominantly residential areas. Land Development Regulations shall address access standards for Industry and Mining uses to protect predominantly residential areas from traffic impacts traffic generated by industrial development.	**Comprehensive policies include:** **Policy 2.8.15 – Manufacturing and Mining Special District** **Policy 5.3.3 – Transportation Access:** Industrial uses and other freight-related uses shall be located in proximity to and have direct access to major transportation routes and intermodal stations, or other freight transfer locations. **Policy 3.6.3 – Site Requirements** *[Existing Policy Update]*
Policy 4.1.4: [L] (EFF. 7/16/90; REV. EFF. 5/31/18) Environmental impacts, infrastructure availability, transportation and land use compatibility criteria, as pictorially depicted on the matrix, shall be major factors in reviewing and approving Industry and Mining Land Uses.	**Comprehensive policies include:** **Policy 2.8.15 – Manufacturing and Mining Special District** **Policy 5.3.3 – Transportation Access:** Industrial uses and other freight-related uses shall be located in proximity to and have direct access to major transportation routes and intermodal stations, or other freight transfer locations. **Policy 3.6.3 – Site Requirements** *[Existing Policy Update]*
PUBLIC FACILITIES LAND USE **Objective 5.1: [L]** (EFF. 7/16/90) Coordinate the future plans of State government, School Board, the institutions of higher learning, and other applicable entities with this Comprehensive Plan.	**Goal 2 [LM] – Distinct Urban and Rural Areas:** Our community will provide residents with diverse options for where they live or visit by maintaining a distinction between rural, sub-urban, and urban areas. By maintaining a distinction between these areas, our community will:

- Provide diverse lifestyle choice while reducing sprawl
- Foster economic development in urban areas and identified activity centers
- Promote efficient development patterns
- Support revitalization and redevelopment efforts within the urban boundary
- Reduce infrastructure costs
- Protect agricultural and forest management uses
- Preserve natural resource-based activities, ecosystem functions and ecosystem services, and scenic vistas and pastoral landscapes

Goal 3 [LM] – Healthy Neighborhoods and Vibrant Places:

Our community will plan for the development of healthy neighborhoods, vibrant places, and places of employment that are designed and built to be lively, inclusive, safe, and sustainable to ensure the equitable treatment and involvement of all citizens, recognize the importance of public spaces and private property, address the importance of civic and institutional uses, and account for community context.

These places will provide for:

- Recreational opportunities
- Pedestrian and bicycle facilities
- Healthy food options
- Health services
- Community services, including schools, community centers, and libraries

Objective 2.3 – Public Infrastructure:

Provide public infrastructure, public facilities, and public services that are necessary for public health, safety, and well-being efficiently, effectively, and equitably.

Objective 2.8 – Community Context:

Identify natural, rural, sub-urban, and urban context areas based on distinguishing characteristics of the different locations across the community. The distinguishing characteristics used to identify the context areas will include existing development

	patterns, future development patterns based on land use and zoning, natural features, access to infrastructure, adjacent roadway classifications and proximity to employment centers, universities and schools, transit lines, trails and multi-modal facilities. The context areas shall be used as the basis for planning and design of land uses, and transportation facilities, public facilities, and infrastructure in the City of Tallahassee and Leon County.
Policy 5.1.1 - Reserved	**N/A**
Policy 5.1.2: [L] (DEL. EFF. 8/16/07) (REV. EFF. 7/20/05) All proposals to site public schools, including post-secondary schools, shall be reviewed for consistency with the entire Comprehensive Plan. Such reviews shall be made in conjunction with the School Board to promote to the greatest extent possible, opportunities for residential, shopping, employment, education and recreation within walking distance of each other, and to encourage development patterns which reduce trip length and/or the need for private automobile trips.	**Policy 2.3.3 – School Siting Review & Criteria:** All proposals to site public or private schools shall be reviewed for consistency with the Comprehensive Plan. *[Existing Policy Update]*
Objective 5.2: [L] (EFF. 7/16/90) By 1992, establish standards and regulations for the location of public facilities.	**Policy 2.3.1 - Public Facilities Siting:** Public facilities, including community services, light infrastructure, and post-secondary uses, that provide for the operation of and provision of services on property owned or operated by local, state and federal government shall be allowable in any future land use category. Public infrastructure facilities may include public services and uses provided by private entities operating on property owned by the local, state, or federal government. *[Existing Policy Update]*
Policy 5.2.1: [L] (EFF. 7/16/90; REV. EFF. 4/10/09) Develop regulations that will apply to the siting of public facilities and buildings. By 2014, local government shall also develop regulations that ensure the siting of critical facilities from within hazard areas and include provisions for the mitigation of existing critical facilities located in hazard areas.	**Policy 2.3.1 - Public Facilities Siting:** Public facilities, including community services, light infrastructure, and post-secondary uses, that provide for the operation of and provision of services on property owned or operated by local, state and federal government shall be allowable in any future land use category. Public infrastructure facilities may include public services and uses provided by private entities operating on property owned by the local, state, or federal government.

	[Existing Policy Update]
Policy 5.2.2: [L] (EFF. 12/7/99; REV. EFF. 5/31/18) Land development regulations shall establish the maximum allowable dimension of water distribution pipelines necessary to support urban intensity development. Water distribution pipelines that do not exceed this dimension shall be considered public facilities, necessary to support urban development, and allowed within all land use categories. New water distribution pipelines in excess of the established dimension limit for public facilities shall be considered as industrial uses and shall be required to be located within the Government Operational or Industry and Mining land use category.	**Policy 2.2.3 – Planning for Urban Services:** Local government infrastructure master plans, and updates to master plans, shall account for the Urban Services Area when determining where to provide sewer, water, electricity, paved streets, sidewalks, and other related urban services. *[Existing Policy Update]* **Policy 2.2.2 – Improvement of Capital Infrastructure:** Capital infrastructure improvements shall be targeted for areas within the Urban Services Area within the long-term planning period. These improvements shall be phased incrementally through annual updates to the Capital Improvements Schedule. *[Existing Policy Update]* **Policy 2.2.1 – Urban Services Area (USA):** To provide for well-managed, orderly growth that preserves natural resources and promotes fiscal responsibility, the City and County's growth management strategy shall include an Urban Services Area (USA). The USA shall include all areas where public facilities and services, including central water and sewer, are available or are identified in the 5-year schedule of capital improvements. The USA will be sized to include approximately 50% more vacant and developable land than is necessary to accommodate the projected population growth expected within the USA by the long-term planning horizon and will account for both the ability to provide urban infrastructure and the presence of environmentally sensitive lands and water bodies**.** *[Existing Policy Update]*
Objective 5.3: [L] (REV. EFF. 7/20/05) All decisions regarding land requirements for future utility facilities shall be consistent with the goals, objectives, and policies of the plan so as to ensure the availability of suitable land for those facilities.	**Lands for facilities are included on the Future Land Use Map.** **Policy 2.3.1 - Public Facilities Siting:** Public facilities, including community services, light infrastructure, and post-high school educational uses, that provide for the operation of and provision of services on property owned or operated by local,

	state and federal government shall be allowable in any future land use category. Public infrastructure facilities may include public services and uses provided by private entities operating on property owned by the local, state, or federal government. *[Existing Policy Update]*
Policy 5.3.1: [L] (EFF. 7/16/90) Based on population projections, master plans for future utility facilities shall include an assessment of land needs for those facilities, and the Capital Improvements Element shall be amended, in conjunction with the annual budget processes of the City and the County, to include costs and sources of revenues for those facilities.	**Policy 2.2.5 – Densities and Intensities:** The Future Land Use Map is intended to reflect densities and intensities supported by available capital infrastructure. New growth shall be directed to areas within the Urban Services Area. Residential density and/or non-residential intensity of development allowed for individual sites shall be determined by the infrastructure capacity to serve each proposed development, adopted levels of service, and/or the ability to implement conditions of approval or mitigation of potential impacts for the proposed development. *[Existing Policy Update]*
Policy 5.3.2: [L] By 1991, land development regulations shall include regulatory standards for the provision of public facilities.	**Land Development Regulations shall continue to provide standards for the provision of public facilities. The updated plan includes Policies 2.2.1 to 2.2.4 – Urban Services Area, Policy 2.3.1 - Public Facilities Siting and Policy 2.3.2 Public Infrastructure Resilience.**
Policy 5.3.3: [L] (EFF. 8/17/92) All land uses permitted within the Educational Facilities, Recreation/Open Space, and Government Operational future land use categories shall, upon the transfer of land designated Institutional to an individual or private entity, require a future land use map amendment before any use other than existing, may occur.	**With proposed updates to the land use categories, this policy is no longer required.**

PLAN IMPLEMENTATION AND PROCEDURES **CRITICAL AREAS STUDY** **Goal 6: [L]** (EFF. 6/28/95) The City and County will identify existing undeveloped areas within the Urban Service Area that are expected to undergo rapid development on a large scale. Planning guidelines will be developed for these areas on a systematic basis, with the planning implementation mechanism being	**Goal 2 [LM] – Distinct Urban and Rural Areas:** Our community will provide residents with diverse options for where they live or visit by maintaining a distinction between rural, sub-urban, and urban areas. By maintaining a distinction between these areas, our community will: • Provide diverse lifestyle choice while reducing sprawl

dependent upon the size of the undeveloped area. By planning for undeveloped areas in a comprehensive manner, a mixture of integrated uses may be provided that are predominantly self-supporting, rather than predominantly dependent on public funding for additional infrastructure, and place a greater emphasis on pedestrian mobility and transportation alternatives. Nothing in this section shall negate the requirement for developments of regional impact to comply with Chapter 380 F.S.

- Foster economic development in urban areas and identified activity centers
- Promote efficient development patterns
- Support revitalization and redevelopment efforts within the urban boundary
- Reduce infrastructure costs
- Protect agricultural and forest management uses
- Preserve natural resource-based activities, ecosystem functions and ecosystem services, and scenic vistas and pastoral landscapes

Objective 2.8 – Community Context: Identify natural, rural, sub-urban, and urban context areas based on distinguishing characteristics of the different locations across the community.

Objective 2.6 – Recognizable Places: Foster and protect distinctive, attractive places that are recognizable and important to the community.

PLANNED DEVELOPMENT

Objective 6.1: [L] (REV. EFF. 12/23/96; REV. EFF. 11/26/21)

This Future Land Use Category is intended to identify large land holdings that will be developed for various mixes of land uses, resulting in different types of commercial and residential neighborhoods. This category is assigned to large, undeveloped tracts of land for which more detailed planning is required to establish the most appropriate mix and arrangement of uses in accordance with this objective and the related policies. Developments in this category are intended to have a mix of uses that results in greater internal capture of automotive trips and a net fiscal benefit for local governments.

The intensities of development in planned development categories mirror the intensities authorized in the Suburban Future Land Use Category until a Planned Development Master Plan is completed and an amendment reflecting the Planned Development Master Plan is adopted into the Comprehensive Plan.

The mix of uses shall be established at the time of development through the planned unit development processes in accordance with this objective and related policies. Each Planned Development shall include a mix of residential unit types and complementary non-residential uses that, at build-out of the project, result in an internal capture of at

Goal 2 [LM] – Distinct Urban and Rural Areas:

Our community will provide residents with diverse options for where they live or visit by maintaining a distinction between rural, sub-urban, and urban areas.

By maintaining a distinction between these areas, our community will:

1. Provide diverse lifestyle choice while reducing sprawl.
2. Foster economic development in urban areas and identified activity centers.
3. Promote efficient development patterns.
4. Support revitalization and redevelopment efforts within the urban boundary.
5. Reduce infrastructure costs.
6. Protect agricultural and forest management uses.
7. Preserve natural resource-based activities, ecosystem functions and ecosystem services, and scenic vistas and pastoral landscapes.

Objective 2.8 – Community Context: Identify natural, rural, sub-urban, and urban context areas based on distinguishing characteristics of the different locations across the community.

Objective 2.6 – Recognizable Places:

Foster and protect distinctive, attractive places that are recognizable and important to the community.

least 20 percent of the trips generated by the development.	
Policies 6.1.1 to 6.1.9 with general parameters for planned development.	**Policy 2.8.18 – Planned Development Special District:** This Future Land Use Category is intended to identify large, undeveloped land holdings that will be developed with various mixes of land uses for which more detailed planning is required to establish the appropriate mixture and arrangement of uses. Undeveloped areas within the Urban Service Area that, as of January 1, 2007, that are predominantly in the same ownership or control and encompassing more than 200 acres shall be defined as a Planned Development Special District. These Planned Development Special Districts shall require, prior to subdivision or development, a Master Plan approved by the appropriate jurisdiction. *[Existing with Variations]*
FUTURE PLANNED DEVELOPMENT AREAS **Objective 6.2: [L] (EFF. 6/28/95; REV. EFF. 3/14/07)** As demands from a rapidly increasing population may require the expansion of the Urban Service Area in the future, additional areas will be identified as Planned Development Areas upon their inclusion within the Urban Service Area.	**Objective 2.6 – Recognizable Places:** Foster and protect distinctive, attractive places that are recognizable and important to the community. **Objective 2.2 – Efficient Growth:** To support the projected population growth, infrastructure shall be provided economically and efficiently while protecting surrounding forests and agricultural lands from unwarranted and premature conversion to urban land uses. Growth and development shall be directed toward areas with existing infrastructure in a manner that maintains distinct natural, rural, sub-urban, and urban areas. **Objective 2.5 – Reconnecting Urban Sprawl:** Mitigate the impacts of automobile-oriented, single-use developments by leveraging transportation connectivity, land use, and urban design principles that focus on reducing environmental impacts, incorporating a mix of uses, reducing vehicle miles travelled, and improving mobility, especially for people walking, riding bicycles, and using transit.

Policy 6.2.1: [L] (EFF. 12/23/96; REV. EFF. 3/14/07) Upon expansion of the Urban Service Area, properties that meet the definitions for Planned Development Areas shall be designated such as part of the adopted Future Land Use Map and Zoning Map.

Policy 2.8.18 – Planned Development Special District:

This Future Land Use Category is intended to identify large, undeveloped land holdings that will be developed with various mixes of land uses for which more detailed planning is required to establish the appropriate mixture and arrangement of uses. Undeveloped areas within the Urban Service Area that, as of January 1, 2007, that are predominantly in the same ownership or control and encompassing more than 200 acres shall be defined as a Planned Development Special District. These Planned Development Special Districts shall require, prior to subdivision or development, a Master Plan approved by the appropriate jurisdiction. [*Existing Policy Update]*

SOUTHSIDE SECTOR PLAN
Goal 7: [L] (DEL. EFF. 7/20/05)
Reserved
Objective 7.1: [L] (DEL. EFF. 7/20/05)
Reserved
Policy 7.1.1: [L] (DEL. EFF. 7/20/05)
Reserved
Southside Study Area Map (DEL. EFF. 7/20/05)

N/A

BRADFORDVILLE STUDY AREA

Goal 8: [L] (DEL. EFF. 8/4/03)

Reserved

Objective 8.1: [L] (DEL. EFF. 8/4/03)

Reserved

Policy 8.1.1: [L] (DEL. EFF. 8/4/03)

Reserved

Goal 2 [LM] – Distinct Urban and Rural Areas:

Our community will provide residents with diverse options for where they live or visit by maintaining a distinction between rural, sub-urban, and urban areas.

By maintaining a distinction between these areas, our community will:

1. Provide diverse lifestyle choice while reducing sprawl.
2. Foster economic development in urban areas and identified activity centers.
3. Promote efficient development patterns.
4. Support revitalization and redevelopment efforts within the urban boundary.
5. Reduce infrastructure costs.
6. Protect agricultural and forest management uses.

7. Preserve natural resource-based activities, ecosystem functions and ecosystem services, and scenic vistas and pastoral landscapes.

Objective 2.6 – Recognizable Places:

Foster and protect distinctive, attractive places that are recognizable and important to the community.

DOWNTOWN OVERLAY DISTRICT (EFF. 7/1/94;

Objective 9.1: [L] REV. EFF. 1/7/10; REV. EFF. 7/6/15)

Promote revitalization, reinvestment and redevelopment characterized by site design which is pedestrian friendly and contains a mix of land uses which are designed to achieve compatibility.

Goal 2 [LM] – Distinct Urban and Rural Areas:

Our community will provide residents with diverse options for where they live or visit by maintaining a distinction between rural, sub-urban, and urban areas.

By maintaining a distinction between these areas, our community will:

1. Provide diverse lifestyle choice while reducing sprawl.
2. Foster economic development in urban areas and identified activity centers.
3. Promote efficient development patterns.
4. Support revitalization and redevelopment efforts within the urban boundary.
5. Reduce infrastructure costs.
6. Protect agricultural and forest management uses.
7. Preserve natural resource-based activities, ecosystem functions and ecosystem services, and scenic vistas and pastoral landscapes.

Objective 2.6 – Recognizable Places:

Foster and protect distinctive, attractive places that are recognizable and important to the community.

Objective 2.7 – Multimodal Transportation District (MMTD):

Facilitate the safe and comfortable use of multiple modes of transportation through the use of urban design standards to develop and maintain healthy neighborhoods and thriving businesses where travel by foot, bicycle, and transit will be easy and practical to reduce automobile reliance and vehicle miles traveled.

Policy 9.1.1: [L] (EFF. 7/1/94; REV. EFF. 1/7/10; RENUMBERED 7/6/15) Within those areas of the overlay that have a Residential Preservation land use designation, the Downtown Overlay designation is not intended to allow the development of nonresidential, or higher density than the Residential Preservation designation.

Policy 2.8.8 – Residential Preservation Future Land Use Category:
The Residential Preservation is characterized by existing homogeneous residential areas within the community which are predominantly accessible by local streets. The primary function is to protect existing stable and viable residential areas from incompatible land use intensities and density intrusions. Future development primarily will consist of infill due to the built-out nature of the areas. Commercial, including office as well as any industrial land uses, are prohibited. Future arterial and/or expressways should be planned to minimize impacts within this category. Single family, townhouse and cluster housing may be permitted within a range of up to six units per acre. Notwithstanding the maximum densities in special condition number 1 and other provisions in this policy, existing, legally established residential uses exceeding 6 units per acre shall be deemed conforming; and expansion of residential uses exceeding 6 units per acre, or other non-conforming uses are prohibited. Non-residential uses, other than community facilities and recreational facilities, are not permitted. Community facilities are limited to a maximum of 60% impervious surface area. Consistency with surrounding residential type and density shall be a major determinant in granting development approval.

Policy 9.1.2: [L] (REV. EFF. 1/7/10; RENUMBERED 7/6/15) Those parcels within the Downtown Overlay (except Gaines Street Corridor Study Area) are eligible to be added to the Central Core FLUM when:

- The proposed parcels are contiguous to existing Central Core FLUM area
- The proposed parcel has all the infrastructure available
- The proposed parcel has to exhibit a need for the expansion (e.g.: parcel of sufficient size not available in the current Central Core FLUM for the proposed development)

Policy 2.8.13 – Urban Center Future Land Use Category:

The intent of the Urban Center land use category is to be a vibrant, 18-hour urban activity center with quality development that includes a variety of residential and nonresidential uses at high densities and intensities. The land use is characterized by buildings in close- proximity to one another, featuring retail on the ground floor and residential units above, wide sidewalks, consistent street trees, and a strong emphasis on pedestrian activity. The emphasis in this area, which is within the Multimodal Transportation District, is to facilitate a shift from cars to pedestrian, bike and transit modes of transportation. The land use intends to promote a mix of uses and higher densities and intensities within its Urban Center, while promoting multiple modes of transportation.

Allowed land uses include residential, commercial, office and community facilities.

A maximum gross residential density of 150 dwelling units per acre is allowed. Development intensity in Urban Center is up to 100% lot coverage with a building height maximum of 20 stories. Land development regulations may establish more restrictive lot coverage, building heights, and design standards for different locations, neighborhoods, and special character districts within the Urban Center land use.

Intensity for nonresidential uses shall be identified in the Downtown regulating land development code that shall include lot coverage and maximum building height.

The following special conditions shall apply to the Urban Center Land Use Category:

1. The development regulations within the Urban Center area shall establish Design Guidelines for the land use in order to allow for more mixed- use, pedestrian, bike and transit- oriented development.
2. Future Expansion of the Urban Center land use shall be subject to the following requirements. The proposed parcels shall be:
    a. Within the existing Downtown Overlay; and Contiguous to the existing Urban Center FLUM area
    b. Served by available and adequate infrastructure to support the densities and intensities allowed in the Urban Center land use.
    c. Demonstrated to exhibit a need for the expansion (e.g.: parcel of sufficient size not available in the Central Core FLUM for the proposed development).

Policy 9.1.3: [L] The City shall establish special design standards in this overlay district in order to encourage more urban development. These regulations include but are not limited to:

- Pedestrian oriented design standards
- Reduced parking requirements
- Flexibility in landscape, and buffer standards

Policy 2.8.13 – Urban Center Future Land Use

• Increased sidewalk and streetscape requirements	
Policy 9.1.4: [L] (REV. EFF. 1/7/10; RENUMBERED 7/6/15) The City shall adopt Land Development Regulations to establish eligibility criteria (Such as minimum density) for developments in order to receive the incentives allowed under the Downtown Overlay goal.	**Policy 2.8.13 – Urban Center Future Land Use**
REDEVELOPMENT **Objective 9.2: [L] (FORMERLY OBJ. 1.6; REV. EFF. 1/7/10)** Provide a strategic framework to encourage redevelopment within the City of Tallahassee. The strategies should be implemented in such a manner as to convey an economic advantage for redevelopment without compromising the urban design and environmental quality of the community.	**Goal 2 [LM] – Distinct Urban and Rural Areas:** Our community will provide residents with diverse options for where they live or visit by maintaining a distinction between rural, sub-urban, and urban areas. By maintaining a distinction between these areas, our community will: 1. Provide diverse lifestyle choice while reducing sprawl. 2. Foster economic development in urban areas and identified activity centers. 3. Promote efficient development patterns. 4. Support revitalization and redevelopment efforts within the urban boundary. 5. Reduce infrastructure costs. 6. Protect agricultural and forest management uses. 7. Preserve natural resource-based activities, ecosystem functions and ecosystem services, and scenic vistas and pastoral landscapes. **Objective 2.6 – Recognizable Places:** Foster and protect distinctive, attractive places that are recognizable and important to the community. **Objective 2.7 – Multimodal Transportation District (MMTD):** Facilitate the safe and comfortable use of multiple modes of transportation through the use of urban design standards to develop and maintain healthy neighborhoods and thriving businesses where travel by foot, bicycle, and transit will be easy and practical to reduce automobile reliance and vehicle miles traveled.

Policy 9.2.1: [L] (EFF. 6/28/95; REV. EFF. 1/7/10) As part of the Redevelopment Strategy, the Gaines Street Corridor Study Area is designated as an Urban Infill and Redevelopment Area for the purpose of targeting economic development, housing, transportation, community revitalization and preservation, and land use incentives to encourage urban infill and redevelopment within the urban core of the community.	**Not specifically called out as a separate policy. Land Use Category designations for Gaines Street are Urban General and Urban Center**
DRI THRESHOLDS FOR A REGIONAL ACTIVITY CENTER **Objective 9.3: [L] (EFF. 1/7/10)** To encourage functional mixed use development, and to encourage revitalization and redevelopment, the Commissions may choose to designate specific land as a statutory "Regional Activity Center" (RAC), pursuant to Chapter 380.06(2)(e), F.S. and Rule 28-24.014(10)(a), F.A.C., to allow development of the specified land at greater density and intensity without necessarily obligating the developer to proceed through the Development of Regional Impact (DRI) process.	Nothing specifically comparable
Policy 9.3.1: [L] (EFF. 1/7/10) After the City of Tallahassee or Leon County designates a statutory Regional Activity Center (RAC, pursuant to Chapter 380.06(2)(e), F.S. and Rule 28-24.014(10)(a), F.A.C.), subsequent development approvals will include requirements for developers to provide necessary transportation system, drainage, protection of environmentally sensitive areas as defined in the Conservation Element, and utility infrastructure to support the RAC densities and intensities.	No specific policies
Policy 9.3.2: [L] (EFF. 8/9/12) It is the intent of the local government to designate Park Place as a Regional Activity Center pursuant to Objective 9.3 [L] to use the increased Development of Regional Impact guidelines and standards consistent with Rule 28-24.014(10)(a), Florida Administrative Code. Park Place meets the parameters for a Regional Activity Center as defined in Section 380.06(2)(e), Florida Statutes, and in Rule 28-24.014(10)(c)2, Florida Administrative Code, and is depicted on the following map. Multi-use land	No specific policies

uses for a Regional Activity Center can be accommodated by the currently designated Planned Development future land use category and development shall occur consistent with the guiding land use policies within the local comprehensive plan.

Map 6: Park Place Activity Center

SOUTHEAST SECTOR PLAN

Objective 10.1: [L] - Southeast Sector Plan (EFF.5/20/96; REV. EFF. 8/25/08)

In keeping with the City's and County's commitment to promote the Southern Strategy, and to satisfy the Comprehensive Plan requirements for a comprehensive development plan for the Southwood property within the urban service area, the local governments hereby adopt the Southeast Sector Planned Development, known as the Southeast Sector Plan, that is consistent with Objective 6.1 [L] and its associated policies and with the Comprehensive Plan's Urban Service Area policies, that promotes innovative planning, promotes compact development strategies and protects the natural resources of the area. This plan shall contain design standards that promote compact commercial development, walk to shopping, higher density housing in close proximity to offices, commercial uses and employment centers. The same attention will be given to alternate modes of transportation and pedestrian mobility as is given to automobile transportation. Innovative ways may be developed to protect natural resources, the major focus being on the continued protection of conservation and preservation areas within the Southeast Sector Planning Area (Figure 10.A).

Southeast Sector Plan: Master Plan to be maintained outside of comprehensive plan

Goal 2 [LM] – Distinct Urban and Rural Areas:

Our community will provide residents with diverse options for where they live or visit by maintaining a distinction between rural, sub-urban, and urban areas.

By maintaining a distinction between these areas, our community will:

- Provide diverse lifestyle choice while reducing sprawl.
- Foster economic development in urban areas and identified activity centers.
- Promote efficient development patterns.
- Support revitalization and redevelopment efforts within the urban boundary.
- Reduce infrastructure costs.
- Protect agricultural and forest management uses.
- Preserve natural resource-based activities, ecosystem functions and ecosystem services, and scenic vistas and pastoral landscapes.

Objective 2.8 – Community Context:

Identify natural, rural, sub-urban, and urban context areas based on distinguishing characteristics of the different locations across the community. The distinguishing characteristics used to identify the context areas will include existing development patterns, future development patterns based on land use and zoning, natural features, access to infrastructure, adjacent roadway classifications and proximity to employment centers, universities and schools, transit lines, trails and multi-modal facilities. The context areas shall be used as the basis for planning and design of land uses, and transportation

	facilities, public facilities, and infrastructure in the City of Tallahassee and Leon County.
Southeast Sector Plan Policies 10.1.1 to 10.1.8	**Southeast Sector Plan: Master Plan to be maintained outside of comprehensive plan**
SOUTHSIDE ACTION PLAN **Goal 11: [L] – Southside Action Plan (EFF. 8/5/23)** A plan shall be developed and monitored to align with the community's desire for a framework of action in the southern part of the Tallahassee urban area. To achieve this goal, the local governments shall develop a Southside Action Plan that complements long term public and private investment with small scale visible improvements that are relatable and community driven. This approach recognizes that the vision of Southside citizens is essential to guiding the development, redevelopment, and rehabilitation of the Southside; and that the community's vision focuses on three main areas of improvement: Beautification, Investment, and Engaged and Activated Citizens.	**Goal 3 [LM] – Healthy Neighborhoods and Vibrant Places:** Our community will plan for the development of healthy neighborhoods, vibrant places, and places of employment that are designed and built to be lively, inclusive, safe, and sustainable to ensure the equitable treatment and involvement of all citizens, recognize the importance of public spaces and private property, address the importance of civic and institutional uses, and account for community context. These places will provide for: • Recreational opportunities. • Pedestrian and bicycle facilities. • Healthy food options. • Health services. • Community services, including schools, community centers, and libraries.
Objective 11.1 [L] – Beautification (EFF. 8/5/23) Beautify and enhance both public and private spaces across the Southside Action Plan area by improving maintenance and increasing investment.	**Objective 3.2 – Southside Action Plan:** Develop and monitor the Southside Action Plan to align with the community's desire for a framework of action in the southern part of the Tallahassee urban area. To achieve this objective, the local governments shall develop a Southside Action Plan that complements long term public and private investment with small scale visible improvements that are relatable and community driven. This approach recognizes that the vision of Southside citizens is essential to guiding the development, redevelopment, and rehabilitation of the Southside; and that the community's vision focuses on three main areas of improvement: Beautification, Investment, and Engaged and Activated Citizens. **Policy 3.2.2 - Beautification:** Focus local government beautification efforts in shared public spaces by frequently maintaining and enhancing existing public areas. Support citizen and business investment on private property and shared spaces. *[Existing Policy]*

	Objective 2.6 – Recognizable Places: Foster and protect distinctive, attractive places that are recognizable and important to the community.
Policy 11.1.1: [L] (EFF. 8/5/23) Focus local government beautification efforts in shared public spaces by frequently maintaining and enhancing existing public areas. Support citizen and business investment on private property and shared spaces.	**Policy 3.2.2 - Beautification:** Focus local government beautification efforts in shared public spaces by frequently maintaining and enhancing existing public areas. Support citizen and business investment on private property and shared spaces. *[Existing Policy]*
Objective 11.2: [L] Investment (EFF. 8/5/23) Direct collaborative efforts of both the public and private sectors towards an increase of homeownership, diverse development and redevelopment types, business variety, and infrastructure in the Southside Community.	**Objective 3.2 – Southside Action Plan:** Develop and monitor the Southside Action Plan to align with the community's desire for a framework of action in the southern part of the Tallahassee urban area. To achieve this objective, the local governments shall develop a Southside Action Plan that complements long term *public and private investment* with small scale visible improvements that are relatable and community driven. This approach recognizes that the vision of Southside citizens is essential to guiding the development, redevelopment, and rehabilitation of the Southside; and that the community's vision focuses on three main areas of improvement: Beautification, Investment, and Engaged and Activated Citizens. **Objective 2.6 – Recognizable Places:** Foster and protect distinctive, attractive places that are recognizable and important to the community.
Policy 11.2.2:	**Policy 3.2.3 - Investment:**

Investment within the Southside Action Plan area shall not occur at the expense of the natural environment or water quality in a manner which is found to be inconsistent with local government initiatives, policies, rules or regulations.	Identify projects that initiate further investment opportunities in the Southside Community. Support partnerships across federal, state, city and county governments with non-profits and private organizations to identify resources for housing, homeownership, business, and infrastructure for the public. Investment within the Southside Action Plan area shall not occur at the expense of the natural environment or water quality in a manner which is found to be inconsistent with local government initiatives, policies, rules or regulations. *[Existing Policy Update]*
Objective 11.3: [L] Engaged and Activated Citizens (EFF. 8/5/23) Foster community involvement and celebration of the Southside.	**Objective 3.2 – Southside Action Plan:** Develop and monitor the Southside Action Plan to align with the community's desire for a framework of action in the southern part of the Tallahassee urban area. To achieve this objective, the local governments shall develop a Southside Action Plan that complements long term public and private investment with small scale visible improvements that are relatable and community driven. This approach recognizes that the vision of Southside citizens is essential to guiding the development, redevelopment, and rehabilitation of the Southside; and that the community's vision focuses on three main areas of improvement: Beautification, Investment, and Engaged and Activated Citizens. **Objective 2.6 – Recognizable Places:** Foster and protect distinctive, attractive places that are recognizable and important to the community.
Policy 11.3.1: [L] (EFF. 8/5/23) Encourage citizens, neighborhoods, and businesses in the Southside to be engaged and actively involved in community-led projects. Promote projects, empower residents, and connect efforts with resources.	**Policy 3.2.4 – Active and Engaged Citizens:** Encourage citizens, neighborhoods, and businesses in the Southside to be engaged and actively involved in community-led projects. Promote projects, empower residents, and connect efforts with resources. *[Existing Policy]*
Objective 11.4: [L] Southside Action Plan Evaluation and Update; Relation to Other Goals, Objectives & Policies (EFF. 8/5/23)	**Objective 3.2 – Southside Action Plan:** Develop and monitor the Southside Action Plan to align with the community's desire for a framework of action in the southern part of the Tallahassee urban area. To achieve this objective, the local governments shall develop a Southside Action Plan that complements long term public and private investment with small scale visible improvements

	that are relatable and community driven. This approach recognizes that the vision of Southside citizens is essential to guiding the development, redevelopment, and rehabilitation of the Southside; and that the community's vision focuses on three main areas of improvement: Beautification, Investment, and Engaged and Activated Citizens. **Objective 2.6 – Recognizable Places:** Foster and protect distinctive, attractive places that are recognizable and important to the community.
Policy 11.4.1: [L] The Tallahassee-Leon County Planning Department will monitor project implementation of the Southside Action Plan by reporting annually on Objective 11.1, 11.2, and 11.3; in coordination with the Leon County and the City of Tallahassee strategic plans.	**Policy 3.2.5 – Southside Action Plan Evaluation and Update:** The local governments will monitor project implementation of the Southside Action Plan by reporting annually on Southside Action Plan policies. *[Existing Policy Update]*

CENTRAL CORE AREA

Goal 12: [L] (DEL. EFF. 4/10/09)

Reserved

CENTRAL CORE AREA (DEL. EFF. 4/10/09)

Goal 2 [LM] – Distinct Urban and Rural Areas:

Our community will provide residents with diverse options for where they live or visit by maintaining a distinction between rural, sub-urban, and urban areas.

By maintaining a distinction between these areas, our community will:

1. Provide diverse lifestyle choice while reducing sprawl.
2. Foster economic development in urban areas and identified activity centers.
3. Promote efficient development patterns.
4. Support revitalization and redevelopment efforts within the urban boundary.
5. Reduce infrastructure costs.
6. Protect agricultural and forest management uses.
7. Preserve natural resource-based activities, ecosystem functions and ecosystem services, and scenic vistas and pastoral landscapes.

Policy 2.8.13 – Urban Center Land Use Category

Objective 2.6 – Recognizable Places:

Foster and protect distinctive, attractive places that are recognizable and important to the community.

Objective 2.7 – Multimodal Transportation District (MMTD):

Facilitate the safe and comfortable use of multiple modes of transportation and through the use of urban design standards to develop and maintain healthy neighborhoods and thriving businesses where travel by foot, bicycle, and transit will be easy and practical to reduce automobile reliance and vehicle miles traveled.

WELAUNEE CRITICAL AREA PLAN

Goal 13: [L] (EFF. 12/10/02)

Guide planned development within the Welaunee Critical Planning Area through implementation of

Welaunee Critical Area Plan: Master Plan to be maintained outside of comprehensive plan

Goal 2 [LM] – Distinct Urban and Rural Areas:

a critical area plan which includes a mixture of integrated land uses that are predominantly self-supporting rather than dependent upon public funding, places a greater emphasis on pedestrian mobility and transportation alternatives, provides new employment opportunities near major transportation arteries and protects natural systems in an urbanized setting.	Our community will provide residents with diverse options for where they live or visit by maintaining a distinction between rural, sub-urban, and urban areas. By maintaining a distinction between these areas, our community will: • Provide diverse lifestyle choice while reducing sprawl • Foster economic development in urban areas and identified activity centers • Promote efficient development patterns • Support revitalization and redevelopment efforts within the urban boundary • Reduce infrastructure costs • Protect agricultural and forest management uses • Preserve natural resource-based activities, ecosystem functions and ecosystem services, and scenic vistas and pastoral landscapes
Objective 13.1: Planned Development through 2020 (EFF. 12/10/02) By 2020, the Welaunee Critical Planning Area may develop in the portions which are south of Interstate 10 ("Toe") and south of Miccosukee Road and north of U.S. 90 ("Heel") with a development pattern that includes predominantly walkable neighborhoods, mixed-use centers, a major employment center, diversity of housing choices, protection of conservation and preservation areas, and a transportation system which accommodates both vehicular and non-vehicular transportation.	**Objective 2.8 – Community Context:** Identify natural, rural, sub-urban, and urban context areas based on distinguishing characteristics of the different locations across the community. The distinguishing characteristics used to identify the context areas will include existing development patterns, future development patterns based on land use and zoning, natural features, access to infrastructure, adjacent roadway classifications and proximity to employment centers, universities and schools, transit lines, trails and multi-modal facilities. The context areas shall be used as the basis for planning and design of land uses, and transportation facilities, public facilities, and infrastructure in the City of Tallahassee and Leon County.
Policies 13.1.1 to 13.1.9	**Welaunee Critical Area Plan Policies: Master Plan to be maintained outside of comprehensive plan**
Objective 13.2: Development Concept for the Welaunee Arch (EFF. 12/10/02; REV. EFF. 1/11/21) The intent of the Welaunee Arch Master Plan is to provide an area-wide plan for the portion of the Welaunee Critical Planning Area located north of Interstate-10 and west of Miccosukee Road (i.e. the	**Objective 2.8 – Community Context:** Identify natural, rural, sub-urban, and urban context areas based on distinguishing characteristics of the different locations across the community. The distinguishing characteristics used to identify the context areas will include existing development patterns, future development patterns based on land

"Arch"). This master plan sets the standards and guidelines to coordinate one or more implementing development plans such that the development of the Arch results in a new, integrated community with a variety of land uses, diverse neighborhoods and mixed-use centers, a region-serving activity center, active and passive recreational options, and abundant open space. The development of the Arch consistent with this master plan shall be implemented in phases, connected by a multi-modal transportation system, served by regional, master planned stormwater facilities, and designed in ways that protect natural resources.	use and zoning, natural features, access to infrastructure, adjacent roadway classifications and proximity to employment centers, universities and schools, transit lines, trails and multi-modal facilities. The context areas shall be used as the basis for planning and design of land uses, and transportation facilities, public facilities, and infrastructure in the City of Tallahassee and Leon County.
Welaunee Policies 13.2.1 to 13.2.33	**Welaunee Critical Area Plan Policies: Master Plan to be maintained outside of comprehensive plan**
Welaunee Map Sets	**Welaunee Critical Area Plan Policies: Master Plan to be maintained outside of comprehensive plan**
Drainage Basin Study Areas **Goal 14 [L] (Leon County only) (EFF. 12/15/03)** Leon County and the City of Tallahassee will work cooperatively to further identify and address the special characteristics and needs of sub-areas of the City and County. This goal shall be implemented through the following objective and policy:	**Goal 1 [LM] – A Healthy Environment:** Our community will maintain a healthy environment with drinkable water, breathable air, unpolluted lakes, rivers, and soils, renewable energy sources, conservation areas that protect valuable or irreplaceable natural resources, and open spaces available and accessible to all residents and visitors to our community. To achieve this goal, our community will: • Identify natural resources that contribute to a healthy environment and human well-being. Prioritize the preservation of natural areas (including conservation areas, environmentally sensitive features, and water resources) when making land use and transportation decisions. • Provide access and opportunities for passive and active open spaces that promote healthy active lifestyles for all citizens. • Coordinate between the City and County, with neighboring jurisdictions, and with regional, state, and federal agencies to cooperatively support protection of natural resources that extend beyond jurisdictional boundaries.

Objective 14.1: [L] (Leon County only) (EFF. 12/15/03)

By 2004, the City and County shall commence a process to evaluate the environmental conditions and issues relating to major drainage basin study areas of the county including but not limited to the following basins: Fred George, Lake Iamonia, Lake Jackson, Lake Lafayette, Lake Miccosukee, Lake Munson, Ochlockonee, St. Marks, and Woodville Recharge, to be used as one basis for sector plans and other major planning decisions of the local government. This evaluation shall address matters such as protection of conservation and preservation areas (as defined within this Plan), flooding, water quality, aquifer protection, and other issues as identified by the local governments. This evaluation shall be conducted cooperatively by the City and County, irrespective of jurisdictional boundaries, and the evaluation shall be based on technical and scientific information.

Objective 1.1 – Identification of Natural Resources and Historic Features:

Identify natural, cultural, archaeological, and historic resources that contribute to human well-being and community character.

Objective 1.2 – Preservation of Natural Areas:

Preserve important natural areas, including conservation areas, environmentally sensitive features, and water resources through a combination of identification, analysis, designation of resources on the Future Land Use Map, policies in the Conservation Element, land development regulations, and acquisition. Prioritize the protection of these areas when making decisions regarding land use, transportation, and infrastructure location and expansion.

Policy 14.1.1: [L] (Leon County only) (EFF. 12/15/03) Sector planning shall be implemented as determined appropriate by the City or County; however, sector planning involving a joint effort of both jurisdictions, shall be encouraged. These sector plans may address elements such as land use, transportation, housing, economic development, environmental protection, infrastructure phasing, development standards and any other matter as identified by the local government. These sector planning efforts shall take into consideration the data gathered through the implementation of Objective 14.1 and shall use this information as background environmental data necessary for the completion of sector planning efforts.

Policy 3.6.3 – Site Requirements:

Land development regulations shall include requirements for:

- Context-based stormwater management
- Open space
- Setbacks
- Buffers
- Screening
- On-site traffic circulation
- Roadway access
- Land uses
- Subdivision of land
- Signage
- Standards for the regulation of development within and adjacent to areas subject to seasonal or periodic flooding compliant with state and federal regulations
- Areas known to be vulnerable to natural or human-caused hazards
- Lighting
- Noise Mitigation

Policy 14.1.2: [L] (Leon County only) (EFF. 12/15/03) The data collected or gathered through the implementation of Objective 14.1 shall be used as a basis for determining whether or not future

Policy 1.5.1 – Community Wide Green Infrastructure:

The City and County shall incorporate the use of green infrastructure into their land development

amendment to the Comprehensive Plan or land development regulations is necessary. However, Goal 14 and its associated Objective 14.1 are not intended to replace existing Comprehensive Plan policies related to environmental protection or storm water management. Instead, this goal and its associated objective is intended to support and aid in the implementation of existing Comprehensive Plan policies and is to be considered additive in this regard.

regulations as a viable and preferred option for achieving a connected network of natural areas that provide habitat, flood protection, cleaner air, and cleaner water. Strategies include those that:

- Create green streets and alleys by retrofitting streets and alleys as part of any repair, maintenance, or other disturbance to the road, sidewalk, or transportation right-of-way that would provide an opportunity for street-level stormwater management. The land development regulations shall specify the range of retrofits that qualify for these incentives.
- Implement green parking standards such as requiring parking facilities to have certain percentages of shaded parking.
- Ensure a robust urban tree canopy within the City of Tallahassee through implementation of the Urban Forest Master Plan, or its successor.
- Implement land conservation programs.
- Support shared, off-site stormwater solutions for new or infill walkable development.
- Reference national models, including the Green Infrastructure standards of the United States Green Building Council (USGBC).

Policy 1.5.2 – Site Specific Green Infrastructure:

Local governments shall incentivize the use of green infrastructure stormwater management systems in the land development regulations and/or form-based code by reducing minimum green space requirements or offering other incentives in exchange for the provision of green infrastructure. Green infrastructure mimics nature to soak up and store water and may include strategies such as rain gardens, planter boxes, bioswales, and green roofs.



Where is it now MOBILITY CROSSWALK?

TALLAHASSEE LEON COUNTY VISION 2050 A FOCUSED FUTURE

Where is it Now Mobility Crosswalk?

Current Mobility Element Goals and Objectives	Proposed Land Use and Mobility Element Goal and Objectives
Goal 1: [M] (EFF. 12/15/11) MOTORIZED, BICYCLE, AND PEDESTRIAN CIRCULATION Establish and maintain a safe, convenient, energy efficient, and environmentally sound automobile, transit, bicycle and pedestrian transportation system, capable of moving people of all ages and abilities as well as goods.	**Goal 6 [LM] – A Balanced Transportation Network:** Our community will provide a balanced and viable transportation network with convenient and context-sensitive options, so pedestrians, bicyclists, motorists, and public transportation users of all ages and abilities can travel safely around the community.
Objective 1.1: [M] (EFF. 12/15/11) LAND USE AND TRANSPORTATION COORDINATION Coordinate transportation and land use systems that foster vibrant communities with compact urban forms and a mixture of uses to minimize travel distances, reduce vehicle miles traveled and greenhouse gases, and to enhance pedestrian and bicycle mobility and transit accessibility.	**Objective 6.1 – Land Use and Transportation Coordination for Livability:** Coordinate land use and transportation systems that foster vibrant communities with compact urban forms and a mixture of uses to minimize travel distances, reduce greenhouse gas emissions, and enhance pedestrian, bicycle, and transit mobility. *[Existing Policy Update]*
Policy 1.1.1: [M] (EFF. 12/15/11) Identification and programming of new road projects or substantial improvements to existing roads shall be consistent with the Future Land Use Element of the Comprehensive Plan and specifically the Urban Service Area strategy to promote urban infill and discourage urban sprawl.	**Policy 2.2.7 – Roadway Improvements:** The planning, design, and construction of new streets and roads and the widening of existing streets and roads shall be consistent with the priority of urban services, the Future Land Use Map, and the Urban Services Area. *[Existing Policy Update]*
Policy 1.1.2: [M] (EFF. 12/15/11) Designate energy efficiency districts in areas that are intended for greater densities and intensities to support frequent transit service and where primary priority is to be placed on providing a safe, comfortable and attractive environment for pedestrians and cyclists. For each district:	**Policy 2.7.5 – Transit in the MMTD:** The MMTD and energy efficiency districts shall be well-connected via transit to major trip generators and attractors both inside and outside the areas; transit stops and waiting areas shall be safe, accessible, and comfortable, and intermodal connections shall be made.

1. evaluate and modify, if necessary, the zoning and land development regulations to ensure standards that will support compact, walkable, mixed-use development; and

2. adopt and maintain a connectivity plan identifying needed bicycle, pedestrian, roadway, and transit projects to increase connectivity and safety, minimize travel distances for pedestrians and cyclists, and provide connections to other parts of the City, County, and Capital Region;

3. Coordinate with the Capital Region Transportation Planning Agency to include the Mobility District Plan priorities in Long Range Transportation Plan updates.

Policy 2.7.5 – Transit in the MMTD:

The MMTD and energy efficiency districts shall be well-connected via transit to major trip generators and attractors both inside and outside the areas; transit stops and waiting areas shall be safe, accessible, and comfortable, and intermodal connections shall be made.

Policy 6.8.1 – Encourage Alternate Transportation Modes:

Through the planning timeframe, the use of alternate transportation modes through the promotion of public transit, provision of or coordination with on-demand, micromobility or car-share and van-share or pool programs, investment in bicycle and pedestrian infrastructure, and support for telecommuting policies shall be encouraged by public and private sector transportation entities including StarMetro and CRTPA.

Policy 6.10.1 - Transit Development Plan:

Through the planning timeframe, StarMetro and CRTPA shall identify transit improvement needs in the transit development plan and the capital improvements plan and prioritize funding for transit projects that increase the availability, speed, frequency, duration, and reliability of transit. Development shall be consistent with and support the Transit Development Plan.

Policy 2.7.2 – Land Use Within the MMTD:

The City of Tallahassee and Leon County shall periodically review the Future Land Use Map and land development regulations within the MMTD and modify them as necessary to facilitate appropriate densities, intensities, and mixture of land uses to support the goals of the district, based on the following targets:

- Central nodes consisting of employment and services, relatively high density residential, and public spaces all oriented around convenient access to public transit facilities
- Areas designated primarily for residential uses should be no more than ½ mile from areas designated for shopping, services, and employment uses.

Policy 1.1.3: [M] (EFF. 12/15/11) Promote the Downtown as an 18-hour activity center by supporting development of housing, restaurants, and cultural activities to encourage use beyond working hours.	**Policy 6.3.4 – Downtown Traffic:** By 2035, in alignment with the vision of a vibrant 18-hour Downtown, strategies to reduce the negative effect of high-volume multi-lane through traffic in the Urban Core including managing speed and streetscaping shall be implemented. *[Existing Policy Update]*
Policy 1.1.4: [M] (EFF. 12/15/11) Promote neighborhood parks to reduce the need for long distance trips for recreation.	**Policy 1.3.4 – Multimodal Access to Parks and Recreation:** All new and substantial improvements to parks and recreational facilities within the Urban Services Area shall provide public sidewalks in accordance with applicable streetscaping requirements, accessible pedestrian connections, for users of varying abilities, from amenities to all adjacent public street frontages, and pathway or trail interconnections to all adjacent trails, public facilities, and neighborhoods. Coordination with StarMetro for evaluating new stop facilities or improving existing bus stop facilities shall be required within the City limits. **Policy 1.6.2 – Multimodal Connectivity:** Within the Urban Services Area, the City and County shall use zoning and development standards for subdivision and planned unit developments to promote the location of homes, jobs, stores, parks, schools, and other destinations within 20 minutes walking distance of each other so that people can easily walk, bike, use public transit, or drive shorter distances. Development standards shall provide for interconnected pedestrian, bicycle, and transit networks and account for the potential for future connection and expansion of pedestrian and bicycle networks on adjacent properties.
Policy 1.1.5: [M] (EFF. 12/15/11) Maintain a Greenways Master Plan that integrates pedestrian and bicycle mobility into a linear park and open space system that connects local, regional, and state facilities, with specific emphasis on connections within Downtown and energy efficiency districts.	**Policy 1.3.1 – Greenways and Trails Master Plan:** The Planning Department shall maintain a Greenways and Trails Master Plan that identifies opportunities to expand or create a network of shared use paths that connect areas of the City and County. The master plan shall guide the implementation of the local greenway system, in coordination with the State of Florida and other conservation funding, managing, and landholding entities. The master plan shall be updated every 10 years to reflect completed projects, new additions and

	opportunities, and other changes to the greenway system. *[Existing Policy Update]* **Policy 6.4.3 – Bicycle and Pedestrian Network:** The City and County shall maintain and enhance the local system of bicycle lanes, sidewalks, and shared-use paths in conjunction with the Greenways and Trails Master Plan. Enhancements shall be prioritized in the vicinity of schools, community facilities, and mixed-use areas with a retail and service focus.
Policy 1.1.6: [M] (EFF. 12/15/11) A functional transportation network shall be coordinated and maintained with the Florida State University, Florida A&M University, and Tallahassee Community College master plans to link those educational institutions and provide access to transit and surrounding supporting land uses.	**Policy 6.4.6 – Community Gateways:** Designate preferred entrance corridors into and connecting Tallahassee and Leon County. City and County departments with interests in the public right-of-way shall identify funding sources to convert these corridors into shaded bicycle and pedestrian ways to create attractive gateways into the community. These entrance corridor gateways shall include an appropriate gateway from the airport to Downtown, the Capitol Center, and University destinations. **Policy 4.2.4 – Coordinate Trails with Land Use:** As shared use paths and protected bike lanes are planned and designed, adjacent land uses shall be evaluated by the Planning Department for opportunities to implement trail-oriented development.
Policy 1.1.7: [M] (EFF. 12/15/11) The City of Tallahassee and Leon County shall adopt and maintain ordinances providing for safe and convenient on-site traffic flow, considering motorized and non-motorized vehicle parking.	**Policy 6.1.2 – Context-Based On-Site Facilities:** Development projects shall contribute to a safe, convenient, and comfortable transportation environment that promotes walking, cycling, and transit use consistent with the development's context-classification. Land development regulations shall specify the conditions and standards for provision of on- and off-site roadway extensions, sidewalk and trail connections, and transit facilities. Appropriate improvements or enhancements shall be required as a condition of development approval, such as, but not limited to sidewalks and bicycle facilities, plantings, and building configuration, buffers, setbacks and stepbacks. Development shall mitigate impacts on the multi-modal transportation network.

Policy 6.4.12 – Design Standards:

Land Development Codes that apply to all development policies and programs shall be revised by 2030 to reference the latest design guidance, standards, and recommendations in the implementation of Complete streets, including the most up to date guidance from:

- The Florida Design Manual
- National Association of City Transportation (NACTO)
- American Association of State Highway and Transportation Official (AASHTO)
- The Manual on Uniform Traffic Control Devices (MUTCD)

Policy 6.4.9 - Multi-Modal Safety and Access:

Development shall provide safe and convenient access to transportation facilities for pedestrians, cyclists, and transit users, with the following exceptions:

- For emergency repair and routine maintenance.
- In locations where specific users are prohibited, such as interstate freeways or pedestrian malls. In these instances, a safe and convenient alternate route shall be identified and, if needed, prioritized for improvement or constructed.
- A documented absence of current or future need.

Procedures and criteria for approving exceptions will be identified in the Land Development Code.

Additionally, new transportation facilities should follow generally accepted or adopted design standards when implementing improvements intended to fulfill this Complete Streets policy and will utilize innovative or non-traditional design options where a comparable level of safety for users is present.

Policy 1.1.8: [M] (EFF. 12/15/11)

Development projects shall contribute to providing a safe, convenient, comfortable and aesthetically pleasing transportation environment that promotes walking, cycling, and transit use. Appropriate

Policy 6.1.2 – Context-Based On-Site Facilities (City of Tallahassee/Leon County):

Development projects shall contribute to a safe, convenient, and comfortable transportation environment that promotes walking,

improvements or enhancements to the multimodal network shall be required as a condition of development approval, such as, but not limited to, the following:

a) Full accommodations for pedestrian access and movement, including shaded sidewalks, benches and enhanced crossings;

b) Full accommodations for bicycles, including lockers, showers, and racks;

c) Direct connections to the regional bicycle/pedestrian network;

d) Installation of shared use paths in accordance with FDOT recognized standards;

e) Well-designed accommodations for transfer of passengers at designated transit facilities;

f) Preferential parking for rideshare participants;

g) Well-designed access for motor vehicle passenger drop-offs and pick-ups at designated transit facilities and at commercial and office development sites;

h) Full accommodation for the mobility impaired, including parking spaces, sidewalks and ramps for handicapped access;

i) Weather protection at transit stop.

cycling, and transit use consistent with the development's context-classification. Land development regulations shall specify the conditions and standards for provision of on- and off-site roadway extensions, sidewalk and trail connections, and transit facilities. Context-appropriate improvements or enhancements shall be required as a condition of development approval, such as, but not limited to sidewalks and bicycle facilities, plantings, and building configuration, buffers, setbacks and stepbacks. Development shall mitigate impacts to the multi-modal transportation network. [Existing Policy Update]

Policy 6.8.2 – Enhance Bicycle and Pedestrian Infrastructure:

City Public Infrastructure and County Public Works shall prioritize bicycle and pedestrian enhancements in high-traffic areas, mixed use areas, and near transit stops for both public and private projects to ensure biking and walking are a safe, comfortable, and convenient alternative to driving.

Policy 3.6.3 – Site Requirements:

Land development regulations shall include requirements for:

- Context-based stormwater management
- Open space
- Setbacks
- Buffers
- On-site traffic circulation
- Roadway access
- Land uses
- Subdivision of land
- Signage

Policy 6.4.10 – Applicability:

All new roadway facilities, whether publicly or privately designed and constructed, shall comply with this Complete Streets Objective and associated policies.

	Standards for the regulation of development within and adjacent to areas subject to seasonal or periodic flooding compliant with state and federal regulations. Areas known to be vulnerable to natural or human-caused hazards. **Policy 3.7.3 – Design Criteria for Mobility Hubs:** New developments or redevelopment projects shall contribute to providing a safe, convenient, comfortable and aesthetically pleasing transportation environment that promotes walking, cycling, and transit use. Mobility Hubs will be encouraged through incentives to increase access to community services and employment opportunities, including those for underserved communities. Design standards and incentives for including mobility hubs shall be adopted into land development regulations. **Policy 6.6.1 - Pedestrian Level of Service:** As part of development review and approval, pedestrian level of comfort shall be enhanced through planting of shade trees and other amenitization including but not limited to installation of water fountains, benches, overhead pavilions, street and trail lighting, and installation of wayfinding signage.
Policy 1.1.9: [M] (EFF. 12/15/11) Designation of Multimodal Transportation District (MMTD). In accordance with the provisions of Florida Statute 163.3180(15), the City of Tallahassee and Leon County hereby establish a Multimodal Transportation District, as shown in the Multimodal District Boundaries Map, for the purpose of promoting walking, bicycling and transit use in order to reduce dependence on the automobile. Those roadways and associated rights-of-way shown as boundaries for the MMTD shall be considered part of the MMTD.	**Policy 2.7.1 – MMTD Implementation:** The Multimodal Transportation District (MMTD), established in 2009 under the requirements of Florida Statute Section 163.3180(15) (2009) for the purpose of promoting walking, bicycling, and transit use, shall be maintained, updated, and implemented by relevant City and County departments through the Multimodal Transportation District Management Plan and corresponding MMTD Code. *[Existing Policy Update]*
Policy 1.1.10: [M] (EFF. 12/15/11; REV. EFF. 7/19/13) MMTD Residential Density Bonus. In order to increase redevelopment and infill development, residential densities within the MMTD may be increased up to 35% above the maximum allowed in the Residential Densities Range Table. This bonus shall not apply	**Policy 4.2.3 – Transit-Oriented Development (TOD) Density Bonus:** Land development regulations may include provisions that allow for densities up to 20% higher than otherwise allowable in a given land use category with a minimum density bonus of one additional unit for

to lands designated Residential Preservation. Further bonuses may be applied to the Downtown. Eligibility criteria for these bonuses will be established within the land development regulations and shall include design standards facilitating pedestrian oriented site and building design with enhanced pedestrian access and amenities, urban scale development, innovative parking strategies, integrated mix of land uses, and other urban design features.	development located within ¼ mile of a transit stop. This density bonus may be applied in addition to other eligible density bonuses. Total density bonuses shall not exceed 30% of the residential density allowed in the underlying land use category. **Objective 4.2 – Mobility-Based Housing Incentives:** Provide density bonuses and other incentives that encourage compact, mixed-use communities near transit and trail corridors and mobility hubs
Policy 1.1.11: [M] (EFF. 12/15/11) Land Use Within the MMTD. The City of Tallahassee and Leon County shall periodically review the Future Land Use Map and land development regulations within the district boundary(ies) and modify them as necessary to provide for appropriate densities, intensities and mixture of land uses to support 18-hour activity and multimodal transportation, based on the following targets: a) A center(s) consisting of employment and services, relatively high density residential, and public spaces all oriented around convenient access to mass transit facilities; b) Ratio of uses: i. Residential = 20%-60% ii. Nonresidential (office, commercial, light industrial, etc.) = 30%-70% iii. Public spaces (open space, parks, recreational, squares, etc.) = 5%-15%; c) Specifically to facilitate walking and bicycling as an alternative to driving, areas designated primarily for residential uses should be no more than ½ mile from areas designated for shopping, services, and employment uses; d) In order to support redevelopment in the urban center of Tallahassee that could support ten minute transit headways and/or light rail, an areawide (excluding open space) residential density of at least 20 units per acre, recognizing that some areas, such as Central Core, may have densities in excess of 150 units per acre and others in	**Policy 2.7.2 – Land Use Within the MMTD:** The City of Tallahassee and Leon County shall periodically review the Future Land Use Map and land development regulations within the MMTD and modify them as necessary to facilitate appropriate densities, intensities, and mixture of land uses to support the goals of the district, based on the following targets: • Central nodes consisting of employment and services, relatively high density residential, and public spaces all oriented around convenient access to public transit facilities • Areas designated primarily for residential uses should be no more than ½ mile from areas designated for shopping, services, and employment uses.

established neighborhoods and areas designated Residential Preservation may have significantly less.

Policy 1.1.12: [M] (EFF. 12/15/11)

MMTD and Energy Efficiency District Urban Design and Land Development Regulations. Adopt and maintain land development regulations that ensure new construction and infill or redevelopment will contribute positively to the character and livability of the MMTD and energy efficiency districts, based on the following:

1. Buildings and blocks oriented to provide pedestrians and bicyclists easy access and a visually interesting environment;
2. Maximum block (length or perimeter);
3. Easy access to/from transit stops and surrounding land uses; Recognition of more intense densities and intensities around center(s);
4. Special design considerations to support compatibility between uses, particularly between residential and non-residential uses;
5. Creating active sidewalks with buildings opening onto streets;
6. Transparency (i.e., windows) and active uses at ground levels;
7. Parking generally located to the sides and rear, internal to blocks, and/or in structured of off-site facilities;
8. Maximum parking standards that discourage single-occupant vehicle commuting and reinforce non-auto modes, but not so limited as to adversely impact the viability and vitality of the MMTD;
9. The use of shared parking;
10. For multifamily developments, pricing of parking separately from the units;
11. Recognizing that parking demand may change over time as more multimodal infrastructure and mixed uses are developed, building parking facilities such that they may be readapted for more active uses in the future.

Policy 6.8.2 – Enhance Bicycle and Pedestrian Infrastructure:

City Public Infrastructure and County Public Works shall prioritize bicycle and pedestrian enhancements in high-traffic areas, mixed use areas, and near transit stops for both public and private projects to ensure biking and walking are a safe, comfortable, and convenient alternative to driving.

Policy 3.6.3 – Site Requirements:

Land development regulations shall include requirements for:

- Context-based stormwater management
- Open space
- Setbacks
- Buffers
- On-site traffic circulation
- Roadway access
- Land uses
- Subdivision of land
- Signage

Policy 6.4.10 – Applicability:

All new roadway facilities, whether publicly or privately designed and constructed, shall comply with this Complete Streets Objective and associated policies.

Standards for the regulation of development within and adjacent to areas subject to seasonal or periodic flooding compliant with state and federal regulations.

Areas known to be vulnerable to natural or human-caused hazards.

Policy 3.7.3 – Design Criteria for Mobility Hubs:

New developments or redevelopment projects shall contribute to providing a safe, convenient, comfortable and aesthetically pleasing

transportation environment that promotes walking, cycling, and transit use. Mobility Hubs will be encouraged through incentives to increase access to community services and employment opportunities, including those for underserved communities. Design standards and incentives for including mobility hubs shall be adopted into land development regulations.

Policy 6.6.1 - Pedestrian Level of Service:

As part of development review and approval, pedestrian level of comfort shall be enhanced through planting of shade trees and other amenitization including but not limited to installation of water fountains, benches, overhead pavilions, street and trail lighting, and installation of wayfinding signage.

Policy 2.7.3 – Land Development Regulations in the MMTD:

Adopt and maintain context-based land development regulations that ensure new development and redevelopment will contribute to walkable urban development patterns. Additionally, these regulations shall include and/or address the following:

a. Building placement.
b. Block size standards shall encourage small blocks and an interconnected street network.
c. Sidewalks with widths based on context.
d. Facade transparency.
e. Parking location.

Policy 3.7.1 – Urban Design Principles:

General urban design principles included in land development regulations shall prioritize pedestrian safety and comfort within an interconnected network of small blocks supported by a fine-grain mixture of land uses and housing types organized across a rural-to-urban transect framework. Outside of urban areas, design principles

	shall generally prioritize conservation and preservation of natural resources.
Policy 1.1.13: [M] (EFF. 12/15/11) Transit in the MMTD and Energy Efficiency Districts. The MMTD and energy efficiency districts shall be well-connected via transit to major trip generators and attractors both inside and outside of these areas, transit stops and waiting areas shall be safe and comfortable, and intermodal connections shall be made where feasible. 1. Priority should be given to funding of improvements that increase the availability, speed, frequency, duration and reliability of transit serving these areas. 2. StarMetro shall coordinate with the Capital Region Transportation Planning Agency regarding the provision of transit centers, super stops, and other facilities for the transfer of passengers to and from these areas through potential regional connections. 3. Benches, signage, lights, and covered or enclosed waiting areas shall be used to create safe, comfortable transit stops. 4. Bicycle parking at transit stops and bicycle racks on buses shall be provided as a means to interface bicycle travel with public transit.	**Policy 1.6.2 – Multimodal Connectivity:** Within the Urban Services Area, the City and County shall use zoning and development standards for subdivision and planned unit developments to promote the location of homes, jobs, stores, parks, schools, and other destinations within 20 minutes walking distance of each other so that people can easily walk, bike, use public transit, or drive shorter distances. Development standards shall provide for interconnected pedestrian, bicycle, and transit networks and account for the potential for future connection and expansion of pedestrian and bicycle networks on adjacent properties. **Policy 6.9.2: Transport to Destinations:** Through the planning timeframe, the transit provider shall ensure Transportation Disadvantaged program services continue to provide transport to local goods and services, including medical services for all users. **Policy 6.4.11 – Equity:** The implementation of Complete Streets shall reflect equity by facilitating safe streets for all users, regardless of ability or income, and that enables travel to destinations with or without a car.
Policy 1.1.14: [M] (EFF. 7/17/21) The City of Tallahassee and Leon County will support the implementation of the Capital Region Transportation Planning Agency's (CRTPA's) Tallahassee-Leon County Bicycle and Pedestrian Master Plan, adopted by the CRTPA in 2020, to the extent that it does not conflict with goals, objectives, and policies in this Comprehensive Plan.	**Policy 6.4.4 – Bicycle and Pedestrian Master Plan:** In coordination with the Capital Region Transportation Planning Agency, the Planning Department shall maintain a bicycle and pedestrian master plan through the planning timeframe that identifies projects to address bicycle and pedestrian network connectivity, and pursue implementation funding. The bicycle and pedestrian master plan shall identify network need gaps. *[Existing Policy Update]* **Policy 6.10.1 - Transit Development Plan:** Through the planning timeframe, StarMetro and CRTPA shall identify transit improvement needs in the transit development plan and the capital improvements plan and prioritize funding for transit projects

	that increase the availability, speed, frequency, duration, and reliability of transit. Development shall be consistent with and support the Transit Development Plan. **Policy 6.13.3 - Consistency with Local Transportation Plans:** Maintain consistency with other transportation plans for Leon County and the City of Tallahassee, including the Bicycle and Pedestrian Master Plan.
Objective 1.2: [M] (EFF. 12/15/11) COMPLETE STREETS The transportation system shall be designed and operated to provide safe, convenient and context-sensitive access for pedestrians, bicyclists, motorists, and public transportation users of all ages and abilities.	**Objective 6.4 – Complete Streets:** Design, construct, and operate streets and roads to provide safe, convenient, and context-sensitive access for pedestrians, bicyclists, motorists, and public transportation users of all ages and abilities. *[Existing Policy]*
Policy 1.2.1: [M] (EFF. 12/15/11) Recognizing that urban, suburban, and rural areas have different needs, develop and maintain context sensitive design standards for transportation facilities to protect and enhance community character and enhance the safety and desirability of walking, cycling, and transit.	**Policy 6.1.1 – Mitigate Sprawl:** New and substantial improvements to roadways, shall be identified and programmed consistent with the context (Context Classification) that supports the Urban Boundary objective to promote urban infill and discourage urban sprawl. **Policy 2.7.3 – Land Development Regulations in the MMTD:** Adopt and maintain context-based land development regulations that ensure new development and redevelopment will contribute to walkable urban development patterns. Additionally, these regulations shall include and/or address the following: a. Building placement. b. Block size standards shall encourage small blocks and an interconnected street network. c. Sidewalks with widths based on context. d. Facade transparency. e. Parking location. Policy 2.8.1 – Tallahassee-Leon County Future Land Use Map:

	Identify the distribution, extent, and location of the different uses of land in the City of Tallahassee and Leon County in a manner that reflects community context and the vision for the community's future. Policy 3.5.1 – Public Infrastructure Design: Public infrastructure shall be designed to increase the safety of its users through strategies such as the application of context-based design and design speed, complete streets, Crime Prevention through Environmental Design (CPTED), and other nationally recognized strategies. This infrastructure may include sidewalks, street trees, and on-street parking. **Policy 6.3.2 – Context Classification Application:** City and County roadway resurfacing and enhancement projects shall be developed in a manner that reflects the future vision and context of the area where the project is located by accounting for the Future Land Use map, zoning, and Context Classification.
Policy 1.2.2: [M] (EFF. 12/15/11) Safe and convenient facilities for pedestrians, cyclists and transit users shall be evaluated for all new road and road widening projects. Specifically, all road projects, including resurfacing projects, shall be evaluated for the addition of bicycle lanes or paved shoulders, and transit shelters where they did not previously exist.	**Policy 6.4.9 - Multi-Modal Safety and Access:** Development shall provide safe and convenient access to transportation facilities for pedestrians, cyclists, and transit users *[Existing Policy]*, with the following exceptions: • For emergency repair and routine maintenance • In locations where specific users are prohibited, such as interstate freeways or pedestrian malls. In these instances, a safe and convenient alternate route shall be identified and, if needed, prioritized for improvement or constructed. • A documented absence of current or future need • Procedures and criteria for approving exceptions will be identified in the Land Development Code
Policy 1.2.3: [M] (EFF. 12/15/11) Establish and maintain a safe and effective system of bicycle lanes, sidewalks, and shared-use paths in conjunction with existing and planned roadways and the Greenways Master Plan. Where design criteria allow and safe operation will occur, separate bicycle and	**Policy 6.4.3 – Bicycle and Pedestrian Network:** The City and County shall maintain and enhance the local system of bicycle lanes, sidewalks, and shared-use paths in conjunction with the Greenways and Trails Master Plan. Enhancements shall be prioritized in

pedestrian traffic from vehicular traffic. Provide adequate and secure bicycle parking facilities at major destinations.	the vicinity of schools, community facilities, and mixed-use areas with a retail and service focus. *[Existing Policy]* **Policy 6.4.4 – Bicycle and Pedestrian Master Plan:** In coordination with the Capital Region Transportation Planning Agency, the Planning Department shall maintain a bicycle and pedestrian master plan through the planning timeframe that identifies projects to address bicycle and pedestrian network connectivity, and pursue implementation funding. The bicycle and pedestrian master plan shall identify network need gaps.
Policy 1.2.4: [M] (EFF. 12/15/11) In coordination with the Capital Region Transportation Planning Agency, maintain a bicycle and pedestrian master plan and pursue implementation funding.	**Policy 6.4.4 – Bicycle and Pedestrian Master Plan:** In coordination with the Capital Region Transportation Planning Agency, the City and County shall maintain a bicycle and pedestrian master plan through the planning timeframe that identifies projects to address bicycle and pedestrian network connectivity and safety feature upgrades, and pursue implementation funding. The bicycle and pedestrian master plan shall identify gaps where facilities do not exist in the bicycle and sidewalk networks. *[Existing Policy Update]*
Policy 1.2.5: [M] (EFF. 12/15/11) Designate preferred entrance corridors into and connecting Tallahassee and Leon County, and adopt and maintain land development regulations to convert them into shaded pedestrian ways over time.	**Policy 6.4.6 – Community Gateways:** Designate preferred entrance corridors into and connecting Tallahassee and Leon County. City and County departments with interests in the public right-of-way shall identify funding sources to convert these corridors into shaded bicycle and pedestrian ways to create attractive gateways into the community. These entrance corridor gateways shall include an appropriate gateway from the airport to Downtown, the Capitol Center, and University destinations. *[Existing Policy]*
Policy 1.2.6: [M] (EFF. 12/15/11) Require a scenic roadway assessment, environmental assessment, and landscape component in the planning and construction of new roads, and in the improvement of existing roads.	**Policy 6.4.7 – Scenic Roadway Assessments:** In the planning and construction of new roads in the suburban and rural areas and for needed improvement of existing roads, City Public Infrastructure or County Public Works shall require a scenic roadway assessment, environmental assessment, and landscape component for the purposes of preserving those scenic features, protecting natural resources and providing interesting and aesthetically preferred places. *[Existing Policy Update]*

Policy 1.2.7: [M] (EFF. 12/15/11) Require that all new or rebuilt multi-lane (four or six-lane) arterial and major collector streets be constructed with grassed and/or landscaped medians where sufficient right-of-way can be obtained, unless limited by environmental constraints.	**Policy 2.2.7 – Roadway Improvements:** The planning, design, and construction of new streets and roads and the widening of existing streets and roads shall be consistent with the priority of urban services, the Future Land Use Map, and the Urban Services Area. **Policy 6.8.10 - Traffic Operations Management:** The transportation management system in the land development code shall be maintained or revised to reduce demand for wider roads by evaluating traffic operations to maximize efficiency of the existing street system capacity and support modal shifts to public transit, bicycling, and walking. **Policy 3.3.8 – Development Near Interchanges:** Circulation systems for new development and redevelopment at interstate interchange areas shall be designed to provide safe and efficient multimodal traffic flow through the implementation of strategies and standards such as access spacing or the utilization of service roads.
Policy 1.2.8: [M] (EFF. 12/15/11) Provide a safe, accessible environment and support active living for students by: developing and maintaining programs to increase biking and walking to schools; prioritizing sidewalk and bicycle infrastructure within a two mile radius of primary schools; and continuing to identify, fund and build Safe Routes to Schools projects.	**Policy 6.4.5 – Safe Routes to Schools:** Provide a safe, accessible environment and support active living for students by developing and maintaining programs to increase biking and walking to schools, prioritizing sidewalk and bicycle infrastructure within a two-mile radius of schools, and continuing to identify, fund and build Safe Routes to Schools projects. *[Existing Policy]*
Policy 1.2.9: [M] (EFF. 12/15/11) Special consideration shall be given to areas with concentrations of students, seniors, low-income families or others that are more dependent on modes other than the automobile to provide a safe, accessible environment.	**Policy 6.7.2: Mobility Hubs Location Coordination:** The City and County shall work with community-based organizations to ensure the appropriate geographic placement of mobility hubs, outreach regarding transportation options, and affordable pricing programs.

Policy 1.2.10: [M] (EFF. 12/15/11)

Educate the population on the health benefits of non-motorized modes of transportation. Increase safety to those who choose to walk or ride a bicycle by educating the public on existing laws related to motor vehicle, bicycle and pedestrian operation and interaction.

Policy 6.4.2 – Share Transportation Information:

The Planning Department shall share information with the public works staff, policy makers and general public regarding the health benefits and existing laws related to motor vehicle, bicycle and pedestrian operation and interaction. *[Existing Policy]*

Policy 1.3.3 – Bicycle Parking at Parks and Civic Spaces:

All parks shall have bicycle parking facilities co-located with park amenities. Local government land development regulations shall specify requirements, including amount and location, for bicycle parking.

Policy 1.3.4 – Multimodal Access to Parks and Recreation:

All new and substantial improvements to parks and recreational facilities within the Urban Services Area shall provide public sidewalks in accordance with applicable streetscaping requirements, accessible pedestrian connections, for users of varying abilities, from amenities to all adjacent public street frontages, and pathway or trail interconnections to all adjacent trails, public facilities, and neighborhoods. Coordination with StarMetro for evaluating new stop facilities or improving existing bus stop facilities shall be required within the City limits.

Policy 1.2.11: [M] (EFF. 12/15/11)

Enforce vehicle, bicycle and pedestrian regulations concerning obedience of traffic control signals and devices, use of pedestrian crosswalks, walking along the roadway, etc. Provide proper pavement markings and signage to enhance recognition of bicycle lanes and pedestrian crossings.

Policy 6.8.8 - Intelligent Transportation Systems (ITS):

City and County transportation strategies, to the extent possible, shall incorporate intelligent transportation systems strategies including speed management programming, traffic signal control, and variable driver real-time messaging, to minimize environmental effects of congestion and improve safety.

Policy 6.4.17 – Measuring Progress:

The success of this Complete Streets Objective shall be measured by the Planning Department with assistance by both City Public Infrastructure and County Public Workshop on an annual basis, using but not limited to, the following performance measures:

- Total miles of new bike lanes (designated and shared use)

	• Total miles of neighborhood bikeways signed, marked, or constructed • Linear feet of new and repaired sidewalk and other pedestrian accommodations (paths, trails, etc.) • Number and type of crosswalk and intersection improvements and new installations • Number of new transit stops, routes, and weatherization of existing stops • Rates of crashes, injuries, and fatalities by mode, as available • Identification and updates to existing codes, policies, or programs to incorporate updated guidance from FDOT, FHWA, NACTO, AASHTO, and other best practices **Policy 6.6.2 - Crosswalks:** Programming of sidewalks projects in the budget and capital improvement schedule shall include provisions for crosswalk installations to provide regular crossings that align with the roadway's Context Classification.
Policy 1.2.12: [M] (EFF. 12/15/11) Adopt and maintain a City and County sign ordinance to control sign and billboard placement and limit lighted and motion activated sign usage.	**Policy 6.4.13 – Pavement Markings and Signage:** All projects, whether public or private, that provide vehicle, bicycle, and/or pedestrian infrastructure shall provide proper pavement markings and signage to enhance recognition of infrastructure elements such as bicycle lanes, neighborhood bikeways, and pedestrian crossings. The City and County shall identify, prioritize, and install or update any such pavement markings or signage that are absent or out of date with current practices during the course of required maintenance.
Policy 1.2.13: [M] (EFF. 12/15/11) Wherever feasible, bury utility lines. Priority should be given to areas where underground utilities can be incorporated into roadway construction and reconstruction projects.	Addressed in the land development codes.
Policy 1.2.14: [M] (EFF. 12/15/11) Coordinate the transportation systems in Tallahassee and Leon County with one another and with the programs of the Capital Region Transportation Planning Agency and the Florida Department of	**Goal 6 [LM] – A Balanced Transportation Network:** Our community will provide a balanced and viable transportation network with convenient and context-sensitive options, so pedestrians,

Transportation to implement land use, transportation, and parking policies that promote transportation choice and to overcome identified deficiencies in the multimodal transportation network.

bicyclists, motorists, and public transportation users of all ages and abilities can travel safely around the community.

The transportation network shall:

- Include streets, sidewalks, bicycle lanes, shared use paths, trails, aviation facilities, rail lines, transit, and on-demand transportation options
- Account for land use context, right-of-way constraints, and the short-term and long-term costs of transportation infrastructure.
- Account for emerging technologies and best practices
- Discourage the negative effects roadway widening can have on neighborhoods and community character
- Provide safe routes to schools and options for the transportation disadvantaged and vulnerable road users
- Maintain adopted quality of service measures
- Be coordinated between the City and County, with neighboring jurisdictions, and with regional, state, and federal agencies to cooperatively plan and manage transportation systems that are within the community but managed by FDOT

Objective 6.1 – Land Use and Transportation Coordination for Livability:

Coordinate land use and transportation systems that foster vibrant communities with compact urban forms and a mixture of uses to minimize travel distances, reduce greenhouse gas emissions, and enhance pedestrian, bicycle, and transit mobility.

Policy 6.1.1 – Mitigate Sprawl:

New and substantial improvements to roadways, shall be identified and programmed consistent with the context (Context Classification) that supports the Urban Boundary objective to promote urban infill and discourage urban sprawl.

Policy 6.1.2 – Context-Based On-Site Facilities:

	Development projects shall contribute to a safe, convenient, and comfortable transportation environment that promotes walking, cycling, and transit use consistent with the development's context-classification. Land development regulations shall specify the conditions and standards for provision of on- and off-site roadway extensions, sidewalk and trail connections, and transit facilities. Appropriate improvements or enhancements shall be required as a condition of development approval, such as, but not limited to sidewalks and bicycle facilities, plantings, and building configuration, buffers, setbacks and stepbacks. Development shall mitigate impacts on the multi-modal transportation network. **Policy 6.1.3 – Tallahassee-Leon County Transportation Corridors Map:** Transportation corridors along with the future land uses shall be mapped to enhance the coordination of land use and transportation reflecting the intended context classification. **Policy 6.1.4 – Retrofit for Livability:** Roadways with design characteristics inconsistent with their assigned Context-Classification shall be inventoried and prioritized for retrofit including but not limited lane width adjustments and streetscape improvements such as sidewalks and plantings to improve livability for the adjacent land uses consistent with the Future Land Use Map.
Objective 1.3: [M] (EFF. 12/15/11) ENVIRONMENTAL AND NEIGHBORHOOD PROTECTION Evaluate and minimize impacts of transportation projects on the natural environment and neighborhood integrity by using transportation demand reduction strategies to maximize existing roadway capacity, reduce the need for new roadway construction or expansion, reduce peak time traffic, reduce vehicle miles traveled, and reduce greenhouse gas emissions and other environmentally damaging pollutants.	**Objective 6.1 – Land Use and Transportation Coordination for Livability:** Coordinate land use and transportation systems that foster vibrant communities with compact urban forms and a mixture of uses to minimize travel distances, reduce greenhouse gas emissions, and enhance pedestrian, bicycle, and transit mobility.
Policy 1.3.1: [M] (EFF. 12/15/11)	**Policy 1.2.3 – Transportation Impact Mitigation:**

Evaluate the natural features of Leon County, as delineated in the future land use and conservation elements, to avoid fragmenting and degrading regionally significant natural resources, wildlife corridors, greenways, and aquifers when planning new or expanding existing transportation facilities.	The planning and design of new or the expansion of existing local transportation facilities shall account for natural, cultural, and historic resources. These projects shall prioritize avoiding and minimizing impacts to those features. Where avoidance and minimization are not feasible or practical, impacts to the features shall be mitigated. **Policy 1.2.4 – Transportation Corridor Environmental Features:** Ensure context-based beautification, landscaping, and stormwater facilities that support environmental protection are integrated into existing and new transportation corridors where feasible by methods such as: • Increasing the amount of green spaces/open spaces • Utilizing native or adapted vegetation and natural systems, such as bioswales, to control runoff • Maintaining and/or enhancing ground cover, canopy, and understory vegetation where new roads are built • Protecting designated canopy roads by designing public infrastructure improvements to minimize development impacts consistent with the Conservation Element • Enhancing the character of transportation corridors and gateways to the community through access management strategies, preserved green space for landscaping, and consolidated signage
Policy 1.3.2: [M] (EFF. 12/15/11) Reduce demand for more and wider roads by evaluating traffic operations to maximize efficiency of the existing street system capacity and support modal shifts to public transit, bicycling and walking.	**Policy 6.8.9 - Traffic Operations Management**: The transportation management system in the land development code shall be maintained or revised to reduce demand for wider roads by evaluating traffic operations to maximize efficiency of the existing street system capacity and support modal shifts to public transit, bicycling, and walking. *[Existing Policy Update]*
Policy 1.3.3: [M] (EFF. 12/15/11) Coordinate with Commuter Services of North Florida and state agencies regarding transportation demand reduction strategies such as staggered work hours for major employers, ridesharing, and parking fees**.**	**Policy 6.7.1: Implementation of Mobility Hubs** Implement a network of mobility hubs in partnership with StarMetro, incorporating transit with other shared mobility services, such as bikeshare and car-share.

Policy 1.3.4: [M] (EFF. 12/15/11) Design, construct, and maintain transportation facilities to prevent flooding, minimize pollution, and maintain natural stormwater quantity, timing, rate, and direction of flow characteristics consistent with the adopted Stormwater Level of Service Standard.	**Policy 1.6.5 – Transportation Corridor Resilience:** Design, construct, and maintain transportation facilities to prevent flooding, minimize pollution, and maintain natural stormwater quantity, timing, rate, and direction of flow characteristics consistent with the adopted Stormwater Level of Service Standard. *[Existing Policy]*
Policy 1.3.5: [M] (EFF. 12/15/11) Require an analysis that measures environmental and neighborhood impact prior to funding any new roadway alignments, construction, or changes to the traffic circulation system. The level and type of review may vary with the anticipated impact, and shall include community involvement.	**Policy 1.6.5 – Transportation Corridor Resilience:** Design, construct, and maintain transportation facilities to prevent flooding, minimize pollution, and maintain natural stormwater quantity, timing, rate, and direction of flow characteristics consistent with the adopted Stormwater Level of Service Standard. **Policy 1.2.2 – Environmental Analysis:** Planning Department staff shall conduct an environmental analysis when amendments to the Comprehensive Plan are proposed. The analysis shall include natural resources and geographic features, including those listed in Policy 1.1.1, that contribute to human well-being and community character and identify the potential impacts to environmental and human health. **Policy 1.2.3 – Transportation Impact Mitigation:** The planning and design of new or the expansion of existing local transportation facilities shall account for natural, cultural, and historic resources. These projects shall prioritize avoiding and minimizing impacts to those features. Where avoidance and minimization are not feasible or practical, impacts to the features shall be mitigated. **Policy 1.2.4 – Transportation Corridor Environmental Features:** Ensure context-based beautification, landscaping, and stormwater facilities that support environmental protection are integrated into existing and new transportation corridors where feasible by methods such as: • Increasing the amount of green spaces/open spaces

	• Utilizing native or adapted vegetation and natural systems, such as bioswales, to control runoff • Maintaining and/or enhancing ground cover, canopy, and understory vegetation where new roads are built • Protecting designated canopy roads by designing public infrastructure improvements to minimize development impacts consistent with the Conservation Element • Enhancing the character of transportation corridors and gateways to the community through access management strategies, preserved green space for landscaping, and consolidated signage
Policy 1.3.6: [M] (EFF. 12/15/11) Require tree plantings, where practical, for both new and old roads to increase screening, beauty, runoff control and reduction of summer heat. Existing trees shall be protected during transportation system development and maintenance.	**Policy 1.4.4 – Public Development Tree Prioritization:** Public transportation projects shall prioritize protection of existing high-quality trees during transportation system planning, development, and maintenance. Protected and preserved trees should be of a suitable species for their location, be in good health, and provide screening, landscape, runoff control, and shade without compromising safety or urban forest quality. *[Existing Policy]* **Policy 1.4.5 – Private Development Tree Standards:** Local government land development regulations shall prioritize and incentivize protection of high-quality trees through requirements for tree preservation and removal. Regulations shall include methods of relief from other development standards that commonly conflict with preservation of existing trees to reduce the need for deviations when preserving qualifying trees. **Policy 6.1.4 – Retrofit for Livability:** Roadways with design characteristics inconsistent with their assigned Context-Classification shall be inventoried and prioritized for retrofit including but not limited lane width adjustments and streetscape improvements such as sidewalks and plantings to improve livability for the adjacent land uses consistent with the Future Land Use Map.
Policy 1.3.7: [M] (EFF. 12/15/11) Aesthetically enhance and provide added environmental protection to existing and new transportation corridors by the following methods which include but are not limited to:	**Policy 1.6.5 – Transportation Corridor Resilience:** Design, construct, and maintain transportation facilities to prevent flooding, minimize pollution, and maintain natural stormwater

a) Incorporating for new, or increasing for existing corridors, the number of green spaces/open spaces and pedestrian oriented areas.

b) Recognizing plantations as a significant part of the natural landscape when roads are being designed in areas of the County where they are present.

c) Encouraging the use of native vegetation and natural systems such as swales to control runoff.

d) Maintaining natural ground cover, canopy and understory where new roads are built.

e) Design public infrastructure improvements to minimize development impacts to protect designated canopy roads consistent with the Conservation Element.

f) Applying access management strategies that enhance the character of transportation corridors and gateways to the community by promoting shared access and consolidated signage and preserving green space for landscaping.

quantity, timing, rate, and direction of flow characteristics consistent with the adopted Stormwater Level of Service Standard.

Policy 1.2.2 – Environmental Analysis:

Planning Department staff shall conduct an environmental analysis when amendments to the Comprehensive Plan are proposed. The analysis shall include natural resources and geographic features, including those listed in Policy 1.1.1, that contribute to human well-being and community character and identify the potential impacts to environmental and human health.

Policy 1.2.3 – Transportation Impact Mitigation:

The planning and design of new or the expansion of existing local transportation facilities shall account for natural, cultural, and historic resources. These projects shall prioritize avoiding and minimizing impacts to those features. Where avoidance and minimization are not feasible or practical, impacts to the features shall be mitigated.

Policy 1.2.4 – Transportation Corridor Environmental Features:

Ensure context-based beautification, landscaping, and stormwater facilities that support environmental protection are integrated into existing and new transportation corridors where feasible by methods such as:

- Increasing the amount of green spaces/open spaces
- Utilizing native or adapted vegetation and natural systems, such as bioswales, to control runoff
- Maintaining and/or enhancing ground cover, canopy, and understory vegetation where new roads are built
- Protecting designated canopy roads by designing public infrastructure improvements to minimize development impacts consistent with the Conservation Element
- Enhancing the character of transportation corridors and gateways to the community through access management strategies, preserved green space for landscaping, and consolidated signage

	Policy 6.4.7 – Scenic Roadway Assessments: In the planning and construction of new roads in the suburban and rural areas and for needed improvement of existing roads, the City and County shall require a scenic roadway assessment, environmental assessment, and landscape component for the purposes of preserving those scenic features, protecting natural resources and providing interesting and aesthetically preferred places. **Policy 1.1.2– Designated Canopy Roads:** Local governments shall maintain a map and spatial data that identify and depict designated canopy roads. **Policy 3.3.1 – Access Management Design:** The City of Tallahassee and Leon County shall adopt and maintain access management standards and supporting design guidelines to control the location, spacing, operation and design of access connections and median openings. Development access shall be designed to protect the maximum service volume, safety, and operating characteristics of transportation facilities that it impacts, taking into account impacts to all modes and users.
Objective 1.4: [M] (EFF. 12/15/11) CONNECTIVITY & ACCESS MANAGEMENT Reduce vehicle trip demand, increase access and safety for cyclists and pedestrians, and preserve the integrity of the transportation system with effective connectivity and access management programs.	**Objective 6.2 – Network Connectivity Improvement:** Improve the balance, connectivity, and capacity of the multimodal transportation network. **Objective 6.4 – Complete Streets:** Design, construct, and operate streets and roads to provide safe, convenient, and context-sensitive access for pedestrians, bicyclists, motorists, and public transportation users of all ages and abilities.
Policy 1.4.1: [M] (EFF. 12/15/11) Require vehicular, pedestrian, and bicycle interconnections between adjacent, compatible development; and require these interconnections between adjacent, incompatible developments if it has the potential to reduce the vehicular traffic on the external street system without negatively impacting either development.	**Policy 6.2.5 – Interconnectivity for Development:** Require vehicular, pedestrian, and bicycle interconnections between adjacent, compatible development; and require these interconnections between adjacent, incompatible developments when such connection has the potential to reduce the vehicular traffic on the external street system. *[Existing Policy]*

Policy 1.4.2: [M] (EFF. 12/15/11) Utilize context sensitive roadway design and traffic calming to allow connectivity while mitigating the effects of through traffic on neighborhoods.	**Policy 3.3.6 – Neighborhood Through-Traffic:** Utilize context sensitive roadway design and traffic calming to allow connectivity while mitigating the effects of through-traffic on neighborhoods. *[Existing Policy]*
Policy 1.4.3: [M] (EFF. 12/15/11) Within the Urban Service Area, require private developers to include bikeways and pathways or sidewalks within proposed developments and connecting to surrounding land uses.	**Policy 6.2.7 – Interconnectivity to Adjacent Uses** Require private developers within the Urban Service Area to include bikeways, pathways, or sidewalks in their proposed developments, with connections to nearby properties and land uses. *[Existing Policy]*
Policy 1.4.4: [M] (EFF. 12/15/11) All development plans shall contribute to developing a local and collector street and unified circulation system that will allow multimodal access to and from the proposed development, as well as access to surrounding developments.	**Policy 6.2.3 – Build and Enhance the Network:** Where appropriate, create new minor and major collector roadways to relieve motor vehicle traffic congestion and increase network connectivity. Additionally, include network-enhancing local and minor collector street projects. All development plans shall contribute to developing a local and collector street and unified circulation system that will allow multimodal access to and from the proposed development, as well as access to surrounding developments.
Policy 1.4.5: [M] (EFF. 12/15/11) All development plans shall incorporate and continue all sub-arterial streets stubbed to the boundary of the development plan by previously approved development plans or existing development.	**Policy 6.2.6: Continuation of Streets** All development plans shall incorporate and continue all sub arterial streets stubbed to the boundary of the development plan by previously approved development plans or existing development. *[Existing Policy]*
Policy 1.4.6: [M] (EFF. 12/15/11) Connections to and from energy efficiency districts. The transit, bike, and pedestrian networks within energy efficiency districts shall recognize the districts as activity nodes and thus logically interconnect with and service the surrounding areas.	**Policy 6.2.1 – Enhance Connectivity:** Local governments shall identify, prioritize, and engage in the necessary collaboration to establish crossings that connect road and trail networks across interstates, railroads, and other dividing features such as stormwater ditches. Locations where informal crossing regularly occurs shall be prioritized and where appropriate mid-block crossing may be assessed and implemented. Locations where high-quality and/or sensitive natural features exist shall be deprioritized.
Policy 1.4.7: [M] (EFF. 12/15/11) Energy Efficiency District Network and Connectivity. Energy efficiency districts shall have a dense, interconnected network of local	**Policy 6.4.3 – Bicycle and Pedestrian Network:** The City and County shall maintain and enhance the local system of bicycle lanes, sidewalks, and shared-use paths in conjunction with the

and collector streets, sidewalks, bikelanes, and shared-use paths in accordance with the following:

1. The street, bicycle, and pedestrian network shall be comprised of a system of interconnected and direct routes with a connectivity index of 50 or more polygons per square mile;
2. For areas with a connectivity index below 50, the missing links in the network shall be identified and eliminated where feasible through the development and capital improvement process;
3. Prioritization of connectivity projects shall recognize the importance of areas with high concentrations of pedestrian activity and of areas where connections are needed to ensure easy access between transportation modes, with particular attention to bicycle and pedestrian access to schools, transit stops and regional greenway or trail systems.
4. Direct bicycle and pedestrian connections shall be provided within and between residential areas and supporting community facilities and services, such as shopping areas, employment centers, transit stops, neighborhood parks, and schools.
5. The local street circulation pattern shall maximize access to individual lots and activity center destinations (e.g. schools, commercial areas, parks).

Greenways and Trails Master Plan. Enhancements shall be prioritized in the vicinity of schools, community facilities, and mixed-use areas with a retail and service focus.

Policy 6.4.4 – Bicycle and Pedestrian Master Plan:

In coordination with the Capital Region Transportation Planning Agency, the Planning Department shall maintain a bicycle and pedestrian master plan through the planning timeframe that identifies projects to address bicycle and pedestrian network connectivity, and pursue implementation funding. The bicycle and pedestrian master plan shall identify network need gaps.

Policy 6.8.2 – Enhance Bicycle and Pedestrian Infrastructure:

City Public Infrastructure and County Public Works shall prioritize bicycle and pedestrian enhancements in high-traffic areas, mixed use areas, and near transit stops for both public and private projects to ensure biking and walking are a safe, comfortable, and convenient alternative to driving.

Policy 3.7.3 – Design Criteria for Mobility Hubs:

New developments or redevelopment projects shall contribute to providing a safe, convenient, comfortable and aesthetically pleasing transportation environment that promotes walking, cycling, and transit use. Mobility Hubs will be encouraged through incentives to increase access to community services and employment opportunities, including those for underserved communities. Design standards and incentives for including mobility hubs shall be adopted into land development regulations.

Policy 6.7.2: Mobility Hubs Location Coordination

The City and County shall work with community-based organizations to ensure the appropriate geographic placement of mobility hubs, and outreach regarding transportation options.

Policy 1.4.8: [M] (EFF. 12/15/11)

Policy 3.3.1 – Access Management Design:

The City of Tallahassee and Leon County shall adopt and maintain access management ordinances and supporting design standards to control the location, spacing, operation and design of access connections and median openings. Development access shall be designed to protect the maximum service volume, safety, and operating characteristics of transportation facilities that it impacts, considering impacts to all modes and users.	The City of Tallahassee and Leon County shall adopt and maintain access management standards and supporting design guidelines to control the location, spacing, operation and design of access connections and median openings. Development access shall be designed to protect the maximum service volume, safety, and operating characteristics of transportation facilities that it impacts, taking into account impacts to all modes and users.
Policy 1.4.9: [M] (EFF. 12/15/11) No new lot or parcel shall be platted or created along arterial or collector roadways that would result in connection spacing that does not comply with the applicable local or FDOT connection spacing standard.	**Policy 3.3.5 – State Road Access Management:** The local governments shall coordinate with the Florida Department of Transportation and utilize access management and permitting policies adopted, or recommended, by FDOT on state highways. *[Existing Policy]*
Policy 1.4.10: [M] (EFF. 12/15/11) Properties under the same ownership, consolidated for development, or part of phased development plans shall be considered one property for the purposes of access management. Access points to such developments shall be the minimum necessary to provide reasonable access, rather than the maximum available for that property frontage.	**Policy 3.3.7 – Consolidated Properties:** Access points to such developments shall be the minimum necessary to provide reasonable access. Properties under the same ownership, consolidated for development, or part of phased development plans shall be considered one property for the purposes of access management. *[Existing Policy]*
Policy 1.4.11: [M] (EFF. 12/15/11) Service roads shall be used for access to development in the area surrounding new freeway interchanges and shall be separated from interchange ramps at a distance that conforms with the applicable FDOT or local access spacing standards, in order to preserve safe and efficient traffic operations in the interchange area. Circulation systems for interchange area development shall be continuous and designed to support both vehicular and pedestrian mobility.	**Policy 3.3.8 – Development Near Interchanges:** Circulation systems for new development and redevelopment at interstate interchange areas shall be designed to provide safe and efficient multimodal traffic flow through the implementation of strategies and standards such as access spacing or the utilization of service roads.
Policy 1.4.12: [M] (EFF. 12/15/11) Flexibility shall be provided in administration of access spacing standards to accommodate minor deviations, where appropriate, and to ensure that no property is denied reasonable access to the transportation system. Major deviations from access spacing standards shall not be granted until every feasible option for meeting access management standards has been explored and deemed impractical.	**Policy 3.3.9 – Access Management Deviations**: Flexibility shall be provided in the administration of access spacing standards to accommodate minor deviations, where safe and appropriate, and to ensure that no property is denied reasonable access to the transportation system. Major deviations from access spacing standards shall not be granted until every feasible option for meeting access management standards has been explored and deemed impractical.

Policy 1.4.13: [M] (EFF. 12/15/11)

As Capital Circle is converted to a high capacity, multi-lane arterial, future access-points shall be limited so that the improved roadway will function more efficiently and safely for its intended purpose. In order to protect traffic capacity of the improved roadway and to assure public safety, the following policies will apply:

1. No new parcel shall be platted nor created through subdivision that results in a parcel with sole access to Capital Circle. Consolidation of two or more parcels that currently have access to Capital Circle into a parcel with a single access to Capital Circle shall be permitted;

2. New development abutting Capital Circle shall contribute to the development of a supporting system of local or collector roads, service roads, and/or shared access systems (e.g. joint use driveways), as an alternative to individual driveway access.

3. Where individual driveways must be provided to preserve reasonable access to a development site, applicants shall enter an agreement to cooperate in any future project to consolidate access points or to share access with abutting properties as opportunities arise.

Policy 3.3.3 – Unified Access and Circulation Plans: Alternative access connections and unified access and circulations plans shall be used to minimize access connections on arterial roadways. All development plans shall provide circulation systems that create multimodal access to and from the proposed development, as well as access to surrounding developments.

Policy 3.3.5 – State Road Access Management:

The local governments shall coordinate with the Florida Department of Transportation and utilize access management and permitting policies adopted, or recommended, by FDOT on state highways.

Objective 1.5: [M] (EFF. 12/15/11)

LEVELS OF SERVICE

Establish transportation level of service (LOS) standards in order to measure the impacts of new development on, and to prioritize improvements to, the transportation system.

Objective 6.3 – Context Based Mobility:

Plan, design, and build the transportation system to reflect the existing context areas and what the context areas will be in the future based on land use and zoning.

Policy 1.5.1: [M] (EFF. 12/15/11)

The peak hour roadway level of service for Tallahassee and Leon County is established as follows:

Table 9: Peak hour roadway level of service

Functional Classification	**Inside the USA**	**Outside the USA**

Policy 6.3.8 - Level of Service (LOS):

Peak Hour Roadway Level of Service shall be assessed during the Evaluation and Appraisal Report every 7 years.

Functional Classification	Inside the Urban Service Area	Outside the Urban Services Area
Interstate, Intrastrate,	C	B

Interstate, Intrastate, Limited Access Parkways	C	B
Principal Arterials	D	C
Minor Arterials	D / E*	C
Major and Minor Collectors	D / E*	C
Local Streets	D	D

*For Minor Arterials, and Major and Minor Collectors located inside the Urban Service Area and south of U.S. 90, the Level of Service shall be "D" for purposes of establishing priorities for programming transportation improvements, and "E" for meeting concurrency requirements, to support the Southern Strategy. Roads north of U.S. 90 shall be LOS D for both programming improvement and concurrency purposes.

Limited Access Parkways		
Principal Arterials	D	C
Minor Arterials	D/E*	C
Major and Minor Collectors	D/E*	C
Local Streets	D	D

*For Minor Arterials, and Major and Minor Collectors located inside the Urban Service Area and south of U.S. 90, the Level of Service shall be "D" for purposes of establishing priorities for programming transportation improvements, and "E" for meeting concurrency requirements, to support the Southern Strategy. Roads north of U.S. 90 shall be LOS D for both programming improvement and concurrency purposes *[Existing Policy]*.

Policy 1.5.2: [M] (EFF. 12/15/11)

The level of service on all roadway facilities on the state highway system operating at the state recommended adopted minimum level of service standard or better at the time of adoption of the Comprehensive Plan will be maintained at the state adopted minimum level of service standard or a more strict local standard for the facility (if required adopted as part of the Plan). Level of service will be based on revised peak hour data compiled after Plan adoption**.**

Policy 6.3.8 - Level of Service (LOS):

Peak Hour Roadway Level of Service shall be assessed during the Evaluation and Appraisal Report every 7 years.

Functional Classification	Inside the Urban Service Area	Outside the Urban Services Area
Interstate, Intrastrate, Limited Access Parkways	C	B
Principal Arterials	D	C
Minor Arterials	D/E*	C
Major and Minor Collectors	D/E*	C
Local Streets	D	D

*For Minor Arterials, and Major and Minor Collectors located inside the Urban Service Area and south of U.S. 90, the Level of Service shall be "D" for purposes of establishing priorities for programming transportation improvements, and "E" for meeting concurrency requirements, to support the Southern Strategy. Roads north of U.S. 90 shall be LOS D for both programming improvement and concurrency purposes. *[Existing Policy]*

Policy 1.5.3: [M] (EFF. 12/15/11, REV. EFF. 8/9/2012)

The Roadway Level of Service Standards established under Goal 1.5, and as may be duplicated in the Capital Improvements Element, may be waived if a mobility fee program is adopted into the local concurrency management manuals by the City and/or County Commissions. If implemented, the mobility fee program shall: 1)

Policy 6.3.9 - Level of Service (LOS):

Peak Hour Roadway Level of Service shall be assessed during the Evaluation and Appraisal Report every 7 years.

account for the fact that development further from activity nodes creates greater fiscal and environmental costs to the community;

2) support compact, mixed use development and redevelopment within adopted energy efficiency districts.

Functional Classification	Inside the Urban Service Area	Outside the Urban Services Area
Interstate, Intrastrate, Limited Access Parkways	C	B
Principal Arterials	D	C
Minor Arterials	D/E*	C
Major and Minor Collectors	D/E*	C
Local Streets	D	D

*For Minor Arterials, and Major and Minor Collectors located inside the Urban Service Area and south of U.S. 90, the Level of Service shall be "D" for purposes of establishing priorities for programming transportation improvements, and "E" for meeting concurrency requirements, to support the Southern Strategy. Roads north of U.S. 90 shall be LOS D for both programming improvement and concurrency purposes. *[Existing Policy]*

Policy 1.5.4: [M] (EFF. 12/15/11)

The City of Tallahassee and Leon County Concurrency Management systems will accumulate all development impacts, both below and above threshold standards, to determine cumulative impact of individual development orders. Cumulative impacts of all development will be monitored in order to maintain adopted level of service standards.

Policy 6.3.8 - Level of Service (LOS):

Peak Hour Roadway Level of Service shall be assessed during the Evaluation and Appraisal Report every 7 years.

Functional Classification	Inside the Urban Service Area	Outside the Urban Services Area
Interstate, Intrastrate, Limited Access Parkways	C	B
Principal Arterials	D	C
Minor Arterials	D/E*	C
Major and Minor Collectors	D/E*	C
Local Streets	D	D

*For Minor Arterials, and Major and Minor Collectors located inside the Urban Service Area and south of U.S. 90, the Level of Service shall be "D" for purposes of establishing priorities for programming transportation improvements, and "E" for meeting concurrency requirements, to support the Southern Strategy. Roads north of U.S. 90 shall be LOS D for both programming improvement and concurrency purposes. *[Existing Policy]*

Policy 1.5.5: [M] (EFF. 12/15/11)

MMTD Areawide Multimodal Level of Service Standards and Performance Targets. In order to create community design that supports mobility, the following performance standards are established for the Multimodal Transportation District.

Policy 6.3.9 – Area Wide Level of Service (LOS):

In order to create community design that supports mobility, the following performance standards are targeted for the Multimodal Transportation District:

MMTD Areawide Multimodal Level of Service Standards

Areawide Multimodal Level of Service Standards

Table 10: MMTD Areawide Multimodal Level of Service Standards.
Areawide Multimodal Level of Service Standards
(Pursuant to F.S. 163.3180(15)(c))

Pedestrian	Transit	Bicycle	Automobile
C	C	D	E+50%

In addition, because areawide level of service measures based on computer models do not recognize the full breadth of conditions affecting pedestrian, cycling, and transit comfort, safety and convenience, the following performance targets are also established. It is recognized these targets may take more than the 20-year planning period of this document to achieve, but are provided as continuing guidance for plan updates and capital investments.

Table 11: MMTD Areawide Multimodal Performance Targets

a) Areawide modal split		
	Transit that both originate & end within the district	Trips originating or ending outside the district (not including pass through trips)
Transit	40%	25%
Bike/pedestrian	30%	10%
Automobile	30%	65%
b) Bicycle and Pedestrian Mobility		
i)	Formally designated north/south & east/west bicycle routes functioning at LOS C or better are provided at 1½ mile intervals	

Pursuant to F.S. 163.3180(5)(f)2			
Pedestrian	**Transit**	**Bicycle**	**Automobile**
C	C	D	E+50%

[Existing Policy Update]

ii)	All buses are equipped with bicycle racks
iii)	All sidewalk and bicycle facilities within ½ mile of StarMetro transfer points function at LOS C or better;
iv)	All superstops are equipped with bicycle parking
v)	All intersections within ½ mile of StarMetro transfer points incorporate features to support safe and comfortable crossing for pedestrians and cyclists
c) Transit Mobility	
i)	All employees and dwelling units are within ¼ mile of a transit stop
ii)	80% of transit routes operate with 20 minute headways or less
iii)	80% of employees and dwelling units are served by routes operating at least 16 hours a day
iv)	40% of transit stops include benches, signage, lights, and covered or enclosed waiting areas
v)	80% of employees and dwelling units are within 1 mile of a StarMetro transfer point.
d) In Relation to Educational Uses	
i)	All pedestrian and bicycle facilities within 2 miles of primary schools function at LOS C or better
ii)	50% of students at Florida State University (FSU), Florida A&M

	University (FAMU), and Tallahassee Community College (TCC) commute to campus via non-auto modes
iii)	At least three satellite parking facilities for students are located outside of the MMTD but within a 20 minute transit ride of FSU, FAMU, or TCC

Policy 1.5.6: [M] (EFF. 12/15/11)

Transportation Concurrency within the MMTD. Pursuant to F.S. 163.3180(15)(c), development permits may be issued in reliance upon all planned community design capital improvements that are financially feasible over the development or redevelopment timeframe for the MMTD, without regard to the period of time between development or redevelopment and the scheduled construction of the capital improvements. Reflecting the purpose of a MMTD to promote higher density infill and to create a safe, desirable environment for pedestrians, the capital improvements plan will reflect primary emphasis on bicycle, pedestrian, and transit projects.

Transportation concurrency is addressed in the Capital Improvements Element.

Policy 1.5.7: [M] (EFF. 8/9/12)

Changes to roadway segment capacity that result from the reduction or restriction of automobile laneage from existing conditions in order to implement multimodal or other non-automobile-oriented comprehensive planning goals will not require transportation concurrency mitigation. An analysis shall be conducted of transportation and land use impacts on parallel roadways that would result from the lane changes.

Policy 6.3.5 – Lane Repurposing:

Evaluate the need for road diets to accommodate existing and future capacity, land uses, and multi-modal demand through the planning timeframe. Reducing, narrowing, or repurposing automobile lanes to support multimodal or other non-automobile-oriented goals, objectives, or policies will not require transportation concurrency mitigation. Outside of the MMTD, an analysis of transportation and land use impacts on parallel roadways must be conducted prior to implementation.

Objective 1.6: [M] (EFF. 12/15/11)

CORRIDOR PRESERVATION

Identify right-of-way needed for planned future transportation improvements and protect it from building encroachment as development occurs to preserve the corridor for transportation use, to maintain transportation level of service for concurrency, to improve coordination between land use and transportation, and to minimize

Objective 6.2 – Network Connectivity Improvement:

Improve the balance, connectivity, and capacity of the multimodal transportation network.

the adverse social, economic, and environmental impacts of transportation facilities on the community.

Policy 1.6.3: [M] (EFF. 12/15/11)

Future right-of-way needs for selected transportation corridors designated for improvement in the Tallahassee-Leon County Comprehensive Plan are generally depicted in the table below and in the Future Right-of-Way Needs Map and the Long Range Transportation Plan.

Table 12: Future Right-of-Way Needs Without an Existing Corridor Alignment

Future Right-of-Way Needs WITHOUT an Existing Corridor Alignment	
Functional Classification	**ROW (ft.) [1-3]**
Blueprint Principal Arterial[4]	230
Principal Arterial	200
Minor Arterial	176
Major Collector	146
Minor Collector	100

Notes:

1) Widths represent maximum anticipated ROW needs for generalized corridors; not precise alignments. Where a specific alignment is established through alignment studies, engineering studies or design, such alignment shall apply for the purpose of development review. Actual road location and design will be determined by specific corridor and design studies.

2) Alternative widths may be established by the local government, in consultation with other affected agencies, pursuant to an adopted Critical Area Plan or based upon an analysis of existing constraints, community planning objectives, and other considerations unique to the roadway or surrounding land development.

Policy 6.2.2 – Future Right-of-Way Needs:

Local governments shall secure anticipated right-of-way needs, including supporting stormwater management, for additional travel lanes and/or turn lanes, as well as multimodal facilities, through the development review process, targeted acquisitions, or other suitable means to address motor vehicle traffic volume on roadway segments that will be impacted by targeted development areas within the long-term planning period. Roadways shall not be constructed to accommodate development anticipated beyond the long-term planning period.

Policy 2.2.10 – Corridor Preservation:

Identify right-of-way (ROW) needed for planned future transportation improvements—in accordance with Florida Statutes Section 163.3177(6)(b)1., Section 337.273, and Section 343.03(29)—and protect it from building encroachment as development occurs to preserve the corridor for transportation use, to maintain transportation level of service standards, to improve coordination between land use and transportation, and to minimize the adverse social, economic, and environmental impacts of transportation facilities.

A Corridor Preservation Map shall be maintained and reviewed every five years. The Corridor Preservation Map shall graphically represent planned future transportation projects in the City of Tallahassee and Leon County, and a table of projects indicating the project termini and access classifications.

Future right-of-way needs for selected transportation corridors designated for improvement in the Tallahassee-Leon County Comprehensive Plan are generally depicted in the table below and in the Corridor Preservation Map and the Long Range Transportation Plan. *[Existing Policy and Map]*

3) In addition to the number of travel lanes, the following are important considerations in the determination of right-of-way needs for future corridors:

a. Space for sidewalks to provide safe and convenient

movement of pedestrians.

b. The provision of bike lanes or separate bike paths.

c. Space for current or future location of utilities so that, when necessary, they can be safely maintained without undue interference with traffic. The utility strip needs to be of sufficient width to allow placement of a water main so that in the case of rupture, neither the roadway pavement nor adjacent property will be damaged.

d. Accommodation of stormwater at the surface or in storm drains.

e. Accommodation of auxiliary lanes at intersections.

f. Placement of trees to improve the aesthetic qualities of the roadway, to shade pedestrians, and improve community appearance. The space needs to be adequate to accommodate tree growth without damaging sidewalks, abutting development, or curb and gutter.

g. Allowing for changes in the paved section, utilities, or other modifications, that may be necessary in order to meet unseen changes in vehicular, pedestrian, bicycle, or other transportation needs as a result of changes in land use and activity patterns.

2) Planned ROW needs for Capital Circle from Centerview to W. Tennessee, as accepted by the Blueprint Intergovernmental Agency on November 19, 2001.

Future Right-of-Way Needs WITHOUT an Existing Corridor Alignment	
Functional Classification	ROW (ft.)[1-3]
Blueprint Principal Arterial	230
Principal Arterial	200
Minor Arterial	176
Major Collector	146
Minor Collector	100

1) Widths represent maximum anticipated ROW needs for generalized corridors; not precise

alignments. Where a specific alignment is established through alignment studies, engineering studies or design, such alignment shall apply for the purpose of development review. Actual road location and design will be determined by specific corridor and design studies.

2) Alternative widths may be established by the local government, in consultation with other

affected agencies, pursuant to an adopted Critical Area Plan or based upon an analysis of existing constraints, community planning objectives, and other considerations unique to the roadway or surrounding land development.

3) In addition to the number of travel lanes, the following are important considerations in the

determination of right-of- way needs for future corridors:

a. Space for sidewalks to provide safe and convenient movement of pedestrians.

b. The provision of bike lanes or separate bike paths.

c. Space for current or future location of utilities so that, when necessary, they can be safely maintained without undue interference with traffic. The utility strip needs to be of sufficient width to allow

placement of a water main so that in the case of rupture, neither the roadway pavement nor adjacent property will be damaged.

d. Accommodation of stormwater at the surface or in storm drains.

e. Accommodation of auxiliary lanes at intersections.

f. Placement of trees to improve the aesthetic qualities of the roadway, to shade pedestrians, and improve community appearance. The space needs to be adequate to accommodate tree growth without damaging sidewalks, abutting development, or curb and gutter.

g. Allowing for changes in the paved section, utilities, or other modifications, that may be necessary in order to meet unseen changes in vehicular, pedestrian, bicycle, or other transportation needs as a result of changes in land use and activity patterns.

This map, table, and corresponding land development regulations are intended to provide a basis for coordinating new development with the provision of transportation facilities by designating corridors where the construction and improvement of transportation facilities is expected.

Policy 6.3.6 – One-Way Pair Conversions:

The City and County shall prioritize converting multi-lane one-way pair roadways to two-way streets to improve safety, walkability, and economic vitality. These conversions shall incorporate multimodal elements such as pedestrian, bicycle, and transit infrastructure, alongside speed management measures to reduce speeds and enhance safety. The policy aims to strengthen neighborhood connectivity, support local businesses, and foster a more livable urban environment. Reduced levels of service due to conversion shall be acceptable within the MMTD, prioritizing safety and complete networks for pedestrians and bicyclists over traffic efficiency.

Policy 1.6.4: [M] (EFF. 12/15/11)

All proposed development plans on designated future transportation corridors shall be reviewed for consistency with the Future Right-of-Way Needs Map, the Long Range Transportation Plan, and any specific alignment or engineering studies and shall be consistent with

Policy 2.2.10 – Corridor Preservation:

Identify right-of-way (ROW) needed for planned future transportation improvements—in accordance with Florida Statutes Section 163.3177(6)(b)1., Section 337.273, and Section 343.03(29)—and protect it from building encroachment as development occurs to

identified right-of-way needs for designated future transportation corridors as a condition of development approval.

preserve the corridor for transportation use, to maintain transportation level of service standards, to improve coordination between land use and transportation, and to minimize the adverse social, economic, and environmental impacts of transportation facilities.

A Corridor Preservation Map shall be maintained and reviewed every five years. The Corridor Preservation Map shall graphically represent planned future transportation projects in the City of Tallahassee and Leon County, and a table of projects indicating the project termini and access classifications.

Future right-of-way needs for selected transportation corridors designated for improvement in the Tallahassee-Leon County Comprehensive Plan are generally depicted in the table below and in the Corridor Preservation Map and the Long Range Transportation Plan. *[Existing Policy and Map]*

Future Right-of-Way Needs WITHOUT an Existing Corridor Alignment	
Functional Classification	ROW (ft.)[1-3]
Blueprint Principal Arterial	230
Principal Arterial	200
Minor Arterial	176
Major Collector	146
Minor Collector	100

1) Widths represent maximum anticipated ROW needs for generalized corridors; not precise

alignments. Where a specific alignment is established through alignment studies, engineering studies or design, such alignment shall

apply for the purpose of development review. Actual road location and design will be determined by specific corridor and design studies.

2) Alternative widths may be established by the local government, in consultation with other

affected agencies, pursuant to an adopted Critical Area Plan or based upon an analysis of existing constraints, community planning objectives, and other considerations unique to the roadway or surrounding land development.

3) In addition to the number of travel lanes, the following are important considerations in the

determination of right-of- way needs for future corridors:

a. Space for sidewalks to provide safe and convenient movement of pedestrians.

b. The provision of bike lanes or separate bike paths.

c. Space for current or future location of utilities so that, when necessary, they can be safely maintained without undue interference with traffic. The utility strip needs to be of sufficient width to allow placement of a water main so that in the case of rupture, neither the roadway pavement nor adjacent property will be damaged.

d. Accommodation of stormwater at the surface or in storm drains.

e. Accommodation of auxiliary lanes at intersections.

f. Placement of trees to improve the aesthetic qualities of the roadway, to shade pedestrians, and improve community appearance. The space needs to be adequate to accommodate tree growth without damaging sidewalks, abutting development, or curb and gutter.

g. Allowing for changes in the paved section, utilities, or other modifications, that may be necessary in order to meet unseen changes in vehicular, pedestrian, bicycle, or other transportation needs as a result of changes in land use and activity patterns.

This map, table, and corresponding land development regulations are intended to provide a basis for coordinating new development with the provision of transportation facilities by designating corridors where the construction and improvement of transportation facilities is expected.

Policy 6.13.2 - Consistency with Regional Transportation Plans:

Maintain consistency with and support regional transportation plans, including the Capital Region Transportation Planning Agency's Regional Mobility Plan, Transportation Improvement Plan, and any future regional transit plans.

Policy 1.6.5: [M] (EFF. 12/15/11)

The Future Right-of-Way Needs Map shall be reviewed, and updated, if necessary, every five years concurrent with the Long Range Transportation Plan update, or more frequently as necessary to address the growth and mobility needs of the local government.

Policy 2.2.10 – Corridor Preservation:

Identify right-of-way (ROW) needed for planned future transportation improvements—in accordance with Florida Statutes Section 163.3177(6)(b)1., Section 337.273, and Section 343.03(29)—and protect it from building encroachment as development occurs to preserve the corridor for transportation use, to maintain transportation level of service standards, to improve coordination between land use and transportation, and to minimize the adverse social, economic, and environmental impacts of transportation facilities.

A Corridor Preservation Map shall be maintained and reviewed every five years. The Corridor Preservation Map shall graphically represent planned future transportation projects in the City of Tallahassee and Leon County, and a table of projects indicating the project termini and access classifications.

Future right-of-way needs for selected transportation corridors designated for improvement in the Tallahassee-Leon County Comprehensive Plan are generally depicted in the table below and in the Corridor Preservation Map and the Long Range Transportation Plan. *[Existing Policy and Map Update]*

Future Right-of-Way Needs WITHOUT an Existing Corridor Alignment	
Functional Classification	ROW (ft.)[1-3]
Blueprint Principal Arterial	230

Principal Arterial	200
Minor Arterial	176
Major Collector	146
Minor Collector	100

1) Widths represent maximum anticipated ROW needs for generalized corridors; not precise

alignments. Where a specific alignment is established through alignment studies, engineering studies or design, such alignment shall apply for the purpose of development review. Actual road location and design will be determined by specific corridor and design studies.

2) Alternative widths may be established by the local government, in consultation with other

affected agencies, pursuant to an adopted Critical Area Plan or based upon an analysis of existing constraints, community planning objectives, and other considerations unique to the roadway or surrounding land development.

3) In addition to the number of travel lanes, the following are important considerations in the

determination of right-of- way needs for future corridors:

a. Space for sidewalks to provide safe and convenient movement of pedestrians.

b. The provision of bike lanes or separate bike paths.

c. Space for current or future location of utilities so that, when necessary, they can be safely maintained without undue interference with traffic. The utility strip needs to be of sufficient width to allow placement of a water main so that in the case of rupture, neither the roadway pavement nor adjacent property will be damaged.

d. Accommodation of stormwater at the surface or in storm drains.

e. Accommodation of auxiliary lanes at intersections.

f. Placement of trees to improve the aesthetic qualities of the roadway, to shade pedestrians, and improve community appearance.

	The space needs to be adequate to accommodate tree growth without damaging sidewalks, abutting development, or curb and gutter. g. Allowing for changes in the paved section, utilities, or other modifications, that may be necessary in order to meet unseen changes in vehicular, pedestrian, bicycle, or other transportation needs as a result of changes in land use and activity patterns. This map, table, and corresponding land development regulations are intended to provide a basis for coordinating new development with the provision of transportation facilities by designating corridors where the construction and improvement of transportation facilities is expected.
Policy 1.6.6: [M] (EFF. 12/15/11) City and County Staff shall consult with the Florida Department of Transportation in determining conceptual alignments, acquiring future right-of-way, and reviewing proposed development that substantially impacts state highways designated for improvement in the Tallahassee-Leon County Comprehensive Plan to ensure that local decisions are consistent with state and federal policy, and to ensure that development activity does not substantially impair the viability of the future state transportation corridor.	**Policy 2.2.10 – Corridor Preservation:** Identify right-of-way (ROW) needed for planned future transportation improvements—in accordance with Florida Statutes Section 163.3177(6)(b)1., Section 337.273, and Section 343.03(29)—and protect it from building encroachment as development occurs to preserve the corridor for transportation use, to maintain transportation level of service standards, to improve coordination between land use and transportation, and to minimize the adverse social, economic, and environmental impacts of transportation facilities. A Corridor Preservation Map shall be maintained and reviewed every five years. The Corridor Preservation Map shall graphically represent planned future transportation projects in the City of Tallahassee and Leon County, and a table of projects indicating the project termini and access classifications. Future right-of-way needs for selected transportation corridors designated for improvement in the Tallahassee-Leon County Comprehensive Plan are generally depicted in the table below and in the Corridor Preservation Map and the Long Range Transportation Plan. *[Existing Policy and Map Update]*

Future Right-of-Way Needs WITHOUT an Existing Corridor Alignment	
Functional Classification	ROW (ft.)[1-3]
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1) Widths represent maximum anticipated ROW needs for generalized corridors; not precise

alignments. Where a specific alignment is established through alignment studies, engineering studies or design, such alignment shall apply for the purpose of development review. Actual road location and design will be determined by specific corridor and design studies.

2) Alternative widths may be established by the local government, in consultation with other

affected agencies, pursuant to an adopted Critical Area Plan or based upon an analysis of existing constraints, community planning objectives, and other considerations unique to the roadway or surrounding land development.

3) In addition to the number of travel lanes, the following are important considerations in the

determination of right-of- way needs for future corridors:

a. Space for sidewalks to provide safe and convenient movement of pedestrians.

b. The provision of bike lanes or separate bike paths.

c. Space for current or future location of utilities so that, when necessary, they can be safely maintained without undue interference with traffic. The utility strip needs to be of sufficient width to allow

	placement of a water main so that in the case of rupture, neither the roadway pavement nor adjacent property will be damaged. d. Accommodation of stormwater at the surface or in storm drains. e. Accommodation of auxiliary lanes at intersections. f. Placement of trees to improve the aesthetic qualities of the roadway, to shade pedestrians, and improve community appearance. The space needs to be adequate to accommodate tree growth without damaging sidewalks, abutting development, or curb and gutter. g. Allowing for changes in the paved section, utilities, or other modifications, that may be necessary in order to meet unseen changes in vehicular, pedestrian, bicycle, or other transportation needs as a result of changes in land use and activity patterns. This map, table, and corresponding land development regulations are intended to provide a basis for coordinating new development with the provision of transportation facilities by designating corridors where the construction and improvement of transportation facilities is expected**.**
Policy 1.6.7: [M] (EFF. 12/15/11) Explore land banking policies, procedures and funding options to facilitate early acquisition of right-of-way for designated future transportation corridors.	**Policy 6.2.2 – Future Right-of-Way Needs:** Local governments shall secure anticipated right-of-way needs, including supporting stormwater management, for additional travel lanes and/or turn lanes through the development review process, targeted acquisitions, or other suitable means to address motor vehicle traffic volume on roadway segments that will be impacted by targeted development areas within the long-term planning period. Roadways shall not be constructed to accommodate development anticipated beyond the long-term planning period. *[Existing Policy and Map Update]*
Policy 1.6.8: [M] (EFF. 12/15/11) Right-of-way acquisition shall be facilitated by the establishment of a program to identify, prioritize, and acquire needed right-of-way consistent with the Right-of-Way Needs Map and Capital Improvements Element.	**Policy 6.2.2 – Future Right-of-Way Needs:** Local governments shall secure anticipated right-of-way needs, including supporting stormwater management, for additional travel lanes and/or turn lanes through the development review process, targeted acquisitions, or other suitable means to address motor vehicle traffic volume on roadway segments that will be impacted by targeted development areas within the long-term planning period. Roadways shall

	not be constructed to accommodate development anticipated beyond the long-term planning period. *[Existing Policy and Map]*
Policy 1.6.9: [M] (EFF. 12/15/11) Where needed right-of-way is identified in the energy efficiency district connectivity plans, such projects shall also be included on the Right-of-Way Needs Map and/or in the Long Range Transportation Plan.	**Policy 6.2.2 – Future Right-of-Way Needs:** Local governments shall secure anticipated right-of-way needs, including supporting stormwater management, for additional travel lanes and/or turn lanes through the development review process, targeted acquisitions, or other suitable means to address motor vehicle traffic volume on roadway segments that will be impacted by targeted development areas within the long-term planning period. Roadways shall not be constructed to accommodate development anticipated beyond the long-term planning period. *[Existing Policy and Map Update]*
Goal 2: [M] (EFF. 12/15/11) TRANSIT Capture a five to ten percent mode share through the development and improvement of the mass transit system so that transit is seen as a viable alternative to the automobile as a means of transportation.	**Goal 6 [LM] – A Balanced Transportation Network:** Our community will provide a balanced and viable transportation network with convenient and context-sensitive options, so pedestrians, bicyclists, motorists, and public transportation users of all ages and abilities can travel safely around the community.
Objective 2.1: [M] (EFF. 12/15/11) IMPLEMENTATION STRATEGIES In coordination with the Metropolitan Planning Organization, City of Tallahassee, Leon County and the Florida Department of Transportation, expand the integration of mass transit planning into the overall transportation delivery system by coordination of the short-range transit operations plan, Transit Development Plan, Bicycle and Pedestrian Master Plan and Long Range Transportation Plan development.	**Objective 6.9 – Transit:** Ensure that the community is well-connected via transit to major activity centers, transit stops and waiting areas are safe and comfortable, and transit is coordinated with other modes of transportation. **Objective 6.8 – Transportation for the Disadvantaged:** Coordinate transportation options to empower members in the community who are unable to provide their own transportation to vital services, including seniors, and individuals with disabilities, people with low incomes, and children at risk. **Objective 6.10 – Transit:** Ensure that the community is well-connected via transit to major employment and activity centers, that transit stops and waiting areas

	are safe and comfortable, and that transit is coordinated with other modes of transportation.
Policy 2.1.1: [M] (EFF. 12/15/11) Land use regulations shall be developed which emphasize pedestrian movement and the use of transit.	**Policy 1.6.2 – Multimodal Connectivity:** Within the Urban Services Area, the City and County shall use zoning and development standards for subdivision and planned unit developments to promote the location of homes, jobs, stores, parks, schools, and other destinations within 20 minutes walking distance of each other so that people can easily walk, bike, use public transit, or drive shorter distances. Development standards shall provide for interconnected pedestrian, bicycle, and transit networks and account for the potential for future connection and expansion of pedestrian and bicycle networks on adjacent properties. **Policy 3.7.1 – Urban Design Principles:** General urban design principles included in land development regulations shall prioritize pedestrian safety and comfort within an interconnected network of small blocks supported by a fine-grain mixture of land uses and housing types organized across a rural-to-urban transect framework. Outside of urban areas, design principles shall generally prioritize conservation and preservation of natural resources.
Policy 2.1.2: [M] (EFF. 12/15/11) Systematically extend and/or modify transit routes within the urban area to provide access to major employment, shopping, and business, recreational and other activity centers.	**Objective 6.10 – Transit (and associated policies):** Ensure that the community is well-connected via transit to major employment and activity centers, that transit stops and waiting areas are safe and comfortable, and that transit is coordinated with other modes of transportation. *[Existing policy]*
Policy 2.1.3: [M] (EFF. 12/15/11) Coordinate the location and design of office parks to foster ride sharing and transit use**.**	**Policy 6.8.7 – Drop-Off & Pick-Up Zones:** The City and County shall adopt or maintain land development regulations through the planning timeframe for the provision of drop-off and pick-up zones to accommodate the increase in use of ride share services and autonomous vehicle use. Requirements shall apply to certain uses such as restaurants, bars, hotels, office parks, churches, community facilities, sporting facilities, parks, and other uses with a high-frequency of drop-off and pick-up activity. Criteria shall be with regard to size of the use, provide design standards, location on site, and

	may coincide with porte cocheres or valet operations that meet the design requirements.
Policy 2.1.4: [M] (EFF. 12/15/11) Discourage single occupancy vehicle use through design criteria for new development and innovative programs such an employee pass program.	**Policy 6.8.7 – Drop-Off & Pick-Up Zones:** The City and County shall adopt or maintain land development regulations through the planning timeframe for the provision of drop-off and pick-up zones to accommodate the increase in use of ride share services and autonomous vehicle use. Requirements shall apply to certain uses such as restaurants, bars, hotels, office parks, churches, community facilities, sporting facilities, parks, and other uses with a high-frequency of drop-off and pick-up activity. Criteria shall be with regard to size of the use, provide design standards, location on site, and may coincide with porte cocheres or valet operations that meet the design requirements.
Policy 2.1.5: [M] (EFF. 12/15/11) Encourage the elimination of the subsidy of public employee parking to encourage ride sharing and transit use.	**Policy 6.8.1 – Encourage Alternate Transportation Modes:** Through the planning timeframe, the use of alternate transportation modes through the promotion of public transit, provision of or coordination with on-demand, micromobility or car-share and van-share or pool programs, investment in bicycle and pedestrian infrastructure, and support for telecommuting policies shall be encouraged by public and private sector transportation entities including StarMetro and CRTPA. **Policy 6.8.3 – Enhance Bicycle and Pedestrian Infrastructure:** City Public Infrastructure and County Public Works shall prioritize bicycle and pedestrian enhancements in high-traffic areas, mixed use areas, and near transit stops for both public and private projects to ensure biking and walking are a safe, comfortable, and convenient alternative to driving.
Policy 2.1.6: [M] (EFF. 12/15/11) Develop and maintain a marketing strategy and campaign to inform the public on mass transit and to increase ridership.	No specific comprehensive plan directed marketing

Policy 2.1.7: [M] (EFF. 12/15/11) The potential impacts upon transit shall be determined and utilized in evaluating highway projects when planning new roads or capacity expansions to existing roads.	**Policy 4.2.1 – Coordinate Transit with Land Use:** As transit centers are planned, adjacent land uses shall be evaluated by the Planning Department for opportunities to implement transit-oriented development. **Policy 6.2.3 – Build and Enhance the Network:** Where appropriate, create new minor and major collector roadways to relieve motor vehicle traffic congestion and increase network connectivity. Additionally, include network-enhancing local and minor collector street projects. All development plans shall contribute to developing a local and collector street and unified circulation system that will allow multimodal access to and from the proposed development, as well as access to surrounding developments.
Policy 2.1.8: [M] (EFF. 12/15/11) For purposes of evaluating transit level of service over the Plan Horizon and to implement the Regional Mobility Plan goal of a 10% modal split, the local government should expand coverage to serve 80 to 89 percent of the residential population within the Urban Service Area by a transit route along an arterial or collector roadway within approximately 1/2 mile.	**Policy 6.3.9 – Multimodal Transportation District Area Wide Level of Service (LOS):** In order to create community design that supports mobility, the following performance standards are targeted for the Multimodal Transportation District
Policy 2.1.9: [M] (EFF. 12/15/11) Revisions to and expansion of transit service will be based on existing and major trip generators and densities to provide efficient mass transit services.	**Policy 6.8.1 – Encourage Alternate Transportation Modes:** Through the planning timeframe, the use of alternate transportation modes through the promotion of public transit, provision of or coordination with on-demand, micromobility or car-share and van-share or pool programs, investment in bicycle and pedestrian infrastructure, and support for telecommuting policies shall be encouraged by public and private sector transportation entities including StarMetro and CRTPA
Policy 2.1.10: [M] (EFF. 12/15/11) Future transit planning for Tallahassee and Leon County will include provisions for determining the location of transit regional transfer facilities and/or superstops.	**Policy 6.8.1 – Encourage Alternate Transportation Modes:** Through the planning timeframe, the use of alternate transportation modes through the promotion of public transit, provision of or coordination with on-demand, micromobility or car-share and van-share or pool programs, investment in bicycle and pedestrian infrastructure, and support for telecommuting policies shall be

	encouraged by public and private sector transportation entities including StarMetro and CRTPA. **Policy 6.8.7 – Drop-Off & Pick-Up Zones:** The City and County shall adopt or maintain land development regulations through the planning timeframe for the provision of drop-off and pick-up zones to accommodate the increase in use of ride share services and autonomous vehicle use. Requirements shall apply to certain uses such as restaurants, bars, hotels, office parks, churches, community facilities, sporting facilities, parks, and other uses with a high-frequency of drop-off and pick-up activity. Criteria shall be with regard to size of the use, provide design standards, location on site, and may coincide with porte cocheres or valet operations that meet the design requirements.
Policy 2.1.11: [M] (EFF. 12/15/11) To provide efficient transit for Tallahassee and Leon County, future transit planning will address provisions for efficient and frequent service based on trip generations and density of land uses, safe and convenient transit facilities and adaptation for the special needs of the transportation disadvantaged.	**Policy 6.10.5 - Transit Corridors:** Incentives shall be developed to encourage the donation of transit rights-of-way to establish and maintain transit corridors. Development agreements and land use regulations shall be used when available and in the best interest of transit service to preserve future transit corridors. **Policy 6.9.4 - Transportation Disadvantaged Needs Assessment:** A needs assessment of the transportation disadvantaged shall be developed/updated every 5 years or as required by federal and state laws. This assessment of existing public and private transit programs shall be undertaken with an analysis to determine unmet needs. A strategy to meet identified unmet needs of the transportation disadvantaged shall be developed.
Objective 2.2: [M] (EFF. 12/15/11) TRANSIT ALTERNATIVES Adopt and maintain a plan for expanding the transit system beyond buses.	**Objective 6.9 – Transit:** Ensure that the community is well-connected via transit to major activity centers, transit stops and waiting areas are safe and comfortable, and transit is coordinated with other modes of transportation.

	Objective 6.1 – Land Use and Transportation Coordination for Livability: Coordinate land use and transportation systems that foster vibrant communities with compact urban forms and a mixture of uses to minimize travel distances, reduce greenhouse gas emissions, and enhance pedestrian, bicycle, and transit mobility.
Policy 2.2.1: [M] (EFF. 12/15/11) Initiate a study to evaluate the alternative types of transit in relation to their potential use in the City.	**Policy 6.10.3 - Southside Transit:** StarMetro and CRTPA shall prioritize improved transit service on the Southside by including, where appropriate and feasible, projects in the Transit Development Plan that would have a positive impact to the area. **Policy 6.10.4 - Employment and Activity Center Service**: Systematically prioritize the extension and/or route modifications within the urban area to provide access to major employment, shopping, and business, recreational, and other activity centers.
Policy 2.2.2: [M] (EFF. 12/15/11) Develop a long-range master plan for building the transit system type determined to be most feasible in Policy 2.2.1**.**	**Policy 6.10.5 - Transit Corridors:** Incentives shall be developed to encourage the donation of transit rights-of-way to establish and maintain transit corridors. Development agreements and land use regulations shall be used when available and in the best interest of transit service to preserve future transit corridors
Objective 2.3: [M] (EFF. 12/15/11) PROTECTION OF FUTURE TRANSIT CORRIDORS Develop and maintain a plan that identifies future transit rights-of-way and corridors and provides means of protecting and acquiring such areas.	**Objective 6.9 – Transit:** Ensure that the community is well-connected via transit to major activity centers, transit stops and waiting areas are safe and comfortable, and transit is coordinated with other modes of transportation. **Objective 6.2 – Network Connectivity Improvement:** Improve the balance, connectivity, and capacity of the multimodal transportation network.
Policy 2.3.1: [M] (EFF. 12/15/11)	**Policy 6.10.5 - Transit Corridors:** Incentives shall be developed to encourage the donation of transit rights-of-way to establish and maintain transit corridors. Development

Existing and future transit rights-of-way and corridors shall be identified as a part of the comprehensive plan for integrating transit into the existing transportation system.	agreements and land use regulations shall be used when available and in the best interest of transit service to preserve future transit corridors. **Policy 6.13.2 - Consistency with Regional Transportation Plans:** Maintain consistency with and support regional transportation plans, including the Capital Region Transportation Planning Agency's Regional Mobility Plan, Transportation Improvement Plan, and any future regional transit plans.
Policy 2.3.2: [M] (EFF. 12/15/11) Incentives to encourage the donation of transit rights-of-way and corridors shall be developed.	**Policy 2.2.10 – Corridor Preservation:** Identify right-of-way (ROW) needed for planned future transportation improvements—in accordance with Florida Statutes Section 163.3177(6)(b)1., Section 337.273, and Section 343.03(29)—and protect it from building encroachment as development occurs to preserve the corridor for transportation use, to maintain transportation level of service standards, to improve coordination between land use and transportation, and to minimize the adverse social, economic, and environmental impacts of transportation facilities. A Corridor Preservation Map shall be maintained and reviewed every five years. The Corridor Preservation Map shall graphically represent planned future transportation projects in the City of Tallahassee and Leon County, and a table of projects indicating the project termini and access classifications. Future right-of-way needs for selected transportation corridors designated for improvement in the Tallahassee-Leon County Comprehensive Plan are generally depicted in the table below and in the Corridor Preservation Map and the Long Range Transportation Plan. *[Existing Policy Update]* Future Right-of-Way Needs WITHOUT an Existing Corridor Alignment

Functional Classification	ROW (ft.)[1-3]
Blueprint Principal Arterial	230
Principal Arterial	200
Minor Arterial	176
Major Collector	146
Minor Collector	100

1) Widths represent maximum anticipated ROW needs for generalized corridors; not precise

alignments. Where a specific alignment is established through alignment studies, engineering studies or design, such alignment shall apply for the purpose of development review. Actual road location and design will be determined by specific corridor and design studies.

2) Alternative widths may be established by the local government, in consultation with other

affected agencies, pursuant to an adopted Critical Area Plan or based upon an analysis of existing constraints, community planning objectives, and other considerations unique to the roadway or surrounding land development.

3) In addition to the number of travel lanes, the following are important considerations in the

determination of right-of- way needs for future corridors:

a. Space for sidewalks to provide safe and convenient movement of pedestrians.

b. The provision of bike lanes or separate bike paths.

c. Space for current or future location of utilities so that, when necessary, they can be safely maintained without undue interference with traffic. The utility strip needs to be of sufficient width to allow placement of a water main so that in the case of rupture, neither the roadway pavement nor adjacent property will be damaged.

	d. Accommodation of stormwater at the surface or in storm drains. e. Accommodation of auxiliary lanes at intersections. f. Placement of trees to improve the aesthetic qualities of the roadway, to shade pedestrians, and improve community appearance. The space needs to be adequate to accommodate tree growth without damaging sidewalks, abutting development, or curb and gutter. g. Allowing for changes in the paved section, utilities, or other modifications, that may be necessary in order to meet unseen changes in vehicular, pedestrian, bicycle, or other transportation needs as a result of changes in land use and activity patterns. This map, table, and corresponding land development regulations are intended to provide a basis for coordinating new development with the provision of transportation facilities by designating corridors where the construction and improvement of transportation facilities is expected.
Policy 2.3.3: [M] (EFF. 12/15/11) Development agreements and land use regulations shall be utilized to preserve future transit corridors.	**Policy 6.10.5 - Transit Corridors:** Incentives shall be developed to encourage the donation of transit rights-of-way to establish and maintain transit corridors. Development agreements and land use regulations shall be used when available and in the best interest of transit service to preserve future transit corridors.
Objective 2.4: [M] (EFF. 12/15/11) FUNDING OF TRANSIT By 2012, alternative and innovative funding sources shall be developed to support an effective transit system.	**Objective 6.9 – Transit:** Ensure that the community is well-connected via transit to major activity centers, transit stops and waiting areas are safe and comfortable, and transit is coordinated with other modes of transportation. **Objective 6.1 – Land Use and Transportation Coordination for Livability:** Coordinate land use and transportation systems that foster vibrant communities with compact urban forms and a mixture of uses to minimize travel distances, reduce greenhouse gas emissions, and enhance pedestrian, bicycle, and transit mobility.
Policy 2.4.1: [M] (EFF. 12/15/11)	**Policy 6.10.1 – Transit Development Plan:** Through the planning timeframe, the Transit Development Plan shall identify

Transit shall be regarded as a vital public service with increased funding to allow it to compete with the private automobile on an equal basis.	transit improvements needs and capital improvements plans shall prioritize funding for transit projects that increase the availability, speed, frequency, duration, and reliability of transit. Development shall be consistent with and support the Transit Development Plan. **Policy 6.4.2 – Share Transportation Information:** The Planning Department shall share information with the public works staff, policy makers and general public regarding the health benefits and existing laws related to motor vehicle, bicycle and pedestrian operation and interaction.
Policy 2.4.2: [M] (EFF. 12/15/11) Funding for transit operating expenses should include and should not be limited to the following sources: sales tax, property tax, future charter county surtax, gas tax, impact fees, and the significant benefits program**.**	**Policy 6.10.1 - Transit Development Plan:** Through the planning timeframe, StarMetro and CRTPA shall identify transit improvement needs in the transit development plan and the capital improvements plan and prioritize funding for transit projects that increase the availability, speed, frequency, duration, and reliability of transit. Development shall be consistent with and support the Transit Development Plan. *[Existing Policy Update]*
Objective 2.5: [M] (EFF. 12/15/11) TRANSPORTATION FOR DISADVANTAGED Provide for full implementation of the requirements of Chapter 427, Florida Statutes and Section 3046(a)(9) of the SAFETEA-LU Act regarding planning and coordination of human services transportation in meeting the needs of the transportation disadvantaged.	**Objective 6.9 – Transportation for the Disadvantaged:** Coordinate transportation options to empower members in the community who are unable to provide their own transportation to vital services, including seniors, and individuals with disabilities, people with low incomes, and children at risk. *[Existing Policy Update]*
Policy 2.5.1: [M] (EFF. 12/15/11) A needs assessment of the transportation disadvantaged shall be undertaken.	**Policy 6.9.4 - Transportation Disadvantaged Needs Assessment:** A needs assessment of the transportation disadvantaged shall be developed/updated every 5 years or as required by federal and state laws. This assessment of existing public and private transit programs shall be undertaken with an analysis to determine unmet needs. A strategy to meet identified unmet needs of the transportation disadvantaged shall be developed.

Policy 2.5.2: [M] (EFF. 12/15/11) An assessment of existing public and private transit programs shall be undertaken with an analysis to determine unmet needs.	**Policy 6.9.4 - Transportation Disadvantaged Needs Assessment:** A needs assessment of the transportation disadvantaged shall be developed/updated every 5 years or as required by federal and state laws. This assessment of existing public and private transit programs shall be undertaken with an analysis to determine unmet needs. A strategy to meet identified unmet needs of the transportation disadvantaged shall be developed.
Policy 2.5.3: [M] (EFF. 12/15/11) A strategy to meet identified unmet needs shall be developed with emphasis being given to meeting the needs of the transportation disadvantaged (i.e., those individuals who because of physical or mental disability, income status, or age are unable to transport themselves or to purchase transportation).	**Policy 6.9.4 - Transportation Disadvantaged Needs Assessment:** A needs assessment of the transportation disadvantaged shall be developed/updated every 5 years or as required by federal and state laws. This assessment of existing public and private transit programs shall be undertaken with an analysis to determine unmet needs. A strategy to meet identified unmet needs of the transportation disadvantaged shall be developed. *[Existing Policy]* **Policy 6.9.1 - Human Services Transportation:** Through the planning timeframe, the transit provider and CRTPA projects shall comply with federal and state requirements regarding planning and coordination of human services transportation in meeting the needs of the transportation disadvantaged.
Goal 3: [M] (EFF. 12/15/11) AVIATION Provide for adequate capacity and safe, appropriate airport facilities to meet the demand for Commercial Service, cargo, military, and General Aviation services and to enhance aviation and airport development opportunities, with sensitivity to protecting existing residential and natural resources adjacent to the airport.	**Goal 6 [LM] – A Balanced Transportation Network:** Our community will provide a balanced and viable transportation network with convenient and context-sensitive options, so pedestrians, bicyclists, motorists, and public transportation users of all ages and abilities can travel safely around the community.
Objective 3.1: [M] (EFF. 12/15/11) LONG TERM IMPLEMENTATION GUIDELINES	**Objective 6.11 – Aviation:** Provide aviation facilities to meet the demand for commercial service, general aviation, freight and cargo, advanced air mobility, and military

Expand and improve on a phased, incremental basis, the aviation facilities at and the access to Tallahassee Regional Airport to meet the transportation needs of the Capital Region while maintaining consistency with all elements of the comprehensive plan. The Tallahassee Regional Airport Master Plan will be maintained and monitored on an ongoing basis to ensure that implementation of the plan meets the aviation needs of the area.	services and to enhance aviation and airport development opportunities.
Policy 3.1.1: [M] (EFF. 12/15/11) Implement the Tallahassee Regional airport Master Plan for the Year 2005 and implement the recommendations of the Tallahassee Regional Airport Noise Compatibility Plan.	**Policy 6.11.2 - Airport Master Plan:** The Tallahassee International Airport shall maintain an airport master plan that establishes a logical set of development parameters and timelines that coincide with the airport's needs for general aviation, commercial service, freight and cargo, and advanced air mobility through the planning horizon. [*Existing Policy]* **Policy 6.11.4 - Compatibility for Noise and Safety:** Airport land use compatibility zoning regulations shall include potential noise and safety impacts to surrounding land uses.
Objective 3.2: [M] (EFF. 12/15/11) ACCESS TO AIRPORT Access routes to the Tallahassee Regional Airport will be integrated with the street and highway planning process of the City, County, MPO, and Florida DOT. Alternative modal choices will be studied as part of the mass transportation planning process.	**Objective 6.4 – Complete Streets:** Design, construct, and operate streets and roads to provide safe, convenient, and context-sensitive access for pedestrians, bicyclists, motorists, and public transportation users of all ages and abilities. **Objective 6.11 – Aviation:** Provide aviation facilities to meet the demand for commercial service, general aviation, freight and cargo, advanced air mobility, and military services and to enhance aviation and airport development opportunities. **Objective 5.3 – Freight and Cargo:** Provide a network of transportation facilities that are coordinated across different modes of travel to support the movement of freight and cargo. *[Existing Policy]*

Policy 3.2.1: [M] (EFF. 12/15/11) An appropriate gateway from the airport to Downtown/Capitol Center/University destinations shall be designated and improved. Such improvements shall consider roadway capacity, adjacent land uses, landscaping, and incorporation of future mass transportation facilities.	**Policy 6.4.6 – Community Gateways:** Designate preferred entrance corridors into and connecting Tallahassee and Leon County. City and County departments with interests in the public right-of-way shall identify funding sources to convert these corridors into shaded bicycle and pedestrian ways to create attractive gateways into the community. These entrance corridor gateways shall include an appropriate gateway from the airport to Downtown, the Capitol Center, and University destinations.
Policy 3.2.2: [M] (EFF. 12/15/11) Conduct a feasibility study to determine the need for, type of, and proposed location of mass transportation services between the airport and priority destinations within the urban area.	**Policy 6.11.2 - Airport Master Plan:** The Tallahassee International Airport shall maintain an airport master plan that establishes a logical set of development parameters and timelines that coincide with the airport's needs for general aviation, commercial service, freight and cargo, and advanced air mobility through the planning horizon. **Policy 6.4.6 – Community Gateways:** Designate preferred entrance corridors into and connecting Tallahassee and Leon County. City and County departments with interests in the public right-of-way shall identify funding sources to convert these corridors into shaded bicycle and pedestrian ways to create attractive gateways into the community. These entrance corridor gateways shall include an appropriate gateway from the airport to Downtown, the Capitol Center, and University destinations.
Policy 3.2.3: [M] (EFF. 12/15/11) The interface between the roadway network and the airport vehicle circulation system shall be designed, constructed, and signalized (when warranted) to provide efficient on-site and off-site traffic flow.	**Policy 6.11.3 - Compatibility of Land Use:** Airport land use compatibility zoning regulations shall include provisions for existing aviation facilities as well as planned aviation facilities identified in the airport master plan. The City and the County shall coordinate with Airport staff to develop any additional regulations needed that are not identified in the airport master plan, such as for locations off-airport suitable for development under these categories and for advanced air mobility facilities and services. **Policy 5.3.2 – Tallahassee International Airport:** Coordinate land uses adjacent to the Tallahassee International Airport, access to the airport, and access to other transportation facilities to

	enhance the express shipment, transfer, and movement of air cargo, including air freight and mail.
Policy 3.2.4: [M] (EFF. 12/15/11) The City of Tallahassee will coordinate any aviation facilities plan with U.S. Army Corps of Engineers, the Federal Aviation Administration, the MPO, military service, the FDOT 5 Year Transportation Plan and the Continuing Florida Aviation System Planning Process.	**Policy 6.11.2 - Airport Master Plan:** The Tallahassee International Airport shall maintain an airport master plan that establishes a logical set of development parameters and timelines that coincide with the airport's needs for general aviation, commercial service, freight and cargo, and advanced air mobility through the planning horizon **Policy 5.2.1 – Airport Master Plan:** The airport master plan developed for the Tallahassee International Airport shall account for transportation facilities and access to both the General Aviation and the Commercial Service facilities at the airport. The airport master plan shall be coordinated with the plans of the US Army Corps of Engineers, the Federal Aviation Administration, FDOT, and the CRTPA. The planning, design, and construction of transportation facilities in the vicinity of the Tallahassee International Airport shall account for existing airport access as well as planned development at the airport.
Policy 3.2.5: [M] (EFF. 12/15/11) The Traffic Circulation and Mass Transit sub-elements shall consider future airport access needs.	**Policy 6.11.2 - Airport Master Plan:** The Tallahassee International Airport shall maintain an airport master plan that establishes a logical set of development parameters and timelines that coincide with the airport's needs for general aviation, commercial service, freight and cargo, and advanced air mobility through the planning horizon. **Policy 5.3.2 – Tallahassee International Airport:** Coordinate land uses adjacent to the Tallahassee International Airport, access to the airport, and access to other transportation facilities to enhance the express shipment, transfer, and movement of air cargo, including air freight and mail. *[Updated Existing Policy Intent Retained]*

	Policy 5.2.1 – Airport Master Plan: The airport master plan developed for the Tallahassee International Airport shall account for transportation facilities and access to both the General Aviation and the Commercial Service facilities at the airport. The airport master plan shall be coordinated with the plans of the US Army Corps of Engineers, the Federal Aviation Administration, FDOT, and the CRTPA. The planning, design, and construction of transportation facilities in the vicinity of the Tallahassee International Airport shall account for existing airport access as well as planned development at the airport.
Objective 3.3: [M] (EFF. 12/15/11) CRITERIA FOR OPERATION AND MODIFICATION TO AIRPORT Operation of and modification to Tallahassee Regional Airport shall take into account impacts to adjacent land uses, the natural resources, and the community in general.	**Objective 6.11 – Aviation:** Provide aviation facilities to meet the demand for commercial service, general aviation, freight and cargo, advanced air mobility, and military services and to enhance aviation and airport development opportunities. **Policy 5.3.2 – Tallahassee International Airport:** Coordinate land uses adjacent to the Tallahassee International Airport, access to the airport, and access to other transportation facilities to enhance the express shipment, transfer, and movement of air cargo, including air freight and mail.
Policy 3.3.1: [M] (EFF. 12/15/11) Future modifications to airport facilities shall take into account the potential for noise and safety hazards to surrounding land uses.	**Policy 6.11.1 - Adjacent Land Use Compatibility:** Protect the Tallahassee International Airport from the encroachment of incompatible land uses and the creation or establishment of airport hazards to ensure the continuation of normal airport operations, including landing and takeoff of aircraft, in order to promote public health, safety, and general welfare by implementing airport land use compatibility zoning regulations that include potential noise and safety impacts to surrounding land uses. *[Existing Policy Update]*

	Policy 6.11.2 - Airport Master Plan: The Tallahassee International Airport shall maintain an airport master plan that establishes a logical set of development parameters and timelines that coincide with the airport's needs for general aviation, commercial service, freight and cargo, and advanced air mobility through the planning horizon.
Policy 3.3.2: [M] (EFF. 12/15/11) Future modifications to airport facilities shall be accomplished so as to be compatible with nearby natural resources.	**Policy 6.11.3 - Compatibility of Land Use:** Airport land use compatibility zoning regulations shall include provisions for existing aviation facilities as well as planned aviation facilities identified in the airport master plan. The City and the County shall coordinate with Airport staff to develop any additional regulations needed that are not identified in the airport master plan, such as for locations off-airport suitable for development under these categories and for advanced air mobility facilities and services.
Policy 3.3.3: [M] (EFF. 12/15/11) Aviation and related facilities development and expansion shall be consistent with the conservation element.	**Policy 6.11.3 - Compatibility of Land Use:** Airport land use compatibility zoning regulations shall include provisions for existing aviation facilities as well as planned aviation facilities identified in the airport master plan. City Growth Management and County Development Support and Environmental Management shall coordinate with Airport staff to develop any additional regulations needed that are not identified in the airport master plan, such as for locations off-airport suitable for development under these categories and for advanced air mobility facilities and services.
Policy 3.3.4: [M] (EFF. 12/15/11) Aviation and related facilities development and expansion shall mitigate structural and non-structural impact on adjacent natural resources**.**	**Policy 6.11.3 - Compatibility of Land Use:** Airport land use compatibility zoning regulations shall include provisions for existing aviation facilities as well as planned aviation facilities identified in the airport master plan. The City and the County shall coordinate with Airport staff to develop any additional regulations needed that are not identified in the airport master plan, such as for locations off-airport suitable for development under these categories and for advanced air mobility facilities and services.

Policy 3.3.5: [M] (EFF. 12/15/11) Additional parking shall be provided in ways that minimize impervious surfaces and that maintain the appearance of the airport terminal.	**Policy 5.2.1 – Airport Master Plan:** The airport master plan developed for the Tallahassee International Airport shall account for transportation facilities and access to both the General Aviation and the Commercial Service facilities at the airport. The airport master plan shall be coordinated with the plans of the US Army Corps of Engineers, the Federal Aviation Administration, FDOT, and the CRTPA. The planning, design, and construction of transportation facilities in the vicinity of the Tallahassee International Airport shall account for existing airport access as well as planned development at the airport. **Policy 6.11.2 - Airport Master Plan:** The Tallahassee International Airport shall maintain an airport master plan that establishes a logical set of development parameters and timelines that coincide with the airport's needs for general aviation, commercial service, freight and cargo, and advanced air mobility through the planning horizon. **Policy 6.11.1 - Adjacent Land Use Compatibility:** Protect the Tallahassee International Airport from the encroachment of incompatible land uses and the creation or establishment of airport hazards to ensure the continuation of normal airport operations, including landing and takeoff of aircraft, in order to promote public health, safety, and general welfare by implementing airport land use compatibility zoning regulations that include potential noise and safety impacts to surrounding land uses**.**
Policy 3.3.6: [M] (EFF. 12/15/11) Aesthetics shall be considered in any future airport facility design.	**Policy 6.11.1 - Adjacent Land Use Compatibility:** Protect the Tallahassee International Airport from the encroachment of incompatible land uses and the creation or establishment of airport hazards to ensure the continuation of normal airport operations, including landing and takeoff of aircraft, in order to promote public health, safety, and general welfare by implementing airport land use compatibility zoning regulations that include potential noise and safety impacts to surrounding land uses**.**

Objective 3.4: [M] (EFF. 12/15/11) LAND USE IN ADJACENT AREAS Development near the airport shall occur in ways and at locations compatible with the airport's operation and expansion and with sensitivity to protecting existing residential and natural resources adjacent to the airport.	**Policy 6.11.1 - Adjacent Land Use Compatibility:** Protect the Tallahassee International Airport from the encroachment of incompatible land uses and the creation or establishment of airport hazards to ensure the continuation of normal airport operations, including landing and takeoff of aircraft, in order to promote public health, safety, and general welfare by implementing airport land use compatibility zoning regulations that include potential noise and safety impacts to surrounding land uses. **Policy 6.11.3 - Compatibility of Land Use:** Airport land use compatibility zoning regulations shall include provisions for existing aviation facilities as well as planned aviation facilities identified in the airport master plan. The City and the County shall coordinate with Airport staff to develop any additional regulations needed that are not identified in the airport master plan, such as for locations off-airport suitable for development under these categories and for advanced air mobility facilities and services. **Policy 6.11.5 - Advanced Air Mobility:** Advanced Air Mobility facilities, including any public-use vertiport facilities, shall be directed to appropriate areas and not located within areas that may create compatibility issues. Land development regulations shall identify zoning districts and/or areas where Advanced Air Mobility facilities are either prohibited or restricted uses and include appropriate development standards for Advanced Air Mobility facilities.
Policy 3.4.1: [M] (EFF. 12/15/11) Land use decisions in the vicinity of the Tallahassee Regional Airport shall only be permitted if compatible with the current and future operation of the airport facility and the future land use element.	**Policy 6.11.1 - Adjacent Land Use Compatibility:** Protect the Tallahassee International Airport from the encroachment of incompatible land uses and the creation or establishment of airport hazards to ensure the continuation of normal airport operations, including landing and takeoff of aircraft, in order to promote public health, safety, and general welfare by implementing airport land use compatibility zoning regulations that include potential noise and safety impacts to surrounding land uses.

Policy 3.4.2: [M] (EFF. 12/15/11) Residential development or other noise-sensitive land uses shall not be permitted within the predicted 65 Ldn noise contours without the use of mitigative noise control measures. Incompatible land uses in airport approach zones shall not be permitted. The high noise contours associated with the airport shall be publicized.	**Policy 6.11.1 - Adjacent Land Use Compatibility:** Protect the Tallahassee International Airport from the encroachment of incompatible land uses and the creation or establishment of airport hazards to ensure the continuation of normal airport operations, including landing and takeoff of aircraft, in order to promote public health, safety, and general welfare by implementing airport land use compatibility zoning regulations that include potential noise and safety impacts to surrounding land uses.
Policy 3.4.3: [M] (EFF. 12/15/11) Additional land uses shall not be permitted in airport zones if, due to structural height, they hinder airport operation or reduce navigable airspace.	**Policy 6.11.3 - Compatibility of Land Use:** Airport land use compatibility zoning regulations shall include provisions for existing aviation facilities as well as planned aviation facilities identified in the airport master plan. The City and the County shall coordinate with Airport staff to develop any additional regulations needed that are not identified in the airport master plan, such as for locations off-airport suitable for development under these categories and for advanced air mobility facilities and services.

Transportation Maps

MMTD Boundary made effective as of 2024	Same *[Existing Map]*
Functional Class made effective as of 2024	Same and added FDOT Functional classification per state comment *[Existing Maps with Update]*
Right of Way Needs Map 2021	Update for new projects *[Existing Maps with Update]*

An internal consistency analysis of the proposed comprehensive plan update provisions in the context of the existing 2030 Tallahassee-Leon County Comprehensive Plan by Element

Internal Consistency Review

Review of Draft Proposed Tallahassee-Leon County Comprehensive Plan Update

Tallahassee-Leon County Planning Department

Internal Consistency Review
By Element
Updated 08/28/2025

Utilities Element

Proposed Plan Provision	*Existing Comprehensive Plan Provisions*
Solid Waste	
Proposed Policy 3.6.8 is for redevelopment of landfill sites to ensure that environmental concerns are addressed.	The proposed policy is consistent with policies in the solid waste section for landfill sites including Policy 2.1.7 [SW] monitoring; Policy 1.5.3 [SW] park reuse; Policies 1.3.1 [SW] and 1.3.2 [SW] general collection and safety; and Policies 1.4.1 through 1.4.4 [SW] disposal. Level of service in Policy 1.5.1 [SW] is not affected by the proposed amendments and remains consistent.
Aquifer Recharge	
Policies 1.1.1 and 1.1.4 – Soils and Water Features: Mapping of primary springs protection zone and aquifer vulnerability	The proposed policy on features, including the primary springs protection area and aquifer vulnerability areas, is consistent with Policy 1.1.1 [AR] mapping and maintenance.
Future Land Use Map Addendum Policy 1.2.2, Environmental Analysis for amendments	The proposed policies do not impact local environmental regulations for aquifer protection or stormwater, including stormwater level of service.
Potable Water and Sanitary Sewer	
Drinkable Water Goal 1 and Policy 1.1.1	The Goal to maintain drinkable water does not create inconsistencies with the Potable Water Goals, Objectives and Policies.

Proposed Plan Provision	*Existing Comprehensive Plan Provisions*
Water and Sewer provisions Urban Service Area (USA) and land uses in Policies 2.2.1 through 2.2.4; Policy 2.4.2, Rural Areas; Policy 2.8.6, Rural Community; Policy 2.8.7, Lake Protection; Policy 2.8.8, Residential Preservation; and Policy 2.8.9, Sub-Urban Neighborhood	Proposed provision for providing services, including extensions, are consistent with Potable Water Policies Policy 1.2.5 [City and County] [PW] within the USA; Policy 2.1.4 [PW] Capital Improvements Projects; Policy 2.1.6 [PW] Water and Sewer Agreement; Policy 1.2.1 [SS] Future Land Use Map coordination; Policy 1.2.3 [SS] non-residential in the USA connection; Policy 1.2.4 [SS] heavy industry exception; and Policy 1.3.3 [SS] Package plants in Rural, Rural Community and Urban Fringe; Policy 2.1.2 [SS] services in USA; and 2.1.12 [SS] Rural community septic; and Conservation Policy 2.3.3 [C] connection to services in Lake Jackson Special Development Zone. Policies 1.3.1. and1.3.2. will require updating to revise the reference to the Urban Fringe land use, but the provisions remain consistent with the Land Use and Mobility Element policies. The proposed policies do not affect Level of Service standards in Policies 1.2.2 [PW] and 1.2.3 [PW]; and Policies 1.3.5 [SS].
Stormwater	
Stormwater that supports activities including Policies 1.2.4 and 1.6.5, Transportation Corridors Consistent with LOS; Policy 1.5.1, Environmental and Green Infrastructure; Policy 2.2.10, Corridor Preservation; Policy 3.1.1, Residential Character Preservation; Policy 3.6.3, Context-based Stormwater Site Requirements; Policy 6.2.2, Future Right-of-Way Support	The stormwater provisions are consistent with Utilities Policies including Policy 1.1.2 [AR] stormwater to protect groundwater; and Policies 1.5.1 [SM], 1.5.2 [SM] and 1.5.4 [SM] for permitting and level of service and Conservation Element Objective 2.1 [C] and associated Policies.

Proposed Plan Provision	*Existing Comprehensive Plan Provisions*
Stormwater facilities for land use and Lake Protection Policies 2.8.2, Future Land Use and 2.8.7, Lake Protection	Land use provisions are consistent with policies 1.5.1 [SM], 1.5.2 [SM] and 1.5.4 [SM] for permitting and level of service.

Conservation Element

Proposed Plan Provision	*Existing Comprehensive Plan Provisions*
Natural Resource Protection in Policies 1.1.1, Identification and Mapping; 1.2.2, Environmental Analysis; 1.2.3, Transportation Impacts; 1.2.4, Corridors; 1.2.6, Conservation Element Precedence; and 1.7.1 and 1.7.2, Coordination	Natural resource provisions in the proposed plan are consistent with natural resource protection in the Conservation Element including Objective 1.1 [C] environmental mapping- local government shall compile and maintain maps of features; Policy 1.2.3 [C] coordination on resources; Policies 1.3.1 [C] to 1.3.6 [C] conservation and preservation features; and Policies 2.2.1 [C], 2.2.2 [C]
Tree Protection and Canopy Roads in Policies 1.1.1, Significant Trees; 1.1.2, Designated Canopy Roads; 1.2.4, Transportation Corridor Protected Features; Policies 1.4.1 through 1.4.5, Urban Forests and Protection Prioritization; Policy 1.5.1, Tree Canopy; Policy 1.6.4, Urban Heat Islands; Policy 2.2.10, Placement of Trees in Street Corridors; Policy 2.8.3, Natural Areas; Policy 2.8.18, Planned Developments; Policy 3.1.1, Residential Character Preservation Tree Protection; and Policy 6.6.1, Shade Trees on Pedestrian Facilities	The tree and Canopy Road provisions are consistent with Policies 1.3.1 [C] to 1.3.6 [C] conservation and preservation features including canopy roads; and Conservation Objective 3.3 and associated policies for tree canopy, tree preservation and canopy road protection.

Proposed Plan Provision	*Existing Comprehensive Plan Provisions*
Aquifer Recharge in Policy 1.1.1, Identification and Mapping; Policy 1.1.4, Protection of Aquifers and Springs; and 2.8.6, Rural Community per Conservation and Utilities Elements	The proposed policies for springs protection are generally consistent with Conservation Element including policies in Objective 4.2 [C] groundwater protection. To maintain consistency Policy 4.2.5 [C] that establishes a TDR system and requires density increases be subject to a plan amendment when outside the USA will need revision to capture the updated provisions in the comprehensive plan for the Woodville Rural Community that now has central sewer services in places.
Greenways in Policies 1.1.1, Identification and Mapping; 1.3.1, Maintain Greenways Master Plan; 2.8.18, Planned Developments; Policy 6.4.3, Bike/Ped Network with Greenways; and Policy 6.5.3, Required Connections to Greenways	The Greenways provisions in the proposed plan are consistent with Policy 6.1.1 [C] to include bicycle, trails, in the greenways network.

Parks and Recreation

Proposed Plan Provision	*Existing Comprehensive Plan Provisions*
Access to Parks in Objective 1.3; Policy 1.3.2, Urban Recreation Spaces; Policy 1.3.3, Bicycle Parking at Parks; Policy 1.3.4, Multi-modal Access at Parks; 1.6.2, Multi-modal Connectivity to Parks; Policy 6.8.8, Drop-off Zones in Parks; and Policy 2.8.17, Parks and Civic Spaces Future Land Use Category	The existing Parks and Recreation objectives and policies do not address access. Thus, the provisions do not create inconsistencies.

Housing

Proposed Plan Provision	*Existing Comprehensive Plan Provisions*
Housing Diversity in Policies 2.8.9, Sub-Urban Neighborhood, 2.8.10, Sub-Urban Mixed-Use, 2.8.11, Urban Neighborhood, 2.8.12, Urban General, and 2.8.18, Planned Development Future Land Use Categories for mix of housing types; Policy 3.1.2, Housing Diversity; Policy 3.2.3, Housing Investment; Policy 3.7.1, Urban Design that prioritizes housing types; and Goal 4 and associated objectives and policies, Housing Diversity	The housing diversity measures are consistent with the Housing Element Goal 1 [JH] and associated objectives and policies including policy 1.2.1 [JH] sufficient lands (in mixed-use); 1.2.2 [JH] density bonuses; and Policy 1.2.6 [JH] land trusts.
Housing Affordability in Policies 2.2.8, Adaptive Reuse/ Housing Stock Maintenance; Goal 4 and associated objectives and policies, Housing Diversity; and Policy 4.3.3, addresses Land Trusts	The housing affordability measures are consistent with the Housing Element Goal 1 [JH] and associated objectives and policies including policy 1.2.1 [JH] sufficient lands (in mixed-use); 1.2.2 [JH] density bonuses; and Policy 1.2.6 [JH] land trusts.
Urban General Land Use in Policy 2.8.12, Urban General Future Land Use Category	The land use category is generally consistent with the housing element. Policy 1.4.1 [JH] with the reference to the University Transition land use category will require updating after adoption of the revisions.

Historic Preservation

Proposed Plan Provision	*Existing Comprehensive Plan Provisions*
Historic Resources Identification and Protection in Policies 1.1.1, Identification and Mapping; 1.1.3, Historic District Boundaries and Significant Properties; 1.2.3, Transportation Impacts on Historic Resources; 2.2.8, Adaptive Reuse Consideration of Historic Buildings; Policy 2.8.6, Rural Land Use making historic uses conforming; and 2.8.18, Planned Development and historic preservation	The historic resources provisions are generally consistent with the Historic Preservation Element including Policies 1.2.3 [HP] planning and development shall identify historic resources and the impact of any proposals on these resources; Policy 1.4.1 [HP] Recognize and protect historic resources, including structures, locations, and districts; and Policy 1.4.3 [HP] (Include the presence of historic resources, and mitigation of impacts of development on historic resources, in reviewing applications for rezoning or subdivision; Policy 1.5.4 [HP] In locally designated historic districts, public improvements or replaced infrastructure such as streetlights, signage, and sidewalks, should be compatible with neighborhood character; and Policy 1.5.5 [HP] encourage all providers to locate utilities in a manner consistent with the historic character of historic districts, and neighborhoods with historic resources. The impact of utilities on archeological historic resources shall be mitigated.

Intergovernmental Coordination

Proposed Plan Provision	*Existing Comprehensive Plan Provisions*
Coordination on Protection of Natural Resources in Objective 1.7 and associated policies that identify key regional partners and universities	The coordination measures for protection of natural resources is generally consistent with the Intergovernmental Coordination Element including Policy 1.1.8 [I] that identifies key partners: Director of the Apalachee Regional Planning Council, the downtown Improvement Authority, the Capitol center Planning Commission, the Northwest Florida Water Management District, the two State Universities, and the community college shall be kept apprised of information being considered by the Planning Department; and Objective 1.6 and associated policies coordination with universities.
Economic Development Coordination in Objective 5.5 and associated policies for regional economic development and for grant funding	The Intergovernmental Coordination Element does not include specific requirements for economic development coordination. Thus, the provisions do not create inconsistencies.

Proposed Plan Provision	*Existing Comprehensive Plan Provisions*
Transportation Systems Coordination in Objective 6.13 and associated policies addressing state, regional, and local coordination	The Intergovernmental Coordination Element does not include specific requirements for transportation system coordination. Thus, the provisions do not create inconsistencies.

Capital Improvements

Proposed Plan Provision	*Existing Comprehensive Plan Provisions*
Transportation Level of Service in Policy 6.3.8	The transportation Level of Service is consistent with Capital Improvements Schedule policies 1.1.1, 1.1.2 and 1.1.3 that establish the roadway levels of service.
Concurrency Mitigation Exception for MMTD Policy 6.3.5 that exempts reduction or repurposing of automobile lanes to support MMTD or other non-automobile oriented goals, objectives, or policies.	There are no provisions that specifically address this issue in the Capital Improvements Element. The provision currently exists in Mobility Element Policy 1.5.7 which has been deemed consistent with the comprehensive plan since its adoption.

Economic Development

Proposed Plan Provision	*Existing Comprehensive Plan Provisions*
Economic Strategic Plan in Policy 5.1.1 that identifies the Office of Economic Vitality as the entity to maintain a strategic plan for target industries, etc.	The provisions for an Economic Strategic Plan are consistent with Economic Development Element Policy 1.1.1 [ED] Maintain an inventory of local, state and federal resources to support new business development and foster entrepreneurialism.

Proposed Plan Provision	*Existing Comprehensive Plan Provisions*
Economic Development Plan in Policy 5.1.2 that includes coordination between public and private entities for economic development projects and efforts	The provisions for Economic Development Plan coordination are consistent with Economic Development Element Policies Policy 1.1.2 [ED] encourage coordination between private sector businesses, higher educational institutions, local, state, and federal government, and local, regional, and state-level economic development organizations, agencies, and other community economic development partners, consistent with local sustainability and environmental protection efforts; and Policy 1.2.1 [ED] through participation in local, regional, state, and federal economic development organizations, agencies, and other community partners, support employers where appropriate by helping provide economic development marketing, research, and technical and business assistance consistent with identified targeted industrial, tourism, and other related initiatives and strategic economic development priorities.

Public Schools Facilities Element

Proposed Plan Provision	*Existing Comprehensive Plan Provisions*
Public School Siting in Policies 2.8.1 and 2.8.2 that identifies the ability to locate schools in all land use categories except Natural Areas: Policy 2.3.1, Public Facilities Siting; and Policy 2.3.2, School Siting Review Criteria	The public school siting provisions are consistent with the Public Schools Facilities Element Policies 1.2.2 for collocation of uses; and Goal 2 and related objectives and policies for school siting.
Safe routes to Schools in Policies 6.4.3, Bike and Pedestrian Network; and 6.4.5, Safe Routes to Schools	There are no provisions in the Public Schools Facilities Element that address Safe Routes to Schools. Thus, the provisions are consistent.

Property Rights Element

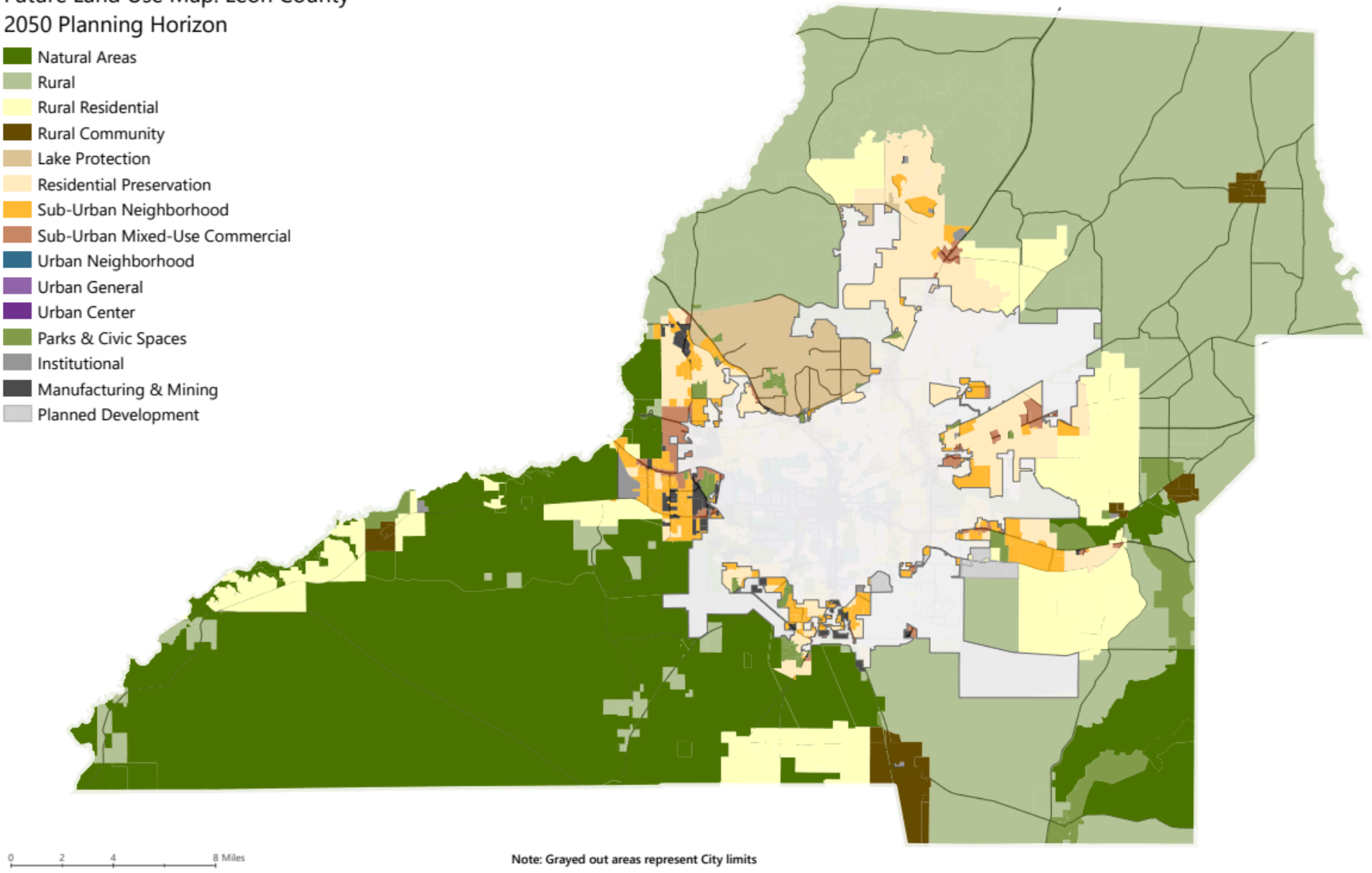
Proposed Plan Provision	*Existing Comprehensive Plan Provisions*
There are no proposed provisions specifically directed to property rights.	No issues.

Maps Series: Future Land Use Map

Maps and Data are maintained through GIS: https://tlcgis.org/

The Future Land Use Map is included in the map series for illustrative purposes. The official Future Land Use Map is adopted as Policy 2.8.1 of the Land Use and Mobility Element.

Future Land Use Map: Leon County
2050 Planning Horizon

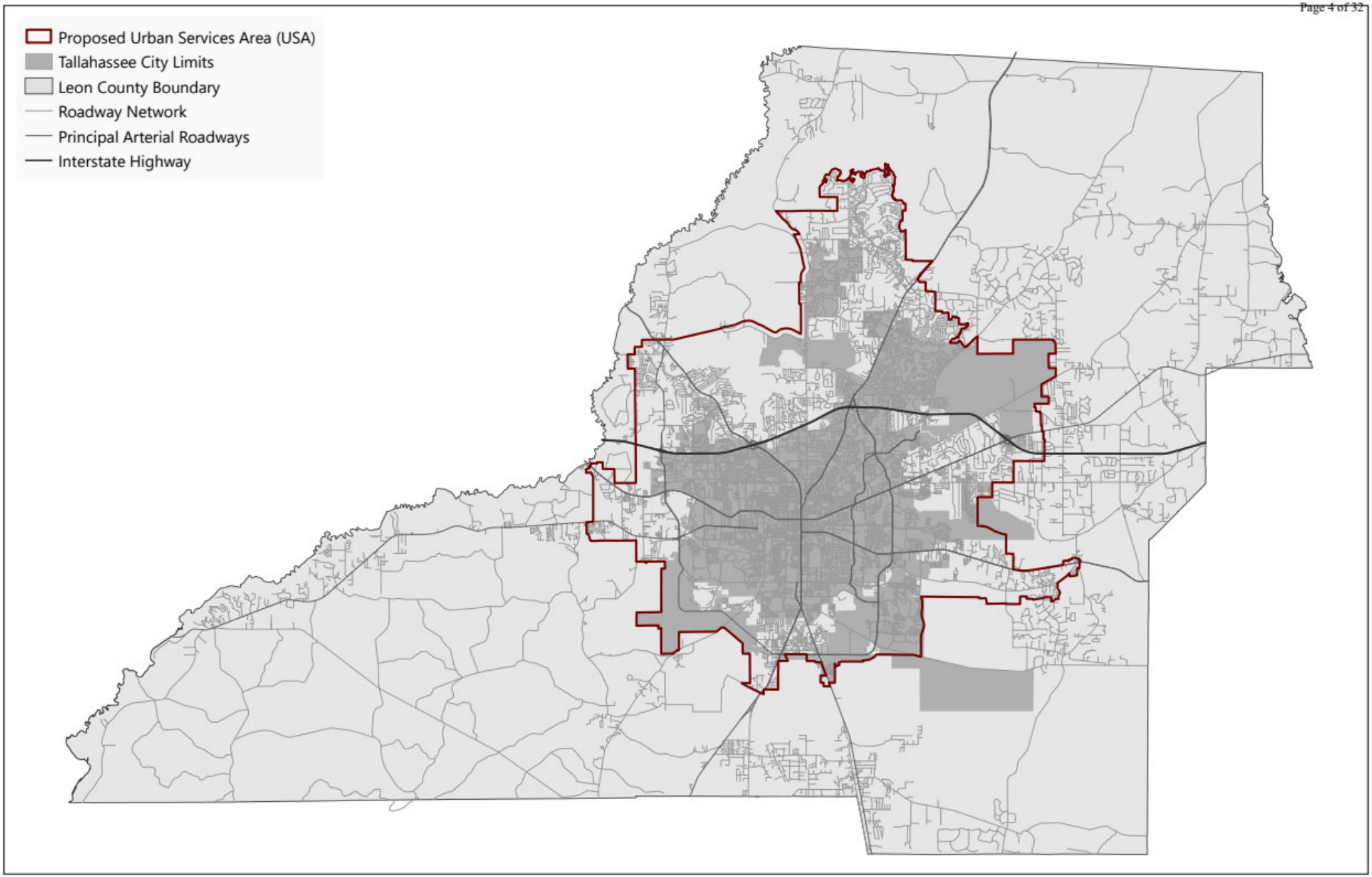


Note: Grayed out areas represent City limits

Maps Series: Urban Services Area

Maps and Data are maintained through GIS: https://tlcgis.org/

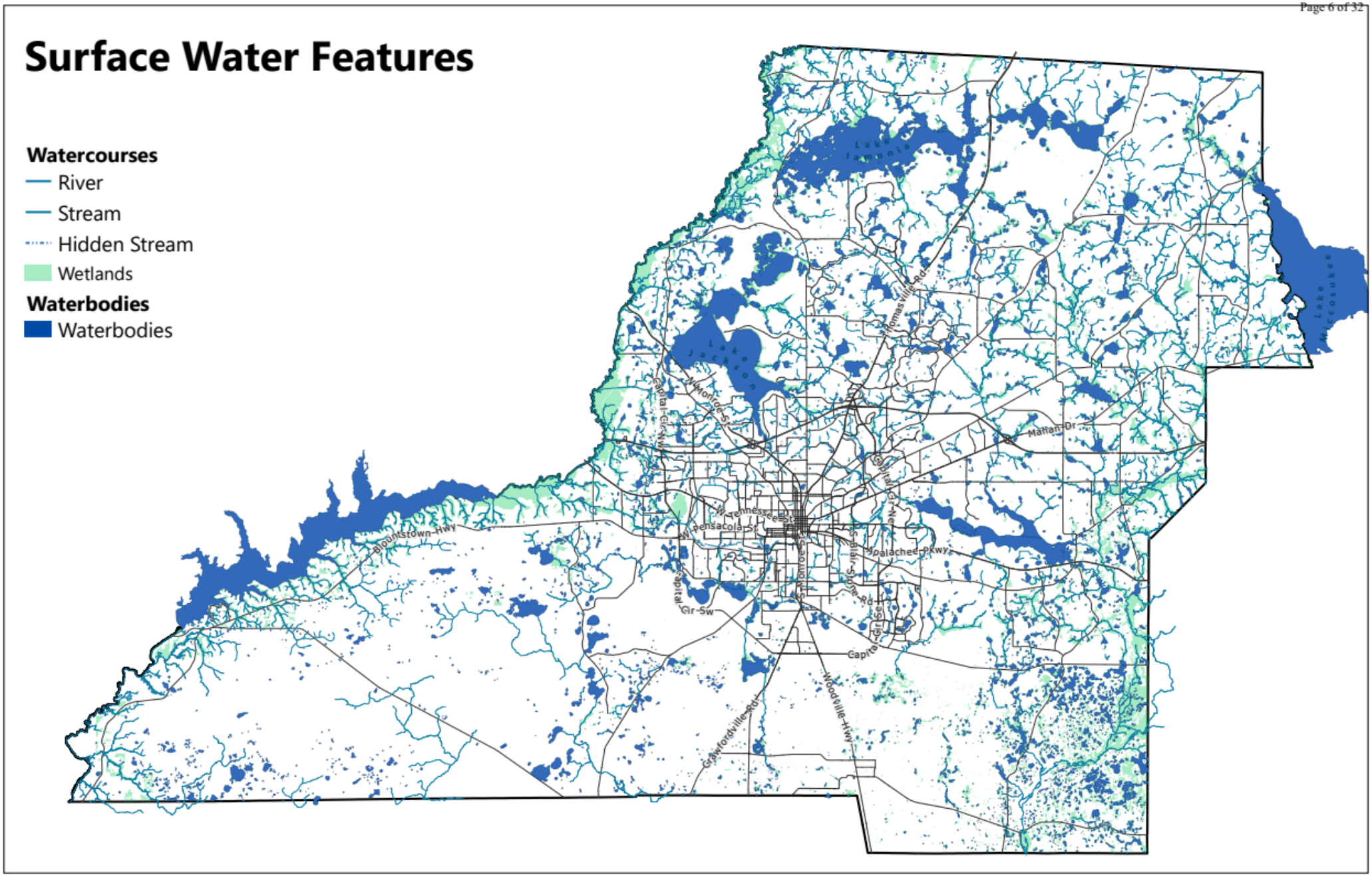
The Future Land Use Map is included in the map series for illustrative purposes. The official Future Land Use Map is adopted as Policy 2.8.1 of the Land Use and Mobility Element.


Proposed Urban Services Area (USA)
Tallahassee City Limits
Leon County Boundary
Roadway Network
Principal Arterial Roadways
Interstate Highway

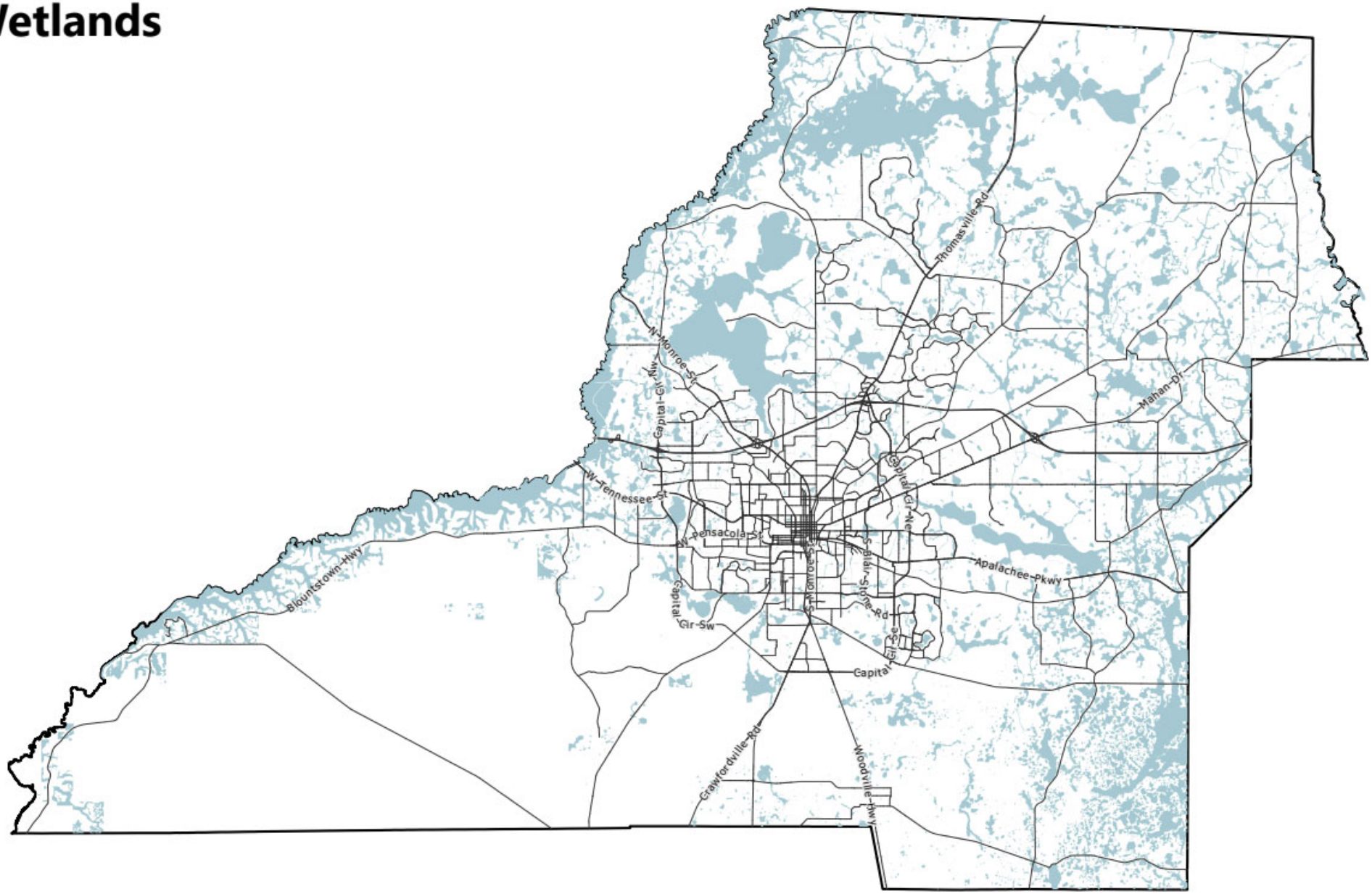
Maps Series: Natural and Historic Resources

Maps and Data are maintained through GIS: https://tlcgis.org/

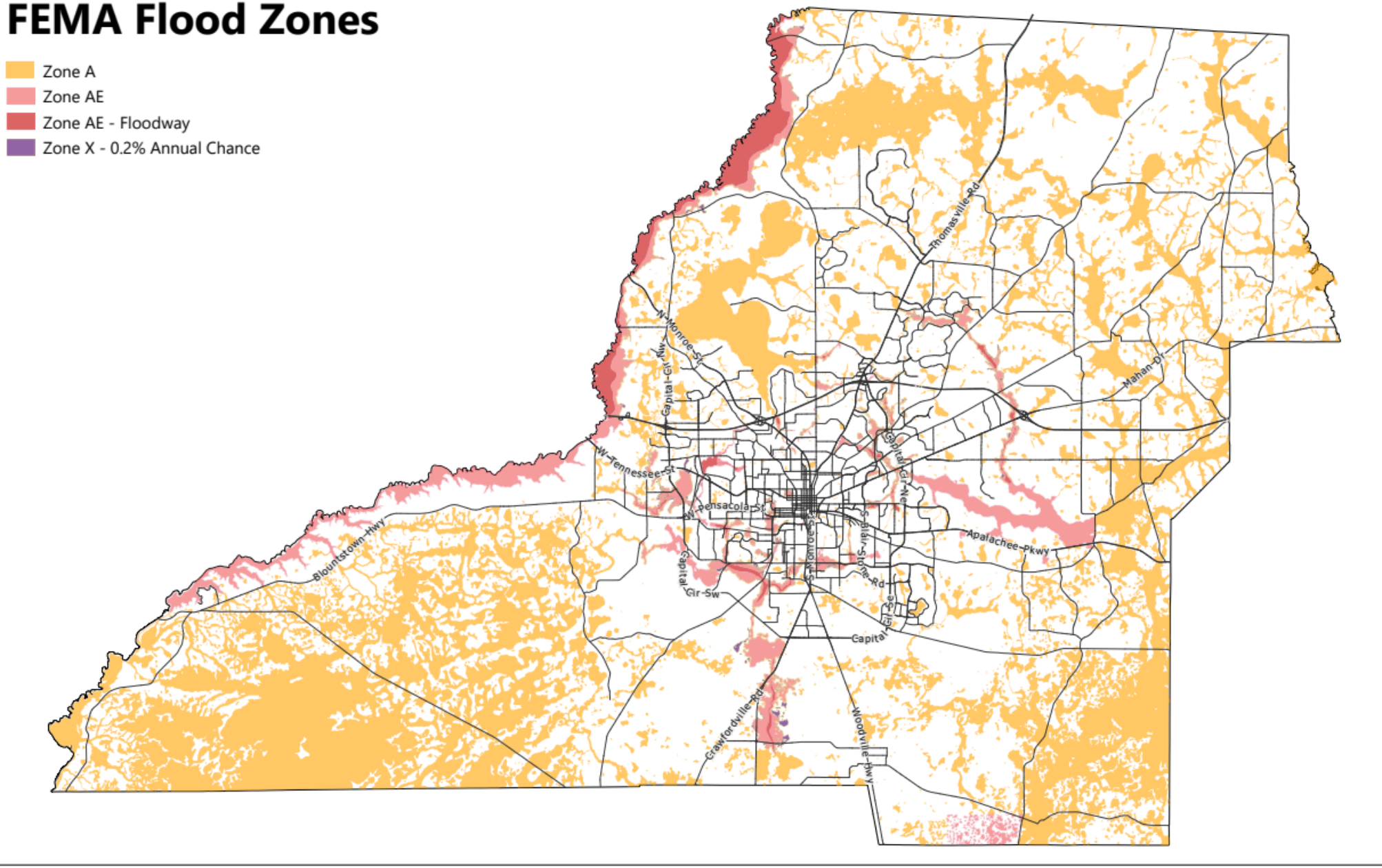
Surface Water Features



Wetlands


Thomasville Rd
N Monroe St
Capital Cir NW
Mahan Dr
W Tennessee St
Capital Cir NE
W Pensacola St
Blountstown Hwy
Apalachee Pkwy
Capital Cir SW
S Adams St
S Monroe St
S Blair Stone Rd
Capita
Crawfordville Rd
Woodville Hwy

FEMA Flood Zones



Soils of Tallahassee-Leon County

Soils by Hydrologic Group

- Group A
- Group B
- Group C
- Group A/D
- Group B/D
- Group C/D
- No Group Indicated

Group A - Group A soils consist of deep, well drained sands or gravelly sands with high infiltration and low runoff rates.

Group B - Group B soils consist of deep well drained soils with a moderately fine to moderately coarse texture and a moderate rate of infiltration and runoff.

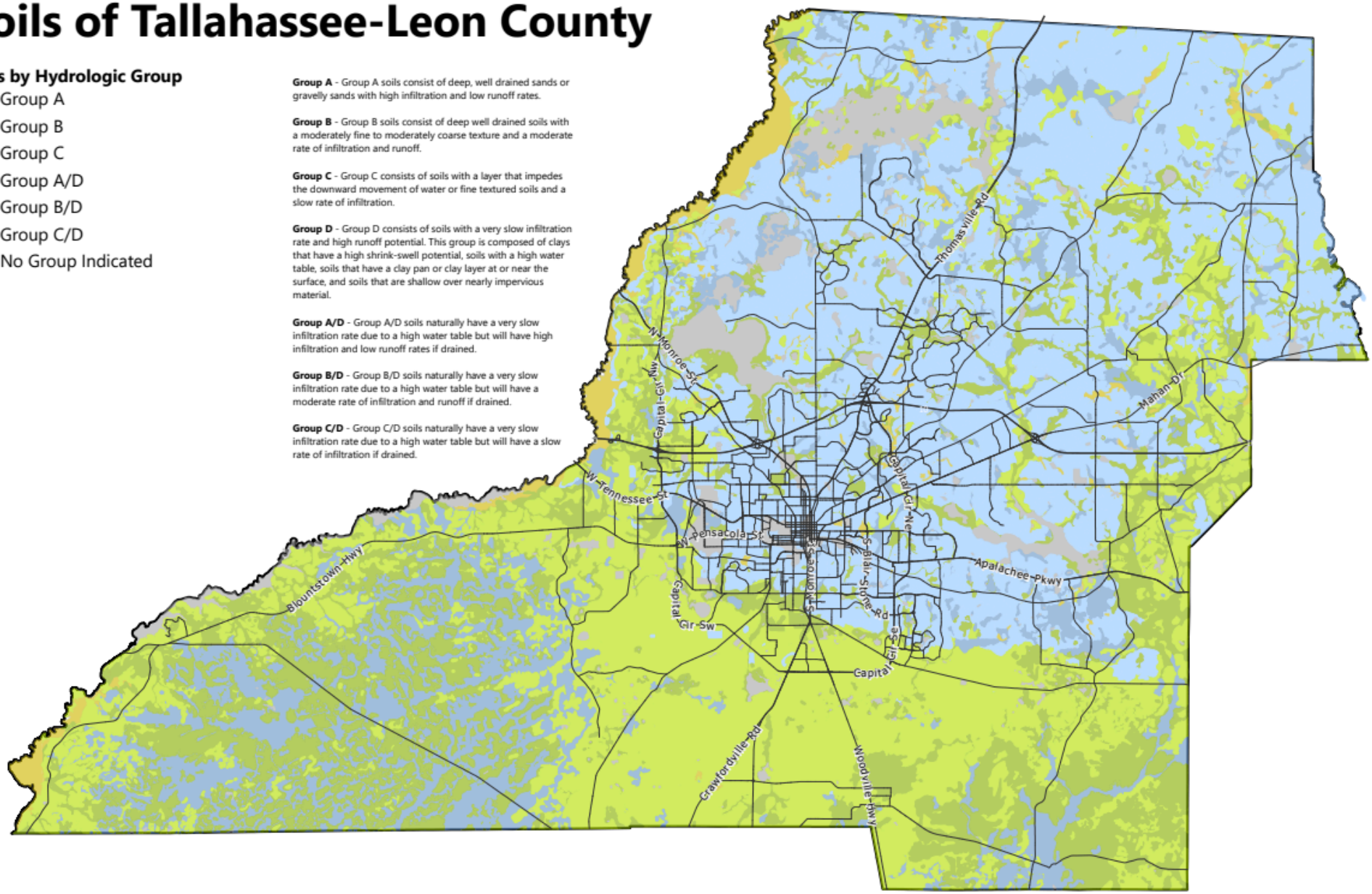
Group C - Group C consists of soils with a layer that impedes the downward movement of water or fine textured soils and a slow rate of infiltration.

Group D - Group D consists of soils with a very slow infiltration rate and high runoff potential. This group is composed of clays that have a high shrink-swell potential, soils with a high water table, soils that have a clay pan or clay layer at or near the surface, and soils that are shallow over nearly impervious material.

Group A/D - Group A/D soils naturally have a very slow infiltration rate due to a high water table but will have high infiltration and low runoff rates if drained.

Group B/D - Group B/D soils naturally have a very slow infiltration rate due to a high water table but will have a moderate rate of infiltration and runoff if drained.

Group C/D - Group C/D soils naturally have a very slow infiltration rate due to a high water table but will have a slow rate of infiltration if drained.



Designated Canopy Roads

Meridian Road from its intersection with Seventh Avenue to the state fine.

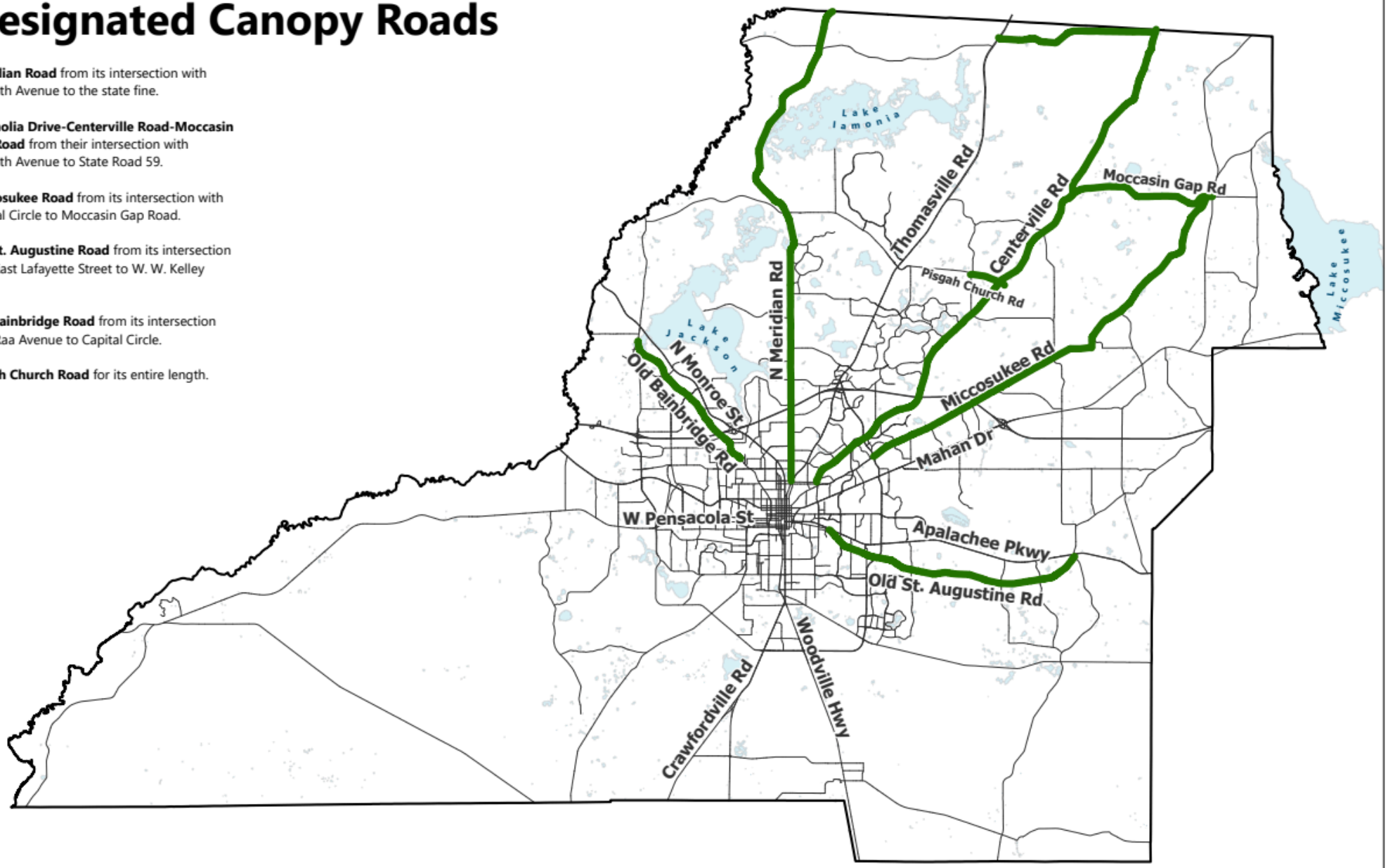
Magnolia Drive-Centerville Road-Moccasin Gap Road from their intersection with Seventh Avenue to State Road 59.

Miccosukee Road from its intersection with Capital Circle to Moccasin Gap Road.

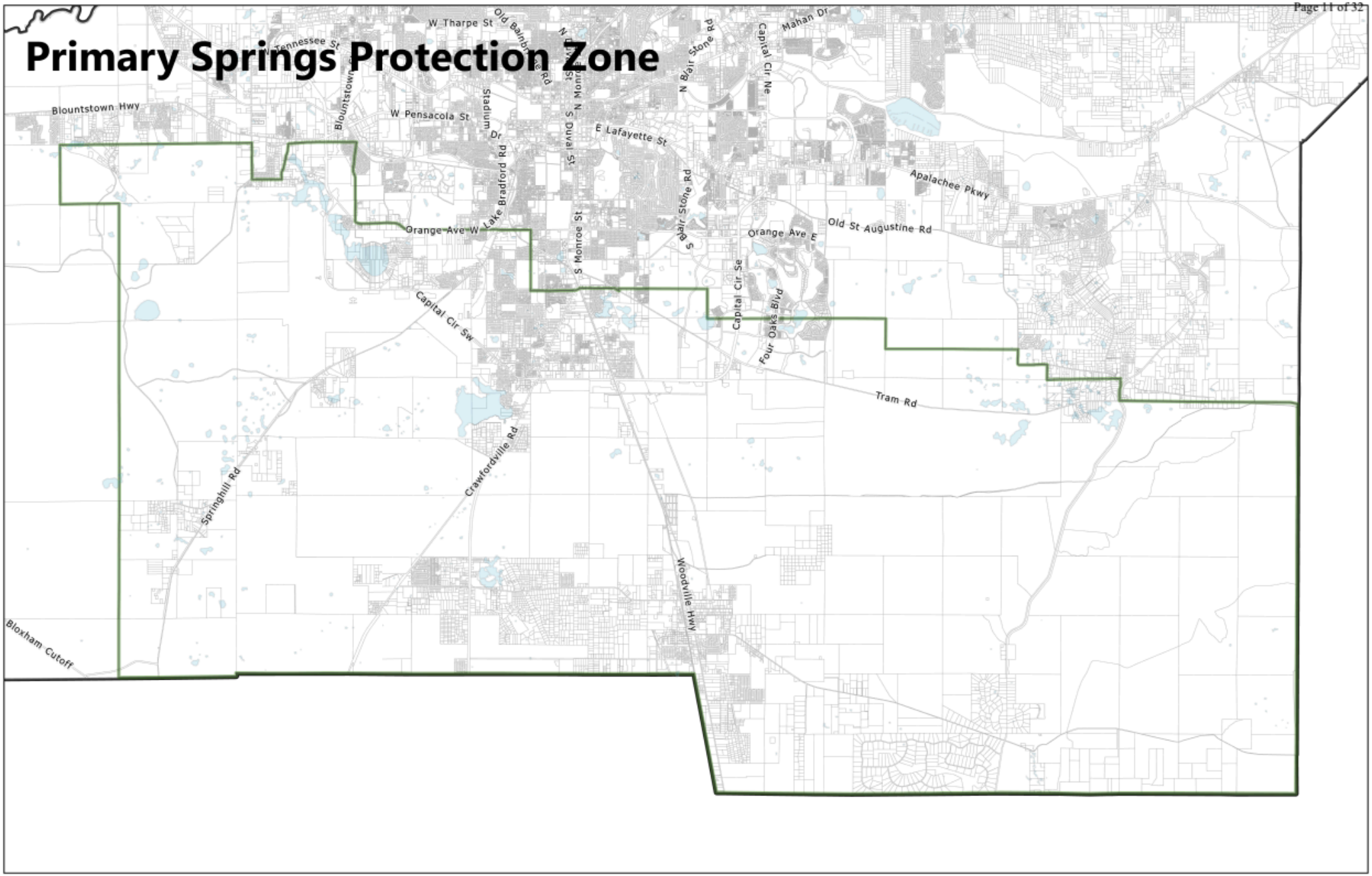
Old St. Augustine Road from its intersection with East Lafayette Street to W. W. Kelley Road.

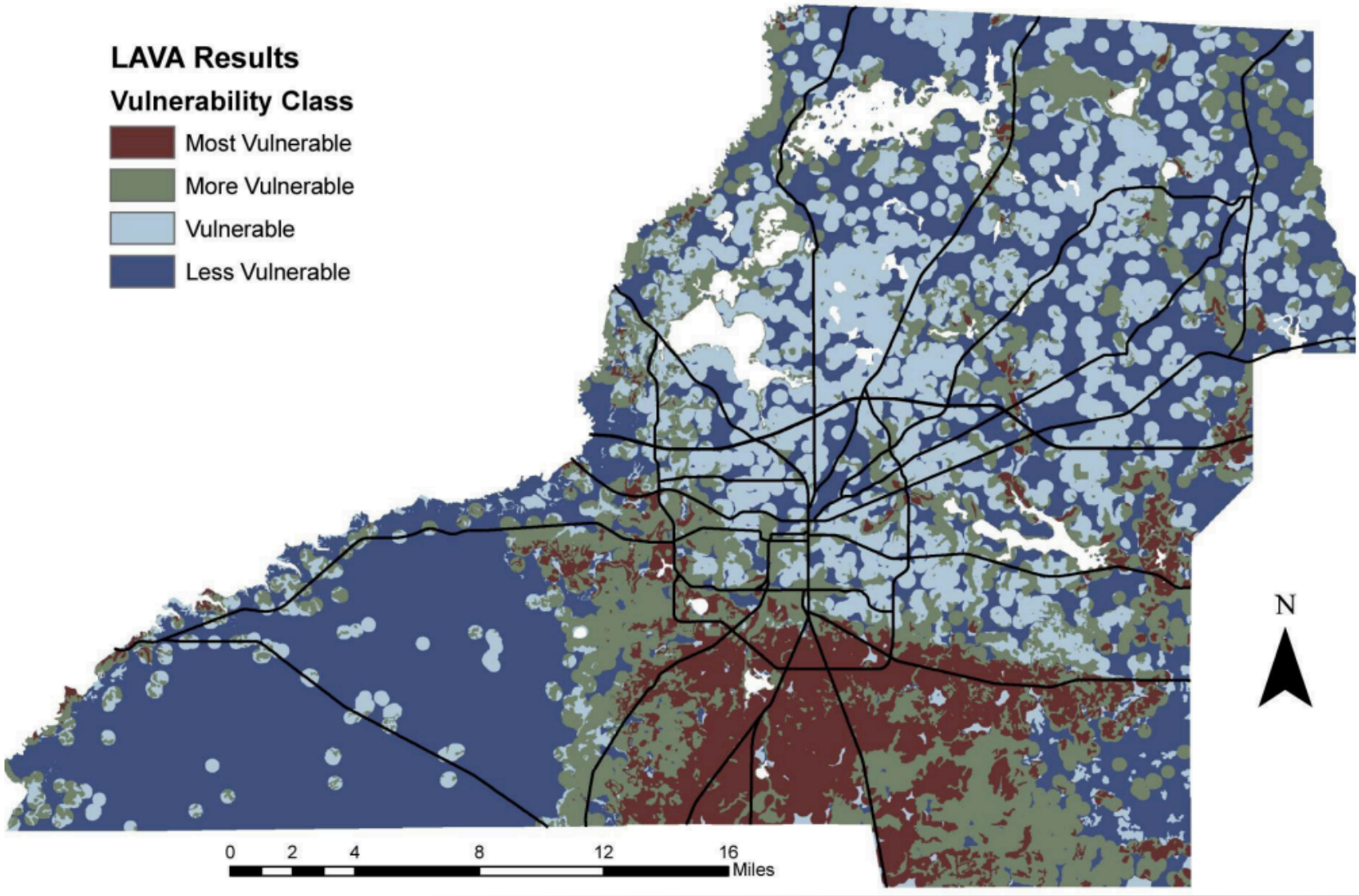
Old Bainbridge Road from its intersection with Raa Avenue to Capital Circle.

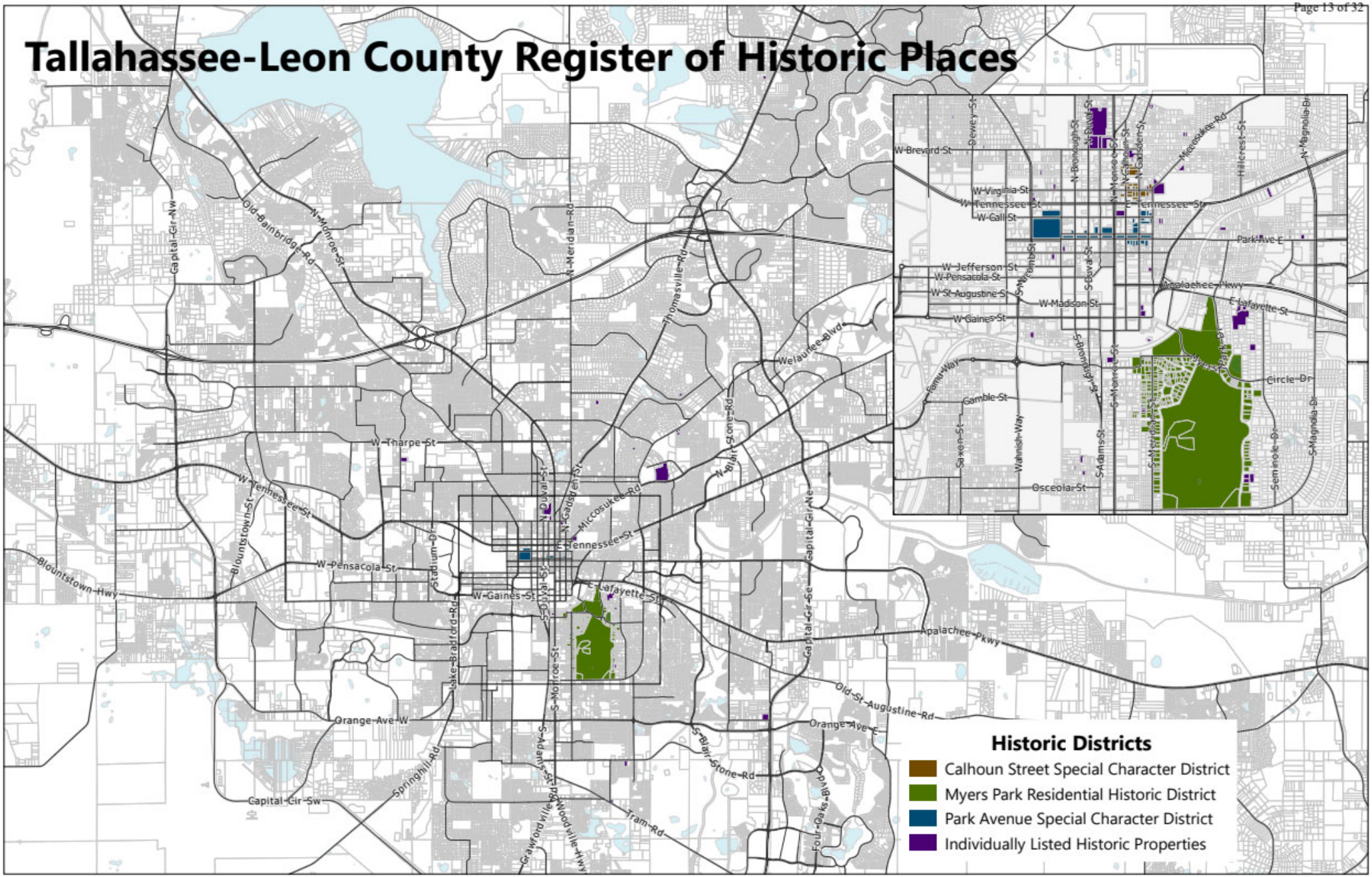
Pisgah Church Road for its entire length.



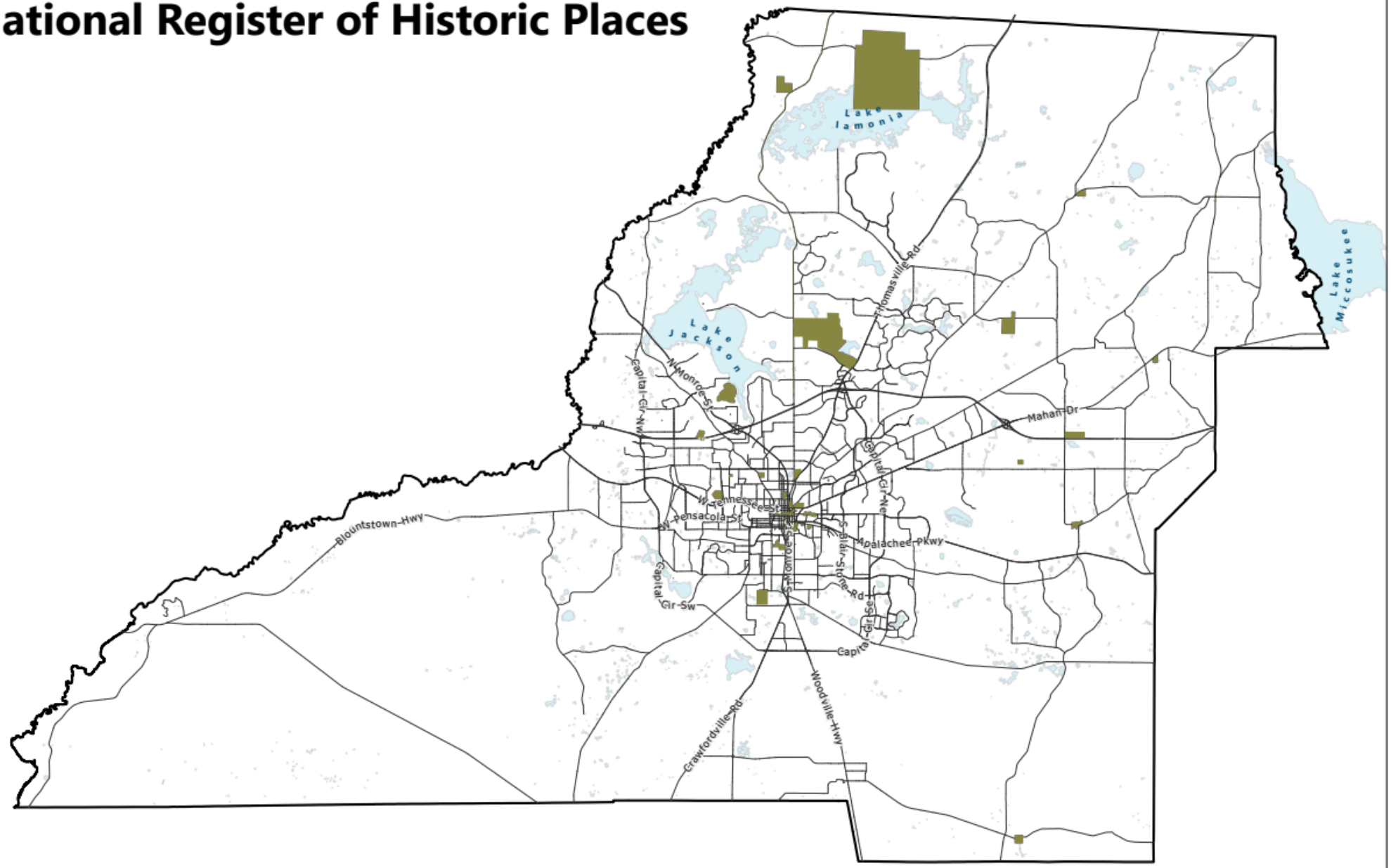
Primary Springs Protection Zone

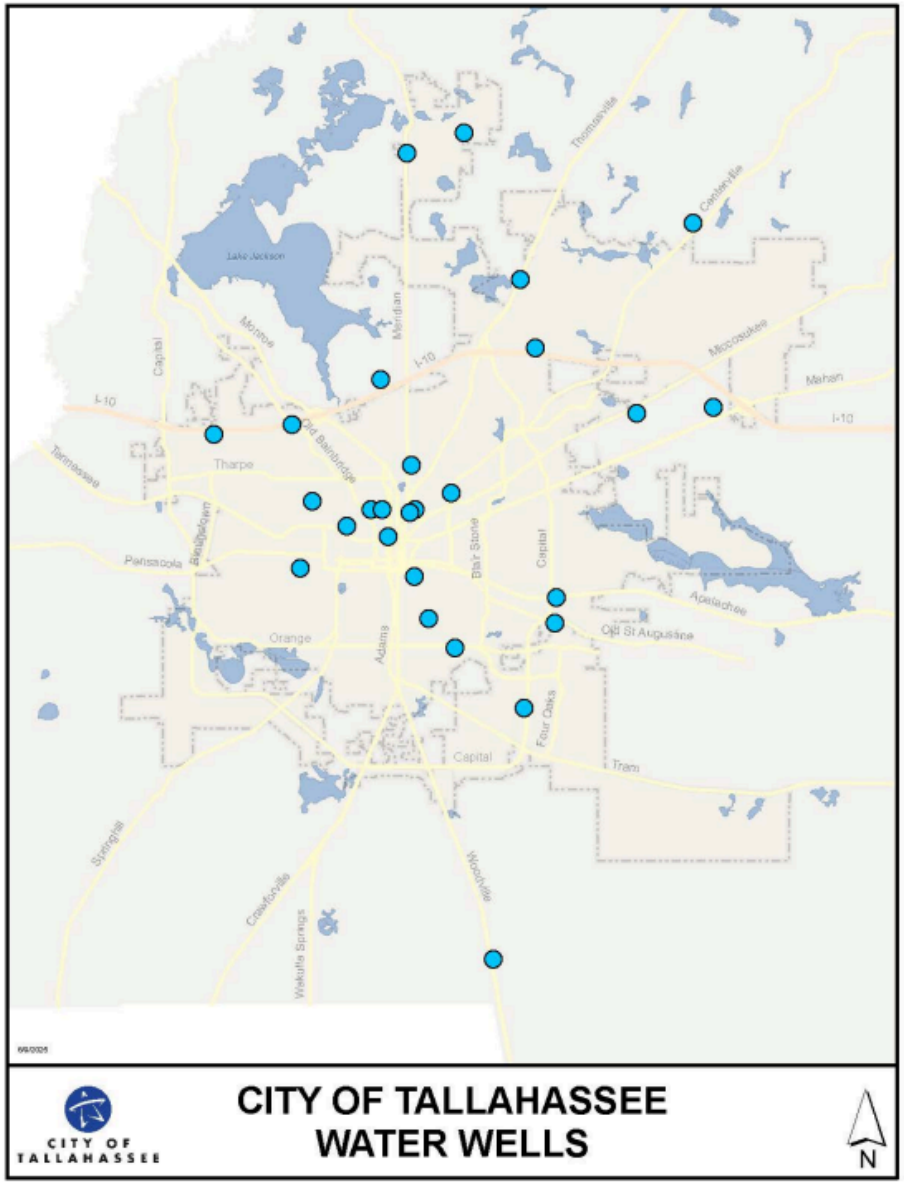



LAVA Results
Vulnerability Class
Most Vulnerable
More Vulnerable
Vulnerable
Less Vulnerable
N
0
2
4
8
12
16
Miles

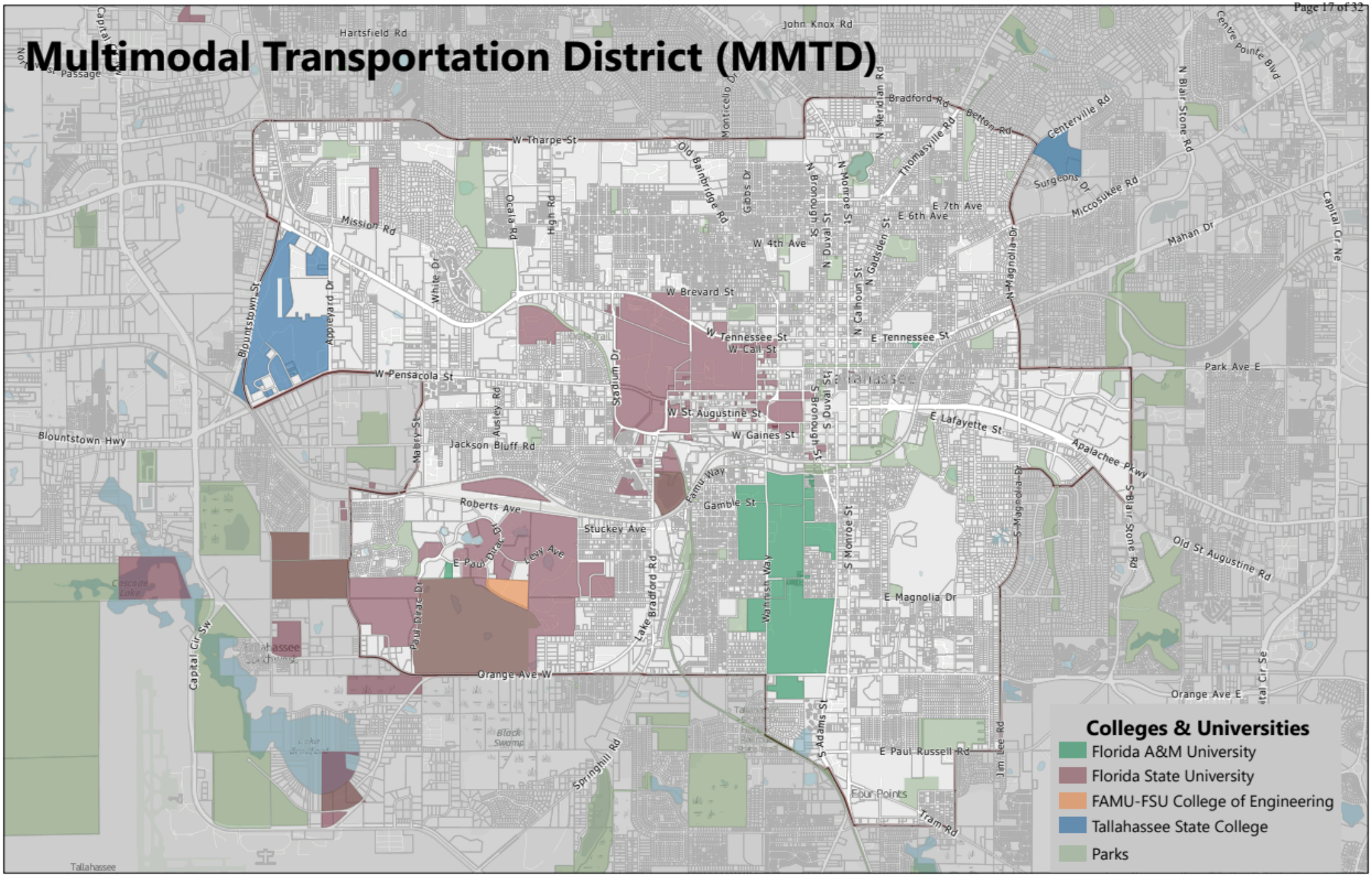

Tallahassee-Leon County Register of Historic Places
Historic Districts
Calhoun Street Special Character District
Myers Park Residential Historic District
Park Avenue Special Character District
Individually Listed Historic Properties
W-Tharpe-St
W-Tennessee-St
W-Pensacola-St
W-Gaines-St
E-Lafayette-St
Apalachee-Pkwy
Orange-Ave-W
Orange-Ave-E
Old-St-Augustine-Rd
Capital-Cir-Sw
Capital-Cir-Ne
Capital-Cir-Se
Old-Bainbridge-Rd
N-Monroe-St
N-Meridian-Rd
Thomasville-Rd
Welaunee-Blvd
N-Duval-St
N-Gadsden-St
Miccosukee-Rd
N-Blair-Stone-Rd
S-Blair-Stone-Rd
Bloxham-Cut-Off
Blountstown-Hwy
Blountstown-St
Stadium-Dr
Lake-Bradford-Rd
Springhill-Rd
S-Monroe-St
S-Adams-St
Tram-Rd
Four-Oaks-Blvd
Park-Ave-E
Circle-Dr
Gamble-St
Osceola-St
S-Magnolia-Dr
Seminole-Dr

National Register of Historic Places

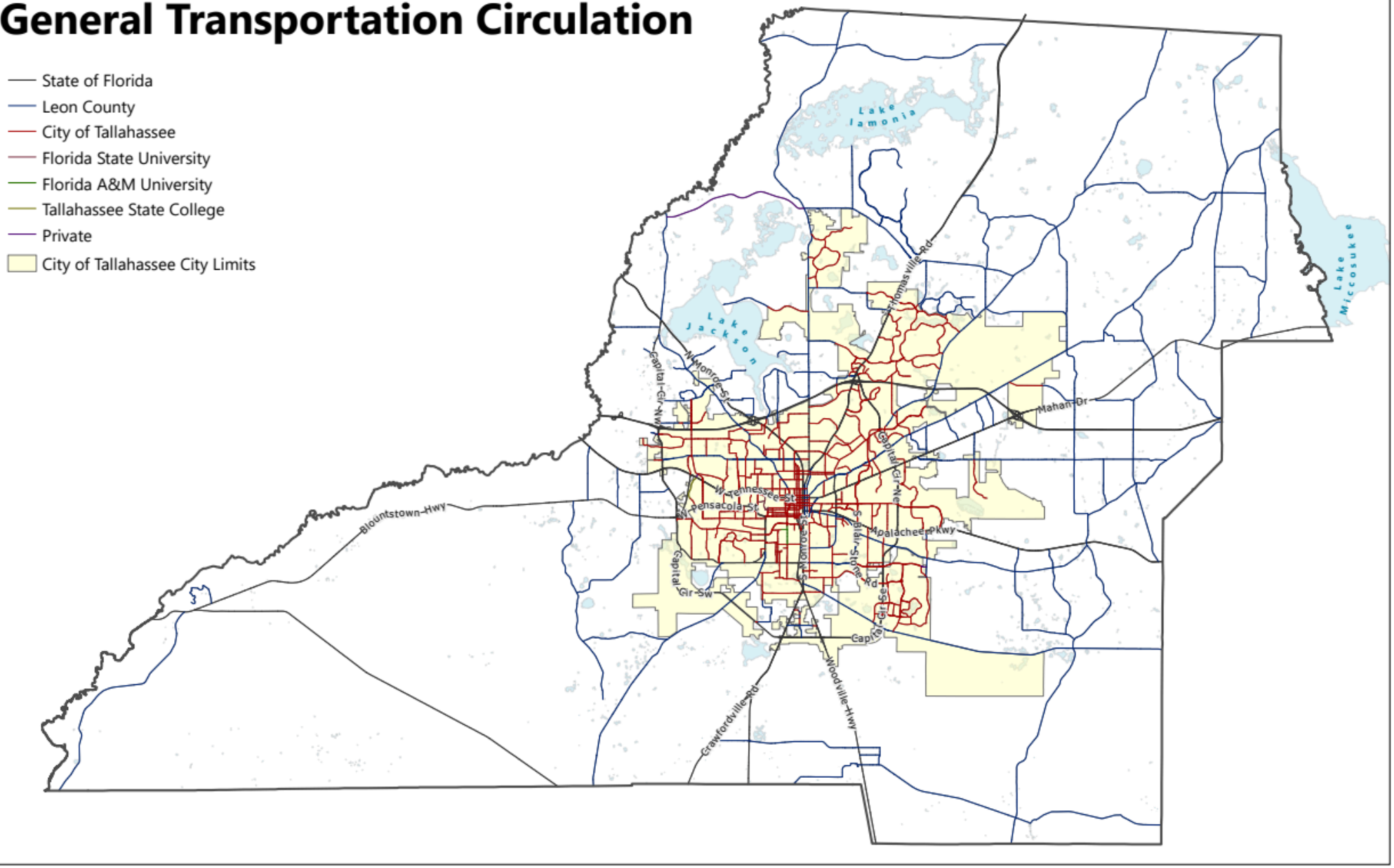


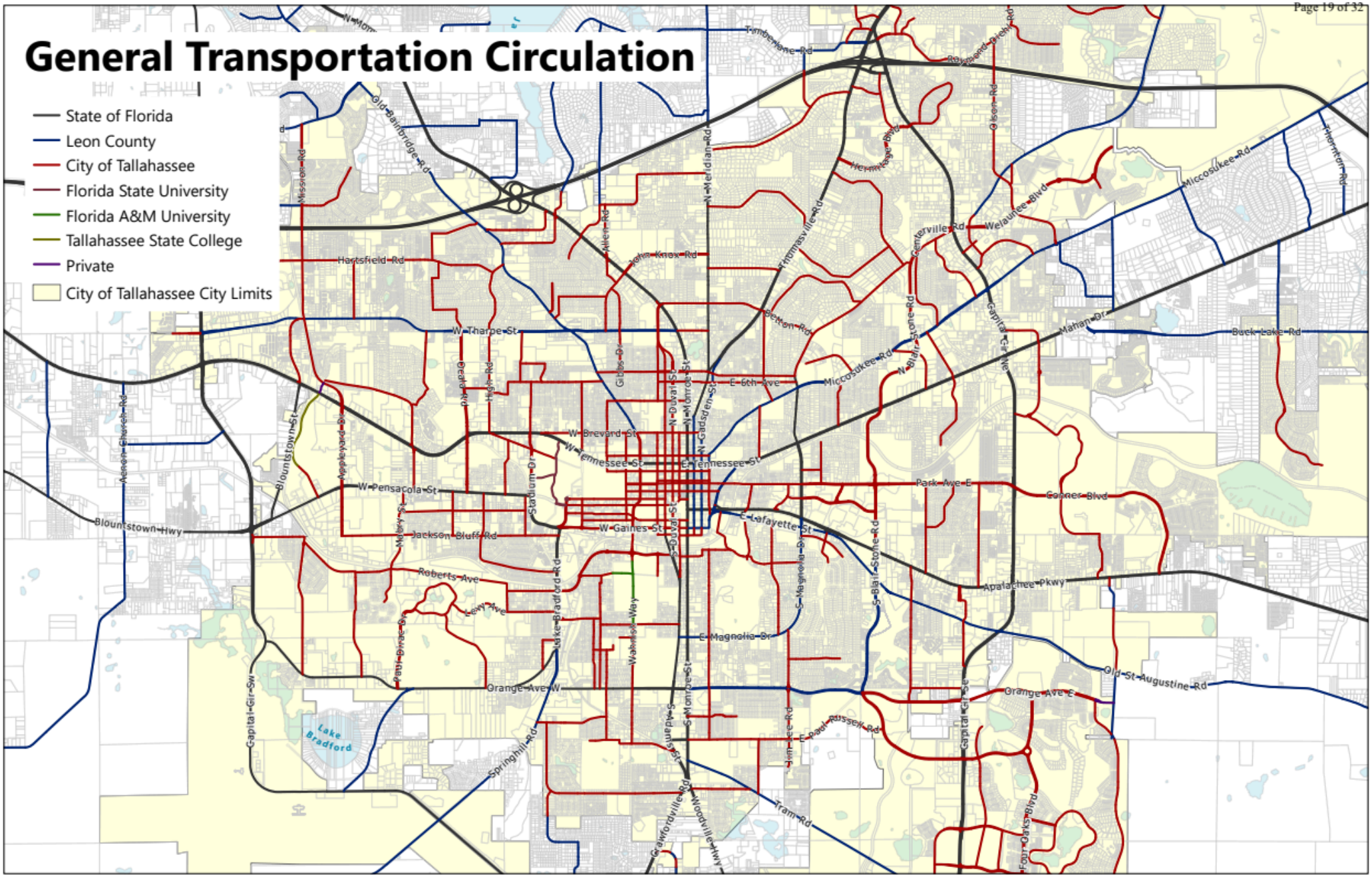

Lake Jackson
Thomasville
Centerville
Capital
Monroe
Meridian
I-10
Moccasukee
Mahan
Old Bainbridge
Tharpe
Tennessee
Pensacola
Blair Stone
Apalachee
Old St Augustine
Orange
Adams
Four Oaks
Capital
Tram
Springhill
Crawfordville
Woodville
Wakulla Springs
CITY OF TALLAHASSEE
WATER WELLS
N

Mobility Maps

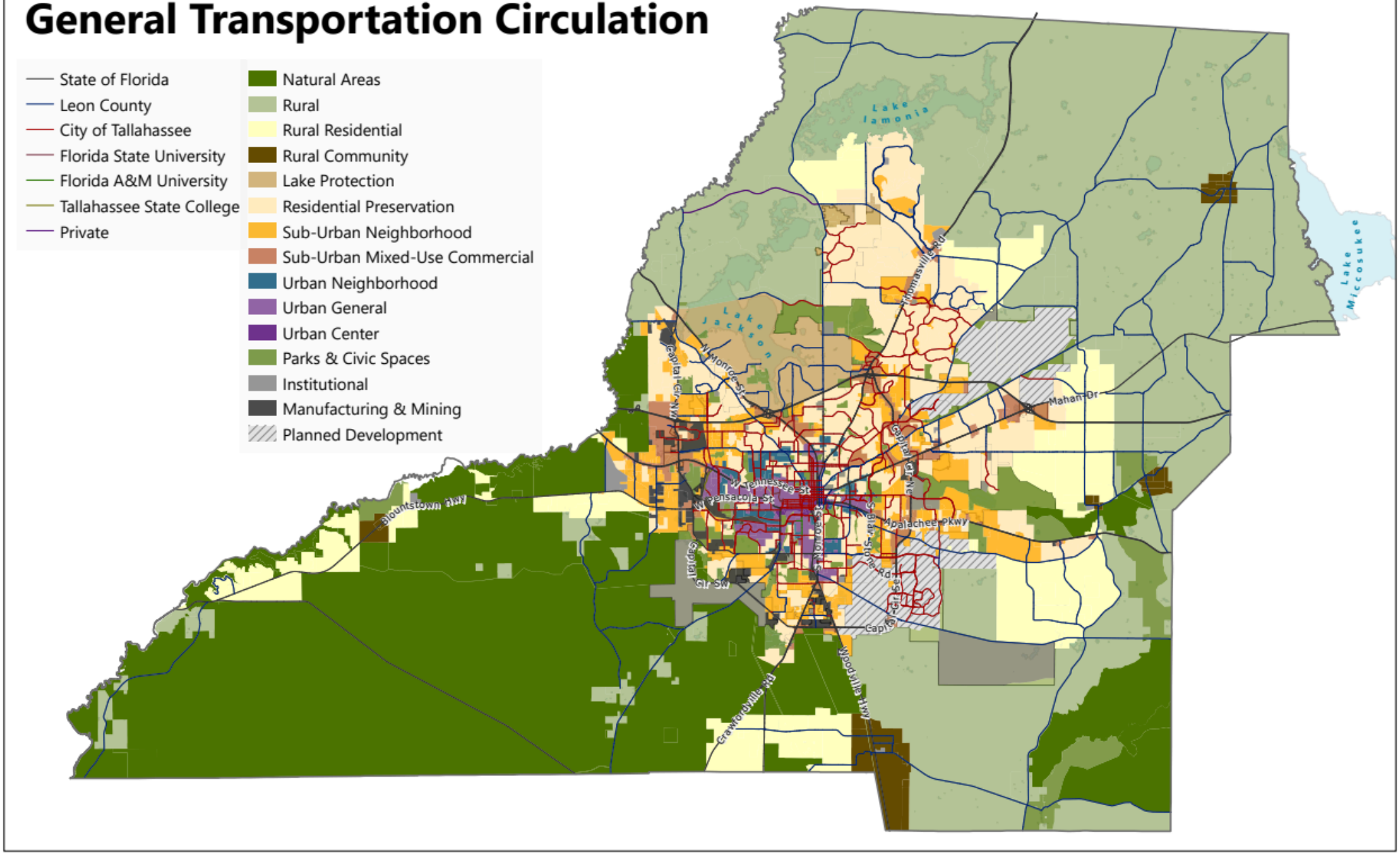

Multimodal Transportation District (MMTD)
Hartsfield Rd
John Knox Rd
Centre Pointe Blvd
Bradford Rd
Betton Rd
Centerville Rd
N Blair Stone Rd
Monticello Dr
N Meridian Rd
Thomasville Rd
Surgeons Dr
Miccosukee Rd
Capital Cir Ne
Mahan Dr
W Tharpe St
Old Bainbridge Rd
Gibbs Dr
N Monroe St
N Duval St
N Gadsden St
N Calhoun St
N Magnolia Dr
E 7th Ave
E 6th Ave
W 4th Ave
Mission Rd
White Dr
Ocala Rd
High Rd
Blountstown St
Appleyard Dr
W Brevard St
W Tennessee St
W Call St
E Tennessee St
Park Ave E
W Pensacola St
Stadium Dr
S Duval St
S Bronough St
W St Augustine St
W Gaines St
E Lafayette St
Apalachee Pkwy
Blountstown Hwy
Mabry St
Ausley Rd
Jackson Bluff Rd
Famu Way
Gamble St
Roberts Ave
Stuckey Ave
E Paul Dirac Dr
Levy Ave
S Monroe St
S Magnolia Dr
S Blair Stone Rd
Old St Augustine Rd
Cascade Lake
Paul Dirac Dr
Lake Bradford Rd
Wahnish Way
E Magnolia Dr
Capital Cir Sw
Orange Ave W
Orange Ave E
Black Swamp
S Adams St
E Paul Russell Rd
Jim Lee Rd
Springhill Rd
Four Points
Tram Rd
Tallahassee
Colleges & Universities
Florida A&M University
Florida State University
FAMU-FSU College of Engineering
Tallahassee State College
Parks

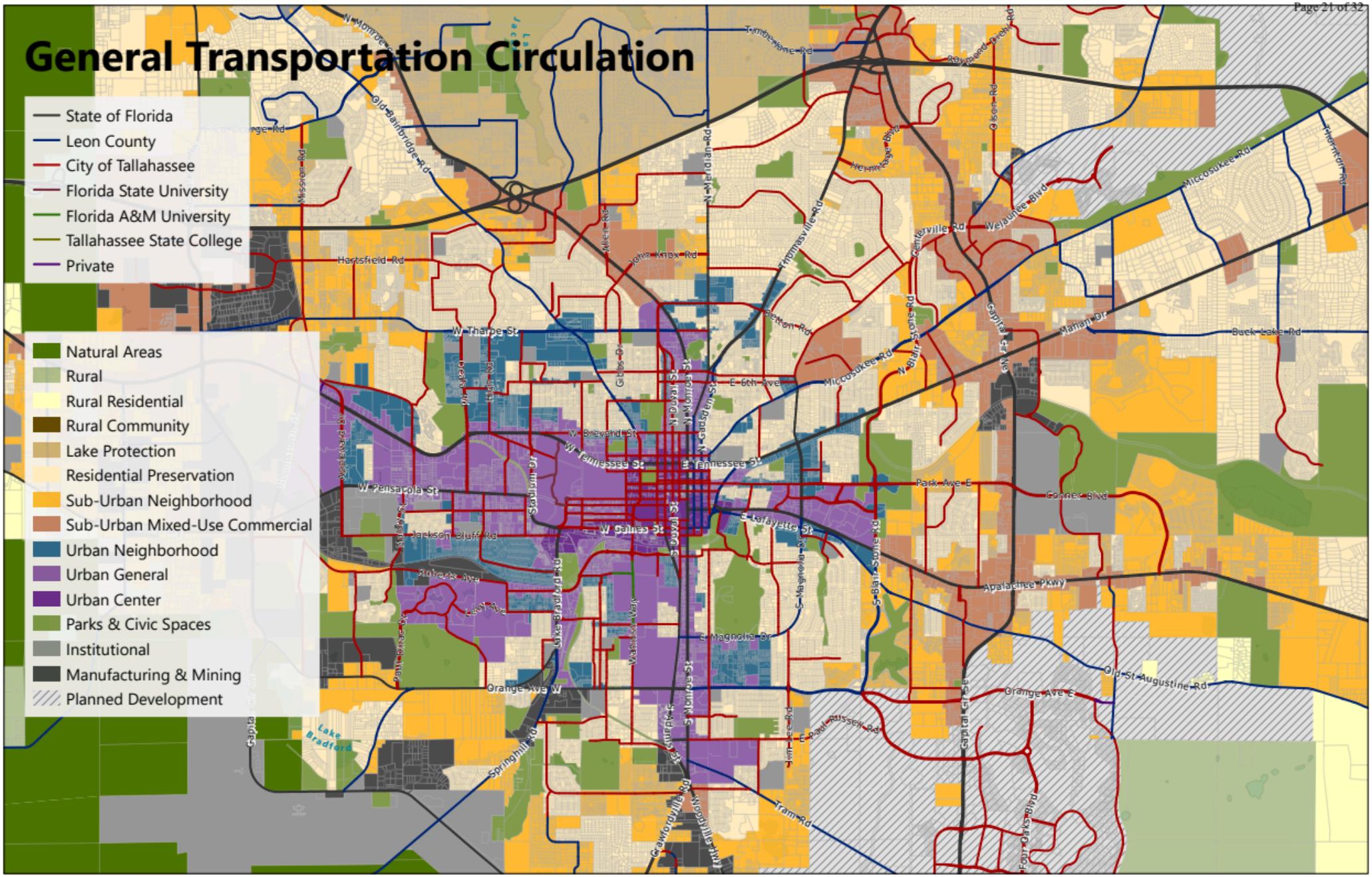
General Transportation Circulation

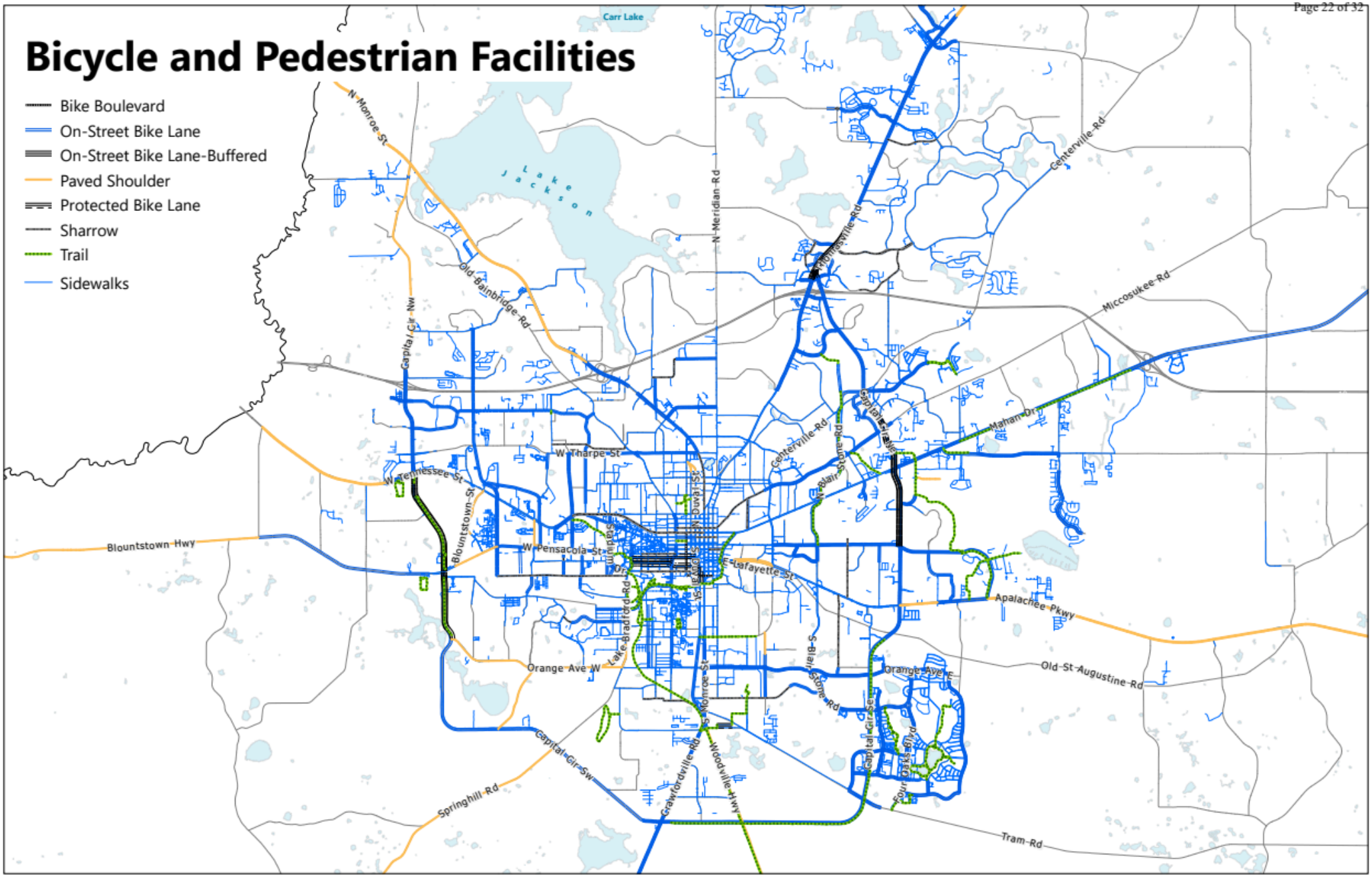



General Transportation Circulation
State of Florida
Leon County
City of Tallahassee
Florida State University
Florida A&M University
Tallahassee State College
Private
City of Tallahassee City Limits
Timberlane Rd
Old Bainbridge Rd
Mission Rd
Hartsfield Rd
John Knox Rd
Allen Rd
N Meridian Rd
Thomasville Rd
Hermitage Blvd
Centerville Rd
Welaunee Blvd
Miccosukee Rd
Thornton Rd
Mahan Dr
Buck Lake Rd
Capital Cir Ne
Betton Rd
W Tharpe St
Gibbs Dr
N Duval St
N Monroe St
N Gadsden St
E 6th Ave
Miccosukee Rd
N Blair Stone Rd
Dealo Rd
High Rd
W Brevard St
W Tennessee St
E Tennessee St
Park Ave E
Conner Blvd
W Pensacola St
Stadium Dr
Blountstown St
Blountstown Hwy
Jackson Bluff Rd
W Gaines St
E Lafayette St
S Duval St
S Magnolia Dr
S Blair Stone Rd
Apalachee Pkwy
Roberts Ave
Levy Ave
Lake Bradford Rd
Wahnish Way
E Magnolia Dr
Paul Dirac Dr
Orange Ave W
Orange Ave E
Old St Augustine Rd
Capital Cir Sw
Lake Bradford
Springhill Rd
S Adams St
S Monroe St
Jim Lee Rd
E Paul Russell Rd
Capital Cir Se
Tram Rd
Grawfordville Rd
Woodville Hwy
Four Oaks Blvd

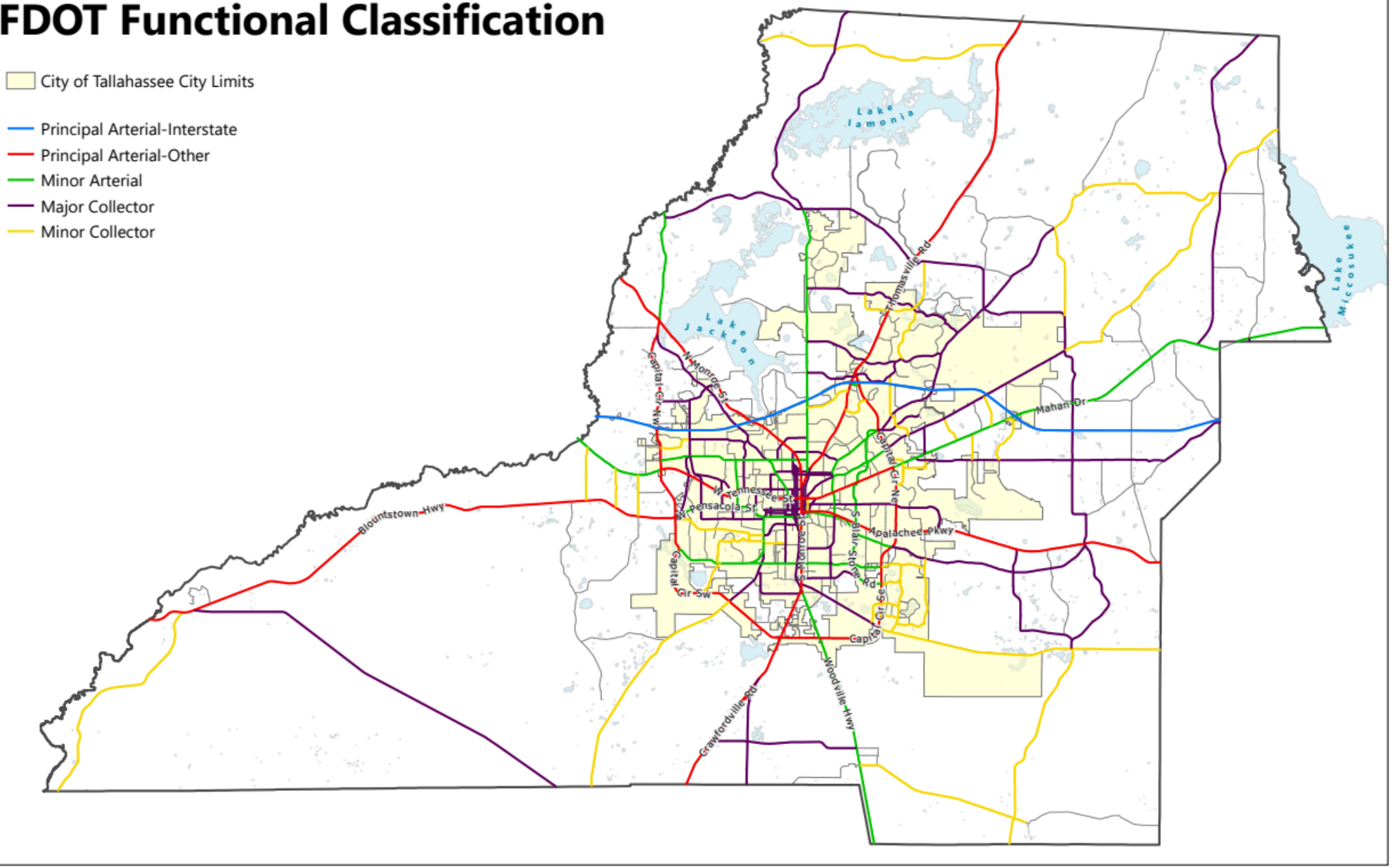
General Transportation Circulation

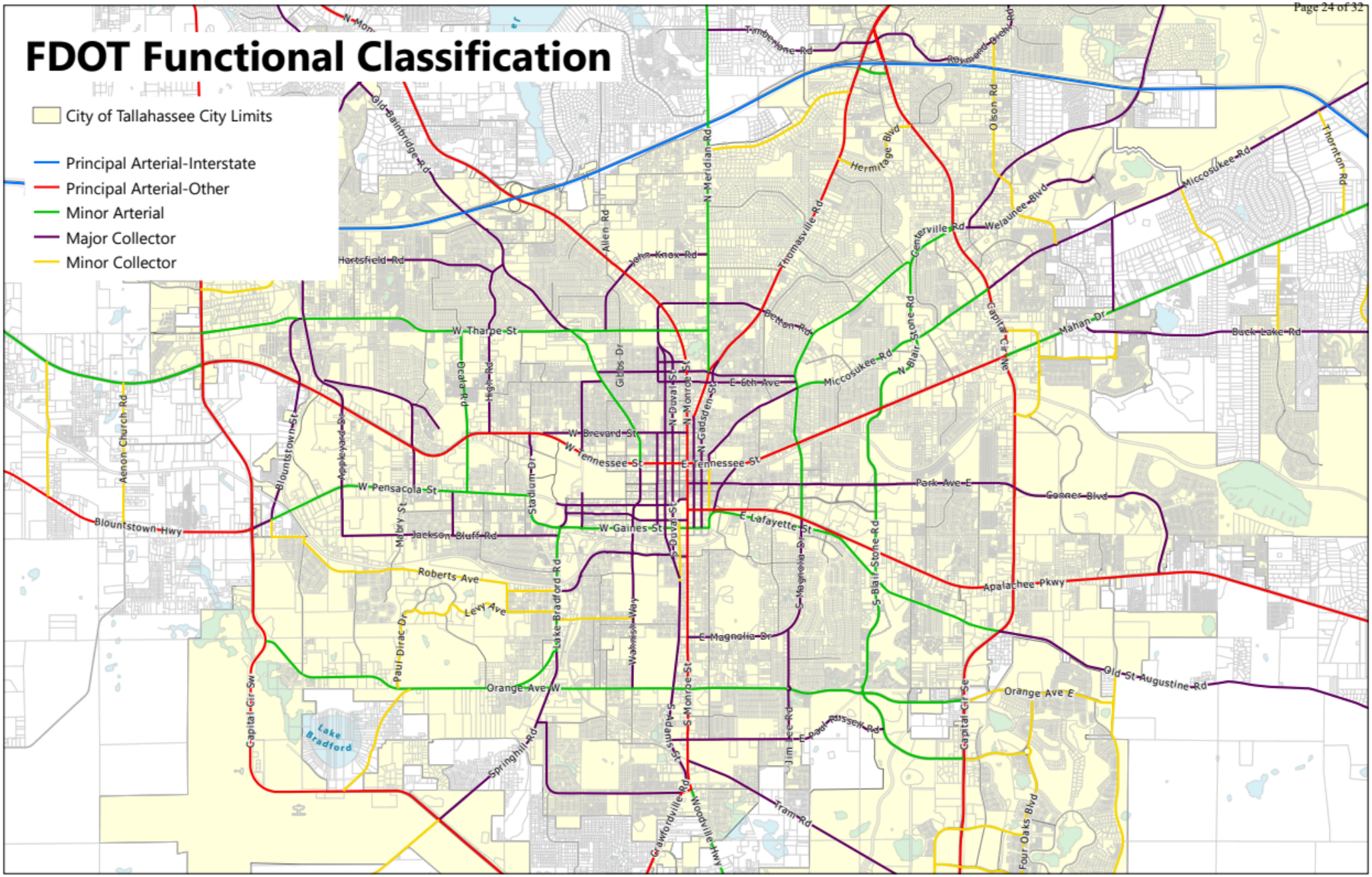



General Transportation Circulation
State of Florida
Leon County
City of Tallahassee
Florida State University
Florida A&M University
Tallahassee State College
Private
Natural Areas
Rural
Rural Residential
Rural Community
Lake Protection
Residential Preservation
Sub-Urban Neighborhood
Sub-Urban Mixed-Use Commercial
Urban Neighborhood
Urban General
Urban Center
Parks & Civic Spaces
Institutional
Manufacturing & Mining
Planned Development
Lake Bradford
W Tharpe St
W Pensacola St
W Tennessee St
E Tennessee St
W Gaines St
E Lafayette St
Orange Ave W
Orange Ave E
Apalachee Pkwy
Park Ave E
Miccosukee Rd
Buck Lake Rd
Old St Augustine Rd
Tram Rd
Springhill Rd
Hartsfield Rd
Old Bainbridge Rd
Thomasville Rd
Centerville Rd
Wejaunee Blvd
Mahan Dr
Gibbs Dr
Lake Bradford Rd
Stadium Dr
Jackson Bluff Rd
Roberts Ave
E Magnolia Dr
S Magnolia Dr
S Blair Stone Rd
Capital Cir Ne
Capital Cir Se
Four Oaks Blvd
Woodville Hwy
Crawfordville Rd
Timberlane Rd
Raymond Diehl Rd
Olson Rd
Thornton Rd
Betton Rd
E 6th Ave
N Duval St
N Monroe St
N Gadsden St
S Duval St
S Monroe St
S Adams St
Warren Way
Paul Dirac Dr
Mission Rd
John Knox Rd
Allen Rd
Gibbs Dr
Lewis Ave
Hermitage Blvd
Tim Lee Rd
E Paul Russell Rd

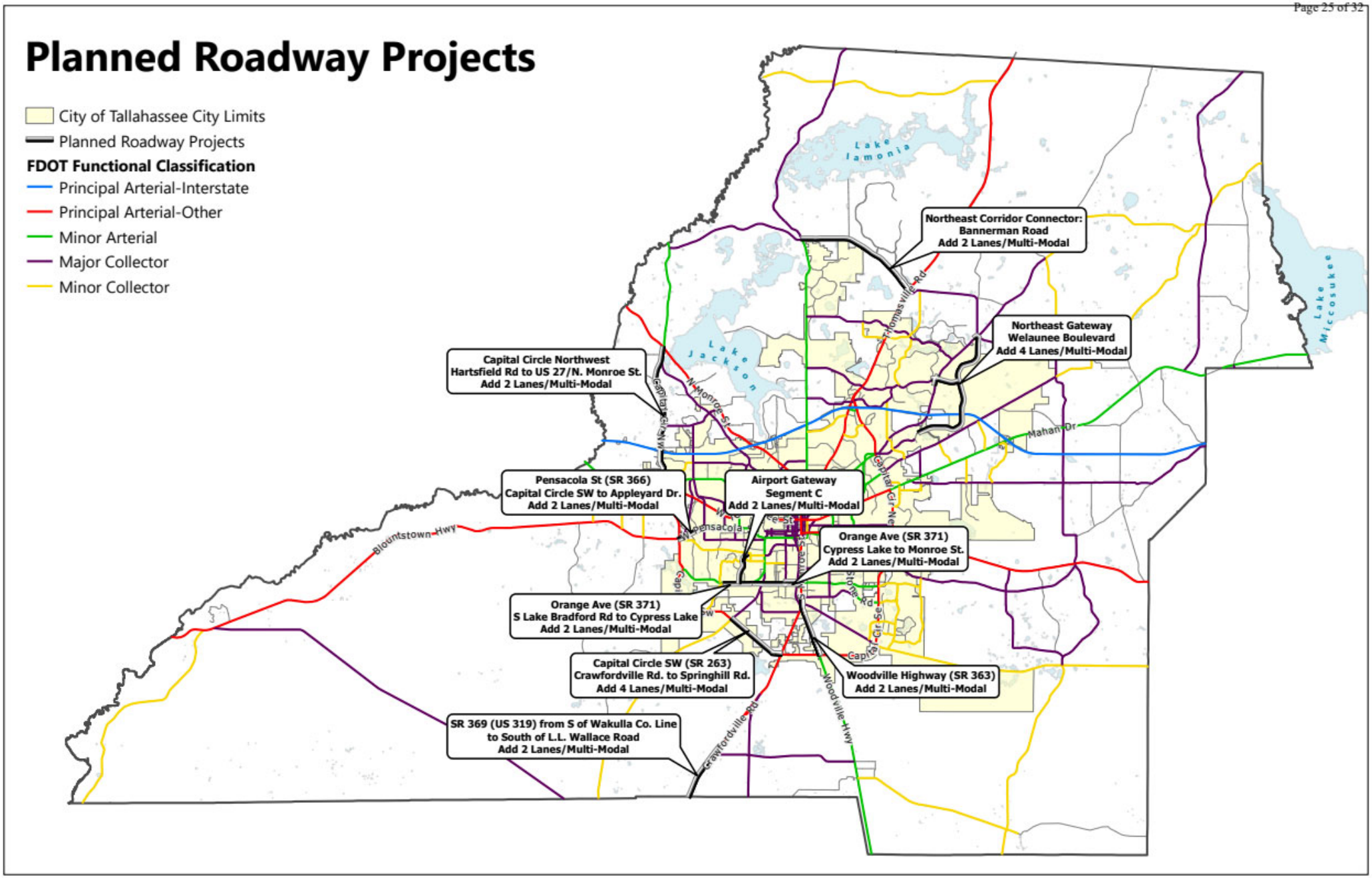

Bicycle and Pedestrian Facilities
Bike Boulevard
On-Street Bike Lane
On-Street Bike Lane-Buffered
Paved Shoulder
Protected Bike Lane
Sharrow
Trail
Sidewalks
Carr Lake
Lake Jackson
N Monroe St
N Meridian Rd
Centerville Rd
Miccosukee Rd
Old Bainbridge Rd
Capital Cir Nw
W Tharpe St
W Tennessee St
Blountstown St
Blountstown Hwy
W Pensacola St
E Lafayette St
Mahan Dr
Apalachee Pkwy
Old St Augustine Rd
Orange Ave W
Orange Ave E
Lake Bradford Rd
S Monroe St
S Blair Stone Rd
Capital Cir Sw
Springhill Rd
Grawfordville Rd
Woodville Hwy
Tram Rd

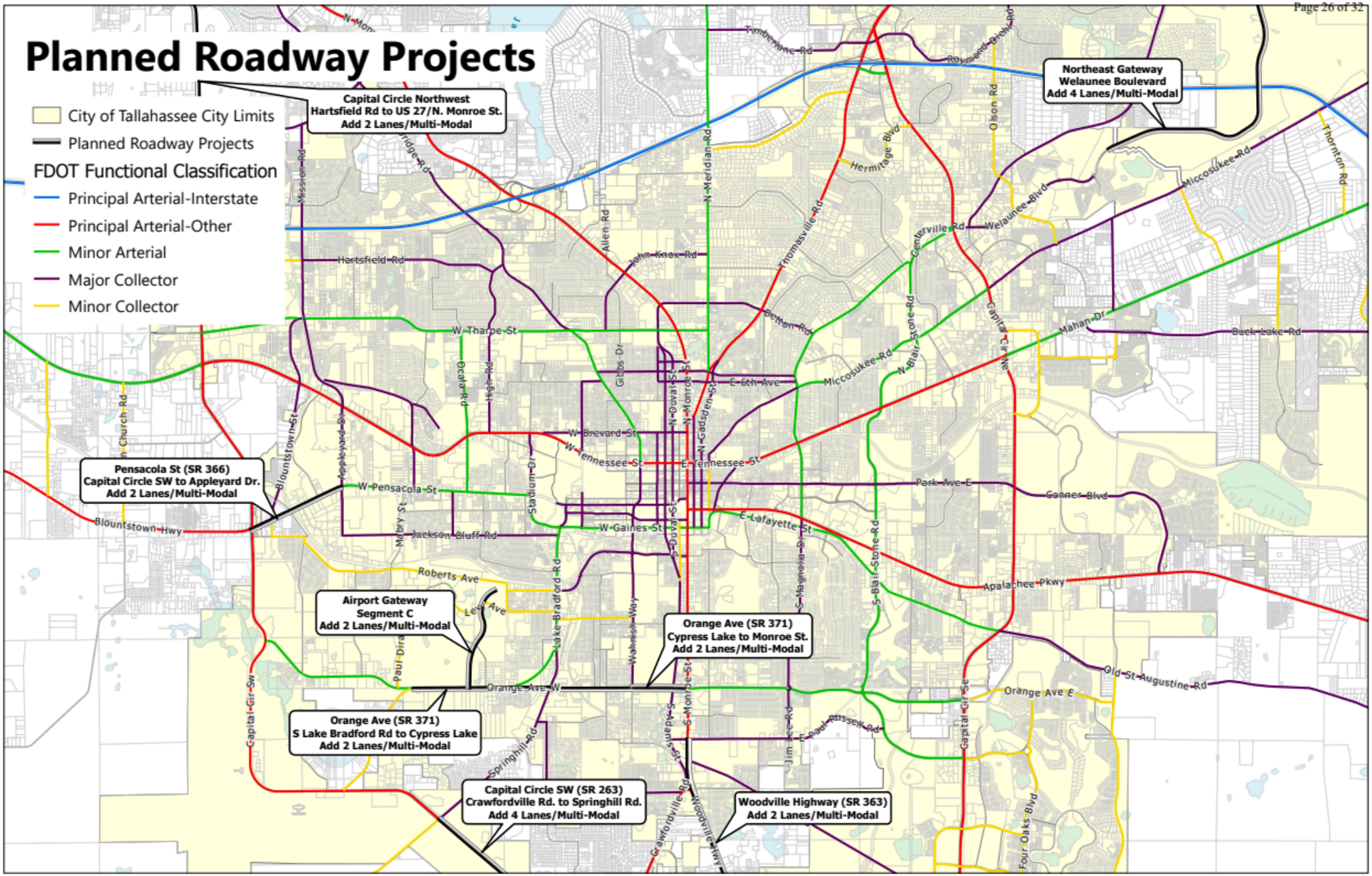
FDOT Functional Classification



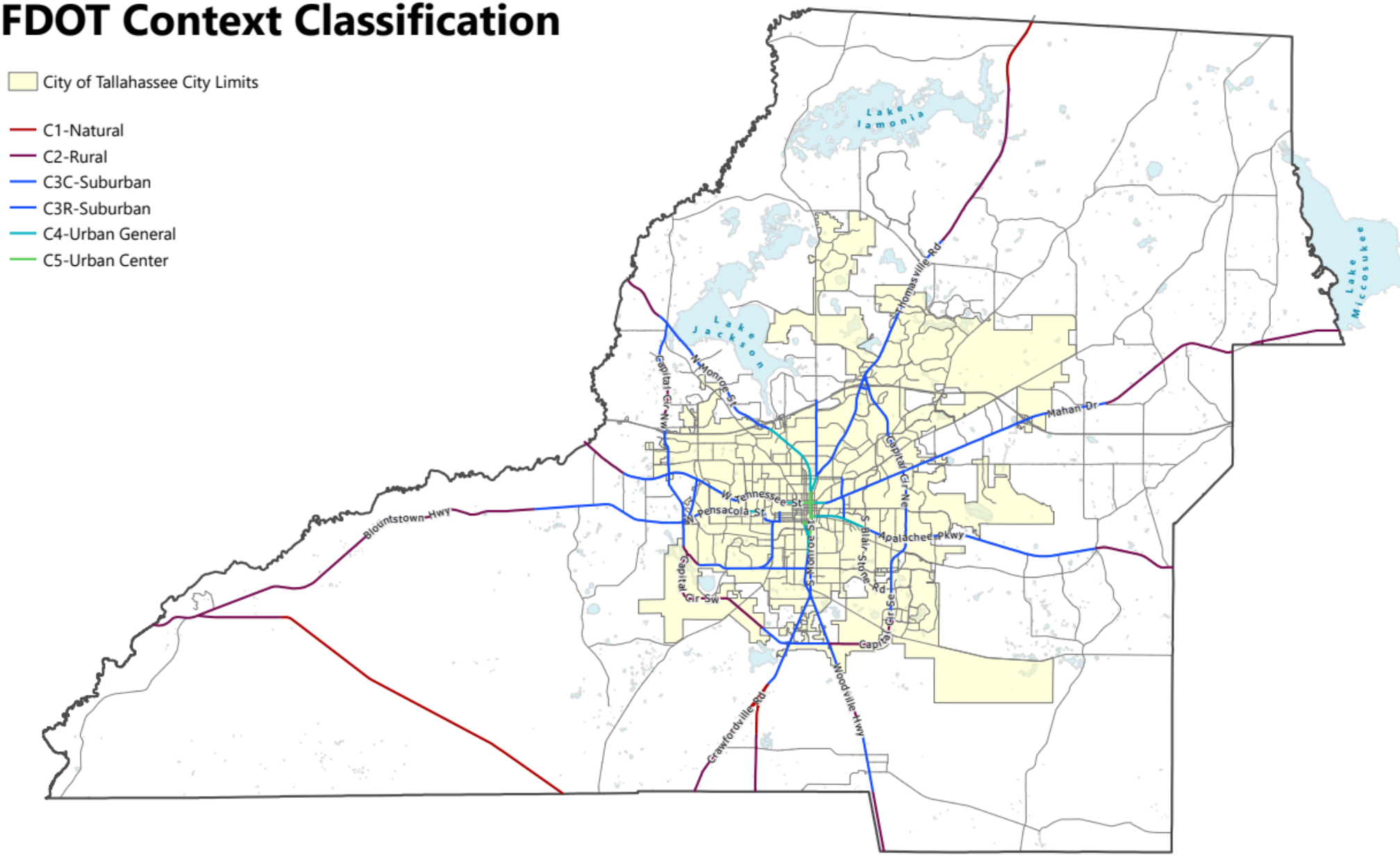

FDOT Functional Classification
City of Tallahassee City Limits
Principal Arterial-Interstate
Principal Arterial-Other
Minor Arterial
Major Collector
Minor Collector
Old Bainbridge Rd
Hartsfield Rd
John Knox Rd
Allen Rd
N Meridian Rd
Timberlane Rd
Raymond Diehl Rd
Olson Rd
Hermitage Blvd
Thomasville Rd
Centerville Rd
Welaunee Blvd
Miccosukee Rd
Thornton Rd
Betton Rd
Capital Cir NE
Mahan Dr
Buck Lake Rd
N Blair Stone Rd
W Tharpe St
Gibbs Dr
N Duval St
N Monroe St
N Gadsden St
E 6th Ave
Miccosukee Rd
Aenon Church Rd
Blountstown St
Appleyard Dr
Ocala Rd
High Rd
W Brevard St
W Tennessee St
E Tennessee St
Stadium Dr
W Pensacola St
Park Ave E
Gaines Blvd
Blountstown Hwy
Mabry St
Jackson Bluff Rd
W Gaines St
S Duval St
E Lafayette St
S Magnolia Dr
S Blair Stone Rd
Apalachee Pkwy
Roberts Ave
Levy Ave
Lake Bradford Rd
Wakulla Way
Paul Dirac Dr
E Magnolia Dr
Old St Augustine Rd
Orange Ave W
Orange Ave E
Capital Cir SW
Capital Cir SE
Lake Bradford
Springhill Rd
S Adams St
S Monroe St
Jim Lee Rd
E Paul Russell Rd
Tram Rd
Crawfordville Rd
Woodville Hwy
Four Oaks Blvd

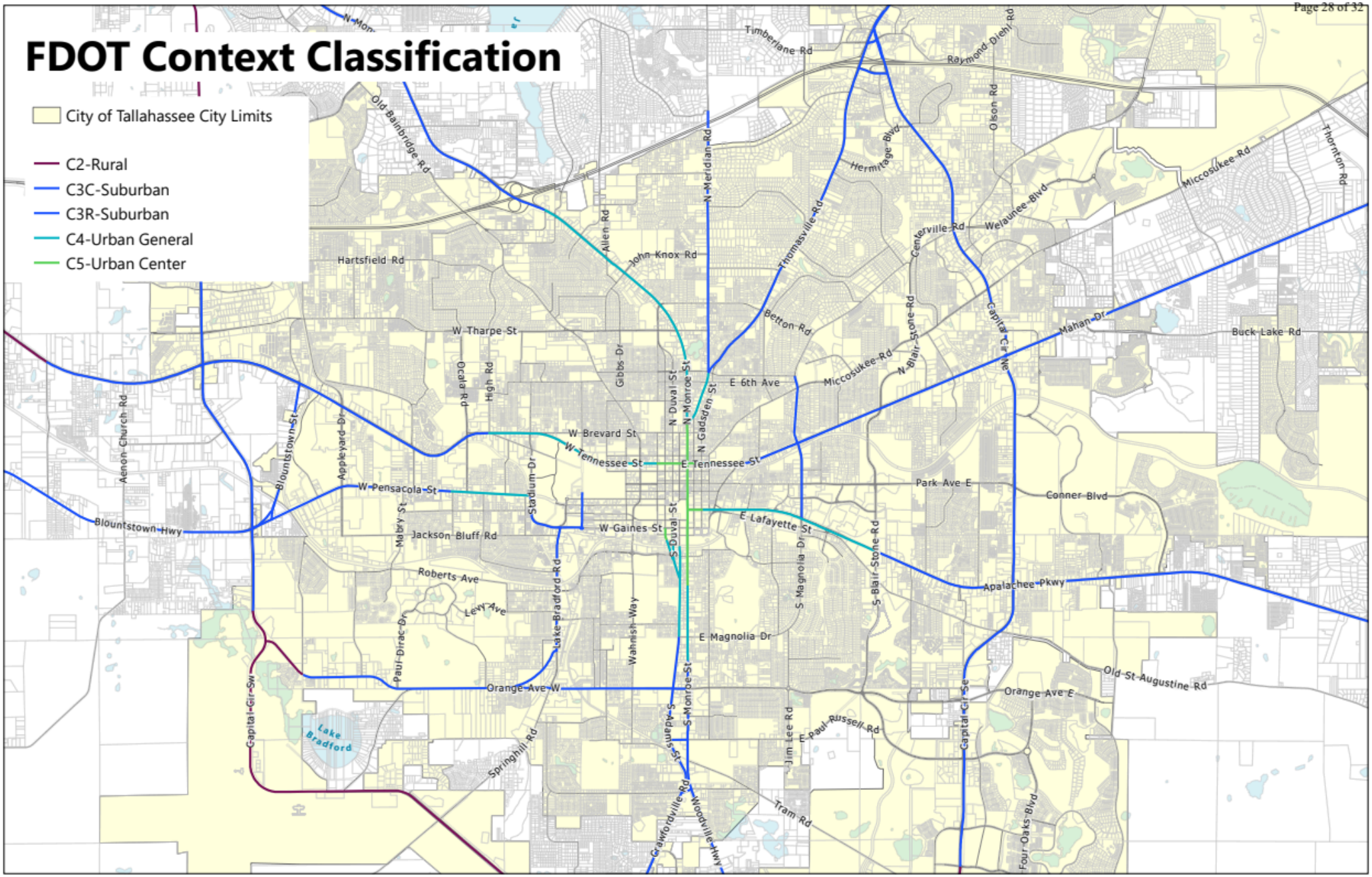
Planned Roadway Projects



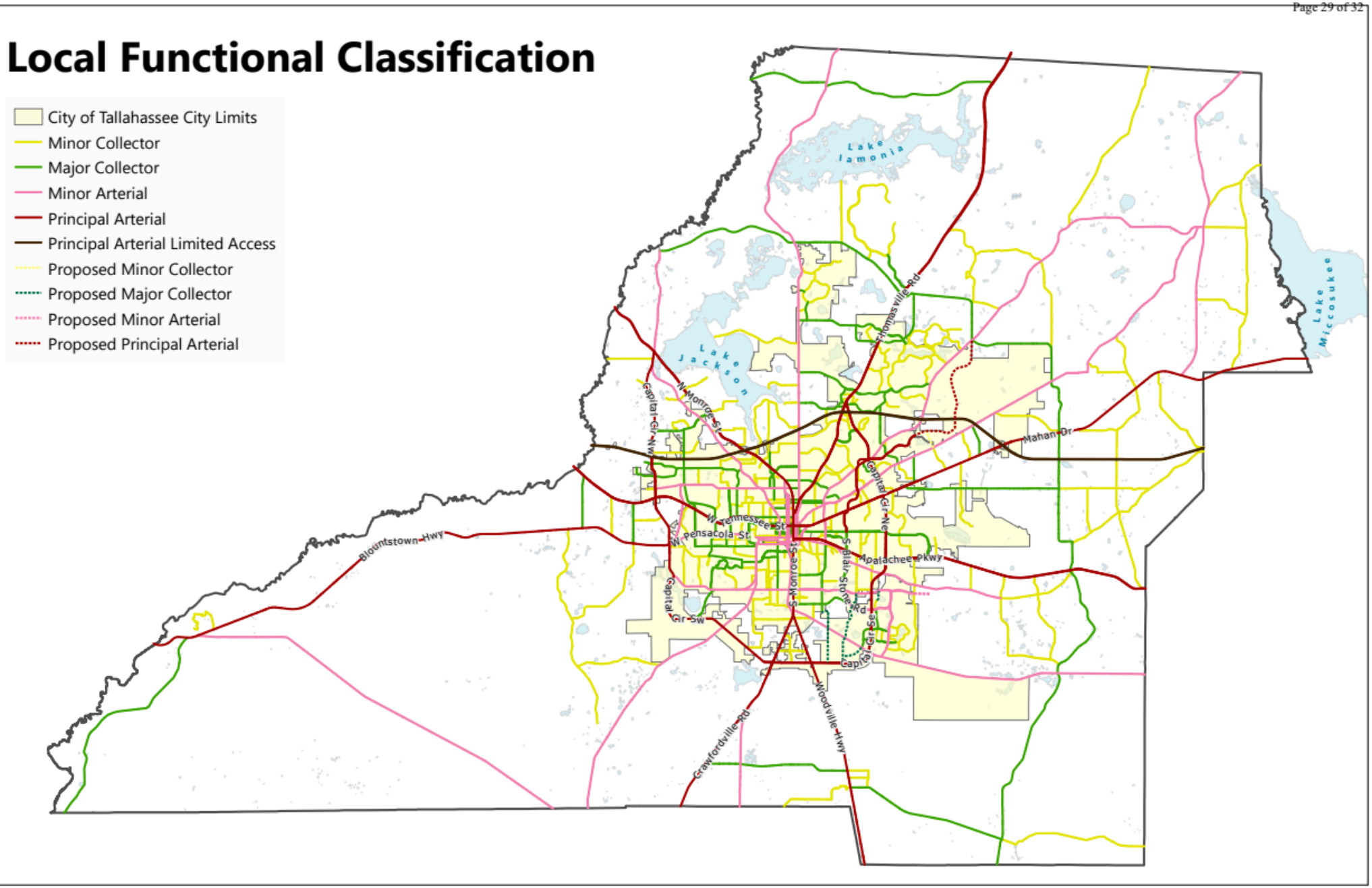

Planned Roadway Projects
City of Tallahassee City Limits
Planned Roadway Projects
FDOT Functional Classification
Principal Arterial-Interstate
Principal Arterial-Other
Minor Arterial
Major Collector
Minor Collector
Capital Circle Northwest
Hartsfield Rd to US 27/N. Monroe St.
Add 2 Lanes/Multi-Modal
Northeast Gateway
Welaunee Boulevard
Add 4 Lanes/Multi-Modal
Pensacola St (SR 366)
Capital Circle SW to Appleyard Dr.
Add 2 Lanes/Multi-Modal
Airport Gateway
Segment C
Add 2 Lanes/Multi-Modal
Orange Ave (SR 371)
Cypress Lake to Monroe St.
Add 2 Lanes/Multi-Modal
Orange Ave (SR 371)
S Lake Bradford Rd to Cypress Lake
Add 2 Lanes/Multi-Modal
Capital Circle SW (SR 263)
Crawfordville Rd. to Springhill Rd.
Add 4 Lanes/Multi-Modal
Woodville Highway (SR 363)
Add 2 Lanes/Multi-Modal
Hartsfield Rd
W Tharpe St
W Pensacola St
W Gaines St
E 6th Ave
W Brevard St
W Tennessee St
E Tennessee St
Park Ave E
E Lafayette St
Roberts Ave
Orange Ave W
Orange Ave E
Jackson Bluff Rd
Blountstown Hwy
Apalachee Pkwy
Old St Augustine Rd
Miccosukee Rd
Welaunee Blvd
Centerville Rd
Thomasville Rd
Hermitage Blvd
N Meridian Rd
Allen Rd
John Knox Rd
Betton Rd
Gibbs Dr
N Duval St
N Monroe St
N Gadsden St
S Duval St
S Monroe St
S Adams St
Lake Bradford Rd
Wakulla Sta Way
Stadium Dr
Mabry St
Paul Dirac Dr
Springhill Rd
Capital Cir SW
Capital Cir SE
Jim Lee Rd
E Paul Russell Rd
Woodville Hwy
Crawfordville Rd
Four Oaks Blvd
S Magnolia Dr
S Blair Stone Rd
N Blair Stone Rd
Gaines St
Gonner Blvd
Mahan Dr
Buck Lake Rd
Thornton Rd
Olson Rd
Raymond Diehl Rd
Tamiami Trail
Bloxham Cutoff
Church Rd
Bloxham Cutoff
Bloxham Cutoff
Bloxham Cutoff

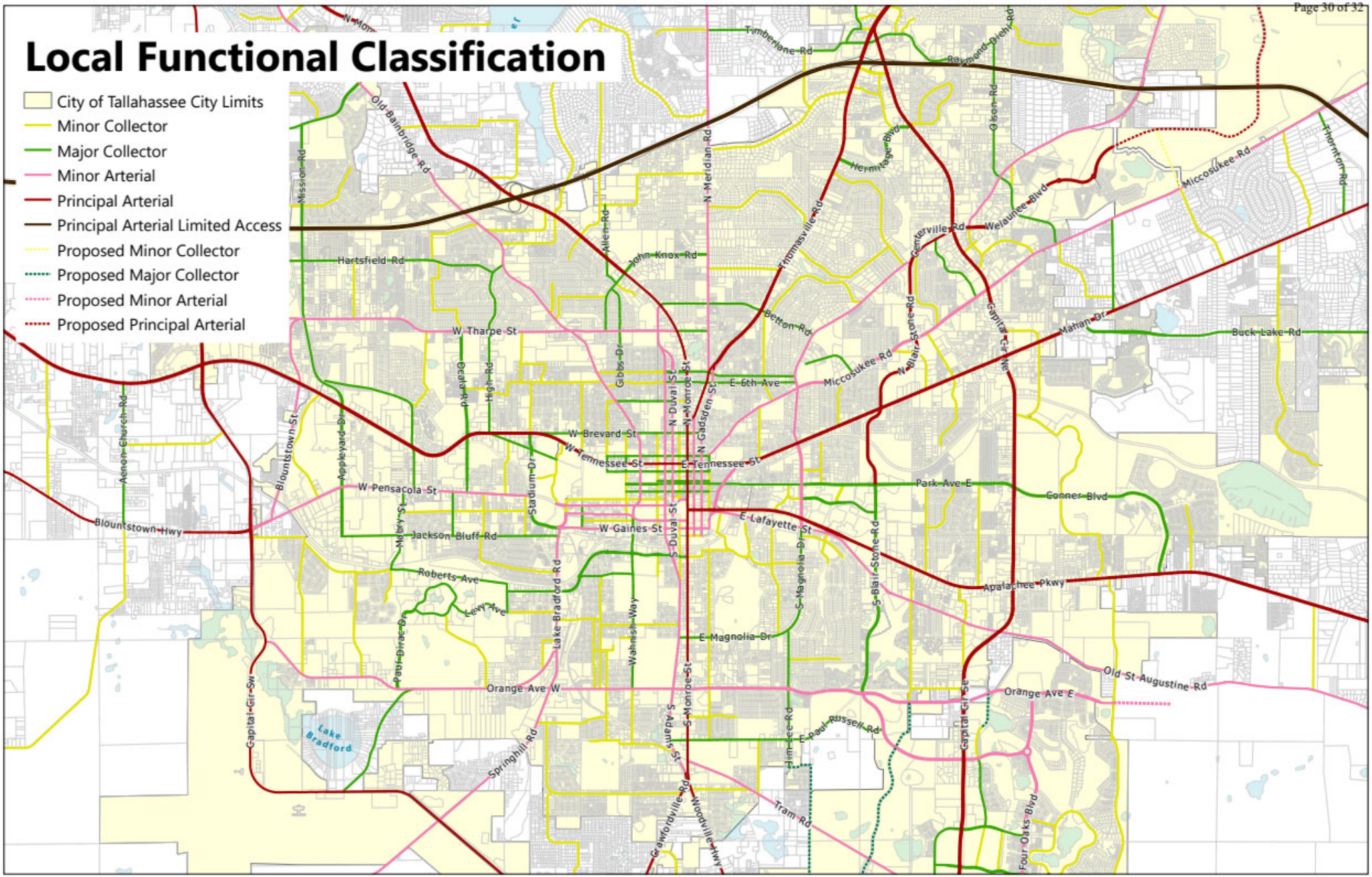
FDOT Context Classification



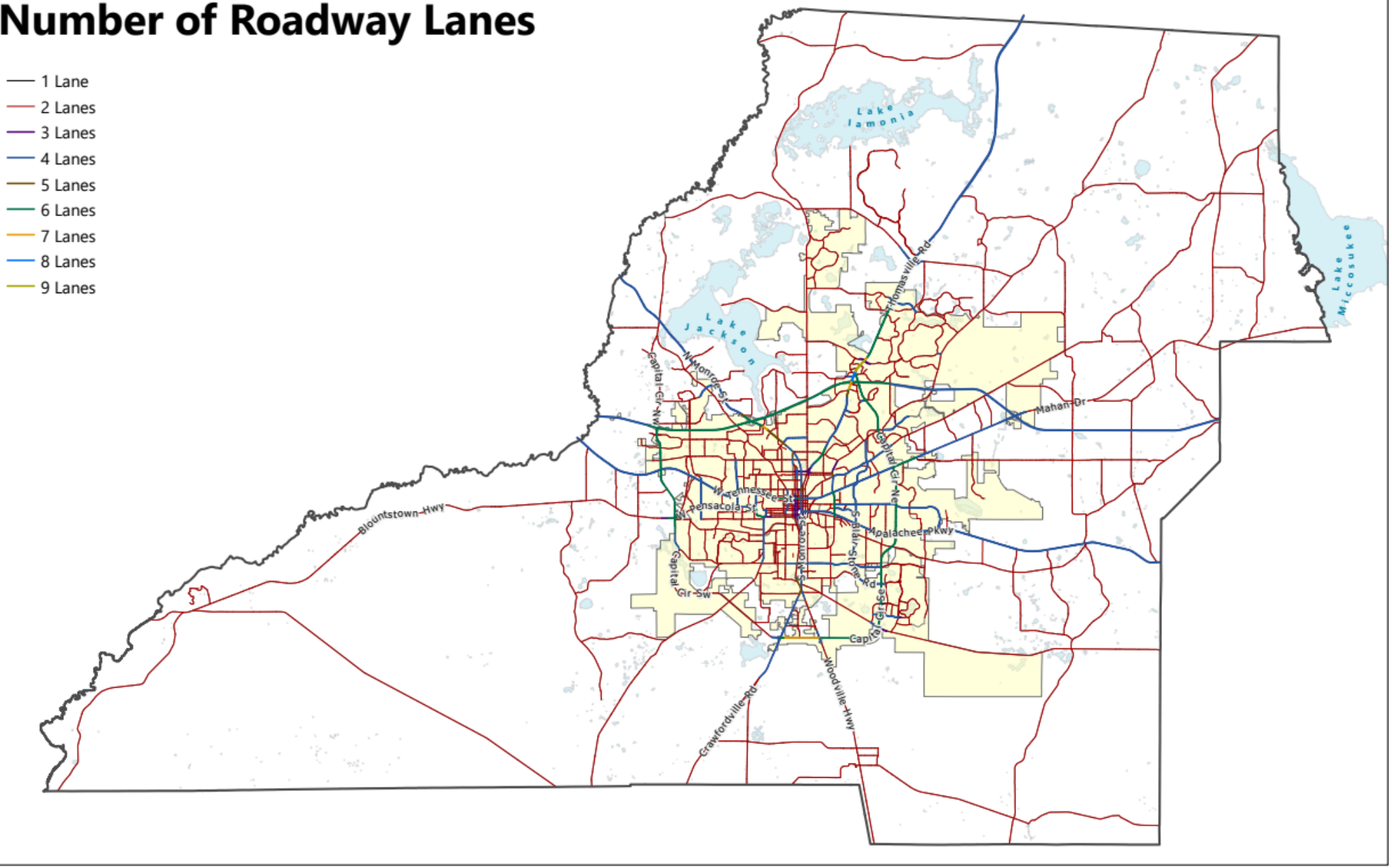

FDOT Context Classification
City of Tallahassee City Limits
C2-Rural
C3C-Suburban
C3R-Suburban
C4-Urban General
C5-Urban Center
Timberlane Rd
Raymond Diehl Rd
Old Bainbridge Rd
N Meridian Rd
Hermitage Blvd
Olson Rd
Thornton Rd
Miccosukee Rd
Hartsfield Rd
Allen Rd
John Knox Rd
Thomasville Rd
Centerville Rd
Welaunee Blvd
Betton Rd
N Blair Stone Rd
Capital Cir NE
Mahan Dr
Buck Lake Rd
W Tharpe St
Gibbs Dr
N Duval St
N Monroe St
E 6th Ave
Miccosukee Rd
Ocala Rd
High Rd
N Gadsden St
Aenon Church Rd
Blountstown St
Appleyard Dr
W Brevard St
W Tennessee St
E Tennessee St
Park Ave E
Conner Blvd
W Pensacola St
Stadium Dr
Blountstown Hwy
Mabry St
Jackson Bluff Rd
W Gaines St
S Duval St
E Lafayette St
S Magnolia Dr
S Blair Stone Rd
Apalachee Pkwy
Roberts Ave
Levy Ave
Lake Bradford Rd
Wahnish Way
E Magnolia Dr
Paul Dirac Dr
Old St Augustine Rd
Orange Ave W
Orange Ave E
Capital Cir SW
Capital Cir SE
Lake Bradford
S Adams St
S Monroe St
Springhill Rd
Jim Lee Rd
E Paul Russell Rd
Tram Rd
Gaywoodville Rd
Woodville Hwy
Four Oaks Blvd

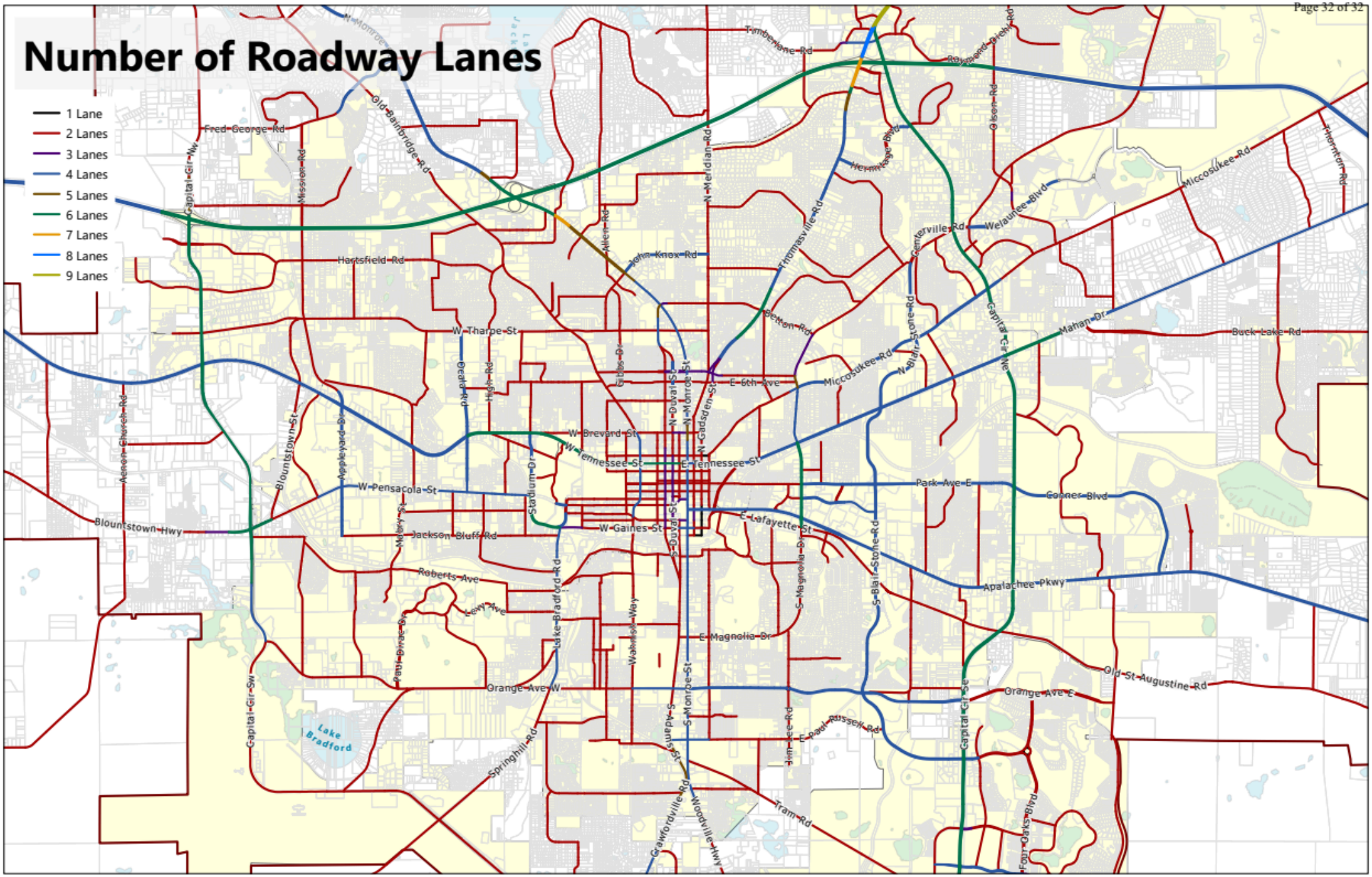
Local Functional Classification




Local Functional Classification
City of Tallahassee City Limits
Minor Collector
Major Collector
Minor Arterial
Principal Arterial
Principal Arterial Limited Access
Proposed Minor Collector
Proposed Major Collector
Proposed Minor Arterial
Proposed Principal Arterial
Timberlane Rd
Raymond Diehl Rd
Old Bainbridge Rd
Mission Rd
N Meridian Rd
Hermitage Blvd
Olson Rd
Thornton Rd
Miccosukee Rd
Hartsfield Rd
Allen Rd
John Knox Rd
Thomasville Rd
Centerville Rd
Welaunee Blvd
Betton Rd
Capital Cir NE
Mahan Dr
Buck Lake Rd
W Tharpe St
Gibbs Dr
N Duval St
N Monroe St
E 6th Ave
N Gadsden St
N Blair Stone Rd
Miccosukee Rd
Aenon Church Rd
Blountstown St
Appleyard Dr
Dean Rd
High Rd
W Brevard St
W Tennessee St
E Tennessee St
W Pensacola St
Stadium Dr
Park Ave E
Conner Blvd
Blountstown Hwy
Macy St
Jackson Bluff Rd
W Gaines St
S Duval St
E Lafayette St
S Magnolia Dr
S Blair Stone Rd
Roberts Ave
Lake Bradford Rd
Levy Ave
Apalachee Pkwy
Wahnish Way
E Magnolia Dr
Paul Dirac Dr
Old St Augustine Rd
Orange Ave W
Orange Ave E
Capital Cir SW
Capital Cir SE
Lake Bradford
S Adams St
S Monroe St
Springhill Rd
Jim Lee Rd
E Paul Russell Rd
Tram Rd
Crawfordville Rd
Woodville Hwy
Four Oaks Blvd

Number of Roadway Lanes




Number of Roadway Lanes
1 Lane
2 Lanes
3 Lanes
4 Lanes
5 Lanes
6 Lanes
7 Lanes
8 Lanes
9 Lanes
Fred George Rd
Old Bainbridge Rd
Mission Rd
Capital Cir NW
Hartsfield Rd
N Meridian Rd
Timberlane Rd
Raymond Diehl Rd
Gaines St
Hermitage Blvd
Thomasville Rd
Centerville Rd
Welaunee Blvd
Miccosukee Rd
Thornton Rd
Allen Rd
John Knox Rd
Betton Rd
Capital Cir NE
Mahan Dr
Buck Lake Rd
N Blair Stone Rd
W Tharpe St
Bradford Rd
High Rd
Gibbs Dr
N Duval St
N Monroe St
N Gadsden St
E 6th Ave
Miccosukee Rd
W Brevard St
W Tennessee St
E Tennessee St
Park Ave E
Gaines Blvd
Aenon Church Rd
Blountstown St
Appleyard Dr
W Pensacola St
Stadium Dr
Blountstown Hwy
Meloy St
Jackson Bluff Rd
S Duval St
W Gaines St
E Lafayette St
S Magnolia Dr
S Blair Stone Rd
Apalachee Pkwy
Roberts Ave
Levy Ave
Lake Bradford Rd
Paul Russell Rd
Wakulla Way
E Magnolia Dr
Old St Augustine Rd
Orange Ave W
Orange Ave E
Capital Cir SW
Capital Cir SE
Lake Bradford
S Adams St
S Monroe St
Springhill Rd
Pimlico Rd
E Paul Russell Rd
Tram Rd
Crawfordville Rd
Woodville Hwy
Four Oaks Blvd

GLOSSARY
PROPOSED REVISIONS

ACCESS: **(EFF. 6/25/96)** The means of vehicular entry to or exit from property to or from a public or private road.

ACLF: **(EFF. 7/16/90)** Means adult congregate living facility as defined in Section 400.402 of the Florida Statutes.

ACQUISITION: **(EFF. 7/16/90)** Includes purchase, land exchange, donation, easement, assisting private owners in obtaining tax advantages, etc. "Purchase" shall include all acquisition costs, such as surveying and title insurance.

ACTIVE RECREATION FACILITY: **(EFF. 7/16/90)** Means those recreation lands and improvements that are facility oriented, i.e. swimming pools, ball fields, tennis courts.

ADJOINING LAND USES: **(EFF. 8/17/92)** Land uses on parcels which are touching or contiguous to each other, as distinguished from lying near to or adjacent. For purposes of this Plan, land uses on parcels that are separated from each other by a local or a minor collector street or roadway shall also be considered adjoining; land uses on parcels that are separated by a major collector or an arterial street or roadway or by a railroad right of way shall not be considered adjoining.

ADVANCED AIR MOBILITY: Vehicles and infrastructure associated with vertical take-off and landing (VTOL), air taxis, electric and hybrid short-to-medium distance aircraft. These vehicles may be piloted or autonomous and carry either passengers or cargo.

ADVANCED WASTEWATER TREATMENT: **(EFF. 4/10/09)** Treatment of sewage that goes beyond the secondary or biological wastewater treatment stage and includes the removal of nutrients such as phosphorus and nitrogen and a high percentage of suspended solids and biochemical oxygen demand.

AFFORDABLE HOUSING: **(REV. EFF. 7/20/05; REV. EFF. 12/24/10)** Housing that costs no more than 33% of the annual income of a household earning 80% or less of area median income (AMI) for homeownership and 60% AMI or less for rental housing, adjusted for the number of people in the household, as defined by the U.S. Department of Housing and Urban Development (HUD) annually.

AGRICULTURE: **(EFF. 7/6/15)** The production, keeping or maintenance, for sale, lease or personal use, of plants and/or animals useful to humans, including, but not limited to, the growing of crops, dairying, grazing, the raising and maintenance of poultry and other livestock, horticulture, nursery, forestry, and sod farms. Commercial feed lots, the raising of furbearing animals, riding academies, livery or boarding stables or dog kennels are not considered to be normal agricultural uses.

AGRITOURISM: **(EFF. 7/6/15)** Any agricultural related activity consistent with a bona fide farm or ranch or in a working forest which allows members of the general public to view or enjoy activities related to farming, ranching, historical, cultural or harvest-your-own attractions for recreational, entertainment or educational purposes.

ALTERED FLOODPLAINS: **(EFF. 7/16/90)** Areas within the 100 year floodplain that have been either ditched, drained, filled or have had structures built on them, any of which have diminished the flood storage capacity of the floodplain.

ALTERED WETLANDS: **(EFF. 8/17/92)** Wetlands that have been degraded to the extent their ecological function has been detrimentally impaired and the likelihood that they cannot be re-established except through a distinct program of man-made mitigation. Wetlands that can have beneficial function restored through natural processes will not be considered altered.

ARCHAEOLOGICAL SITE: **(EFF. 7/16/90)** A location that has yielded or may yield information on history or prehistory.

AREA PARK: **(EFF. 7/16/90)** Means those park facilities that serve the population of the urban service area, including but not limited to community parks and sports complexes.

BASIC LIVING SHELTER: **(EFF. 7/16/90)** Means a dwelling unit which, at a minimum, is structurally sound, includes indoor plumbing, has a functional heating source, and provides protection to its inhabitants from the elements.

BEST MANAGEMENT PRACTICES: **(EFF. 7/16/90)** Those practices and principles designed to reduce and manage non-point source pollution and in some cases, protect wildlife and habitat. These principles and practices are generally outlined in the latest updated version of various BMP manuals including “Silviculture Best Management Practices,” “Best Management Practices,” “A Landowners Handbook for Controlling Erosion for Forestry Operations,” “Management Guidelines for Forested Wetlands,” “DER: Florida Development Manual, A Guide to Sound Land and Water Management,” and other publications on best management practices that are accepted by the industries and regulatory bodies. The local government reserves the right to add to or alter BMPs in specific instances as part of development agreements or development orders.

BUFFER: **(EFF. 6/25/96)** Open spaces, planted areas, fences, walls, berms, any combination thereof, or any other structure or design mechanism that is used to physically separate or screen one land use from another so as to visually shield and/or mitigate potential negative impacts.

BUSINESS ACCELERATOR: **(EFF. 5/31/18)** An organization that offers a range of support services and funding opportunities for startup businesses, including capital and investment, mentorship, office space and supply chain resources.

BUSINESS INCUBATOR: **(EFF. 5/31/18)** Organizations that help new and startup companies develop by providing services such as management training or office space, and are often a good path to capital from investors.

CANOPY ROAD: **(EFF. 7/16/90)** Road designated by local government as having significant aesthetic, cultural and historical value.

CAPITAL FACILITIES: **(EFF. 7/16/90)** Means transportation systems or facilities, including roads, mass transit, bikeway, sidewalk and aviation facilities; sewer systems or facilities; solid waste systems or facilities; drainage and stormwater management systems or facilities; potable water systems or facilities; education systems or facilities; parks and recreation systems or facilities; and health systems or facilities.

CAPITAL INFRASTRUCTURE: **(REV. EFF. 8/17/92)** Consists of sewer and water, roads, mass transit, solid waste, drainage, and parks.

CAPITOL CENTER PLANNING COMMISSION: **(EFF. 8/17/92)** As defined by §272.12, Florida Statutes.

CDBG: **(EFF. 7/16/90)** Means the Community Development Block Grant, as authorized under Title I of the Housing and Community Development Act of 1974.

CLOSED BASIN: **(EFF. 7/16/90)** A naturally depressed portion of the earth's surface for which there is no natural outlet for runoff other than percolation, evaporation, or transpiration.

CLUSTERING: **(EFF. 12/7/99)** The grouping together of structures and infrastructure on a portion of a development site with the balance remaining undeveloped or reserved as green space, which may or may not be used for development at a later date.

COMMERCIAL: **(REV. EFF. 6/25/96)** Generally, an activity or business involving the sale of goods and/or services carried out for profit.

> **MINOR**: **(EFF. 7/16/90)** Provide for the sale of convenience goods and services to the immediate residential area. Gross floor area—less than 20,000 square feet except at a local street intersection where maximum allowable is 10,000 square feet.
>
> **NEIGHBORHOOD**: **(REV. EFF. 9/19/91)** Provide for the sale of convenience goods and personal services such as food, drugs, sundries and hardware items to one or more neighborhoods. Gross floor area—20,000 to 100,000 square feet. Except at intersection of collectors where maximum allowable is 50,000 square feet.

COMMUNITY: **(EFF. 7/16/90)** Same functions of neighborhood commercial but on a larger scale. Provide for sale of retail goods such as clothing, variety items, appliances and furniture, hardware and home improvement items. Gross floor area—100,000 to 200,000 square feet.

REGIONAL: **(EFF. 7/16/90)** Same functions of community center, provide full range and variety of shopping goods for comparative shopping such as general merchandise apparel, furniture and home furnishings. Gross floor area - 200,000 to 1,000,000 square feet.

HIGHWAY: **(EFF. 7/16/90)** Provide for consumer oriented retail services designed for drive-in convenience. Gross floor area - 1,000 to 10,000 square feet.

COMMERCIALIZATION CENTERS: **(EFF. 5/31/18)** Facilities designed to further develop technologies through research partnerships, assistance with patents, and support for delivering products to the market through licensing and the creation of companies.

COMMUNITY FACILITIES: **(REV. EFF. 8/17/92)** Facility or service which may be public or privately owned, established, and intended to provide significant public benefit.

COMMUNITY SERVICES: **(EFF. 7/16/90; REV. EFF. 8/27/17)** A facility owned or operated by a public or private entity or agency that provides a service or significant public benefit directly to the general public, such as libraries, religious facilities, police/fire stations, hospitals, museums, and schools.

LIGHT INFRASTRUCTURE: **(EFF. 7/16/90; REV. EFF. 1/19/20)** Water wells, water tanks, sewage pump stations, electric substations, and solar power stations and systems.

HEAVY INFRASTRUCTURE: **(EFF. 7/16/90; REV. EFF. 12/24/10; REV. EFF. 1/19/20)** Government operational facilities, which have significant off-site impacts. Also included are such facilities operated by semi-public or private utility providers. These facilities shall include but are not limited to:

Waste-to-energy facilities
Materials recovery facilities
Sanitary sewer facilities
Sanitary sewer percolation ponds
Sewage treatment plants
Airports
Power generating stations (non-solar powered)
Landfills
Sludge disposal facilities
Incinerators
Correctional facilities
Water treatment plants
Outdoor storage facilities
Vehicle maintenance facilities
Solid waste transfer station
Correctional facilities

POST-SECONDARY: **(EFF. 7/16/90)** Public or private - Universities, colleges, vocational/technical schools.

COMMUNITY PARK: **(EFF. 7/16/90)** Means those parks that serve several neighborhoods with total populations of up to 25,000 and have a service area of up to a three mile radius. "Ride-to" facilities that are also accessible to bicyclists and pedestrians shall be included.

COMPATIBILITY: **(EFF. 5/31/18)** A condition in which land uses or conditions can coexist in relative proximity to each other in a stable fashion over time such that no use or condition is unduly negatively impacted directly or indirectly by another use or condition.

CONSERVATION: **(EFF. 7/16/90)** Allowing only carefully planned development activities to occur on a site; development activities must be compatible with the perpetuation of the ecological resources on the site.

CONSERVATION SUBDIVISION: **(EFF. 7/1/04)** A residential or mixed-use development that has been developed utilizing a design approach in which a significant fraction of the parent tract(s) is reserved as permanently protected open space and the remaining fraction of the land is developed. Under this design approach, development is clustered or concentrated on the least environmentally or otherwise significant portions of the development site.

CONTEXT SENSITIVE DESIGN: Land use and streetscape design that prioritizes physical and social context, while also preserving scenic, aesthetic, historic, and environmental resources, to provide mobility and safety for all users in a way that is reflective of the specific area in which the development and/or roadway is constructed.

COUNTYWIDE PARK: **(EFF. 7/16/90)** Means those park facilities that serve the entire county population, including but not limited to regional parks, boat landings and parks, golf courses, state parks, including university recreation areas, and national forest lands.

COWORKING SPACES: **(EFF. 5/31/18)** Shared workplaces or offices that facilitate the social gathering of a group of people who are still working independently. Unlike in a typical office, those utilizing coworking spaces are usually not employed by the same organization. Coworking spaces are often attractive to work-at-home professionals, independent contractors, or people who travel frequently.

DENSITY: **(EFF. 12/7/99)** *see* Gross Density

DENSITY NEUTRAL: **(EFF. 7/1/04)** As applied to Conservation Subdivisions, means that the allowable density achieved through the utilization of the conservation subdivision design approach shall not exceed the maximum density established for the Future Land Use Map category and base zoning district applicable to the subject property or properties.

DEVELOPMENT: **(EFF. 7/16/90)** Any proposed change in the use or character of the land, including but not limited to, land clearing or the placement of any structure or site improvement on the land except for silviculture activities employing best management practices.

DILAPIDATED: **(EFF. 7/16/90)** Means a structure which does not provide safe and adequate shelter in its present condition and endangers the health, safety and well-being of the occupants. A structure in the dilapidated classification cannot be economically repaired. A house is dilapidated when it has one or both of the following conditions:

1) Inadequate original construction such that it does not provide adequate protection against the elements;
2) Defects which would cost over 50% of the total value of the shelter to repair.

DRAINAGE BASIN: **(EFF. 12/7/99)** The area defined by topographic boundaries which contributes stormwater to a watershed or drainage system, including all areas artificially added to the basin.

ECOTOURISM: **(EFF. 7/6/15)** Tourism that focuses on the appreciation of natural areas, wildlife, or cultural and historical resources and strives to minimize ecological impact or damage. This nature-based tourism involves education and interpretation of the natural environment and is managed to be ecologically sustainable. Activities may include cycling, camping, fishing, hunting, paddling, hiking, birding, visiting scenic byways, agritourism, and wildlife viewing.

ENDANGERED SPECIES: **(EFF. 7/16/90)** Are defined based on the same criteria and analogous to the state and federal list: Any species of fish and wildlife or plant naturally occurring in Florida, whose prospects of survival are in jeopardy due to modification or loss of habitat; over utilization for commercial, sporting, scientific or educational purposes; disease; predation; inadequacy of regulatory mechanisms; or other natural or man-made factors affecting his continued existence.

~~**ENTERPRISE ZONE**: **(EFF. 7/16/90)** Means an area in the state designated pursuant to Section 290 of the Florida Statutes and approved by the Secretary of the Department of Community Affairs.~~

ENVIRONMENTALLY SIGNIFICANT LANDS: **(EFF. 7/16/90)** Areas that provide breeding, wintering or foraging habitat, for federal, state, and locally listed plant and animal species; flood plains, wetlands, native forests and vegetated areas.

~~**FEDERAL UNIFORM RELOCATION ACT**: **(EFF. 7/16/90)** Means the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as passed and subsequently amended by the Congress of the United States.~~

FLOOD OR **FLOODING**: **(EFF. 1/23/09)** A temporary condition of partial or complete inundation of normally dry land or wetlands from the overflow of water bodies or watercourses in response to stormwater runoff, or from excessive overland flow of stormwater, or the accumulation of stormwater runoff in a closed basin.

FLOODPLAIN: **(EFF. 1/23/09)** An area of land susceptible to being flooded by stormwater. Floodplains are normally designated in terms of their probability of flooding with a specified period, such as one, ten, 25, 50, and 100 years.

FLOODWAY: **(EFF. 7/16/90; REV. EFF. 1/23/09)** That part of the floodplain associated with the channel of a river, steam, or other watercourse, or waterbodies and the adjacent land areas that must be reserved in order to discharge the base flood without cumulatively increasing the water surface elevation of the floodway.

FLOOR AREA RATIO: **(EFF. 6/25/96)** A measure of development intensity expressed as a ratio of the gross floor area of all buildings on a site divided by the total area of the site.

FLORIDA CAPITOL CENTER PLANNING DISTRICT: **(EFF. 8/17/92)** As defined by §272.12, Florida Statutes.

FLORIDA MASTER SITE FILE: **(EFF. 7/16/90)** A clearinghouse for information on archaeological sites, buildings and historic resource surveys. Inclusion in the Florida Master Site File does not necessarily mean that the resource possesses historic, architectural, archaeological or cultural significance, or is worthy of preservation.

FREEWAYS: **(EFF. 7/1/04)** Roadways that provide the highest level of mobility and are intended to carry the greatest amount of traffic at the highest speeds. Accordingly, freeway mainlanes provide no direct access to property and access to the freeway is provided only at interchanges and ramps.

FUNCTIONAL AREA OF AN INTERSECTION: **(EFF. 7/1/04)** The area beyond the physical intersection that comprises decision and maneuver distance, plus any required vehicle storage length, and is protected through corner clearance standards and connection spacing standards.

GREEN SPACE: **(EFF. 7/16/90)** Means that part of a lot open and unobstructed from its lowest level upward which is accessible to all residents on the lot, except as may be required for safety, and which is not used for off-street parking, streets, drives, refuse storage or other utility or building purposes.

GREEN INFRASTRUCTURE: Infrastructure that uses plants, soils, and other media to capture and treat stormwater. It relies on the natural processes of filtration, infiltration, and evapotranspiration to manage stormwater

GROSS DENSITY: **(EFF. 7/16/90)** Means the number of dwelling units per gross acre, an area of land containing forty three thousand, five hundred sixty (43,560) square feet including rights-of-way, common areas and the like. All residential densities referred to in the plan shall be gross densities unless otherwise noted.

GROUNDWATER RESOURCE PROTECTION: **(EFF. 7/16/90)** Areas determined to have high recharge to the aquifer and/or area where the potential for groundwater contamination is high.

GROUP HOME: **(EFF. 7/16/90)** Means a facility which provides a living environment for unrelated residents who operate as the functional equivalent of a family, including such supervision and care as may be necessary to meet the physical, emotional and social needs of the residents. Adult congregate living facilities comparable in size to group homes are included in this definition. It shall not include rooming or boarding homes, clubs, fraternities, sororities, monasteries or convents, hotel, residential treatment facilities, nursing homes, or emergency shelters.

HAZARD: **(EFF. 4/10/09)** Means a condition that exposes human life or property to harm from a man-made technological, or natural disaster.

HAZARD MITIGATION: **(EFF. 4/10/09)** Means any action taken to reduce or eliminate the exposure of human life or property to harm from a man-made or natural disaster.

HAZARDOUS WASTE: **(EFF. 7/16/90)** Means solid waste, or a combination of solid wastes, which because of its quantity, concentration, or physical, chemical, or infectious characteristics, may cause, or significantly contribute to, an increase in mortality or an increase in serious irreversible or incapacitating reversible illness, or may pose a substantial present or potential hazard to human health or the environment when improperly transported, disposed of, stored, treated, or otherwise managed.

HEAVY INDUSTRIAL: **(EFF. 7/16/90; REV. EFF. 5/31/18)** Heavy industrial uses have or may have substantial offsite impacts, such as noise, vibrations, smoke, dust and particulate matter, and noxious or odorous gases. Heavy industrial uses typically depend on access to Strategic Intermodal System (SIS) facilities, rail facilities, or airport facilities.

HIGH QUALITY SUCCESSIONAL FOREST: **(REV. EFF. 12/10/91; REV. EFF. 7/19/13)** High quality successional forest shall mean a medium quality natural plant community that is a forest type described in the Florida Natural Areas Inventory publication "Guide to the Natural Communities of Florida." These forests typically show signs of past disturbances, but still retain a good distribution of high quality indicator species. A medium quality natural community generally possesses the following characteristics:

1) The floristic composition contains many of the more common species typical of the natural community type, although most rare species are absent;
2) The community may contain invasive exotic plants that could be controlled through management;
3) The community has likely had some past disturbance, but not to the extent that the potential for recovery or restoration to a high quality natural community is significantly impaired (unauthorized activities in high quality successional forest areas resulting in a violation of the ordinances will not be excluded from protection as such).

HISTORIC RESOURCE: **(EFF. 7/16/90)** Means all areas, districts, or sites containing properties listed on the Florida Master Site File, the National Register of Historical Places, or designated by a local government as historically, architecturally or archaeologically significant.

HYDRAULIC FRACTURING: **(EFF. 5/31/18)** The process by which fractures are created by pumping fluids at high pressure into target rock formations to stimulate the flow of natural gas or oil, increasing the volumes that can be recovered.

INNOVATION DISTRICTS: **(EFF. 5/31/18)** Geographic areas that are physically compact, walkable, and transit-accessible where educational institutions, university-affiliated research and development facilities, and/or technology-focused companies cluster and connect with startup companies, business incubators, and business accelerators. Innovation Districts are mixed-use areas that provide housing, office, and retail in addition to the educational and business uses.

INTEGRATED ACCESS: **(EFF. 12/10/91)** The permitting of ingress and egress to a parcel of land in a manner which will minimize disruptions of the traffic flow due to turning movements on the local, collector, or arterial street on which the parcel fronts. Integrated access may include the requirement of shared access or the use of frontage or rear access roads.

INTENSITY: **(EFF. 12/7/99)** A measurement of the extent of land development, including the consumption or use of the space above, on, or below ground; examples of intensity measurement may include: the measurement of the use of or demand on facilities or services, allowed square footage or a floor area ratio of non-residential development, or the number of dwelling units per acre of residential development.

INTERMODAL: The term intermodal generally describes facilities that are used to move freight and cargo, as well as their transfer stations. Such facilities may include ports, railroad freight yards, freight/commercial airports, and the highways and railways that connect these facilities.

INTERSECTION: **(EFF. 6/25/96)** The point where the centerlines of two or more roads meet or cross and where allowance is made for the interchange of vehicular traffic.

LAND DEVELOPMENT REGULATIONS: **(EFF. 7/16/90)** Ordinances enacted by governing bodies for the regulation of any aspect of development, and including any local government zoning, rezoning, subdivision, building construction, or sign regulations, or any other regulations controlling the development of the land.

LDN: **(EFF. 7/16/90)** Means that measure of noise known as the Average Day-Night Sound Level rating which is the yearly energy average of the A-weighted sound level (to approximately the frequency response of the ear) integrated over a 24-hour period.

LEVEL OF SERVICE: **(EFF. 7/16/90)** Means an indicator of the extent or degree of service provided by, or proposed to be provided by a facility based on or related to the operational characteristics of the facility. Level of service shall indicate the capacity per unit of demand for each facility.

LEVELS OF SERVICE: (EFF. 7/16/90)

A Represents free flow. Individual users are virtually unaffected by the presence of others in the traffic stream.

B Is in the range of stable flow, but the presence of other users in the traffic stream begins to be noticeable.

C Is in the range of stable flow, but marks the beginning of the range of flow in which the operation of individual users becomes significantly affected by interactions with others in the traffic stream.

D Represents high density, but stable flow. Speed and freedom to maneuver are severely restricted.

E Represents operating conditions at or near the capacity level. All speeds are reduced. Freedom to maneuver within the traffic stream is extremely difficult.

LIGHT INDUSTRIAL: **(EFF. 7/16/90, REV. EFF. 5/31/18)** Light Industrial uses typically constrain potentially offensive impacts onsite, either through complete enclosure or a combination of enclosure and screening. Light Industrial uses shall include the finishing of products composed of previously manufactured component parts (such as the assembly of apparel or food processing excluding slaughter); and any manufacturing, storage, or distribution of products unlikely to cause any of the following impacts to be detected off-site: odor, noise, fumes or dispersion of waste, or radiation. Ancillary commercial uses designed to serve adjacent workers may be permitted. Light Industrial uses are not dependent upon direct access to rail facilities for off-loading and on-loading. Mixed Use Industrial sites allow light industrial uses supported by training facilities, offices, restaurants, small scale commercial storefronts, factory tours, retail, ancillary residential and/or open space uses.

LISTED SPECIES: **(EFF. 7/16/90)** Any plant or animal listed by the county, state or federal governments as an endangered or threatened species, or a species of special concern.

LIVE-WORK UNITS: **(EFF. 7/20/05)** Residential structures with their own lots, designed to accommodate and that include both living facilities and commercial/office components within the structure or on the same lot. The non-residential uses allowed in live-work units are “destination” businesses that do not rely on passerby and drive-by traffic, but more typically have visitation by appointment.

LOCALLY DESIGNATED HISTORIC RESOURCE: **(EFF. 7/16/90)** A resource that has been designated as historic under the Tallahassee-Leon County Zoning Code and that undergoes design review by the Tallahassee-Leon County Architectural Review Board.

LOCAL PARK: **(EFF. 7/16/90)** Means those park facilities that serve the population of the corporate city limits, including but not limited to neighborhood parks and passive recreation facilities.

LOCAL STREETS: **(REV. EFF. 7/1/04)** Local streets collect traffic from adjacent land uses and other minor streets (cul-de-sacs, loops, alleys, lanes) and channel it to the collector/arterial system. Local streets are intended to carry the lowest traffic volumes at the lowest speeds, discourage through traffic (usually do not carry traffic between two streets of a higher classification), and to provide access to abutting land.

LOW IMPACT DEVELOPMENT: **(EFF. 4/10/09)** A land planning and engineering design approach that focuses on minimizing adverse impacts of development on water quality. This approach is implemented by replicating the pre-development hydrologic regime of the development site through infiltrating, filtering, storing, evaporating, and detaining stormwater runoff close to its source.

MAJOR COLLECTOR: **(REV. EFF. 7/1/04)** Major collector roadways channel traffic between arterials, from other collector streets to the arterial system, and from a major activity center to the arterial street system. Major collectors may carry relatively high traffic volumes.

MAJOR DETERIORATION: **(EFF. 7/16/90)** Means a dwelling unit which has major defects requiring extensive repairs. The unit will not necessarily provide safe and decent shelter unless the repairs are made. These housing units usually have critical defects of a substantial nature, such as:

1) Holes, open cracks, rotted or missing materials over a large part of the foundation, walls, roof or chimney;
2) Substantial sagging of floors, walls or roof,
3) Extensive damage by storm, fire or flood.

MAKERSPACES: **(EFF. 5/31/18)** Collaborative work spaces with tools available for the purposes of enabling people to design, prototype and create manufactured works that typically would not be possible to create with the resources available to individuals working alone. Makerspaces are intended to provide access to equipment, community, and education. Makerspaces often have a variety of equipment, such as 3D printers, laser cutters, CNC (Computer Numerical Control) machines, soldering irons, or sewing machines.

MASS TRANSIT: **(EFF. 7/16/90)** Means passenger transportation service, usually local in scope, that is available to any person who pays a prescribed fare. It operates on established schedules along designated routes or lines with specific stops and is designed to move relatively large number of people at one time.

MICROMOBILITY: The term micromobility is used to describe emerging transportation alternatives such as e-scooters, e-bikes, and electric skateboards. It is frequently used in describing bikeshare and e-scooter share schemes.

MINING: **(EFF. 5/31/18)** Mining uses have the potential for substantial offsite impacts and alterations to the land structure on and around the mining site. Mining uses shall include the mining and quarrying of sand, gravel, clay, limestone, ceramic, and refractory minerals. Mining uses do not include hydraulic fracturing. Mining uses typically depend on a transportation system that can support large and heavy trucks.

MINOR ARTERIAL: **(REV. EFF. 7/1/04)** Minor arterial roadways interconnect with and augment the principal arterial system. They are similar in function to principal arterials, but accommodate trips of more moderate length and distribute travel to geographic areas smaller than that of the principal arterial system. Therefore, they provide a somewhat higher degree of property access than principal arterials.

MINOR COLLECTOR: **(REV. EFF. 7/1/04)** Minor collector roadways channel traffic from minor streets to the major collector/arterial system, between other collectors, and from activity centers to a street of higher classification. Minor collectors provide access to adjoining properties and generally have lower volumes, shorter trip lengths, and fewer through trips than major collectors.

MISSING MIDDLE HOUSING: This type of housing is represented as house-scale buildings with multiple units, such as duplexes, fourplexes, cottage courts, and cluster housing types, that fit seamlessly into existing residential neighborhoods, offering more housing options and supporting walkability. These types are frequently "missing" from the typical Florida housing market.

MITIGATION: **(EFF. 7/16/90)** To lessen or eliminate the impact of development on a significant historic resource. Mitigation can include the modification of project plans to ensure preservation of the significant resource, landscape buffering, adaptive use of a historic building, archaeological salvage, or historic or photographic documentation or the resource.

MSTU/MSBU: **(EFF. 7/16/90)** Means municipal service taxing units or municipal service benefit units, as authorized and defined in Florida Statutes, Chapter 125.01 (1)(q).

MULTIMODAL: The term multimodal describes supporting the presence of a variety of transportation options including but not limited to walking, biking, rolling (wheelchair et al.), micromobility (e-scooters et al.), freight, trolly, bus, train, etc. The term is generally used to emphasize alternatives to vehicular modes of transportation.

NATIONAL REGISTER OF HISTORIC PLACES: **(EFF. 7/16/90)** A federal listing of culturally significant buildings, structures, objects, sites and districts in the United States. This program was established by Congress in 1935 and is maintained by the United States Department of the Interior.

NATIVE FOREST: **(EFF. 7/16/90; REV. EFF. 7/19/13)** Native forest shall mean a high quality natural plant community that is a forest type described in the Florida Natural Areas Inventory publication "Guide to the Natural Communities of Florida." A high quality natural community generally possesses the following characteristics:

1) The plant species composition is dominated by high quality indicator species which are typical of their natural community type;
2) The community may contain invasive exotic plants that could be controlled through management;
3) Evidence of historical disturbance may be present, but the disturbance has not destroyed or prevented the re-establishment of a high quality natural community type.

NATURAL ACCESS CONTROL: **(EFF. 12/10/02)** A design concept directed primarily at decreasing opportunities for criminal activities by denying access to crime targets and creating a perception of risk for potential offenders. Natural access control is developed by designing streets, parking areas, sidewalks, building entrances, and neighborhood gateways, which clearly indicate public routes and discourage access to private areas with structural elements.

NATURAL SURVEILLANCE: **(EFF. 12/10/02)** A design concept directed primarily at identifying potential undesired r criminal activities. Natural surveillance is promoted by features that provide day and night visibility from windows, doors, and porches that oversee parking areas, pedestrian areas, play areas, building entrances, and similar areas.

NATURAL VEGETATION: **(EFF. 7/16/90)** The trees and plants occurring on a site prior to development, alteration or clearing of that site.

NEIGHBORHOOD PARK: **(EFF. 7/16/90)** Means those parks that serve as the focus for neighborhood units with a population of up to 5,000 and have a service area of approximately one-half mile and are accessible primarily to pedestrian and bicyclists.

NET ACRE: **(EFF. 7/16/90)** The amount of usable land area, exclusive of impervious areas and areas subject to environmental constraints.

NEW DEVELOPMENT: **(EFF. 7/16/90)** Means all land development activity subject to a development order after the adoption of this Comprehensive Plan, except those that shall be granted vested rights pursuant to the Plan itself.

OFFICE: **(REV. EFF. 6/25/96)** Generally, a room, group of rooms, or building used primarily for conducting the affairs of a business, profession, service, industry or government. An office shall not include the sale of goods for a profit as its primary use. For purposes of this Plan, the following are categories of office intensity:

MINOR: **(REV. EFF. 6/28/95)** Converted residence at the existing size or newly constructed building less than 10,000 square feet and .25 floor area ratio or less. Maximum of 2,500 square feet if located on a local street.

MAJOR: **(REV. EFF. 6/28/95)** An office building or buildings with more than a .25 floor area ratio, or at least 10,000 square feet. This includes a series of buildings within a subdivision that when combined is equal to or exceeds these thresholds.

OFF-SITE MITIGATION: **(EFF. 7/1/04) CITY OF TALLAHASSEE ONLY**—To compensate for the impacts of development on significant environmental resources in areas deemed important for infill or related conversions of land use by preserving, restoring and enhancing the environmental functions of ecosystems elsewhere.

ON-SITE SYSTEM: **(EFF. 7/16/90)** Means any sanitary sewer system designed and built to serve a single parcel of land, i.e. septic tank or package treatment plant with capacity sized to:

a) Meet the demand for a single parcel of land and its intended use
b) Meet the projected demand for a single parcel of land after its subdivision

An on-site system may serve more than one parcel but only to correct an existing environmental problem.

OPEN SPACE: **(EFF. 7/1/04)** Means undeveloped lands suitable for passive recreation or conservation uses. In the context of Conservation Subdivisions, Open Space refers to lands subject to a required conservation easement. These lands may include Conservation and Preservation features defined in this Plan, or agricultural or silvicultural properties, that are managed to preserve or promote environmental and aesthetic resources.

PASSIVE RECREATION FACILITY: **(EFF. 7/16/90)** Means those recreation lands and improvements that are natural resource oriented, i.e. hiking trails, boat landings, neighborhood parks.

PEAK HOUR: **(REV. EFF. 8/17/92)** Means the period during which the maximum amount of travel occurs. The period when demand for transportation service is heaviest.

PLANT COMMUNITY: **(EFF. 7/16/90)** A natural association of plants that is dominated by one or more prominent species, or possesses a characteristic physical and discernible attribute.

~~**POLYGON CONNECTIVITY INDEX**: **(EFF. 4/10/09)** A measure of connections within a transportation network. A polygon is created when elements of the transportation network connect and create closed loops, thus allowing a traveler to make a loop on its perimeter. The more polygons there are within an area, the more route options exist for a traveler. More polygons equal a higher connectivity index and a higher degree of mobility.~~

POPULATION ACCOMMODATION RATIO (PAR): **(EFF. 4/18/02)** The Population Accommodation Ratio (PAR) is the relationship between the supply of land available for development and the expected population growth over a period of time. A PAR of 2.00 means that there is twice the supply of land available for development compared to the expected population growth over a period of time. A PAR of 1.50 means there is 50% more land available for development than is needed for the expected population growth over a period of time.

PRESERVATION: **(EFF. 7/16/90)** Establishing strict requirements for the maintenance of significant ecological resources in a natural state. Activities should be in strict compliance with an effort to perpetuate the ecological value of the site or surrounding areas, including maintenance of listed plant and animal species.

PRESERVE AREAS: **(EFF. 7/16/90)** Vegetative areas required to be preserved by law.

PRINCIPAL ARTERIAL: **(REV. EFF. 7/1/04)** Principal arterial roadways are designed to carry the next highest level of mobility and are intended to carry substantial traffic volumes over relatively long distances and at relatively high speeds. Direct property access may be provided but must be carefully managed to avoid creating unsafe and congested conditions and to preserve mobility.

PRIVATE RECREATIONAL FACILITIES: **(EFF. 7/1/04)** Recreational resources provided by the private sector.

COMMERCIAL RECREATIONAL FACILITIES: **(EFF. 7/1/04)** Facilities operated by the private sector as for profit or not-for profit.

RESIDENTIAL RECREATIONAL FACILITIES: **(EFF. 7/1/04)** Facilities located within and associated with residential developments.

PROOF OF CONCEPT CENTERS: **(EFF. 5/31/18)** Facilities designed to provide services related to financial capital, business support, and university research to promote the adoption and further development of programs that aid technologies through phases between patenting and the creation of marketable products.

PUBLIC FACILITY: **(EFF. 7/16/90)** Means capital facilities that are owned by a governmental entity.

RECREATIONAL:

PASSIVE: **(EFF. 7/16/90)** Natural resource oriented, (hiking trails, boat landings, neighborhood parks).

ACTIVE: **(EFF. 7/16/90)** Facility oriented, (swimming pools, ball fields, tennis courts).

REGIONAL PARK: **(EFF. 7/16/90)** Means a large resource based area which serves the entire county. Such a park should serve a minimum of 100,000 population and be within a 30 minute driving time of that population.

REGULATED CLOSED BASINS: **(EFF. 7/16/90)** A naturally depressed portion of the earth's surface, at least 10 acres in size, for which there is no natural outlet for runoff other than percolation, evaporation, or transpiration.

REHABILITATION: **(EFF. 7/16/90)** The act or process of returning a property to a state of utility through repair or alteration which makes possible an efficient contemporary use while preserving those portions or features of the property which are significant to its historical, architectural, and cultural values.

RESEARCH AND DEVELOPMENT: **(EFF. 5/31/18)** Research and Development uses shall have minimal offsite impacts and include facilities for developing technologies related to the physical and life sciences. Facilities may include laboratories, wet laboratories, classrooms, commercialization centers, coworking spaces, makerspaces, craftsman studios, proof of concept centers, and related facilities. Active and passive recreation, open space, hotels, restaurants, and limited retail and residential are allowed as ancillary uses to support the collaborative nature of research and development centers.

RESIDENTIAL: **(REV. EFF. 6/25/96)** Land that is used for or proposed to be used for the principal purpose of providing dwelling unit(s) for human habitation.

LOW: **(EFF. 7/16/90)** 0-8 dwelling units per acre

MEDIUM: **(EFF. 7/16/90)** 8-16 dwelling units per acre

HIGH: **(EFF. 7/16/90)** 16-50 dwelling units per acre

URBAN: **(EFF. 1/19/02)** 51 units to 150 units

RESPONSIBLE MANAGEMENT ENTITY: **(EFF. 4/10/09)** A legal entity that has the technical, managerial, and financial capacity to ensure viable long-term, cost-effective, centralized management, operation, and maintenance of decentralized wastewater systems in accordance with appropriate regulations and generally accepted accounting principles. Viability is defined as the capacity of a responsible management entity to provide adequate technical, managerial, and financial resources to protect the public health and the environment consistently, in perpetuity, and at a minimal cost to taxpayers.

SANITARY SEWER FACILITIES: **(EFF. 7/16/90)** Means structures or systems designed for the collection, transmission, treatment, or disposal of sewage and includes trunk mains, interceptors, treatment plants and disposal systems.

SANITARY SEWER SERVICE: **(EFF. 7/16/90)** Means sewer service provided by sanitary sewer designed to serve a large service area and usually more than one land use type. These facilities have the intent and potential for expansion of their service areas.

SCHOOLS: **(EFF. 6/26/98)** Facilities intended primarily for the education of children pre-kindergarten through twelfth grade, children identified as exceptional regardless of age or grade, or for the vocational or community education of high school age students and adults. Unless otherwise stated elsewhere in the Plan, this term refers to public and private schools.

SECTION 8 PROGRAM: **(EFF. 7/16/90)** Means those programs authorized under the renumbered Section 8 of the United States Housing Act of 1937. These programs allow the Department of Housing and Urban Development to contract directly with the owner of existing, new, or rehabilitated units for the payment of the difference between a contract rent not exceeding a fair market rate for the dwelling and a specified percentage of the tenant's gross income.

SEVERE GRADES: **(EFF. 7/16/90)** Slopes greater than 20%.

SILVICULTURE: **(EFF. 7/6/15)** **A** practice, operation, or process following accepted forest management principles whereby the crops constituting forests are tended, harvested, and reforested.

SOLID WASTE: **(EFF. 7/16/90)** Means sludge from a waste treatment works, water supply treatment plant, or air pollution control facility or garbage, rubbish, refuse or other discarded material, including solid, liquid, semisolid, or contained gaseous material resulting from domestic, industrial, commercial, mining, agricultural, or governmental operations (as defined by Section 9J-5.002(88), F.A.C.).

SPECIAL NEEDS HOUSING: **(EFF. 7/16/90)** Means that part of the housing provision system designed to fulfill the demand of a household or individual who needs assistance, either permanent or temporary, in obtaining basic shelter, including but not limited to very low and low income handicapped individuals, homeless persons, group homes for persons with physical, emotional or cognitive disabilities, shelters for battered victims, adult congregate living facilities, and halfway houses for the non-criminal or non-delinquent.

SPECIES OF SPECIAL CONCERN: **(EFF. 7/16/90)** Are defined based on the same criteria and analogous to the state and federal list: A species, subspecies or isolated population which warrants special protection, recognition or consideration because it has an inherent significant vulnerability to habitat modification, environmental alteration, human disturbances, or substantial human exploitation which, in the foreseeable future may result in its becoming a threatened species; may already meet certain criteria for designation as a threatened species but for which conclusive data are limited or lacking; may occupy such an unusually vital and essential ecological niche that should it decline significantly in numbers or distribution, other species would be adversely affected to a significant degree, or has not significantly recovered from past population depletion.

STARTUP COMPANY: **(EFF. 5/31/18)** An entrepreneurial venture that is typically a newly emerged, fast-growing business that aims to meet a marketplace need by developing a viable business model around an innovative product, service, process or a platform.

SUBSTANDARD HOUSING: **(EFF. 7/16/90)** Means any structure which falls within the structural conditions defined as “major deterioration” and “dilapidated.”

SUPERSTOPS: **(EFF. 4/10/09)** Transit stops that will serve as transfer stations for two or more routes, removing the need for riders to go to a single, centralized location to make transfers.

TERRITORIAL REINFORCEMENT DESIGNS: **(EFF. 12/10/02)** Create or extend the spheres of influence of legitimate users of designed environments. Properly designed environments allow legitimate users to develop a sense of territorial control, while potential offenders (perceiving the legitimate user control of the environment) are discouraged from attempting criminal activities. Territorial reinforcement is promoted by features that distinguish private spaces from public spaces with the use of fences, gateways, hedges, and similar design strategies.

THREATENED SPECIES: **(EFF. 7/16/90)** Are defined based on the same criteria and analogous to the state and federal list: Any species of fish, wildlife and plants naturally occurring in Florida which exists in such small populations as to become endangered if it is subjected to increased stress as a result of further modifications of its environment.

THROUGH TRIPS: **(EFF. 6/07/01)** A through trip is one that has neither a beginning point nor a destination point contained within the subject area or on a particular roadway segment.

TRAIL ORIENTED DEVELOPMENT (TrOD): Trail Oriented Development is designed to locate buildings in immediate proximity to multi-use path transportation corridors with the intention of connecting or relating residences and businesses to the nearby trail facilities. Generally TrOd is compact, walkable, pedestrian and bike-oriented, and mixed-use.

TRANSIT ORIENTED DEVELOPMENT (TOD): Transit Oriented Development is designed to be compact, walkable, pedestrian-oriented, and mixed-use development that is centered near and around transit. TOD supports vibrant communities with a mix of commercial, residential, office and entertainment uses.

TRANSPORTATION CORRIDOR: **(EFF. 7/16/90)** Means a broad geographical band that follows a general directional flow or connects major sources of trips. It may contain a number of streets and highways and transit lines or routes.

TRANSPORTATION SYSTEM: **(EFF. 7/16/90)** Means a coordinated system made up of one or several modes of transportation serving a common purpose of the movement of people, goods, or both.

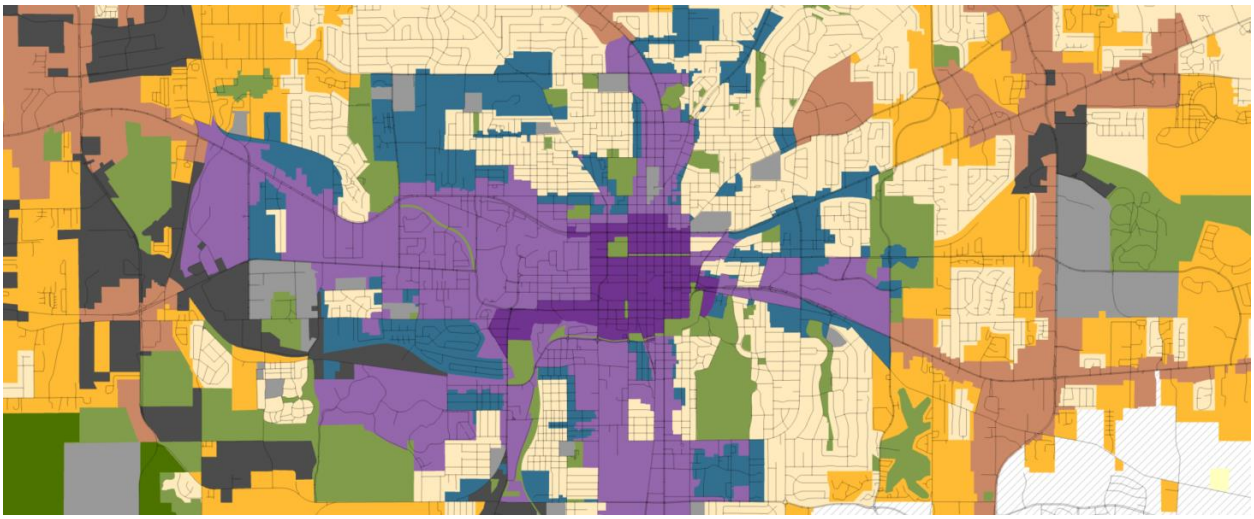
UNDEVELOPED FLOODWAY/FLOODPLAIN: **(EFF. 7/16/90)** A floodway/floodplain which has not been altered.

VULNERABLE ROAD USER: The term vulnerable road use describes transportation systems users outside of vehicles. It includes pedestrians, cyclists, wheelchair/powerchair users, micromobility users, et al

WATER BODY AND NATURAL WATER BODY: **(EFF. 7/16/90)** A water body is a depression in the ground that normally and continually contains surface water. This is opposed to a wet depression that holds water only intermittently. There are some types of wetlands that are examples of areas that hold water only certain times of the year. A natural water body is a depression in the ground existing in and produced by nature, not man-made, and occurring due to the operation of the ordinary course of nature that normally and continually contains surface water or has historically held surface water on a continuing basis.

WET LABORATORIES: **(EFF. 5/31/18)** Laboratories where chemicals, drugs, or other materials are handled in liquid solutions or volatile phases, requiring direct ventilation and specialized piped utilities (typically water and various gases).

WETLAND: **(REV. EFF. 6/28/02; REV. EFF. 7/19/13)** Wetlands mean those areas included within the landward extent of surface waters of the state, pursuant to applicable rules in the Florida Administrative Code, or any area which is inundated or saturated by surface water or groundwater at a frequency and duration sufficient to support, and which under normal circumstances does support a prevalence of vegetation typically adapted for life in saturated soils. Soils present in wetlands generally are classified as hydric or alluvial, or possess characteristics that are associated with reducing soil conditions. The prevalent vegetation in wetlands generally consists of facultative or obligated hydrophytic macrophytes that are typically adapted to areas having soils conditions described in this definition. These species, due to morphological, physiological, or reproductive adaptations have the ability to grow, reproduce, or persist in aquatic environments or anaerobic soil conditions. Florida wetlands generally include swamps and marshes, bayheads, bogs, cypress domes and strands, sloughs, wet prairies, riverine swamps and marshes, hydric seepage slopes, tidal marshes, mangrove swamps, and other similar areas. Florida wetlands generally do not include longleaf or slash pine flatwoods with an understory dominated by saw palmetto. The City of Tallahassee and Leon County intend to continue to protect isolated wetlands and wetlands on properties held by a single owner. Isolated wetlands and wetlands in one ownership must meet the State of Florida's definition for wetlands with regard to percent composition of wetland plant species, hydrologic indicators, and soils (Chapter 62-340, F.A.C.)



LAND USE COMPARISON

To address identification of changes, staff has provided an interactive GIS map to compare current and future land uses: Draft Future Land Use Map. The table below also summarizes the general change in land use categories. It identifies how the current future land use categories relate to the proposed future land use categories and the planned residential densities and intensities.

Current		Proposed	
Natural Areas, Conservation and Open Spaces			
Recreation/Open Space Open Space/Stormwater Facilities		Natural Areas Parks and Civic Spaces	
Rural			
Rural, Agriculture/Silviculture/Conservation and Rural with Residential Preservation Overlay	1 unit per 10 acres 2,000/acre and 10,000 per intersection	Rural	1 unit per 10 acres 2,000 sq ft per acre
Urban Fringe and with Residential Preservation Overlay	1 unit per 3 acres* N/A	Rural Residential	1 unit per 3 acres* 5,000 sq ft per acre

Rural Community Rural Community w/Residential Preservation Overlay Woodville Rural Community and w/Residential Preservation Overlay	4 units per acre* 50,000 sf/parcel	Rural Community	4 units per acre* 10,000 sq ft per acre
Sub-Urban			
Lake Protection	1 unit per 2 acres* 8 du/acre in Lake Protection Node	Lake Protection	1 unit per 2 acres* 10,000 sq ft per acre*
Residential Preservation	6 dwelling units per acre	Residential Preservation	6 units per acre N/A
Urban Residential, Urban Residential 2, and Neighborhood Boundary	UR: 4-8 units per acre UR2: 20 units per acre NBO: 18 units per acre/20,000 sf per acre	Sub-Urban Neighborhood	20 units per acre 20,000 sq ft per acre
Suburban/Activity Center/ Bradfordville Mixed Use/Mahan Gateway Node	Suburban: 20 units per acre/25,000 sf per acre Activity Center: 45 units per acre Bradfordville MU: 20 units per acre/25,000 sf per acre	Sub-Urban Mixed-Use Commercial	45 units per acre 25,000 sq ft per acre*

	Mahan GN: 16 units/acre and 12,000 sf/acre		
Urban			
Urban Residential and Urban Residential 2, and Neighborhood Boundary	UR: 4-8 units per acre UR2: 20 dwelling units per acre NBO: 18 dwelling units per acre/20,000 sf per acre	Urban Neighborhood	26 Units per acre 30,000 sq ft per acre*
Central Urban and University Transition	45 (CU) and 50 (UT) units per acre (100/acre on Gaines St); 200k/sf/acre	Urban General	50 units per acre 60,000 sq ft per acre
Central Core	150 units per acre N/A	Urban Center	150 units per acre 100% lot coverage with a max building height of 20 stories

Special Districts			
Recreation/Open Space Recreation Stormwater	Public/private lands with passive or active recreation	Parks and Civic Spaces	Public/private lands with recreation or resource conservation; 1000 sf/acre for park enhancements
Educational Facilities; Government Operational	Schools/public lands Facilities	Institutional	Community facilities and heavy infrastructure
Industrial and Industry and Mining	45K sf/acre	Manufacturing and Mining	30K sf/acre
Planned Development	Specialized	Planned Development	Specialized

*See each Future Land Use Category description for density and intensity bonuses

Land Use Compatibility

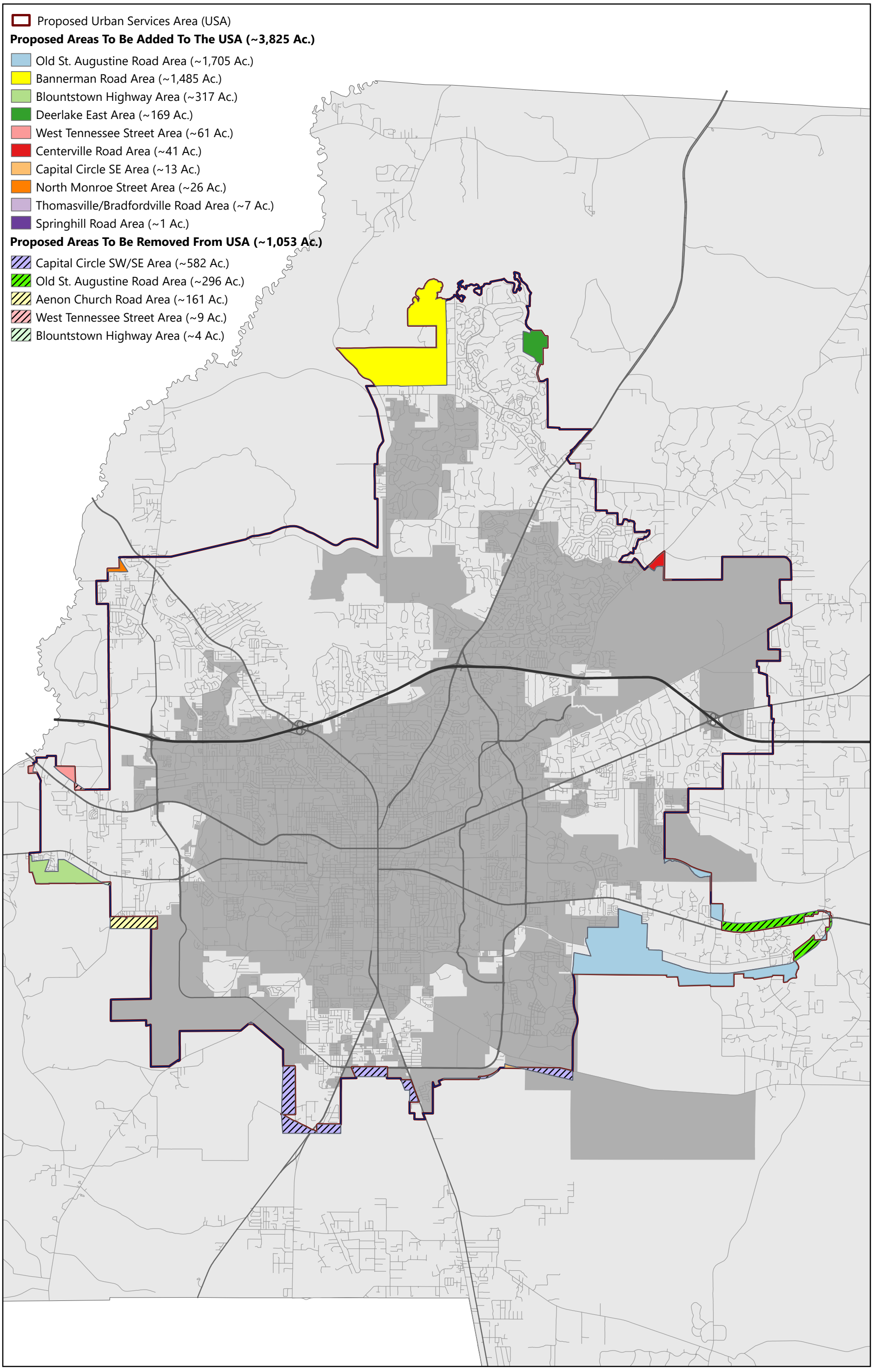
The compatibility of land uses in relation to one another is evaluated in a few different ways. The Future Land Use Map is the basis for establishing the rural, sub-urban, and urban contexts that help determine appropriate land use categories. Land use compatibility around the transition zones between contexts can be flexible, but the core areas of each context are limited to the land use categories prescribed for rural, sub-urban, and urban land uses. For example, urban land uses would not be located in the heart of sub-urban contexts and vice versa. In addition to the uses and densities, the future land use categories also identify special conditions for compatibility. Urban residential specifically includes compatibility provisions.

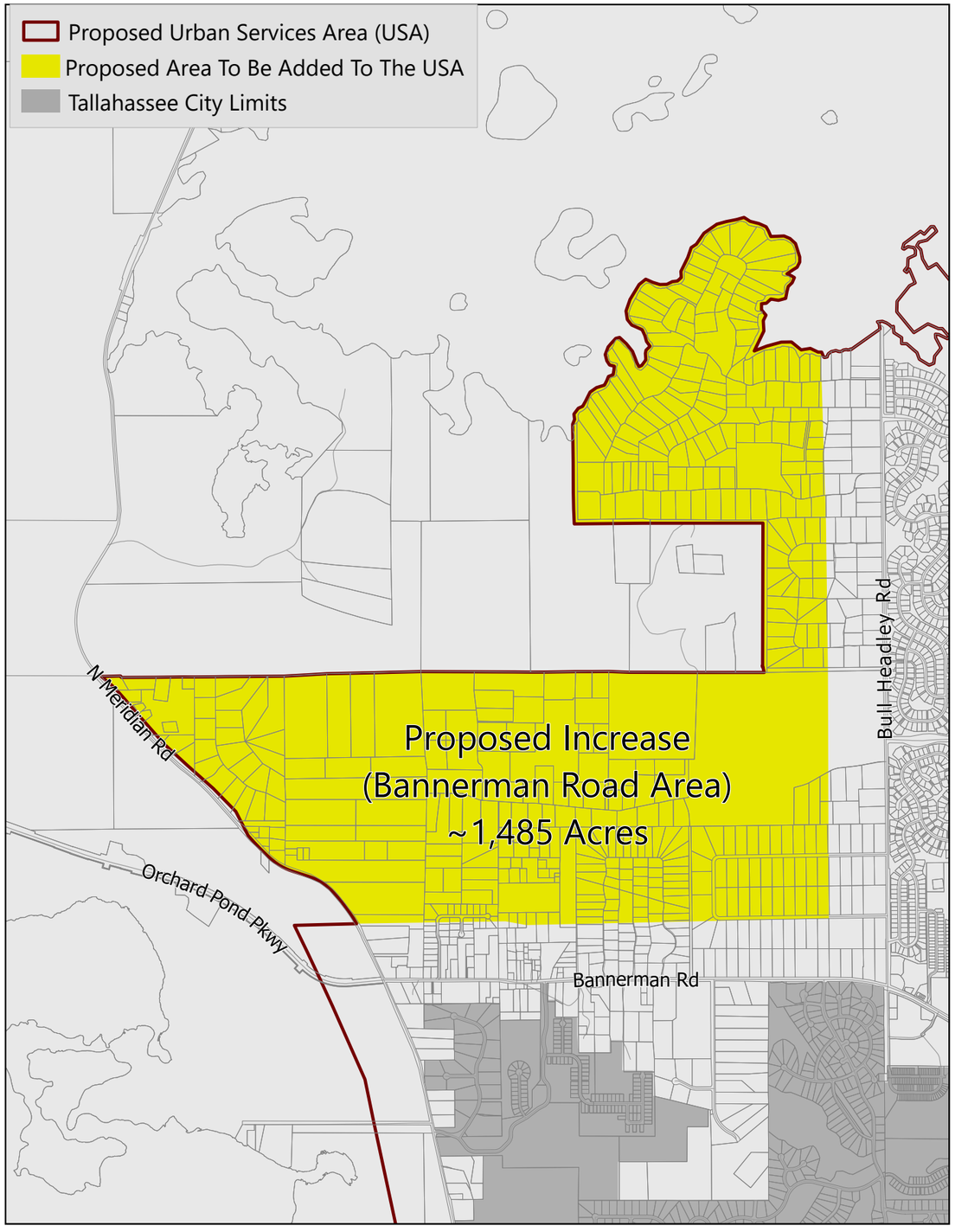
The current Comprehensive Plan includes a Land Use Compatibility Matrix that is intended to help assess compatibility. However, there are issues with the implementation of the matrix. The first is that a note on the matrix states that it is intended to be a pictorial representation of existing policies in the Comprehensive Plan. This means that the removal of the matrix does not impact the implementation of the policies described in the Comprehensive Plan. In addition, another note on the matrix states that it does not apply to

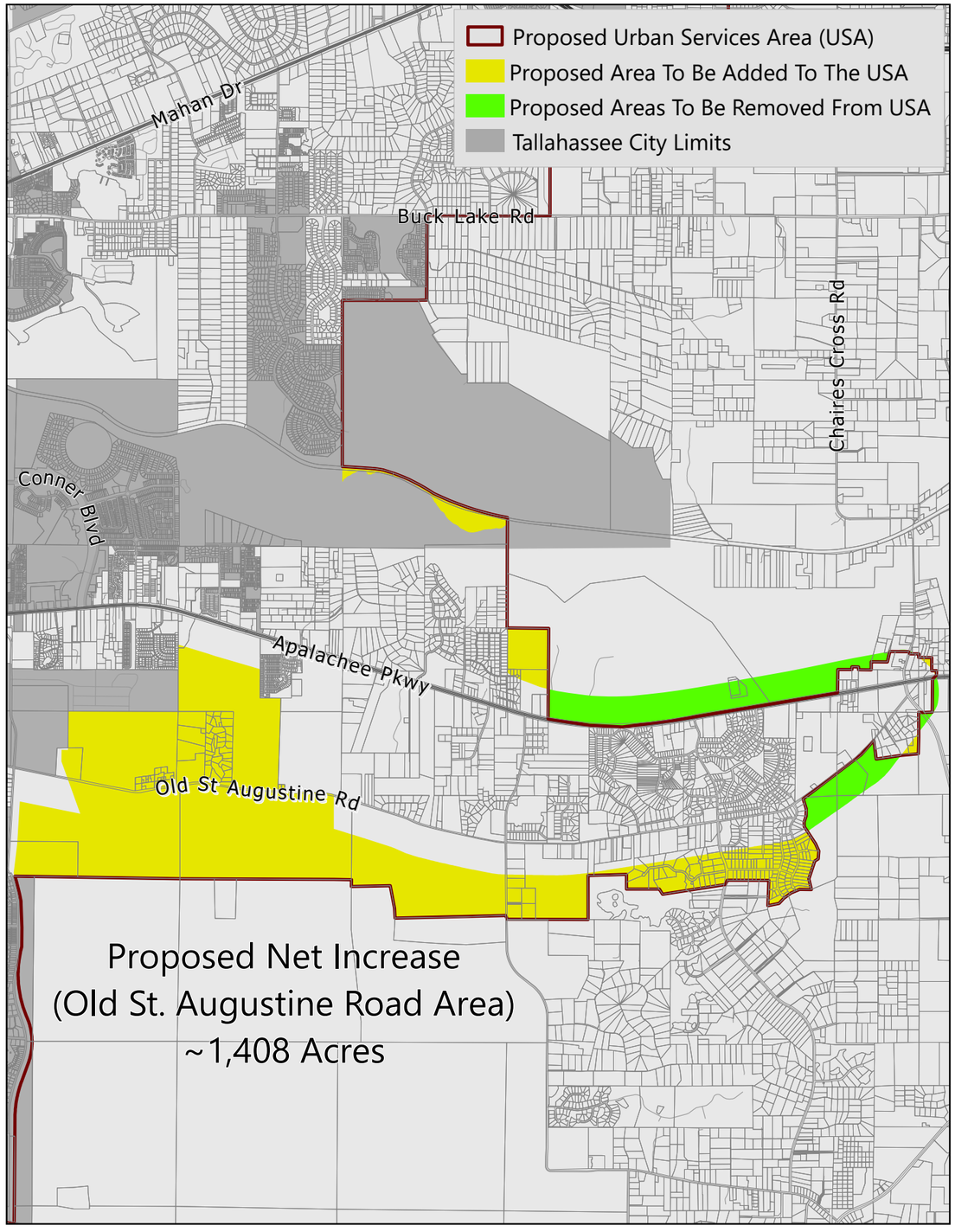
the Bradfordville Mixed Use, Suburban, Urban Residential 2, Village Mixed Use, Planned Development, University Transition, Downtown, Woodville Rural Community, Central Urban, Research/Innovation, and Industry/Mining land uses. This represents nearly half of the future land use categories in the current Comprehensive Plan. As a compatibility tool in the comprehensive, the matrix has been relatively ineffective as a consistent application and in producing consistent and quality development products.

While the proposed Comprehensive Plan policies continue to direct requirements for compatibility, the land development code regulations are a more appropriate avenue for development and land use details to ensure that land uses are compatible with one another. Proposed policies include general compatibility provisions in Policies 3.6.3 [site requirements], 3.6.6. [non-conforming uses], and 4.2.1 [coordination with transit], and prescriptions for the land development code for site plan requirements and buffering standards that are ultimately implemented at the project review and approval stage.

Additionally, the comprehensive plan continues to support the land development code provisions for “protected residential” including provisions in the proposed Urban Residential Preservation land use category that reflect compatibility standards. Protected residential standards in the land development code include buffering, lighting, signage, and building height setbacks and stepbacks, for compatibility. These standards apply to all development projects meeting the criteria next to low density residential. The comprehensive plan provisions do not pre-empt or preclude those continued applications.


Proposed Urban Services Area (USA)
Proposed Areas To Be Added To The USA (~3,825 Ac.)
Old St. Augustine Road Area (~1,705 Ac.)
Bannerman Road Area (~1,485 Ac.)
Blountstown Highway Area (~317 Ac.)
Deerlake East Area (~169 Ac.)
West Tennessee Street Area (~61 Ac.)
Centerville Road Area (~41 Ac.)
Capital Circle SE Area (~13 Ac.)
North Monroe Street Area (~26 Ac.)
Thomasville/Bradfordville Road Area (~7 Ac.)
Springhill Road Area (~1 Ac.)
Proposed Areas To Be Removed From USA (~1,053 Ac.)
Capital Circle SW/SE Area (~582 Ac.)
Old St. Augustine Road Area (~296 Ac.)
Aenon Church Road Area (~161 Ac.)
West Tennessee Street Area (~9 Ac.)
Blountstown Highway Area (~4 Ac.)


Proposed Urban Services Area (USA)
Proposed Area To Be Added To The USA
Tallahassee City Limits
N Meridian Rd
Orchard Pond Pkwy
Bannerman Rd
Bull Headley Rd
Proposed Increase
(Bannerman Road Area)
~1,485 Acres


Proposed Urban Services Area (USA)
Proposed Area To Be Added To The USA
Proposed Areas To Be Removed From USA
Tallahassee City Limits
Mahan Dr
Buck Lake Rd
Conner Blvd
Chaires Cross Rd
Apalachee Pkwy
Old St Augustine Rd
Proposed Net Increase
(Old St. Augustine Road Area)
~1,408 Acres

FLORIDACOMMERCE

Ron DeSantis GOVERNOR
J. Alex Kelly SECRETARY

October 24, 2025

The Honorable John E. Dailey
Mayor, City of Tallahassee
300 South Adams Street
Tallahassee, Florida 32301

Dear Mayor Dailey,

FloridaCommerce has reviewed the City of Tallahassee proposed comprehensive plan amendment (Amendment No. 25-02ESR), received on September 25, 2025, pursuant to the expedited state review process in Section 163.3184(2) and (3), Florida Statutes (F.S.). We have identified no comments related to adverse impacts to important state resources and facilities within FloridaCommerce's authorized scope of review.

We are, however, providing a technical assistance comment consistent with Section 163.3168(3), F.S. The technical assistance comment will not form the basis of a challenge. It is offered either as a suggestion which can strengthen the City's comprehensive plan in order to foster a vibrant, healthy community or is technical in nature and designed to ensure consistency with the Community Planning Act in Chapter 163, Part II, F.S. The technical assistance comment is:

> Technical Assistance Comment: Planning Periods: The City should support the proposed updated planning periods of 2035 and 2050 with updated relevant and appropriate data and analysis of public facilities (potable water, potable water supply, sanitary sewer, solid waste, stormwater and recreation facilities).

The City should act by choosing to adopt, adopt with changes, or not adopt the proposed amendment. For your assistance, we have enclosed the procedures for adoption and transmittal of the comprehensive plan amendment. In addition, the City is reminded that:

- Section 163.3184(3)(b), F.S., authorizes other reviewing agencies to provide comments directly to the City. **If the City receives reviewing agency comments and they are not resolved, these comments could form the basis for a challenge to the amendment after adoption.**

- **The second public hearing,** which shall be a hearing on whether to adopt one or more comprehensive plan amendments, **must be held within 180 days** of your receipt of agency comments or the amendment shall be **deemed withdrawn** unless extended by agreement with notice to FloridaCommerce and any affected party that provided comment on the amendment pursuant to Section 163.3184(3)(c)1., F.S.

- **The adopted amendment must be transmitted to FloridaCommerce within ten working days after the final adoption hearing or the amendment shall be deemed withdrawn pursuant to section 163.3184(4)(e)2., F.S.** Under Section 163.3184(3)(c)2. and 4., F.S., the **amendment effective date** is 31 days after FloridaCommerce notifies the City that the amendment package is

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complete or, if challenged, until it is found to be in compliance by FloridaCommerce or the Administration Commission.

If you have any questions concerning this review, please contact Scott Rogers, Regional Planning Administrator, by telephone at (850)-717-8510 or by email at Scott.Rogers@Commerce.fl.gov.

Sincerely,

James D. Stansbury, Chief
Bureau of Community Planning and Growth

JDS/sr

Enclosure(s): Procedures for Adoption

cc: Susan Poplin, Administrator of Comprehensive Planning, Tallahassee-Leon County Planning Department
Chris Rietow, Executive Director, Apalachee Regional Planning Council

An equal opportunity employer/program. Auxiliary aids and service are available upon request to individuals with disabilities. All voice telephone numbers on this document may be reached by persons using TTY/TTD equipment via the Florida Relay Service at 711.

SUBMITTAL OF ADOPTED COMPREHENSIVE PLAN AMENDMENTS

FOR EXPEDITED STATE REVIEW

Section 163.3184(3), Florida Statutes

NUMBER OF COPIES TO BE SUBMITTED: Please submit electronically using FloridaCommerce's electronic amendment submittal portal "**Comprehensive Plan and Amendment Upload**" (*https://flcom.my.salesforce-sites.com/cp/*) **or** submit three complete copies of all comprehensive plan materials, of which one complete paper copy and two complete electronic copies on CD ROM in Portable Document Format (PDF) to the State Land Planning Agency and one copy to each entity below that provided timely comments to the local government: the appropriate Regional Planning Council; Water Management District; Department of Transportation; Department of Environmental Protection; Department of State; the appropriate county (municipal amendments only); the Florida Fish and Wildlife Conservation Commission and the Department of Agriculture and Consumer Services (county plan amendments only); and the Department of Education (amendments relating to public schools); and for certain local governments, the appropriate military installation and any other local government or governmental agency that has filed a written request.

SUBMITTAL LETTER: Please include the following information in the cover letter transmitting the adopted amendment:

_____ State Land Planning Agency identification number for adopted amendment package;

_____ Summary description of the adoption package, including any amendments proposed but not adopted;

_____ Identify if concurrency has been rescinded and indicate for which public facilities. (Transportation, schools, recreation and open space).

_____ Ordinance number and adoption date;

_____ Certification that the adopted amendment(s) has been submitted to all parties that provided timely comments to the local government;

_____ Name, title, address, telephone, FAX number and e-mail address of local government contact;

_____ Letter signed by the chief elected official or the person designated by the local government.

ADOPTION AMENDMENT PACKAGE: Please include the following information in the amendment package:

_____ In the case of text amendments, changes should be shown in strike-through/underline format.

_____ In the case of future land use map amendments, an adopted future land use map, **in color format,** clearly depicting the parcel, its future land use designation, and its adopted designation.

_____ A copy of any data and analyses the local government deems appropriate.

Note: If the local government is relying on previously submitted data and analysis, no additional data and analysis is required;

_____ Copy of the executed ordinance adopting the comprehensive plan amendment(s);

Suggested effective date language for the adoption ordinance for expedited review:

> "The effective date of this plan amendment, if the amendment is not timely challenged, shall be 31 days after the state land planning agency notifies the local government that the plan amendment package is complete. If the amendment is timely challenged, this amendment shall become effective on the date the state land planning agency or the Administration Commission enters a final order determining this adopted amendment to be in compliance."

_____ List of additional changes made in the adopted amendment that the State Land Planning Agency did not previously review;

_____ List of findings of the local governing body, if any, that were not included in the ordinance and which provided the basis of the adoption or determination not to adopt the proposed amendment;

_____ Statement indicating the relationship of the additional changes not previously reviewed by the State Land Planning Agency in response to the comment letter from the State Land Planning Agency.

FLORIDA DEPARTMENT OF Environmental Protection

Marjory Stoneman Douglas Building
3900 Commonwealth Boulevard
Tallahassee, FL 32399

Ron DeSantis
Governor

Jay Collins
Lt. Governor

Alexis A. Lambert
Secretary

October 24, 2025

Susan E. Poplin, Administrator of Comprehensive Planning
Tallahassee-Leon County Planning Department
300 South Adams Street
Tallahassee, FL 32301

Tallahassee-Leon County 25-02ESR Proposed Comprehensive Plan Amendment Expedited Review

The Office of Intergovernmental Programs of the Florida Department of Environmental Protection (Department) has reviewed the above-referenced amendment in accordance with the provisions of Chapter 163, Florida Statutes (F.S.). The Department's review of the proposed policies focused on important state resources and facilities that would be adversely impacted if the amendment is adopted, specifically: air and water pollution; wetlands and other surface waters of the state; federal and state-owned lands and interest in lands, including state parks, greenways and trails and conservation easements; solid waste; and water and wastewater treatment; and the Everglades ecosystem restoration.

Based on our review of the submitted amendment package, the Department provides the following technical assistance comments in addition to the resubmittal of our original comment letter provided on June 16, 2025, for Tallahassee-Leon County 25-01ESR Proposed:

Department staff have reviewed the proposed revisions to the previously transmitted amendment package (25-01ESR) and acknowledge the text changes to the Lake Protection Future Land Use Category, including the removal of the previously proposed Lake Protection Node (LPN) at the Meridian Road and Orchard Pond Parkway/Bannerman Road intersection. The Department recognizes the efforts of the City and County to protect water quality through local regulations and compliance with state stormwater standards and appreciates the Planning Department's response to agency comments on Tallahassee-Leon County 25-01ESR within this proposed transmittal package. However, due to the uncertainty of the final version of the amendment to be adopted, the Department is including the previously submitted comment letter in our response to the proposed Tallahassee-Leon County 25-02ESR to remain in consideration as the amendment process moves forward.

The Department appreciates the opportunity to review and comment on the proposed comprehensive plan amendment and looks forward to receiving the official response to agency comments in the forthcoming adopted amendment transmittals. Should you have questions or require additional information, please contact me at (850) 717-9037 or Lindsay.Weaver@FloridaDEP.gov.

Sincerely,



Lindsay Weaver, Director
Office of Intergovernmental Programs

Enclosure: Tallahassee-Leon County 25-01ESR Proposed DEP Letter

CC: Donna Harris, Senior Plan Processor
Florida Department of Commerce

ENCLOSURE

FLORIDA DEPARTMENT OF Environmental Protection

Marjory Stoneman Douglas Building
3900 Commonwealth Boulevard
Tallahassee, FL 32399

Ron DeSantis
Governor

Alexis A. Lambert
Secretary

June 16, 2025

Susan E. Poplin, Administrator of Comprehensive Planning
Tallahassee-Leon County Planning Department
300 South Adams Street
Tallahassee, FL 32301

Tallahassee-Leon County 25-01ESR Proposed Comprehensive Plan Amendment Expedited Review

The Office of Intergovernmental Programs of the Florida Department of Environmental Protection (Department) has reviewed the above-referenced amendment in accordance with the provisions of Chapter 163, Florida Statutes (F.S.). The Department's review of the proposed policies focused on important state resources and facilities that would be adversely impacted if the amendment is adopted, specifically: air and water pollution; wetlands and other surface waters of the state; federal and state-owned lands and interest in lands, including state parks, greenways and trails and conservation easements; solid waste; and water and wastewater treatment; and the Everglades ecosystem restoration.

PROPOSED AMENDMENTS

The proposed amendment replaces the City-County Future Land Use Element and Mobility Element with a new, consolidated Future Land Use and Mobility Element and replaces the existing Future Land Use Map with modifications to future land use categories that generally increase densities and intensities throughout the Urban Service Area (USA). The proposed amendment includes changes to future land use categories, development densities, and the USA boundary. The Department's comments focus on revisions specifically in the Lake Jackson Aquatic Preserve (LJAP) watershed (see Policy 2.8.7, p. 20 and Future Land Use Map). These revisions include 1) Land use categories changing from Rural to Lake Protection (LP) over a substantial acreage within the watershed, 2) Establishment of a new Lake Protection Node (LPN) at Meridian Road and Orchard Pond Parkway/Bannerman Road, and 3) Significant density bonuses for residential and commercial development within future LP and LPN locations.

The proposed Future Land Use Map changes the designation on approximately 1,755 acres adjacent to LJAP from Rural, with a maximum of 1 unit per 10 acres, to LP. The existing LP category limits densities to 1 unit per 2 acres with density bonuses up to 2 units per acre available to conservation subdivisions and identifies intersections where the LPN zoning district would allow bonuses up to 8 units per acre and 12,500 square feet of non-residential uses. The proposed amendments to the LP category would increase the maximum density and intensity bonuses up to 20 units per acre and 20,000 square feet

of non-residential uses per acre. Of particular concern to the amendment area surrounding LJAP, the revisions to the Lake Protection Policy 2.8.7 include the following provision:

Development of areas over 100 acres may be treated as a Planned Development Special District with the allowable densities, intensities, and uses of the Suburban Neighborhood land use category as long as the planned unit development for the development demonstrates adherence to the Lake Protection stormwater standards, meets design standards, and includes measures for protecting the water quality of Lake Jackson from impacts of the development. (Policy 2.8.7, p. 21)

The Department supports the existing LP land use category and use of LPNs as attempts to address documented and historic scientific concerns regarding degradation and pollution of LJAP. However, the proposed LP category allows for much higher densities in these areas, some directly adjacent to the lake edges. These proposed changes have the potential to add tens of thousands of new housing units and millions of square feet of non-residential uses (commercial, office, community services) adjacent to LJAP, leading to potential degradation of upland habitat, isolated wetlands, and the closed basin lakes through nonpoint source pollution.

IMPORTANT STATE RESOURCES

The Lake Jackson Aquatic Preserve was designated in 1973 to preserve its biologic, aesthetic and scientific value of the natural resource for generations to come. The LJAP encompasses Lake Jackson, Carr Lake and Mallard Pond, totaling 5,100 acres in Leon County. It is the only freshwater lake system designated a State Aquatic Preserve and Outstanding Florida Water (OFW). Currently, the north end of Lake Jackson, Carr Lake and Mallard Pond have good water quality. The South end of Lake Jackson generally has poorer water quality due to the impacts of historic development.

While Lake Jackson is not listed as impaired for nutrients or chlorophyll at this time, during the Department's next assessment for the data period of 2012-2024, Lake Jackson will likely be listed as impaired for chlorophyll-a, Total Nitrogen (TN), and Total Phosphorus (TP). In addition to the impacts of development, the lake is nearing a water quality tipping point due to the drought conditions from the "dry down" since 2020. Normally, natural dry downs are not detrimental to water quality. However, during continued low water conditions, nutrients and eutrophication tend to accumulate under lower volume of water, especially from the southern end of the lake.

DEPARTMENT COMMENTS

Although the proposed LP land use would require new development or redevelopment to be on central water and sewer within the USA (where available) and meet the highest of stormwater treatment standards, the Department is concerned that these proposed updates may conflict with the original intent of the LP category and could negatively impact the upland and wetland habitat corridors of the lakes, and ultimately water quality:

- Any dense development within the sub-basins would affect the water quality of LJAP through increases in traffic and expansion of infrastructure necessary to support the increased development.

- Further intensive development in the sub-basins could alter their ability to absorb runoff, resulting in more frequent discharges into the lakes.
- The Lake Protection land use category was established in 1990, and the provisions of Sec. 10-6.616 of the Land Development Code were enacted in 1991 for the protection of Lake Jackson. Removing the low-density components of the Lake Protection category and adding a new LPN in proximity to the LJAP when the lake system is under stress and still recovering from cyclical and natural dry downs for the last 25 years is presumably not prudent.
- The establishment of a new LPN location at the intersection of Orchard Pond Parkway/Bannerman Road and Meridian Road with higher density bonuses does not appear to be compatible with lake protection being in such proximity to Mallard Pond and Carr Lake (part of LJAP) and Special Development Zones A and B.

In addition to concerns regarding potential high-density development in the LP category, the overall changes to the existing future land use categories and Future Land Use Map have the potential to adversely impact water quality within the boundaries of the Upper Wakulla River and Wakulla Springs BMAP, which has been identified as an impaired Outstanding Florida Spring (OFS). The Florida Springs and Aquifer Protection Act (Sections 373.801-.813, F.S.) identifies and outlines actions the Department must take to address and restore impaired OFS and provides special protection by prohibiting certain activities in their vicinity.

With the proposed increases in density and intensity of existing land uses throughout the amendment area, appropriate measures should be taken to minimize any additional nutrient loading to the springshed. These measures include the proper treatment and disposal of wastewater in accordance with BMAP requirements, implementation of current and future onsite sewage treatment and disposal system (OSTDS) prohibitions, stormwater controls, and the implementation of adequate sediment and erosion control practices to mitigate any groundwater or surface water impacts. The Department also recommends implementing actions for conservation of green space and/or pervious area as much as practicable to assist with stormwater conveyance, groundwater recharge, and water quality integrity.

CONCLUSION

The Department has concerns that proposed changes in land use in the comprehensive plan would lead to adverse impacts on water quality and habitat in Lake Jackson Aquatic Preserve. According to the LJAP Management Plan (2020):

> *"The north end of the lake is currently minimally developed but is facing pressure from a growing Leon County population. The water quality in this portion of the lake is considered good, but if development increases at the same density seen in the south end of Lake Jackson watershed, water quality is likely to be negatively impacted. Local growth patterns and expected population increase for the county are important factors when developing a comprehensive lake management plan for the aquatic preserve. Cooperation and partnership between residents,*

developers, and governmental agencies will help facilitate responsible growth practices that will help restore the environment within the aquatic preserve." (p. 17).

The Department recommends exploring alternate proposals for the areas of concern, including options such as conserving Rural acreage in the drainage basin, preserving original LP and LPN provisions, and decreasing proximity of new LPNs to the aquatic preserve.

The Department appreciates the opportunity to provide comments on the proposed comprehensive plan and requests that the County address these concerns prior to adoption. Should you have questions or require additional information, please contact me at (850) 717-9037 or Lindsay.Weaver@FloridaDEP.gov.

Sincerely,

Lindsay Weaver, Environmental Specialist II
Office of Intergovernmental Programs

cc: Donna Harris, Florida Department of Commerce

From: DiGruttolo, Laura <Laura.DiGruttolo@MyFWC.com>
Sent: Tuesday, October 21, 2025 4:08 PM
To: Poplin, Susan <Susan.Poplin@talgov.com>
Cc: dcpexter@commerce.fl.gov; Conservation Planning Services <conservationplanningservices@MyFWC.com>; Paredes, Jennifer <Jennifer.Paredes@MyFWC.com>; Gruver, Pamela <Pamela.Gruver@MyFWC.com>
Subject: FWC's Comments on Leon County 25-02ESR (Future Land Use and Mobility Elements 2025 Update)

EXTERNAL EMAIL
Please report any suspicious attachments, links, or requests for sensitive information.

Dear Ms. Poplin:
Florida Fish and Wildlife Conservation Commission (FWC) staff reviewed the proposed comprehensive plan amendment in accordance with Chapter 163.3184(3), Florida Statutes. We have no comments, recommendations, or objections related to listed species and their habitat or other fish and wildlife resources to offer on this amendment.
FWC staff appreciates the opportunity to review this project. Please send any requests for further information to ConservationPlanningServices@MyFWC.com.
Sincerely,

Laura DiGruttolo
Land Use Planning Program Supervisor
Office of Conservation Planning Services
Florida Fish and Wildlife Conservation Commission
(850) 728-5147

Leon County County 25-02ESR_64015

Office of General Counsel
(850) 245-1000
(850) 245-1001 Fax



The Mayo Building
407 South Calhoun Street
Tallahassee, Florida 32399-0800

Florida Department of Agriculture and Consumer Services
Commissioner Wilton Simpson

October 10, 2025

VIA EMAIL (Susan.Poplin@talgov.com)

Leon County
Susan Poplin
300 South Adams Street
Tallahassee, FL 32301

Re: Amendment Package Reference Number: Leon County – Tallahassee 25-02ESR

Dear Ms. Poplin,

The Florida Department of Agriculture and Consumer Services (the "Department") received the above-referenced proposed comprehensive plan amendment and has reviewed it pursuant to the provisions of Chapter 163, Florida Statutes to address any potential adverse impacts to important state resources or facilities related to agricultural, aquacultural, or forestry resources in Florida if the proposed amendment(s) are adopted. Based on our review of the amendment(s) submitted by your county, the Department has the following comments regarding the proposed changes:

State forests are managed by the Florida Forest Service in accordance with their respective 10-year Land Management Plans (F.S.253.034), which define land uses and outline major concepts that will guide management activities.

Most of the Natural Areas defined in this category are managed with frequent prescribed fire to meet objectives such as; ecological restoration and maintenance, wildlife habitat improvement, forest pest prevention and control, public access and aesthetics, and hazardous fuel reduction to protect communities and forest resources from catastrophic wildfires.

Please contact me at CompPlans@FDACS.gov if you have any questions.

Sincerely,

Thomas Poucher
Deputy Commissioner

cc: Florida Department of Economic Opportunity
(SLPA #: Leon County – Tallahassee 25-02ESR)

FLORIDACOMMERCE

Ron DeSantis GOVERNOR
J. Alex Kelly SECRETARY

June 18, 2025

The Honorable Brian Welch
Chair, Leon County
Board of County Commissioners
301 South Monroe Street
Tallahassee, Florida 32301

Dear Chairman Welch,

FloridaCommerce has reviewed the Leon County proposed comprehensive plan amendment (Amendment No. 25-01ESR), received on May 19, 2025, pursuant to the expedited state review process in Section 163.3184(2) and (3), Florida Statutes (F.S.). We have identified no comments related to adverse impacts to important state resources and facilities within FloridaCommerce's authorized scope of review.

We are, however, providing three technical assistance comments consistent with Section 163.3168(3), F.S. The technical assistance comments will not form the basis of a challenge. They are offered either as suggestions which can strengthen the County's comprehensive plan in order to foster a vibrant, healthy community or is technical in nature and designed to ensure consistency with the Community Planning Act in Chapter 163, Part II, F.S. The technical assistance comments are:

Technical Assistance Comment: Planning Periods: The County should consider revising the proposed Policy 2.1.1 to: (1) state a meaningful and predictable period of time that identifies the specific years that are covered by the short-term 10-year planning period, and (2) clarify that both the short-term and long-term planning periods should be considered for amendment during the Evaluation and Appraisal Review process. In addition, the County should support the proposed updated planning periods with updated relevant and appropriate data and analysis of public facilities (transportation, potable water, potable water supply, sanitary sewer, solid waste, stormwater and recreation).

Technical Assistance Comment: Land Use Density and Intensity Standards: The County should consider revising the proposed Policy 3.6.4 to establish meaningful and predictable maximum residential density and non-residential intensity of use standards for the density and intensity incentives (bonuses) to meet the requirements of section 163.3177(1) and (6)(a)1., F.S.

Technical Assistance Comment: Future Transportation Maps: The County should consider revising the proposed Future Transportation Map series (Mobility Maps) to depict the proposed transportation system features regarding the functional classification and number of lanes for each roadway as required by section 163.3177(6)(b)1., F.S., and include the Context Classification Map that is referenced in proposed Policy 6..3.3.

Caldwell Building | 107 E. Madison Street Tallahassee, FL 32399
850.245.7105 | www.FloridaJobs.org | Twitter: @FLACommerce

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The County should act by choosing to adopt, adopt with changes, or not adopt the proposed amendment. For your assistance, we have enclosed the procedures for adoption and transmittal of the comprehensive plan amendment. In addition, the County is reminded that:

- Section 163.3184(3)(b), F.S., authorizes other reviewing agencies to provide comments directly to the County. **If the County receives reviewing agency comments and they are not resolved, these comments could form the basis for a challenge to the amendment after adoption.**

- **The second public hearing,** which shall be a hearing on whether to adopt one or more comprehensive plan amendments, **must be held within 180 days** of your receipt of agency comments or the amendment shall be **deemed withdrawn** unless extended by agreement with notice to FloridaCommerce and any affected party that provided comment on the amendment pursuant to Section 163.3184(3)(c)1., F.S.

- **The adopted amendment must be transmitted to FloridaCommerce within ten working days after the final adoption hearing or the amendment shall be deemed withdrawn pursuant to section 163.3184(4)(e)2., F.S.** Under Section 163.3184(3)(c)2. and 4., F.S., the **amendment effective date** is 31 days after FloridaCommerce notifies the County that the amendment package is complete or, if challenged, until it is found to be in compliance by FloridaCommerce or the Administration Commission.

If you have any questions concerning this review, please contact Scott Rogers, Regional Planning Administrator, by telephone at (850)-717-8510 or by email at Scott.Rogers@Commerce.fl.gov.

Sincerely,

James D. Stansbury, Chief
Bureau of Community Planning and Growth

JDS/sr

Enclosure(s): Procedures for Adoption

cc: Susan Poplin, Administrator of Comprehensive Planning, Tallahassee-Leon County Planning Department
Chris Rietow, Executive Director, Apalachee Regional Planning Council

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SUBMITTAL OF ADOPTED COMPREHENSIVE PLAN AMENDMENTS

FOR EXPEDITED STATE REVIEW

Section 163.3184(3), Florida Statutes

NUMBER OF COPIES TO BE SUBMITTED: Please submit electronically using FloridaCommerce's electronic amendment submittal portal "**Comprehensive Plan and Amendment Upload**" (*https://flcom.my.salesforce-sites.com/cp/*) **or** submit three complete copies of all comprehensive plan materials, of which one complete paper copy and two complete electronic copies on CD ROM in Portable Document Format (PDF) to the State Land Planning Agency and one copy to each entity below that provided timely comments to the local government: the appropriate Regional Planning Council; Water Management District; Department of Transportation; Department of Environmental Protection; Department of State; the appropriate county (municipal amendments only); the Florida Fish and Wildlife Conservation Commission and the Department of Agriculture and Consumer Services (county plan amendments only); and the Department of Education (amendments relating to public schools); and for certain local governments, the appropriate military installation and any other local government or governmental agency that has filed a written request.

SUBMITTAL LETTER: Please include the following information in the cover letter transmitting the adopted amendment:

_____ State Land Planning Agency identification number for adopted amendment package;

_____ Summary description of the adoption package, including any amendments proposed but not adopted;

_____ Identify if concurrency has been rescinded and indicate for which public facilities. (Transportation, schools, recreation and open space).

_____ Ordinance number and adoption date;

_____ Certification that the adopted amendment(s) has been submitted to all parties that provided timely comments to the local government;

_____ Name, title, address, telephone, FAX number and e-mail address of local government contact;

_____ Letter signed by the chief elected official or the person designated by the local government.

ADOPTION AMENDMENT PACKAGE: Please include the following information in the amendment package:

_____ In the case of text amendments, changes should be shown in strike-through/underline format.

_____ In the case of future land use map amendments, an adopted future land use map, **in color format,** clearly depicting the parcel, its future land use designation, and its adopted designation.

_____ A copy of any data and analyses the local government deems appropriate.

Note: If the local government is relying on previously submitted data and analysis, no additional data and analysis is required;

_____ Copy of the executed ordinance adopting the comprehensive plan amendment(s);

Suggested effective date language for the adoption ordinance for expedited review:

> "The effective date of this plan amendment, if the amendment is not timely challenged, shall be 31 days after the state land planning agency notifies the local government that the plan amendment package is complete. If the amendment is timely challenged, this amendment shall become effective on the date the state land planning agency or the Administration Commission enters a final order determining this adopted amendment to be in compliance."

_____ List of additional changes made in the adopted amendment that the State Land Planning Agency did not previously review;

_____ List of findings of the local governing body, if any, that were not included in the ordinance and which provided the basis of the adoption or determination not to adopt the proposed amendment;

_____ Statement indicating the relationship of the additional changes not previously reviewed by the State Land Planning Agency in response to the comment letter from the State Land Planning Agency.

From: DiGruttolo, Laura <Laura.DiGruttolo@MyFWC.com>
Sent: Wednesday, June 18, 2025 9:49 AM
To: Poplin, Susan <Susan.Poplin@talgov.com>
Cc: dcpexter@commerce.fl.gov; Conservation Planning Services <conservationplanningservices@MyFWC.com>; Paredes, Jennifer <Jennifer.Paredes@MyFWC.com>; Gruver, Pamela <Pamela.Gruver@MyFWC.com>; Baysinger, Samantha <Samantha.Baysinger@MyFWC.com>
Subject: FWC's Comments on Leon-Tallahassee 25-01ESR (Land Use and Mobility Element [LME])

EXTERNAL EMAIL
Please report any suspicious attachments, links, or requests for sensitive information.

Dear Ms. Poplin

Florida Fish and Wildlife Conservation Commission (FWC) staff reviewed the proposed comprehensive plan amendment in accordance with Chapter 163.3184(3), Florida Statutes. We have no comments, recommendations, or objections related to listed species and their habitat or other fish and wildlife resources to offer on this amendment.

FWC staff appreciates the opportunity to review this project. Please send any requests for further information to ConservationPlanningServices@MyFWC.com.

Sincerely,

Laura DiGruttolo
Land Use Planning Program Supervisor
Office of Conservation Planning Services
Florida Fish and Wildlife Conservation Commission
1875 Orange Avenue East
Tallahassee, FL 32311
(850) 728-5147

Leon-Tallahassee 25-01ESR_62036

Office of General Counsel
(850) 245-1000
(850) 245-1001 Fax

The Mayo Building
407 South Calhoun Street
Tallahassee, Florida 32399-0800

Florida Department of Agriculture and Consumer Services
Commissioner Wilton Simpson

May 13, 2024

VIA EMAIL (susan.poplin@talgov.com)

Leon County
Susan Poplin
300 South Adams Street
Tallahassee, Florida 32301

Re: Amendment Package Reference Number: Leon County 24-01ESR

Dear Susan Poplin,

The Florida Department of Agriculture and Consumer Services (the "Department") received the above-referenced proposed comprehensive plan amendment on April 11, 2024. The Department has reviewed the proposed amendment pursuant to Section 163.3184, Florida Statutes, for any adverse impacts to important state resources or facilities related to agriculture, forestry, and aquaculture issues.

The Department has no comments on the above-referenced proposed comprehensive plan amendment as presented.

Please contact me at CompPlans@FDACS.gov if you have any questions.

Sincerely,

Steven Hall

Steven Hall
Assistant Deputy Commissioner

cc: Florida Department of Economic Opportunity
(SLPA #: Leon County 24-01ESR)

LAND USE AND MOBILITY ELEMENT
GOALS, OBJECTIVES AND POLICIES

Goal 1 [LM] – A Healthy Environment:

Our community will maintain a healthy environment with drinkable water, breathable air, unpolluted lakes, rivers, and soils, renewable energy sources, conservation areas that protect valuable or irreplaceable natural resources, and open spaces available and accessible to all residents and visitors to our community.

To achieve this goal, our community will:

- Identify natural resources that contribute to a healthy environment and human well-being. Prioritize the preservation of natural areas (including conservation areas, environmentally sensitive features, and water resources) when making land use and transportation decisions.
- Provide access and opportunities for passive and active open spaces that promote healthy active lifestyles for all citizens.
- Coordinate between the City and County, with neighboring jurisdictions, and with regional, state, and federal agencies to cooperatively support protection of natural resources that extend beyond jurisdictional boundaries.

Objective 1.1 – Identification of Natural Resources and Historic Features~~:~~ (City of Tallahassee/Leon County):

Identify natural, cultural, archaeological, and historic resources that contribute to human well-being and community character.

Policy 1.1.1 – Geographic Data~~:~~ (City of Tallahassee/Leon County):

Local governments shall maintain a geographic information system enabling mapping and spatial analyses that includes, at a minimum, the following data:

- Wetlands, waterbodies, watercourses
- Floodplains and floodways
- Significant and severe grades
- Drainage basins and related features
- High quality successional and native forests
- Active and other karst features
- Significant trees
- Canopy road corridors
- Local soil types and conditions
- Known operating and abandoned landfill sites
- Known active and former mining sites
- Historic resources of national, state and local significance
- Florida Ecological Greenway Network
- Primary Springs Protection Zone
- Perpetual conservation easements

Policy 1.1.2 – Designated Canopy Roads: (City of Tallahassee/Leon County):
Local governments shall maintain a map and spatial data that identify and depict designated canopy roads.

Policy 1.1.3 – Historic District Boundaries and Historically Significant Properties: (City of Tallahassee/Leon County): Local governments shall maintain a map and spatial data that identify and depict historic district boundaries and historically significant properties meriting protection. This map shall be included in the Land Use Addendum and updated with current data during the Evaluation and Appraisal Review process or as needed.

Policy 1.1.4 – Soils and Water Features: (City of Tallahassee/Leon County):
Local governments shall maintain a map and spatial data that identify and depict surface water features, the primary springs protection zone and soils. These maps shall be included in the Land Use and Mobility Element Addendum and updated with current data during the Evaluation and Appraisal Review process or as needed.

Objective 1.2 – Preservation of Natural Areas: (City of Tallahassee/Leon County):
Preserve important natural areas, including conservation areas, environmentally sensitive features, and water resources through a combination of identification, analysis, designation of resources on the Future Land Use Map, policies in the Conservation Element, land development regulations, and acquisition. Prioritize the protection of these areas when making decisions regarding land use, transportation, and infrastructure location and expansion.

Policy 1.2.1 – Acquisition of Conservation and Preservation Lands: (City of Tallahassee/Leon County):
The City and County shall monitor existing and potential funding sources for the acquisition of land to restore, connect, and protect natural habitats and sensitive lands. The Planning Department shall coordinate with the appropriate departments, agencies, or partners to support application and securing of funding for priority acquisition areas.

Policy 1.2.2 – Environmental Analysis: (City of Tallahassee/Leon County):
Planning Department staff shall conduct an environmental analysis when amendments to the Comprehensive Plan are proposed. The analysis shall include natural resources and geographic features, including those listed in Policy 1.1.1, that contribute to human well-being and community character and identify the potential impacts to environmental and human health.

Policy 1.2.3 – Transportation Impact Mitigation:

(City of Tallahassee/Leon County): The planning and design of new or the expansion of existing local transportation facilities shall account for natural, cultural, and historic resources and existing neighborhoods. These projects shall prioritize avoiding and minimizing impacts to those features. Where avoidance and minimization are not feasible or practical, impacts to the features shall be mitigated.

Policy 1.2.4 – Transportation Corridor Environmental Features~~:~~ (City of Tallahassee/Leon County):

~~Ensure~~The City and the County shall consider context-based beautification, landscaping, and stormwater ~~facilities~~facility and land development regulations that ~~support~~provide environmental protection ~~are integrated into existing and new~~measures for transportation corridors, where feasible by ~~methods such as~~:

a. Increasing the amount of site and adjacent green spaces/open spaces.

b. Utilizing native or adapted vegetation and natural systems, such as bioswales, to control runoff.

c. Maintaining and/or enhancing ground cover, canopy, and understory vegetation where new roads are built.

d. Protecting designated canopy roads by designing public infrastructure improvements to minimize development impacts consistent with the Conservation Element and Canopy Roads Management Plan.

e. Enhancing the character of transportation corridors and gateways to the community through access management strategies, preserved green space for landscaping, and consolidated signage.

Policy 1.2.5 – Connected Open Space~~:~~ (City of Tallahassee/Leon County):

Open space that is proposed in a development application shall be organized in a manner that prioritizes natural areas with sensitive onsite environmental features and creates continuous and contiguous open space areas to the greatest extent possible to minimize habitat fragmentation. Where feasible, the siting of open space shall occur in a manner that creates cohesive and connected open space across property boundaries to ensure interconnected greenspaces.

Policy 1.2.6 – Conservation Element~~:~~ (City of Tallahassee/Leon County):

Should conflicts arise between implementation of policies in the Land Use and Mobility Element and the Conservation Element on matters of natural resources, the Conservation Element policies shall take precedent.

Objective 1.3 – Access to Parks and Recreation~~:~~
(City of Tallahassee/Leon County): Provide equitable public access to existing and future recreation areas, open spaces, greenways, and parks.

Policy 1.3.1 – Greenways and Trails Master Plan~~:~~

(City of Tallahassee/Leon County): The Planning Department shall maintain a Greenways and Trails Master Plan that identifies opportunities to expand or create a network of shared use paths that connect areas of the City and County. The master plan shall guide the implementation of the local greenway system, in coordination with the State of Florida and other conservation funding, managing, and landholding entities. The master plan shall be updated at least every 10 years to reflect completed projects, new additions and opportunities, and other changes to the greenway system.

Policy 1.3.2 – Urban Recreation Spaces~~:~~ (City of Tallahassee/Leon County):

Urban recreation spaces shall be developed and maintained to provide accessible opportunities for skateboarding, art installations and exhibitions, and nature-based experiences. These spaces may include educational elements such as signage or kiosks.

Policy 1.3.3 – Bicycle Parking at Parks and Civic Spaces~~:~~ (City of Tallahassee/Leon County):
All parks shall have bicycle parking facilities co-located with park amenities. Local government land development regulations shall specify requirements, including amount and location, for bicycle parking.

Policy 1.3.4 – Multimodal Access to Parks and Recreation~~:~~ (City of Tallahassee/Leon County):
All new and substantial improvements to parks and recreational facilities within the Urban Services Area shall provide public sidewalks in accordance with applicable streetscaping requirements, accessible pedestrian connections, for users of varying abilities, from amenities to all adjacent public street frontages, and pathway, trail and bicycle facility interconnections to all adjacent trails, public facilities, and neighborhoods. Coordination with StarMetro for evaluating new stop facilities or improving existing bus stop facilities shall be required within the City limits.

Objective 1.4 – Urban Forests~~:~~ (City of Tallahassee/Leon County):
Using the best available data, manage urban forests through strategies that address preservation of trees, planting of new trees, removal of unhealthy trees or trees in unsuitable locations for that species, maintenance of existing trees, and minimization of infrastructure conflicts.

Policy 1.4.1 – Priority Planting Sites~~:~~ (City of Tallahassee/Leon County):
The City and County shall identify priority planting sites to guide the planting of trees~~, reduce~~ to improve wildlife habitat by reducing urban forest fragmentation, and provide for the preservation or creation of connected, wooded, and environmental corridors. The general recommendations of the Urban Forest Master Plan shall be used to inform the priority planting sites.

Policy 1.4.2 – Species Suitability~~:~~ (City of Tallahassee/Leon County):
The City and County shall maintain lists of tree species that are not invasive, nonindigenous species, that minimize hardscape conflicts, minimize overhead utility conflicts, and are wind resistant. These lists will be used to guide and promote the planting of suitable and preferably native species for different site locations and scenarios.

Policy 1.4.3 – Public Tree Inventory~~:~~ (City of Tallahassee/Leon County):
The City shall support the maintenance and updating of the Public Tree Inventory to gain data to better manage urban forests, including through identifying and securing funding opportunities.

Policy 1.4.4 – Public Development Tree Prioritization~~:~~ (City of Tallahassee/Leon County):
Public transportation projects shall prioritize the protection of existing high-quality trees during transportation systems planning, development, and maintenance~~.~~ without compromising transportation safety. Protected and preserved trees should be of a suitable species for their location, be in good health, and provide screening, landscape, runoff control, and shade without compromising safety or urban forest quality.

Policy 1.4.5 – Private Development Tree Standards~~:~~
(City of Tallahassee/Leon County): Local government land development regulations shall prioritize and incentivize protection of high-quality trees through requirements for tree preservation and removal. Regulations shall include methods of relief from other development standards that commonly conflict with preservation of existing trees to reduce the need for deviations when preserving qualifying trees-

Objective 1.5 – Green infrastructure~~:~~ (City of Tallahassee/Leon County):
Implement green infrastructure strategies, where feasible, as a cost-effective, resilient approach to reduce flooding and treat stormwater while delivering environmental, social, and economic benefits.

Policy 1.5.1 – Community Wide Green Infrastructure~~:~~
(City of Tallahassee/Leon County): The City and County shall incorporate the use of green infrastructure into their land development regulations as a viable and preferred option for achieving a connected network of natural areas that provide habitat, flood protection, cleaner air, and cleaner water. Strategies include those that:

- ~~—~~Create green streets and alleys by retrofitting streets and alleys as part of any repair, maintenance, or other disturbance to the road, sidewalk, or transportation right-of-way that would provide ~~an~~a feasible opportunity for street-level stormwater management. ~~The land development regulations shall specify the range of retrofits that qualify for these incentives.~~
- Implement green parking standards such as requiring parking facilities to have certain percentages of shaded parking.
- Ensure a robust urban tree canopy ~~within the City of Tallahassee~~ through implementation of the Urban Forest Master Plan and Canopy Road Management Plan, or their successors.
- Support off-site regional stormwater solutions for new or infill walkable development.
- Reference national models, including the Green Infrastructure standards of the United States Green Building Council (USGBC).
- Supporting transit and alternative transportation modes.

Policy 1.5.2 – Site Specific Green Infrastructure~~:~~
(City of Tallahassee/Leon County): Local governments shall incentivize the use of green infrastructure stormwater management systems in the land development regulations and/or form-based code by reducing minimum green space requirements or offering other incentives in exchange for the provision of green infrastructure. Green infrastructure mimics nature to soak up and store water and may include strategies such as rain gardens, planter boxes, bioswales, and green roofs.

Policy 1.5.3 – Design Guidelines for Green Infrastructure~~:~~ (City of Tallahassee/Leon County):
Local governments shall establish guidelines for incorporating the use of green infrastructure techniques in public infrastructure and private development applications. Guidelines should identify the appropriate conditions for applying green infrastructure techniques, minimum and maximum design thresholds, and contemplate variations in design for urban/suburban/rural contexts.

Objective 1.6 – Community Resilience~~:~~ (City of Tallahassee/Leon County):
Foster community resilience by strengthening the reliability of our infrastructure and encouraging sustainable building practices, protecting a robust natural environment and local economy, and empowering self-sufficiency across the community.

Policy 1.6.1 – Energy Efficiency~~:~~ (City of Tallahassee/Leon County):
The City and County shall develop regulations and design standards for compact development~~-~~

and encourage green building techniques to reduce greenhouse gas emissions from energy generation and transportation. These regulations shall be implemented as prescribed in the land development codes to conserve land; to promote livability, walkability, and transportation efficiency, including reduced vehicle distance traveled; to leverage and support transit investments; and to reduce public health risks by encouraging daily physical activity associated with walking and bicycling.

Policy 1.6.2 – Multimodal Connectivity~~:~~ (City of Tallahassee/Leon County):
Within the Urban Services Area, the City and County shall use zoning and development standards for subdivision and planned unit developments to promote the location of homes, jobs, stores, parks, schools, and other destinations within 20 minutes walking distance of each other so that people can easily walk, bike, use public transit, or drive shorter distances.~~-~~Development standards shall provide for interconnected pedestrian, bicycle, and transit amenities and account for the potential for future connection and expansion of pedestrian and bicycle networks on adjacent properties.

Policy 1.6.3 – Smart Growth Strategies for Community Resilience~~:~~ (City of Tallahassee/Leon County):
The City and County shall develop smart growth strategies to help our community adapt to the effects of climate change, natural disasters, and other events that may challenge the resilience of the City of Tallahassee and Leon County. Such strategies may include hardening infrastructure; constructing stormwater conveyance systems with greater capacity; developing complete, walkable streets; supporting agriculture and local food production; reducing indoor and outdoor water use; reducing pollutant emissions; supporting transit; and increasing renewable energy production.

Policy 1.6.4 – Urban Heat Islands~~:~~ (City of Tallahassee/Leon County):
The local governments shall develop strategies that minimize effects of heat islands, such strategies may include:

a. Tree and vegetation cover.
b. Green roofs and rooftop gardens.
c. Roof coatings or materials with high albedo that significantly reflect heat away from a building.
d. Alternative pavements that mitigate heat island effects.

Policy 1.6.5 – Resiliency of Transportation ~~Corridor Resilience:~~ Facilities (City of Tallahassee/Leon County): Design, construct, and maintain transportation facilities to prevent flooding, minimize pollution, and maintain natural stormwater runoff volume, timing, rate, and direction of flow characteristics consistent with the adopted Stormwater Level of Service Standard.

Policy 1.6.6 – Urban Forests and Climate Resilience~~:~~ (City of Tallahassee/Leon County):
Ensure the urban forest is managed within the urban core to balance and reduce conflicts, when feasible, between long-term urban forest health and coverage and above-ground utilities.

DRAFT

Objective 1.7 – Intergovernmental Coordination~~:~~

(City of Tallahassee/Leon County): Coordinate with neighboring jurisdictions to effectively address and support the protection of natural resources that extend beyond jurisdictional boundaries.

Policy 1.7.1 – Key Regional Partners~~:~~ (City of Tallahassee/Leon County):
Coordinate with key partners, such as the Northwest Florida Water Management District (NWFWMD), and Florida Department of Environmental Protection (FDEP) on the protection and management of water resources and other environmentally sensitive features.

Policy 1.7.2 – Colleges and Universities~~:~~ (City of Tallahassee/Leon County):
Florida State University, Florida A&M University, and Tallahassee State College shall be subject to environmental protections identified within the Comprehensive Plan. This will be accomplished through the statutorily required campus master planning process for Florida State University and Florida Agricultural and Mechanical University.

Goal 2 [LM] – Distinct Urban and Rural Areas:

Our community will provide residents with diverse options for where they live or visit by maintaining a distinction between rural, sub-urban, and urban areas.

By maintaining a distinction between these areas, our community will:

- Provide ~~diverse~~a variety of lifestyle ~~choice~~and housing choices while reducing sprawl.
- Foster economic development in urban areas and identified activity centers.
- Promote efficient development patterns.
- Support revitalization and redevelopment efforts within the Urban Services Area.
- Reduce infrastructure costs.
- Protect agricultural and forest management uses.
- Preserve and create natural resource-based activities, ecosystem functions and ecosystem services, and scenic vistas and pastoral landscapes.

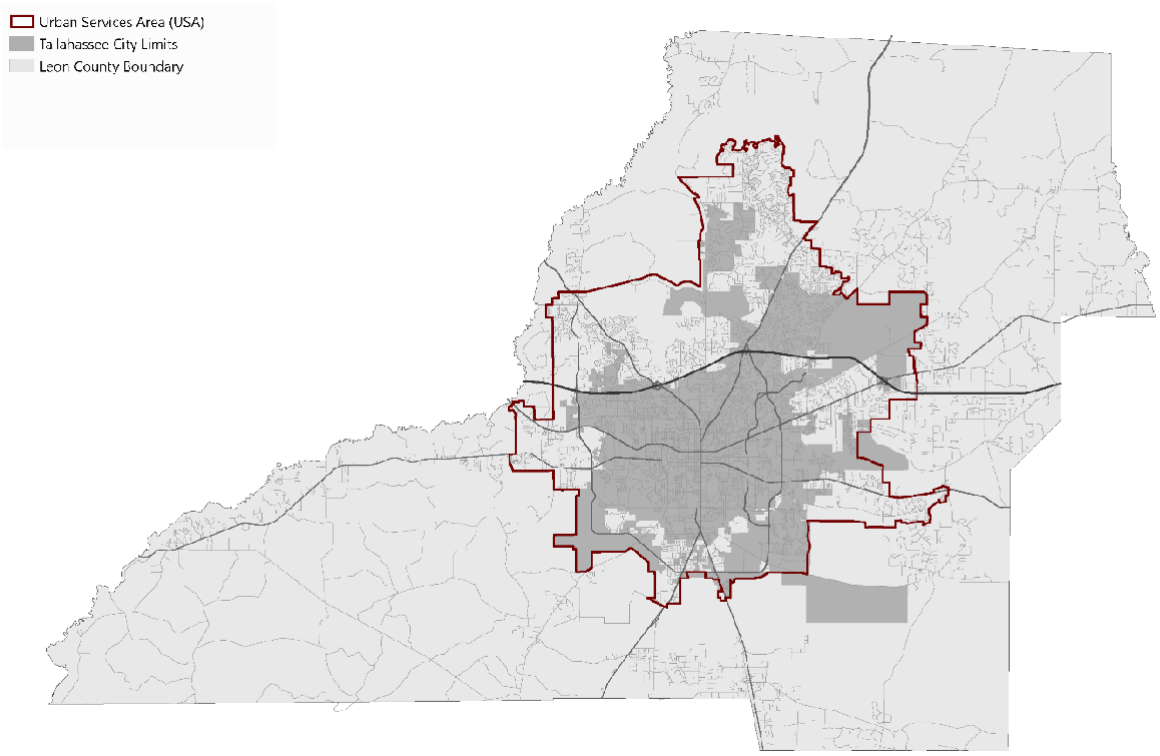
Objective 2.1 – Growth and Population Accommodation~~:~~
(City of Tallahassee/Leon County): Tallahassee and Leon County will accommodate our population growth in a responsible manner. A growth and development strategy that provides for well-managed, orderly growth that preserves natural resources and promotes fiscal responsibility shall be leveraged to maximize economic and environmental stewardship while accommodating the increased population.

Policy 2.1.1 – Comprehensive Planning Periods~~:~~ (City of Tallahassee/Leon County):
The comprehensive plan shall have two planning periods. The short-term planning period shall be for a 10-year horizon~~.~~ from 2025 to 2035. The long-term planning period shall be the year 2050. The long-term planning period shall be amended during the Evaluation and Appraisal Review (EAR) process to reflect available population projections and relevant data and analysis of public facilities.

Policy 2.1.2 – Population Projections~~:~~ (City of Tallahassee/Leon County):
Population growth for the long-term planning period shall be based on University of Florida's Bureau of Economic and Business Research (BEBR) medium population projections.

Objective 2.2 – Efficient Growth~~:~~ (City of Tallahassee/Leon County):
To support the projected population growth, infrastructure shall be provided economically and efficiently while protecting surrounding forestry uses and agricultural lands from unwarranted and premature conversion to urban land uses. Growth and development shall be directed toward areas with existing or planned infrastructure in a manner that maintains distinct natural, rural, sub-urban, and urban areas.

Policy 2.2.1 – Urban Services Area (USA) (City of Tallahassee/Leon County):



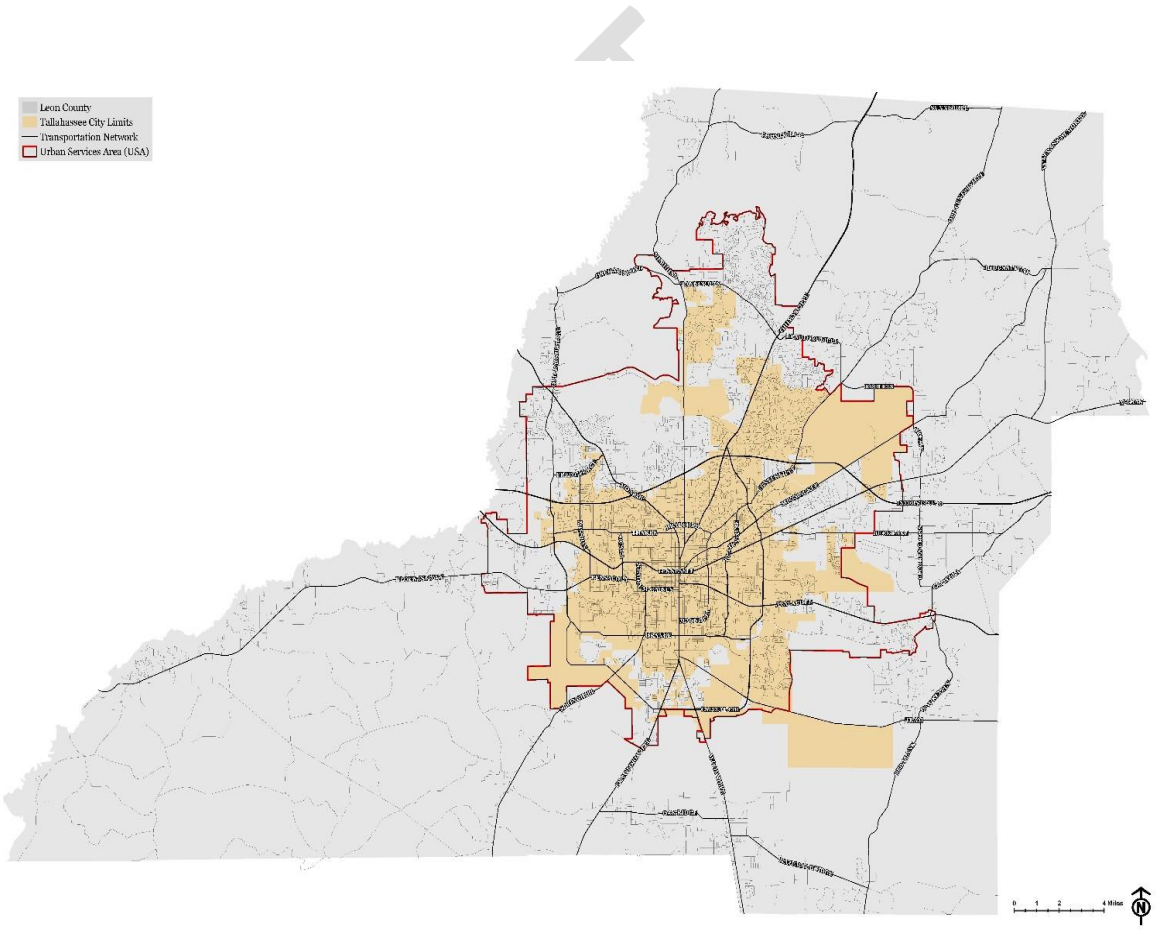
To provide for well-managed, orderly growth that preserves natural resources and promotes fiscal responsibility, the City and County's growth management strategy shall include an Urban Services Area (USA). The USA shall include all areas where public facilities and services, including central water and sewer, are available or are identified in the 5-year schedule of capital improvements. The USA will be sized to include approximately 50% more vacant and developable land than is necessary to accommodate the projected population growth expected within the USA by the long-term planning horizon and will account for both the ability to provide urban infrastructure and the presence of environmentally sensitive lands and water bodies.

Policy 2.2.2 – Improvement of Capital Infrastructure: (City of Tallahassee/Leon County):
Capital infrastructure improvements shall be targeted for areas within the Urban Services Area within the long-term planning period. These improvements shall be phased incrementally through annual updates to the Capital Improvements Schedule.

Policy 2.2.3 – Planning for Urban Services: (City of Tallahassee/Leon County): Local government infrastructure master plans, and updates to master plans, shall account for the Urban Services Area when determining where to provide sewer, water, electricity, paved streets, sidewalks, and other related urban services.

Policy 2.2.4 – Urban Services Outside of the Urban Services Area: (City of Tallahassee/Leon County):

Urban services may be provided outside of the Urban Services Area where necessary to address critical environmental issues, critical public health issues, and/or other critical hazard vulnerabilities. Exceptions shall be substantiated in the capital improvement planning process. Emergency repairs and improvements necessary to maintain the public health, safety, and well being shall be allowed without inclusion in the capital improvement planning process.



Policy 2.2.5 – Densities and Intensities~~:~~

~~The Future Land Use Map is intended to reflect~~ **(City of Tallahassee/Leon County):** Residential densities and non-residential intensities are established in the Future Land Use Categories and reflected on the Future Land Use Map, and are supported by available capital infrastructure. New growth shall be directed to areas within the Urban Services Area. Residential density and/or non-residential intensity of development allowed for individual ~~sites~~site shall be determined by the infrastructure capacity to serve each proposed development, adopted levels of service, and/or the ability to implement conditions of approval or mitigation of potential impacts for the proposed development.

Policy 2.2.6 – Exceptions to the Urban Services Area~~:~~
(City of Tallahassee/Leon County): Properties in southern Leon County designated Rural or Rural Residential on the Future Land Use Map that are located either between the Urban Services Area and ~~the Woodville~~ Rural Community in Woodville or west of the ~~Woodville~~ Rural Community in Woodville may be designated with a higher density land use when central sewer service is available without requiring an amendment to the Urban Services Area. Any development that utilizes this provision must connect to central sewer.

Policy 2.2.7 – Roadway Improvements~~:~~ (City of Tallahassee/Leon County):
The planning, design, and construction of new streets and roads and the widening of existing streets and roads shall be consistent with the priority of urban services, the Future Land Use Map, and the Urban Services Area.

Policy 2.2.8 – Adaptive Reuse, Infill Development, and Redevelopment~~:~~ (City of Tallahassee/Leon County):
The City of Tallahassee and Leon County shall incentivize brownfield reclamation, building reuse, and the adaptive reuse of existing structures through land development regulations. These measures will support efficient growth, preserve historic buildings, protect natural resources, maintain affordable housing, and prevent the premature conversion of rural and agricultural land into suburban and urban development. Incentives may include density and intensity bonuses of up to 25%, modified development review thresholds, prioritized permitting, and fee waivers to encourage redevelopment and sustainable land use as specified in the land development code.

Policy 2.2.9 – Greyfields & Brownfields~~:~~ (City of Tallahassee/Leon County):
The local governments may incentivize the redevelopment and/or restoration of value to contaminated or under-utilized land on greyfield, brownfield, or other adaptive reuse/infill sites through strategies including possible density bonuses where appropriate, waiver of development fees or some combination of the two.

Policy 2.2.10 – ~~Corridor Preservation:~~
Transportation Corridors (City of Tallahassee/Leon County): Identify right-of-way (ROW) needed for planned future transportation improvements—in accordance with Florida Statutes Section 163.3177(6)(b)1., Section 337.273, and Section 334.03(29)—and protect it from ~~building~~development encroachment as development occurs to preserve the corridor for transportation use, to maintain transportation level of service standards and ensure that infrastructure occurs concurrent with the impact of development, meet concurrency, to improve coordination between land use and transportation, and to minimize the adverse~~-~~ social, economic, and environmental impacts of transportation facilities.

The future right-of-way needs for selected transportation corridors designated for improvement in the Tallahassee-Leon County Comprehensive Plan are depicted in the table below ~~and on the~~ . This map, table and corresponding land development regulations are intended to provide a basis for coordinating new development with the provision of transportation facilities by designating corridors where the construction and improvement of transportation facilities is expected~~Corridor Preservation Map and the Long-Range Transportation Plan.~~

Future Right-of-Way Needs WITHOUT an Existing Corridor Alignment	
Functional Classification	**~~ROW Width (ft.)[1-3]~~**
Blueprint Principal Arterial	230
Principal Arterial	200
Minor Arterial	176
Major Collector	146
Minor Collector	100

1) Widths represent maximum anticipated ROW needs for generalized corridors; not precise alignments. ~~Where a specific alignment is established through alignment studies, engineering studies or design, such alignment shall apply for the purpose of development review.~~ Actual road location and design will be determined by specific corridor ~~and~~alignment studies, engineering studies, or other design studies.

2) Alternative widths may be established by the local government, in consultation with other affected agencies, pursuant to an adopted Critical Area Plan or based upon an analysis of existing constraints, community planning objectives, and other considerations unique to the roadway or surrounding land development.

3) In addition to the number of travel lanes, the following are important considerations in the determination of right-of- way needs for future corridors:

   a. Space for sidewalks to provide safe and convenient movement of pedestrians.

   b. The provision of bike lanes or separate bike paths.

   c. Space for current or future location of utilities so that, when necessary, they can be safely maintained without undue interference with traffic. The utility strip needs to be of sufficient width to allow placement of a water main so that in the case of rupture, neither the roadway pavement nor adjacent property will be damaged.

   d. Accommodation of stormwater at the surface or in storm drains.

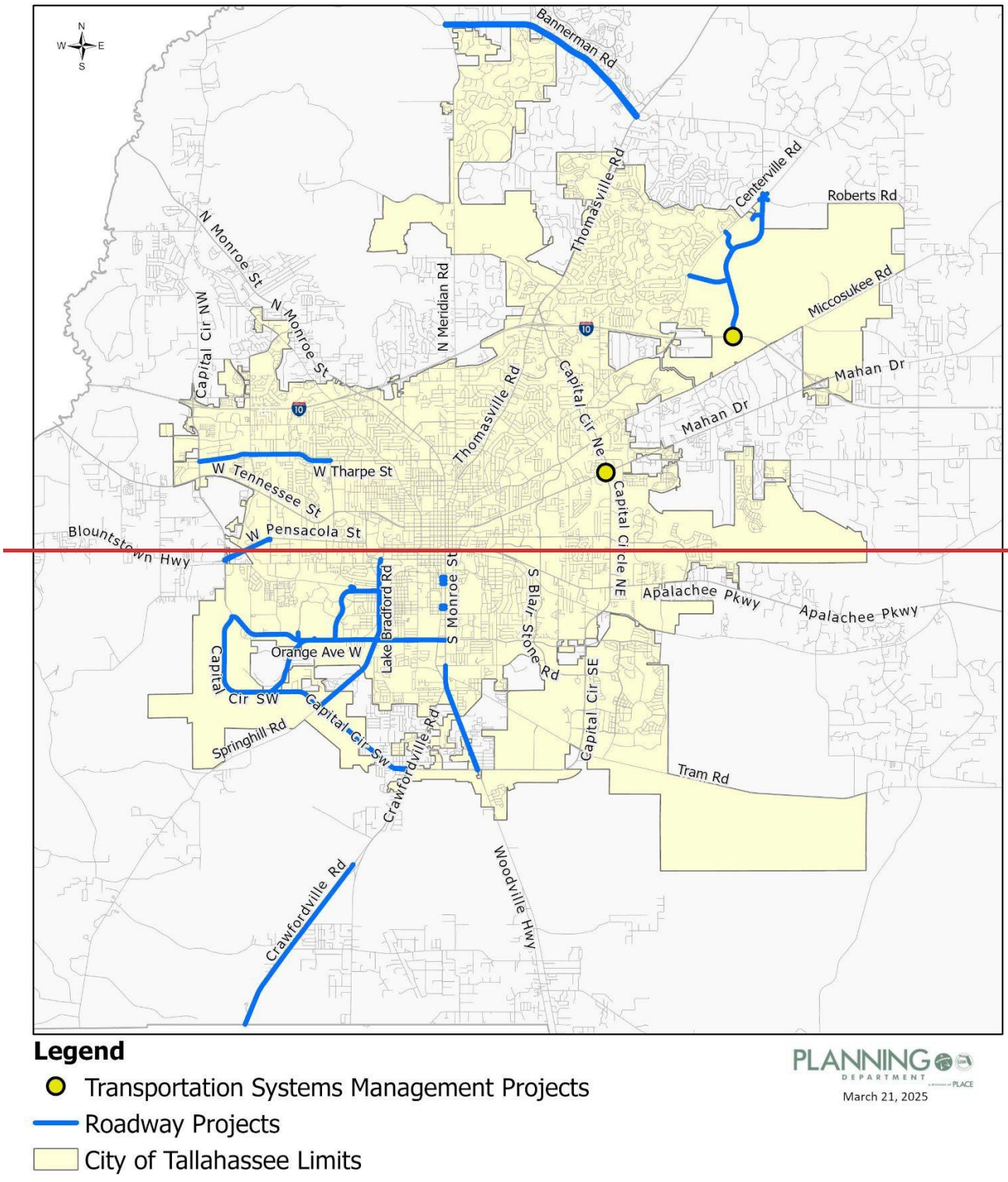
   e. Accommodation of auxiliary lanes at intersections.

   f. Placement of trees to improve the aesthetic qualities of the roadway, to shade pedestrians, and improve community appearance. The space needs to be adequate to accommodate tree growth without damaging sidewalks, abutting development, or curb and gutter.

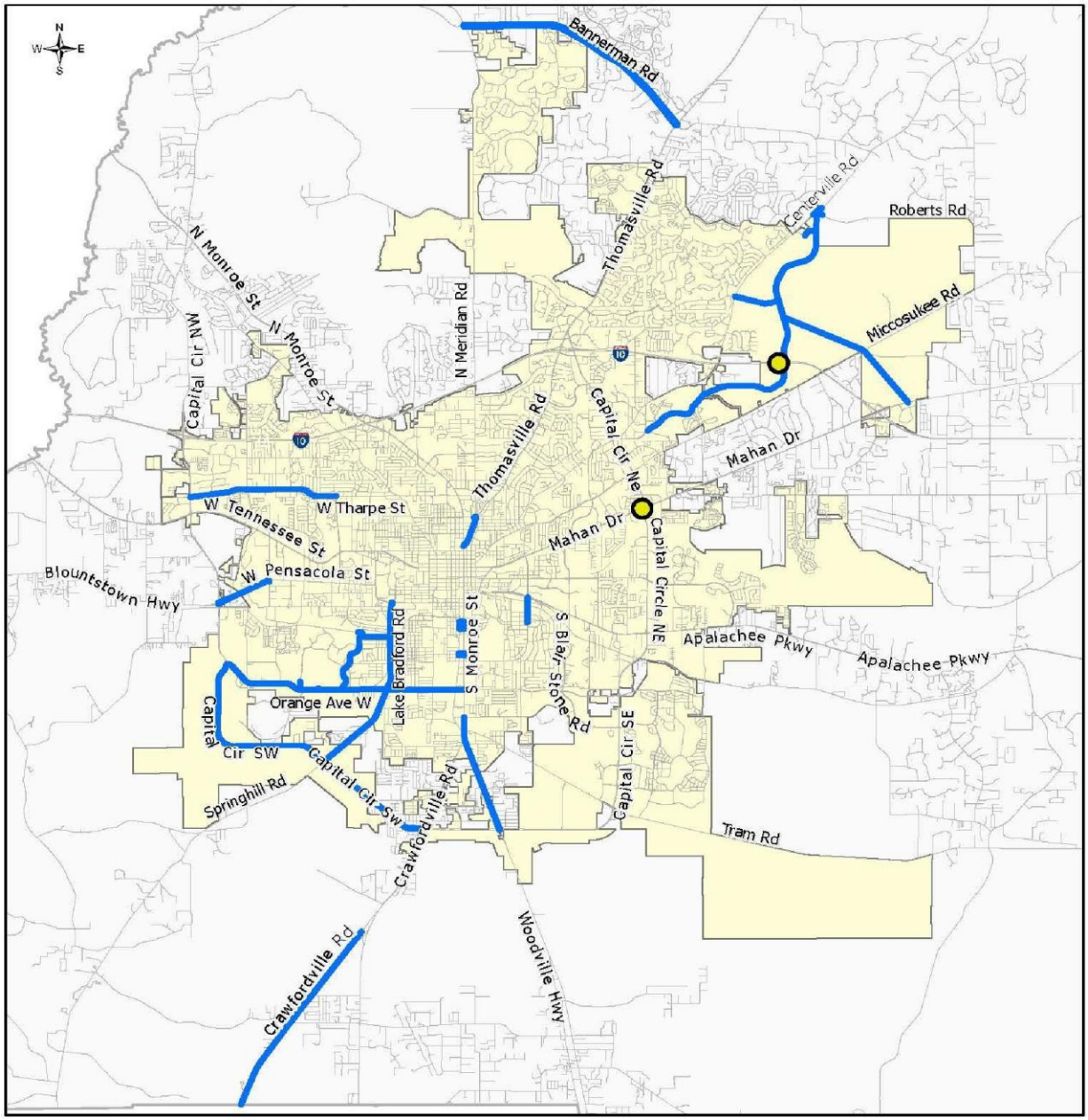
   g. Allowing changes in the paved section, utilities, or other modifications that may be necessary to meet unseen changes in vehicle, pedestrian, bicycle, or other transportation needs resulting from changes in land use and activity patterns.

Corridor Preservation Map

Corridor Preservation Map



~~This map, table, and corresponding land development regulations are intended to provide a basis for coordinating new development with the provision of transportation facilities by designating corridors where the construction and improvement of transportation facilities is expected.~~



Legend

0 Transportation Systems Management Projects

\- Roadway Projects

D City of Tallahassee Limits

PLANNING DEPARTMENT

March 21, 2025

Objective 2.3 – Public Infrastructure~~:~~ (City of Tallahassee/Leon County):
Provide public infrastructure, public facilities, and public services that are necessary for public health, safety, and well-being efficiently, effectively, and equitably.

Policy 2.3.1 – Public Facilities Siting~~:~~ (City of Tallahassee/Leon County):
Public facilities, including community services, light infrastructure, and post-high school educational uses that provide for the operation of and provision of services on property owned or operated by local, state and federal government shall be allowable in any future land use category. Public infrastructure facilities may include public services and uses provided by private entities operating on property owned by the local, state, or federal government.

Policy 2.3.2 – Public Infrastructure Resilience~~:~~ (City of Tallahassee/Leon County):
To maintain resiliency and assist with post-disaster continuity of government, the siting of public infrastructure and facilities shall account for hazards by locating outside of hazard areas and evacuation zones or mitigating against potential impacts.

Policy 2.3.3 – School Siting Review & Criteria~~:~~ (City of Tallahassee/Leon County):
All proposals to site public or private schools shall be reviewed for consistency with the Comprehensive Plan.

Objective 2.4 – Preservation of Rural Areas~~:~~ (City of Tallahassee/Leon County):
Protect and create agricultural and silvicultural uses, natural resource-based activities, ecosystems, scenic vistas, and pastoral landscapes by preserving rural areas of the community and preventing the premature conversion of rural lands into low density, single-use districts.

Policy 2.4.1 – Transfer of Development Rights~~:~~ (City of Tallahassee/Leon County):
A transfer of Development Rights program may be established to transfer development rights from areas designated Rural on the Future Land Use Map to areas designated Rural Community or Rural Residential on the Future Land Use Map where central sewer service is available. In no instance shall the level of development be inconsistent with the provisions of the Utilities and Conservation Elements.

Policy 2.4.2 – Criteria for Urban Service Area Expansion (City of Tallahassee/Leon County):
To avoid premature conversions of rural areas to higher density and intensity uses, expansions to the Urban Services Area shall be contiguous with the Urban Service Area boundary, shall demonstrate the availability of or ability to provide central water and sewer service, and shall be based on an analysis of population projections and growth trends and an analysis of developable vacant land currently within the Urban Services Area.

Objective 2.5 – Reconnecting Urban Sprawl~~:~~ (City of Tallahassee/Leon County):
Mitigate the impacts of automobile-oriented, single-use developments by leveraging transportation connectivity, land use, and urban design principles that focus on reducing environmental impacts, incorporating a mix of uses, reducing vehicle miles ~~travelled~~traveled, and improving mobility, especially for people walking, riding bicycles, and using transit.

Policy 2.5.1 – Suburban retrofit~~:~~ (City of Tallahassee/Leon County):

The City of Tallahassee and Leon County shall develop and maintain land development regulations that encourage and incentivize redeveloping suburban areas to:

- Adaptively reuse vacant and underutilized buildings for new uses.
- Reconstruct degraded wetlands and watercourses to either "natural" functionality or repurpose them to complimentary functionality with additional community-use features.
- Build compact, walkable, mixed-use developments ~~with complete streets~~using Complete Streets design principles.
- Reduce block sizes to improve walkability.
- Establish more continuous streetscapes with liner buildings close to the street.
- Retrofit streets with appropriate design elements and sidewalks based on the designated ~~context~~Roadway Context Classification and available right-of-way.
- ~~Build interconnected~~Interconnect street networks.
- Include more diversity in residential building types.
- Provide transit amenities.

Objective 2.6 – Recognizable Places~~:~~ (City of Tallahassee/Leon County):

Foster and protect distinctive, attractive places that are recognizable and important to the community.

Policy 2.6.1 – Beautifying Public Spaces~~:~~ (City of Tallahassee/Leon County):

The local governments shall provide land use regulations that require investment in the streetscape by adding features such as benches, planters, bike racks, tree boxes with trees with a healthy canopy; and providing space for public art installations where appropriate for a given context.

Policy 2.6.2 – Gateway Corridors~~:~~ (City of Tallahassee/Leon County):

Encourage the redevelopment and improvement of Gateway Corridors by providing higher density and intensity land uses along with design standards that promote complete streets and require enhanced landscaping along the corridors. Where appropriate and feasible, Gateway Corridors shall be evaluated for other improvements, including regional stormwater, parking facilities, brownfield remediation, and infrastructure improvements. Gateway Corridors include South Monroe Street, North Monroe Street, West Pensacola Street, West Tennessee Street, Thomasville Road, Mahan Drive, Apalachee Parkway, Lake Bradford Road, South Adams Street, Orange Avenue, and Springhill Road.

Policy 2.6.3 – North Monroe Corridor~~:~~ (City of Tallahassee/Leon County):

In addition to the Gateway Corridor components identified in Policy 2.6.~~3~~2, encourage the redevelopment of the North Monroe Corridor and by establishing and maintaining the Lake Protection Corridor zoning district for areas north of Interstate-10 that are within the Lake Jackson Basin. Land development regulations shall also provide provisions for ~~nonconforming~~non-conforming uses and properties in the Lake Protection land use category to be deemed conforming when redevelopment or site improvements result in the site meeting the design standards and water quality standards for the Lake Jackson basin established in land development regulations.

Policy 2.6.4 – Woodville Sense of Place~~:~~ (Leon County):
Upon the adoption of the Woodville Sense of Place Plan by the Board of County Commissioners, the Tallahassee-Leon County Planning Department shall evaluate the need for updates to the Comprehensive Plan and land development regulations to implement the recommendations of the plan.

Policy 2.6.5 – Future Downtown Development~~:~~ (City of Tallahassee):
The City of Tallahassee shall incorporate design standards in the land development regulations that require complementary development and redevelopment in the Downtown area, specifically with regard for the historic context and support for multi-modal transportation.

Policy 2.6.6 – Bradfordville Study Area~~:~~ (Leon County):
The Bradfordville Study Area is defined in the Bradfordville Sector Plan, as adopted by the Leon County board of County Commissioners on July 11, 2000, and is depicted on the following map. Development in the unincorporated area of Leon County in the Bradfordville Study Area shall continue to be subject to the development standards for the area included in Leon County land development regulations based on the Bradfordville Area Plan.



Objective 2.7 (City of Tallahassee) – Multimodal Transportation District (MMTD):
Facilitate the safe and comfortable use of multiple modes of transportation through the use of urban design standards to develop and maintain healthy neighborhoods and thriving businesses where travel by foot, bicycle, and transit will be easy and practical to reduce automobile reliance and vehicle miles traveled.

Policy 2.7.1 – MMTD Implementation~~:~~ (City of Tallahassee):
The Multimodal Transportation District (MMTD), established in 2009 under the requirements of Florida Statute Section 163.3180(15) (2009) for the purpose of promoting walking, bicycling, and transit use, shall be maintained, updated, and implemented by relevant City and County ~~departments through the Multimodal Transportation District Management Plan and corresponding MMTD Code.~~

departments through the Multimodal Transportation District Land Development Code and the project programming of the Capital Improvements Schedule.

Policy 2.7.2 ~~—~~Land Use Within the MMTD~~:~~ (City of Tallahassee):

The City of Tallahassee and Leon County shall periodically review the Future Land Use Map and land development regulations within the MMTD and modify them as necessary to facilitate appropriate densities, intensities, and mixture of land uses to support the goals of the district, based on the following targets:

a. Central nodes consisting of employment and services, relatively high density residential, and public spaces all oriented around convenient access to public transit facilities.

b. Areas designated primarily for residential uses should be no more than ½ mile from areas designated for shopping, services, and employment uses.

Policy 2.7.3 – Land Development Regulations in the MMTD~~:~~ (City of Tallahassee):

Adopt and maintain context-based land development regulations that ensure new development and redevelopment will contribute to walkable urban development patterns. Additionally, these regulations shall include and/or address the following:

a. Building placement.

b. Block size standards shall encourage small blocks and an interconnected street network.

c. Sidewalks with widths based on context.

d. Facade transparency.

e. Parking location.

Policy 2.7.4 – Minimum Parking Requirements~~:~~ (City of Tallahassee):

Minimum parking requirements shall not be applied to areas designated Urban Center of the Future Land Use Map and shall be significantly reduced, removed, or made otherwise flexible for other areas in the MMTD.

Policy 2.7.5 – Transit in the MMTD~~:~~ (City of Tallahassee):

The MMTD ~~and energy efficiency districts~~ shall be well-connected via transit to major trip generators and attractors both inside and outside the areas where feasible; transit stops and waiting areas shall be safe, accessible, and comfortable, and intermodal connections shall be made.

Policy 2.7.6 – Transportation Mitigation~~:~~ (City of Tallahassee):

Transportation mitigation funds collected within the MMTD shall be used for projects within the MMTD with priority given to bicycle, pedestrian, or transit projects.

Policy 2.7.7 – MMTD Evaluation~~:~~ (City of Tallahassee):

The MMTD code shall be evaluated for opportunities to incorporate FDOT Context Classification along state roads, consideration of implementation through form-based code, and opportunities to streamline infill development and redevelopment within the Urban Center land use category.

Objective 2.8 – Community Context~~:~~ (City of Tallahassee/Leon County):

Identify natural, rural, sub-urban, and urban context areas based on distinguishing characteristics of the different locations across the community. The distinguishing characteristics used to identify the context areas will include existing development patterns, future development patterns based on land use and zoning, natural features, access to infrastructure, adjacent roadway classifications and proximity to employment centers, universities and schools, transit lines, trails and multi-modal facilities. The context

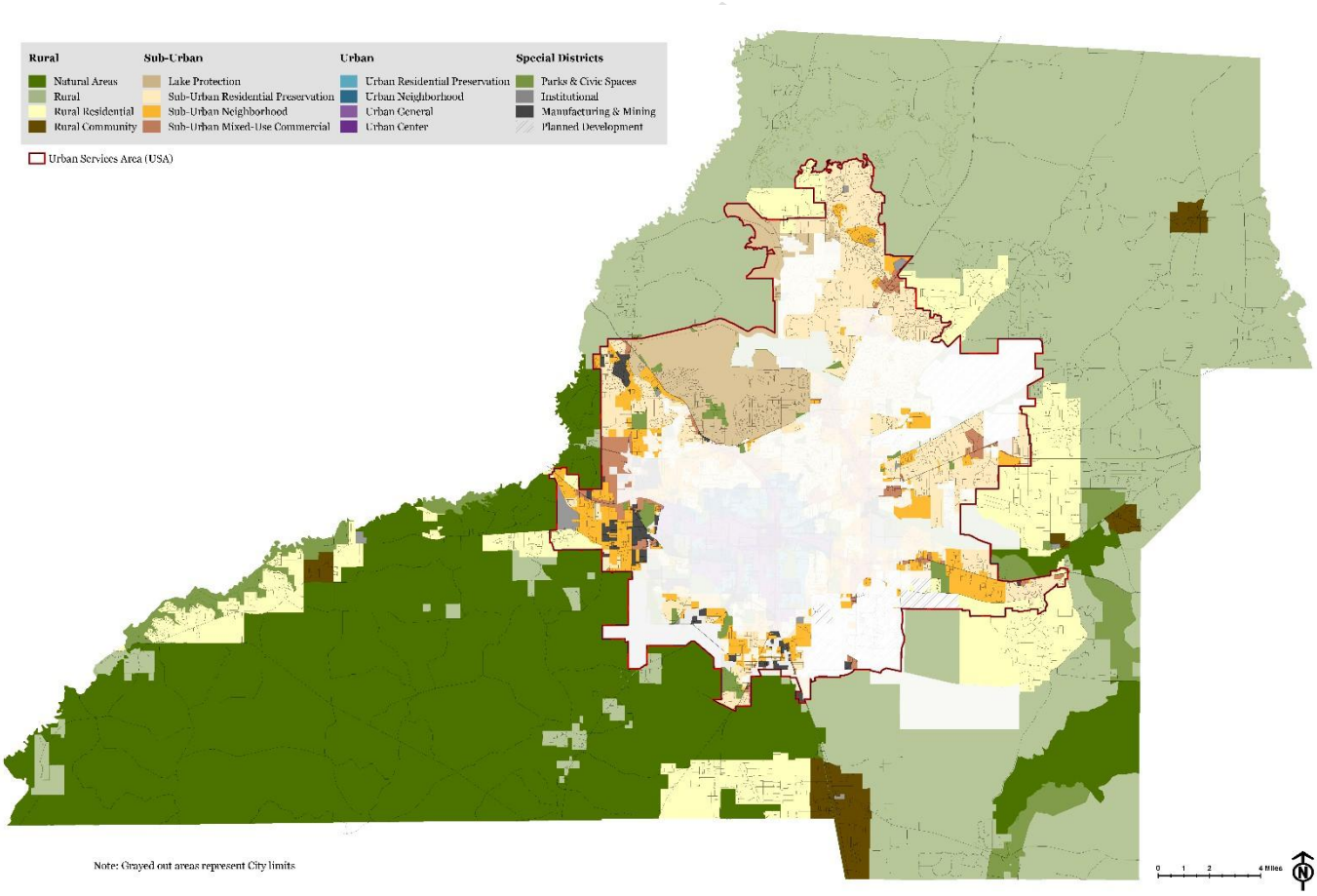
areas shall be used as the basis for planning and design of land uses, transportation facilities, public facilities, and infrastructure in the City of Tallahassee and Leon County.

Policy 2.8.1 – Tallahassee-Leon County Future Land Use Map~~:~~ (City of Tallahassee/Leon County):

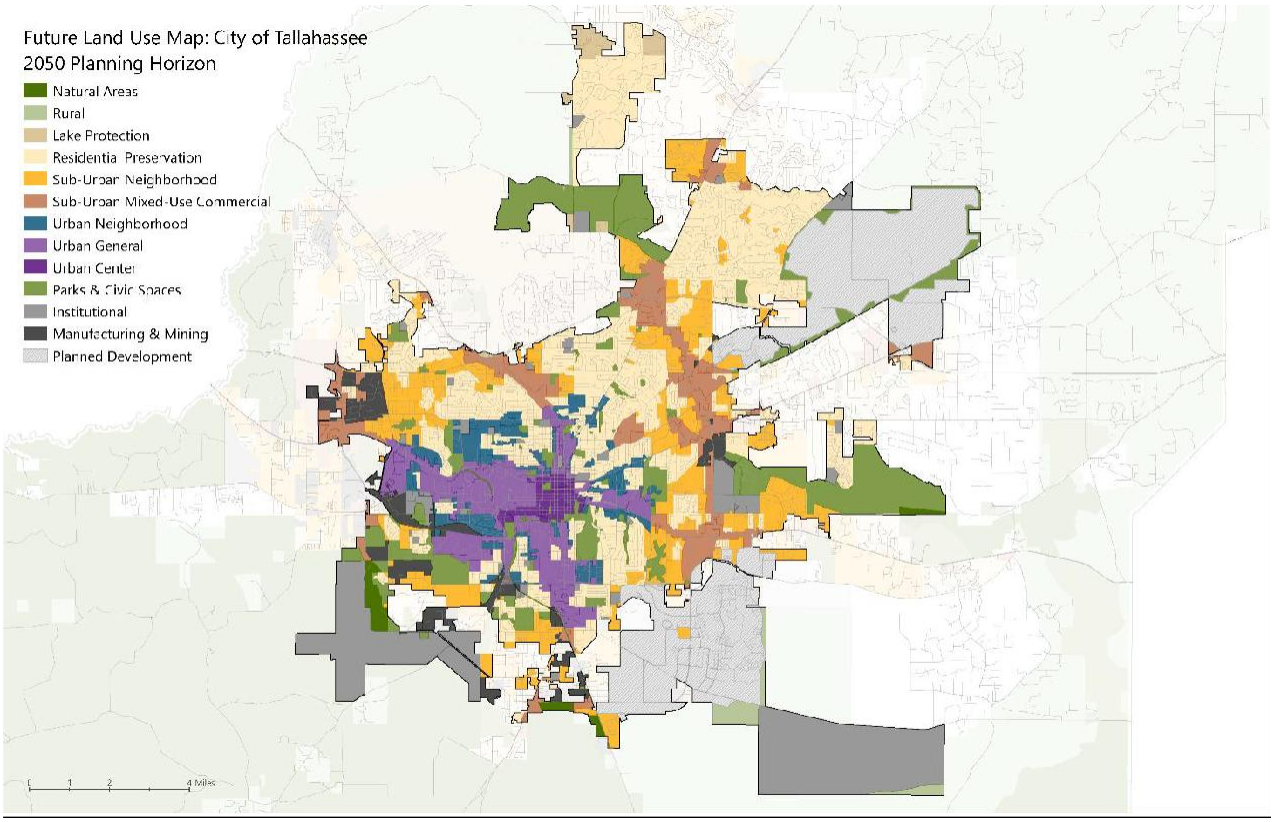
Identify the distribution, extent, and location of the different uses of land in the City of Tallahassee and Leon County in a manner that reflects community context and the vision for the community's future.

Policy 2.8.2 – Context Area Densities, Intensities and Mix of Uses~~:~~ (City of Tallahassee/Leon County):

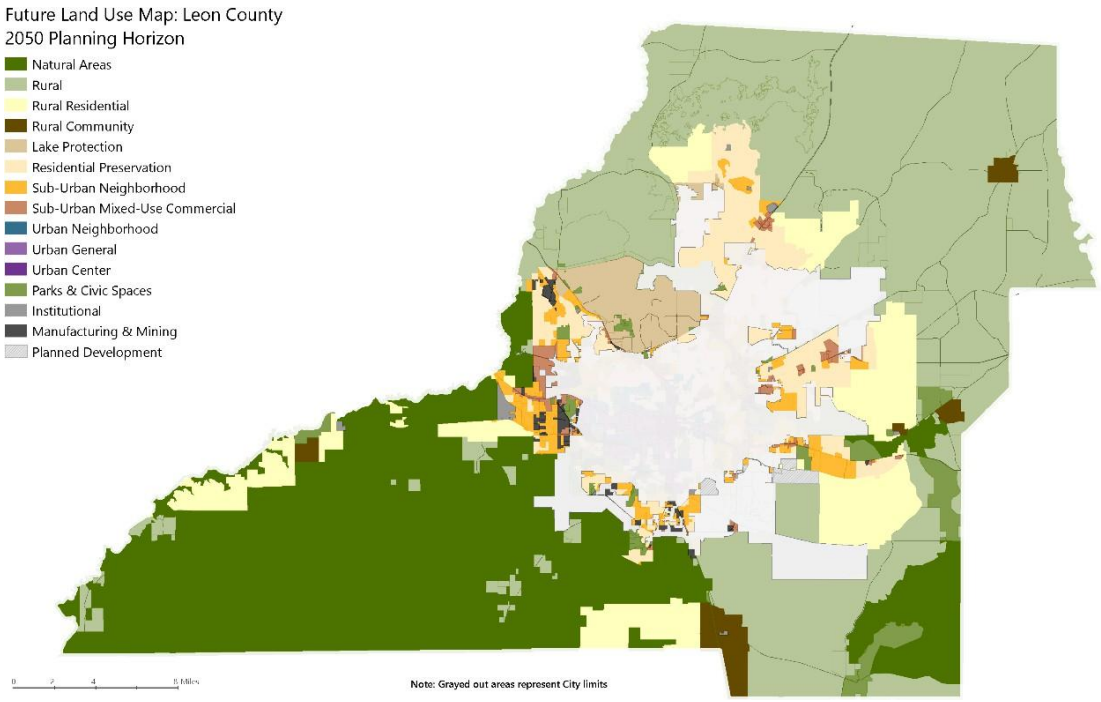
The Future Land Use Map and Zoning Atlas shall include uses, densities, and intensities consistent with concentrating development within the Urban Services Area. Land uses and zoning within the Urban Context Areas shall have higher allowable densities and intensities than the Sub-Urban Context Areas, which shall have higher allowable densities and intensities than the Rural Context Areas. To ensure a mixture of uses in mixed-use land use categories, a minimum of 5% open space (which may include landscaping and stormwater facilities subject to land development regulations) is required and residential or non-residential land uses may develop from a range of 5% up to 95%. Public Schools are an allowable use in all future land use categories within the Urban Services Area with the exception of the Natural Areas land use. This provision is intended to provide sufficient lands proximate to residential areas to allow existing and future school siting considerations.



Future Land Map: City of Tallahassee



Future Land Use Map: Leon County



Future Land Use Categories (FLUCs)

Policy 2.8.3 – Natural Areas Future Land Use Category~~:~~ (City of Tallahassee/Leon County):
State and national forests, wildlife management areas, and other managed natural areas serve to sustain the health, diversity, and productivity of valuable ecosystems while integrating public use of these resources. The Natural Areas land use category represents conservation and preservation areas protected from development.

Natural Areas consist of lands approximating or reverting to wilderness conditions, including lands unsuitable for settlement due to topography, hydrology, or vegetation. Areas designated as Natural Areas shall be protected from development except for community services, light infrastructure, and recreational uses that are compatible with the natural surroundings. Silviculture (the growth and cultivation of trees) shall be allowed.

Residential uses shall be limited to hosts and resident volunteers involved in the maintenance or operation of the managed natural areas. No residential uses shall exceed a density of one dwelling unit per 10 acres.

The following special conditions shall apply to the Natural Areas future land use category:

1. Ecotourism uses and structures ancillary to ecotourism uses (such as trailheads, interpretive kiosks, boat ramps, canoe/kayak launches, and campsite amenities) are allowable provided the structures preserve the scenic and natural character of this category.
2. Accessory uses directly associated with the operation of silvicultural, wildlife conservation, and recreational hunting shall be allowed.
3. Light infrastructure shall be allowed within the Natural Areas future land use category, provided there is no reasonable alternative location outside of Natural Areas future land use areas that provide the same public benefit.
4. State forests managed by the Florida Forest Service may be managed with frequent prescribed fire to meet ecological restoration and maintenance, wildlife habitat improvement, forest pest prevention, access and aesthetic control, and hazardous fuel reduction objectives in accordance with their respective 10-year Land Management Plans (F.s. 253.034).

Policy 2.8.4 – Rural Future Land Use Category~~:~~ (City of Tallahassee/Leon County):

The intent of the Rural land use category is to maintain and promote agriculture, silviculture, and natural resource-based activities, to preserve natural systems and ecosystem functions, and to protect the scenic vistas and pastoral development patterns that typify Leon County's rural areas. Typical land uses within this category shall include agriculture, silviculture, and natural resource-based activities. Due to the very low intensity development pattern that is intended for the category, urban services are not planned or programmed for the area.

The Rural land use category shall allow single family residential uses at a maximum density of one dwelling unit per ~~ten~~10 acres.

Non-residential uses functionally related to and directly in support of agriculture, the growth and cultivation of trees, and other natural resource-based activities, including ecotourism activities, may be permitted at a maximum intensity of 2,000 square feet per acre. The location of such uses shall be limited to the intersection of major collector and arterial or the intersection of two arterial designated roadways with development standards provided in land development code regulations for these nodes, except for non-residential uses supporting ecotourism activities, which shall be allowed near the waterbodies and natural features that are the focus of the ecotourism activity.

Community services, light infrastructure, and recreational uses may be permitted provided they are compatible with the natural and rural surroundings. Facilities associated with these uses may be permitted at a maximum intensity of 5,000 square feet per acre, with the primary structure not to exceed 7,500 square feet.

Active recreational uses not functionally related to or supportive of agriculture, silviculture, or natural resource-based ecotourism activities are prohibited. This includes, but is not limited to, golf course, drag strips, and racetracks.

To ensure that such uses are developed in a manner that is compatible with the rural nature of the area, additional design standards and limitations shall be included in the land development code.

The following special conditions shall apply to the Rural Land Use category:

1. Development proposals within the Rural Land Use category shall be evaluated for compatibility with adjacent agricultural and silvicultural uses and shall consider the land management activities associated with such uses, including prescribed fires which result in smoke. Development that is incompatible with agricultural uses, or has the potential to fragment, encroach upon, or displace such uses, shall not be permitted.
2. Property within the Rural Land Use category shall not be converted to a more intense land use category unless the subject site adjoins the Urban Services Area or a designated Rural Community.
3. Non-residential development shall be subject to design standards that preserve the scenic and rural character of this category and protect existing rural residential development from offsite impacts of non-residential development. Design standards shall include, but not be limited to, signage, lighting, parking, landscape buffers, and building materials.
4. Existing uses and structures listed on the local or national historic register as of July 6, 2015, shall be considered conforming.
5. Because urban services are not planned or programmed for areas within the Rural land use category, the Rural land use category shall not be applied to properties within the Urban Services Area.

Policy 2.8.5 – Rural Residential Future Land Use Category~~:~~ (Leon County):
The intent of the Rural Residential category is to provide the opportunity for very low-density residential areas mixed with open space and agricultural activity on the periphery of the Urban Services Area.

Residential land uses in Rural Residential shall be permitted at a density of up to one dwelling unit per three acres except in Conservation Subdivisions developed in accordance with the special conditions for the Rural Residential land use.

~~Minor~~ Community facilities, minor commercial activities, and minor offices are permitted ~~at a~~. The maximum ~~intensity of 5~~allowable gross square footage in Rural Residential may not exceed 20,000 square feet per acre~~.~~ for minor commercial and 100,000 square feet per acre for neighborhood commercial and shall be further detailed in the land development code.

Industrial, office, and more intensive commercial land uses are prohibited

due to lack of present infrastructure services or potential negative environmental impacts. Present or future agricultural, silviculture and forestry activities may be allowed.

The following special conditions shall apply to the Rural Residential Land Use category:

1. To promote a mix of residential areas and perpetually protected open space and agricultural lands, Conservation Subdivisions are allowed and encouraged. Conservation Subdivision design in the Rural Residential land use may be permitted at a gross density of up to one unit per three acres with units clustered on no more than 50% of the site.

~~1.~~ Conservation Subdivisions must also permanently set aside at least 50% of the total site as open space and restrict development to the least environmentally sensitive and otherwise significant portions of the land. Residential lot size shall be a minimum of 0.5 acre.

2. To protect rural areas from premature development, facilitate infill and redevelopment inside the Urban Services Area, and in recognition of the significant area already mapped as Rural Residential, no additional lands designated Rural or Rural Residential shall be converted to a more dense or intense land use category unless it is within the Urban Services Area and adjoining lands are also within the designated Urban Services Area.
3. Existing, lawfully established, non-residential uses within the Rural Residential land use category that are compatible with surrounding uses shall be considered permitted uses.
4. Existing lots of record shall be considered vested for the purposes of single-family residential use regardless of lot size or density provided all other development standards can be met.
5. Drive-in and drive-thru facilities are not permitted in Rural Residential.

Policy 2.8.6 – Rural Community Future Land Use Category~~:~~ (Leon County):
The intent of the Rural Community land use is to distinguish long-established unincorporated communities located outside of the urban service area. These unincorporated rural communities have historically grown independently as communities outside of the Tallahassee urban area and are not extensions of urban sprawl. The Rural Community land use represents geographically compact concentrations of developed areas, including many historic towns, immediately surrounded by rural and natural areas.

Residential uses within the Rural Community land use are allowed at a base maximum density of ~~4~~2 dwelling units per acre. Where central sewer is available, the maximum density allowed is 8 dwelling units per acre.

~~Minor~~Community facilities, minor offices and small to moderate-sized commercial development that provide local and surrounding rural residents access to basic shopping opportunities are limited to a maximum intensity of 10,000 square feet per acre. Maximum building size shall not exceed 50,000 square feet. The Land Development Code shall incorporate standards to minimize potential adverse effects of non-residential uses on surrounding residential property, encourage clustering of businesses to discourage "strip" development, provide for ~~a minimum of~~utility space minimums to avoid traffic interference, limit building mass, and encourage pedestrian access.

The following special conditions shall apply to the Rural Community Land Use category:

1. Water and wastewater systems used to serve areas designated Rural Community shall be designated for lower density service as this category is not intended to create an area that attracts regional development.
2. Rural Communities within the Primary Springs Protection Zone shall implement development provisions per the Conservation and Utilities Elements.

Policy 2.8.7 – Lake Protection Future Land Use Category~~:~~ (City of Tallahassee/Leon County):

Lake Jackson, designated both an Outstanding Florida Water (OFW) and Aquatic Preserve, is one of the most unique waterways in Florida. The intent of the Lake Protection category is to ensure that development within the Lake Jackson basin occurs in a sustainable and environmentally sound manner~~ with minimal impact to~~, achieving measurable reductions in nutrient pollutants and improving water quality. The bounds of this category are to be based on the Lake Jackson basin boundary. The boundaries of the Lake Protection category may be applied to areas outside but adjacent to the Lake Jackson basin where application of the category promotes cohesive development patterns along a mixed-use corridor or node.

The Lake Protection category shall allow for residential uses at a density of one dwelling unit per two acres. To encourage compact and efficient development, three density bonus options are available for properties within the category:

- A residential density of up to ~~four~~4 dwelling units per acre may be permitted within developments designed as a Conservation Subdivision, where served by central water and sewer systems.
- A residential density of up to 8 dwelling units per acre may be permitted within the Lake Protection Corridor (LPC) zoning district, where served by central water and sewer systems.
- A residential density of up to 20 dwelling units per ~~gross~~ acre may be permitted for properties on US Highway 27 within the Lake Protection Node (LPN) zoning district and 8 dwelling units per acre for the Bannerman Road and Bull Headley Road LPN zoning district, where served by central water and sewer systems, and where design standards, including buffering to adjacent low and density residential, as established in the land development code is met.

Non-residential and mixed-use development within the Lake Protection category may only be permitted within areas designated with the LPN and LPC zoning districts. Within these districts, single use, non-residential development shall be allowed at a maximum intensity of 10,~~000 square~~000square feet per acre in the LPC zone and 20,000 square feet per acre in the LPN zone where buffering to low-density residential as established in the land development code is met. Projects containing a vertical mixture of uses, including any combination of office, commercial and residential uses, may receive a bonus of 2,500 square feet per acre in the LPC zone and a bonus of 10,000 square feet per acre in the LPN zone.

Community services, light infrastructure, and recreational uses shall be permitted. Facilities associated with these uses shall be allowed at a maximum intensity of 10,000 square feet per acre.

The following special conditions shall apply to the Lake Protection Future Land Use category:

1. The local governments shall implement the Lake Protection Land Use Category with a minimum of three zoning districts, including Lake Protection, LPC, and LPN.

2. The LPN zoning district shall only be permitted at the following intersections:

    a. Highway 27 North and Sessions Road

    b. Highway 27 North and Capital Circle NW/Old Bainbridge Road

    c. Highway 27 North and Fred George Road

    d. Bannerman Road and Bull Headley Road

    ~~e. Bannerman Road/Orchard Pond Parkway and Meridian Road~~

    The exact extent of these Nodes shall be specified in the City of Tallahassee and Leon County land development regulations but generally shall not extend beyond 0.25 miles from the respective intersection and shall not include areas within a Special Development Zone (SDZ) or existing single-family subdivisions.

3. The LPC zoning district shall only be permitted along Highway 27. The exact extent of the LPC shall be specified in the City of Tallahassee and Leon County land development regulations but generally shall not extend beyond 0.25 miles from the centerline of Highway 27~~.~~ and shall not include areas within a Special Development Zone (SDZ).

4. As an alternative to large-lot developments, ~~Clustered~~Conservation Subdivisions shall be permitted within the Lake Protection land use category and shall include the following:

    a. Contain a minimum of 60% open space preserved in perpetuity through a conservation easement and comprised of such things as preservation and conservation features, Special Development Zones, undeveloped uplands, passive recreation areas, and storm water facilities designed as a community amenity; and

    ~~b.~~ Be developed at a maximum gross density of two dwelling units per acre or a maximum gross density of four dwelling units per acre~~; and~~

    ~~c.~~b. ~~Be~~ when served by central water and sewer systems.

5. Land development regulations shall include stormwater treatment standards for all development and redevelopment within the Lake Protection land use category. To encourage redevelopment in the Lake Protection category, land development regulations may provide for a partial credit applied toward existing impervious surface on previously developed sites.

6. Minimum open space rquirements, Low Impact Development strategies, and maximum building footprints shall be included as development standards for the zoning districts implementing the Lake Protection land use category. Additional development standards deemed necessary to protect Lake Jackson from further degradation and/or improve existing water quality may be included in the land development code.

7. The land development regulations shall provide provisions for ~~nonconforming~~legally established non-conforming uses and properties in the Lake Protection land use category to be deemed conforming when redevelopment or site improvements result in the site meeting the design standards, including buffering to adjacent low-density uses, and water quality standards for the Lake Jackson basin established in land development regulations.

~~8. Development of areas over 100 acres may be treated as a Planned Development Special District with the allowable densities, intensities, and uses of the Suburban Neighborhood land use category as long as the planned unit development for the development demonstrates adherence to the Lake Protection stormwater standards, meets design standards, and includes measures for protecting the water quality of Lake Jackson from impacts of the development.~~

Policy 2.8.8 – ~~Sub-Urban~~ Residential Preservation Future Land Use Category~~:~~ (City of Tallahassee/Leon County):

~~The intent of Sub-Urban Residential Preservation category is to preserve established neighborhoods and their development patterns. The Sub-Urban Residential Preservation land use category allows for low-density residential uses and neighborhood supportive facilities in a manner consistent with existing development patterns and neighborhood character. Neighborhood supportive facilities consist of community services, recreational amenities, and light infrastructure.~~

~~The Sub-Urban Residential Preservation category shall allow for residential uses at a maximum density of eight dwelling units per acre. Allowed residential housing types are single-family detached houses, single-family attached, and duplexes. Pedestrian safety and comfort shall be prioritized over vehicle speed. Commercial uses are not permitted in the Sub-Urban Residential Preservation category.~~

~~Community services and recreational facilities are limited to a maximum of 5,000 square feet of building area, or a sewage flow estimated not to exceed 900 gallons per day, where central sanitary sewer is not available. Non-residential uses, other than community services and recreational facilities, are not permitted.~~

~~The following special conditions shall apply to the Sub-Urban Residential Preservation Future Land Use category and shall be included in the City and County Land Development Regulations:~~

~~The Sub-Urban~~Characterized by existing homogeneous residential areas within the community that are predominantly accessible by local streets. The primary function is to protect existing stable and viable residential areas from incompatible land use intensities and density intrusions greater than 6 units per acre. Future development primarily will consist of infill due to the built-out nature of the areas.

Commercial, including office as well as any industrial land uses, are prohibited. Future arterials and expressways should be planned to minimize impacts within this category. Single family, townhouse, duplexes and cluster housing may be permitted within a range of up to six units per acre. Notwithstanding the maximum densities in this policy, existing legally established residential uses exceeding 6 units per acre shall be deemed conforming. Such uses may rebuild to existing building lot coverage percentage and density. Expansion of residential uses exceeding 6 units per acre or other non-conforming uses are prohibited. Nonresidential uses, other than community facilities and recreational facilities are not permitted. Community facilities are limited to a maximum of 60% impervious surface.

~~1.~~ The Residential Preservation category shall be based on the following general criteria. For inclusion, a residential area should meet ~~the majority~~most, but not necessarily all of these criteria:

~~a.~~1) Existing land use within the area is predominantly residential~~.~~

~~b.~~2) Majority of traffic is local in nature~~.~~

~~i.~~a) Predominance of residential uses front on local street~~.~~

~~ii.~~b) Relatively safe internal pedestrian mobility~~.~~

~~c.~~3) Densities within the area generally of ~~eight~~six units per acre or less~~.~~

~~d.~~4) Existing residential type and density exhibits relatively homogeneous patterns~~.~~

~~e.~~5) Assessment of stability of the residential area, including but not limited to:

~~i.~~a) Degree of home ownership~~.~~

~~ii.~~b) Existence of neighborhood organizations~~.~~

~~Zoning districts~~

~~2.~~ In order to preserve existing stable and viable residential neighborhoods within the ~~Sub-Urban~~

Residential Preservation ~~Category allowing densities over six units per acre and/or allowing non-residential uses shall only be applied:~~

~~a. To implement a Commission-approved neighborhood plan that was developed with neighborhood participation. The implementation of the plan shall also incorporate neighborhood engagement;~~

~~b. To existing~~ land use category, development ~~exceeding a density of six units per acre; To serve as a transition between high-density residential development, major commercial uses, or arterial roads~~ and redevelopment activities in and adjoining Residential Preservation areas shall be guided by the following principles:

~~c.~~ Limitation on future commercial intensities adjoining low-density residential ~~neighborhoods; and/or~~

~~d.~~a) ~~To establish new~~preservation neighborhoods ~~on undeveloped property~~.

~~Except when applied to existing development exceeding a density of 6 units per acre or to new neighborhoods on undeveloped property, the implementation of zoning districts allowing more than 6 units per acre shall be accompanied with a plan for addressing compatibility with adjacent residential areas with densities less than 6 units per acre.~~

~~3. Zoning may be permitted at lower densities and intensities than the maximums specified in the Comprehensive Plan to achieve consistency with the intent of this category to preserve neighborhood character.~~

New or redeveloped commercial uses adjoining residential preservation designated areas shall mitigate potential impacts by meeting land development regulation requirements for buffers, screenings, landscaping, noise, setbacks and stepbacks to be compatible with low density residential development in terms of size and appearance. The factors cited in paragraph (d) below shall be used when determining the compatibility and design techniques. The design and layout of adjoining commercial uses shall be oriented to place the section of the development with the least potential negative impacts next to the residential preservation area.

b) Limitations on existing light industry adjoining ~~sub-urban~~ residential preservation neighborhoods~~:~~ .

~~4.~~ Expanding or redeveloped light industrial uses adjoining low-density residential areas within the ~~Sub-Urban Residential Preservation~~residential preservation land use category shall mitigate potential negative impacts and provide screening~~,~~ or buffering~~, sound buffering, or an area of low or medium density residential uses~~ between the light industrial uses and the ~~suburban residential preservation neighborhood~~low and medium density residential uses. The factors cited in paragraph (d) below shall be considered when determining compatibility and design techniques.

The design and layout of expanding or redeveloping light industrial uses adjoining residential preservation areas shall be oriented to place the section of the development with the least potential negative impacts in the area next to the existing and/or future low density residential area in the residential preservation land use category. New light industrial uses shall prevent or mitigate off-site impacts in accordance with the Institutional Special District or the Manufacturing and Mining Special District t and applicable Land Development Regulations.

c) Additional development requirements ~~to provide~~for allowed community facilities when adjoining low density residential areas, except for cemeteries or religious facilities to be used solely for religious functions.

~~5.~~ Such development requirements will also apply to ancillary facilities when proposed in conjunction with religious facilities and are to result in effective visual and sound buffering (either through vegetative buffering or other design techniques) ~~shall be applied to community facilities,~~

~~including ancillary facilities to religious facilities, where they adjoin low density residential areas. Cemeteries or religious facilities used solely for religious functions shall be exempted from these requirements~~between the community facilities and the adjoining residential preservation area.

d) Land ~~development regulations shall address~~use compatibility ~~between areas designated Sub-urban Residential Preservation and areas~~ with ~~new or expanding non-residential uses or high~~low-density residential ~~uses through the provision~~preservation neighborhoods

~~6.~~ A number of ~~neighborhood compatibility standards that address buffering, sound buffering, screening, design standards, and/or~~ factors shall be considered when determining a land use compatible with the ~~provision of "step down"~~residential preservation land use category. The following factors shall continue be maintained in the land development regulations used to determine whether a new development is compatible with existing low density ~~areas between~~residential uses and with the ~~two that have low or medium density or~~ intensity ~~uses~~, density, and scale of surrounding development within residential preservation areas: proposed use(s); intensity; density; scale; building size, mass, bulk, height and orientation; lot coverage; lot size/ configuration; architecture; screening; buffers, including vegetative buffers; setbacks; signage; lighting; traffic circulation patterns; loading area locations; operating hours; noise; and odor.

e) Limitations on Planned Unit Developments in the Residential Preservation land use category. Planned Unit Developments proposed within the interior of a Residential Preservation area designated recorded or unrecorded subdivisions shall be generally consistent with the density of the existing residential development in the recorded or unrecorded subdivision. Parcels abutting arterial roadways and/or major collectors may be permitted to achieve six dwelling units per acre.

Policy 2.8.9 – Sub-Urban Neighborhood Future Land Use Category~~:~~ (City of Tallahassee/Leon County):

The intent of the Sub-Urban Neighborhood land use category is to allow for neighborhood-scale development that provides a mix of housing types and neighborhood scale commercial within a walkable and bikeable area~~.~~ It is not intended to be applied within the interior of an existing established low-density neighborhood, unless to correct, legal non-conforming uses and/or densities. Principal uses within the district shall include residential development, neighborhood commercial, and neighborhood supportive facilities such as community ~~services~~facilities, recreational amenities, and light infrastructure.

The Sub-Urban Neighborhood category shall allow for residential uses at a maximum density of 20 dwelling units per acre. Allowed residential building types are single-family detached, single-family attached, duplexes, triplexes, fourplexes, multiplexes, multi-family, and live-work units.

Office, commercial, and community service uses are allowed up to 20,000 square feet per acre. The intensity of all non-residential land uses shall be kept minimal to reduce the intrusive impact upon the predominant residential land use. Land development regulations shall include development standards to maintain low traffic volumes, vehicular speeds, and parking for non-residential uses.

The following special conditions shall apply to the Sub-Urban Neighborhood Future Land Use category:

1. Urban design standards, buffering standards, and screening standards shall be included in the City of Tallahassee and Leon County land development regulations to ensure compatibility between residential and non-residential uses within the Sub-Urban Neighborhood land use.
2. If central sanitary sewer is not available, non-residential development is limited to a maximum of 900 gallons of wastewater flow per day. Community service facilities are limited to no more than 5,000 square feet, or a sewage flow not to exceed 900 gallons per day. Also, refer to Sanitary Sewer Policies 1.2.3 and 2.1.2 of the Utilities Element of the Comprehensive Plan for additional requirements.

Policy 2.8.10 – Sub-Urban Mixed-Use Commercial Future Land Use Category~~:~~ (City of Tallahassee/Leon County):

The intent of the Sub-Urban Mixed Use Commercial Land Use Category is to establish activity centers and mixed-use nodes that provide community wide or regional commercial activities and housing. This land use category promotes the efficiency of the transportation system through consolidation of trips and discouragement of the unabated sprawl of commercial activities. An integrated pedestrian and bicycle access system shall be provided to afford safe and accessible foot and bike travel between the land uses. The district is intended to facilitate efficient traffic flow by allowing only land uses developed with comprehensively planned access, egresses, and internal circulation systems through the land development review and approval process.

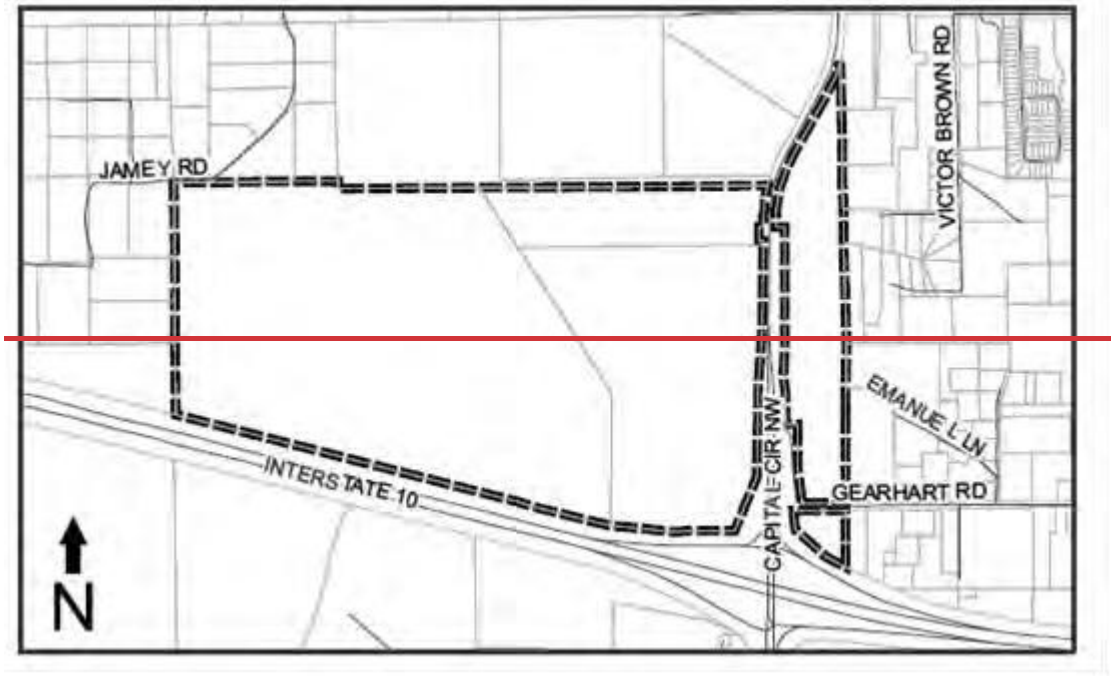
Residential land uses at a maximum density of up to 45 dwelling units per acre shall be allowed in the Sub-Urban Mixed Commercial Land Use Category. Recreational opportunities, cultural activities, commercial goods and services should be located nearby to complement residential uses. Mass transit stops should be located at large commercial centers with appropriate connections established between commercial and residential areas to reduce the automobile dependency of residents and employers. For infill development and redevelopment projects, a variety of residential types, employment, office, and commercial uses should be incorporated.

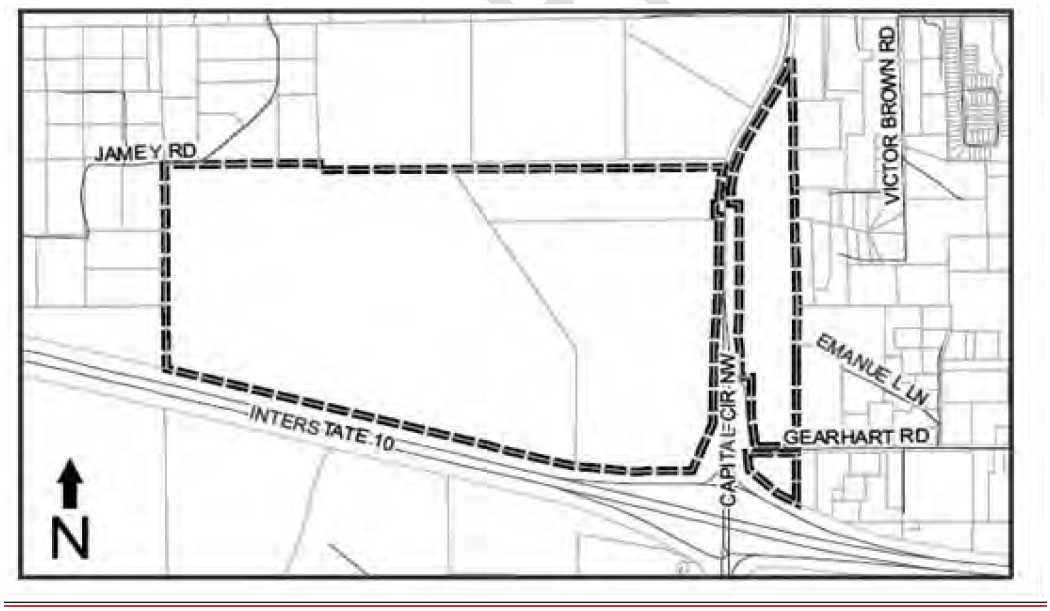
Non-residential uses including office, recreation, light infrastructure, community services, and educational facilities shall be allowed up to 25,000 square feet per acre except for in the scenarios outlined in the special conditions below.

The following special conditions shall apply in the Sub-Urban Mixed Use Commercial Land Use Category:

1. Except within mixed-use centers, larger-scale commercial development shall be buffered from residential neighborhoods.
2. If development within the Sub-Urban Mixed Use Commercial Land Use Category only contains residential land uses, at least 5% of the gross site must be used for passive or active open space such as pocket parks, green space, or trails. The required 5% of the site shall be contiguous.

3. Non-residential development that is a part of a mixed-use development that includes medical centers may have an intensity of up to 80,000 square feet per acre, and up to 176,000 square feet per acre if it includes a hospital.Park Place is a designated Regional Activity Center subject to the increased Development of Regional Impact guidelines and standards consistent with Rule 28-24.014(10)(a), Florida Administrative Code.





Park Place meets the parameters for a Regional Activity Center as defined in Rule 28-24.014(10)(c)2, Florida Administrative Code, and is depicted on the map above. Multi-use land uses for a Regional Activity Center can be accommodated by the currently designated Planned Development future land use category and development shall occur consistent with the guiding land use policies within the local comprehensive plan and the land development code.

Policy 2.8.11 – Urban ~~Residential Preservation~~ Neighborhood Future Land Use Category~~:~~

~~The Urban Residential Preservation category applies to neighborhoods close to the city center that were generally developed prior to the 1960s. The intent of the Urban Residential Preservation category is to preserve these existing historic walkable neighborhoods and their development patterns.~~

~~The Urban Residential Preservation category is intended to provide low to medium density residential uses with allowances for neighborhood-scale commercial uses in a manner consistent with the existing scale, general building heights, general building massing, and general setbacks that contribute to the neighborhood character.~~

~~Neighborhood pedestrian character shall be preserved and/or enhanced. Pedestrian safety and comfort shall be prioritized over vehicle speed.~~

~~Allowed land uses are residential and neighborhood serving non-residential, such as professional and personal services and community services. Auto-oriented uses, such as gas stations or drive-through facilities are prohibited. Permitted non-residential uses are limited to a maximum of 2,500 square feet of heated and cooled space per site.~~

~~A maximum gross residential density of 12 dwelling units per acre is allowed. Permitted housing types are single-family detached, single-family attached, duplexes, triplexes, and fourplexes.~~

~~The following special conditions shall apply to the Urban Residential Preservation Land Use Category:~~

~~1. Zoning districts within the Urban Residential Preservation Category allowing densities over 6 units per acre and/or allowing non-residential uses shall only be applied:~~

~~a. To implement a City Commission-approved neighborhood plan that was developed with neighborhood participation. The implementation of the plan shall also incorporate neighborhood engagement;~~

~~b. To existing development exceeding a density of 6 units per acre;~~

~~c. To serve as a transition between high-density residential development, major commercial uses, or arterial roads and low-density residential neighborhoods; and/or~~

~~d. To establish new neighborhoods on undeveloped property.~~

~~2. Except when applied to existing development exceeding a density of 6 units per acre or to new neighborhoods on undeveloped property, the implementation of zoning districts allowing more than 6 units per acre shall be accompanied with a plan for addressing compatibility with adjacent residential areas with densities less than 6 units per acre.~~

~~3. Zoning may be permitted at lower densities and intensities than the maximums specified in the Comprehensive Plan to achieve consistency with the intent of this category to preserve neighborhood character.~~

~~4. Standards addressing adjacency to protected residential areas including buffers, setbacks, stepbacks, noise, and landscaping shall be included be included in the~~ **(City of Tallahassee** ~~land development regulations to ensure compatibility between uses having residential densities greater than 8 dwelling units per acre and single-family uses, and between and non-residential uses within the Urban Residential Preservation land use.~~

~~5. Land development regulations shall address compatibility between areas designated Urban Residential Preservation and areas with new or expanding non-residential uses or high-density~~

~~residential uses through the provision of neighborhood compatibility standards that address buffering, screening, design standards, and/or the provision of areas with lower density or intensity uses between the Urban Residential Preservation areas and the areas with new or expanding non-residential uses or high-density residential uses.~~

~~6. The land development regulations shall provide provisions for existing nonconforming housing types in the Urban Residential Preservation land use category to be deemed conforming by incorporating site improvements and design standards that promote compatibility and protection of the existing neighborhood character. This provision does not allow new, non-conforming housing types.~~

~~Policy 2.8.12 Urban Neighborhood Future Land Use Category:~~
): The intent of the Urban Neighborhood Land Use is to provide medium density housing, live/work housing, and a mix of uses set within small to medium blocks that are defined by walkable streets characterized by narrow travel lanes, on-street parking, sidewalks, and planter ~~strips.~~ strips. It is not intended to be applied within the interior of an existing established low-density neighborhood, unless to correct legal non-conforming uses and/or densities. The Urban Neighborhood area shall be characterized by a mix of uses on small lots, with residential uses being the predominant type, and a street network that generally connects to residential neighborhoods along corridors or behind the uses fronting major collectors or arterial roadways. Non-residential neighborhood-scale uses are allowed and intended to integrate into the surrounding neighborhood. Pedestrian safety and comfort shall be prioritized over vehicle speed.

Allowed land uses include residential and neighborhood-scale non-residential uses. The scale of all non-residential land uses shall remain accessible to pedestrians living in surrounding residences. Emphasis on commercial uses shall be limited to convenience goods and services,-

small to moderate scale grocery stores, and small pharmacies and offices. ~~Office~~Community facilities, office, and commercial development in scale with surrounding residential areas are appropriate.

A maximum gross density of 26 dwelling units per acre is allowed. Residential development should include a mix of densities and housing types and be located to maximize pedestrian access to shops, public facilities and recreational opportunities that are passive or active.

A maximum intensity for commercial uses of 30,000 square feet per acre and a maximum intensity for office uses of 30,000 square feet per acre are allowed. Traffic volumes and speeds shall be kept low, and parking for nonresidential uses shall be small in scale. The number of parking spaces may be reduced to reflect increased pedestrian access.

The following special conditions shall apply to the Urban Neighborhood Land Use Category:

1. Design and development standards for the Urban Neighborhood area shall detail the placement, scale, and relationship between buildings and the street, including landscaping standards, to support an area of high pedestrian comfort and a continuous walkable street network throughout the district.
2. Urban design standards, buffering standards, and screening standards shall be included in the City of Tallahassee and Leon County land development regulations to ensure compatibility between residential and non-residential uses within the Urban Neighborhood land use category.

Policy 2.8.~~13~~12 – Urban General Future Land Use Category~~:~~ (City of Tallahassee):
The intent of the Urban General Land Use is to provide a mixture of uses including a variety of residential land uses, employment (including light manufacturing), office and commercial activities~~.~~ that are arranged in a manner to promote walkability and bikeability, or reduce automobile use. This category includes a variety of building types, short setbacks, wide sidewalks, and a street scape with trees, typically defining medium-sized blocks within walking distance of ~~a~~ high activity or employment centers; essentially a walkable urban area with a mix of housing options and significant non-residential uses related to and supporting housing. The land use category provides higher density residential opportunities near university campuses and the downtown area. Infill and potential redevelopment and/or rehabilitation activity are encouraged.

Allowed land uses include residential, commercial, office, and community facilities. A

maximum gross density of 50 dwelling units per acre is allowed.

A maximum intensity for commercial uses of 60,000 square feet per acre and a maximum intensity for office uses of 60,000 square feet per acre are allowed.

Development in this category located along public frontages shall incorporate uses that emphasize and encourage pedestrian foot traffic and contribute towards a visually-interesting environment for the adjacent public realm. This can be achieved through methods such as high percentage of transparency, frequent pedestrian opening with connections to adjacent streetscapes, and human-scaled architectural details. Development that is primarily served by automobile traffic and generates low foot traffic shall be subject to a maximum intensity of 30,000 square feet per acre.

The following special conditions shall apply to the Urban General Land Use Category:

1. Design and development standards in the land development regulations for the Urban General area shall detail the placement, scale, and relationship between buildings and the street to support an area of high pedestrian comfort and safety, and a continuous walkable street network throughout the district.

2. Development standards in the Tallahassee Land Development Code ~~shall~~may not require minimum parking requirements for uses in the Urban General land use category.

3. Street access by nonresidential uses may be permitted within the City limits of Tallahassee so long as site design complies with land development regulations to mitigate potential incompatibility with residential uses within the land use district.

4. Development at universities and colleges shall be regulated by the respective campus master plans and development agreements. Coordination on development in the proximity of universities and colleges shall be subject to development agreements.

5. The land development regulations shall include standards for development that do not incorporate uses that emphasize and encourage pedestrian foot traffic or contribute towards a visually-interesting environment for the adjacent public realm. Standards shall include requirements such as enhanced bicycle and pedestrian amenities and streetscaping features, building façade enhancements, and building placement.

Policy 2.8.~~14~~13 – Urban Center Future Land Use Category~~:~~ (City of Tallahassee):
The intent of the Urban Center land use category is to be a vibrant, 18-hour urban activity center with quality development that includes a variety of residential and nonresidential uses at high densities and intensities. The land use is characterized by buildings in close proximity to one another, featuring retail on the ground floor and residential units above, wide sidewalks, consistent street trees, and a strong emphasis on pedestrian activity. The emphasis in this area, which is within the Multimodal

Transportation District, is to facilitate a shift from cars to pedestrian, bike and transit modes of transportation. The land use intends to promote a mix of uses and higher densities and intensities within its Urban Center, while promoting multiple modes of transportation.

Allowed land uses include residential, commercial, office and community facilities.

A maximum gross residential density of 150 dwelling units per acre is allowed. Development intensity in Urban Center is up to 100% lot coverage. Land development regulations may establish more restrictive lot coverage, building heights, and design standards for different locations, neighborhoods, and special character districts within the Urban Center land use.

Intensity for nonresidential uses shall be identified in the Downtown regulating land development code that shall include lot coverage and maximum building height.

The following special conditions shall apply to the Urban Center Land Use Category:

1. The development regulations within the Urban Center area shall establish Design Guidelines for the land use in order to allow for more mixed-use, pedestrian, bike and transit- oriented development.

~~1.~~2. Future Expansion of the Urban Center land use shall be subject to the following requirements.

   a. The proposed parcels shall be:

      i. Within the existing Downtown Overlay; and

      ii. Contiguous to the existing Urban Center FLUM area.

      iii. Served by available and adequate infrastructure to support the densities and intensities allowed in the Urban Center land use.

      iv. Demonstrated to exhibit a need for the expansion (e.g.: parcel of sufficient size not available in the Central Core FLUM for the proposed development).

Policy 2.8.~~15~~14 – Special Development Districts~~:~~
(City of Tallahassee/Leon County): The following Special Development Districts are created to address unique uses and areas throughout the community:

- Manufacturing and Mining – Heavy industrial land uses that do not, typically, have a defined intensity or density and may have the potential to create significant offsite impacts to surrounding areas, have specific federal and/or state requirements and must receive federal and/or state approval in addition to local government approval. Impacts such as noise, lighting, traffic, and vibrations that are not regulated by federal and/or state laws shall be regulated by the City and County.
- Institutional - Heavy infrastructure community facilities which may be public or privately owned or established that provide significant public benefit but may have the potential to create off-site impacts.
- Parks and Civic Spaces – City, County, State and Federal areas utilized for passive and/or active recreation uses. The principal land use will not, typically, have a defined density or intensity.
- Planned Development – Large, undeveloped land areas within the Urban Services Boundary that are generally under single ownership that are required to be master planned prior to

development.

Special Development Districts shall be subject to the provisions of the Comprehensive Plan except where otherwise specified by federal and state laws.

Policy 2.8.~~16~~15 – Manufacturing and Mining Special District~~:~~ (City of Tallahassee/Leon County):

Advanced manufacturing and mining are important parts of the economy in the City of Tallahassee and Leon County. Dramatic shifts in the technologies used by these sectors are resulting in operations that are often cleaner, quieter, and less noxious to neighboring uses than traditional heavy industrial uses. Manufacturing and mining uses in appropriate locations provide necessary jobs and the raw materials needed to support growth and development in the community.

Manufacturing and mining uses intended for the distribution of manufactured goods should be encouraged in areas with access to the Tallahassee International Airport or the Florida Department of Transportation's (FDOT) Strategic Intermodal System (SIS) facilities. The Manufacturing and Mining Special District shall not be applied to areas outside the Urban Services Area.

Because heavy industrial uses vary in their operations and potential for offsite impacts, performance and locational criteria shall be established in the City and County land development codes for the implementing zoning districts.

The Manufacturing and Mining Special District accommodates a variety of uses that may have similar demands on public infrastructure. Light industrial, mining, and heavy industrial uses are allowable in the Manufacturing and Mining Land Use.

- Light Industrial – Light Industrial uses shall be permitted at a maximum intensity of 30,000 square feet of gross building floor area per acre. Ancillary residential uses (intended for caretaking, maintenance, the temporary lodging of employees, or security) may not exceed two units per acre.
- Mining – Mining uses shall be permitted subject to applicable landscaping and natural area requirements and the dimensional standards included in land development regulations. A land reclamation plan shall be submitted demonstrating that upon termination of the activity, the land shall be returned to a condition that will allow an effective reuse compatible with surrounding properties.
- Heavy Industrial – Heavy Industrial uses shall be permitted at a maximum intensity of 30,000 square feet of gross building floor area per acre. These areas shall have stringent locational criteria and require extensive buffering and/or relative distance from other land uses. These uses may require employment of techniques to prevent impacts offsite or require mitigation and/or minimization techniques for impacts. Ancillary commercial uses designed to serve adjacent workers may be permitted.

The following special conditions shall apply to the Manufacturing and Mining Special District:

1. Noise, vibrations, smoke, dust and particulate matter, odor, and lighting resulting from industry and mining uses shall be prevented or mitigated to avoid negative impacts on properties in the vicinity of these uses. The City and Leon County Land Development Code shall provide minimum mitigation standards.
2. Administrative offices that support and are functionally related to onsite activities are allowed in any of the implementing zoning districts for the Industry and Mining Special District.

3. Site plans must demonstrate the protection of adjacent non-industry and non-mining properties through development standards outlined in the land development codes.
4. A plan for vehicular access to and from the site addressing heavy trucks and equipment must be submitted with site plans and must demonstrate compatibility with adjacent land uses.
5. Hydraulic fracturing, proppant fracturing, acid fracturing, matrix acidizing, and similar activities, commonly referred to as fracking, are not permitted uses in the Industry and Mining Land Use.

Policy 2.8.~~17~~16 – Institutional Special District~~:~~ (City of Tallahassee/Leon County):
The purpose of this Special District is to provide lands for heavy infrastructure community facilities that must obtain federal and/or state approvals to be located, modified and/or-

expanded within the community. Institutional facilities and uses may be public or privately owned or established but must provide significant public benefit.

Principal uses for institutional facilities and uses may not have a defined density or intensity. Generally, facilities and accessory uses shall not occupy more than 90 percent of the entire site when located within the Urban Service Boundary or 75 percent of the entire site when located

outside of the Urban Services Boundary. Primary buildings for institutional uses shall be permitted at a maximum intensity of 30,000 square feet of gross building floor area per acre.

The following special conditions shall apply to the Institutional Special District:

1. Institutional land uses have the potential to create offsite impacts to surrounding areas. Because institutional uses vary in their operations and their potential offsite impacts, performance and locational criteria shall be established in the City and County land development codes for the implementing zoning districts.
2. Whenever possible, noise, vibrations, smoke, dust and particulate matter, odor, and lighting resulting from institutional uses shall be prevented. In cases where the impacts cannot be prevented, they shall be mitigated to avoid negative impacts on properties in the vicinity of these uses.

Policy 2.8.~~18~~17 – Parks and Civic Spaces Special District~~:~~ (City of Tallahassee/Leon County):
The Parks and Civic Spaces Special District may be applied to publicly or privately owned lands and is intended to provide areas within the community for the resource conservation and recreational facility needs of the community. Non-residential uses that enhance parks with active recreational facilities, such as a clubhouse at a golf course or restaurant and retail uses at parks in urban areas, are allowed if designed to complement the park's intended use.

The maximum intensity for non-residential uses in areas designated Parks and Civic Spaces Special District is 1,000 square feet per acre. Residential uses shall be limited to hosts and resident volunteers involved in the maintenance or operation of the parks and civic spaces.

The following special conditions shall apply to the Parks and Civic Spaces Special District:

1. Commercial active recreation land uses shall be established through the Planned Unit Development process.

2. Because commercial active recreation land uses vary in their operations and potential offsite impacts, the Planned Unit Development shall establish standards to address the potential offsite impacts, including, but not limited to noise, lighting, and traffic access and congestion.

Policy 2.8.~~19~~18 – Planned Development Special District~~:~~ (City of Tallahassee/Leon County):

The Planned Development Special District is intended to identify large, undeveloped land holdings that will be developed with various mixes of land uses for which more detailed planning is required to establish the appropriate mixture and arrangement of uses. Undeveloped areas within the Urban Service Area that, as of January 1, 2007, are predominantly in the same ownership or control and encompassing more than 200 acres shall be defined as a Planned Development Special District. These Planned Development Special Districts shall require, prior to subdivision or development, a Master Plan approved by the jurisdiction in which the Planned Development Special District is located.

The Planned Development Special District allows intensities of 25,000 square feet per acre and densities shall not exceed 20 dwelling units per acre. Storage areas within buildings, warehouses, mini-warehouses and self-storage facilities may have a gross floor area up to 50,000 square feet per acre.

The following special conditions shall apply to the Planned Development Special District:

1. Master Plans shall show the location, intensity and mix of proposed land uses, as well as the transportation network necessary to serve the proposed development. To provide for a more self-supporting development pattern that is less oriented to the use of automobiles, the Master Plan area shall include at least four different land uses (e.g., residential, office, commercial, recreation, light industrial, public or private open space) that are integrated with each other, as well as with the unique characteristics of the development area.
2. Master Plans shall identify the following:
    a. Boundary of area subject to Planned Development.
    b. General depiction of mix, location and intensities of future land uses.
    c. Activities permitted within each land use.
    d. Total dwelling units.
    e. Total square footage of non-residential development.
    f. How natural resources on-site will be protected.
    g. Major transportation system improvements that are consistent with adopted transportation plans.
    h. Capacity maintenance, bicycle, and pedestrian accessibility, impacts to surrounding areas and protection of canopy roads, if applicable.
    i. Address mass transit, if transit facilities are available or planned within the plan horizon for the Tallahassee-Leon County Comprehensive Plan to serve the Planned Development.
    j. Facilities and development requirements to provide alternative modes of transportation, such as bicycle and pedestrian mobility and, if available, mass transit.
    k. An infrastructure plan which identifies the type, demand, and general location of needed utilities in relation to existing and scheduled utilities in the areas of the development.
    l. The location and adequacy of proposed schools, parks, and open space.
    m. How the development will reduce transportation demand by allowing for internal trip capture at project build-out through a mixture of land uses.
    n. How the development will comply with applicable affordable housing policies and/ordinances.

o. How the unique characteristics of the area, including cultural and historic resources, preservation and conservation features, and greenways, will be addressed.

p. A set of development guidelines that will direct the development of implementing PUD/PUDs. These guidelines shall address, but not be limited to, building height, setbacks, the interrelationships of uses, energy efficiency, pedestrian access. The guidelines shall include basic design elements that generally address crime prevention, such as landscaping and lighting considerations, Crime Prevention through Environmental Design (CTPED) principles, or other design concepts intended to improve safety and deter crime.

3. Previous approved Comprehensive Plan Area Plans shall constitute a Master Plan as required by this policy. The Southeast Sector Plan serves as the Master Plan for Southwood, Colin English Properties, and the former Southside DRI lands. The Welaunee Critical Area Plan serves as the Master Plan for the Welaunee Toe, Heel, and Arch. The Capital Circle Office Complex Planned Unit Development Master Plan Concept shall serve as the Master Plan for this area, and shall be exempted from the four use requirement of this policy.
4. Approved Master Plans are to be implemented by one or more Planned Unit Developments. Minimum size requirements for Planned Unit Developments within the district shall be established in the land development code. Minor and major amendments to the Master Plan may be approved through the Planned Unit Development requirements and procedures. The Planned Unit Development may serve as the Master Plan if it meets the requirements for a Master Plan enumerated in this policy.
5. Easements, right-of-way and other improvements located throughout the Planned Development District boundary may be required to be dedicated in conjunction with proposed development applications to ensure adequate facilities can be constructed consistent with the Master Plan.
6. Subdivision of a portion of a Planned Development District for sale or donation to a public or quasi-public entity for the purpose of conservation, preservation, or passive resource-based recreation use shall not be contingent upon the adoption of a Master Plan or PUD.
7. Subdivision and development of a portion of a Planned Development area for sale or donation for the purpose of providing schools (pre-kindergarten through twelfth grade) and/or infrastructure to serve primarily offsite needs shall not, likewise, be contingent upon the adoption of a Master Plan or PUD. The land development code shall establish the process and requirements for siting and development of new schools and the expansion of existing schools. The conservation, preservation, passive recreation, educational facilities and types of infrastructure that are intended to be accessible by the public shall be designed for integrated auto, pedestrian and bicycle access, and shared access. The school facilities and infrastructure shall include adequate buffering for the remainder of the Planned Development. If any of these public acquisitions reduce the remaining acreage of the Planned Development below 200 acres, the Planned Development provisions of this Plan shall apply to all remaining acreage.
8. Separate Master Plans may be approved for each Planned Development District that is divided by an interstate or arterial highway that limits integration across the entire development.
9. As demands from a rapidly increasing population may require the expansion of the Urban Service Boundary in the future, additional areas will be identified as Planned Development Areas upon their inclusion within the Urban Service Area.
10. Upon expansion of the Urban Service Area, properties that meet the definitions for Planned Development areas shall be designated as Planned Development on the adopted Future Land Use Map and Zoning Map.

Goal 3 [LM] – Healthy Neighborhoods and Vibrant Places:

Our community will plan for the development of healthy neighborhoods, vibrant places, and places of employment that are designed and built to be lively, inclusive, safe, and sustainable to ensure the equitable treatment and involvement of all citizens, recognize the importance of public spaces and private property, address the importance of civic and institutional uses, and account for community context.

These places will provide for:

- Recreational opportunities.
- Pedestrian and bicycle facilities.
- Healthy food options.
- Health services.
- Community ~~services~~facilities, including schools, community centers, and libraries.

Objective 3.1 – Residential Character~~:~~ (City of Tallahassee/Leon County):

Provide for connectivity and a balanced mix of residential uses that allow for greater housing diversity while protecting the character of existing, viable residential areas and neighborhoods.

Policy 3.1.1 – Residential Character Criteria~~:~~ (City of Tallahassee/Leon County):

Maintain land development code regulations that protect existing residential areas from encroachment of incompatible uses. These regulations shall include context-based requirements for setbacks, buffering, open space, landscaping, tree protection, stormwater, and access management. Development proposals shall be reviewed for compliance with these requirements during the site plan review process.

Policy 3.1.2 – Housing Diversity~~:~~ (City of Tallahassee/Leon County):

Maintain a viable mix of available residential densities to accommodate a variety of housing types.

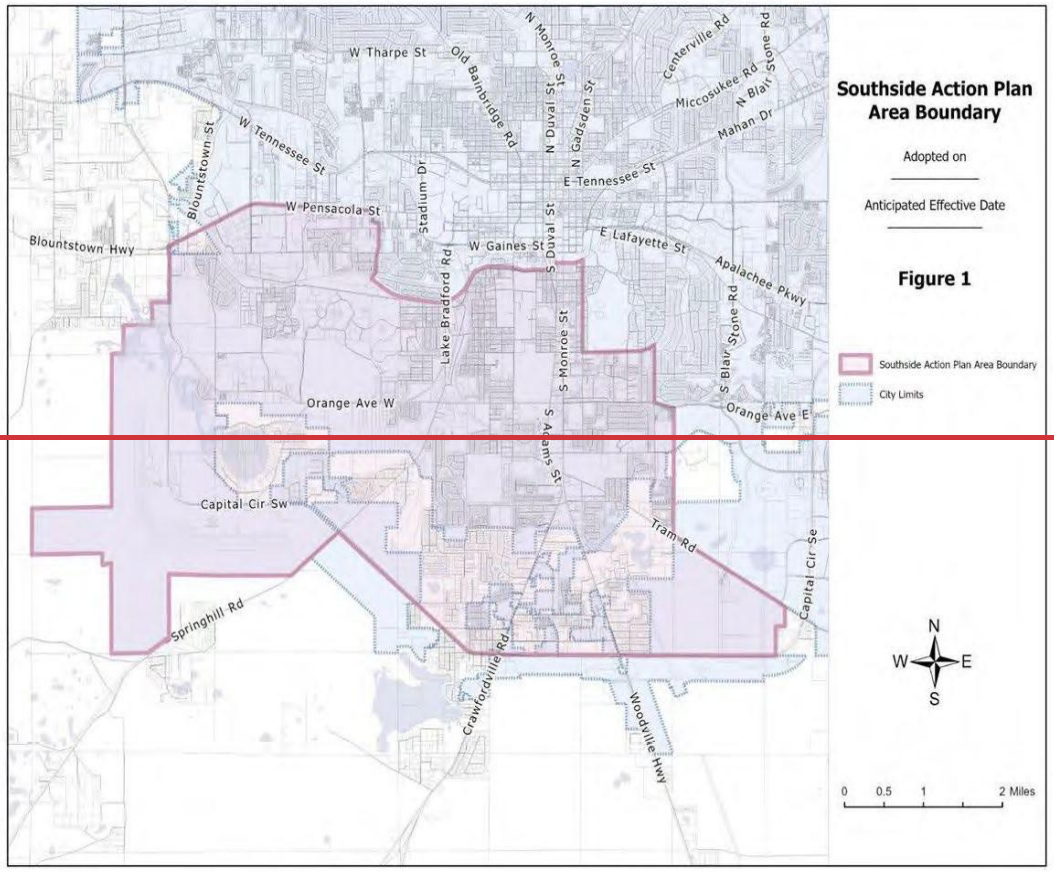
Policy 3.1.3 – Healthy Food Options~~:~~ (City of Tallahassee/Leon County):

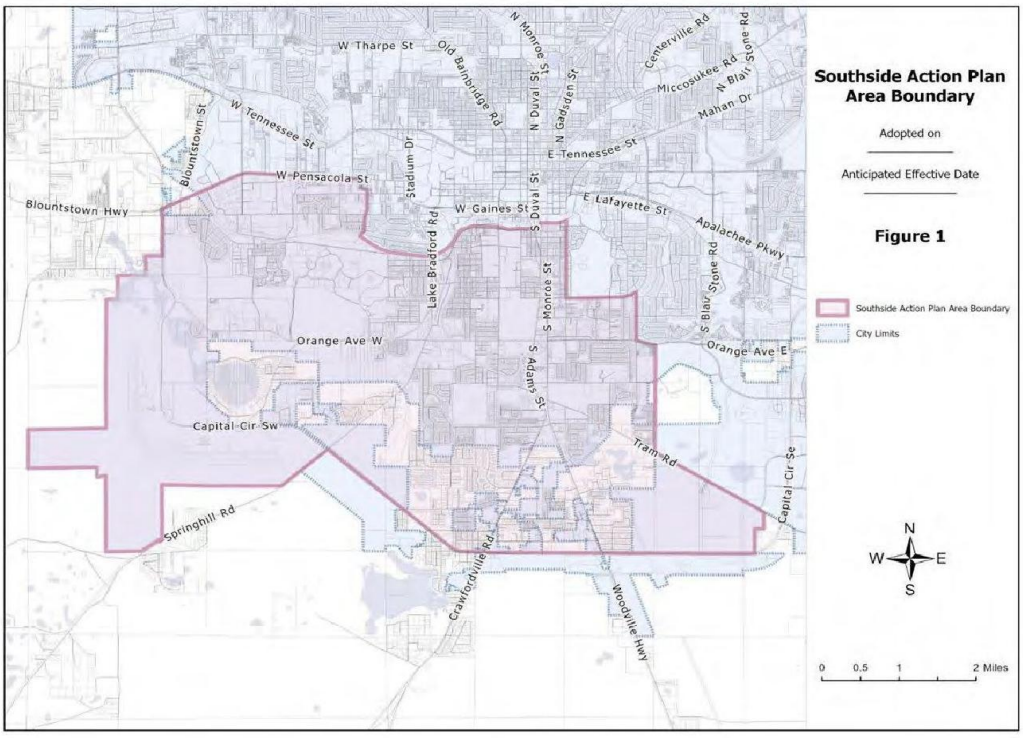
The land development regulations shall foster healthy food options by promoting community public gardens and supporting neighborhood scale grocery uses within and adjacent to residential areas.

Objective 3.2 – Southside Action Plan~~:~~ (City of Tallahassee/Leon County):

Develop and monitor the Southside Action Plan to align with the community's desire for a framework of action in the southern part of the Tallahassee urban area. To achieve this objective, the local governments shall develop a Southside Action Plan that complements long term public and private investment with small scale visible improvements that are relatable and community driven. This approach recognizes that the vision of Southside citizens is essential to guiding the development, redevelopment, and rehabilitation of the Southside; and that the community's vision focuses on three main areas of improvement: Beautification, Investment, and Engaged and Activated Citizens.

Policy 3.2.1 – Southside Action Plan Area~~:~~ (City of Tallahassee/Leon County):
The objective and policies for the Southside Investment Strategy apply to the designated Southside Action Plan area.





Policy 3.2.2 – Beautification: (City of Tallahassee/Leon County):
Focus local government beautification efforts in shared public spaces by frequently maintaining and enhancing existing public areas. Support citizen and business investment on private property and shared spaces.

Policy 3.2.3 – Investment: (City of Tallahassee/Leon County):
Identify projects that initiate further investment opportunities in the Southside Community. Support partnerships across federal, state, city and county governments with non-profits and private organizations to identify resources for housing, homeownership, business, and infrastructure for the public. Investment within the Southside Action Plan area shall not occur at the expense of the natural environment or water quality in a manner which is found to be inconsistent with local government initiatives, policies, rules or regulations.

Policy 3.2.4 – Active and Engaged Citizens: (City of Tallahassee/Leon County):
Encourage citizens, neighborhoods, and businesses in the Southside to be engaged and actively involved in community-led projects. Promote projects, empower residents, and connect efforts with resources.

Policy 3.2.5 – Southside Action Plan Evaluation and Update: (City of Tallahassee/Leon County):
The local governments will monitor project implementation of the Southside Action Plan by reporting annually, or as requested by the City Commission or County Commission, on Southside Action Plan policies.

Objective 3.3 – Connectivity Access Management: (City of Tallahassee/Leon County):
Require effective interconnectivity and access management to reduce vehicle trip demand, increase access and safety for bicyclists and pedestrians, and preserve the integrity of the transportation system.

Policy 3.3.1 – Access Management Design: (City of Tallahassee/Leon County):
The City of Tallahassee and Leon County shall adopt and maintain access management standards and supporting design guidelines to control the location, spacing, operation and design of access connections and median openings. Development access shall be designed to protect the maximum service volume, safety, and operating characteristics of transportation facilities that it impacts, taking into account impacts to all modes and users of transportation.

Policy 3.3.2 – Intersection and Interchange Restrictions: (City of Tallahassee/Leon County):
Restrict vehicular access connections (e.g., driveways) close to the intersection of streets, roads, and highway interchanges. Regulations specifying the appropriate location and spacing of access connections from intersections and interchanges will be provided in the land development regulations or local policies.

Policy 3.3.3 – Unified Access and Circulation Plans: (City of Tallahassee/Leon County):
Alternative access connections and unified access and circulations plans shall be used to minimize access connections on arterial roadways. All development plans shall provide circulation systems that create multimodal access to and from the proposed development, as well as access to surrounding developments.

Policy 3.3.4 – Access Management Improvements: (City of Tallahassee/Leon County): Improve access management to support the movement of through traffic, reduced crashes, and decrease vehicle

conflicts by implementing standards and strategies that:

1. Address the transition of vehicles from arterial roadways to internal circulation systems.
2. Prioritize the redesign of median openings that are inadequately designed.
3. Require the closure or modification of excessive, overly wide, or unsafe driveway connections during resurfacing, repair, and rehabilitation projects.

Policy 3.3.5 – State Road Access Management:

(City of Tallahassee/Leon County): The local governments shall coordinate with the Florida Department of Transportation and utilize access management and permitting policies adopted, or recommended, by FDOT on state highways.

Policy 3.3.6 – Neighborhood Through-Traffic:

(City of Tallahassee/Leon County): Utilize context sensitive roadway design and traffic calming to allow connectivity while mitigating the effects of through-traffic on neighborhoods and supporting complete streets policies.

Policy 3.3.7 – Consolidated Properties:

(City of Tallahassee/Leon County): Properties under the same ownership, consolidated for development, or part of phased development plans shall be considered one property for the purposes of access management. Access points to such developments shall be the minimum necessary to provide reasonable access.

Policy 3.3.8 – Development Near Interchanges:

(City of Tallahassee/Leon County): Circulation systems for new development and redevelopment at interstate interchange areas shall be designed to provide safe and efficient multimodal traffic flow through the implementation of strategies and standards such as access spacing or the utilization of service roads.

Policy 3.3.9 – Access Management Deviations:

(City of Tallahassee/Leon County): Flexibility shall be provided in the administration of access spacing standards to accommodate minor deviations, where safe and appropriate, and to ensure that no property is denied reasonable access to the transportation system. Major deviations from access spacing standards shall not be granted until every feasible option for meeting access management standards has been explored and deemed impractical.

Objective 3.4 – Equitable Distribution of Land Uses: (City of Tallahassee/Leon County):

Provide for the geographic distribution of land uses in a manner that meets the needs of a growing and diverse population while ensuring that the benefits and burdens of public sector projects are shared across the community equitably.

Policy 3.4.1 – Distribution of Land Uses: (City of Tallahassee/Leon County):

The Future Land Use Map shall provide for the balanced and orderly growth and development of the community with a distribution of land uses that allow residential, commercial, office, institutional, and manufacturing uses throughout the community while accounting for natural resources, the geology and geography of the community, and available transportation facilities.

Policy 3.4.2 – Public Investments~~:~~ (City of Tallahassee/Leon County):
The City and County will strive to distribute major infrastructure projects and other public investments geographically across the community with consideration given to the unique and specific infrastructure needs of different areas.

Objective 3.5 – Safety~~:~~ (City of Tallahassee/Leon County):
Prioritize safety as a foundational principle in the development and amendment of policies and guidelines. Apply best practices and best available data to land development regulations, street design, and urban design to enhance and promote the safety of all people regardless of age or ability.

Policy 3.5.1 – Public Infrastructure Design~~:~~
(City of Tallahassee/Leon County): Public infrastructure, relevant to transportation, shall be designed to increase the safety of its users through strategies such as the application of context-based design and design speed, ~~complete streets~~Complete Streets principles, Crime Prevention through Environmental Design (CPTED), and other nationally recognized strategies. This infrastructure design shall include sidewalks, street trees, and on-street parking. For roadways, public infrastructure including signalization, pedestrian facilities, on-street parking, and associated streetscaping elements such as lighting, pavement markings, and crosswalks shall follow design principles that increase the safety of its

users. To support the goal for zero deaths and serious injuries on our roadways, design shall follow a Safe System Approach and utilize Proven Safety Countermeasures

Objective 3.6 – Land Development Regulations~~:~~
(City of Tallahassee/Leon County): Maintain specific and detailed land development regulations that implement and are consistent with the goals, objectives, and policies of the Tallahassee-Leon County Comprehensive Plan.

Policy 3.6.1 – Criteria for Amendments to Land Development Regulations~~:~~ (City of Tallahassee/Leon County): Proposed amendments to the City of Tallahassee and Leon County Land Development Regulations shall be evaluated for consistency with the overall intent of the adopted Goals, Objectives, and Policies of each Element of the Comprehensive Plan.

Policy 3.6.2 – Implementing Zoning Districts~~:~~ (City of Tallahassee/Leon County):
Each Future Land Use Map Category shall be implemented by one or more zoning districts that are consistent with the intent of that respective land use category. Each zoning district shall specify allowable land uses and activities with appropriate development and design standards, including density and intensity of development, as applicable.

Policy 3.6.3 – Site Requirements~~:~~ (City of Tallahassee/Leon County):
Land development regulations shall include requirements for:

- Context-based stormwater management
- Open space
- Setbacks
- Buffers
- Screening
- On-site traffic circulation

- Roadway access
- Context-based transit amenities
- Land uses
- Subdivision of land
- Signage
- Standards for the regulation of development within and adjacent to areas subject to seasonal or periodic flooding compliant with state and federal regulations
- Areas known to be vulnerable to natural or human-caused hazards
- Lighting
- Noise mitigation

Policy 3.6.4 – Density and Intensity Incentives~~:~~ (City of Tallahassee/Leon County):

Land development regulations shall include incentives for greater development density and intensity to facilitate growth in areas that minimize and/or mitigate impacts on the natural environment or community character. These incentives shall allow densities or intensities that exceed unincentivized limits set out in the respective Future Land Use Category~~.~~ by up to 20%.

Incentives for greater density and intensity up to 25% will be permitted for developments along Gateway Corridors as defined in Policy 2.6.2 of this Element within the Urban Services Area for developments that incorporate urban design standards resulting in more attractive developments.

Policy 3.6.5 – Planned Unit Developments~~:~~ (City of Tallahassee/Leon County):

The City of Tallahassee or Leon County Land Development Regulations shall provide for the creation of Planned Unit Developments (PUD) zoning districts to accommodate development proposals that are consistent with the Comprehensive Plan but are not provided for or allowed in the zoning districts otherwise established. Planned Unit Developments may establish site-specific standards by ordinance.

Policy 3.6.6 – Non-Conforming Uses~~:~~ (City of Tallahassee/Leon County):

The City of Tallahassee and Leon County Land Development Regulations shall provide a procedure to substantially mitigate or eliminate legally established non-conforming land uses or deem an existing use to be conforming. These procedures shall include a process for evaluating and determining eligibility for a waiver of non-conforming status based on:

- The impact of the non-conformity to conforming land uses adjacent to the non-conformity.
- A determination that the non-conformity is not detrimental to public health, safety, and welfare.
- The ability to prevent or substantially mitigate impacts of the non-conformity.

The development regulations shall distinguish between ~~nonconforming~~non-conforming uses which are to be terminated or amortized, and ~~nonconforming~~legally established non-conforming uses in nonresidential designations which may continue, but not be expanded.

Policy 3.6.7 – Previously Vested Development~~:~~ (City of Tallahassee/Leon County):

Any development approved under earlier comprehensive plan versions, but not yet commenced, shall still have that approval vested as such until the expiration of the approved development or until development is approved under the current comprehensive plan.

Policy 3.6.8 – Landfill Redevelopment~~:~~ (City of Tallahassee/Leon County):
Local governments shall adopt and maintain land development regulations that ensure redevelopment of mapped landfill sites will not adversely impact health, safety, or welfare.

Objective 3.7 – Urban Design~~:~~ (City of Tallahassee/Leon County):
Incorporate urban design standards and design guidelines into the City of Tallahassee and Leon County Land Development Regulations to support distinctive and adaptable places that promote engaging, accessible, and safe public spaces.

Policy 3.7.1 – Design Principles and Priorities~~:~~ (City of Tallahassee/Leon County):
General urban design principles included in land development regulations shall prioritize pedestrian safety and comfort within an interconnected network of small blocks supported by a mixture of land uses and housing types in urban areas. Outside of urban areas, design principles shall prioritize conservation and preservation of natural resources.

Policy 3.7.2 – Crime Prevention through Environmental Design~~:~~ (City of Tallahassee/Leon County):
Land development regulations shall incorporate principles of Crime Prevention Through Environmental Design (CPTED) to:

- Incorporate landscaping, walkways, fencing, signage, and/or other design elements that are intended to provide visual cues on whether property is public, semi-public, or private.
- Selectively place entrances and exits, fencing, lighting, and landscaping to control access to private spaces.
- Place physical features, activities, and amenities in ways that maximize the visibility of public spaces and their users.
- Standards shall be designed taking all people into consideration, regardless of age, physical ability, or mental ability.
- CPTED principles shall be applied thoughtfully and equitably so that the implementation of the principles does not reduce quality of life or inequitably burden any part of the community.

Policy 3.7.3 – Design Criteria for Mobility Hubs~~:~~

(City of Tallahassee/Leon County): New developments or redevelopment projects shall contribute to providing a safe, convenient, comfortable, and aesthetically pleasing transportation environment that promotes walking, cycling, and transit use. Mobility Hubs, that offer multiple transportation options in a centralized area, promoting the use of public transit, cycling, car-sharing, micro-mobility and other sustainable modes of transportation available to users of all ages and abilities, will be encouraged through incentives to increase access to community ~~services~~facilities and employment opportunities, including those for underserved communities. Design standards and incentives for including mobility hubs shall be adopted into land development regulations.

Goal 4 [LM] – Greater Housing Diversity:

Our community will strive for greater housing diversity that expands affordable housing opportunities and housing options for people with varying income levels, offers more flexibility for people in different stages of life and with different abilities, and promotes options that are supported by transit, on-demand transportation, and non-motorized forms of transportation.

While working toward greater housing diversity, our community will:

- Protect the character of existing, viable residential areas through neighborhood design, building types, buffering, and screening.
- Promote development practices to support:
    - Neighborhoods that are diverse in use and population.
    - Communities that are designed for people walking, riding bicycles, and using transit as well as driving motorized vehicles.
    - Places that offer inclusive access to public spaces and community institutions.

Objective 4.1 – Missing Middle Housing~~:~~ (City of Tallahassee/Leon County):

Ensure diverse housing options along a spectrum of affordability and housing types in residential areas to support walkable neighborhoods, neighborhood commercial uses, and multimodal transportation options. Allow for diverse housing options in new and existing neighborhoods to ensure that the housing types are not homogeneous and provide a solution to the mismatch between the available housing stock, shifting demographics, and growing demand for walkability.

Policy 4.1.1 – Accessory Dwelling Units (ADUs~~):~~) (City of Tallahassee/Leon County):

Maintain land development regulations that allow and encourage the development of accessory dwelling units in most residential and mixed-use zoning districts to attract young graduates, support families with aging parents and grandparents, and provide additional income for homeowners.

Policy 4.1.2 – Missing Middle Housing as Conforming Uses~~:~~ (City of Tallahassee/Leon County):

Existing, legally established single-family detached dwellings, accessory dwelling units, single-family attached dwellings or townhomes, and two-family homes or duplexes shall be deemed conforming uses notwithstanding any density or permitted use provisions of the Comprehensive Plan or land development regulations.

Policy 4.1.3 – Community Character Analysis~~:~~ (City of Tallahassee/Leon County):

In order to facilitate the development of diverse housing options, form-based zoning districts may be developed indicating a specific range of housing types that are permitted. Form-based zoning districts will be based on a Community Character Analysis to identify a range of housing types appropriate accounting for the existing physical development patterns.

Policy 4.1.4 – Pattern Books~~:~~ (City of Tallahassee/Leon County):

Pattern books shall be developed to identify a specific range of housing types allowed for different land use categories. These pattern books would serve as a tool to provide predictability-

of the housing types allowed in various areas of the community and to provide residents, developers, and homebuilders with an understanding of allowable housing types in the community.

Objective 4.2 – Mobility-Based Housing Incentives~~:~~ (City of Tallahassee/Leon County):
Provide density bonuses and other incentives that encourage compact, mixed-use communities near transit and trail corridors and mobility hubs.

Policy 4.2.1 – Coordinate Transit with Land Use~~:~~ (City of Tallahassee):
As transit centers are planned, the Planning Department shall evaluate adjacent land uses for opportunities to implement Transit-Oriented Development.

Policy 4.2.2 – Transit-Oriented Development (TOD) Design Standards~~:~~ (City of Tallahassee/Leon County):
Land development regulations shall include design standards to encourage the following principles around transit centers:

- Site centers in locations with highest ridership potential and development opportunities.
- Designate 0.5-mile radius around centers as higher density, mixed-use, walkable development.
- Create a range of densities with highest at centers, tapering down to existing neighborhoods.
- Design centers for seamless pedestrian connections to surrounding development.
- Create public plaza directly fronting one or more sides of the center building where feasible.
- Create retail and cafe streets leading to center entrances along main pedestrian connections where feasible.
- Reduce parking at centers and locate parking in areas that direct pedestrian flow along retail streets.
- Enhance multi-modal connections, making transfers easy, direct, and comfortable.
- Incorporate bikeshare, a comprehensive bikeway network, and large ride-in bike parking areas.
- Use centers as catalysts for major redevelopment of area and create placemaking around centers.

Policy 4.2.3 – Transit-Oriented Development (TOD) Density Bonus~~:~~ (City of Tallahassee/Leon County):
Land development regulations may include provisions that allow for densities up to 20% higher than otherwise allowable in a given land use category with a minimum density bonus of one additional unit for development located within ¼ mile of a transit stop. This density bonus shall not apply to the ~~Urban Residential Preservation or Sub-Urban~~ Residential Preservation land use ~~categories~~category. This density bonus may be applied in addition to other eligible density bonuses. Total density bonuses shall not exceed 30% of the residential density allowed in the underlying land use category.

Policy 4.2.4 – Coordinate Trails with Land Use~~:~~
(City of Tallahassee/Leon County): As shared use paths and protected bike lanes are planned and designed, adjacent land uses shall be evaluated by the Planning Department for

opportunities to implement trail-oriented development.

Policy 4.2.5 – Trail-Oriented Development (TrOD) Design Standards: (City of Tallahassee/Leon County):
Trail Oriented Development shall be mixed-use areas and feature a Mobility Hub connected to the trail network to serve as a focal point that brings multiple modes of personal mobility together.

Policy 4.2.6 – Trail-Oriented Development (TrOD) Density Bonus: (City of Tallahassee/Leon County):
Land development regulations shall include provisions that allow for densities up to 20% higher than otherwise allowable in a given land use category with a minimum density bonus of one additional unit for development located within 1/2 miles of a trailhead. This density bonus may be applied in addition to other eligible density bonuses. Total density bonuses shall not exceed 30% of the residential density allowed in the underlying land use category.

Objective 4.3 – Affordability: (City of Tallahassee/Leon County):
Provide density bonuses and other incentives that expand affordable housing opportunities and options for people with varying income levels, including opportunities and options not adequately supplied by the market.

Policy 4.3.1 – Inclusionary Housing Policy: (City of Tallahassee/Leon County):
As part of an overall affordable housing strategy, the City and County shall develop and maintain inclusionary housing policies in their respective land development regulations in order to increase private development of affordable housing. The inclusionary housing policies may include a range of incentives, including density bonuses up to 30% greater density than otherwise provided by the applicable zoning district.

Policy 4.3.2 – Establishing Community Land Trusts:
(City of Tallahassee/Leon County): To support long-term affordable homeownership, prioritize the use of Community Land Trusts (CLTs) when possible. In doing so, give preference to CLTs over other affordable housing-
models that:

- Do not include resale restrictions, or
- Include resale restrictions that are temporary, forgiven, or set to expire over time, or
- Rely on local government land donations without long-term affordability guarantees.

Policy 4.3.3 – Requirements of Community Land Trusts: (City of Tallahassee/Leon County):
To qualify for local government assistance, Community Land Trusts shall:

- Require permanent affordability.
- Require that owners live in the homes as their primary residence.
- Include resale formulas in land leases.

Policy 4.3.4 – Affordable Housing Design Standards: (City of Tallahassee/Leon County):
Develop design standards for affordable housing, including Aging in Place design that could be incorporated into the County and City's Housing Programs.

Policy 4.3.5 – Affordable Housing Density Bonus:
(City of Tallahassee/Leon County): Land development regulations shall include provisions that

allow for densities up to 25% higher than otherwise allowable in a given land use category with a minimum density bonus of one additional unit for the provision of affordable housing units. Land development regulations may include qualifying criteria, design standards, and site design flexibility for the implementation of the density bonus.

Objective 4.4 – Family Heir Subdivisions~~:~~ (City of Tallahassee/Leon County):
Provide a hardship provision by which owners of property outside of the Urban ~~Boundary~~Services Area who meet defined eligibility requirements may have the ability to create smaller parcels of land for family members for use as homesteads.

Policy 4.4.1 – Family Heir Subdivision Eligibility~~:~~
(City of Tallahassee/Leon County): The use of a parcel of property solely as a homestead by an individual who is the grandparent, parent, stepparent, adopted parent, sibling, child, stepchild, adopted child, or grandchild of the person who conveyed the parcel is permitted per this policy, notwithstanding the density or intensity of use assigned to the parcel by the Future Land Use Map and official zoning atlas. The parcel to be subdivided must be in the same configuration as it was on February 1, 1990; or the parcel must have been created through subdivision pursuant to the family heir provision and the applicant is an originally intended heir or an heir through successive generations of the originally intended heir. The parcel shall be conveyed within 90 days of subdivision approval to the intended heir, who shall hold uninterrupted title for at least two years.

Goal 5 [LM] – A Robust Economy:

Our community will facilitate the development, attraction, and cultivation of innovative businesses and associated job creation to position the local economy for sustained, directed growth, raise the quality of life for residents, and alleviate poverty in the community.

Our community will foster a robust economy by:

- Supporting target industry cluster development and innovation districts.
- Retaining and creating new employment opportunities emphasizing Tallahassee-Leon County's target industries.
- Reducing barriers to starting and growing businesses.
- Increasing access to job opportunities and training.
- Ensuring adequate and suitable lands are designated for commercial and industrial uses.

Objective 5.1 – Economic Health~~:~~ (City of Tallahassee/Leon County):

Initiate community planning, urban development, and redevelopment strategies that prepare businesses, production facilities, trades, and related activities that provide the livelihoods of the population to take advantage of positive opportunities and withstand negative changes in the economy and to continue providing jobs and incomes to support the community.

Policy 5.1.1 – Economic Development Strategic Plan~~:~~ (City of Tallahassee/Leon County):

The Tallahassee-Leon County Office of Economic Vitality (OEV) shall maintain a strategic plan that includes, at a minimum, target industries and objectives for business development and job creation. During development project reviews, the Planning Department and OEV shall coordinate on issues of land use and development to support economic health consistent with ~~the OEV strategic plan.~~ the OEV strategic plan.

Objective 5.2 – Airport Access~~:~~ (City of Tallahassee):

Provide access to the Tallahassee International Airport to ensure the movement of people and commerce while maintaining the safety and security of the airport.

Policy 5.2.1 – Airport Master Plan~~:~~ (City of Tallahassee):

The airport master plan developed for the Tallahassee International Airport shall account for transportation facilities and access to both the General Aviation and the Commercial Service facilities at the airport. The airport master plan shall be coordinated with the plans of the US Army Corps of Engineers, the Federal Aviation Administration, FDOT, and the CRTPA. The planning, design, and construction of transportation facilities in the vicinity of the Tallahassee International Airport shall account for existing airport access as well as planned development at the airport.

Objective 5.3 – Freight and Cargo~~:~~ (City of Tallahassee/Leon County):

Provide a network of transportation facilities that are coordinated across different modes of travel to support the movement of freight and cargo.

Policy 5.3.1 – Intermodal Centers~~:~~ (City of Tallahassee/Leon County):

The City of Tallahassee and Leon County shall maintain an inventory of intermodal freight centers, including the locations, types of facilities, and activities of the centers.

Policy 5.3.2 – Tallahassee International Airport~~:~~
(City of Tallahassee/Leon County): Coordinate land uses adjacent to the Tallahassee International Airport, access to the airport, and access to other transportation facilities to enhance the express shipment, transfer, and movement of air cargo, including air freight and mail.

Policy 5.3.3 – Transportation Access~~:~~
(City of Tallahassee/Leon County): Industrial uses and other freight-related uses shall be located in proximity to and have direct access to major transportation routes and intermodal ~~stations~~freight centers, or other freight transfer locations.

Objective 5.4 – Resilience Planning~~:~~ (City of Tallahassee/Leon County):
Plan for post-disaster recovery and redevelopment to help resume economic activities following damage or destruction by a natural or human-made disaster.

Policy 5.4.1 – Post Disaster Redevelopment Plan~~:~~
(City of Tallahassee/Leon County): The community shall maintain a countywide post-disaster redevelopment plan to better prepare the community for long-term recovery and redevelopment after a disaster. The post-disaster-redevelopment plan shall address business resumption and economic redevelopment; infrastructure restoration and mitigation; housing repair and reconstruction; sustainment of services; sustainable land use; and financial management.

Policy 5.4.2 – Local Mitigation Strategy (City of Tallahassee/Leon County):
The community shall maintain the Local Mitigation Strategy to identify those strategies and projects that improve the resiliency of critical public infrastructure assets of the community based on potential hazards.

Objective 5.5 – Intergovernmental Coordination~~:~~

(City of Tallahassee/Leon County): Increase the economic strength of the Tallahassee Metropolitan Statistical Area (MSA) by leveraging opportunities, programs, land uses, and transportation facilities across the region to grow existing businesses and attract new businesses.

Policy 5.5.1 – Regional Economic Development Coordination~~:~~ (City of Tallahassee/Leon County):
The Department of PLACE shall coordinate economic development projects and programs with the State of Florida, Apalachee Regional Planning Council, Capital Region Transportation Planning Agency, and/or appropriate neighboring jurisdictions to leverage opportunities, programs, land uses, and transportation facilities across the region to support business retention and expansion, and to attract new businesses.

Policy 5.5.2 – Grant Funding Opportunities~~:~~ (City of Tallahassee/Leon County):
Local governments shall pursue grant opportunities for projects or programs of regional significance.

Goal 6 [LM] – A Balanced Transportation Network:
Our community will support a balanced and viable transportation network with convenient and context-sensitive options, so pedestrians, bicyclists, motorists, and public transportation users of all ages and abilities can travel safely around the community.

The transportation network shall:

- Include streets, sidewalks, bicycle lanes, shared use paths, trails, aviation facilities, rail lines, transit, and on-demand transportation options.
- Account for land use context, right-of-way constraints, and the short-term and long-term costs of transportation infrastructure.
- Account for emerging technologies and best practices.
- Discourage the negative effects roadway widening can have on neighborhoods and community character.
- Provide safe routes to schools and options for the transportation disadvantaged and vulnerable road users.
- Maintain adopted ~~quality~~roadway level of service (LOS) measures and retain multimodal level of service targets.
- Be coordinated between the local governments, with neighboring jurisdictions, and with regional, state, and federal agencies to cooperatively plan and manage transportation systems that are within the community but managed by FDOT.

Objective 6.1 – Land Use and Transportation Coordination for Livability~~:~~ (City of Tallahassee/Leon County):
Coordinate land use and transportation systems ~~that~~to foster vibrant communities across context areas with compact urban forms and a mixture of uses to minimize travel distances, reduce greenhouse gas emissions, and enhance pedestrian, bicycle, and transit mobility.

Policy 6.1.1 – Mitigate Sprawl~~:~~ (City of Tallahassee/Leon County):
New and substantial improvements to roadways, shall be identified and programmed consistent with the context (Context Classification) where design and environmental constraints allow that supports the Urban ~~Boundary objective~~Services Area policies to promote efficient growth and urban infill, and discourage urban sprawl.

Policy 6.1.2 – Context-Based On-Site Facilities~~:~~ (City of Tallahassee/Leon County):
Development projects shall contribute to a safe, convenient, and comfortable transportation environment that promotes walking, cycling, and transit use consistent with the development's context-classification. Land development regulations shall specify the conditions and standards for provision of on- and off-site roadway extensions, sidewalk and trail connections, and transit facilities. Context-appropriate improvements or enhancements shall be required as a condition of development approval, such as, but not limited to sidewalks and bicycle facilities, plantings, and building configuration, buffers, setbacks and stepbacks. Development shall mitigate impacts ~~on~~to the multi-modal transportation network.

Policy 6.1.3 – Tallahassee-Leon County Transportation Corridors~~:~~ (City of Tallahassee/Leon County):
Transportation ~~corridors along with~~corridor maps showing the future land uses shall be ~~mapped~~developed and maintained to ~~enhance~~reflect the enhanced coordination ~~of~~between land use and transportation including new construction and improvements, reflecting the intended context classification.

Policy 6.1.4 (City of Tallahassee/Leon County) – Retrofit for Livability:
Roadways with design characteristics inconsistent with their assigned Context-Classification shall be inventoried and prioritized for retrofit including but not to limited lane width adjustments, street lighting, stormwater management retrofits, and streetscape improvements such as sidewalks, bicycle lanes, shared-use paths, transit amenities, and plantings to improve livability for the adjacent land uses consistent with the Future Land Use Map.

Objective 6.2 – Network Connectivity Improvement~~:~~
(City of Tallahassee/Leon County) : Improve the balance of transportation ~~mode balance~~options, connectivity, and capacity of the multimodal transportation network.

Policy 6.2.1 – Enhance Connectivity~~:~~ (City of Tallahassee/Leon County):
Local governments shall identify, prioritize, and engage in the necessary collaboration to establish crossings that connect road and trail networks across interstates, railroads, and other dividing features such as stormwater ditches. Locations where informal crossing regularly occurs shall be prioritized and where appropriate mid-block crossing may be assessed and implemented. Locations where high-quality and/or sensitive natural features exist shall be deprioritized.

Policy 6.2.2 – Future Right-of-Way Needs~~:~~ (City of Tallahassee/Leon County):
Local governments shall secure anticipated right-of-way needs, including supporting stormwater management, for additional travel lanes and/or turn lanes, as well as multimodal facilities, through ~~the~~appropriate development review ~~process~~and other processes, targeted acquisitions, or other suitable means to address motor vehicle traffic volume on roadway segments that will be impacted by targeted development areas within the long-term planning period. Roadways shall not be constructed to accommodate development anticipated beyond the long-term planning period.

Policy 6.2.3 – Build and Enhance the Network~~:~~ (City of Tallahassee/Leon County):
Where appropriate, create new minor and major collector roadways to relieve motor vehicle traffic congestion and increase network connectivity. Additionally, include network-enhancing local and minor collector street projects. All development plans shall contribute to developing a local and collector street and unified circulation system that will allow multimodal access to and from the proposed development, as well as access to surrounding developments.

Policy 6.2.4 – Corridor Management and Preservation~~:~~ (City of Tallahassee/Leon County):
Transportation corridors requiring additional right of way and/or corridor management are designated for preservation and management as provided in §337.273, F.S.

Policy 6.2.5 – Interconnectivity for Development~~:~~
(City of Tallahassee/Leon County): Require vehicle, pedestrian, and bicycle interconnections between adjacent, compatible development; and require these interconnections between adjacent, incompatible developments~~-~~ when such connection has the potential to reduce the vehicular traffic on the external street system.

Policy 6.2.6 – Continuation of Streets~~:~~ (City of Tallahassee/Leon County):
All development plans shall incorporate and continue all sub arterial streets stubbed to the boundary of the development plan by previously approved development plans or existing development.

Policy 6.2.7 – Interconnectivity to Adjacent Uses
(City of Tallahassee/Leon County): Require private developers within the Urban Service Area to include bikeways, pathways, or sidewalks in their proposed developments, with connections to nearby properties and land uses.

Objective 6.3 – Context Based Mobility~~:~~ (City of Tallahassee/Leon County):
Plan, design, and build the transportation system to reflect the existing context areas and what the context areas will be based on future land use and zoning.

Policy 6.3.1 – Local Context Classification and Safe Systems~~:~~ (City of Tallahassee/Leon County):
A Local Context Classification system shall be implemented for all publicly maintained streets and roads that reflects Future Land Use~~, zoning, and most recent American Association of State Highway and Transportation Officials (ASHTO), Federal Highway Administration (FHWA), Florida Department of Transportation (FDOT), Federal Transit Administration, and National Association of City Transportation Officials (NACTO)~~ and zoning, and follows nationally accepted professional guidelines to best identify and classify facilities. Additional criteria shall be developed for local streets. The Context Classification system shall incorporate design characteristics that reflect Safe Systems approaches ~~which~~using proven safety countermeasures and complete streets design principles. These measures shall aim for zero deaths and serious injuries along roadways and recognize that transportation systems users inherently make mistakes and ensure that the transportation system will be constructed in a manner that mitigates frequency and severity of crashes when errors occur.

Policy 6.3.2 – Context Classification Application~~:~~
(City of Tallahassee/Leon County): The context classification system shall be applied to City and County roadway resurfacing and enhancement projects ~~shall be developed~~ in a manner that reflects the future vision and context of the area, and considers available rights-of-way and environmental constraints where the project is located by accounting for the Future Land Use map, zoning, and Context Classification. Land Development Regulations shall provide for the implementation of context classification design standards as a requirement or condition of development approval.

Policy 6.3.3 – Context Classification Map~~:~~ (City of Tallahassee/Leon County):
~~A~~By 2030, a Local Context Classification map shall be developed and maintained through the planning timeframe that recognizes local roadway functional classification and context classification in addition to land use context. The Local Context Classification map shall be updated concurrently with amendments to the Local Functional Classification ~~map~~Map and the Future Land Use ~~map~~Map. As part of map series, the FDOT context classification and functional classification maps are included as a reference and resource document.

Policy 6.3.4 – Downtown Traffic~~:~~ (City of Tallahassee/Leon County):
By 2035, in alignment with the vision of a vibrant 18-hour Downtown, strategies to reduce the negative effect of high-volume multi-lane through traffic in the Urban Core including managing speed and streetscaping shall be implemented.

Policy 6.3.5 – Lane Repurposing~~:~~ (City of Tallahassee/Leon County):
Evaluate the need for road lane repurposing to accommodate existing and future capacity, land uses, and multi-modal demand through the planning timeframe. Reducing, narrowing, or repurposing automobile lanes to support multimodal or travel by modes other than by automobile will not require transportation concurrency mitigation. Outside of the Multimodal Transportation District (MMTD), an analysis of transportation and land use impacts on parallel roadways must be conducted prior to implementation.

Policy 6.3.6 – One-Way Pair Studies~~:~~ (City of Tallahassee/Leon County):
Studies completed by the City and/or County for one-way pairs shall evaluate potential safety, operational, and aesthetic improvements. Improvements considered in the studies may include pedestrian crossings, speed reduction, one-way pair conversions, landscaping, and other potential improvements. ~~-~~The policy aims to strengthen neighborhood connectivity, support local businesses, and foster a more livable urban environment. Reduced levels of service due to improvements shall be acceptable within the Multimodal Transportation District (MMTD), prioritizing safety and complete networks for pedestrians and bicyclists over traffic efficiency.

Policy 6.3.7 – Speed Management~~:~~ (City of Tallahassee/Leon County):
By 2035, the City and County shall implement speed management programming based on the most recent American Association of State Highway and Transportation Officials (ASHTO), Federal Highway Administration (FHWA), Florida Department of Transportation (FDOT), and National Association of City Transportation Officials (NACTO) guidelines to reduce the frequency and severity of crashes and collisions. Additional speed management criteria shall be established in the land development code for local streets.

Policy 6.3.8 – Level of Service (LOS) (City of Tallahassee/Leon County):
Peak Hour Roadway Level of Service is established below and shall be assessed during the Evaluation and Appraisal Report every 7 years.

Functional Classification	Inside the Urban Service Area	Outside the Urban Services Area
Interstate, Intrastate, Limited Access Parkways	C	B
Principal Arterials	D	C
Minor Arterials	D/E*	C
Major and Minor Collectors	D/E*	C
Local Streets	D	D

*For Minor Arterials, and Major and Minor Collectors located inside the Urban Service Area and south of U.S. 90, the Level of Service shall be "D" for purposes of establishing priorities for programming transportation improvements, and "E" for meeting concurrency requirements, to support the Southside Action Plan. Roads north of U.S. 90 shall be LOS D for both programming improvement and concurrency purposes.

Policy 6.3.9 – Multimodal Transportation District Area Wide Level of Service (LOS) (City of Tallahassee):
In order to create community design that supports mobility and prioritizes a safe, comfortable and attractive pedestrian environment with convenient interconnection to transit, the following performance standards are targeted for the Multimodal Transportation District:

MMTD Areawide Multimodal Level of Service Standards

Areawide Multimodal Level of Service Standards Pursuant to F.S. 163.3180(5)(f)2			
Pedestrian	**Transit**	**Bicycle**	**Automobile**
C	C	D	E+50%

By 2030, assess MMTD Areawide LOS standards to determine if revisions to the measures should be made.

Objective 6.4 – Complete Streets: (City of Tallahassee/Leon County):
Design, construct, and operate streets and roads, consistent with context-sensitive design principles, to provide safe, and convenient facilities, and access for pedestrians, bicyclists, motorists, and public transportation users of all ages and abilities.

Policy 6.4.1 – Project Evaluation: (City of Tallahassee/Leon County):
Road projects, including resurfacing projects, shall be evaluated for the inclusion of bicycle lanes or paved shoulders, sidewalks, shared use paths, appropriate sidewalk shade plantings, right-sized traffic lanes, on-street parking, stormwater management, street lighting, utility improvements, and transit amenities where they did not previously exist. Where design criteria allow, bicycle and pedestrian facilities shall be separated from vehicular traffic.

Policy 6.4.2 – Share Transportation Information:
(City of Tallahassee/Leon County): The City and County shall share information across departments and with policy makers and the general public regarding the health benefits and existing laws related to motor vehicle, bicycle and pedestrian operation and interaction.

Policy 6.4.3 – Bicycle and Pedestrian Network:
(City of Tallahassee/Leon County): The City and County shall maintain and enhance the local system of bicycle lanes, sidewalks, and shared-use paths in conjunction with the Greenways and Trails Master Plan. Enhancements shall be prioritized in the vicinity of schools, community facilities, parks, recreation facilities, and mixed-use areas with a retail and service focus.

Policy 6.4.4 – Bicycle and Pedestrian Master Plan:
(City of Tallahassee/Leon County): In coordination with the Capital Region Transportation Planning Agency, the City and County shall maintain a bicycle and pedestrian master plan through the planning timeframe that identifies projects to address bicycle and pedestrian network connectivity and safety feature-

upgrades, and pursue implementation funding. The bicycle and pedestrian master plan shall identify gaps where facilities do not exist in the bicycle and sidewalk networks.

Policy 6.4.5 – Safe Routes to Schools~~:~~ (City of Tallahassee/Leon County):
Provide a safe, accessible environment and support active living for students by developing and maintaining programs to increase biking, walking, and transit to schools, prioritizing sidewalk and bicycle infrastructure within a two-mile radius of schools, and continuing to identify, fund and build Safe Routes to Schools projects.

Policy 6.4.6 – Community Gateways~~:~~ (City of Tallahassee/Leon County):
Designate preferred entrance corridors into and connecting Tallahassee and Leon County. City and County departments with interests in the public right-of-way shall identify funding sources to convert these corridors into shaded bicycle and pedestrian ways to create attractive gateways into the community. These entrance corridor gateways shall include an appropriate gateway from the airport to Downtown, the Capitol Center, and University destinations.

Policy 6.4.7 – Scenic Roadway Assessments~~:~~ (City of Tallahassee/Leon County):
In the planning and construction of new roads in the suburban and rural areas and for needed improvement of existing roads, the City and County shall require a scenic roadway assessment, environmental assessment, and landscape component for the purposes of preserving those scenic features, protecting natural resources and providing interesting and aesthetically preferred places.

Policy 6.4.8 – Maintenance of Traffic~~:~~ (City of Tallahassee/Leon County):
When construction or repair work infringes on regular corridor operation, ~~the~~a project specific Maintenance of the Traffic Plan shall ~~specify~~be developed that specifies one or more alternate routes accounting for all modes of transportation, including vehicles, bicycles, pedestrians, transit and freight.

Policy 6.4.9 – Multi-Modal Safety and Access~~:~~

(City of Tallahassee/Leon County): Development shall provide safe and convenient access to transportation facilities for pedestrians, cyclists, and transit users, with the following exceptions:

- For emergency repair and routine maintenance.
- In locations where specific users are prohibited, such as interstate freeways or pedestrian malls. In these instances, a safe and convenient alternate route shall be identified and, if needed, prioritized for improvement or construction.
- A documented absence of current or future need.
- Procedures and criteria for approving exceptions will be identified in the Land Development Code.

~~Additionally, new~~New transportation facilities shall follow generally accepted or adopted design standards when implementing improvements intended to fulfill this Complete Streets policy and ~~will utilize~~shall use innovative or non-traditional design options where a comparable level of safety for users is present.

Policy 6.4.10 – Applicability~~:~~ (City of Tallahassee/Leon County):
All new roadway facilities, whether publicly or privately designed and constructed, shall comply with this Complete Streets Objective and associated policies, in coordination with standards of the designated Context Classification, shall follow nationally accepted or recommended Complete Street design standards as specified in Policy 6.4.12. When circumstances do not allow for full compliance, innovative or nontraditional design options may be utilized, provided a comparable level of safety for users is present.

Policy 6.4.11 – Equity~~:~~ (City of Tallahassee/Leon County):
The implementation of Complete Streets shall reflect equity by facilitating safe streets for all users, regardless of ability or income, and that enables travel to destinations with or without a car.

Policy 6.4.12 – Design Standards~~:~~ (City of Tallahassee/Leon County):
Land Development Codes that apply to all development policies and programs shall be revised by 2030 to ~~reference~~use the latest professionally accepted design guidance, standards, and recommendations ~~in the implementation of~~for Complete Streets~~, including the most up~~ in coordination with the designated context classification Guidance resources shall include, but need not be limited to ~~date guidance from~~:

- ~~Federal Highway Administration~~
- ~~Florida DOT~~
- ~~The Florida Design Manual~~
- ~~National Association of City Transportation (NACTO)~~
- ~~American Association of State Highway and Transportation Official (AASHTO)~~
- ~~The~~Administration's Manual on Uniform Traffic Control Devices ~~(MUTCD)~~
- ~~The~~Florida Department of Transportation (FDOT) Context Classification Guide, Complete Streets Handbook, FDOT Design Manual, and Manual of Uniform Minimum Standards for Design, Construction and Maintenance for Streets and Highways (the Florida Greenbook)

- National Association of City Transportation (NACTO) published guidelines
- American Association of State Highway and Transportation Official (AASHTO) published guidelines
- U.S. Department of Transportation's National Roadway Safety Strategy (NRSS), including the Safe System Approach

Policy 6.4.13 – Pavement Markings and Signage~~:~~
(City of Tallahassee/Leon County): All projects, whether public or private, that provide vehicle, bicycle, and/or pedestrian infrastructure shall provide proper pavement markings and signage to enhance recognition of infrastructure elements such as bicycle lanes, neighborhood bikeways, and pedestrian crossings. The City and County shall identify, prioritize, and install or update any such pavement markings or signage that are absent or out of date with current practices during the course of required maintenance.

Policy 6.4.14 – Two-Way Left Turn Lane Replacement~~:~~ (City of Tallahassee/Leon County):

Identify and prioritize replacement of existing continuous two-way left turn lanes with raised medians and exclusive turn lanes on multi-lane arterials. Replacement shall be contingent upon funding availability.

Policy 6.4.15 – Measuring Progress: (City of Tallahassee/Leon County):
The success of this Complete Streets Objective shall be measured by the Planning Department with assistance by the City and County during the Evaluation and Appraisal Review process, using but not limited to, the following performance measures:

- Total miles of new designated bike lanes
- Total miles of new shared-use paths (paved and natural surface)
- Total miles of neighborhood bikeways signed, marked, or constructed
- Linear feet of new and repaired sidewalk and other pedestrian accommodations (paths, trails, etc.)
- Number and type of crosswalk and intersection improvements and new installations
- Number of revenue service miles traveled by transit vehicles
- Rates of crashes, injuries, and fatalities by mode, as available
- Identification and updates to existing codes, policies, or programs to incorporate updated guidance from FDOT, FHWA, NACTO, AASHTO, and other best practices.
- Number of exceptions to this policy granted

The Joint City-County Bicycle Working Group and Advisory Committee for Quality Growth may review these measures and make recommendations annually.

Policy 6.4.16 – Coordination with Placemaking Plans: (City of Tallahassee/Leon County):
Implementation of Complete Streets policies for development shall be coordinated with the existing placemaking plans by including reference to those that are applicable.

Objective 6.5 – Bicycle Facilities: (City of Tallahassee/Leon County):
Develop a network of bicycle facilities that provides safe, comfortable, and direct connections for all users throughout the community.

Policy 6.5.1 – Build Bike Facilities Concurrent with Maintenance: (City of Tallahassee/Leon County):
All roadway or trail resurfacing, restoration, and rehabilitation projects shall be evaluated for the ability to add bicycle facilities where they currently do not meet bicycle facility selection and design standards.

Policy 6.5.2 – Bicycle Facilities in New Development:

(City of Tallahassee/Leon County): New development shall prioritize the provision of and maintain continuous bicycle networks, including connections to transit stops and adjacent properties, and to provide bicycle parking at-
all non-residential uses, multi-family uses and other key destinations. Bicycle and trail-

connections shall be required consistent with and coordinated with the Leon County Greenways Master Plan per the City or the County when development contains or is adjacent to planned greenway projects.

Objective 6.6 – Pedestrian Facilities~~:~~ (City of Tallahassee/Leon County):
Improve walkability by designing and providing facilities that create an environment where walking is useful, safe, comfortable, and aesthetically interesting. Prioritize the pedestrian network over other transportation modes in the Multimodal Transportation District within the most urbanized and densely populated areas of the community.

Policy 6.6.1 – Pedestrian Level of ~~Service:~~Comfort (City of Tallahassee/Leon County):
As part of development review and approval, pedestrian level of comfort shall be enhanced through planting of shade trees and other amenitization including but not limited to installation of water fountains, benches, overhead pavilions, street and trail lighting, and installation of wayfinding signage.

Policy 6.6.2 – Crosswalks~~:~~ (City of Tallahassee/Leon County):
Programming of sidewalks projects in the budget and capital improvement schedule shall include provisions for crosswalk installations to provide regular crossings that align with the roadway's Local Context Classification.

Policy 6.6.3 – Pedestrian Infrastructure for New Development~~:~~ (City of Tallahassee/Leon County):
New development shall maintain continuous pedestrian networks, including connections to transit stops, adjacent lots, and between building entrances and the internal and external sidewalk network. Land development regulations shall include alternative options such as payment in lieu, the dedication of easements, and the dedication of right-of-way and shall identify when the alternative scenarios may apply.

Objective 6.7 – Mobility Hubs~~:~~ (City of Tallahassee/Leon County):
Support and incentivize the creation of mobility hubs to serve as connection points between public and private shared mobility services and multimodal options.

Policy 6.7.1 – Implementation of Mobility Hubs~~:~~
(City of Tallahassee/Leon County): Implement a network of mobility hubs in partnership with transit providers, incorporating transit with other shared mobility services, such as bikeshare and car-share where feasible.

Policy 6.7.2 – Mobility Hubs Location Coordination~~:~~ (City of Tallahassee/Leon County):
The City and County shall work with community-based organizations to ensure the appropriate geographic placement of mobility hubs and outreach regarding transportation options.

Policy 6.7.3 – Mobility Hubs Design Guidelines Requirements: (City of Tallahassee/Leon County):

Amend the land development regulations by 2028 to provide mobility hub design guidelines to support mobility hub implementation and provide flexibility for change as technology and travel behavior and patterns evolve over time.

Objective 6.8 – Transportation Demand Management:

(City of Tallahassee/Leon County): Leverage transportation and parking demand management strategies to promote system efficiencies and alternate modes of travel and to spread the travel demand across more hours of the day that result in minimizing impacts on natural resources and neighborhoods and reducing vehicle miles traveled.

Policy 6.8.1 – Encourage Alternate Transportation Modes: (City of Tallahassee/Leon County):

Through the planning timeframe, the use of alternate transportation modes through the promotion of public transit, provision of or coordination with on-demand, micromobility or car-share and van-share or pool programs, investment in bicycle and pedestrian infrastructure, and support for telecommuting policies shall be encouraged by public and private sector transportation entities.

Policy 6.8.2 – Enhance Bicycle and Pedestrian Infrastructure: (City of Tallahassee/Leon County):

City and County shall prioritize bicycle and pedestrian enhancements in high-traffic areas, mixed use areas, and near transit stops for both public and private projects to ensure biking and walking are a safe, comfortable, and convenient alternative to driving.

Policy 6.8.3 – Land Development Patterns: (City of Tallahassee/Leon County):

The City and County shall propose or maintain land development regulations that promote development patterns that reduce the need for personal automobile ownership including mixed use development, Transit Oriented Development (TOD), and pedestrian friendly design strategies.

Policy 6.8.4 – Shared Parking Criteria: (City of Tallahassee/Leon County):

Private shared parking arrangements may be allowed as a method to meet parking requirements for development. Eligibility criteria may be adopted regarding proximity of sites, timing of peak parking demand, requirements for a written and recorded parking agreement, availability of parking spaces, availability transit amenities, and other criteria that ensure the effectiveness of shared parking arrangements.

Policy 6.8.5 – Parking Reduction for Certain Development Types: (City of Tallahassee/Leon County):

City and County land development regulations, if adopting minimum or maximum parking requirements, shall provide for reduced minimum parking requirements for mixed use developments, Transit Oriented Development (TOD), Trail Oriented Development (TrOD), and other development types that have a reduced parking need. Reductions from standard parking requirements shall be based on the peak parking demand for the mix of uses and account for mode shift.

Policy 6.8.6 – Private Parking Lots: (City of Tallahassee/Leon County):

City and County land development regulations shall include provisions for privately owned and operated parking lots as a principal use in urban center and urban mixed use land use categories. Development and design criteria shall be adopted with regard to minimum and/or maximum size,

location relative to intersections or distance between such facilities, demonstration of parking demand within a walkable area, minimum landscaping requirements to reduce visual

impact and enhance aesthetics especially adjacent to public rights-of-way, lighting, and minimum requirements for safe and convenient pedestrian connections.

Policy 6.8.7 – Drop-Off & Pick-Up Zones~~:~~ (City of Tallahassee/Leon County):
The City and County shall adopt or maintain land development regulations through the planning timeframe for the provision of drop-off and pick-up zones to accommodate the increase in use of ride share services and autonomous vehicle use. Requirements shall apply to certain uses such as restaurants, bars, hotels, office parks, religious facilities, community facilities, sporting facilities, parks, and other uses with a high frequency of drop-off and pick-up activity. Criteria shall be with regard to size of the use, provide design standards, location on site, and the availability of porte cocheres or valet operations that meet the design requirements.

Policy 6.8.8 – Intelligent Transportation Systems (ITS) (City of Tallahassee/Leon County):
City and County transportation strategies, to the extent possible, shall incorporate intelligent transportation systems strategies including speed management programming, traffic signal control, and variable driver real-time messaging, to minimize environmental effects of congestion and improve safety.

Policy 6.8.9 – Traffic Operations Management~~:~~
(City of Tallahassee/Leon County): The transportation management system in the land development code shall be maintained or revised to reduce demand for wider roads by evaluating traffic operations to maximize efficiency of the existing street system capacity and support modal shifts to public transit, bicycling, and walking.

Objective 6.9 – Transportation for the Disadvantaged~~:~~
(City of Tallahassee/Leon County): Coordinate transportation options to empower members in the community who are unable to provide their own transportation to vital services, including seniors, and individuals with disabilities, people ~~with low incomes, and children at risk.~~
with low incomes, and children at risk.

Policy 6.9.1 – Human Services Transportation~~:~~
(City of Tallahassee/Leon County): Through the planning timeframe, applicable projects shall comply with federal and state requirements regarding planning and coordination of human services transportation in meeting the needs of the Transportation Disadvantaged.

Policy 6.9.2 – Transport to Destinations~~:~~
(City of Tallahassee/Leon County): Through the planning timeframe, the transit provider shall ensure Transportation Disadvantaged program services continue to provide transport to local goods and services, including medical services for all users.

Policy 6.9.3 – Affordable and Cost-Effective Service~~:~~

(City of Tallahassee/Leon County): Transit providers, the Capital Region Transportation Planning Agency, Community Transportation Coordinator, and the Apalachee Regional Planning Council shall support innovative ways, such as utilizing emerging technology or negotiating fees and services with on-~~demand providers, to reduce costs and provide superior service for the transportation~~ ~~disadvantaged that also increases~~

~~efficiency and provide local government savings.~~
demand providers, to reduce costs and provide superior service for the transportation disadvantaged that also increases efficiency and provide local government savings.

Policy 6.9.4 – Transportation Disadvantaged Needs Assessment~~:~~ (City of Tallahassee/Leon County):

A needs assessment of the Transportation Disadvantaged shall be developed/updated every 5 years or as required by federal and state laws. This assessment of existing public and private transit programs shall be undertaken with an analysis to determine needs. A strategy to meet identified needs of the Transportation Disadvantaged shall be developed.

Objective 6.10 – Transit~~:~~ (City of Tallahassee/Leon County):

Ensure that the community is well-connected via transit to major employment and activity centers, that transit stops and waiting areas are safe and comfortable, and that transit is coordinated with other modes of transportation.

Policy 6.10.1 – Transit Development Plan~~:~~ (City of Tallahassee):

Through the planning timeframe, the Transit Development Plan shall identify transit improvements needs and capital improvements plans shall prioritize funding for transit projects that increase the availability, speed, frequency, duration, and reliability of transit. Development shall be consistent with and support the Transit Development Plan.

Policy 6.10.2 – Pedestrian Infrastructure Connectivity~~:~~ (City of Tallahassee/Leon County):

The annual infrastructure capital improvements list maintained by City and County shall prioritize sidewalks and pedestrian facilities that provide connectivity to transit stops.

Policy 6.10.3 – Southside Transit~~:~~ (City of Tallahassee/Leon County):

The City, County, and CRTPA shall prioritize improved transit service on the Southside by including, where appropriate and feasible, projects in the Transit Development Plan that would have a positive impact on the area.

Policy 6.10.4 – Employment and Activity Center Service~~:~~

(City of Tallahassee): Systematically prioritize the extension and/or route modifications within the City limits to provide access to major employment, shopping, and business, recreational, and other activity-
centers. Transit service outside of City limits are not the responsibility of the City of Tallahassee.

Policy 6.10.5 – Transit Corridors~~:~~ (City of Tallahassee/Leon County):

Incentives shall be developed to encourage the donation of transit rights-of-way to establish and maintain transit corridors. Development agreements and land use regulations shall be used when available and in the best interest of transit service to preserve future transit corridors.

Objective 6.11 – Aviation~~:~~ (City of Tallahassee/Leon County):

Provide aviation facilities to meet the demand for commercial service, general aviation, freight and cargo, advanced air mobility, and military services and to enhance aviation and airport development opportunities.

Policy 6.11.1 – Adjacent Land Use Compatibility~~:~~

(City of Tallahassee/Leon County): Protect the Tallahassee International Airport from the

encroachment of incompatible land uses and the creation or establishment of airport hazards to ensure the continuation of normal airport operations, including landing and takeoff of aircraft, in order to promote public health, safety, ~~and general welfare by implementing airport land use compatibility zoning regulations that include potential noise and safety impacts to surrounding land uses.~~ and general welfare by implementing airport land use compatibility zoning regulations that include potential noise and safety impacts to surrounding land uses.

Policy 6.11.2 – Airport Master Plan~~:~~ (City of Tallahassee):

The Tallahassee International Airport shall maintain an airport master plan that establishes a logical set of development parameters and timelines that coincide with the airport's needs for general aviation, commercial service, freight and cargo, and advanced air mobility through the planning horizon.

Policy 6.11.3 – Compatibility of Land Use~~:~~

(City of Tallahassee/Leon County): Airport land use compatibility zoning regulations shall include provisions for existing aviation facilities as well as planned aviation facilities identified in the airport master plan. The City and-
County shall coordinate with Airport staff to develop any additional regulations needed that are-not identified in the airport master plan, such as for locations off-airport suitable for development under these categories and for advanced air mobility facilities and services.

Policy 6.11.4 – Compatibility for Noise and Safety~~:~~

(City of Tallahassee/Leon County): Airport land use compatibility zoning regulations shall include potential noise and safety impacts to surrounding land uses.

Policy 6.11.5 – Advanced Air Mobility~~:~~ (City of Tallahassee/Leon County):

Advanced Air Mobility facilities, including any public-use vertiport facilities, shall be directed to appropriate areas and not located within areas that may create compatibility issues. Land development regulations shall identify zoning districts and/or areas where Advanced Air Mobility facilities are either prohibited or restricted uses and include appropriate development standards for Advanced Air Mobility facilities.

Objective 6.12 – Rail~~:~~ (City of Tallahassee/Leon County):

Accommodate and mitigate impacts of existing rail-based freight and cargo services, support opportunities for commercial passenger service, and coordinate with rail owners to enhance the safety of existing crossings and seek additional safe crossings for pedestrian and bicycle users.

Policy 6.12.1 – Railroad Crossings~~:~~ (City of Tallahassee/Leon County):

Coordinate with the Federal Highway Administration and railroad companies to ensure railroad crossings are constructed and maintained to ensure safe crossings for drivers, pedestrians, and cyclists. Pedestrian crossings shall be constructed and maintained to ensure compliance with the Americans with Disabilities Act and other Federal and State Standards. Deficient crossings and new crossings of railroads shall be inventoried and prioritized in programming of the transportation network and trail system.

Objective 6.13 – Intergovernmental Coordination~~:~~

(City of Tallahassee/Leon County): Coordinate with neighboring jurisdictions, the Florida Department of Transportation, and the Capital Region Transportation Planning Agency to effectively plan

and manage transportation systems that extend beyond jurisdictional boundaries.

Policy 6.13.1 – Consistency with State Transportation Plans: (City of Tallahassee/Leon County):

Maintain consistency with and support state transportation plans, including the Florida Transportation Plan and the Strategic Intermodal System Plan.

Policy 6.13.2 – Consistency with Regional Transportation Plans: (City of Tallahassee/Leon County):

Maintain consistency with and support regional transportation plans, including the Capital Region Transportation Planning Agency's Regional Mobility Plan, Transportation Improvement Plan, and any future regional transit plans.

Policy 6.13.3 – Consistency with Local Transportation Plans: (City of Tallahassee/Leon County):

Maintain consistency with other transportation plans for Leon County and the City of Tallahassee, including the Bicycle and Pedestrian Master Plan.

Policy 6.13.4 – Signal Coordination Plans:

(City of Tallahassee/Leon County): Require conformance of new signals with signal coordination plans and FDOT signal spacing standards for the state highway systems.

Policy 6.13.5 – Project Planning Partnerships:

(City of Tallahassee/Leon County): Forge partnerships and effectively coordinate with modal providers, state and regional agencies, and other local governments in mobility planning and project development.

Policy 6.13.6 – Evacuation Routes: (City of Tallahassee/Leon County):

Coordinate with the Florida Department of Transportation to ensure that the transportation network provides the capability to facilitate the evacuation of the coastal population in the event of an impending natural disaster.

Policy 6.13.7 – Emerging Technology: (City of Tallahassee/Leon County):

New advancements in transportation and mobility technologies shall be monitored for identification of potential infrastructure and safety needs, and implementation of these emerging technologies shall be coordinated with federal, state, regional, and local transportation authorities.

City Adoption Agenda Item
12/10/2025 Public Hearing Meeting*

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Attachments identical to those in the Leon County Agenda item above are not repeated with the City Agenda item. See summary table at the end of the item.

CITY OF TALLAHASSEE

Agenda Item Details

Meeting	Dec 10, 2025 - City Commission Meeting
Category	16. 6:00 P.M. PUBLIC HEARINGS
Subject	16.01 Adoption Hearing on the Comprehensive Plan Update to the Land Use and Mobility Elements -- Mike Alfano, Planning
Type	Action, Public Hearing
Fiscal Impact	No
Recommended Action	Option 1 - Adopt Ordinance 25-O-02AA, thereby adopting the proposed Land Use and Mobility Element and Glossary revisions to the Tallahassee-Leon County Comprehensive Plan in accordance with Policy 1.8.1. of the Intergovernmental Coordination Element of the Tallahassee-Leon County Comprehensive Plan.

For more information, please contact: Mike Alfano, Planning Director, Michael.Alfano@Talgov.com, 850-891-6400.

Statement of Issue

The purpose of this item is to hold the Adoption Hearing on Ordinance 25-O-02AA (Attachment #1) for the City Commission to consider adoption of proposed updates to the Land Use and Mobility Elements of the 2030 Tallahassee-Leon County Comprehensive Plan pursuant to Section 163.3184, Florida Statutes. In accordance with Policy 1.8.1 of the Tallahassee-Leon County Comprehensive Plan Intergovernmental Coordination Element, the proposed Land Use and Mobility Element must be adopted by both the City Commission and County Commission to become effective. If adopted by the Commissions, the Land Use and Mobility Element must be submitted within 30 days after the adoption public hearings to the State Land Planning Agency (Florida Commerce) and commenting agencies (Florida Department of Agriculture and Consumer Services and the Florida Department of Environmental Protection). The County Commission has scheduled their adoption hearing for December 9, 2025.

Fiscal Impact

None.

Recommended Action

Option 1 - Adopt Ordinance 25-O-02AA, thereby adopting the proposed Land Use and Mobility Element and Glossary revisions to the Tallahassee-Leon County Comprehensive Plan in accordance with Policy 1.8.1. of the Intergovernmental Coordination Element of the Tallahassee-Leon County Comprehensive Plan.

Supplemental Material/Issue Analysis

History/Facts & Issues

The proposed Land Use and Mobility Element (LME) Goals, Objectives, and Policies (Attachment #1) provide a roadmap for what the Tallahassee-Leon County Community will look like in the future with the population growth projected between today and 2050.

Purpose of the Comprehensive Plan and Relation to Land Development Codes

The Tallahassee-Leon County Comprehensive Plan is intended to express the community's plan for how growth and development occur in the City of Tallahassee and Leon County. The current Comprehensive Plan includes Goals, Objectives, and Policies regarding how land is developed to accommodate projected population growth, how infrastructure is planned and provided to support anticipated growth, how natural features are protected, and how various other factors that promote a high quality of life are addressed in the community. The Comprehensive Plan also includes the land use plan that reflects assigned future land uses on a Future Land Use Map (FLUM). The Plan gives direction to programs and activities, and to regulation through land development codes, including zoning districts. When the update is completed, an assessment of the existing land development codes is needed to ensure that they implement the intent of the Comprehensive Plan including the FLUM and remain consistent with the Comprehensive Plan.

Implementation of the FLUM Through Zoning

Zoning districts defined in the City and County's respective Land Development Codes and reflected on the respective City and County official zoning maps implement the FLUM. In some cases, a Future Land Use Category (FLUC) is implemented by only one or two zoning districts. For example, the Urban Fringe FLUC is implemented by the Urban Fringe zoning district, the Recreation and Open Space zoning district, or a Planned Unit Development. In other cases, a FLUC may be implemented by numerous zoning districts. For example, the Suburban FLUC can be implemented by twenty-two different zoning districts. The zoning districts that implement the Suburban FLUC range from Residential Acre (RA) allowing up to one unit per acre to Medium Density Residential (MR) allowing up to 16 units per acre and from Neighborhood Commercial (C-1) allowing up to 12,500 square feet of commercial development per acre to Medical Arts Commercial (CM) allowing up to 80,000 square feet per acre. Other zoning districts that implement the Suburban FLUC include Commercial Parkway (CP), which is intended for large arterial roadways, Manufactured Home Park District (MH) for manufactured home parks, Airport Vicinity (OA-1) intended to be located off the ends of the runways at the Tallahassee International Airport, three different Office Residential districts (OR-1, OR-2, and OR-3) which are intended to be a mix of housing and small office uses, and two different Urban Pedestrian districts (UP-1 and UP-2) intended to promote the redevelopment of areas from lower intensity "strip" development pattern to a more intensive, higher density urban pattern. The current effort to update the FLUM does not change the current zoning designation of any property and allows existing districts to remain in place. Future zoning changes will continue to be assessed as required by the Comprehensive Plan and the land development codes.

Public Engagement

Public engagement on updates to the LME has been extensive and ongoing. Attachment #2 provides a history of the LME Update project, including a summary of opportunities to provide public engagement throughout the process.

The consultant team built upon the previous community engagement efforts described in Attachment #2. The community engagement led by the consultant team (described in greater detail in the attachment) included the following:

- Ambassador Program (Throughout project)
- Educational Roadshow (September 18 - 20, 2023)
- Roundtable Discussions (September 26 - 29, 2023)
- Vision Survey (October - November 2023)
- Community Building Blocks Survey (December 2023 - February 2024)
- Strengthen, Transform, Enhance and Preserve (STEP) Framework Workshops (January 29-30, 2024)
- Comprehensive Plan/Land Development Code Assessment Sessions (December 2024)
- Public Survey on Goals and Objectives (February - March 2024)
- Local Planning Agency Workshop on LME Goals and Objectives (February 4, 2025)
- Committees and Stakeholders Meeting (February 26, 2025)
- Community Engagement Meeting (March 3, 2025)
- Local Planning Agency Workshop on Future Land Use Map and Land Use Categories (March 11, 2025)
- Public Survey on Goals, Objectives, and Policies (March - April 2025)
- Local Planning Agency Public Hearing (April 1, 2025)

The Planning Department received input from community members and community organizations on draft LME Goals, Objectives, and Policies both through the public surveys on the draft Goals, Objectives, and Policies as well as comments submitted directly to staff. Public comment is included as Attachment #3. This input was reviewed and incorporated where consistent with the community values, data analysis, other Goals, Objectives, and Policies in the Comprehensive Plan, state statutes, and in line with the purpose of the Comprehensive Plan. Where more appropriate for land development code, the public input has been reserved for consideration when land development code updates are evaluated and updated in the future.

In addition to these public engagement efforts led by the consultant team, additional public engagement on the proposed LME occurred during the transmittal and adoption process as described in detail below.

Data Analysis

The proposed Comprehensive Plan update must be supported by required and appropriate data and analysis. Chapter 163.3177(6)(a) and (b), Florida Statutes, include minimum requirements for population projections, existing land uses and natural resources, general availability of public facilities and services, transportation circulation, and projected transportation levels of service. Business Impact Estimates (BIEs) were also completed for the City and the County as required and in support of the proposed update. The BIEs are published on the respective City and County websites. As part of the update, the consultant and Planning staff produced data and analyses, which are publicly available at: https://www.compplantlc.com/pages/dataandanalysis.

According to the National Association of Realtors, a housing supply of six months generally indicates a balanced market. Six months of supply on the market is associated with moderate price appreciation, and a lower level of months' supply tends to push prices up more rapidly. The current (July 2025) market in Tallahassee and Leon County reflects a housing supply of 3.8 months, which is an increase over the past few years (where the supply dropped below 3 months during the pandemic) but is still lower than what would be considered a balanced market and could continue to keep housing prices high. It should be noted that this indicator reflects the housing supply in general and that specific housing types may have additional supply constraints. For example, the Florida Apartment Association indicates a current shortage of 2,825 apartments in the Tallahassee Metro area across all income brackets. Shimberg Center for Housing Studies at the University of Florida analyses indicate a deficit of 7,855 affordable rental units for households earning less than 50% of the area median income. The Population Projections report included in the data analysis shows a projected population of 343,300 people in 2050, representing a population increase of approximately 41,500 people over the next 25 years. Accounting for the average household size in Leon County (2.28 people) and a standard multiplier (1.25), the projected population is expected to result in the need for approximately 23,000 new units.

Growth in the Urban Services Area (USA) will predominantly be accommodated on larger, undeveloped parcels such as the Colin English property and Welaunee Critical Planning Area Plan areas. As shown in Attachment #4, approximately 65% of the acreage inside the Urban Services Area is identified as low-density residential and, as such, has limited development and redevelopment potential. Additionally, parcels identified as vacant on Attachment #4 do not inherently mean that they are available or that they are not constrained by environmental features or other factors that limit development. With the high percentage of land within the USA dedicated to low-densities and limitations on properties that are both vacant and available, future expansions of the Urban Services Area may need to be considered to accommodate projected growth. However, at this time, proposed changes to the Urban Services Area (USA) generally reflect aligning the boundary with property lines, transportation corridors, or geographic features (instead of bisecting properties). The USA concept is maintained in the proposed LME to prioritize areas where development is directed and provided with planned services.

Planned Development Master Plans

Areas designated Planned Development on the FLUM require master plans prior to development occurring. Adopted policies in the Land Use Element state that "a Planned Development Master Plan shall be adopted as an area plan that is consistent with, but independent of the Comprehensive Plan." Consistent with this approach to Master Plans being consistent with, but independent of the Comprehensive Plan, the proposed LME removes the adopted Southeast Sector Plan and Welaunee Critical Area Plan from the Comprehensive Plan. Both the Southeast Sector Plan and the

Welaunee Critical Area Plan remain adopted Master Plans with no changes proposed. Changes to these Master Plans will still require City Commission approval and any future development in either master planned area must be consistent with the appropriate master plan. The Southeast Sector Plan and Welaunee Critical Area Plan are included as Attachment #5. Language has been added to the Planned Development FLUC to reiterate that these Master Plans remain the Master Plans for these areas, as well as indicating that the Capital Circle Office Complex PUD serves as the Master Plan for that specific Planned Development area.

Statutory Requirements

The proposed LME replaces the existing separate Future Land Use Element and Mobility Element of the Comprehensive Plan. As such, the proposed LME must meet both the requirements of Section 163.3177(6)(a), F.S., for Land Use, and (6)(b) for Transportation. Attachment #6 summarizes how the proposed Goals, Objectives, and Policies meet these statutory requirements.

Comprehensive Plans must also be internally consistent across each element. Attachment #7 provides a reference to illustrate how the Goals, Objectives, and Policies in the currently adopted Land Use and Mobility Elements are related to the Goals, Objectives, and Policies in the proposed LME. Attachment #7 also provides a review for internal consistency.

Section 163.3177, F.S. identifies requirements for a map series. Attachment #8 presents the required map series with Natural and Historic Resources as well as Mobility Maps. As required by statute, these maps include surface waters, wetlands, flood zones, soils, historic district boundaries, potable water wells, transportation concurrency management areas, and the transportation system.

Glossary Updates

Attachment #9 includes new and revised terms to add to the Comprehensive Plan Glossary.

Previous Direction from the City and County Commissions

At the February 25, 2025, Joint Workshop with the City and County Commissions, the Commissioners provided direction for the following to be addressed in the draft LME:

- Including policies and subsequent updates to land development code regulations that incentivize redevelopment along major roads and gateway corridors by allowing increased densities and intensities along with urban design standards.
- Addressing existing legally non-conforming uses, specifically in the Lake Protection FLUC, in ways that both improve water quality and achieve high-quality development.
- Coordinating and incorporating the efforts of the Woodville Sense of Place Plan with updates to the Comprehensive Plan and subsequent updates to the land development code.
- Evaluating densities allowed in the Rural FLUC and identifying areas on the south side of unincorporated Leon County that should have higher allowable densities and intensities.
- Eliminating parking minimums from the Comprehensive Plan and land development codes.

Based on the direction from the City and County Commissions, the following components are included in the Draft Goals, Objectives, and Policies:

Incentivizing development on major roadways and gateways: The proposed FLUM incorporates higher density and intensity land uses along major corridors. Additionally, proposed Policy 2.6.2 specifically addresses Gateway corridors, including South Monroe, North Monroe, and the West Pensacola Street corridors. Proposed Policy 1.2.4 also aims to enhance gateway corridors through access management, preserved green space for landscaping, and consolidated signage.

Non-conforming uses in the Lake Protection FLUC: The Lake Protection FLUC (Policy 2.8.7) includes a provision that allows uses that are compatible with surrounding area and meets water quality standards for the Lake Jackson Basin to be considered permitted uses. It also provides for the development of a Lake Protection Corridor zoning district that can address uses and design standards along North Monroe Street to improve the corridor.

Woodville Sense of Place Plan: The Woodville Sense of Place is included in Policy 2.6.4. acknowledging potential future adoption and the need to align the Comprehensive Plan and land development codes, as necessary, when that effort is completed.

Higher Densities on the Southside: The proposed FLUM changes properties inside the USA that are currently designated Rural to higher density/intensity land uses. This was primarily on the south side of Leon County. Having areas designated Rural inside the USA is inconsistent because Rural is intended for areas that do not have and are not planned to have urban services, while the USA is specifically intended to be where urban services exist or are planned.

Additionally, the Woodville Sense of Place policy (Policy 2.6.4) could result in areas around Woodville becoming higher density/intensity based on the recommendations that are developed through the Sense of Place planning process.

Finally, proposed Policy 2.2.6 streamlines the process for properties designated Rural or Rural Residential to become higher density/intensity when sewer services are available.

Parking Minimums: The Comprehensive Plan does not include any parking minimums. Proposed Policy 2.7.4 states that minimum parking requirements shall not be applied to areas designated Urban Center of the FLUM and shall be significantly reduced, removed, or made otherwise flexible for other areas in the MMTD. The proposed policy enables parking minimums to be eliminated (or reduced/made flexible as determined by the City Commission) in the City's Land Development Code. Additionally, proposed Policy 6.8.5 enables parking minimums to be reduced or eliminated for other types of development, including transit-oriented development, trail-oriented development, and mixed-use developments.

LPA Workshops and Public Hearing through April 1, 2025

The Local Planning Agency (LPA) has a significant role in review and recommendation for the comprehensive plan update. Leading up to public hearing on April 1, 2025, the Local Planning Agency held three workshops where it received information and progressively considered and made recommendations for the Land Use and Mobility Element (LME) Goals, Objectives, and Policies, and the Future Land Use Map. These workshops are summarized as follows:

- January 7, 2025 Workshop: Introductory Workshop on the comprehensive plan and plan update that included roles, process and potential schedule.
- February 4, 2025 Workshop: Workshop to review the draft Land Use and Mobility Element Goals and Objectives that resulted in recommendations to incorporate Neighborhood First Plans and address housing diversity.
- March 11, 2025 Workshop: Workshop on the Draft FLUM and FLUCs that resulted in additional compatibility provisions for Residential Preservation and data generation to identify the magnitude of changes for the land use plan (See Attachment #10).

At the February and March workshops, the LPA proposed revisions that were incorporated into the proposed drafts that were shared with the public and the Commissions.

Subsequent to the workshops, the LPA held a public hearing on April 1, 2025 to consider the proposed amendments to the LME of the Tallahassee-Leon County Comprehensive Plan for transmittal to the Commissions.

Staff provided a presentation highlighting policies addressing natural resources protection, neighborhood character preservation, densities and intensities, the FLUM, the USA, and transportation policies for connectivity and safety. The LPA received comments from 9 public speakers.

After discussion, the LPA voted unanimously to:

- Transmit the proposed Land Use and Mobility Element to the City Commission and Board of County Commissioners;

- Request the City Commission consider rescheduling the transmittal hearing to May 14, 2025; and
- Incorporate edits to the proposed Urban Residential Preservation, Sub-Urban Residential Preservation, and the Lake Protection FLUCs to address concerns with densities and commercial uses.

The proposed policies were revised to address the LPA recommendations; however, subsequent commission direction has resulted in the removal of the Urban Residential Preservation and Sub-Urban Residential Preservation FLUCs.

Additional Neighborhood Outreach

Planning Department staff followed up with additional public outreach and engagement from May through August 2025. Planning Department staff met with neighborhood representatives that spoke at the May 14, 2025, City Commission meeting to engage them on identified issues and specific concerns. These were separate meetings in May and June including the Bond Community, Woodland Drives, Myers Park, Parkside/Park Terrace, Los Robles, and Old Town neighborhoods, to vet proposed revisions, present information and answer questions. Additionally, Planning Department staff collaborated with the Alliance of Tallahassee Neighborhoods and the Los Robles Neighborhood on a community-wide meeting. The Alliance of Tallahassee Neighborhoods and the Los Robles Neighborhood hosted the meeting on June 3, 2025, at 6:00 P.M. at the Woman's Club of Tallahassee.

Engagement efforts in July and August 2025 included receiving additional comments and answering questions from telephone and e-mail inquiries. As a result, staff proposed revisions to provide more locational specificity for increased densities in the Sub-Urban Residential Preservation (Policy 2.8.8) and Urban Residential Preservation (Policy 2.8.11). As discussed in the next section, the proposed revisions were not accepted by the City Commission and additional direction was provided for public engagement.

Direction from City and County Commissions June through August

The City Commission considered transmittal of the proposed plan update at its June 11, 2025 meeting. At that meeting, the City Commission voted not to transmit the proposed updates to the LME in order to provide additional time to coordinate with residents on the proposed changes and to address concerns expressed by speakers at the public hearing. The City Commission directed staff to plan additional public engagement and schedule the Transmittal and Adoption Hearings at a future date.

The County Commission considered adoption of the proposed plan update at its July 8, 2025 meeting and voted to delay adoption for the purposes of additional community engagement. Staff was directed to bring a status update back by December 2025. Additional public engagement sessions occurred in late September and early October 2025.

On June 24, 2025, Planning staff presented information on the Comprehensive Plan to members of the Greater Bond Neighborhood and began discussions with other neighborhoods and community stakeholders to answer questions about the update and to conduct similar neighborhood meetings. The Mayor’s Office informed staff of a plan to gather neighborhood stakeholders together to propose replacing the Urban and Sub-Urban Residential Preservation FLUCs with the existing Residential Preservation FLUC. Staff recommended the inclusion of language addressing non-conforming uses, if such a change were to occur.

On August 18, 2025, the Mayor’s Office hosted a meeting of neighborhood stakeholders to which over 200 neighborhood representatives were invited. This meeting was attended by nearly 30 individuals representing the following neighborhoods:

- The Alliance of Tallahassee Neighborhoods
- Woodland Drives Neighborhood
- Greater Bond Neighborhood
- Griffin Heights Neighborhood
- Frenchtown Neighborhood
- Wellswood-Suburban Hills Neighborhood
- Jake Gaither Neighborhood
- Oak Ridge Place Neighborhood
- Richview Park Neighborhood
- Ox Bottom Crest Neighborhood

- Oak Grove Plantation Rd Neighborhood
- Old Town Neighborhood
- Southwood Neighborhood
- Copper Creek Neighborhood
- Summerbrooke Neighborhood
- Breakwood Drive Neighborhood
- Ventanas Neighborhood
- Hillcrest Village Neighborhood
- Grey's Run Neighborhood
- Lafayette Park Neighborhood
- Betton Hills Neighborhood
- Myers Park Neighborhood
- Sherwood Park Neighborhood

After the Mayor presented the proposal to keep the existing Residential Preservation FLUC, with discussed revisions, the neighborhood representatives voiced strong support for this action and indicated they would come to the City's Transmittal Hearing in support for the LME Update.

At its August 20, 2025 meeting, the City Commission discussed the meeting with neighborhood representatives and the proposal to retain the current Residential Preservation FLUC with language to address non-conforming uses and the support from neighborhood representatives for the proposal. The City Commission voted to direct staff to bring back the Land Use and Mobility Elements Update for transmittal at the September 17, 2025 City Commission meeting, with the proposed Sub-Urban Residential Preservation and Urban Residential Preservation FLUCs removed and replaced with the existing Residential Preservation FLUC, with language to address non-conforming uses. The proposed draft Attachment #1 reflects these changes.

LME Changes June – September 2025

The following section details the revisions made to the proposed LME between June and September 2025. Comments were received by state agencies in response to the proposed plan transmitted May 13, 2025, by Leon County, and several of the changes described below were directed to address technical assistance comments from Florida Commerce and the Florida Department of Environmental Protection.

Planning Periods

Policy 2.1.1 was updated to provide the specific years covered by the short term 10-year planning period and specify that the planning periods are to be considered for amendment during the Evaluation and Appraisal Review process using relevant and appropriate data and analysis of public facilities. This update addresses the technical assistance comment from Florida Commerce.

Density and Intensity Incentives

Policy 3.6.4 was updated to establish a maximum density and intensity standard for proposed density bonuses that facilitate growth in areas that minimize and/or mitigate impacts on the natural environment or community character. This update addresses the technical assistance comment from Florida Commerce.

Future Transportation Maps

The map series was updated to include a functional classification map, a map of planned roadway improvements with the number of lanes, and a context classification map. This update addresses the technical assistance comment from Florida Commerce.

Mahan Gateway Node

Mahan Gateway Nodes are calibrated to the Sub-Urban Mixed-Use Commercial FLUC proposed along the Mahan Corridor. The nodes will continue to be implemented by the existing Mahan Corridor Node and Mahan Corridor Ring zoning districts.

Community Facilities and Community Services

According to the current definition in the glossary of the Comprehensive Plan, Community Facilities include community services, light infrastructure, heavy infrastructure, and post-secondary uses. Community Facilities are allowed in all FLUCs subject to intensity standards included in the FLUCs. Further limitations on Community Facilities are established in implementing zoning districts. Updates to the proposed LME reflect the correct use of the terms “Community Facilities” and “Community Services” depending on the intent of specific FLUCs.

Lake Protection Land Use and Lake Jackson Basin Area

Upon the County’s transmittal hearing to the State agencies, FDEP raised concerns about the County’s proposed FLUM modification from Rural to Lake Protection in proximity to the Lake Jackson Aquatic Preserve and the inclusion of the area within the USA. The City does not have jurisdiction over the FLUM designations in the unincorporated area but the City and County Commissions must both approve the boundary of the USA.

The County recommended some changes to the unincorporated area FLUM and USA boundary. These revisions included the removal of the proposed Lake Protection Node at Meridian Road and Bannerman Road/Orchard Pond Parkway, the reduction of area proposed for the inclusion in the USA, the maintenance of lands designated Rural on the FLUM in the vicinity of the lakes, and the removal of the planned development provision for Lake Protection.

While these changes were made to address the potential impacts onto the environmentally sensitive features located within this area of Lake Jackson, and based on comments from the FDEP, it should be noted that the comments received from the FDEP do not acknowledge the environmental protections currently in place for Lake Jackson as required by the Leon County Land Development Code, nor do they take into account the newly adopted state stormwater rule (effective December 28, 2025) that introduces stricter nutrient loading standards (i.e., aimed at reducing nitrogen and phosphorus runoff).

In fact, Lake Jackson is protected under Section 10-4.301(d) of the Leon County Code, which requires developments to retain excess runoff from the 100-year, 24-hour storm events on-site. Additionally, redevelopment projects face even stricter standards: they must treat stormwater runoff based on the supposition that the site in its pre-development condition is in a natural\wooded condition. This significantly increases the volume of runoff that must be treated to meet water quality standards, thereby enhancing protection of the lake’s fragile ecosystem. Furthermore, residential subdivisions exceeding four dwelling units per acre must meet stringent landscaping and natural area preservation requirements, aimed at minimizing impervious surfaces and promoting infiltration.

Additionally, Leon County’s Special Development Zones A & B, as established in Section 10-4.323 of the Environmental Management Act (EMA), form a critical regulatory framework for protecting the Lake Jackson watershed. These zones impose strict limitations on site disturbance, mandate preservation of natural vegetation and buffers – especially within the most environmentally sensitive areas near the lake's shoreline. By restricting impervious surface expansion, prohibiting vehicle intrusion in Zone A, and requiring that at least 50% of Zone B be preserved in its natural state, these regulations are designed to minimize nutrient runoff, erosion, and habitat disruption.

Together, these regulations establish a comprehensive framework for limiting nutrient pollution, preserving hydrological function, and mitigating the impacts of high-density development around Lake Jackson. Their omission from FDEP’s analysis fails to account for existing robust safeguards that are already in place and actively enforced by the County.

At the July 8, 2025, County Commission meeting, revisions to the proposed comprehensive plan amendment affecting the Lake Jackson basin and the Lake Protection FLUC were presented in a map which reduced the area previously proposed for inclusion in the USA, specifically by reverting back to the existing USA boundary along the western side of North Meridian Road, and the removal of the proposed Lake Protection Node from the intersection of Meridian Road and Bannerman Road-Orchard Pond Parkway. The proposed USA depicted an expansion east of Meridian Road to include areas that were previously developed and parcels previously subdivided for development.

The County Commission directed staff to develop and implement a comprehensive public participation plan designed to actively engage residents. These efforts, detailed further below, garnered additional feedback from the unincorporated community, stakeholders, and reviewing agencies regarding this particular issue.

As presented at the City's September 17, 2025, Transmittal Hearing, the USA boundary was consistent with that reflected in the County Commission's May 13, 2025, transmittal, and did not reflect the revised map presented to the County Commission at their July 8, 2025, meeting since the Board did not adopt the map at that time.

Transmittal by the City Commission September 17, 2025

At its September 17, 2025 meeting, the City Commission voted to transmit the proposed LME and Glossary revisions, revised as detailed above, to the State Land Planning Agency as presented at the Transmittal Public Hearing.

Additional Community Engagement in the Unincorporated Area September – October 2025

At the July 8, 2025 meeting, the County Commission directed staff to conduct additional public engagement on the proposed LME and to bring back a status report with a summary of community input and a revised project schedule for the County Commission's consideration.

Following the July 8, 2025 meeting, staff scheduled community open houses across the County, developed materials for the public engagement, and began promoting the engagement through coordination with Leon County Community and Media Relations (CMR) staff. Information was shared via County social media platforms and press releases, fliers were put up at community centers where the open houses would be held, staff attended activity group meetings at community centers to inform citizens of the upcoming meetings, and staff gave interviews with local media outlets who covered the engagement efforts with reporting in several mediums. The schedule of community open houses in unincorporated Leon County included meetings at:

- Lake Jackson Community Center on Thursday, September 25, 2025
- Miccosukee Community Center on Monday, September 29, 2025
- Chaires Community Center on Tuesday, September 30, 2025
- Fort Braden Community Center on Wednesday, October 1, 2025
- Bradfordville Community Center on Wednesday, October 8, 2025
- Woodville Community Center on Wednesday, October 15, 2025, and Tuesday, October 21, 2025

Community engagement sessions on the LME at the Woodville Community Center were included in the larger engagement on the County's Woodville Sense of Place Plan because of the relevance and relationship between the Comprehensive Plan and the Sense of Place Plan.

A Status Report detailing this engagement, the feedback received, and additional analysis on the topics raised was presented to the County Commission at its November 18, 2025, meeting. Recommended revisions based on the engagement and analysis presented and accepted by the County Commission, relevant to the City's Adoption, and incorporated into the materials presented in this item are to:

1. Adjust the Urban Services Area (USA) east of Meridian Road where development patterns already reflect urban or previously subdivided parcels.
2. Do not expand the USA or change land use designations west of Meridian Road and maintain established rural and environmental protections.
3. Maintain the USA boundary in the Chaires Area as previously transmitted to the State Land Planning Agency and review agencies.
4. Change the Bexar property designation from *Sub-Urban Neighborhood* to *Sub-Urban Mixed-Use Commercial* to reflect the 2019 Comprehensive Plan amendment.
5. Maintain the Fort Braden Rural Community boundary as transmitted, with a minor expansion to include two parcels currently partially designated as Rural Community.
6. Clarify Rural Community density standards by limiting properties without sewer to a maximum of two dwelling units per acre and maintaining up to eight units per acre where central sewer service is available,

primarily within the Woodville area.

7. Clarify that public schools are directed to the USA, while remaining allowable in all Future Land Use Categories (FLUCs) except Natural Areas.
8. Confirm that existing Planned Developments—Southwood, Colin English, and Welaunee—continue to be governed by their adopted master plans.
9. Clarify the Lake Protection FLUC to emphasize sewer connections and redevelopment of existing developed nodes, with central sewer required in Conservation Subdivisions and Lake Protection Nodes along U.S. Highway 27 to achieve maximum density.
10. Confirm that Mahan Gateway Nodes correspond to the Sub-Urban Mixed-Use Commercial FLUC and remain implemented through existing Mahan Corridor Node and Ring zoning districts.
11. Standardize terminology to ensure consistent use of "Community Facilities" and "Community Services" throughout the LME, aligned with the Comprehensive Plan glossary and implementing zoning districts.
12. Remove the Urban and Sub-Urban Residential Preservation FLUCs and replace them with updated language addressing non-conforming uses, as directed by the City Commission on August 20, 2025.
13. Revise the Natural Areas FLUC to recognize the State's authority to manage publicly owned lands consistent with approved management plans, including the use of prescribed fire.

Summary of Changes Since September 2025

The following section details the revisions made to the proposed LME since the previous City Commission meeting on September 17, 2025. The revisions include responses to state agency comments and revisions made in response to public engagement or for language clarifications.

USA Boundary

The materials presented for adoption regarding the USA boundary are consistent with the recommendations presented at the September 17, 2025, City Commission Transmittal Hearing, with exception to the USA Boundary near Lake Jackson. The USA boundary presented for adoption reflects the revised boundary presented to the County Commission at their November 18, 2025 meeting (i.e. with no proposed USA expansion west of Meridian Road and a limited expansion east of Meridian Road).

If the City and County do not agree on the USA boundary, it will remain as it is currently adopted with no expansions or adjustments in the locations where there is disagreement.

Rural Community Maximum Density

Staff identified an internal inconsistency with the proposed base density of LME Policy 2.8.6 Rural Community, which would allow 4 dwelling units per acre. In the Sanitary Sewer Sub-Element of the Comprehensive Plan Utilities Element, Policy 1.2.1 [SS] states that the minimum lot size allowed for areas served by a septic tank shall be one-half acre, or 2 dwelling units per acre. As such, the maximum density in The Rural Community FLUC for properties not served by central sewer shall be 2 dwelling units per acre. Where properties are served by central sewer, the maximum density shall remain 8 dwelling units per acre. If adopted by the City Commission and County Commission, Rural Community will become a County-only policy as there are no designated Rural Communities within City limits.

Public Schools

Policy 2.8.2 describes land uses and includes Public Schools as an allowable use in all FLUCs except Natural Areas. The policy is revised to clarify that Public Schools are directed to be within the USA.

Planned Development Special District

Policy 2.8.18 provides for Planned Developments and is intended to continue to authorize those that are already approved. The policy is recommended to be revised to clarify Southwood, Colin English, Welaunee and Capital Circle Office Complex continue to be governed by their respective existing, adopted master plans. Additionally, this policy has been revised to indicate that the Capital Circle Office Complex PUD shall serve as the master plan for that Planned Development area.

Lake Protection FLUC

For efficiency of services within the Lake Protection FLUC, a recommendation is to clarify that the purpose of the bonuses is to connect properties with sanitary sewer and to incentivize redevelopment of currently developed nodes (i.e., not the newly constructed node on Bannerman Road at Bull Headley Road or any potential future nodes). Language requires that central services be available in Conservation Subdivisions and in Lake Protection Nodes for those properties on US Highway 27 (N Monroe Street) to achieve the allowed maximum density.

Additional Minor Policy Language Revisions to Clarify Policy Intent

Additional minor revisions based on community input and efforts to clarify policy intent have been incorporated and are included in the LME update materials presented for adoption.

State Agency Comments

Comments were received by state agencies in two sets. One set was received in June of 2025 as a result of the County transmittal of the proposed LME. As described above, the draft was revised in July 2025 to respond to comments from the State Land Planning Agency and Florida Department of Environmental Protection.

The second set of state agency comments were received by October 24, 2025, in response to the proposed LME transmitted September 17, 2025, by the City Commission. Changes described below are directed to address technical assistance comments from Florida Department of Commerce, Florida Department of Agriculture and Consumer Services (FDACS) and Florida Department of Environmental Protection (FDEP), included as Attachment #11.

Public Facilities

In a letter dated October 24, 2025, the Florida Department of Commerce indicated they identified no comments related to adverse impacts to important state resources and facilities within their authorized scope of review. The letter included a technical assistance comment offered either as a suggestion which can strengthen the City's comprehensive plan in order to foster a vibrant, healthy community, or is technical in nature and designed to ensure consistency with State Statutes. The letter indicated this comment would not form the basis of a challenge. The comment suggested supporting the proposed updated planning periods of 2035 and 2050 with updated relevant and appropriate data and analysis of public facilities (potable water, potable water supply, sanitary sewer, solid waste, stormwater and recreation facilities). Since transmitting to the State, a Community Services Report, analyzing the level of service for potable water, sanitary sewer, solid waste, and parks and recreation facilities and services in the Tallahassee-Leon County community has been finalized. This report satisfies the above suggestion, has been added to the Data and Analysis section of the LME website, and will be submitted with the final adoption packet.

State Managed Lands

The Florida Department of Agriculture and Consumer Affairs (FDACS) submitted a letter on October 10, 2025, and commented that there are managed state lands within the Natural Areas FLUC. Management of these lands is conducted consistent with state management plans and may include prescribed fire. To respond to this comment, the Natural Areas FLUC, Policy 2.8.3, is revised to add language recognizing the state's authority to manage its lands per its management plans that may include the use of prescribed fire.

Lake Jackson USA and Lake Protection Land Use

FDEP submitted a letter dated October 24, 2025. In this letter FDEP acknowledged text changes to the LME removing the previously proposed Lake Protection Node at the Meridian Road and Orchard Pond Parkway/Bannerman Road intersection, and further acknowledged the efforts of the City and County to protect water quality through local regulations and compliance with state stormwater standards and indicated appreciation for the Planning Department's response to agency comments within the transmittal packet. FDEP also included their previously submitted comments to remain in consideration as the LME moves forward. As provided above, the LME presented for adoption maintains the Rural and Urban Fringe (Rural Residential) land uses without proposed

changes. Additionally, the proposal does not include expansion of the USA west of Meridian Road near Lake Jackson. Any future proposed changes to the USA or FLUM would be processed as amendments to the Comprehensive Plan separate from the proposed LME being considered for adoption in this public hearing.

Next Steps in the Adoption of the LME

Policy 1.8.1 of the Intergovernmental Coordination Element requires both the City Commission and County Commission to adopt amendments to the text of the Comprehensive Plan. As such, based on interpretations by both City and County legal teams, the proposed LME is not considered adopted unless or until both the City Commission and County Commission adopt the proposed Element.

The County Commission approved staff recommendations at their November 18, 2025, Status Update on the LME, and directed staff to hold an adoption hearing on December 9, 2025. The materials presented for adoption reflected in this item incorporate the staff recommendations, as directed by the County Commission, for consideration and potential adoption by the City Commission.

If the LME is adopted by both the City Commission and Board of County Commissioners, the adopted amendment will be submitted to the Florida Department of Commerce and other reviewing agencies for a 30-day compliance review. Upon the expiration of this review period, if not timely challenged, the LME Update would become effective.

Options

1. Adopt Ordinance 25-O-02AA, thereby adopting the proposed Land Use and Mobility Element and Glossary revisions to the Tallahassee-Leon County Comprehensive Plan in accordance with Policy 1.8.1. of the Intergovernmental Coordination Element of the Tallahassee-Leon County Comprehensive Plan.

2. Do not adopt Ordinance No. 25-O-02AA, thereby not adopting the proposed Land Use and Mobility Element and Glossary revisions to the Tallahassee-Leon County Comprehensive Plan.

3. Commission Direction.

Attachments

Attachment 1 – Ordinance 25-O-02AA Land Use and Mobility Element and Glossary Update
Attachment 2 – History of the Land Use and Mobility Elements Update
Attachment 3 – Public Comment
Attachment 4 – Vacant and Potential Redevelopment Analysis
Attachment 5 – Planned Development Master Plans
Attachment 6 – Statutory Requirements Checklist
Attachment 7 – Policy Crosswalk and Internal Consistency Review
Attachment 8 – Map Series
Attachment 9 – Glossary Revisions
Attachment 10 – Land Use Comparison
Attachment 11 – Comments from the State and Review Agencies

****All Attachments are available on Tallahassee BoardDocs for the agenda item: https://go.boarddocs.com/fla/talgov/Board.nsf/goto?open&id=DN4SGC7298E9***

Attachment #1 - Ordinance 25-O-02AA.pdf (70,476 KB)

Attachment #2 - History of the Element.pdf (1,447 KB)

Attachment #3 - Public Comment to11-24-25.pdf (12,806 KB)

Attachment #4 - Vacant and Potential Redevelopment Analysis.pdf (19,464 KB)

Attachment #5 - Planned Developments.pdf (67,491 KB)

Attachment #6 - Statutory Requirements.pdf (1,113 KB)

Attachment #7 - Policy Crosswalk and Internal Consistency Review.pdf (2,676 KB)

Attachment #8 - Map Series.pdf (58,357 KB)

Attachment #9 - Glossary Revisions.pdf (1,014 KB)

Attachment #10 - Land Use Table.pdf (982 KB)

Attachment #11 - Review Agencies Comments.pdf (4,898 KB)

The following City Attachments are included following this page:
Attachment #1 - City Ordinance 25-O-02AA
Attachment # 8 - Map Series

The following City Attachments are identical in content to those provided with the County Agenda Item 12/09/2025 above, with slightly different numbering, and are not repeated here:

Attachment #2 - History of the Element
Attachment #3 - Public Comment to 11-24-25
Attachment #4 - Vacant and Potential Redevelopment Analysis
Attachment #5 - Planned Developments
Attachment #6 - Statutory Requirements
Attachment #7 - Policy Crosswalk and Internal Consistency Review
Attachment #9 - Glossary Revisions
Attachment #10 - Land Use Table
Attachment #11 - Review Agency Comments

ORDINANCE NO. 25-O-02AA

AN ORDINANCE OF THE CITY OF TALLAHASSEE AMENDING THE 2030 TALLAHASSEE-LEON COUNTY COMPREHENSIVE PLAN; ADOPTING AMENDMENTS TO THE LAND USE ELEMENT INCLUDING THE FUTURE LAND USE MAP AND ADDENDUM; MOBILITY ELEMENT; AND GLOSSARY; PROVIDING FOR SEVERABILITY AND CONFLICTS; AND PROVIDING AN EFFECTIVE DATE.

WHEREAS, Chapters 163 and 166, Florida Statutes, empower the City Commission of the City of Tallahassee to prepare and enforce comprehensive plans for the development of the City;

WHEREAS, Sections 163.3161 through 163.3215, Florida Statutes, the Community Planning Act, empower and require the City Commission of the City of Tallahassee to (a) plan for the City's future development and growth; (b) adopt and amend comprehensive plans, or elements or portions thereof, to guide the future growth and development of the City; (c) implement adopted or amended comprehensive plans by the adoption of appropriate land development regulations; and (d) establish, support, and maintain administrative instruments and procedures to carry out the provisions and purposes of the Act;

WHEREAS, pursuant to Section 163.3184, Florida Statutes, the City Commission of the City of Tallahassee has held public work sessions, public meetings, and several public hearings with due public notice having been provided, on this amendment to the Comprehensive Plan;

WHEREAS, on September 17, 2025, pursuant to Section 163.3184, Florida Statutes, the City Commission of the City of Tallahassee transmitted copies of the proposed amendment of the comprehensive plan to the Florida Department of Commerce and other state and regional agencies for written comment;

WHEREAS, the City Commission of the City of Tallahassee considered all oral and written comments received during public hearings, including the data collection and analyses packages, the recommendations of the Local Planning Agency/Planning Commission; and

WHEREAS, in exercise of its authority, the City Commission of the City of Tallahassee has determined it necessary and desirable to adopt this amendment to the comprehensive plan to preserve and enhance present advantages; encourage the most appropriate use of land, water and resources, consistent with the public interest; overcome present handicaps; and deal effectively with future problems that may result from the use and development of land within the City of Tallahassee, and to meet all requirements of law.

NOW, THEREFORE, BE IT ENACTED by the City Commission of the City of Tallahassee, Florida, as follows, that:

Section 1. Purpose and Intent.

This ordinance is hereby enacted to carry out the purpose and intent of, and exercise the authority set out in, Sections 163.3161 through 163.3215, Florida Statutes, the Community Planning Act.

Section 2. Comprehensive Plan Update Amendments.

The Ordinance does hereby adopt the following Comprehensive Plan Update Amendments attached hereto as Exhibit "A," and made a part hereof, as amendments to the Tallahassee-Leon County 2030 Comprehensive Plan as follows:

A. Consolidates the Future Land Use and Mobility Elements into the Land Use and Mobility Element;

B. Replaces the Land Use Element text and maps, including the Future Land Use Map and Addendum;

C. Replaces the Mobility Element text and maps; and

D. Revises the plan's Glossary of terms.

Section 3. Conflict With Other Ordinances and Codes.

All ordinances or parts of ordinances of the Code of Ordinances of the City of Tallahassee, Florida, in conflict with the provisions of this ordinance are hereby repealed to the extent of such conflict.

Section 4. Severability.

If any provision or portion of this ordinance is declared by any court of competent jurisdiction to be void, unconstitutional, or unenforceable, then all remaining provisions and portions of this Ordinance shall remain in full force and effect.

Section 5. Copy on File.

To make the Tallahassee-Leon County 2030 Comprehensive Plan available to the public, a copy of the enacting ordinance, as well as copies of the Tallahassee-Leon 2030 Comprehensive Plan and this amendment thereto, shall also be located in the Tallahassee-Leon County Planning Department. The Planning Director shall also make copies available to the public for a reasonable publication charge.

Section 6. Effective Date.

The effective date of this ordinance shall be after adoption by both the City Commission and County Commission and 31 days after the state land planning agency notifies the local governments that the plan amendment package is complete or as provided in section 163.3184(3)(c)(4), Florida Statutes.

INTRODUCED in the City Commission on the 11th day of June, 2025.

PASSED by the City Commission on the 19th day of November, 2025.

CITY OF TALLAHASSEE

By: _____
John E. Dailey
Mayor

ATTEST:

By: _____
James O. Cooke, IV
City Treasurer-Clerk

APPROVED AS TO FORM:

By: _____
Amy M. Toman
City Attorney

EXHIBIT A

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LAND USE AND MOBILITY ELEMENT

GOALS, OBJECTIVES AND POLICIES

Goal 1 [LM] – A Healthy Environment:

Our community will maintain a healthy environment with drinkable water, breathable air, unpolluted lakes, rivers, and soils, renewable energy sources, conservation areas that protect valuable or irreplaceable natural resources, and open spaces available and accessible to all residents and visitors to our community.

To achieve this goal, our community will:

- Identify natural resources that contribute to a healthy environment and human well-being. Prioritize the preservation of natural areas (including conservation areas, environmentally sensitive features, and water resources) when making land use and transportation decisions.
- Provide access and opportunities for passive and active open spaces that promote healthy active lifestyles for all citizens.
- Coordinate between the City and County, with neighboring jurisdictions, and with regional, state, and federal agencies to cooperatively support protection of natural resources that extend beyond jurisdictional boundaries.

Objective 1.1 – Identification of Natural Resources and Historic Features (City of Tallahassee/Leon County):

Identify natural, cultural, archaeological, and historic resources that contribute to human well-being and community character.

Policy 1.1.1 – Geographic Data (City of Tallahassee/Leon County):

Local governments shall maintain a geographic information system enabling mapping and spatial analyses that includes, at a minimum, the following data:

- Wetlands, waterbodies, watercourses
- Floodplains and floodways
- Significant and severe grades
- Drainage basins and related features
- High quality successional and native forests
- Active and other karst features
- Significant trees
- Canopy road corridors
- Local soil types and conditions
- Known operating and abandoned landfill sites
- Known active and former mining sites
- Historic resources of national, state and local significance
- Florida Ecological Greenway Network Primary Springs Protection Zone
- Perpetual conservation easements

Policy 1.1.2 – Designated Canopy Roads (City of Tallahassee/Leon County):
Local governments shall maintain a map and spatial data that identify and depict designated canopy roads.

Policy 1.1.3 – Historic District Boundaries and Historically Significant Properties (City of Tallahassee/Leon County): Local governments shall maintain a map and spatial data that identify and depict historic district boundaries and historically significant properties meriting protection. This map shall be included in the Land Use Addendum and updated with current data during the Evaluation and Appraisal Review process or as needed.

Policy 1.1.4– Soils and Water Features (City of Tallahassee/Leon County):
Local governments shall maintain a map and spatial data that identify and depict surface water features, the primary springs protection zone and soils. These maps shall be included in the Land Use and Mobility Element Addendum and updated with current data during the Evaluation and Appraisal Review process or as needed.

Objective 1.2 – Preservation of Natural Areas (City of Tallahassee/Leon County):
Preserve important natural areas, including conservation areas, environmentally sensitive features, and water resources through a combination of identification, analysis, designation of resources on the Future Land Use Map, policies in the Conservation Element, land development regulations, and acquisition. Prioritize the protection of these areas when making decisions regarding land use, transportation, and infrastructure location and expansion.

Policy 1.2.1 – Acquisition of Conservation and Preservation Lands (City of Tallahassee/Leon County):
The City and County shall monitor existing and potential funding sources for the acquisition of land to restore, connect, and protect natural habitats and sensitive lands. The Planning Department shall coordinate with the appropriate departments, agencies, or partners to support application and securing of funding for priority acquisition areas.

Policy 1.2.2 – Environmental Analysis (City of Tallahassee/Leon County):
Planning Department staff shall conduct an environmental analysis when amendments to the Comprehensive Plan are proposed. The analysis shall include natural resources and geographic features, including those listed in Policy 1.1.1, that contribute to human well-being and community character and identify the potential impacts to environmental and human health.

Policy 1.2.3 – Transportation Impact Mitigation (City of Tallahassee/Leon County):
The planning and design of new or the expansion of existing local transportation facilities shall account for natural, cultural, and historic resources and existing neighborhoods. These projects shall prioritize avoiding and minimizing impacts to those features. Where avoidance and minimization are not feasible or practical, impacts to the features shall be mitigated.

Policy 1.2.4 – Transportation Corridor Environmental Features (City of Tallahassee/Leon County):
The City and the County shall consider context-based beautification, landscaping, and stormwater facility and land development regulations that provide environmental protection measures for transportation corridors, where feasible by:

a. Increasing the amount of site and adjacent green spaces/open spaces.
b. Utilizing native or adapted vegetation and natural systems, such as bioswales, to control runoff.

c. Maintaining and/or enhancing ground cover, canopy, and understory vegetation where new roads are built.
d. Protecting designated canopy roads by designing public infrastructure improvements to minimize development impacts consistent with the Conservation Element and Canopy Roads Management Plan.
e. Enhancing the character of transportation corridors and gateways to the community through access management strategies, preserved green space for landscaping, and consolidated signage.

Policy 1.2.5 – Connected Open Space (City of Tallahassee/Leon County):
Open space that is proposed in a development application shall be organized in a manner that prioritizes natural areas with sensitive onsite environmental features and creates continuous and contiguous open space areas to the greatest extent possible to minimize habitat fragmentation. Where feasible, the siting of open space shall occur in a manner that creates cohesive and connected open space across property boundaries to ensure interconnected greenspaces.

Policy 1.2.6 – Conservation Element (City of Tallahassee/Leon County):
Should conflicts arise between implementation of policies in the Land Use and Mobility Element and the Conservation Element on matters of natural resources, the Conservation Element policies shall take precedent.

Objective 1.3 – Access to Parks and Recreation (City of Tallahassee/Leon County):
Provide equitable public access to existing and future recreation areas, open spaces, greenways, and parks.

Policy 1.3.1 – Greenways and Trails Master Plan (City of Tallahassee/Leon County):
The Planning Department shall maintain a Greenways and Trails Master Plan that identifies opportunities to expand or create a network of shared use paths that connect areas of the City and County. The master plan shall guide the implementation of the local greenway system, in coordination with the State of Florida and other conservation funding, managing, and landholding entities. The master plan shall be updated at least every 10 years to reflect completed projects, new additions and opportunities, and other changes to the greenway system.

Policy 1.3.2 – Urban Recreation Spaces (City of Tallahassee/Leon County):
Urban recreation spaces shall be developed and maintained to provide accessible opportunities for skateboarding, art installations and exhibitions, and nature-based experiences. These spaces may include educational elements such as signage or kiosks.

Policy 1.3.3 – Bicycle Parking at Parks and Civic Spaces (City of Tallahassee/Leon County):
All parks shall have bicycle parking facilities co-located with park amenities. Local government land development regulations shall specify requirements, including amount and location, for bicycle parking.

Policy 1.3.4 – Multimodal Access to Parks and Recreation (City of Tallahassee/Leon County):
All new and substantial improvements to parks and recreational facilities within the Urban Services Area shall provide public sidewalks in accordance with applicable streetscaping requirements, accessible pedestrian connections, for users of varying abilities, from amenities to all adjacent public street frontages, and pathway, trail and bicycle facility interconnections to all adjacent trails, public facilities, and neighborhoods. Coordination with StarMetro for evaluating new stop facilities or improving existing bus stop facilities shall be required within the City limits.

Objective 1.4 – Urban Forests (City of Tallahassee/Leon County):
Using the best available data, manage urban forests through strategies that address preservation of trees, planting of new trees, removal of unhealthy trees or trees in unsuitable locations for that species, maintenance of existing trees, and minimization of infrastructure conflicts.

Policy 1.4.1 – Priority Planting Sites (City of Tallahassee/Leon County):
The City and County shall identify priority planting sites to guide the planting of trees to improve wildlife habitat by reducing urban forest fragmentation, and provide for the preservation or creation of connected, wooded, and environmental corridors. The general recommendations of the Urban Forest Master Plan shall be used to inform the priority planting sites.

Policy 1.4.2 – Species Suitability (City of Tallahassee/Leon County):
The City and County shall maintain lists of tree species that are not invasive, nonindigenous species, that minimize hardscape conflicts, minimize overhead utility conflicts, and are wind resistant. These lists will be used to guide and promote the planting of suitable and preferably native species for different site locations and scenarios.

Policy 1.4.3 – Public Tree Inventory (City of Tallahassee/Leon County):
The City shall support the maintenance and updating of the Public Tree Inventory to gain data to better manage urban forests, including through identifying and securing funding opportunities.

Policy 1.4.4 – Public Development Tree Prioritization (City of Tallahassee/Leon County):
Public transportation projects shall prioritize the protection of existing high-quality trees during transportation systems planning, development, and maintenance without compromising transportation safety. Protected and preserved trees should be of a suitable species for their location, be in good health, and provide screening, landscape, runoff control, and shade without compromising safety or urban forest quality.

Policy 1.4.5 – Private Development Tree Standards (City of Tallahassee/Leon County):
Local government land development regulations shall prioritize and incentivize protection of high-quality trees through requirements for tree preservation and removal. Regulations shall include methods of relief from other development standards that commonly conflict with preservation of existing trees to reduce the need for deviations when preserving qualifying trees.

Objective 1.5 – Green infrastructure (City of Tallahassee/Leon County):
Implement green infrastructure strategies, where feasible, as a cost-effective, resilient approach to reduce flooding and treat stormwater while delivering environmental, social, and economic benefits.

Policy 1.5.1 – Community Wide Green Infrastructure (City of Tallahassee/Leon County):
The City and County shall incorporate the use of green infrastructure into their land development regulations as a viable and preferred option for achieving a connected network of natural areas that provide habitat, flood protection, cleaner air, and cleaner water. Strategies include those that:

- Create green streets and alleys by retrofitting streets and alleys as part of any repair, maintenance, or other disturbance to the road, sidewalk, or transportation right-of-way that would provide a feasible opportunity for street-level stormwater management.

- Implement green parking standards such as requiring parking facilities to have certain percentages of shaded parking.
- Ensure a robust urban tree canopy through implementation of the Urban Forest Master Plan and Canopy Road Management Plan, or their successors.
- Support off-site regional stormwater solutions for new or infill walkable development.
- Reference national models, including the Green Infrastructure standards of the United States Green Building Council (USGBC).
- Supporting transit and alternative transportation modes.

Policy 1.5.2 – Site Specific Green Infrastructure (City of Tallahassee/Leon County):
Local governments shall incentivize the use of green infrastructure stormwater management systems in the land development regulations and/or form-based code by reducing minimum green space requirements or offering other incentives in exchange for the provision of green infrastructure. Green infrastructure mimics nature to soak up and store water and may include strategies such as rain gardens, planter boxes, bioswales, and green roofs.

Policy 1.5.3 – Design Guidelines for Green Infrastructure (City of Tallahassee/Leon County):
Local governments shall establish guidelines for incorporating the use of green infrastructure techniques in public infrastructure and private development applications. Guidelines should identify the appropriate conditions for applying green infrastructure techniques, minimum and maximum design thresholds, and contemplate variations in design for urban/suburban/rural contexts.

Objective 1.6 – Community Resilience (City of Tallahassee/Leon County):
Foster community resilience by strengthening the reliability of our infrastructure and encouraging sustainable building practices, protecting a robust natural environment and local economy, and empowering self-sufficiency across the community.

Policy 1.6.1 – Energy Efficiency (City of Tallahassee/Leon County):
The City and County shall develop regulations and design standards for compact development and encourage green building techniques to reduce greenhouse gas emissions from energy generation and transportation. These regulations shall be implemented as prescribed in the land development codes to conserve land; to promote livability, walkability, and transportation efficiency, including reduced vehicle distance traveled; to leverage and support transit investments; and to reduce public health risks by encouraging daily physical activity associated with walking and bicycling.

Policy 1.6.2 – Multimodal Connectivity (City of Tallahassee/Leon County):
Within the Urban Services Area, the City and County shall use zoning and development standards for subdivision and planned unit developments to promote the location of homes, jobs, stores, parks, schools, and other destinations within 20 minutes walking distance of each other so that people can easily walk, bike, use public transit, or drive shorter distances. Development standards shall provide for interconnected pedestrian, bicycle, and transit amenities and account for the potential for future connection and expansion of pedestrian and bicycle networks on adjacent properties.

Policy 1.6.3 – Smart Growth Strategies for Community Resilience (City of Tallahassee/Leon County):
The City and County shall develop smart growth strategies to help our community adapt to the effects of climate change, natural disasters, and other events that may challenge the resilience of the City of Tallahassee and Leon County. Such strategies may include hardening infrastructure; constructing stormwater conveyance systems with greater capacity; developing complete, walkable streets; supporting agriculture and local food production; reducing indoor and outdoor water use; reducing pollutant emissions; supporting transit; and increasing renewable energy production.

Policy 1.6.4 – Urban Heat Islands (City of Tallahassee/Leon County):
The local governments shall develop strategies that minimize effects of heat islands, such strategies may include:

a. Tree and vegetation cover.
b. Green roofs and rooftop gardens.
c. Roof coatings or materials with high albedo that significantly reflect heat away from a building.
d. Alternative pavements that mitigate heat island effects.

Policy 1.6.5 – Resiliency of Transportation Facilities (City of Tallahassee/Leon County):
Design, construct, and maintain transportation facilities to prevent flooding, minimize pollution, and maintain natural stormwater runoff volume, timing, rate, and direction of flow characteristics consistent with the adopted Stormwater Level of Service Standard.

Policy 1.6.6 – Urban Forests and Climate Resilience (City of Tallahassee/Leon County):
Ensure the urban forest is managed within the urban core to balance and reduce conflicts, when feasible, between long-term urban forest health and coverage and above-ground utilities.

Objective 1.7 – Intergovernmental Coordination (City of Tallahassee/Leon County):
Coordinate with neighboring jurisdictions to effectively address and support the protection of natural resources that extend beyond jurisdictional boundaries.

Policy 1.7.1 – Key Regional Partners (City of Tallahassee/Leon County):
Coordinate with key partners, such as the Northwest Florida Water Management District (NWFWMD), and Florida Department of Environmental Protection (FDEP) on the protection and management of water resources and other environmentally sensitive features.

Policy 1.7.2 – Colleges and Universities (City of Tallahassee/Leon County):
Florida State University, Florida A&M University, and Tallahassee State College shall be subject to environmental protections identified within the Comprehensive Plan. This will be accomplished through the statutorily required campus master planning process for Florida State University and Florida Agricultural and Mechanical University.

Goal 2 [LM] – Distinct Urban and Rural Areas:

Our community will provide residents with diverse options for where they live or visit by maintaining a distinction between rural, sub-urban, and urban areas.

By maintaining a distinction between these areas, our community will:

- Provide a variety of lifestyle and housing choices while reducing sprawl.
- Foster economic development in urban areas and identified activity centers.
- Promote efficient development patterns.
- Support revitalization and redevelopment efforts within the Urban Services Area.
- Reduce infrastructure costs.
- Protect agricultural and forest management uses.
- Preserve and create natural resource-based activities, ecosystem functions and ecosystem services, and scenic vistas and pastoral landscapes.

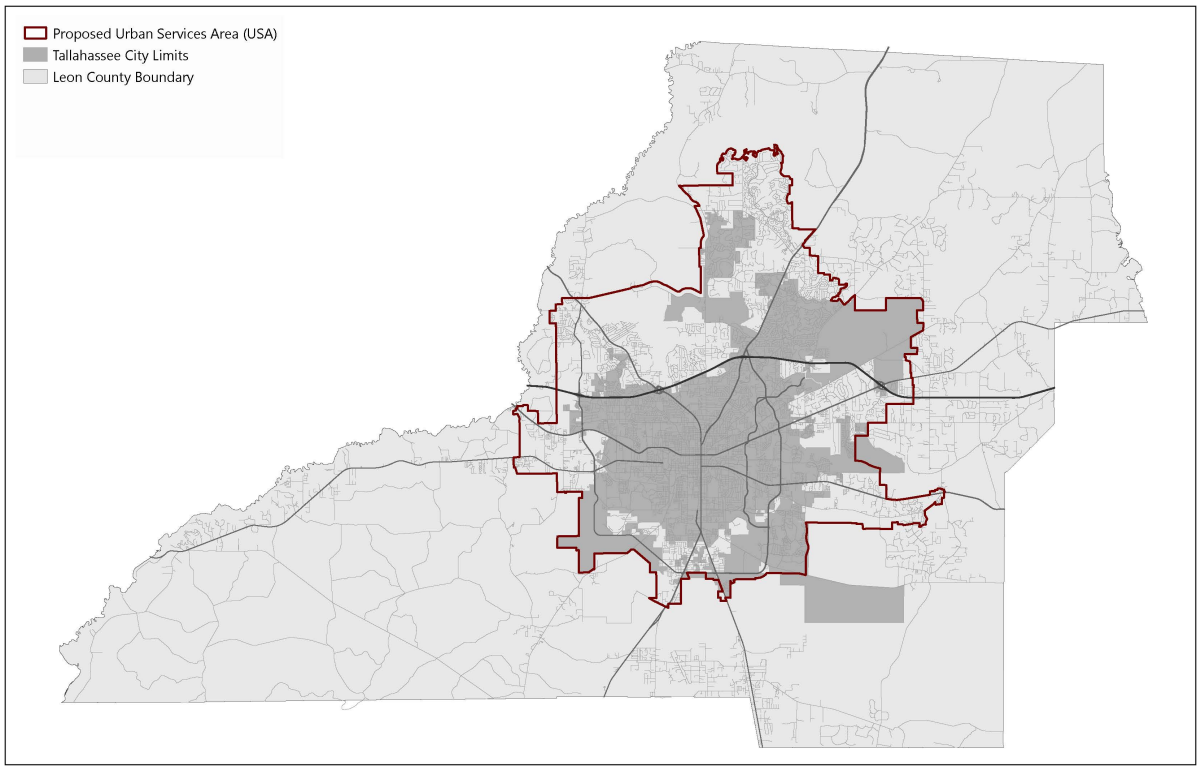
Objective 2.1 – Growth and Population Accommodation (City of Tallahassee/Leon County):
Tallahassee and Leon County will accommodate our population growth in a responsible manner. A growth and development strategy that provides for well-managed, orderly growth that preserves natural resources and promotes fiscal responsibility shall be leveraged to maximize economic and environmental stewardship while accommodating the increased population.

Policy 2.1.1 – Comprehensive Planning Periods (City of Tallahassee/Leon County):
The comprehensive plan shall have two planning periods. The short-term planning period shall be for a 10-year horizon from 2025 to 2035. The long-term planning period shall be the year 2050. The long-term planning period shall be amended during the Evaluation and Appraisal Review (EAR) process to reflect available population projections and relevant data and analysis of public facilities.

Policy 2.1.2 – Population Projections (City of Tallahassee/Leon County):
Population growth for the long-term planning period shall be based on University of Florida's Bureau of Economic and Business Research (BEBR) medium population projections.

Objective 2.2 – Efficient Growth (City of Tallahassee/Leon County):
To support the projected population growth, infrastructure shall be provided economically and efficiently while protecting surrounding forestry uses and agricultural lands from unwarranted and premature conversion to urban land uses. Growth and development shall be directed toward areas with existing or planned infrastructure in a manner that maintains distinct natural, rural, sub-urban, and urban areas.

Policy 2.2.1 – Urban Services Area (USA) (City of Tallahassee/Leon County):



To provide for well-managed, orderly growth that preserves natural resources and promotes fiscal responsibility, the City and County's growth management strategy shall include an Urban Services Area (USA). The USA shall include all areas where public facilities and services, including central water and sewer, are available or are identified in the 5-year schedule of capital improvements. The USA will be sized to include approximately 50% more vacant and developable land than is necessary to accommodate the projected population growth expected within the USA by the long-term planning horizon and will account for both the ability to provide urban infrastructure and the presence of environmentally sensitive lands and water bodies.

Policy 2.2.2 – Improvement of Capital Infrastructure (City of Tallahassee/Leon County):

Capital infrastructure improvements shall be targeted for areas within the Urban Services Area within the long-term planning period. These improvements shall be phased incrementally through annual updates to the Capital Improvements Schedule.

Policy 2.2.3 – Planning for Urban Services (City of Tallahassee/Leon County):

Local government infrastructure master plans, and updates to master plans, shall account for the Urban Services Area when determining where to provide sewer, water, electricity, paved streets, sidewalks, and other related urban services.

Policy 2.2.4 – Urban Services Outside of the Urban Services Area (City of Tallahassee/Leon County):

Urban services may be provided outside of the Urban Services Area where necessary to address critical environmental issues, critical public health issues, and/or other critical hazard vulnerabilities. Exceptions shall be substantiated in the capital improvement planning process. Emergency repairs and improvements necessary to maintain the public health, safety, and well-being shall be allowed without inclusion in the capital improvement planning process.

Policy 2.2.5 – Densities and Intensities (City of Tallahassee/Leon County):
Residential densities and non-residential intensities are established in the Future Land Use Categories and reflected on the Future Land Use Map, and are supported by available capital infrastructure. New growth shall be directed to areas within the Urban Services Area. Residential density and/or non-residential intensity of development allowed for individual site shall be determined by the infrastructure capacity to serve each proposed development, adopted levels of service, and/or the ability to implement conditions of approval or mitigation of potential impacts for the proposed development.

Policy 2.2.6 – Exceptions to the Urban Services Area (City of Tallahassee/Leon County):
Properties in southern Leon County designated Rural or Rural Residential on the Future Land Use Map that are located either between the Urban Services Area and Rural Community in Woodville or west of the Rural Community in Woodville may be designated with a higher density land use when central sewer service is available without requiring an amendment to the Urban Services Area. Any development that utilizes this provision must connect to central sewer.

Policy 2.2.7 – Roadway Improvements (City of Tallahassee/Leon County):
The planning, design, and construction of new streets and roads and the widening of existing streets and roads shall be consistent with the priority of urban services, the Future Land Use Map, and the Urban Services Area.

Policy 2.2.8 – Adaptive Reuse, Infill Development, and Redevelopment (City of Tallahassee/Leon County):
The City of Tallahassee and Leon County shall incentivize brownfield reclamation, building reuse, and the adaptive reuse of existing structures through land development regulations. These measures will support efficient growth, preserve historic buildings, protect natural resources, maintain affordable housing, and prevent the premature conversion of rural and agricultural land into suburban and urban development. Incentives may include density and intensity bonuses of up to 25%, modified development review thresholds, prioritized permitting, and fee waivers to encourage redevelopment and sustainable land use as specified in the land development code.

Policy 2.2.9 – Greyfields & Brownfields (City of Tallahassee/Leon County):
The local governments may incentivize the redevelopment and/or restoration of value to contaminated or under-utilized land on greyfield, brownfield, or other adaptive reuse/infill sites through strategies including possible density bonuses where appropriate, waiver of development fees or some combination of the two.

Policy 2.2.10 – Transportation Corridors (City of Tallahassee/Leon County):
Identify right-of-way (ROW) needed for planned future transportation improvements—in accordance with Florida Statutes Section 163.3177(6)(b)1., Section 337.273, and Section 334.03(29)—and protect it from development encroachment as development occurs to preserve the corridor for transportation use, to maintain transportation level of service standards and ensure that infrastructure occurs concurrent with the impact of development, meet concurrency, to improve coordination between land use and transportation, and to minimize the adverse social, economic, and environmental impacts of transportation facilities.

The future right-of-way needs for selected transportation corridors designated for improvement in the Tallahassee-Leon County Comprehensive Plan are depicted in the table below. This map,

table and corresponding land development regulations are intended to provide a basis for coordinating new development with the provision of transportation facilities by designating corridors where the construction and improvement of transportation facilities is expected

Future Right-of-Way Needs WITHOUT an Existing Corridor Alignment	
Functional Classification	**ROW Width (ft.)[1-3]**
Blueprint Principal Arterial	230
Principal Arterial	200
Minor Arterial	176
Major Collector	146
Minor Collector	100

1) Widths represent maximum anticipated ROW needs for generalized corridors; not precise alignments. Actual road location and design will be determined by specific corridor alignment studies, engineering studies, or other design studies.

2) Alternative widths may be established by the local government, in consultation with other affected agencies, pursuant to an adopted Critical Area Plan or based upon an analysis of existing constraints, community planning objectives, and other considerations unique to the roadway or surrounding land development.

3) In addition to the number of travel lanes, the following are important considerations in the determination of right-of- way needs for future corridors:

   a. Space for sidewalks to provide safe and convenient movement of pedestrians.

   b. The provision of bike lanes or separate bike paths.

   c. Space for current or future location of utilities so that, when necessary, they can be safely maintained without undue interference with traffic. The utility strip needs to be of sufficient width to allow placement of a water main so that in the case of rupture, neither the roadway pavement nor adjacent property will be damaged.

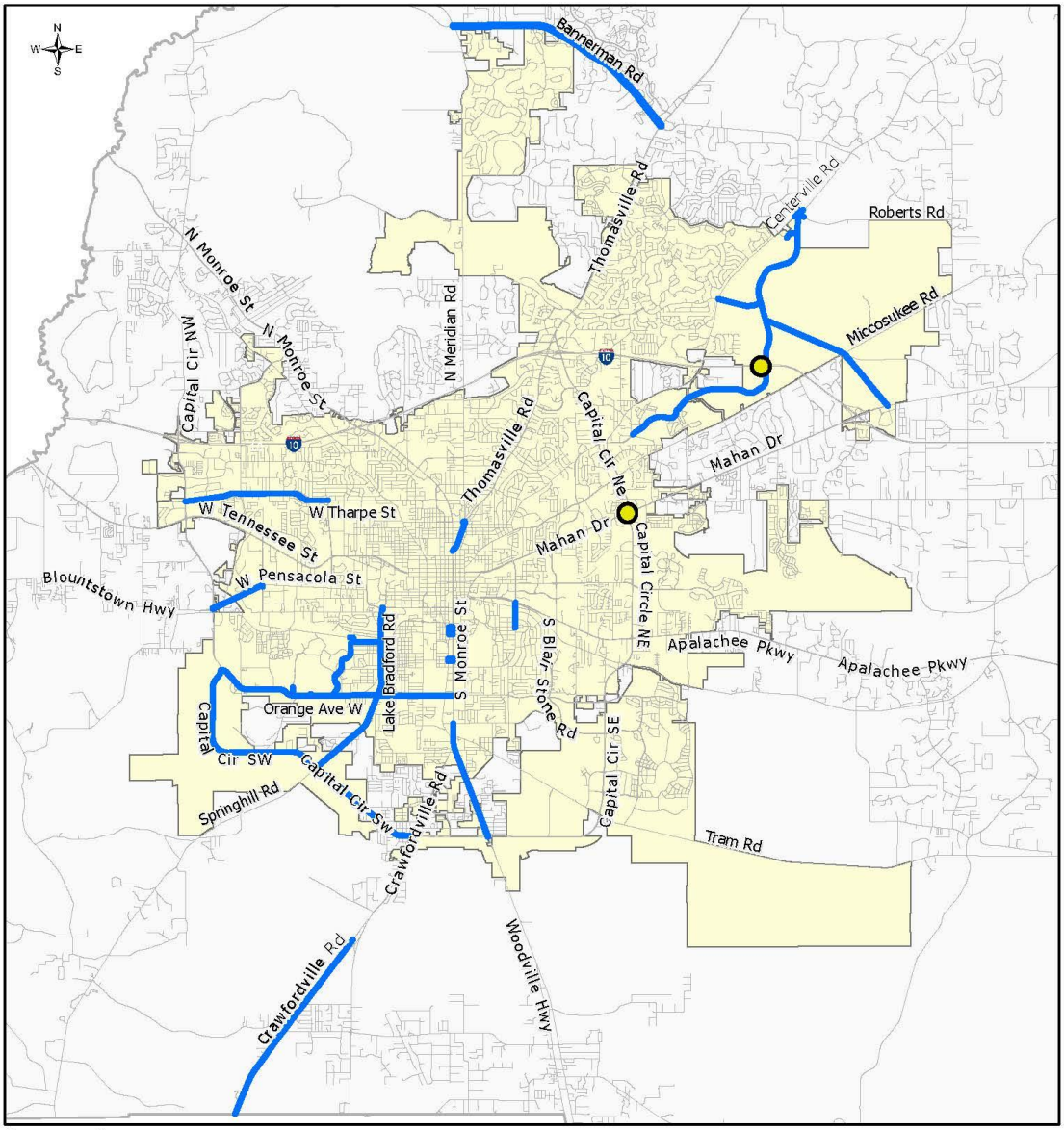
   d. Accommodation of stormwater at the surface or in storm drains.

   e. Accommodation of auxiliary lanes at intersections.

   f. Placement of trees to improve the aesthetic qualities of the roadway, to shade pedestrians, and improve community appearance. The space needs to be adequate to accommodate tree growth without damaging sidewalks, abutting development, or curb and gutter.

   g. Allowing changes in the paved section, utilities, or other modifications that may be necessary to meet unseen changes in vehicle, pedestrian, bicycle, or other transportation needs resulting from changes in land use and activity patterns.

Corridor Preservation Map



Objective 2.3 – Public Infrastructure (City of Tallahassee/Leon County):
Provide public infrastructure, public facilities, and public services that are necessary for public health, safety, and well-being efficiently, effectively, and equitably.

Policy 2.3.1 – Public Facilities Siting (City of Tallahassee/Leon County):
Public facilities, including community services, light infrastructure, and post-high school educational uses that provide for the operation of and provision of services on property owned or operated by local, state and federal government shall be allowable in any future land use category. Public infrastructure facilities may include public services and uses provided by private entities operating on property owned by the local, state, or federal government.

Policy 2.3.2 – Public Infrastructure Resilience (City of Tallahassee/Leon County):
To maintain resiliency and assist with post-disaster continuity of government, the siting of public infrastructure and facilities shall account for hazards by locating outside of hazard areas and evacuation zones or mitigating against potential impacts.

Policy 2.3.3 – School Siting Review & Criteria (City of Tallahassee/Leon County):
All proposals to site public or private schools shall be reviewed for consistency with the Comprehensive Plan.

Objective 2.4 – Preservation of Rural Areas (City of Tallahassee/Leon County):
Protect and create agricultural and silvicultural uses, natural resource-based activities, ecosystems, scenic vistas, and pastoral landscapes by preserving rural areas of the community and preventing the premature conversion of rural lands into low density, single-use districts.

Policy 2.4.1 – Transfer of Development Rights (City of Tallahassee/Leon County):
A transfer of Development Rights program may be established to transfer development rights from areas designated Rural on the Future Land Use Map to areas designated Rural Community or Rural Residential on the Future Land Use Map where central sewer service is available. In no instance shall the level of development be inconsistent with the provisions of the Utilities and Conservation Elements.

Policy 2.4.2 – Criteria for Urban Service Area Expansion (City of Tallahassee/Leon County):
To avoid premature conversions of rural areas to higher density and intensity uses, expansions to the Urban Services Area shall be contiguous with the Urban Service Area boundary, shall demonstrate the availability of or ability to provide central water and sewer service, and shall be based on an analysis of population projections and growth trends and an analysis of developable vacant land currently within the Urban Services Area.

Objective 2.5 – Reconnecting Urban Sprawl (City of Tallahassee/Leon County):
Mitigate the impacts of automobile-oriented, single-use developments by leveraging transportation connectivity, land use, and urban design principles that focus on reducing environmental impacts, incorporating a mix of uses, reducing vehicle miles traveled, and improving mobility, especially for people walking, riding bicycles, and using transit.

Policy 2.5.1 – Suburban retrofit (City of Tallahassee/Leon County):

The City of Tallahassee and Leon County shall develop and maintain land development regulations that encourage and incentivize redeveloping suburban areas to:

- Adaptively reuse vacant and underutilized buildings for new uses.
- Reconstruct degraded wetlands and watercourses to either "natural" functionality or repurpose them to complimentary functionality with additional community-use features.
- Build compact, walkable, mixed-use developments using Complete Streets design principles.
- Reduce block sizes to improve walkability.
- Establish more continuous streetscapes with liner buildings close to the street.
- Retrofit streets with appropriate design elements and sidewalks based on the designated Roadway Context Classification and available right-of-way.
- Interconnect street networks.
- Include more diversity in residential building types.
- Provide transit amenities.

Objective 2.6 – Recognizable Places (City of Tallahassee/Leon County):

Foster and protect distinctive, attractive places that are recognizable and important to the community.

Policy 2.6.1 – Beautifying Public Spaces (City of Tallahassee/Leon County):

The local governments shall provide land use regulations that require investment in the streetscape by adding features such as benches, planters, bike racks, tree boxes with trees with a healthy canopy; and providing space for public art installations where appropriate for a given context.

Policy 2.6.2 – Gateway Corridors (City of Tallahassee/Leon County):

Encourage the redevelopment and improvement of Gateway Corridors by providing higher density and intensity land uses along with design standards that promote complete streets and require enhanced landscaping along the corridors. Where appropriate and feasible, Gateway Corridors shall be evaluated for other improvements, including regional stormwater, parking facilities, brownfield remediation, and infrastructure improvements. Gateway Corridors include South Monroe Street, North Monroe Street, West Pensacola Street, West Tennessee Street, Thomasville Road, Mahan Drive, Apalachee Parkway, Lake Bradford Road, South Adams Street, Orange Avenue, and Springhill Road.

Policy 2.6.3 – North Monroe Corridor (City of Tallahassee/Leon County):

In addition to the Gateway Corridor components identified in Policy 2.6.2, encourage the redevelopment of the North Monroe Corridor and by establishing and maintaining the Lake Protection Corridor zoning district for areas north of Interstate-10 that are within the Lake Jackson Basin. Land development regulations shall also provide provisions for non-conforming uses and properties in the Lake Protection land use category to be deemed conforming when redevelopment or site improvements result in the site meeting the design standards and water quality standards for the Lake Jackson basin established in land development regulations.

Policy 2.6.4 – Woodville Sense of Place (Leon County):

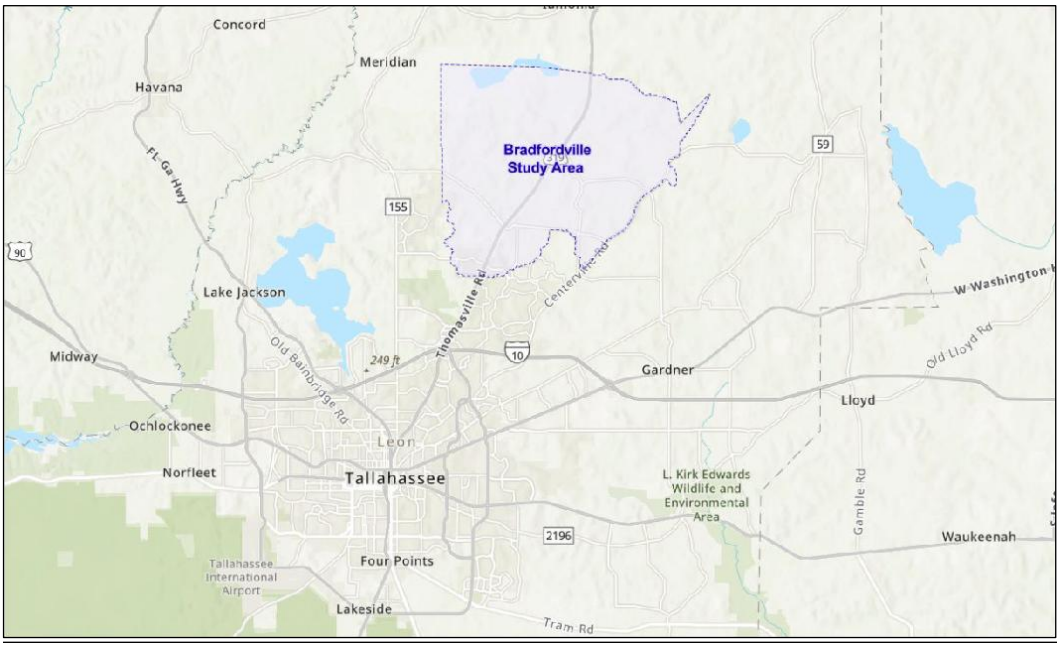
Upon the adoption of the Woodville Sense of Place Plan by the Board of County Commissioners, the Tallahassee-Leon County Planning Department shall evaluate the need for updates to the Comprehensive Plan and land development regulations to implement the recommendations of the plan.

Policy 2.6.5 – Future Downtown Development (City of Tallahassee):

The City of Tallahassee shall incorporate design standards in the land development regulations that require complementary development and redevelopment in the Downtown area, specifically with regard for the historic context and support for multi-modal transportation.

Policy 2.6.6 – Bradfordville Study Area (Leon County):

The Bradfordville Study Area is defined in the Bradfordville Sector Plan, as adopted by the Leon County board of County Commissioners on July 11, 2000, and is depicted on the following map. Development in the unincorporated area of Leon County in the Bradfordville Study Area shall continue to be subject to the development standards for the area included in Leon County land development regulations based on the Bradfordville Area Plan.



Objective 2.7 (City of Tallahassee) – Multimodal Transportation District (MMTD):

Facilitate the safe and comfortable use of multiple modes of transportation through the use of urban design standards to develop and maintain healthy neighborhoods and thriving businesses where travel by foot, bicycle, and transit will be easy and practical to reduce automobile reliance and vehicle miles traveled.

Policy 2.7.1 – MMTD Implementation (City of Tallahassee):

The Multimodal Transportation District (MMTD), established in 2009 under the requirements of Florida Statute Section 163.3180(15) (2009) for the purpose of promoting walking, bicycling, and transit use, shall be maintained, updated, and implemented by relevant City and County departments through the Multimodal Transportation District Land Development Code and the project programming of the Capital Improvements Schedule.

Policy 2.7.2 Land Use Within the MMTD (City of Tallahassee):

The City of Tallahassee and Leon County shall periodically review the Future Land Use Map and land development regulations within the MMTD and modify them as necessary to facilitate appropriate densities, intensities, and mixture of land uses to support the goals of the district, based on the following targets:

a. Central nodes consisting of employment and services, relatively high density residential, and public spaces all oriented around convenient access to public transit facilities.

b. Areas designated primarily for residential uses should be no more than ½ mile from areas designated for shopping, services, and employment uses.

Policy 2.7.3 – Land Development Regulations in the MMTD (City of Tallahassee):

Adopt and maintain context-based land development regulations that ensure new development and redevelopment will contribute to walkable urban development patterns. Additionally, these regulations shall include and/or address the following:

a. Building placement.

b. Block size standards shall encourage small blocks and an interconnected street network.

c. Sidewalks with widths based on context.

d. Facade transparency.

e. Parking location.

Policy 2.7.4 – Minimum Parking Requirements (City of Tallahassee):

Minimum parking requirements shall not be applied to areas designated Urban Center of the Future Land Use Map and shall be significantly reduced, removed, or made otherwise flexible for other areas in the MMTD.

Policy 2.7.5 – Transit in the MMTD (City of Tallahassee):

The MMTD shall be well-connected via transit to major trip generators and attractors both inside and outside the areas where feasible; transit stops and waiting areas shall be safe, accessible, and comfortable, and intermodal connections shall be made.

Policy 2.7.6 – Transportation Mitigation (City of Tallahassee):

Transportation mitigation funds collected within the MMTD shall be used for projects within the MMTD with priority given to bicycle, pedestrian, or transit projects.

Policy 2.7.7 – MMTD Evaluation (City of Tallahassee):

The MMTD code shall be evaluated for opportunities to incorporate FDOT Context Classification along state roads, consideration of implementation through form-based code, and opportunities to streamline infill development and redevelopment within the Urban Center land use category.

Objective 2.8 – Community Context (City of Tallahassee/Leon County):

Identify natural, rural, sub-urban, and urban context areas based on distinguishing characteristics of the different locations across the community. The distinguishing characteristics used to identify the context areas will include existing development patterns, future development patterns based on land use and zoning, natural features, access to infrastructure, adjacent roadway classifications and proximity to employment centers, universities and schools, transit lines, trails and multi-modal facilities. The context areas shall be used as the basis for planning and design of land uses,

transportation facilities, public facilities, and infrastructure in the City of Tallahassee and Leon County.

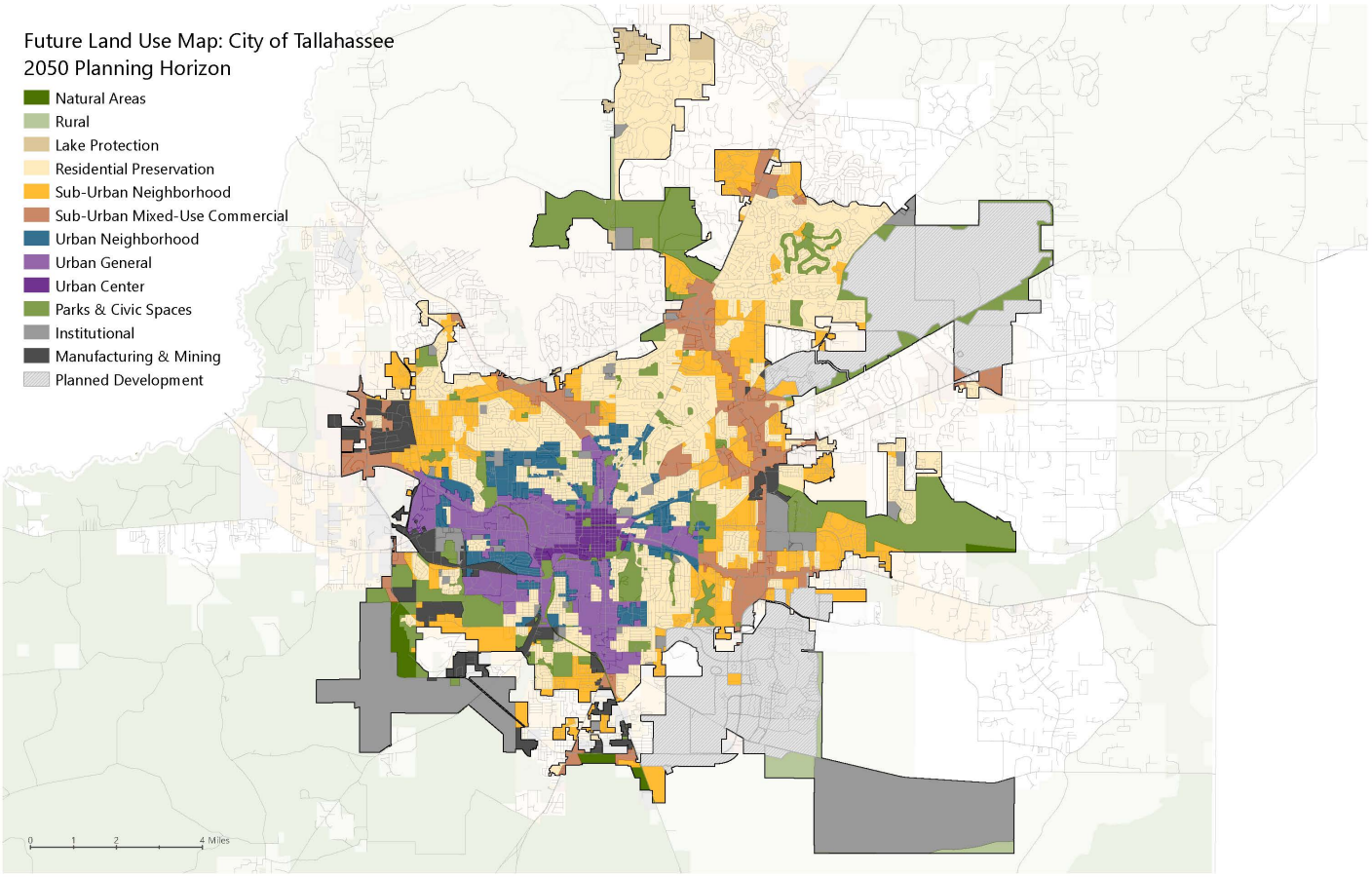
Policy 2.8.1 – Tallahassee-Leon County Future Land Use Map (City of Tallahassee/Leon County):

Identify the distribution, extent, and location of the different uses of land in the City of Tallahassee and Leon County in a manner that reflects community context and the vision for the community's future.

Policy 2.8.2 – Context Area Densities, Intensities and Mix of Uses (City of Tallahassee/Leon County):

The Future Land Use Map and Zoning Atlas shall include uses, densities, and intensities consistent with concentrating development within the Urban Services Area. Land uses and zoning within the Urban Context Areas shall have higher allowable densities and intensities than the Sub-Urban Context Areas, which shall have higher allowable densities and intensities than the Rural Context Areas. To ensure a mixture of uses in mixed-use land use categories, a minimum of 5% open space (which may include landscaping and stormwater facilities subject to land development regulations) is required and residential or non-residential land uses may develop from a range of 5% up to 95%. Public Schools are an allowable use in all future land use categories within the Urban Services Area with the exception of the Natural Areas land use. This provision is intended to provide sufficient lands proximate to residential areas to allow existing and future school siting considerations.

Future Land Map: City of Tallahassee



Future Land Use Categories (FLUCs)

Policy 2.8.3 – Natural Areas Future Land Use Category (City of Tallahassee/Leon County):

State and national forests, wildlife management areas, and other managed natural areas serve to sustain the health, diversity, and productivity of valuable ecosystems while integrating public use of these resources. The Natural Areas land use category represents conservation and preservation areas protected from development.

Natural Areas consist of lands approximating or reverting to wilderness conditions, including lands unsuitable for settlement due to topography, hydrology, or vegetation. Areas designated as Natural Areas shall be protected from development except for community services, light infrastructure, and recreational uses that are compatible with the natural surroundings. Silviculture (the growth and cultivation of trees) shall be allowed.

Residential uses shall be limited to hosts and resident volunteers involved in the maintenance or operation of the managed natural areas. No residential uses shall exceed a density of one dwelling unit per 10 acres.

The following special conditions shall apply to the Natural Areas future land use category:

1. Ecotourism uses and structures ancillary to ecotourism uses (such as trailheads, interpretive kiosks, boat ramps, canoe/kayak launches, and campsite amenities) are allowable provided the structures preserve the scenic and natural character of this category.
2. Accessory uses directly associated with the operation of silvicultural, wildlife conservation, and recreational hunting shall be allowed.
3. Light infrastructure shall be allowed within the Natural Areas future land use category, provided there is no reasonable alternative location outside of Natural Areas future land use areas that provide the same public benefit.
4. State forests managed by the Florida Forest Service may be managed with frequent prescribed fire to meet ecological restoration and maintenance, wildlife habitat improvement, forest pest prevention, access and aesthetic control, and hazardous fuel reduction objectives in accordance with their respective 10-year Land Management Plans (F.s. 253.034).

Policy 2.8.4 – Rural Future Land Use Category (City of Tallahassee/Leon County):

The intent of the Rural land use category is to maintain and promote agriculture, silviculture, and natural resource-based activities, to preserve natural systems and ecosystem functions, and to protect the scenic vistas and pastoral development patterns that typify Leon County's rural areas. Typical land uses within this category shall include agriculture, silviculture, and natural resource-based activities. Due to the very low intensity development pattern that is intended for the category, urban services are not planned or programmed for the area.

The Rural land use category shall allow single family residential uses at a maximum density of one dwelling unit per 10 acres.

Non-residential uses functionally related to and directly in support of agriculture, the growth and cultivation of trees, and other natural resource-based activities, including ecotourism activities, may be permitted at a maximum intensity of 2,000 square feet per acre. The location of such uses shall be limited to the intersection of major collector and arterial or the intersection of two arterial designated roadways with development standards provided in land development code regulations for these nodes, except for non-residential uses supporting ecotourism activities, which shall be allowed near the waterbodies and natural features that are the focus of the ecotourism activity.

Community services, light infrastructure, and recreational uses may be permitted provided they are compatible with the natural and rural surroundings. Facilities associated with these uses may be permitted at a maximum intensity of 5,000 square feet per acre, with the primary structure not to exceed 7,500 square feet.

Active recreational uses not functionally related to or supportive of agriculture, silviculture, or natural resource-based ecotourism activities are prohibited. This includes, but is not limited to, golf course, drag strips, and racetracks.

To ensure that such uses are developed in a manner that is compatible with the rural nature of the area, additional design standards and limitations shall be included in the land development code.

The following special conditions shall apply to the Rural Land Use category:

1. Development proposals within the Rural Land Use category shall be evaluated for compatibility with adjacent agricultural and silvicultural uses and shall consider the land management activities associated with such uses, including prescribed fires which result in smoke. Development that is incompatible with agricultural uses, or has the potential to fragment, encroach upon, or displace such uses, shall not be permitted.
2. Property within the Rural Land Use category shall not be converted to a more intense land use category unless the subject site adjoins the Urban Services Area or a designated Rural Community.
3. Non-residential development shall be subject to design standards that preserve the scenic and rural character of this category and protect existing rural residential development from offsite impacts of non-residential development. Design standards shall include, but not be limited to, signage, lighting, parking, landscape buffers, and building materials.
4. Existing uses and structures listed on the local or national historic register as of July 6, 2015, shall be considered conforming.
5. Because urban services are not planned or programmed for areas within the Rural land use category, the Rural land use category shall not be applied to properties within the Urban Services Area.

Policy 2.8.5 – Rural Residential Future Land Use Category (Leon County):

The intent of the Rural Residential category is to provide the opportunity for very low-density residential areas mixed with open space and agricultural activity on the periphery of the Urban Services Area.

Residential land uses in Rural Residential shall be permitted at a density of up to one dwelling unit per three acres except in Conservation Subdivisions developed in accordance with the special conditions for the Rural Residential land use.

Community facilities, minor commercial activities, and minor offices are permitted. The maximum allowable gross square footage in Rural Residential may not exceed 20,000 square feet per acre for minor commercial and 100,000 square feet per acre for neighborhood commercial and shall be further detailed in the land development code.

Industrial, office, and more intensive commercial land uses are prohibited due to lack of present infrastructure services or potential negative environmental impacts. Present or future agricultural, silviculture and forestry activities may be allowed.

The following special conditions shall apply to the Rural Residential Land Use category:

1. To promote a mix of residential areas and perpetually protected open space and agricultural lands, Conservation Subdivisions are allowed and encouraged. Conservation Subdivision design in the Rural Residential land use may be permitted at a gross density of up to one unit per three acres with units clustered on no more than 50% of the site. Conservation Subdivisions must also permanently set aside at least 50% of the total site as open space and restrict development to the least environmentally sensitive and otherwise significant portions of the land. Residential lot size shall be a minimum of 0.5 acre.
2. To protect rural areas from premature development, facilitate infill and redevelopment inside the Urban Services Area, and in recognition of the significant area already mapped as Rural Residential, no additional lands designated Rural or Rural Residential shall be converted to a more dense or intense land use category unless it is within the Urban Services Area and adjoining lands are also within the designated Urban Services Area.
3. Existing, lawfully established, non-residential uses within the Rural Residential land use category that are compatible with surrounding uses shall be considered permitted uses.
4. Existing lots of record shall be considered vested for the purposes of single-family residential use regardless of lot size or density provided all other development standards can be met.
5. Drive-in and drive-thru facilities are not permitted in Rural Residential.

Policy 2.8.6 – Rural Community Future Land Use Category (Leon County):
The intent of the Rural Community land use is to distinguish long-established unincorporated communities located outside of the urban service area. These unincorporated rural communities have historically grown independently as communities outside of the Tallahassee urban area and are not extensions of urban sprawl. The Rural Community land use represents geographically compact concentrations of developed areas, including many historic towns, immediately surrounded by rural and natural areas.

Residential uses within the Rural Community land use are allowed at a base maximum density of 2 dwelling units per acre. Where central sewer is available, the maximum density allowed is 8 dwelling units per acre.

Community facilities, minor offices and small to moderate-sized commercial development that provide local and surrounding rural residents access to basic shopping opportunities are limited to a maximum intensity of 10,000 square feet per acre. Maximum building size shall not exceed 50,000 square feet. The Land Development Code shall incorporate standards to minimize potential adverse effects of non-residential uses on surrounding residential property, encourage clustering of businesses to discourage "strip" development, provide for utility space minimums to avoid traffic interference, limit building mass, and encourage pedestrian access.

The following special conditions shall apply to the Rural Community Land Use category:

1. Water and wastewater systems used to serve areas designated Rural Community shall be designated for lower density service as this category is not intended to create an area that attracts regional development.
2. Rural Communities within the Primary Springs Protection Zone shall implement development provisions per the Conservation and Utilities Elements.

Policy 2.8.7 – Lake Protection Future Land Use Category (City of Tallahassee/Leon County):

Lake Jackson, designated both an Outstanding Florida Water (OFW) and Aquatic Preserve, is one of the most unique waterways in Florida. The intent of the Lake Protection category is to ensure that development within the Lake Jackson basin occurs in a sustainable and environmentally sound manner, achieving measurable reductions in nutrient pollutants and improving water quality. The bounds of this category are to be based on the Lake Jackson basin boundary. The boundaries of the Lake Protection category may be applied to areas outside but adjacent to the Lake Jackson basin where application of the category promotes cohesive development patterns along a mixed-use corridor or node.

The Lake Protection category shall allow for residential uses at a density of one dwelling unit per two acres. To encourage compact and efficient development, three density bonus options are available for properties within the category:

- A residential density of up to 4 dwelling units per acre may be permitted within developments designed as a Conservation Subdivision, where served by central water and sewer systems.
- A residential density of up to 8 dwelling units per acre may be permitted within the Lake Protection Corridor (LPC) zoning district, where served by central water and sewer systems.
- A residential density of up to 20 dwelling units per acre may be permitted for properties on US Highway 27 within the Lake Protection Node (LPN) zoning district, where served by central water and sewer systems, and where design standards, including buffering to adjacent low and density residential, as established in the land development code is met.

Non-residential and mixed-use development within the Lake Protection category may only be permitted within areas designated with the LPN and LPC zoning districts. Within these districts, single use, non-residential development shall be allowed at a maximum intensity of 10,000square feet per acre in the LPC zone and 20,000 square feet per acre in the LPN zone where buffering to low-density residential as established in the land development code is met. Projects containing a vertical mixture of uses, including any combination of office, commercial and residential uses, may receive a bonus of 2,500 square feet per acre in the LPC zone and a bonus of 10,000 square feet per acre in the LPN zone.

Community services, light infrastructure, and recreational uses shall be permitted. Facilities associated with these uses shall be allowed at a maximum intensity of 10,000 square feet per acre.

The following special conditions shall apply to the Lake Protection Future Land Use category:

1. The local governments shall implement the Lake Protection Land Use Category with a minimum of three zoning districts, including Lake Protection, LPC, and LPN.
2. The LPN zoning district shall only be permitted at the following intersections:
    a. Highway 27 North and Sessions Road
    b. Highway 27 North and Capital Circle NW/Old Bainbridge Road
    c. Highway 27 North and Fred George Road
    d. Bannerman Road and Bull Headley Road

    The exact extent of these Nodes shall be specified in the City of Tallahassee and Leon County land development regulations but generally shall not extend beyond 0.25 miles from the respective intersection and shall not include areas within a Special Development Zone (SDZ) or existing single-family subdivisions.
3. The LPC zoning district shall only be permitted along Highway 27. The exact extent of the LPC shall be specified in the City of Tallahassee and Leon County land development regulations but generally shall not extend beyond 0.25 miles from the centerline of Highway 27 and shall not include areas within a Special Development Zone (SDZ).
4. As an alternative to large-lot developments, Conservation Subdivisions shall be permitted within the Lake Protection land use category and shall include the following:
    a. Contain a minimum of 60% open space preserved in perpetuity through a conservation easement and comprised of such things as preservation and conservation features, Special Development Zones, undeveloped uplands, passive recreation areas, and storm water facilities designed as a community amenity; and
    b. Be developed at a maximum gross density of two dwelling units per acre or a maximum gross density of four dwelling units per acre when served by central water and sewer systems.
5. Land development regulations shall include stormwater treatment standards for all development and redevelopment within the Lake Protection land use category. To

encourage redevelopment in the Lake Protection category, land development regulations may provide for a partial credit applied toward existing impervious surface on previously developed sites.

6. Minimum open space requirements, Low Impact Development strategies, and maximum building footprints shall be included as development standards for the zoning districts implementing the Lake Protection land use category. Additional development standards deemed necessary to protect Lake Jackson from further degradation and/or improve existing water quality may be included in the land development code.

7. The land development regulations shall provide provisions for legally established non-conforming uses and properties in the Lake Protection land use category to be deemed conforming when redevelopment or site improvements result in the site meeting the design standards, including buffering to adjacent low-density uses, and water quality standards for the Lake Jackson basin established in land development regulations.

Policy 2.8.8 – Residential Preservation Future Land Use Category (City of Tallahassee/Leon County):

Characterized by existing homogeneous residential areas within the community that are predominantly accessible by local streets. The primary function is to protect existing stable and viable residential areas from incompatible land use intensities and density intrusions greater than 6 units per acre. Future development primarily will consist of infill due to the built-out nature of the areas. Commercial, including office as well as any industrial land uses, are prohibited. Future arterials and expressways should be planned to minimize impacts within this category. Single family, townhouse, duplexes and cluster housing may be permitted within a range of up to six units per acre. Notwithstanding the maximum densities in this policy, existing legally established residential uses exceeding 6 units per acre shall be deemed conforming. Such uses may rebuild to existing building lot coverage percentage and density. Expansion of residential uses exceeding 6 units per acre or other non-conforming uses are prohibited. Nonresidential uses, other than community facilities and recreational facilities are not permitted. Community facilities are limited to a maximum of 60% impervious surface.

The Residential Preservation category shall be based on the following general criteria. For inclusion, a residential area should meet most, but not necessarily all of these criteria:

1) Existing land use within the area is predominantly residential
2) Majority of traffic is local in nature
   a) Predominance of residential uses front on local street
   b) Relatively safe internal pedestrian mobility
3) Densities within the area generally of six units per acre or less
4) Existing residential type and density exhibits relatively homogeneous patterns
5) Assessment of stability of the residential area, including but not limited to:
   a) Degree of home ownership
   b) Existence of neighborhood organizations

In order to preserve existing stable and viable residential neighborhoods within the Residential Preservation land use category, development and redevelopment activities in and adjoining Residential Preservation areas shall be guided by the following principles:

a) Limitation on future commercial intensities adjoining low-density residential preservation neighborhoods.

New or redeveloped commercial uses adjoining residential preservation designated areas shall mitigate potential impacts by meeting land development regulation requirements for buffers, screenings, landscaping, noise, setbacks and stepbacks to be compatible with low density residential development in terms of size and appearance. The factors cited in paragraph (d) below shall be used when determining the compatibility and design techniques. The design and layout of adjoining commercial uses shall be oriented to place the section of the development with the least potential negative impacts next to the residential preservation area.

b) Limitations on existing light industry adjoining residential preservation neighborhoods.

Expanding or redeveloped light industrial uses adjoining low-density residential areas within the residential preservation land use category shall mitigate potential negative impacts and provide screening or buffering between the light industrial uses and the low and medium density residential uses. The factors cited in paragraph (d) below shall be considered when determining compatibility and design techniques.

The design and layout of expanding or redeveloping light industrial uses adjoining residential preservation areas shall be oriented to place the section of the development with the least potential negative impacts in the area next to the existing and/or future low density residential area in the residential preservation land use category. New light industrial uses shall prevent or mitigate off-site impacts in accordance with the Institutional Special District or the Manufacturing and Mining Special District t and applicable Land Development Regulations.

c) Additional development requirements for allowed community facilities when adjoining low density residential areas, except for cemeteries or religious facilities to be used solely for religious functions.

Such development requirements will also apply to ancillary facilities when proposed in conjunction with religious facilities and are to result in effective visual and sound buffering (either through vegetative buffering or other design techniques) between the community facilities and the adjoining residential preservation area.

d) Land use compatibility with low-density residential preservation neighborhoods

A number of factors shall be considered when determining a land use compatible with the residential preservation land use category. The following factors shall continue be maintained in the land development regulations used to determine whether a new development is compatible with existing low density residential uses and with the intensity, density, and scale of surrounding development within residential preservation areas: proposed use(s); intensity; density; scale; building size, mass, bulk, height and orientation; lot coverage; lot size/ configuration; architecture; screening; buffers, including vegetative buffers; setbacks; signage; lighting; traffic circulation patterns; loading area locations; operating hours; noise; and odor.

e) Limitations on Planned Unit Developments in the Residential Preservation land use category.
Planned Unit Developments proposed within the interior of a Residential Preservation area designated recorded or unrecorded subdivisions shall be generally consistent with the density of the existing residential development in the recorded or unrecorded subdivision. Parcels abutting arterial roadways and/or major collectors may be permitted to achieve six dwelling units per acre.

Policy 2.8.9 – Sub-Urban Neighborhood Future Land Use Category (City of Tallahassee/Leon County):

The intent of the Sub-Urban Neighborhood land use category is to allow for neighborhood-scale development that provides a mix of housing types and neighborhood scale commercial within a walkable and bikeable area It is not intended to be applied within the interior of an existing established low-density neighborhood, unless to correct, legal non-conforming uses and/or densities. Principal uses within the district shall include residential development, neighborhood commercial, and neighborhood supportive facilities such as community facilities, recreational amenities, and light infrastructure.

The Sub-Urban Neighborhood category shall allow for residential uses at a maximum density of 20 dwelling units per acre. Allowed residential building types are single-family detached, single-family attached, duplexes, triplexes, fourplexes, multiplexes, multi-family, and live-work units.

Office, commercial, and community service uses are allowed up to 20,000 square feet per acre. The intensity of all non-residential land uses shall be kept minimal to reduce the intrusive impact upon the predominant residential land use. Land development regulations shall include development standards to maintain low traffic volumes, vehicular speeds, and parking for non-residential uses.

The following special conditions shall apply to the Sub-Urban Neighborhood Future Land Use category:

1. Urban design standards, buffering standards, and screening standards shall be included in the City of Tallahassee and Leon County land development regulations to ensure compatibility between residential and non-residential uses within the Sub-Urban Neighborhood land use.
2. If central sanitary sewer is not available, non-residential development is limited to a maximum of 900 gallons of wastewater flow per day. Community service facilities are limited to no more than 5,000 square feet, or a sewage flow not to exceed 900 gallons per day. Also, refer to Sanitary Sewer Policies 1.2.3 and 2.1.2 of the Utilities Element of the Comprehensive Plan for additional requirements.

Policy 2.8.10 – Sub-Urban Mixed-Use Commercial Future Land Use Category (City of Tallahassee/Leon County):

The intent of the Sub-Urban Mixed Use Commercial Land Use Category is to establish activity centers and mixed-use nodes that provide community wide or regional commercial activities and housing. This land use category promotes the efficiency of the transportation system through consolidation of trips and discouragement of the unabated sprawl of commercial activities. An integrated pedestrian and bicycle access system shall be provided to afford safe and accessible foot and bike travel between the land uses. The district is intended to facilitate efficient traffic flow by allowing only land uses developed with comprehensively planned access, egresses, and internal circulation systems through the land development review and approval process.

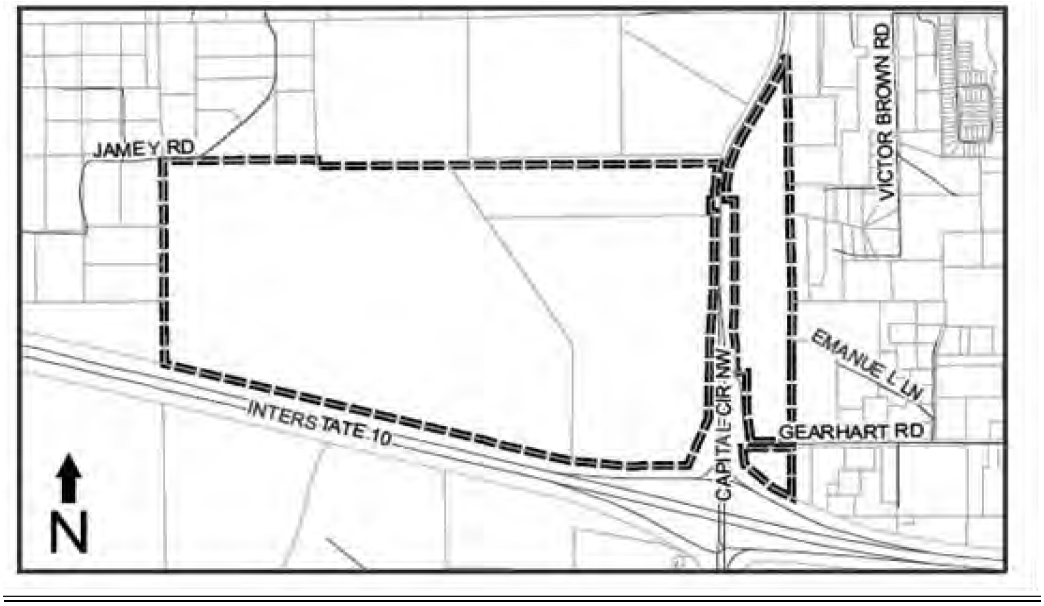
Residential land uses at a maximum density of up to 45 dwelling units per acre shall be allowed in the Sub-Urban Mixed Commercial Land Use Category. Recreational opportunities, cultural activities, commercial goods and services should be located nearby to complement residential

uses. Mass transit stops should be located at large commercial centers with appropriate connections established between commercial and residential areas to reduce the automobile dependency of residents and employers. For infill development and redevelopment projects, a variety of residential types, employment, office, and commercial uses should be incorporated.

Non-residential uses including office, recreation, light infrastructure, community services, and educational facilities shall be allowed up to 25,000 square feet per acre except for in the scenarios outlined in the special conditions below.

The following special conditions shall apply in the Sub-Urban Mixed Use Commercial Land Use Category:

1. Except within mixed-use centers, larger-scale commercial development shall be buffered from residential neighborhoods.
2. If development within the Sub-Urban Mixed Use Commercial Land Use Category only contains residential land uses, at least 5% of the gross site must be used for passive or active open space such as pocket parks, green space, or trails. The required 5% of the site shall be contiguous.
3. Non-residential development that is a part of a mixed-use development that includes medical centers may have an intensity of up to 80,000 square feet per acre, and up to 176,000 square feet per acre if it includes a hospital.
4. Park Place is a designated Regional Activity Center subject to the increased Development of Regional Impact guidelines and standards consistent with Rule 28-24.014(10)(a), Florida Administrative Code.



Park Place meets the parameters for a Regional Activity Center as defined in Rule 28-24.014(10)(c)2, Florida Administrative Code, and is depicted on the map above. Multi-use land uses for a Regional Activity Center can be accommodated by the currently designated Planned Development future land use category and development shall occur

consistent with the guiding land use policies within the local comprehensive plan and the land development code.

Policy 2.8.11 – Urban Neighborhood Future Land Use Category (City of Tallahassee):
The intent of the Urban Neighborhood Land Use is to provide medium density housing, live/work housing, and a mix of uses set within small to medium blocks that are defined by walkable streets characterized by narrow travel lanes, on-street parking, sidewalks, and planter strips. It is not intended to be applied within the interior of an existing established low-density neighborhood, unless to correct legal non-conforming uses and/or densities. The Urban Neighborhood area shall be characterized by a mix of uses on small lots, with residential uses being the predominant type, and a street network that generally connects to residential neighborhoods along corridors or behind the uses fronting major collectors or arterial roadways. Non-residential neighborhood-scale uses are allowed and intended to integrate into the surrounding neighborhood. Pedestrian safety and comfort shall be prioritized over vehicle speed.

Allowed land uses include residential and neighborhood-scale non-residential uses. The scale of all non-residential land uses shall remain accessible to pedestrians living in surrounding residences. Emphasis on commercial uses shall be limited to convenience goods and services, small to moderate scale grocery stores, and small pharmacies and offices. Community facilities, office, and commercial development in scale with surrounding residential areas are appropriate.

A maximum gross density of 26 dwelling units per acre is allowed. Residential development should include a mix of densities and housing types and be located to maximize pedestrian access to shops, public facilities and recreational opportunities that are passive or active.

A maximum intensity for commercial uses of 30,000 square feet per acre and a maximum intensity for office uses of 30,000 square feet per acre are allowed. Traffic volumes and speeds shall be kept low, and parking for nonresidential uses shall be small in scale. The number of parking spaces may be reduced to reflect increased pedestrian access.

The following special conditions shall apply to the Urban Neighborhood Land Use Category:

1. Design and development standards for the Urban Neighborhood area shall detail the placement, scale, and relationship between buildings and the street, including landscaping standards, to support an area of high pedestrian comfort and a continuous walkable street network throughout the district.
2. Urban design standards, buffering standards, and screening standards shall be included in the City of Tallahassee and Leon County land development regulations to ensure compatibility between residential and non-residential uses within the Urban Neighborhood land use category.

Policy 2.8.12 – Urban General Future Land Use Category (City of Tallahassee):
The intent of the Urban General Land Use is to provide a mixture of uses including a variety of residential land uses, employment (including light manufacturing), office and commercial activities that are arranged in a manner to promote walkability and bikeability, or reduce automobile use. This category includes a variety of building types, short setbacks, wide sidewalks,

and a street scape with trees, typically defining medium-sized blocks within walking distance of high activity or employment centers; essentially a walkable urban area with a mix of housing options and significant non-residential uses related to and supporting housing. The land use category provides higher density residential opportunities near university campuses and the downtown area. Infill and potential redevelopment and/or rehabilitation activity are encouraged.

Allowed land uses include residential, commercial, office, and community facilities.

A maximum gross density of 50 dwelling units per acre is allowed.

A maximum intensity for commercial uses of 60,000 square feet per acre and a maximum intensity for office uses of 60,000 square feet per acre are allowed.

Development in this category located along public frontages shall incorporate uses that emphasize and encourage pedestrian foot traffic and contribute towards a visually-interesting environment for the adjacent public realm. This can be achieved through methods such as high percentage of transparency, frequent pedestrian opening with connections to adjacent streetscapes, and human-scaled architectural details. Development that is primarily served by automobile traffic and generates low foot traffic shall be subject to a maximum intensity of 30,000 square feet per acre.

The following special conditions shall apply to the Urban General Land Use Category:

1. Design and development standards in the land development regulations for the Urban General area shall detail the placement, scale, and relationship between buildings and the street to support an area of high pedestrian comfort and safety, and a continuous walkable street network throughout the district.
2. Development standards in the Tallahassee Land Development Code may not require minimum parking requirements for uses in the Urban General land use category.
3. Street access by nonresidential uses may be permitted within the City limits of Tallahassee so long as site design complies with land development regulations to mitigate potential incompatibility with residential uses within the land use district.
4. Development at universities and colleges shall be regulated by the respective campus master plans and development agreements. Coordination on development in the proximity of universities and colleges shall be subject to development agreements.
5. The land development regulations shall include standards for development that do not incorporate uses that emphasize and encourage pedestrian foot traffic or contribute towards a visually-interesting environment for the adjacent public realm. Standards shall include requirements such as enhanced bicycle and pedestrian amenities and streetscaping features, building façade enhancements, and building placement.

Policy 2.8.13 – Urban Center Future Land Use Category (City of Tallahassee):
The intent of the Urban Center land use category is to be a vibrant, 18-hour urban activity center with quality development that includes a variety of residential and nonresidential uses at high densities and intensities. The land use is characterized by buildings in close proximity to one another, featuring retail on the ground floor and residential units above, wide sidewalks, consistent street trees, and a strong emphasis on pedestrian activity. The emphasis in this area, which is within the Multimodal Transportation District, is to facilitate a shift from cars to

pedestrian, bike and transit modes of transportation. The land use intends to promote a mix of uses and higher densities and intensities within its Urban Center, while promoting multiple modes of transportation.

Allowed land uses include residential, commercial, office and community facilities.

A maximum gross residential density of 150 dwelling units per acre is allowed. Development intensity in Urban Center is up to 100% lot coverage. Land development regulations may establish more restrictive lot coverage, building heights, and design standards for different locations, neighborhoods, and special character districts within the Urban Center land use.

Intensity for nonresidential uses shall be identified in the Downtown regulating land development code that shall include lot coverage and maximum building height.

The following special conditions shall apply to the Urban Center Land Use Category:

1. The development regulations within the Urban Center area shall establish Design Guidelines for the land use in order to allow for more mixed-use, pedestrian, bike and transit- oriented development.
2. Future Expansion of the Urban Center land use shall be subject to the following requirements.
    a. The proposed parcels shall be:
        i. Within the existing Downtown Overlay; and
        ii. Contiguous to the existing Urban Center FLUM area.
        iii. Served by available and adequate infrastructure to support the densities and intensities allowed in the Urban Center land use.
        iv. Demonstrated to exhibit a need for the expansion (e.g.: parcel of sufficient size not available in the Central Core FLUM for the proposed development).

Policy 2.8.14 – Special Development Districts (City of Tallahassee/Leon County):
The following Special Development Districts are created to address unique uses and areas throughout the community:

- Manufacturing and Mining – Heavy industrial land uses that do not, typically, have a defined intensity or density and may have the potential to create significant offsite impacts to surrounding areas, have specific federal and/or state requirements and must receive federal and/or state approval in addition to local government approval. Impacts such as noise, lighting, traffic, and vibrations that are not regulated by federal and/or state laws shall be regulated by the City and County.
- Institutional - Heavy infrastructure community facilities which may be public or privately owned or established that provide significant public benefit but may have the potential to create off-site impacts.
- Parks and Civic Spaces – City, County, State and Federal areas utilized for passive and/or active recreation uses. The principal land use will not, typically, have a defined density

or intensity.

- Planned Development – Large, undeveloped land areas within the Urban Services Boundary that are generally under single ownership that are required to be master planned prior to development.

Special Development Districts shall be subject to the provisions of the Comprehensive Plan except where otherwise specified by federal and state laws.

Policy 2.8.15 – Manufacturing and Mining Special District (City of Tallahassee/Leon County):

Advanced manufacturing and mining are important parts of the economy in the City of Tallahassee and Leon County. Dramatic shifts in the technologies used by these sectors are resulting in operations that are often cleaner, quieter, and less noxious to neighboring uses than traditional heavy industrial uses. Manufacturing and mining uses in appropriate locations provide necessary jobs and the raw materials needed to support growth and development in the community.

Manufacturing and mining uses intended for the distribution of manufactured goods should be encouraged in areas with access to the Tallahassee International Airport or the Florida Department of Transportation's (FDOT) Strategic Intermodal System (SIS) facilities. The Manufacturing and Mining Special District shall not be applied to areas outside the Urban Services Area.

Because heavy industrial uses vary in their operations and potential for offsite impacts, performance and locational criteria shall be established in the City and County land development codes for the implementing zoning districts.

The Manufacturing and Mining Special District accommodates a variety of uses that may have similar demands on public infrastructure. Light industrial, mining, and heavy industrial uses are allowable in the Manufacturing and Mining Land Use.

- Light Industrial – Light Industrial uses shall be permitted at a maximum intensity of 30,000 square feet of gross building floor area per acre. Ancillary residential uses (intended for caretaking, maintenance, the temporary lodging of employees, or security) may not exceed two units per acre.
- Mining – Mining uses shall be permitted subject to applicable landscaping and natural area requirements and the dimensional standards included in land development regulations. A land reclamation plan shall be submitted demonstrating that upon termination of the activity, the land shall be returned to a condition that will allow an effective reuse compatible with surrounding properties.
- Heavy Industrial – Heavy Industrial uses shall be permitted at a maximum intensity of 30,000 square feet of gross building floor area per acre. These areas shall have stringent locational criteria and require extensive buffering and/or relative distance from other land uses. These uses may require employment of techniques to prevent impacts offsite or require mitigation and/or minimization techniques for impacts. Ancillary commercial

uses designed to serve adjacent workers may be permitted.

The following special conditions shall apply to the Manufacturing and Mining Special District:

1. Noise, vibrations, smoke, dust and particulate matter, odor, and lighting resulting from industry and mining uses shall be prevented or mitigated to avoid negative impacts on properties in the vicinity of these uses. The City and Leon County Land Development Code shall provide minimum mitigation standards.
2. Administrative offices that support and are functionally related to onsite activities are allowed in any of the implementing zoning districts for the Industry and Mining Special District.
3. Site plans must demonstrate the protection of adjacent non-industry and non-mining properties through development standards outlined in the land development codes.
4. A plan for vehicular access to and from the site addressing heavy trucks and equipment must be submitted with site plans and must demonstrate compatibility with adjacent land uses.
5. Hydraulic fracturing, proppant fracturing, acid fracturing, matrix acidizing, and similar activities, commonly referred to as fracking, are not permitted uses in the Industry and Mining Land Use.

Policy 2.8.16 – Institutional Special District (City of Tallahassee/Leon County):
The purpose of this Special District is to provide lands for heavy infrastructure community facilities that must obtain federal and/or state approvals to be located, modified and/or expanded within the community. Institutional facilities and uses may be public or privately owned or established but must provide significant public benefit.

Principal uses for institutional facilities and uses may not have a defined density or intensity. Generally, facilities and accessory uses shall not occupy more than 90 percent of the entire site when located within the Urban Service Boundary or 75 percent of the entire site when located outside of the Urban Services Boundary. Primary buildings for institutional uses shall be permitted at a maximum intensity of 30,000 square feet of gross building floor area per acre.

The following special conditions shall apply to the Institutional Special District:

1. Institutional land uses have the potential to create offsite impacts to surrounding areas. Because institutional uses vary in their operations and their potential offsite impacts, performance and locational criteria shall be established in the City and County land development codes for the implementing zoning districts.
2. Whenever possible, noise, vibrations, smoke, dust and particulate matter, odor, and lighting resulting from institutional uses shall be prevented. In cases where the impacts cannot be prevented, they shall be mitigated to avoid negative impacts on properties in the vicinity of these uses.

Policy 2.8.17 – Parks and Civic Spaces Special District (City of Tallahassee/Leon County):

The Parks and Civic Spaces Special District may be applied to publicly or privately owned lands and is intended to provide areas within the community for the resource conservation and recreational facility needs of the community. Non-residential uses that enhance parks with active recreational facilities, such as a clubhouse at a golf course or restaurant and retail uses at parks in urban areas, are allowed if designed to complement the park's intended use.

The maximum intensity for non-residential uses in areas designated Parks and Civic Spaces Special District is 1,000 square feet per acre. Residential uses shall be limited to hosts and resident volunteers involved in the maintenance or operation of the parks and civic spaces.

The following special conditions shall apply to the Parks and Civic Spaces Special District:

1. Commercial active recreation land uses shall be established through the Planned Unit Development process.
2. Because commercial active recreation land uses vary in their operations and potential offsite impacts, the Planned Unit Development shall establish standards to address the potential offsite impacts, including, but not limited to noise, lighting, and traffic access and congestion.

Policy 2.8.18 – Planned Development Special District (City of Tallahassee/Leon County):

The Planned Development Special District is intended to identify large, undeveloped land holdings that will be developed with various mixes of land uses for which more detailed planning is required to establish the appropriate mixture and arrangement of uses. Undeveloped areas within the Urban Service Area that, as of January 1, 2007, are predominantly in the same ownership or control and encompassing more than 200 acres shall be defined as a Planned Development Special District. These Planned Development Special Districts shall require, prior to subdivision or development, a Master Plan approved by the jurisdiction in which the Planned Development Special District is located.

The Planned Development Special District allows intensities of 25,000 square feet per acre and densities shall not exceed 20 dwelling units per acre. Storage areas within buildings, warehouses, mini-warehouses and self-storage facilities may have a gross floor area up to 50,000 square feet per acre.

The following special conditions shall apply to the Planned Development Special District:

1. Master Plans shall show the location, intensity and mix of proposed land uses, as well as the transportation network necessary to serve the proposed development. To provide for a more self-supporting development pattern that is less oriented to the use of automobiles, the Master Plan area shall include at least four different land uses (e.g., residential, office, commercial, recreation, light industrial, public or private open space) that are integrated with each other, as well as with the unique characteristics of the development area.
2. Master Plans shall identify the following:
    a. Boundary of area subject to Planned Development.
    b. General depiction of mix, location and intensities of future land uses.
    c. Activities permitted within each land use.

d. Total dwelling units.

e. Total square footage of non-residential development.

f. How natural resources on-site will be protected.

g. Major transportation system improvements that are consistent with adopted transportation plans.

h. Capacity maintenance, bicycle, and pedestrian accessibility, impacts to surrounding areas and protection of canopy roads, if applicable.

i. Address mass transit, if transit facilities are available or planned within the plan horizon for the Tallahassee-Leon County Comprehensive Plan to serve the Planned Development.

j. Facilities and development requirements to provide alternative modes of transportation, such as bicycle and pedestrian mobility and, if available, mass transit.

k. An infrastructure plan which identifies the type, demand, and general location of needed utilities in relation to existing and scheduled utilities in the areas of the development.

l. The location and adequacy of proposed schools, parks, and open space.

m. How the development will reduce transportation demand by allowing for internal trip capture at project build-out through a mixture of land uses.

n. How the development will comply with applicable affordable housing policies and/ordinances.

o. How the unique characteristics of the area, including cultural and historic resources, preservation and conservation features, and greenways, will be addressed.

p. A set of development guidelines that will direct the development of implementing PUD/PUDs. These guidelines shall address, but not be limited to, building height, setbacks, the interrelationships of uses, energy efficiency, pedestrian access. The guidelines shall include basic design elements that generally address crime prevention, such as landscaping and lighting considerations, Crime Prevention through Environmental Design (CTPED) principles, or other design concepts intended to improve safety and deter crime.

3. Previous approved Comprehensive Plan Area Plans shall constitute a Master Plan as required by this policy. The Southeast Sector Plan serves as the Master Plan for Southwood, Colin English Properties, and the former Southside DRI lands. The Welaunee Critical Area Plan serves as the Master Plan for the Welaunee Toe, Heel, and Arch. The Capital Circle Office Complex Planned Unit Development Master Plan Concept shall serve as the Master Plan for this area, and shall be exempted from the four use requirement of this policy.

4. Approved Master Plans are to be implemented by one or more Planned Unit Developments. Minimum size requirements for Planned Unit Developments within the district shall be established in the land development code. Minor and major amendments to the Master Plan may be approved through the Planned Unit Development requirements and procedures. The Planned Unit Development may serve as the Master Plan if it meets the requirements for a Master Plan enumerated in this policy.

5. Easements, right-of-way and other improvements located throughout the Planned Development District boundary may be required to be dedicated in conjunction with proposed development applications to ensure adequate facilities can be constructed consistent with the

Master Plan.

6. Subdivision of a portion of a Planned Development District for sale or donation to a public or quasi-public entity for the purpose of conservation, preservation, or passive resource-based recreation use shall not be contingent upon the adoption of a Master Plan or PUD.
7. Subdivision and development of a portion of a Planned Development area for sale or donation for the purpose of providing schools (pre-kindergarten through twelfth grade) and/or infrastructure to serve primarily offsite needs shall not, likewise, be contingent upon the adoption of a Master Plan or PUD. The land development code shall establish the process and requirements for siting and development of new schools and the expansion of existing schools. The conservation, preservation, passive recreation, educational facilities and types of infrastructure that are intended to be accessible by the public shall be designed for integrated auto, pedestrian and bicycle access, and shared access. The school facilities and infrastructure shall include adequate buffering for the remainder of the Planned Development. If any of these public acquisitions reduce the remaining acreage of the Planned Development below 200 acres, the Planned Development provisions of this Plan shall apply to all remaining acreage.
8. Separate Master Plans may be approved for each Planned Development District that is divided by an interstate or arterial highway that limits integration across the entire development.
9. As demands from a rapidly increasing population may require the expansion of the Urban Service Boundary in the future, additional areas will be identified as Planned Development Areas upon their inclusion within the Urban Service Area.
10. Upon expansion of the Urban Service Area, properties that meet the definitions for Planned Development areas shall be designated as Planned Development on the adopted Future Land Use Map and Zoning Map.

Goal 3 [LM] – Healthy Neighborhoods and Vibrant Places:

Our community will plan for the development of healthy neighborhoods, vibrant places, and places of employment that are designed and built to be lively, inclusive, safe, and sustainable to ensure the equitable treatment and involvement of all citizens, recognize the importance of public spaces and private property, address the importance of civic and institutional uses, and account for community context.

These places will provide for:

- Recreational opportunities.
- Pedestrian and bicycle facilities.
- Healthy food options.
- Health services.
- Community facilities, including schools, community centers, and libraries.

Objective 3.1 – Residential Character (City of Tallahassee/Leon County):
Provide for connectivity and a balanced mix of residential uses that allow for greater housing diversity while protecting the character of existing, viable residential areas and neighborhoods.

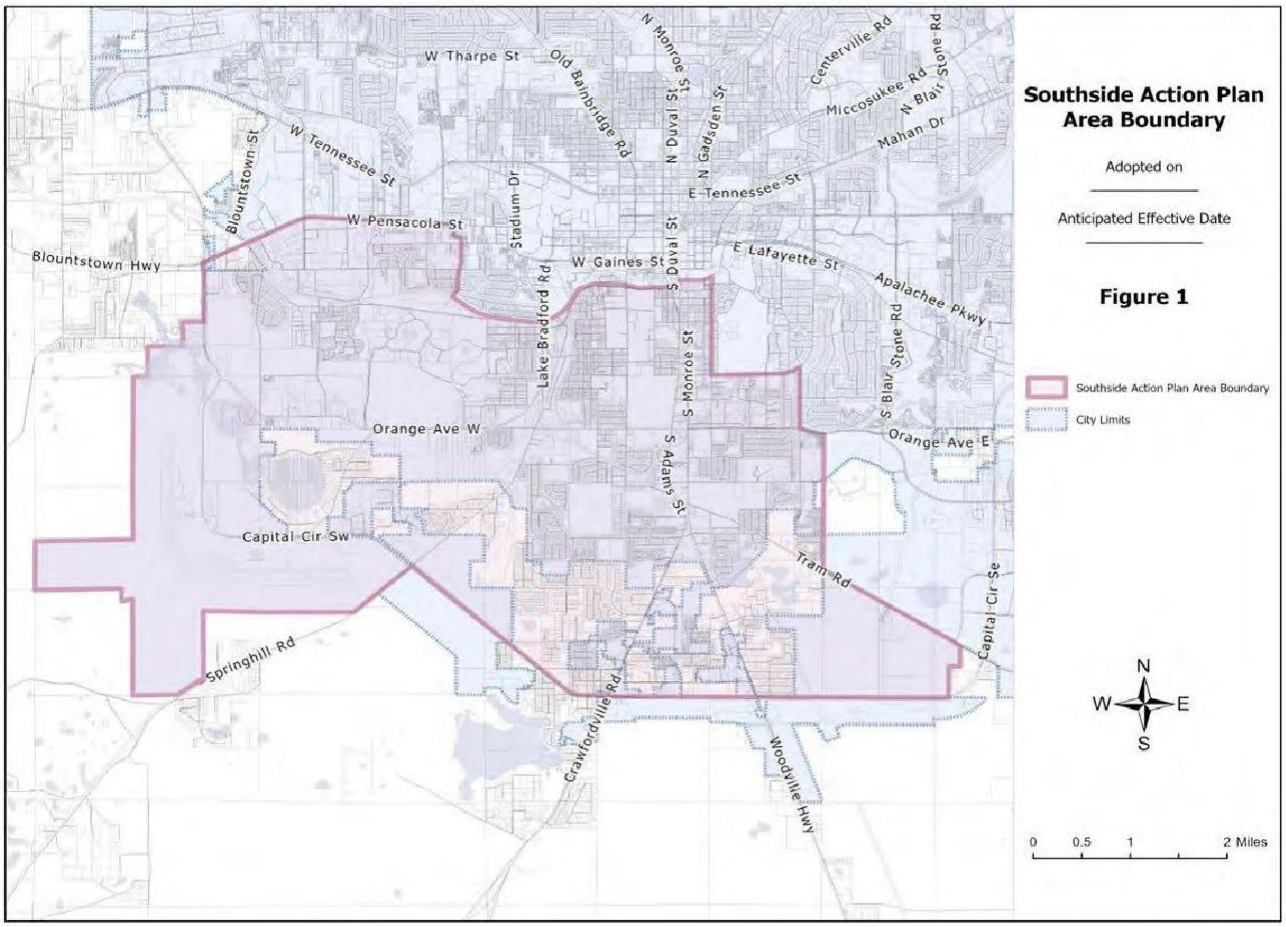
Policy 3.1.1 – Residential Character Criteria (City of Tallahassee/Leon County):
Maintain land development code regulations that protect existing residential areas from encroachment of incompatible uses. These regulations shall include context-based requirements for setbacks, buffering, open space, landscaping, tree protection, stormwater, and access management. Development proposals shall be reviewed for compliance with these requirements during the site plan review process.

Policy 3.1.2 – Housing Diversity (City of Tallahassee/Leon County):
Maintain a viable mix of available residential densities to accommodate a variety of housing types.

Policy 3.1.3 – Healthy Food Options (City of Tallahassee/Leon County):
The land development regulations shall foster healthy food options by promoting community public gardens and supporting neighborhood scale grocery uses within and adjacent to residential areas.

Objective 3.2 – Southside Action Plan (City of Tallahassee/Leon County):
Develop and monitor the Southside Action Plan to align with the community's desire for a framework of action in the southern part of the Tallahassee urban area. To achieve this objective, the local governments shall develop a Southside Action Plan that complements long term public and private investment with small scale visible improvements that are relatable and community driven. This approach recognizes that the vision of Southside citizens is essential to guiding the development, redevelopment, and rehabilitation of the Southside; and that the community's vision focuses on three main areas of improvement: Beautification, Investment, and Engaged and Activated Citizens.

Policy 3.2.1 – Southside Action Plan Area (City of Tallahassee/Leon County):
The objective and policies for the Southside Investment Strategy apply to the designated Southside Action Plan area.



Policy 3.2.2 – Beautification (City of Tallahassee/Leon County):
Focus local government beautification efforts in shared public spaces by frequently maintaining and enhancing existing public areas. Support citizen and business investment on private property and shared spaces.

Policy 3.2.3 – Investment (City of Tallahassee/Leon County):
Identify projects that initiate further investment opportunities in the Southside Community. Support partnerships across federal, state, city and county governments with non-profits and private organizations to identify resources for housing, homeownership, business, and infrastructure for the public. Investment within the Southside Action Plan area shall not occur at the expense of the natural environment or water quality in a manner which is found to be inconsistent with local government initiatives, policies, rules or regulations.

Policy 3.2.4 – Active and Engaged Citizens (City of Tallahassee/Leon County):
Encourage citizens, neighborhoods, and businesses in the Southside to be engaged and actively involved in community-led projects. Promote projects, empower residents, and connect efforts with resources.

Policy 3.2.5 – Southside Action Plan Evaluation and Update (City of Tallahassee/Leon County):
The local governments will monitor project implementation of the Southside Action Plan by reporting annually, or as requested by the City Commission or County Commission, on Southside Action Plan policies.

Objective 3.3 – Connectivity Access Management (City of Tallahassee/Leon County):
Require effective interconnectivity and access management to reduce vehicle trip demand, increase access and safety for bicyclists and pedestrians, and preserve the integrity of the transportation system.

Policy 3.3.1 – Access Management Design (City of Tallahassee/Leon County):
The City of Tallahassee and Leon County shall adopt and maintain access management standards and supporting design guidelines to control the location, spacing, operation and design of access connections and median openings. Development access shall be designed to protect the maximum service volume, safety, and operating characteristics of transportation facilities that it impacts, taking into account impacts to all modes and users of transportation.

Policy 3.3.2 – Intersection and Interchange Restrictions (City of Tallahassee/Leon County):
Restrict vehicular access connections (e.g., driveways) close to the intersection of streets, roads, and highway interchanges. Regulations specifying the appropriate location and spacing of access connections from intersections and interchanges will be provided in the land development regulations or local policies.

Policy 3.3.3 – Unified Access and Circulation Plans (City of Tallahassee/Leon County):
Alternative access connections and unified access and circulations plans shall be used to minimize access connections on arterial roadways. All development plans shall provide circulation systems that create multimodal access to and from the proposed development, as well as access to surrounding developments.

Policy 3.3.4 – Access Management Improvements (City of Tallahassee/Leon County):
Improve access management to support the movement of through traffic, reduced crashes, and decrease vehicle conflicts by implementing standards and strategies that:

1. Address the transition of vehicles from arterial roadways to internal circulation systems.
2. Prioritize the redesign of median openings that are inadequately designed.
3. Require the closure or modification of excessive, overly wide, or unsafe driveway connections during resurfacing, repair, and rehabilitation projects.

Policy 3.3.5 – State Road Access Management (City of Tallahassee/Leon County):
The local governments shall coordinate with the Florida Department of Transportation and utilize access management and permitting policies adopted, or recommended, by FDOT on state highways.

Policy 3.3.6 – Neighborhood Through-Traffic (City of Tallahassee/Leon County):
Utilize context sensitive roadway design and traffic calming to allow connectivity while mitigating the effects of through-traffic on neighborhoods and supporting complete streets policies.

Policy 3.3.7 – Consolidated Properties (City of Tallahassee/Leon County):
Properties under the same ownership, consolidated for development, or part of phased development plans shall be considered one property for the purposes of access management. Access points to such developments shall be the minimum necessary to provide reasonable access.

Policy 3.3.8 – Development Near Interchanges (City of Tallahassee/Leon County):
Circulation systems for new development and redevelopment at interstate interchange areas shall be designed to provide safe and efficient multimodal traffic flow through the implementation of strategies and standards such as access spacing or the utilization of service roads.

Policy 3.3.9 – Access Management Deviations (City of Tallahassee/Leon County):
Flexibility shall be provided in the administration of access spacing standards to accommodate minor deviations, where safe and appropriate, and to ensure that no property is denied reasonable access to the transportation system. Major deviations from access spacing standards shall not be granted until every feasible option for meeting access management standards has been explored and deemed impractical.

Objective 3.4 – Equitable Distribution of Land Uses (City of Tallahassee/Leon County):
Provide for the geographic distribution of land uses in a manner that meets the needs of a growing and diverse population while ensuring that the benefits and burdens of public sector projects are shared across the community equitably.

Policy 3.4.1 – Distribution of Land Uses (City of Tallahassee/Leon County):
The Future Land Use Map shall provide for the balanced and orderly growth and development of the community with a distribution of land uses that allow residential, commercial, office, institutional, and manufacturing uses throughout the community while accounting for natural resources, the geology and geography of the community, and available transportation facilities.

Policy 3.4.2 – Public Investments (City of Tallahassee/Leon County):
The City and County will strive to distribute major infrastructure projects and other public investments geographically across the community with consideration given to the unique and specific infrastructure needs of different areas.

Objective 3.5 – Safety (City of Tallahassee/Leon County):
Prioritize safety as a foundational principle in the development and amendment of policies and guidelines. Apply best practices and best available data to land development regulations, street design, and urban design to enhance and promote the safety of all people regardless of age or ability.

Policy 3.5.1 – Public Infrastructure Design (City of Tallahassee/Leon County):
Public infrastructure, relevant to transportation, shall be designed to increase the safety of its

users through strategies such as the application of context-based design and design speed, Complete Streets principles, Crime Prevention through Environmental Design (CPTED), and other nationally recognized strategies. This infrastructure design shall include sidewalks, street trees, and on-street parking. For roadways, public infrastructure including signalization, pedestrian facilities, on-street parking, and associated streetscaping elements such as lighting, pavement markings, and crosswalks shall follow design principles that increase the safety of its users. To support the goal for zero deaths and serious injuries on our roadways, design shall follow a Safe System Approach and utilize Proven Safety Countermeasures

Objective 3.6 – Land Development Regulations (City of Tallahassee/Leon County):
Maintain specific and detailed land development regulations that implement and are consistent with the goals, objectives, and policies of the Tallahassee-Leon County Comprehensive Plan.

Policy 3.6.1 – Criteria for Amendments to Land Development Regulations (City of Tallahassee/Leon County): Proposed amendments to the City of Tallahassee and Leon County Land Development Regulations shall be evaluated for consistency with the overall intent of the adopted Goals, Objectives, and Policies of each Element of the Comprehensive Plan.

Policy 3.6.2 – Implementing Zoning Districts (City of Tallahassee/Leon County):
Each Future Land Use Map Category shall be implemented by one or more zoning districts that are consistent with the intent of that respective land use category. Each zoning district shall specify allowable land uses and activities with appropriate development and design standards, including density and intensity of development, as applicable.

Policy 3.6.3 – Site Requirements (City of Tallahassee/Leon County):
Land development regulations shall include requirements for:

- Context-based stormwater management
- Open space
- Setbacks
- Buffers
- Screening
- On-site traffic circulation
- Roadway access
- Context-based transit amenities
- Land uses
- Subdivision of land
- Signage
- Standards for the regulation of development within and adjacent to areas subject to seasonal or periodic flooding compliant with state and federal regulations
- Areas known to be vulnerable to natural or human-caused hazards
- Lighting
- Noise mitigation

Policy 3.6.4 – Density and Intensity Incentives (City of Tallahassee/Leon County):
Land development regulations shall include incentives for greater development density and intensity to facilitate growth in areas that minimize and/or mitigate impacts on the natural environment or community character. These incentives shall allow densities or intensities that exceed unincentivized limits set out in the respective Future Land Use Category by up to 20%. Incentives for greater density and intensity up to 25% will be permitted for developments along Gateway Corridors as defined in Policy 2.6.2 of this Element within the Urban Services Area for developments that incorporate urban design standards resulting in more attractive developments.

Policy 3.6.5 – Planned Unit Developments (City of Tallahassee/Leon County):
The City of Tallahassee or Leon County Land Development Regulations shall provide for the creation of Planned Unit Developments (PUD) zoning districts to accommodate development proposals that are consistent with the Comprehensive Plan but are not provided for or allowed in the zoning districts otherwise established. Planned Unit Developments may establish site-specific standards by ordinance.

Policy 3.6.6 – Non-Conforming Uses (City of Tallahassee/Leon County):
The City of Tallahassee and Leon County Land Development Regulations shall provide a procedure to substantially mitigate or eliminate legally established non-conforming land uses or deem an existing use to be conforming. These procedures shall include a process for evaluating and determining eligibility for a waiver of non-conforming status based on:

- The impact of the non-conformity to conforming land uses adjacent to the non-conformity.
- A determination that the non-conformity is not detrimental to public health, safety, and welfare.
- The ability to prevent or substantially mitigate impacts of the non-conformity.

The development regulations shall distinguish between non-conforming uses which are to be terminated or amortized, and legally established non-conforming uses in nonresidential designations which may continue, but not be expanded.

Policy 3.6.7 – Previously Vested Development (City of Tallahassee/Leon County):
Any development approved under earlier comprehensive plan versions, but not yet commenced, shall still have that approval vested as such until the expiration of the approved development or until development is approved under the current comprehensive plan.

Policy 3.6.8 – Landfill Redevelopment (City of Tallahassee/Leon County):
Local governments shall adopt and maintain land development regulations that ensure redevelopment of mapped landfill sites will not adversely impact health, safety, or welfare.

Objective 3.7 – Urban Design (City of Tallahassee/Leon County):
Incorporate urban design standards and design guidelines into the City of Tallahassee and Leon County Land Development Regulations to support distinctive and adaptable places that promote engaging,

accessible, and safe public spaces.

Policy 3.7.1 – Design Principles and Priorities (City of Tallahassee/Leon County):
General urban design principles included in land development regulations shall prioritize pedestrian safety and comfort within an interconnected network of small blocks supported by a mixture of land uses and housing types in urban areas. Outside of urban areas, design principles shall prioritize conservation and preservation of natural resources.

Policy 3.7.2 – Crime Prevention through Environmental Design (City of Tallahassee/Leon County):
Land development regulations shall incorporate principles of Crime Prevention Through Environmental Design (CPTED) to:

- Incorporate landscaping, walkways, fencing, signage, and/or other design elements that are intended to provide visual cues on whether property is public, semi-public, or private.
- Selectively place entrances and exits, fencing, lighting, and landscaping to control access to private spaces.
- Place physical features, activities, and amenities in ways that maximize the visibility of public spaces and their users.
- Standards shall be designed taking all people into consideration, regardless of age, physical ability, or mental ability.
- CPTED principles shall be applied thoughtfully and equitably so that the implementation of the principles does not reduce quality of life or inequitably burden any part of the community.

Policy 3.7.3 – Design Criteria for Mobility Hubs (City of Tallahassee/Leon County):
New developments or redevelopment projects shall contribute to providing a safe, convenient, comfortable, and aesthetically pleasing transportation environment that promotes walking, cycling, and transit use. Mobility Hubs, that offer multiple transportation options in a centralized area, promoting the use of public transit, cycling, car-sharing, micro-mobility and other sustainable modes of transportation available to users of all ages and abilities, will be encouraged through incentives to increase access to community facilities and employment opportunities, including those for underserved communities. Design standards and incentives for including mobility hubs shall be adopted into land development regulations.

Goal 4 [LM] – Greater Housing Diversity:

Our community will strive for greater housing diversity that expands affordable housing opportunities and housing options for people with varying income levels, offers more flexibility for people in different stages of life and with different abilities, and promotes options that are supported by transit, on-demand transportation, and non-motorized forms of transportation.

While working toward greater housing diversity, our community will:

- Protect the character of existing, viable residential areas through neighborhood design, building types, buffering, and screening.
- Promote development practices to support:
    - Neighborhoods that are diverse in use and population.
    - Communities that are designed for people walking, riding bicycles, and using transit as well as driving motorized vehicles.
    - Places that offer inclusive access to public spaces and community institutions.

Objective 4.1 – Missing Middle Housing (City of Tallahassee/Leon County):

Ensure diverse housing options along a spectrum of affordability and housing types in residential areas to support walkable neighborhoods, neighborhood commercial uses, and multimodal transportation options. Allow for diverse housing options in new and existing neighborhoods to ensure that the housing types are not homogeneous and provide a solution to the mismatch between the available housing stock, shifting demographics, and growing demand for walkability.

Policy 4.1.1 – Accessory Dwelling Units (ADUs) (City of Tallahassee/Leon County):

Maintain land development regulations that allow and encourage the development of accessory dwelling units in most residential and mixed-use zoning districts to attract young graduates, support families with aging parents and grandparents, and provide additional income for homeowners.

Policy 4.1.2 – Missing Middle Housing as Conforming Uses (City of Tallahassee/Leon County):

Existing, legally established single-family detached dwellings, accessory dwelling units, single-family attached dwellings or townhomes, and two-family homes or duplexes shall be deemed conforming uses notwithstanding any density or permitted use provisions of the Comprehensive Plan or land development regulations.

Policy 4.1.3 – Community Character Analysis (City of Tallahassee/Leon County):

In order to facilitate the development of diverse housing options, form-based zoning districts may be developed indicating a specific range of housing types that are permitted. Form-based zoning districts will be based on a Community Character Analysis to identify a range of housing types appropriate accounting for the existing physical development patterns.

Policy 4.1.4 – Pattern Books (City of Tallahassee/Leon County):
Pattern books shall be developed to identify a specific range of housing types allowed for different land use categories. These pattern books would serve as a tool to provide predictability of the housing types allowed in various areas of the community and to provide residents, developers, and homebuilders with an understanding of allowable housing types in the community.

Objective 4.2 – Mobility-Based Housing Incentives (City of Tallahassee/Leon County):
Provide density bonuses and other incentives that encourage compact, mixed-use communities near transit and trail corridors and mobility hubs.

Policy 4.2.1 – Coordinate Transit with Land Use (City of Tallahassee):
As transit centers are planned, the Planning Department shall evaluate adjacent land uses for opportunities to implement Transit-Oriented Development.

Policy 4.2.2 – Transit-Oriented Development (TOD) Design Standards (City of Tallahassee/Leon County):
Land development regulations shall include design standards to encourage the following principles around transit centers:

- Site centers in locations with highest ridership potential and development opportunities.
- Designate 0.5-mile radius around centers as higher density, mixed-use, walkable development.
- Create a range of densities with highest at centers, tapering down to existing neighborhoods.
- Design centers for seamless pedestrian connections to surrounding development.
- Create public plaza directly fronting one or more sides of the center building where feasible.
- Create retail and cafe streets leading to center entrances along main pedestrian connections where feasible.
- Reduce parking at centers and locate parking in areas that direct pedestrian flow along retail streets.
- Enhance multi-modal connections, making transfers easy, direct, and comfortable.
- Incorporate bikeshare, a comprehensive bikeway network, and large ride-in bike parking areas.
- Use centers as catalysts for major redevelopment of area and create placemaking around centers.

Policy 4.2.3 – Transit-Oriented Development (TOD) Density Bonus (City of Tallahassee/Leon County):
Land development regulations may include provisions that allow for densities up to 20% higher than otherwise allowable in a given land use category with a minimum density bonus of one additional unit for development located within ¼ mile of a transit stop. This density bonus shall

not apply to the Residential Preservation land use category. This density bonus may be applied in addition to other eligible density bonuses. Total density bonuses shall not exceed 30% of the residential density allowed in the underlying land use category.

Policy 4.2.4 – Coordinate Trails with Land Use (City of Tallahassee/Leon County):
As shared use paths and protected bike lanes are planned and designed, adjacent land uses shall be evaluated by the Planning Department for opportunities to implement trail-oriented development.

Policy 4.2.5 – Trail-Oriented Development (TrOD) Design Standards (City of Tallahassee/Leon County):
Trail Oriented Development shall be mixed-use areas and feature a Mobility Hub connected to the trail network to serve as a focal point that brings multiple modes of personal mobility together.

Policy 4.2.6 – Trail-Oriented Development (TrOD) Density Bonus (City of Tallahassee/Leon County):
Land development regulations shall include provisions that allow for densities up to 20% higher than otherwise allowable in a given land use category with a minimum density bonus of one additional unit for development located within 1/2 miles of a trailhead. This density bonus may be applied in addition to other eligible density bonuses. Total density bonuses shall not exceed 30% of the residential density allowed in the underlying land use category.

Objective 4.3 – Affordability (City of Tallahassee/Leon County):
Provide density bonuses and other incentives that expand affordable housing opportunities and options for people with varying income levels, including opportunities and options not adequately supplied by the market.

Policy 4.3.1 – Inclusionary Housing Policy (City of Tallahassee/Leon County):
As part of an overall affordable housing strategy, the City and County shall develop and maintain inclusionary housing policies in their respective land development regulations in order to increase private development of affordable housing. The inclusionary housing policies may include a range of incentives, including density bonuses up to 30% greater density than otherwise provided by the applicable zoning district.

Policy 4.3.2 – Establishing Community Land Trusts (City of Tallahassee/Leon County):
To support long-term affordable homeownership, prioritize the use of Community Land Trusts (CLTs) when possible. In doing so, give preference to CLTs over other affordable housing models that:

- Do not include resale restrictions, or
- Include resale restrictions that are temporary, forgiven, or set to expire over time, or
- Rely on local government land donations without long-term affordability guarantees.

Policy 4.3.3 – Requirements of Community Land Trusts (City of Tallahassee/Leon County):

To qualify for local government assistance, Community Land Trusts shall:

- Require permanent affordability.
- Require that owners live in the homes as their primary residence.
- Include resale formulas in land leases.

Policy 4.3.4 – Affordable Housing Design Standards (City of Tallahassee/Leon County):

Develop design standards for affordable housing, including Aging in Place design that could be incorporated into the County and City's Housing Programs.

Policy 4.3.5 – Affordable Housing Density Bonus (City of Tallahassee/Leon County):

Land development regulations shall include provisions that allow for densities up to 25% higher than otherwise allowable in a given land use category with a minimum density bonus of one additional unit for the provision of affordable housing units. Land development regulations may include qualifying criteria, design standards, and site design flexibility for the implementation of the density bonus.

Objective 4.4 – Family Heir Subdivisions (City of Tallahassee/Leon County):

Provide a hardship provision by which owners of property outside of the Urban Services Area who meet defined eligibility requirements may have the ability to create smaller parcels of land for family members for use as homesteads.

Policy 4.4.1 – Family Heir Subdivision Eligibility (City of Tallahassee/Leon County):

The use of a parcel of property solely as a homestead by an individual who is the grandparent, parent, stepparent, adopted parent, sibling, child, stepchild, adopted child, or grandchild of the person who conveyed the parcel is permitted per this policy, notwithstanding the density or intensity of use assigned to the parcel by the Future Land Use Map and official zoning atlas. The parcel to be subdivided must be in the same configuration as it was on February 1, 1990; or the parcel must have been created through subdivision pursuant to the family heir provision and the applicant is an originally intended heir or an heir through successive generations of the originally intended heir. The parcel shall be conveyed within 90 days of subdivision approval to the intended heir, who shall hold uninterrupted title for at least two years.

Goal 5 [LM] – A Robust Economy:

Our community will facilitate the development, attraction, and cultivation of innovative businesses and associated job creation to position the local economy for sustained, directed growth, raise the quality of life for residents, and alleviate poverty in the community.

Our community will foster a robust economy by:

- Supporting target industry cluster development and innovation districts.
- Retaining and creating new employment opportunities emphasizing Tallahassee-Leon County's target industries.
- Reducing barriers to starting and growing businesses.
- Increasing access to job opportunities and training.
- Ensuring adequate and suitable lands are designated for commercial and industrial uses.

Objective 5.1 – Economic Health (City of Tallahassee/Leon County):
Initiate community planning, urban development, and redevelopment strategies that prepare businesses, production facilities, trades, and related activities that provide the livelihoods of the population to take advantage of positive opportunities and withstand negative changes in the economy and to continue providing jobs and incomes to support the community.

Policy 5.1.1 – Economic Development Strategic Plan (City of Tallahassee/Leon County):
The Tallahassee-Leon County Office of Economic Vitality (OEV) shall maintain a strategic plan that includes, at a minimum, target industries and objectives for business development and job creation. During development project reviews, the Planning Department and OEV shall coordinate on issues of land use and development to support economic health consistent with the OEV strategic plan.

Objective 5.2 – Airport Access (City of Tallahassee):
Provide access to the Tallahassee International Airport to ensure the movement of people and commerce while maintaining the safety and security of the airport.

Policy 5.2.1 – Airport Master Plan (City of Tallahassee):
The airport master plan developed for the Tallahassee International Airport shall account for transportation facilities and access to both the General Aviation and the Commercial Service facilities at the airport. The airport master plan shall be coordinated with the plans of the US Army Corps of Engineers, the Federal Aviation Administration, FDOT, and the CRTPA. The planning, design, and construction of transportation facilities in the vicinity of the Tallahassee International Airport shall account for existing airport access as well as planned development at the airport.

Objective 5.3 – Freight and Cargo (City of Tallahassee/Leon County):
Provide a network of transportation facilities that are coordinated across different modes of travel to support the movement of freight and cargo.

Policy 5.3.1 – Intermodal Centers (City of Tallahassee/Leon County):
The City of Tallahassee and Leon County shall maintain an inventory of intermodal freight centers, including the locations, types of facilities, and activities of the centers.

Policy 5.3.2 – Tallahassee International Airport (City of Tallahassee/Leon County):
Coordinate land uses adjacent to the Tallahassee International Airport, access to the airport, and access to other transportation facilities to enhance the express shipment, transfer, and movement of air cargo, including air freight and mail.

Policy 5.3.3 – Transportation Access (City of Tallahassee/Leon County):
Industrial uses and other freight-related uses shall be located in proximity to and have direct access to major transportation routes and intermodal freight centers, or other freight transfer locations.

Objective 5.4 – Resilience Planning (City of Tallahassee/Leon County):
Plan for post-disaster recovery and redevelopment to help resume economic activities following damage or destruction by a natural or human-made disaster.

Policy 5.4.1 – Post Disaster Redevelopment Plan (City of Tallahassee/Leon County):
The community shall maintain a countywide post-disaster redevelopment plan to better prepare the community for long-term recovery and redevelopment after a disaster. The post-disaster redevelopment plan shall address business resumption and economic redevelopment; infrastructure restoration and mitigation; housing repair and reconstruction; sustainment of services; sustainable land use; and financial management.

Policy 5.4.2 – Local Mitigation Strategy (City of Tallahassee/Leon County):
The community shall maintain the Local Mitigation Strategy to identify those strategies and projects that improve the resiliency of critical public infrastructure assets of the community based on potential hazards.

Objective 5.5 – Intergovernmental Coordination (City of Tallahassee/Leon County):
Increase the economic strength of the Tallahassee Metropolitan Statistical Area (MSA) by leveraging opportunities, programs, land uses, and transportation facilities across the region to grow existing businesses and attract new businesses.

Policy 5.5.1 – Regional Economic Development Coordination (City of Tallahassee/Leon County):
The Department of PLACE shall coordinate economic development projects and programs with the State of Florida, Apalachee Regional Planning Council, Capital Region Transportation Planning Agency, and/or appropriate neighboring jurisdictions to leverage opportunities, programs, land uses, and transportation facilities across the region to support business retention and expansion, and to attract new businesses.

Policy 5.5.2 – Grant Funding Opportunities (City of Tallahassee/Leon County):
Local governments shall pursue grant opportunities for projects or programs of regional significance.

Goal 6 [LM] – A Balanced Transportation Network:

Our community will support a balanced and viable transportation network with convenient and context-sensitive options, so pedestrians, bicyclists, motorists, and public transportation users of all ages and abilities can travel safely around the community.

The transportation network shall:

- Include streets, sidewalks, bicycle lanes, shared use paths, trails, aviation facilities, rail lines, transit, and on-demand transportation options.
- Account for land use context, right-of-way constraints, and the short-term and long-term costs of transportation infrastructure.
- Account for emerging technologies and best practices.
- Discourage the negative effects roadway widening can have on neighborhoods and community character.
- Provide safe routes to schools and options for the transportation disadvantaged and vulnerable road users.
- Maintain adopted roadway level of service (LOS) measures and retain multimodal level of service targets.
- Be coordinated between the local governments, with neighboring jurisdictions, and with regional, state, and federal agencies to cooperatively plan and manage transportation systems that are within the community but managed by FDOT.

Objective 6.1 – Land Use and Transportation Coordination for Livability (City of Tallahassee/Leon County):

Coordinate land use and transportation systems to foster vibrant communities across context areas with compact urban forms and a mixture of uses to minimize travel distances, reduce greenhouse gas emissions, and enhance pedestrian, bicycle, and transit mobility.

Policy 6.1.1 – Mitigate Sprawl (City of Tallahassee/Leon County):

New and substantial improvements to roadways, shall be identified and programmed consistent with the context (Context Classification) where design and environmental constraints allow that supports the Urban Services Area policies to promote efficient growth and urban infill, and discourage urban sprawl.

Policy 6.1.2 – Context-Based On-Site Facilities (City of Tallahassee/Leon County):

Development projects shall contribute to a safe, convenient, and comfortable transportation environment that promotes walking, cycling, and transit use consistent with the development's context-classification. Land development regulations shall specify the conditions and standards for provision of on- and off-site roadway extensions, sidewalk and trail connections, and transit facilities. Context-appropriate improvements or enhancements shall be required as a condition of development approval, such as, but not limited to sidewalks and bicycle facilities, plantings, and building configuration, buffers, setbacks and stepbacks. Development shall mitigate impacts to the multi-modal transportation network.

Policy 6.1.3 – Tallahassee-Leon County Transportation Corridors (City of Tallahassee/Leon County):
Transportation corridor maps showing the future land uses shall be developed and maintained to reflect the enhanced coordination between land use and transportation including new construction and improvements, reflecting the intended context classification.

Policy 6.1.4 (City of Tallahassee/Leon County) – Retrofit for Livability:
Roadways with design characteristics inconsistent with their assigned Context-Classification shall be inventoried and prioritized for retrofit including but not to limited lane width adjustments, street lighting, stormwater management retrofits, and streetscape improvements such as sidewalks, bicycle lanes, shared-use paths, transit amenities, and plantings to improve livability for the adjacent land uses consistent with the Future Land Use Map.

Objective 6.2 – Network Connectivity Improvement (City of Tallahassee/Leon County) :
Improve the balance of transportation options, connectivity, and capacity of the multimodal transportation network.

Policy 6.2.1 – Enhance Connectivity (City of Tallahassee/Leon County):
Local governments shall identify, prioritize, and engage in the necessary collaboration to establish crossings that connect road and trail networks across interstates, railroads, and other dividing features such as stormwater ditches. Locations where informal crossing regularly occurs shall be prioritized and where appropriate mid-block crossing may be assessed and implemented. Locations where high-quality and/or sensitive natural features exist shall be deprioritized.

Policy 6.2.2 – Future Right-of-Way Needs (City of Tallahassee/Leon County):
Local governments shall secure anticipated right-of-way needs, including supporting stormwater management, for additional travel lanes and/or turn lanes, as well as multimodal facilities, through appropriate development review and other processes, targeted acquisitions, or other suitable means to address motor vehicle traffic volume on roadway segments that will be impacted by targeted development areas within the long-term planning period. Roadways shall not be constructed to accommodate development anticipated beyond the long-term planning period.

Policy 6.2.3 – Build and Enhance the Network (City of Tallahassee/Leon County):
Where appropriate, create new minor and major collector roadways to relieve motor vehicle traffic congestion and increase network connectivity. Additionally, include network-enhancing local and minor collector street projects. All development plans shall contribute to developing a local and collector street and unified circulation system that will allow multimodal access to and from the proposed development, as well as access to surrounding developments.

Policy 6.2.4 – Corridor Management and Preservation (City of Tallahassee/Leon County):
Transportation corridors requiring additional right of way and/or corridor management are designated for preservation and management as provided in §337.273, F.S.

Policy 6.2.5 – Interconnectivity for Development (City of Tallahassee/Leon County):
Require vehicle, pedestrian, and bicycle interconnections between adjacent, compatible development; and require these interconnections between adjacent, incompatible developments when such connection has the potential to reduce the vehicular traffic on the external street system.

Policy 6.2.6 – Continuation of Streets (City of Tallahassee/Leon County):
All development plans shall incorporate and continue all sub arterial streets stubbed to the boundary of the development plan by previously approved development plans or existing development.

Policy 6.2.7 – Interconnectivity to Adjacent Uses (City of Tallahassee/Leon County):
Require private developers within the Urban Service Area to include bikeways, pathways, or sidewalks in their proposed developments, with connections to nearby properties and land uses.

Objective 6.3 – Context Based Mobility (City of Tallahassee/Leon County):
Plan, design, and build the transportation system to reflect the existing context areas and what the context areas will be based on future land use and zoning.

Policy 6.3.1 – Local Context Classification and Safe Systems (City of Tallahassee/Leon County):
A Local Context Classification system shall be implemented for all publicly maintained streets and roads that reflects Future Land Use and zoning, and follows nationally accepted professional guidelines to best identify and classify facilities. Additional criteria shall be developed for local streets. The Context Classification system shall incorporate design characteristics that reflect Safe Systems approaches using proven safety countermeasures and complete streets design principles. These measures shall aim for zero deaths and serious injuries along roadways and recognize that transportation systems users inherently make mistakes and ensure that the transportation system will be constructed in a manner that mitigates frequency and severity of crashes when errors occur.

Policy 6.3.2 – Context Classification Application (City of Tallahassee/Leon County):
The context classification system shall be applied to City and County roadway resurfacing and enhancement projects in a manner that reflects the future vision and context of the area, and considers available rights-of-way and environmental constraints where the project is located by accounting for the Future Land Use map, zoning, and Context Classification. Land Development Regulations shall provide for the implementation of context classification design standards as a requirement or condition of development approval.

Policy 6.3.3 – Context Classification Map (City of Tallahassee/Leon County):
By 2030, a Local Context Classification map shall be developed and maintained through the planning timeframe that recognizes local roadway functional classification and context classification in addition to land use context. The Local Context Classification map shall be updated concurrently with amendments to the Local Functional Classification Map and the Future Land Use Map. As part of map series, the FDOT context classification and functional classification maps are included as a reference and resource document.

Policy 6.3.4 – Downtown Traffic (City of Tallahassee/Leon County):
By 2035, in alignment with the vision of a vibrant 18-hour Downtown, strategies to reduce the negative effect of high-volume multi-lane through traffic in the Urban Core including managing speed and streetscaping shall be implemented.

Policy 6.3.5 – Lane Repurposing (City of Tallahassee/Leon County):
Evaluate the need for road lane repurposing to accommodate existing and future capacity, land uses, and multi-modal demand through the planning timeframe. Reducing, narrowing, or repurposing automobile lanes to support multimodal or travel by modes other than by automobile will not require transportation concurrency mitigation. Outside of the Multimodal Transportation District (MMTD), an analysis of transportation and land use impacts on parallel roadways must be conducted prior to implementation.

Policy 6.3.6 – One-Way Pair Studies (City of Tallahassee/Leon County):
Studies completed by the City and/or County for one-way pairs shall evaluate potential safety, operational, and aesthetic improvements. Improvements considered in the studies may include pedestrian crossings, speed reduction, one-way pair conversions, landscaping, and other potential improvements. The policy aims to strengthen neighborhood connectivity, support local businesses, and foster a more livable urban environment. Reduced levels of service due to improvements shall be acceptable within the Multimodal Transportation District (MMTD), prioritizing safety and complete networks for pedestrians and bicyclists over traffic efficiency.

Policy 6.3.7 – Speed Management (City of Tallahassee/Leon County):
By 2035, the City and County shall implement speed management programming based on the most recent American Association of State Highway and Transportation Officials (ASHTO), Federal Highway Administration (FHWA), Florida Department of Transportation (FDOT), and National Association of City Transportation Officials (NACTO) guidelines to reduce the frequency and severity of crashes and collisions. Additional speed management criteria shall be established in the land development code for local streets.

Policy 6.3.8 – Level of Service (LOS) (City of Tallahassee/Leon County):
Peak Hour Roadway Level of Service is established below and shall be assessed during the Evaluation and Appraisal Report every 7 years.

Functional Classification	Inside the Urban Service Area	Outside the Urban Services Area
Interstate, Intrastate, Limited Access Parkways	C	B
Principal Arterials	D	C
Minor Arterials	D/E*	C
Major and Minor Collectors	D/E*	C
Local Streets	D	D

*For Minor Arterials, and Major and Minor Collectors located inside the Urban Service Area and south of U.S. 90, the Level of Service shall be "D" for purposes of establishing priorities for programming transportation improvements, and "E" for meeting concurrency requirements, to support the Southside Action Plan. Roads north of U.S. 90 shall be LOS D for both programming improvement and concurrency purposes.

Policy 6.3.9 – Multimodal Transportation District Area Wide Level of Service (LOS) (City of Tallahassee):
In order to create community design that supports mobility and prioritizes a safe, comfortable and attractive pedestrian environment with convenient interconnection to transit, the following performance standards are targeted for the Multimodal Transportation District:

MMTD Areawide Multimodal Level of Service Standards

Areawide Multimodal Level of Service Standards Pursuant to F.S. 163.3180(5)(f)2			
Pedestrian	**Transit**	**Bicycle**	**Automobile**
C	C	D	E+50%

By 2030, assess MMTD Areawide LOS standards to determine if revisions to the measures should be made.

Objective 6.4 – Complete Streets (City of Tallahassee/Leon County):
Design, construct, and operate streets and roads, consistent with context-sensitive design principles, to provide safe and convenient facilities, and access for pedestrians, bicyclists, motorists, and public transportation users of all ages and abilities.

Policy 6.4.1 – Project Evaluation (City of Tallahassee/Leon County):
Road projects, including resurfacing projects, shall be evaluated for the inclusion of bicycle lanes or paved shoulders, sidewalks, shared use paths, appropriate sidewalk shade plantings, right-sized traffic lanes, on-street parking, stormwater management, street lighting, utility improvements, and transit amenities where they did not previously exist. Where design criteria allow, bicycle and pedestrian facilities shall be separated from vehicular traffic.

Policy 6.4.2 – Share Transportation Information (City of Tallahassee/Leon County):
The City and County shall share information across departments and with policy makers and the general public regarding the health benefits and existing laws related to motor vehicle, bicycle and pedestrian operation and interaction.

Policy 6.4.3 – Bicycle and Pedestrian Network (City of Tallahassee/Leon County):
The City and County shall maintain and enhance the local system of bicycle lanes, sidewalks, and shared-use paths in conjunction with the Greenways and Trails Master Plan. Enhancements shall be prioritized in the vicinity of schools, community facilities, parks, recreation facilities, and mixed-use areas with a retail and service focus.

Policy 6.4.4 – Bicycle and Pedestrian Master Plan (City of Tallahassee/Leon County):
In coordination with the Capital Region Transportation Planning Agency, the City and County shall maintain a bicycle and pedestrian master plan through the planning timeframe that identifies projects to address bicycle and pedestrian network connectivity and safety feature

upgrades, and pursue implementation funding. The bicycle and pedestrian master plan shall identify gaps where facilities do not exist in the bicycle and sidewalk networks.

Policy 6.4.5 – Safe Routes to Schools (City of Tallahassee/Leon County):
Provide a safe, accessible environment and support active living for students by developing and maintaining programs to increase biking, walking, and transit to schools, prioritizing sidewalk and bicycle infrastructure within a two-mile radius of schools, and continuing to identify, fund and build Safe Routes to Schools projects.

Policy 6.4.6 – Community Gateways (City of Tallahassee/Leon County):
Designate preferred entrance corridors into and connecting Tallahassee and Leon County. City and County departments with interests in the public right-of-way shall identify funding sources to convert these corridors into shaded bicycle and pedestrian ways to create attractive gateways into the community. These entrance corridor gateways shall include an appropriate gateway from the airport to Downtown, the Capitol Center, and University destinations.

Policy 6.4.7 – Scenic Roadway Assessments (City of Tallahassee/Leon County):
In the planning and construction of new roads in the suburban and rural areas and for needed improvement of existing roads, the City and County shall require a scenic roadway assessment, environmental assessment, and landscape component for the purposes of preserving those scenic features, protecting natural resources and providing interesting and aesthetically preferred places.

Policy 6.4.8 – Maintenance of Traffic (City of Tallahassee/Leon County):
When construction or repair work infringes on regular corridor operation, a project specific Maintenance of the Traffic Plan shall be developed that specifies one or more alternate routes accounting for all modes of transportation, including vehicles, bicycles, pedestrians, transit and freight.

Policy 6.4.9 – Multi-Modal Safety and Access (City of Tallahassee/Leon County):
Development shall provide safe and convenient access to transportation facilities for pedestrians, cyclists, and transit users, with the following exceptions:

- For emergency repair and routine maintenance.
- In locations where specific users are prohibited, such as interstate freeways or pedestrian malls. In these instances, a safe and convenient alternate route shall be identified and, if needed, prioritized for improvement or construction.
- A documented absence of current or future need.
- Procedures and criteria for approving exceptions will be identified in the Land Development Code.

New transportation facilities shall follow generally accepted or adopted design standards when implementing improvements intended to fulfill this Complete Streets policy and shall use innovative or non-traditional design options where a comparable level of safety for users is present.

Policy 6.4.10 – Applicability (City of Tallahassee/Leon County):
All new roadway facilities, whether publicly or privately designed and constructed, shall comply with this Complete Streets Objective and associated policies, in coordination with standards of the designated Context Classification, shall follow nationally accepted or recommended Complete Street design standards as specified in Policy 6.4.12. When circumstances do not allow for full compliance, innovative or nontraditional design options may be utilized, provided a comparable level of safety for users is present.

Policy 6.4.11 – Equity (City of Tallahassee/Leon County):
The implementation of Complete Streets shall reflect equity by facilitating safe streets for all users, regardless of ability or income, and that enables travel to destinations with or without a car.

Policy 6.4.12 – Design Standards (City of Tallahassee/Leon County):
Land Development Codes that apply to all development policies and programs shall be revised by 2030 to use the latest professionally accepted design guidance, standards, and recommendations for Complete Streets in coordination with the designated context classification Guidance resources shall include, but need not be limited to:

- Federal Highway Administration's Manual on Uniform Traffic Control Devices
- Florida Department of Transportation (FDOT) Context Classification Guide, Complete Streets Handbook, FDOT Design Manual, and Manual of Uniform Minimum Standards for Design, Construction and Maintenance for Streets and Highways (the Florida Greenbook)
- National Association of City Transportation (NACTO) published guidelines
- American Association of State Highway and Transportation Official (AASHTO) published guidelines
- U.S. Department of Transportation's National Roadway Safety Strategy (NRSS), including the Safe System Approach

Policy 6.4.13 – Pavement Markings and Signage (City of Tallahassee/Leon County):
All projects, whether public or private, that provide vehicle, bicycle, and/or pedestrian infrastructure shall provide proper pavement markings and signage to enhance recognition of infrastructure elements such as bicycle lanes, neighborhood bikeways, and pedestrian crossings. The City and County shall identify, prioritize, and install or update any such pavement markings or signage that are absent or out of date with current practices during the course of required maintenance.

Policy 6.4.14 – Two-Way Left Turn Lane Replacement (City of Tallahassee/Leon County):
Identify and prioritize replacement of existing continuous two-way left turn lanes with raised medians and exclusive turn lanes on multi-lane arterials. Replacement shall be contingent upon funding availability.

Policy 6.4.15 – Measuring Progress (City of Tallahassee/Leon County):
The success of this Complete Streets Objective shall be measured by the Planning Department

with assistance by the City and County during the Evaluation and Appraisal Review process, using but not limited to, the following performance measures:

- Total miles of new designated bike lanes
- Total miles of new shared-use paths (paved and natural surface)
- Total miles of neighborhood bikeways signed, marked, or constructed
- Linear feet of new and repaired sidewalk and other pedestrian accommodations (paths, trails, etc.)
- Number and type of crosswalk and intersection improvements and new installations
- Number of revenue service miles traveled by transit vehicles
- Rates of crashes, injuries, and fatalities by mode, as available
- Identification and updates to existing codes, policies, or programs to incorporate updated guidance from FDOT, FHWA, NACTO, AASHTO, and other best practices.
- Number of exceptions to this policy granted

The Joint City-County Bicycle Working Group and Advisory Committee for Quality Growth may review these measures and make recommendations annually.

Policy 6.4.16 – Coordination with Placemaking Plans (City of Tallahassee/Leon County):
Implementation of Complete Streets policies for development shall be coordinated with the existing placemaking plans by including reference to those that are applicable.

Objective 6.5 – Bicycle Facilities (City of Tallahassee/Leon County):
Develop a network of bicycle facilities that provides safe, comfortable, and direct connections for all users throughout the community.

Policy 6.5.1 – Build Bike Facilities Concurrent with Maintenance (City of Tallahassee/Leon County):
All roadway or trail resurfacing, restoration, and rehabilitation projects shall be evaluated for the ability to add bicycle facilities where they currently do not meet bicycle facility selection and design standards.

Policy 6.5.2 – Bicycle Facilities in New Development (City of Tallahassee/Leon County):
New development shall prioritize the provision of and maintain continuous bicycle networks, including connections to transit stops and adjacent properties, and to provide bicycle parking at all non-residential uses, multi-family uses and other key destinations. Bicycle and trail connections shall be required consistent with and coordinated with the Leon County Greenways Master Plan per the City or the County when development contains or is adjacent to planned greenway projects.

Objective 6.6 – Pedestrian Facilities (City of Tallahassee/Leon County):
Improve walkability by designing and providing facilities that create an environment where walking is useful, safe, comfortable, and aesthetically interesting. Prioritize the pedestrian network over other transportation modes in the Multimodal Transportation District within the most urbanized and densely populated areas of the community.

Policy 6.6.1 – Pedestrian Level of Comfort (City of Tallahassee/Leon County):
As part of development review and approval, pedestrian level of comfort shall be enhanced through planting of shade trees and other amenitization including but not limited to installation of water fountains, benches, overhead pavilions, street and trail lighting, and installation of wayfinding signage.

Policy 6.6.2 – Crosswalks (City of Tallahassee/Leon County):
Programming of sidewalks projects in the budget and capital improvement schedule shall include provisions for crosswalk installations to provide regular crossings that align with the roadway's Local Context Classification.

Policy 6.6.3 – Pedestrian Infrastructure for New Development (City of Tallahassee/Leon County):
New development shall maintain continuous pedestrian networks, including connections to transit stops, adjacent lots, and between building entrances and the internal and external sidewalk network. Land development regulations shall include alternative options such as payment in lieu, the dedication of easements, and the dedication of right-of-way and shall identify when the alternative scenarios may apply.

Objective 6.7 – Mobility Hubs (City of Tallahassee/Leon County):
Support and incentivize the creation of mobility hubs to serve as connection points between public and private shared mobility services and multimodal options.

Policy 6.7.1 – Implementation of Mobility Hubs (City of Tallahassee/Leon County):
Implement a network of mobility hubs in partnership with transit providers, incorporating transit with other shared mobility services, such as bikeshare and car-share where feasible.

Policy 6.7.2 – Mobility Hubs Location Coordination (City of Tallahassee/Leon County):
The City and County shall work with community-based organizations to ensure the appropriate geographic placement of mobility hubs and outreach regarding transportation options.

Policy 6.7.3 – Mobility Hubs Design Guidelines Requirements (City of Tallahassee/Leon County):
Amend the land development regulations by 2028 to provide mobility hub design guidelines to support mobility hub implementation and provide flexibility for change as technology and travel behavior and patterns evolve over time.

Objective 6.8 – Transportation Demand Management (City of Tallahassee/Leon County):
Leverage transportation and parking demand management strategies to promote system efficiencies and alternate modes of travel and to spread the travel demand across more hours of the day that result in minimizing impacts on natural resources and neighborhoods and reducing vehicle miles traveled.

Policy 6.8.1 – Encourage Alternate Transportation Modes (City of Tallahassee/Leon County):
Through the planning timeframe, the use of alternate transportation modes through the promotion of public transit, provision of or coordination with on-demand, micromobility or car-share and van-share or pool programs, investment in bicycle and pedestrian infrastructure, and support for telecommuting policies shall be encouraged by public and private sector transportation entities.

Policy 6.8.2 – Enhance Bicycle and Pedestrian Infrastructure (City of Tallahassee/Leon County):
City and County shall prioritize bicycle and pedestrian enhancements in high-traffic areas, mixed use areas, and near transit stops for both public and private projects to ensure biking and walking are a safe, comfortable, and convenient alternative to driving.

Policy 6.8.3 – Land Development Patterns (City of Tallahassee/Leon County):
The City and County shall propose or maintain land development regulations that promote development patterns that reduce the need for personal automobile ownership including mixed use development, Transit Oriented Development (TOD), and pedestrian friendly design strategies.

Policy 6.8.4 – Shared Parking Criteria (City of Tallahassee/Leon County):
Private shared parking arrangements may be allowed as a method to meet parking requirements for development. Eligibility criteria may be adopted regarding proximity of sites, timing of peak parking demand, requirements for a written and recorded parking agreement, availability of parking spaces, availability transit amenities, and other criteria that ensure the effectiveness of shared parking arrangements.

Policy 6.8.5 – Parking Reduction for Certain Development Types (City of Tallahassee/Leon County):
City and County land development regulations, if adopting minimum or maximum parking requirements, shall provide for reduced minimum parking requirements for mixed use developments, Transit Oriented Development (TOD), Trail Oriented Development (TrOD), and other development types that have a reduced parking need. Reductions from standard parking requirements shall be based on the peak parking demand for the mix of uses and account for mode shift.

Policy 6.8.6 – Private Parking Lots (City of Tallahassee/Leon County):
City and County land development regulations shall include provisions for privately owned and operated parking lots as a principal use in urban center and urban mixed use land use categories. Development and design criteria shall be adopted with regard to minimum and/or maximum size, location relative to intersections or distance between such facilities, demonstration of parking demand within a walkable area, minimum landscaping requirements to reduce visual impact and enhance aesthetics especially adjacent to public rights-of-way, lighting, and minimum requirements for safe and convenient pedestrian connections.

Policy 6.8.7 – Drop-Off & Pick-Up Zones (City of Tallahassee/Leon County):
The City and County shall adopt or maintain land development regulations through the planning timeframe for the provision of drop-off and pick-up zones to accommodate the increase in use of ride share services and autonomous vehicle use. Requirements shall apply to certain uses such as restaurants, bars, hotels, office parks, religious facilities, community facilities, sporting facilities, parks, and other uses with a high frequency of drop-off and pick-up activity. Criteria shall be with regard to size of the use, provide design standards, location on site, and the availability of porte cocheres or valet operations that meet the design requirements.

Policy 6.8.8 – Intelligent Transportation Systems (ITS) (City of Tallahassee/Leon County):
City and County transportation strategies, to the extent possible, shall incorporate intelligent transportation systems strategies including speed management programming, traffic signal control, and variable driver real-time messaging, to minimize environmental effects of congestion and improve safety.

Policy 6.8.9 – Traffic Operations Management (City of Tallahassee/Leon County):
The transportation management system in the land development code shall be maintained or revised to reduce demand for wider roads by evaluating traffic operations to maximize efficiency of the existing street system capacity and support modal shifts to public transit, bicycling, and walking.

Objective 6.9 – Transportation for the Disadvantaged (City of Tallahassee/Leon County):
Coordinate transportation options to empower members in the community who are unable to provide their own transportation to vital services, including seniors, and individuals with disabilities, people with low incomes, and children at risk.

Policy 6.9.1 – Human Services Transportation (City of Tallahassee/Leon County):
Through the planning timeframe, applicable projects shall comply with federal and state requirements regarding planning and coordination of human services transportation in meeting the needs of the Transportation Disadvantaged.

Policy 6.9.2 – Transport to Destinations (City of Tallahassee/Leon County):
Through the planning timeframe, the transit provider shall ensure Transportation Disadvantaged program services continue to provide transport to local goods and services, including medical services for all users.

Policy 6.9.3 – Affordable and Cost-Effective Service (City of Tallahassee/Leon County):
Transit providers, the Capital Region Transportation Planning Agency, Community Transportation Coordinator, and the Apalachee Regional Planning Council shall support innovative ways, such as utilizing emerging technology or negotiating fees and services with on-demand providers, to reduce costs and provide superior service for the transportation disadvantaged that also increases efficiency and provide local government savings.

Policy 6.9.4 – Transportation Disadvantaged Needs Assessment (City of Tallahassee/Leon County):

A needs assessment of the Transportation Disadvantaged shall be developed/updated every 5 years or as required by federal and state laws. This assessment of existing public and private transit programs shall be undertaken with an analysis to determine needs. A strategy to meet identified needs of the Transportation Disadvantaged shall be developed.

Objective 6.10 – Transit (City of Tallahassee/Leon County):

Ensure that the community is well-connected via transit to major employment and activity centers, that transit stops and waiting areas are safe and comfortable, and that transit is coordinated with other modes of transportation.

Policy 6.10.1 – Transit Development Plan (City of Tallahassee):

Through the planning timeframe, the Transit Development Plan shall identify transit improvements needs and capital improvements plans shall prioritize funding for transit projects that increase the availability, speed, frequency, duration, and reliability of transit. Development shall be consistent with and support the Transit Development Plan.

Policy 6.10.2 – Pedestrian Infrastructure Connectivity (City of Tallahassee/Leon County):

The annual infrastructure capital improvements list maintained by City and County shall prioritize sidewalks and pedestrian facilities that provide connectivity to transit stops.

Policy 6.10.3 – Southside Transit (City of Tallahassee/Leon County):

The City, County, and CRTPA shall prioritize improved transit service on the Southside by including, where appropriate and feasible, projects in the Transit Development Plan that would have a positive impact on the area.

Policy 6.10.4 – Employment and Activity Center Service (City of Tallahassee):

Systematically prioritize the extension and/or route modifications within the City limits to provide access to major employment, shopping, and business, recreational, and other activity centers. Transit service outside of City limits are not the responsibility of the City of Tallahassee.

Policy 6.10.5 – Transit Corridors (City of Tallahassee/Leon County):

Incentives shall be developed to encourage the donation of transit rights-of-way to establish and maintain transit corridors. Development agreements and land use regulations shall be used when available and in the best interest of transit service to preserve future transit corridors.

Objective 6.11 – Aviation (City of Tallahassee/Leon County):

Provide aviation facilities to meet the demand for commercial service, general aviation, freight and cargo, advanced air mobility, and military services and to enhance aviation and airport development opportunities.

Policy 6.11.1 – Adjacent Land Use Compatibility (City of Tallahassee/Leon County):
Protect the Tallahassee International Airport from the encroachment of incompatible land uses and the creation or establishment of airport hazards to ensure the continuation of normal airport operations, including landing and takeoff of aircraft, in order to promote public health, safety, and general welfare by implementing airport land use compatibility zoning regulations that include potential noise and safety impacts to surrounding land uses.

Policy 6.11.2 – Airport Master Plan (City of Tallahassee):
The Tallahassee International Airport shall maintain an airport master plan that establishes a logical set of development parameters and timelines that coincide with the airport's needs for general aviation, commercial service, freight and cargo, and advanced air mobility through the planning horizon.

Policy 6.11.3 – Compatibility of Land Use (City of Tallahassee/Leon County):
Airport land use compatibility zoning regulations shall include provisions for existing aviation facilities as well as planned aviation facilities identified in the airport master plan. The City and County shall coordinate with Airport staff to develop any additional regulations needed that are not identified in the airport master plan, such as for locations off-airport suitable for development under these categories and for advanced air mobility facilities and services.

Policy 6.11.4 – Compatibility for Noise and Safety (City of Tallahassee/Leon County):
Airport land use compatibility zoning regulations shall include potential noise and safety impacts to surrounding land uses.

Policy 6.11.5 – Advanced Air Mobility (City of Tallahassee/Leon County):
Advanced Air Mobility facilities, including any public-use vertiport facilities, shall be directed to appropriate areas and not located within areas that may create compatibility issues. Land development regulations shall identify zoning districts and/or areas where Advanced Air Mobility facilities are either prohibited or restricted uses and include appropriate development standards for Advanced Air Mobility facilities.

Objective 6.12 – Rail (City of Tallahassee/Leon County):
Accommodate and mitigate impacts of existing rail-based freight and cargo services, support opportunities for commercial passenger service, and coordinate with rail owners to enhance the safety of existing crossings and seek additional safe crossings for pedestrian and bicycle users.

Policy 6.12.1 – Railroad Crossings (City of Tallahassee/Leon County):
Coordinate with the Federal Highway Administration and railroad companies to ensure railroad crossings are constructed and maintained to ensure safe crossings for drivers, pedestrians, and cyclists. Pedestrian crossings shall be constructed and maintained to ensure compliance with the Americans with Disabilities Act and other Federal and State Standards. Deficient crossings and new crossings of railroads shall be inventoried and prioritized in programming of the transportation network and trail system.

Objective 6.13 – Intergovernmental Coordination (City of Tallahassee/Leon County):
Coordinate with neighboring jurisdictions, the Florida Department of Transportation, and the Capital Region Transportation Planning Agency to effectively plan and manage transportation systems that extend beyond jurisdictional boundaries.

Policy 6.13.1 – Consistency with State Transportation Plans (City of Tallahassee/Leon County):

Maintain consistency with and support state transportation plans, including the Florida Transportation Plan and the Strategic Intermodal System Plan.

Policy 6.13.2 – Consistency with Regional Transportation Plans (City of Tallahassee/Leon County):

Maintain consistency with and support regional transportation plans, including the Capital Region Transportation Planning Agency's Regional Mobility Plan, Transportation Improvement Plan, and any future regional transit plans.

Policy 6.13.3 – Consistency with Local Transportation Plans (City of Tallahassee/Leon County):

Maintain consistency with other transportation plans for Leon County and the City of Tallahassee, including the Bicycle and Pedestrian Master Plan.

Policy 6.13.4 – Signal Coordination Plans (City of Tallahassee/Leon County):

Require conformance of new signals with signal coordination plans and FDOT signal spacing standards for the state highway systems.

Policy 6.13.5 – Project Planning Partnerships (City of Tallahassee/Leon County):

Forge partnerships and effectively coordinate with modal providers, state and regional agencies, and other local governments in mobility planning and project development.

Policy 6.13.6 – Evacuation Routes (City of Tallahassee/Leon County):

Coordinate with the Florida Department of Transportation to ensure that the transportation network provides the capability to facilitate the evacuation of the coastal population in the event of an impending natural disaster.

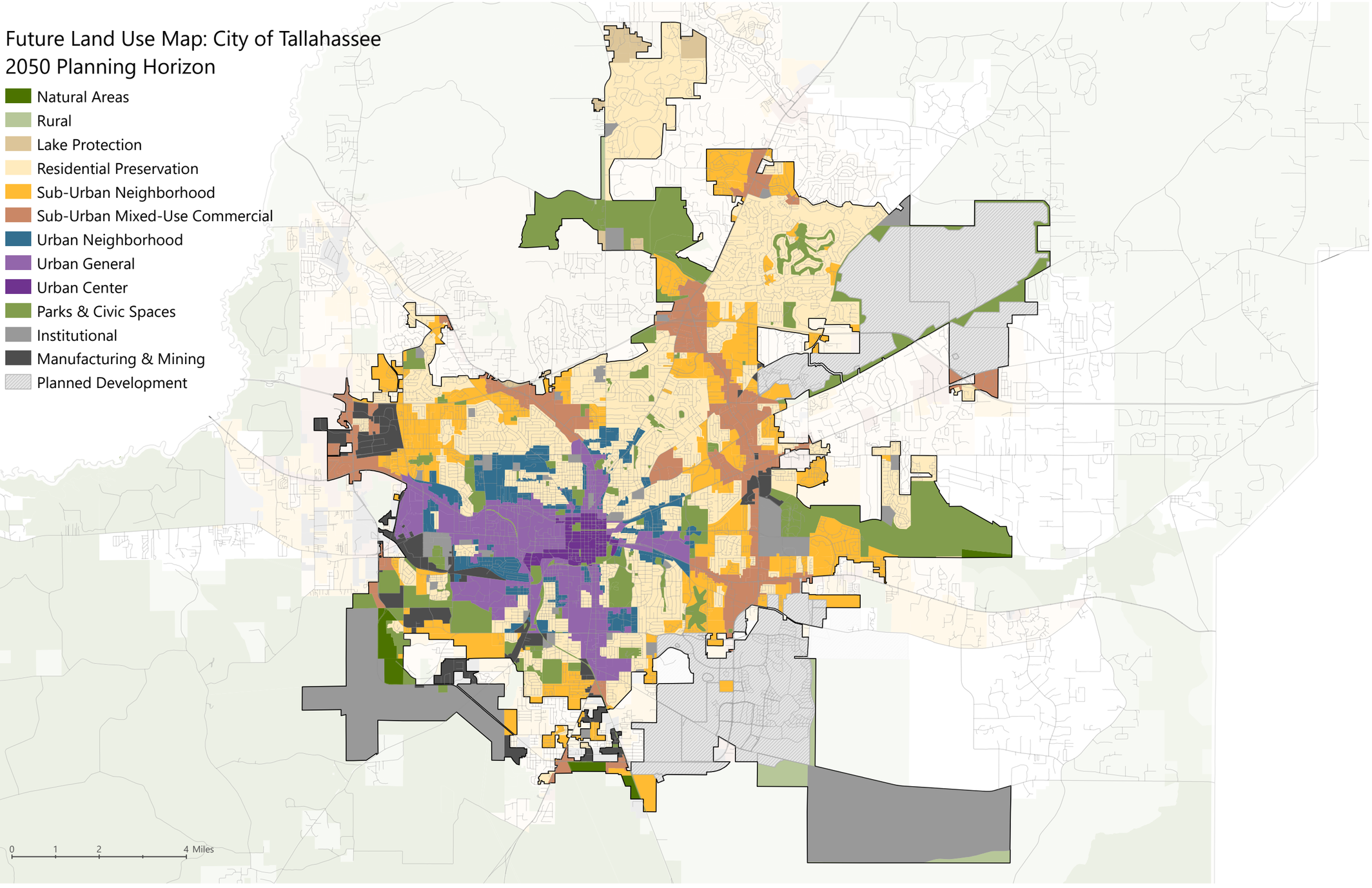
Policy 6.13.7 – Emerging Technology (City of Tallahassee/Leon County):

New advancements in transportation and mobility technologies shall be monitored for identification of potential infrastructure and safety needs, and implementation of these emerging technologies shall be coordinated with federal, state, regional, and local transportation authorities.

Maps Series: Future Land Use Map

Maps and Data are maintained through GIS: https://tlcgis.org/

The Future Land Use Map is included in the map series for illustrative purposes. The official Future Land Use Map is adopted as Policy 2.8.1 of the Land Use and Mobility Element.


Future Land Use Map: City of Tallahassee
2050 Planning Horizon
Natural Areas
Rural
Lake Protection
Residential Preservation
Sub-Urban Neighborhood
Sub-Urban Mixed-Use Commercial
Urban Neighborhood
Urban General
Urban Center
Parks & Civic Spaces
Institutional
Manufacturing & Mining
Planned Development
0
1
2
4 Miles

Maps Series: Urban Services Area

Maps and Data are maintained through GIS: https://tlcgis.org/

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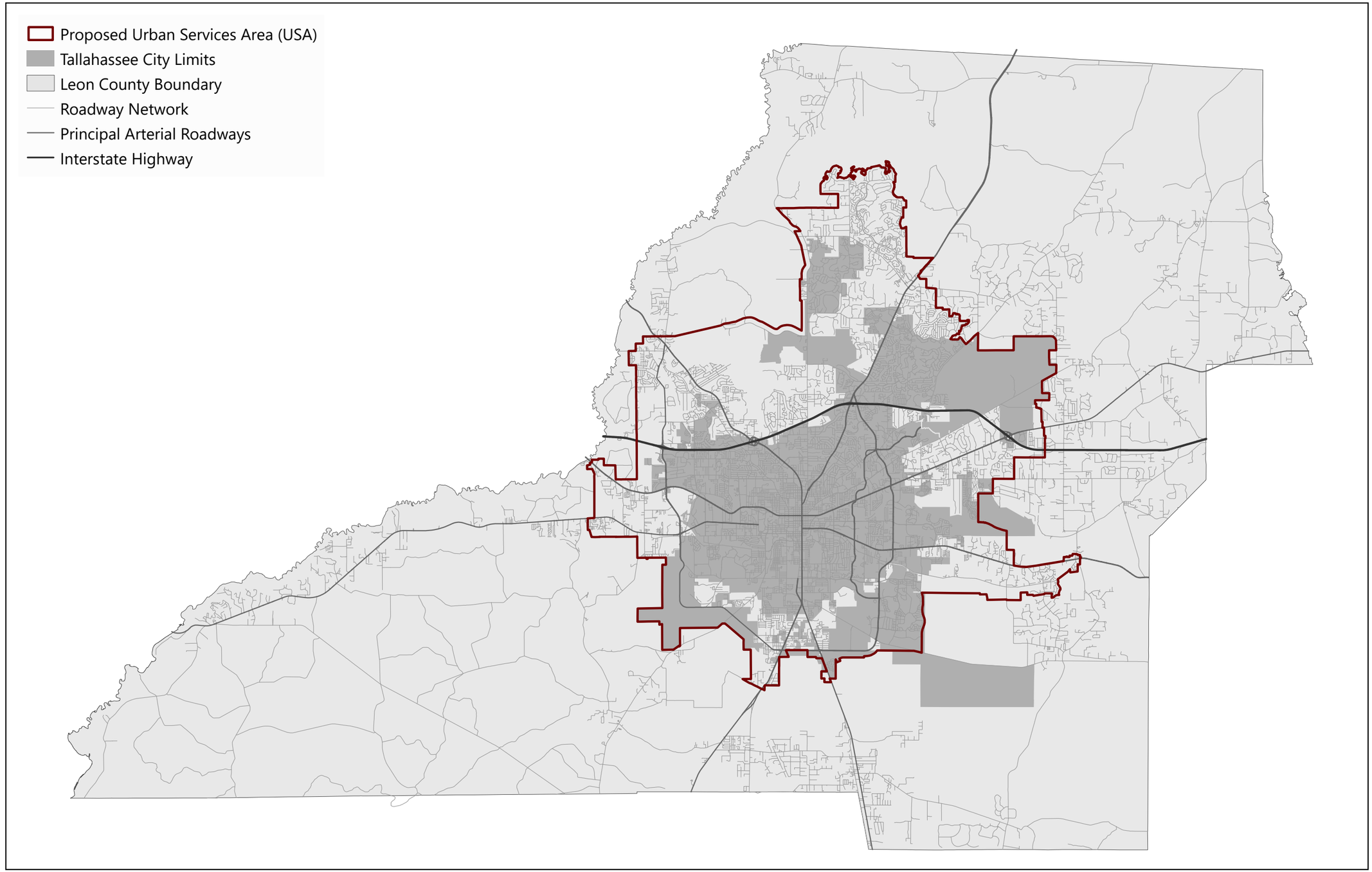

Proposed Urban Services Area (USA)
Tallahassee City Limits
Leon County Boundary
Roadway Network
Principal Arterial Roadways
Interstate Highway

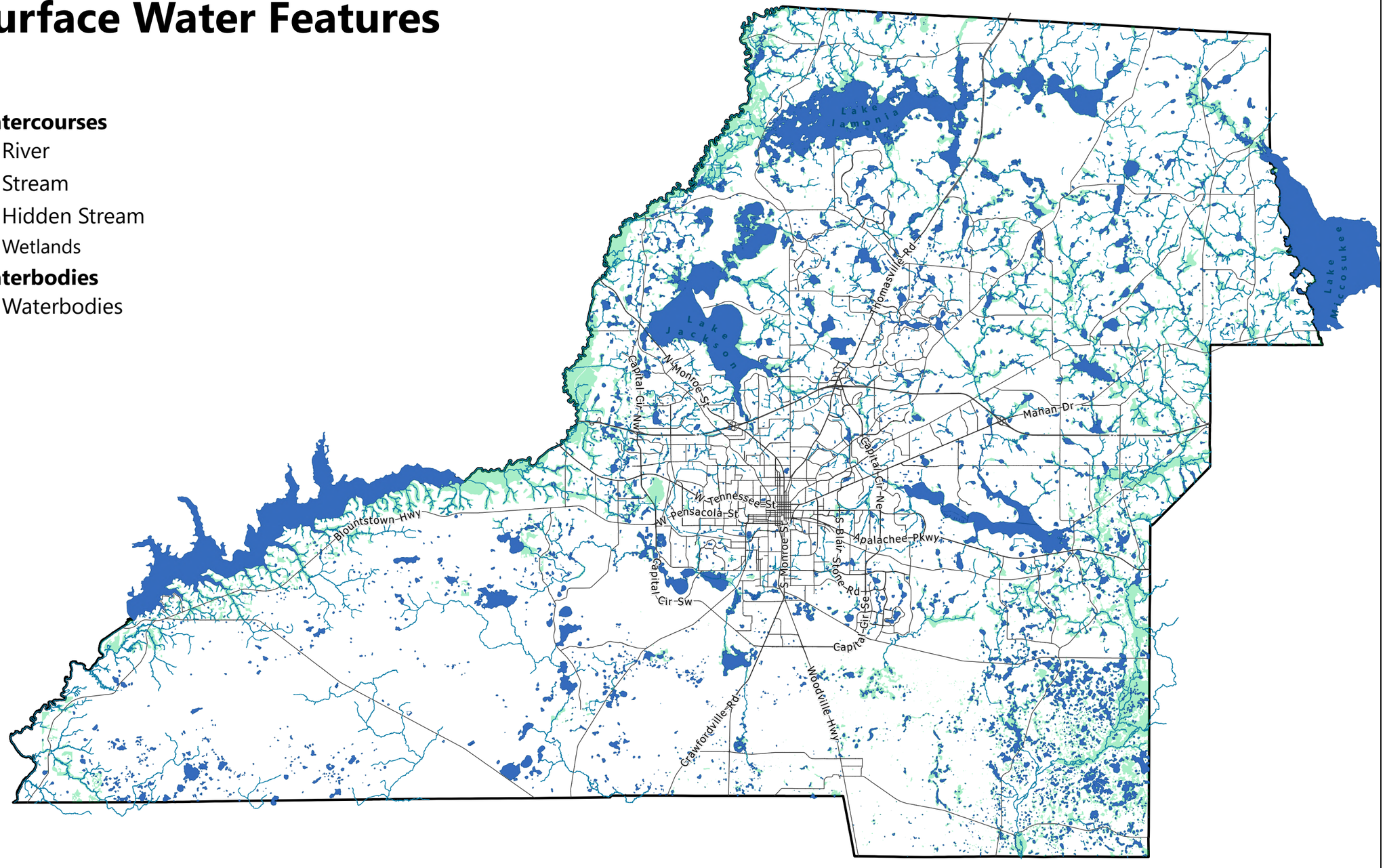
Maps Series: Natural and Historic Resources

Maps and Data are maintained through GIS: https://tlcgis.org/

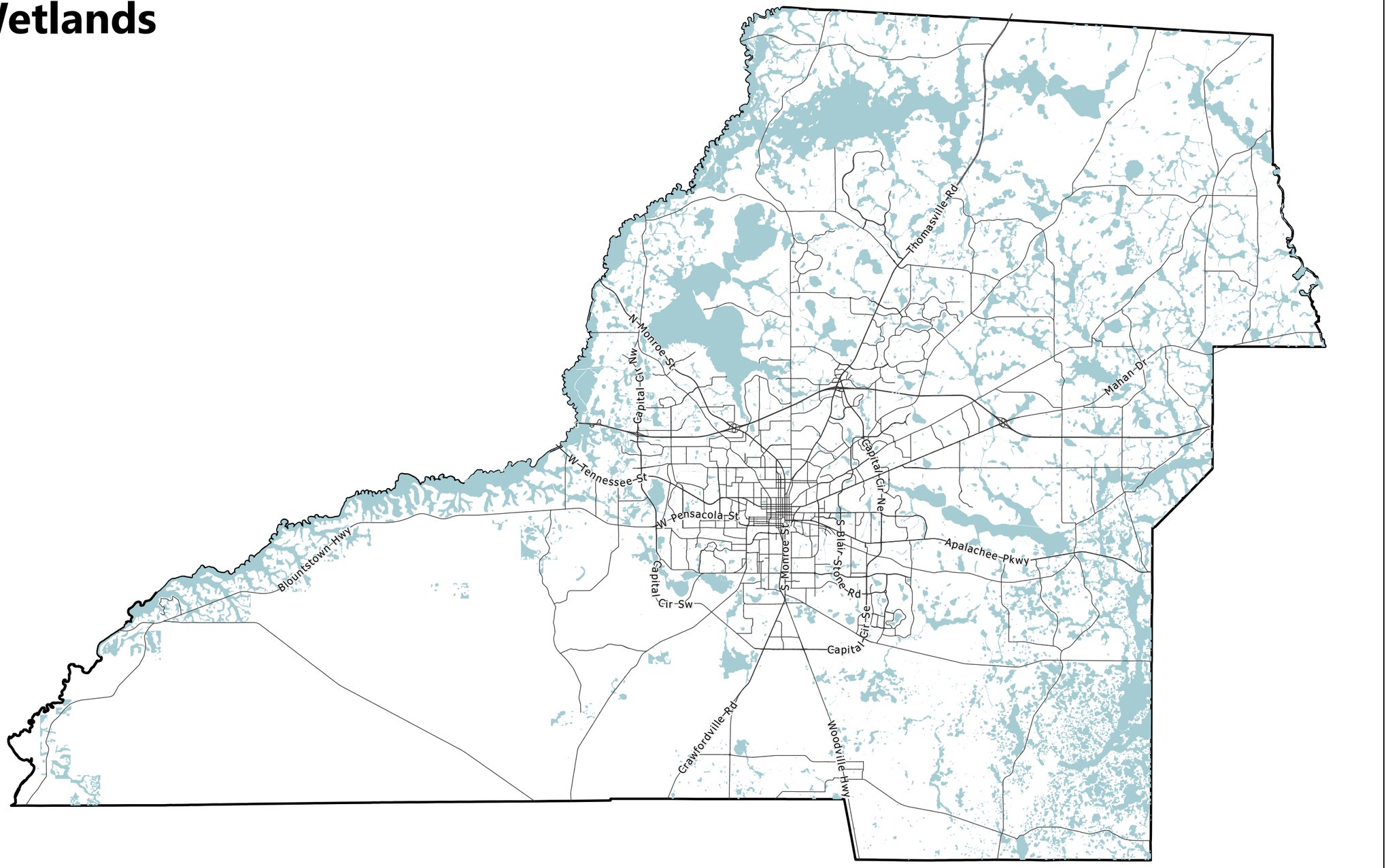
Surface Water Features

Watercourses
- River
- Stream
- Hidden Stream
- Wetlands

Waterbodies
- Waterbodies

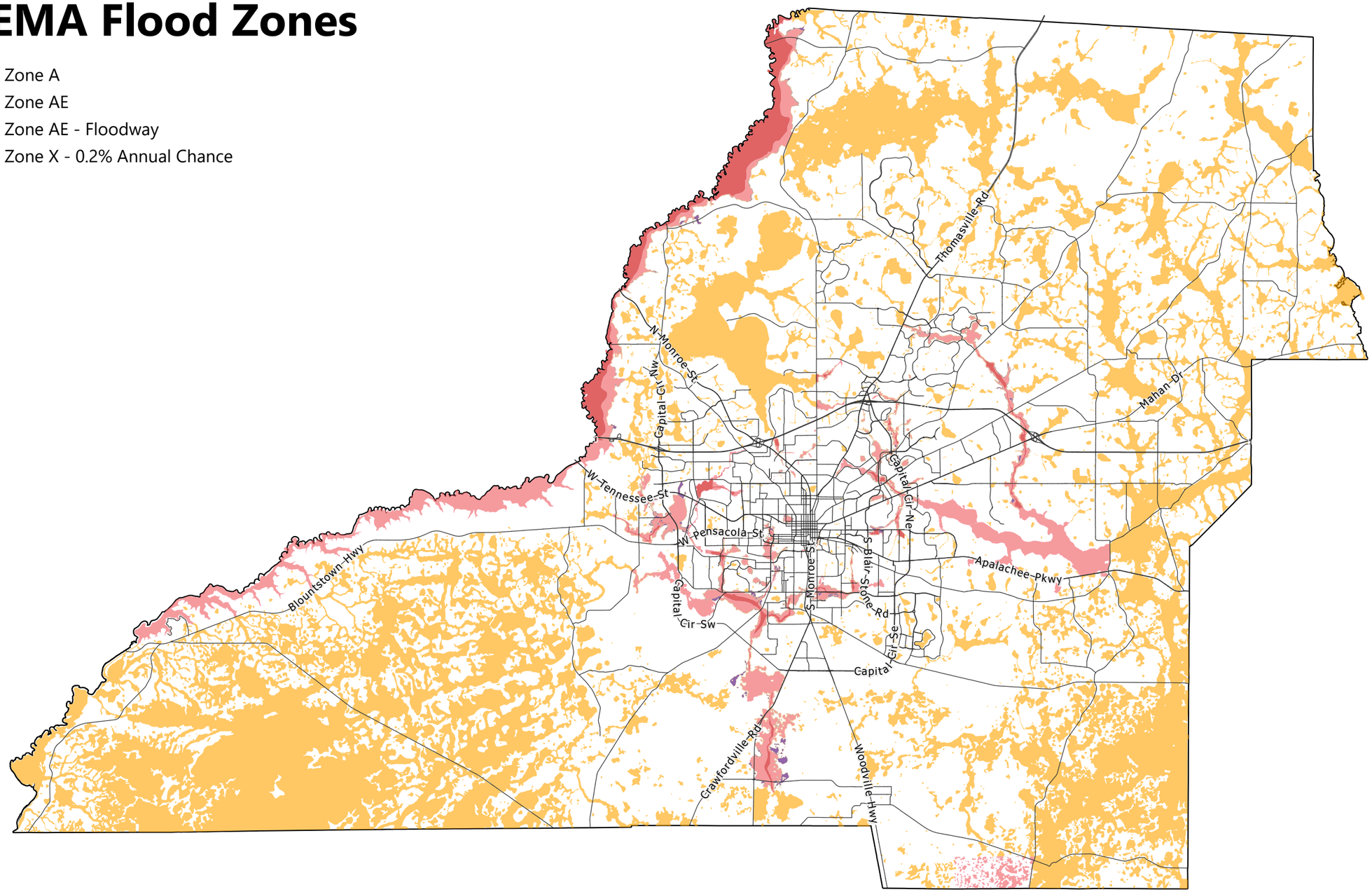


Wetlands


Thomasville Rd
N Monroe St
Capital Cir Nw
W Tennessee St
Capital Cir Ne
Mahan Dr
W Pensacola St
S Monroe St
S Blair Stone Rd
Apalachee Pkwy
Blountstown Hwy
Capital Cir Sw
Capital Cir Se
Crawfordville Rd
Woodville Hwy

FEMA Flood Zones

- Zone A
- Zone AE
- Zone AE - Floodway
- Zone X - 0.2% Annual Chance



Soils of Tallahassee-Leon County

Soils by Hydrologic Group

- Group A
- Group B
- Group C
- Group A/D
- Group B/D
- Group C/D
- No Group Indicated

Group A - Group A soils consist of deep, well drained sands or gravelly sands with high infiltration and low runoff rates.

Group B - Group B soils consist of deep well drained soils with a moderately fine to moderately coarse texture and a moderate rate of infiltration and runoff.

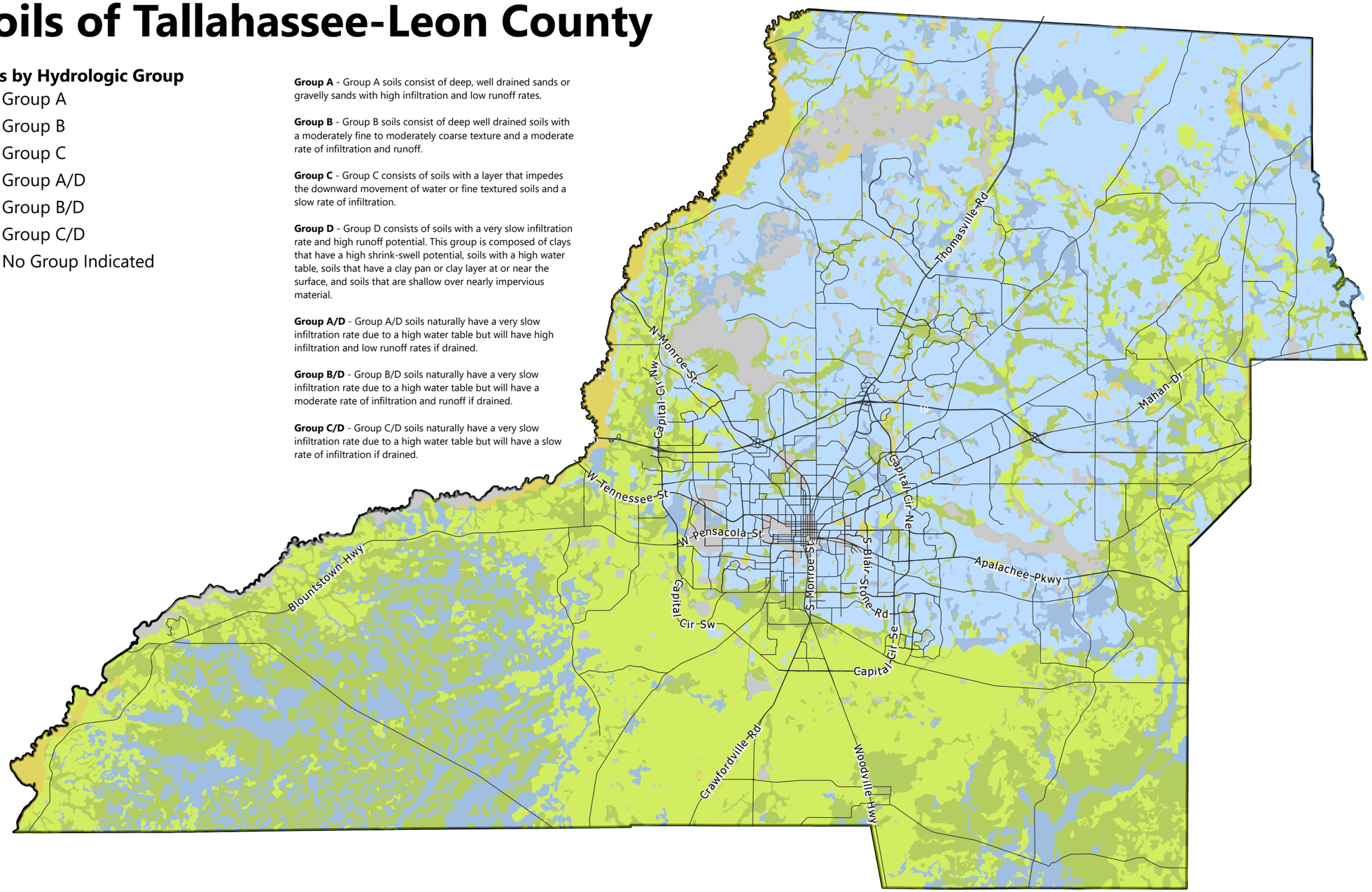
Group C - Group C consists of soils with a layer that impedes the downward movement of water or fine textured soils and a slow rate of infiltration.

Group D - Group D consists of soils with a very slow infiltration rate and high runoff potential. This group is composed of clays that have a high shrink-swell potential, soils with a high water table, soils that have a clay pan or clay layer at or near the surface, and soils that are shallow over nearly impervious material.

Group A/D - Group A/D soils naturally have a very slow infiltration rate due to a high water table but will have high infiltration and low runoff rates if drained.

Group B/D - Group B/D soils naturally have a very slow infiltration rate due to a high water table but will have a moderate rate of infiltration and runoff if drained.

Group C/D - Group C/D soils naturally have a very slow infiltration rate due to a high water table but will have a slow rate of infiltration if drained.



Designated Canopy Roads

Meridian Road from its intersection with Seventh Avenue to the state fine.

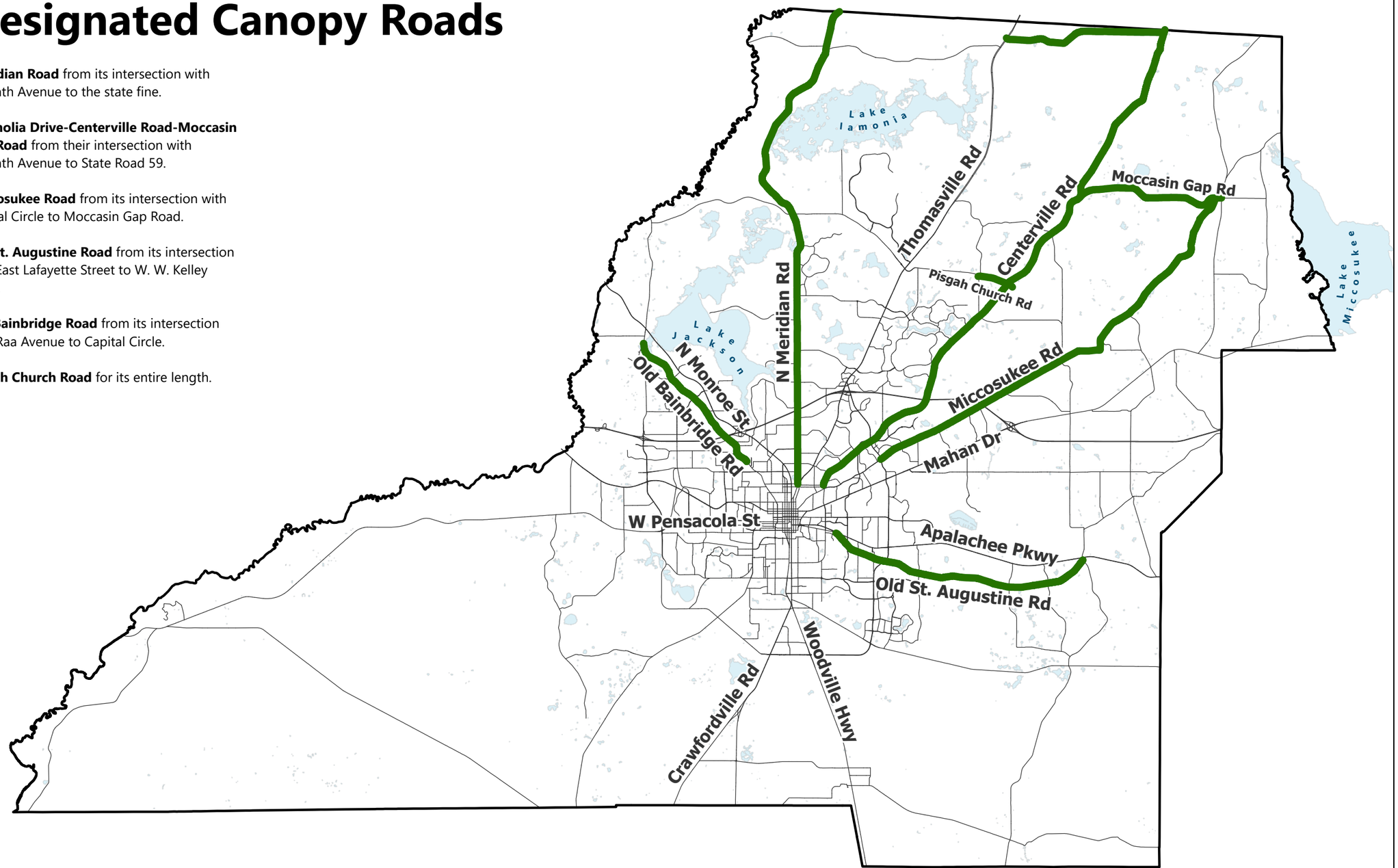
Magnolia Drive-Centerville Road-Moccasin Gap Road from their intersection with Seventh Avenue to State Road 59.

Miccosukee Road from its intersection with Capital Circle to Moccasin Gap Road.

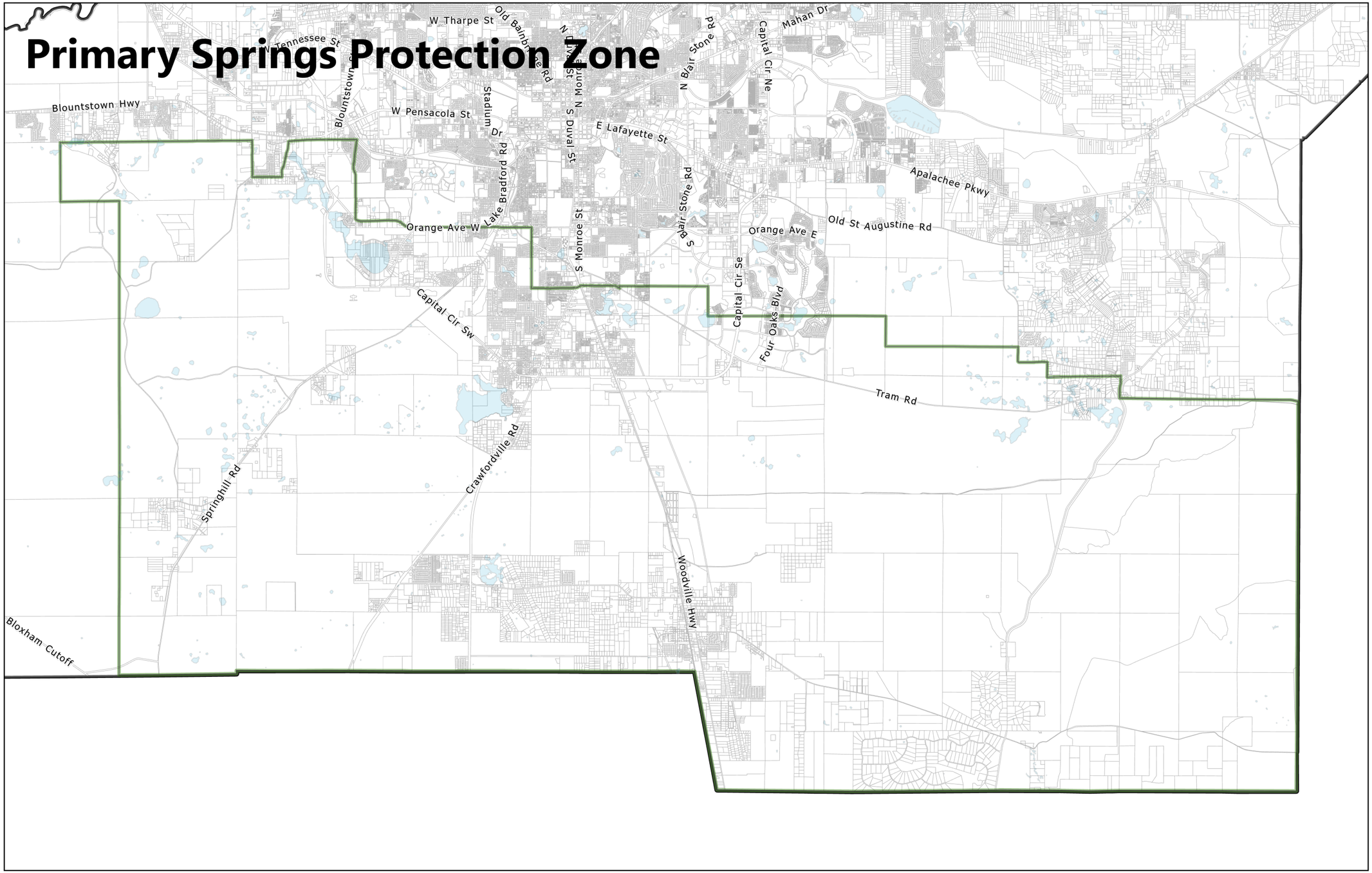
Old St. Augustine Road from its intersection with East Lafayette Street to W. W. Kelley Road.

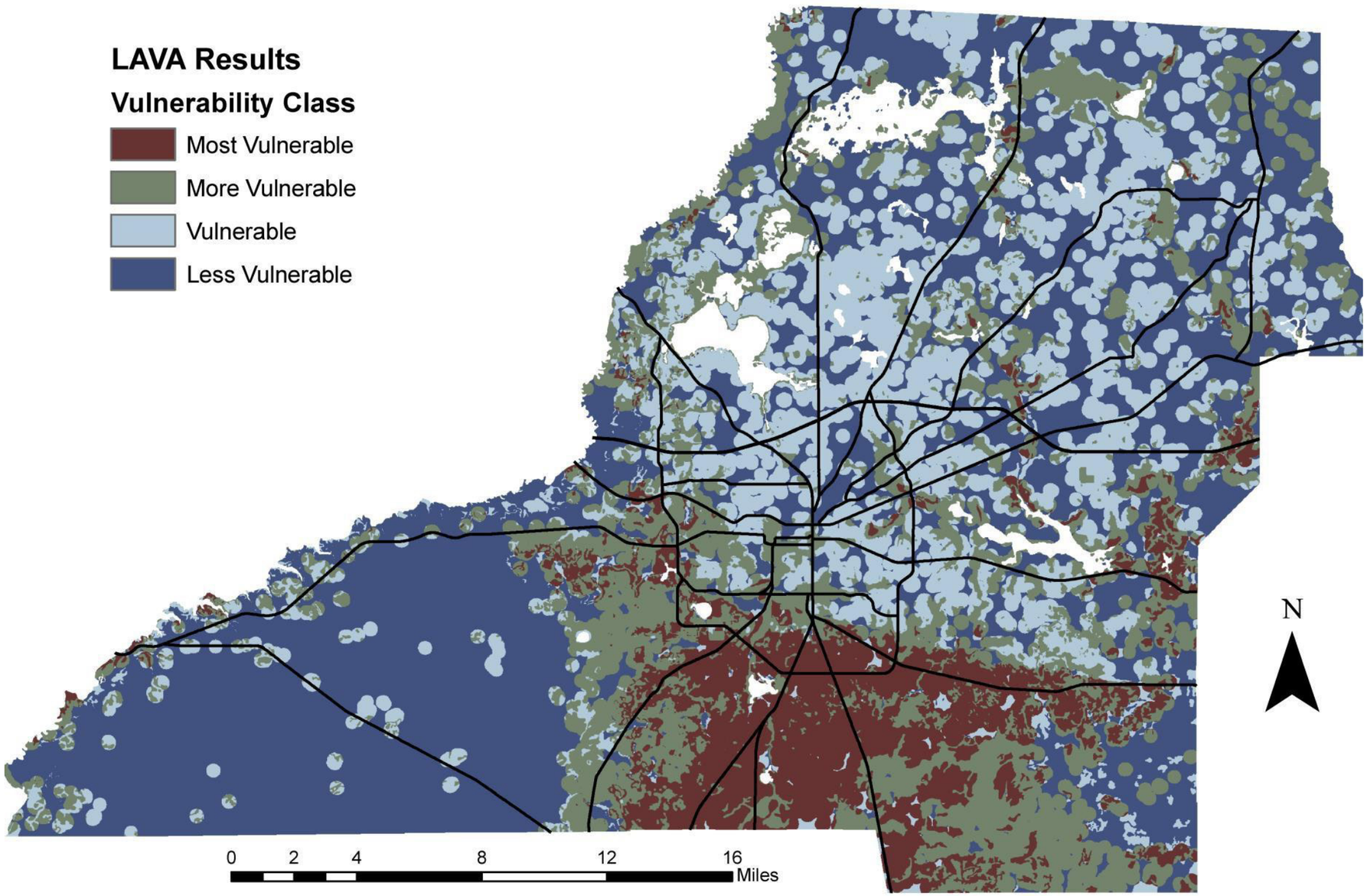
Old Bainbridge Road from its intersection with Raa Avenue to Capital Circle.

Pisgah Church Road for its entire length.

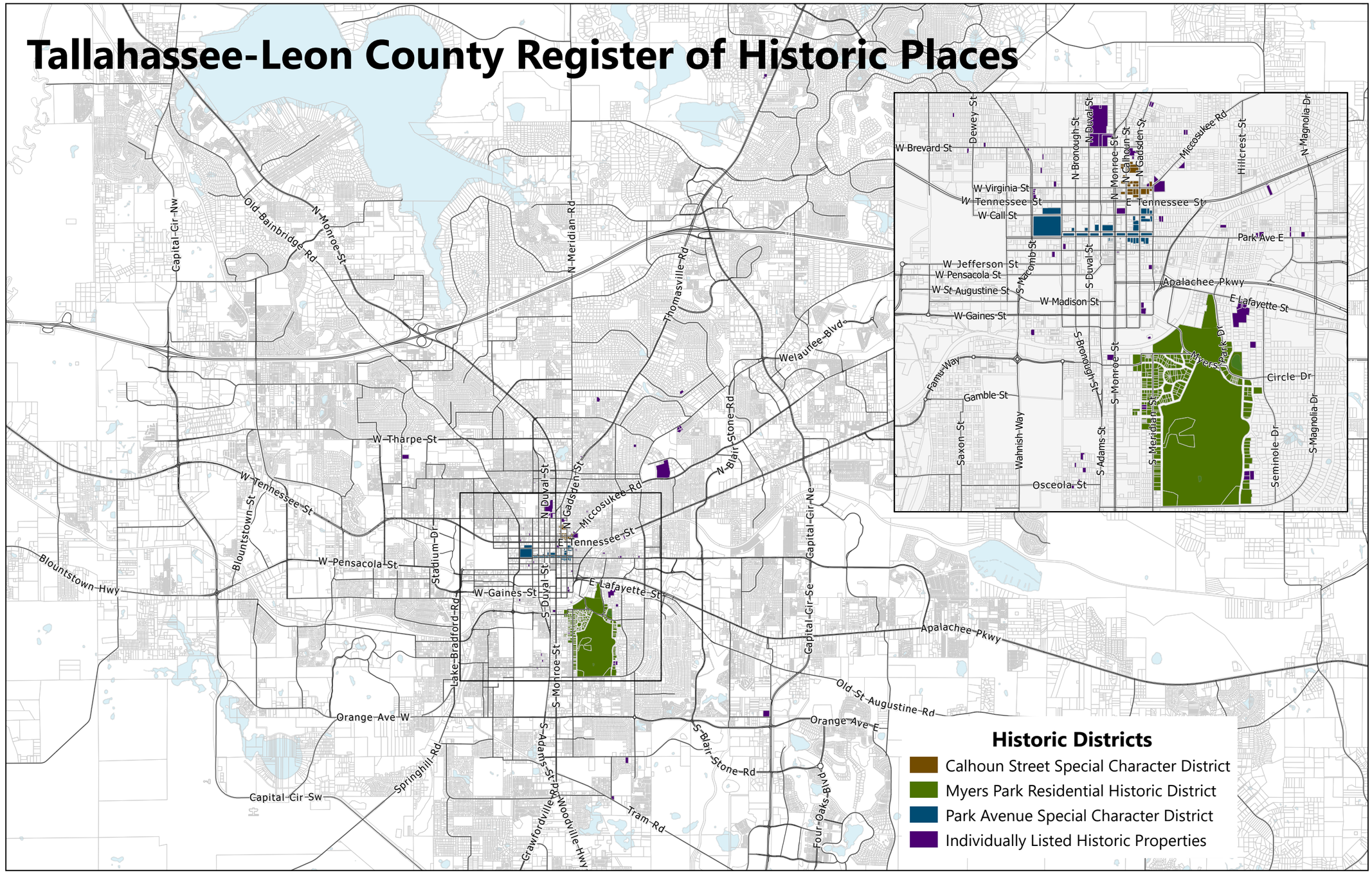


Primary Springs Protection Zone

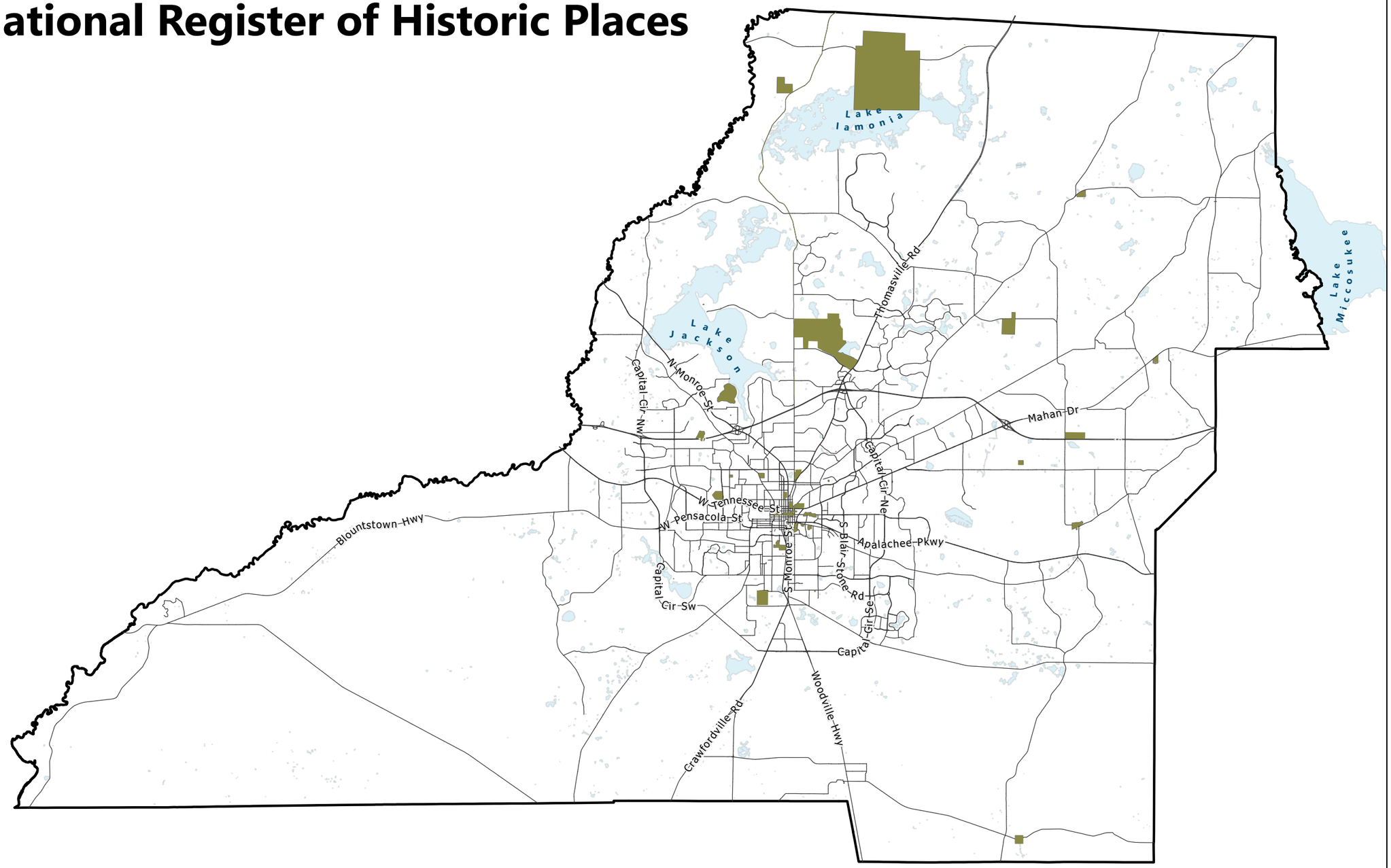


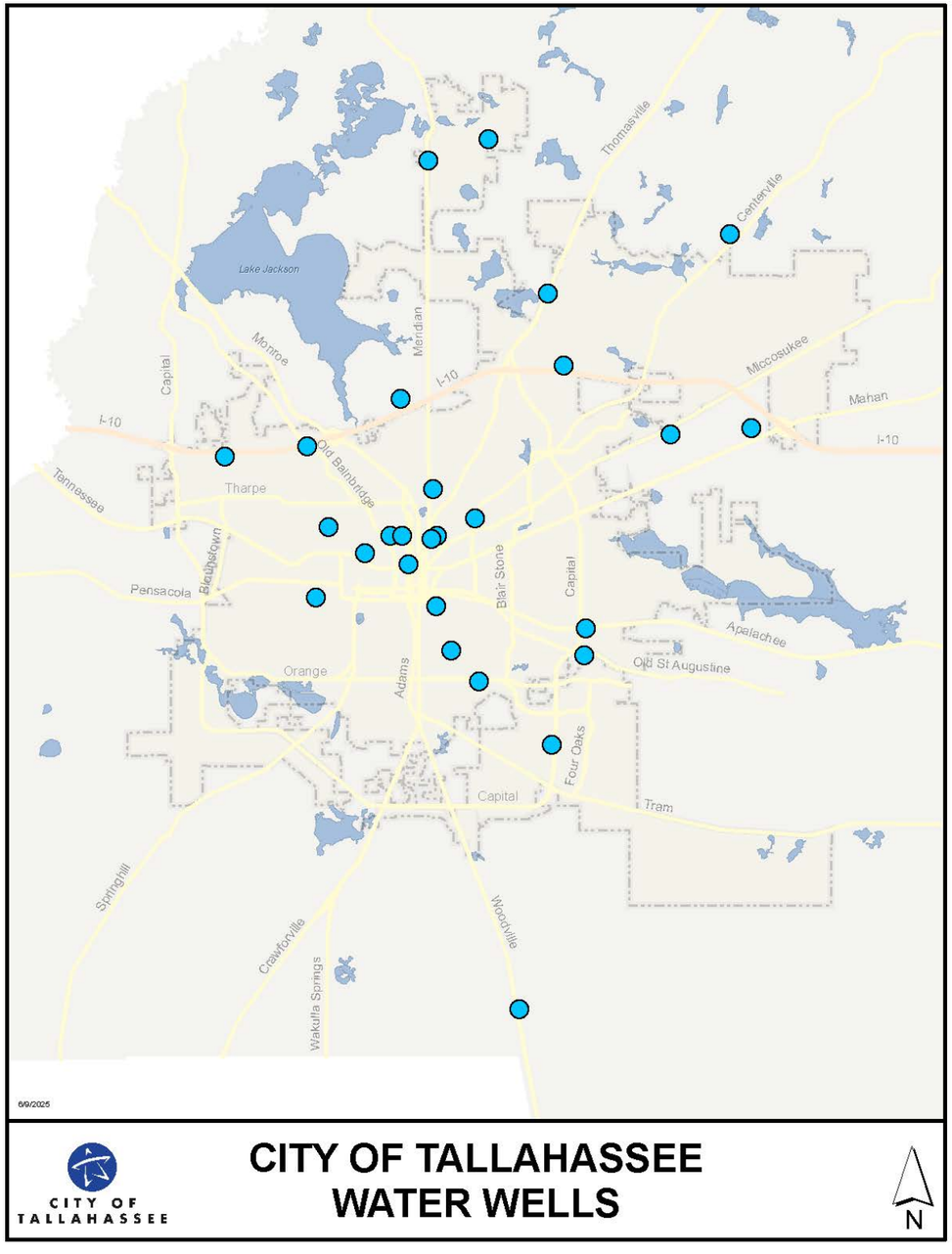

LAVA Results
Vulnerability Class
Most Vulnerable
More Vulnerable
Vulnerable
Less Vulnerable
N
0
2
4
8
12
16
Miles

Tallahassee-Leon County Register of Historic Places



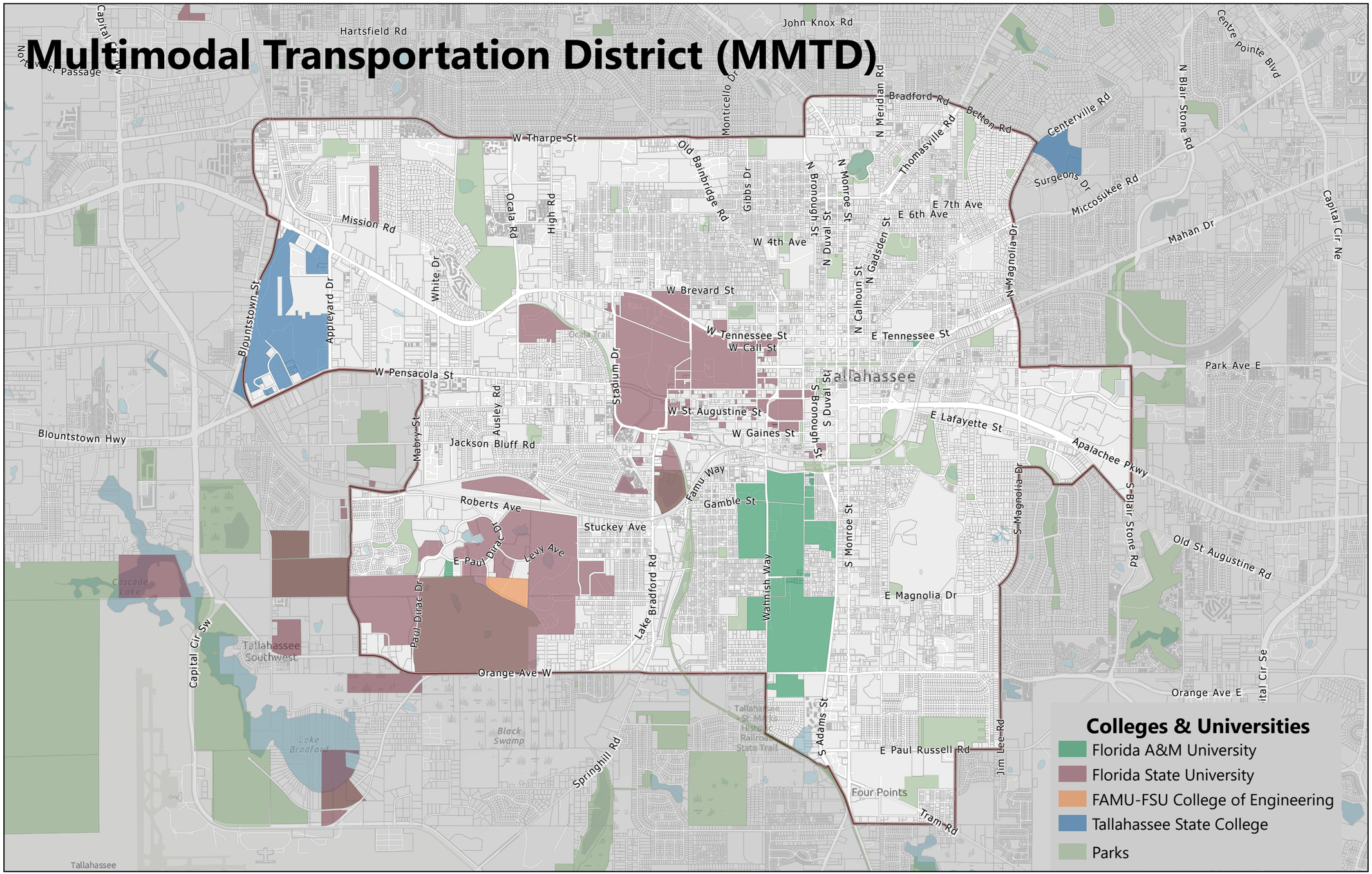
National Register of Historic Places




Lake Jackson
Thomasville
Centerville
Meridian
Monroe
Capital
I-10
Miccosukee
Mahan
Tharpe
Old Bainbridge
Tennessee
Pensacola
Blountstown
Blair Stone
Capital
Apalachee
Old St Augustine
Orange
Adams
Four Oaks
Capital
Tram
Springhill
Crawfordville
Wakulla Springs
Woodville
6/9/2025
CITY OF TALLAHASSEE
WATER WELLS
N

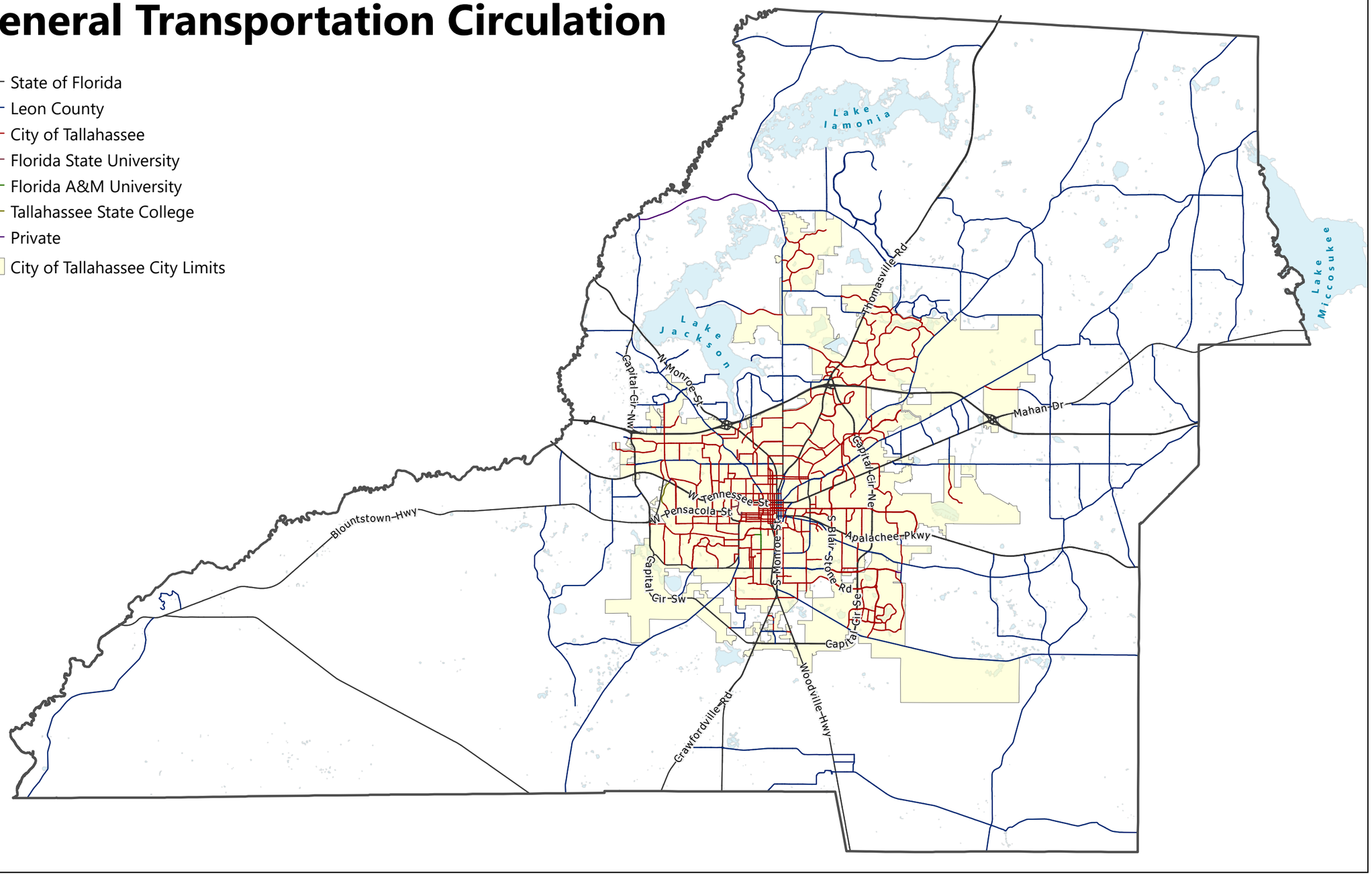
Mobility Maps

Multimodal Transportation District (MMTD)



General Transportation Circulation

- State of Florida
- Leon County
- City of Tallahassee
- Florida State University
- Florida A&M University
- Tallahassee State College
- Private
- City of Tallahassee City Limits



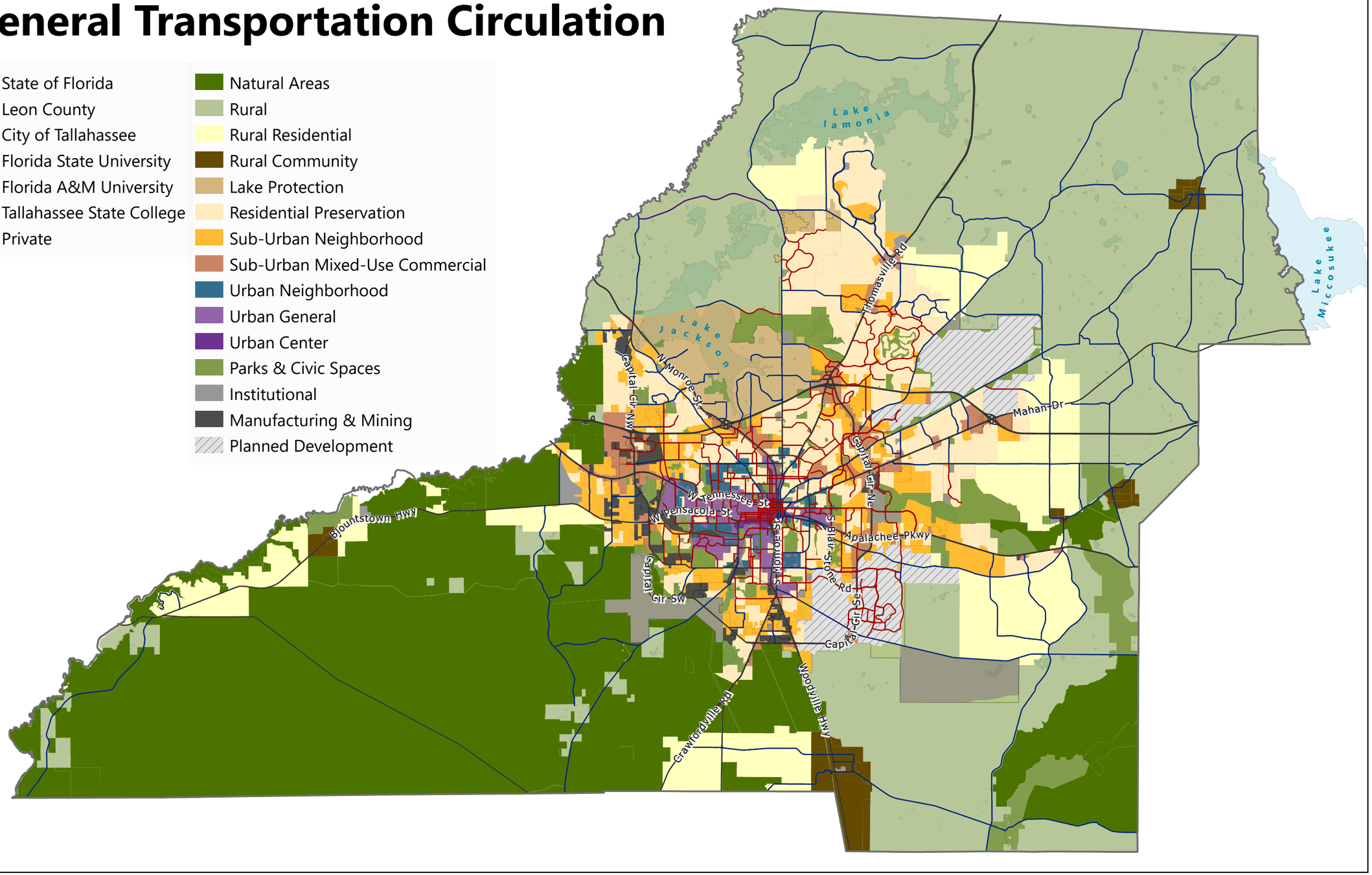
General Transportation Circulation

- State of Florida
- Leon County
- City of Tallahassee
- Florida State University
- Florida A&M University
- Tallahassee State College
- Private
- City of Tallahassee City Limits

General Transportation Circulation

- State of Florida
- Leon County
- City of Tallahassee
- Florida State University
- Florida A&M University
- Tallahassee State College
- Private

- Natural Areas
- Rural
- Rural Residential
- Rural Community
- Lake Protection
- Residential Preservation
- Sub-Urban Neighborhood
- Sub-Urban Mixed-Use Commercial
- Urban Neighborhood
- Urban General
- Urban Center
- Parks & Civic Spaces
- Institutional
- Manufacturing & Mining
- Planned Development



General Transportation Circulation

- State of Florida
- Leon County
- City of Tallahassee
- Florida State University
- Florida A&M University
- Tallahassee State College
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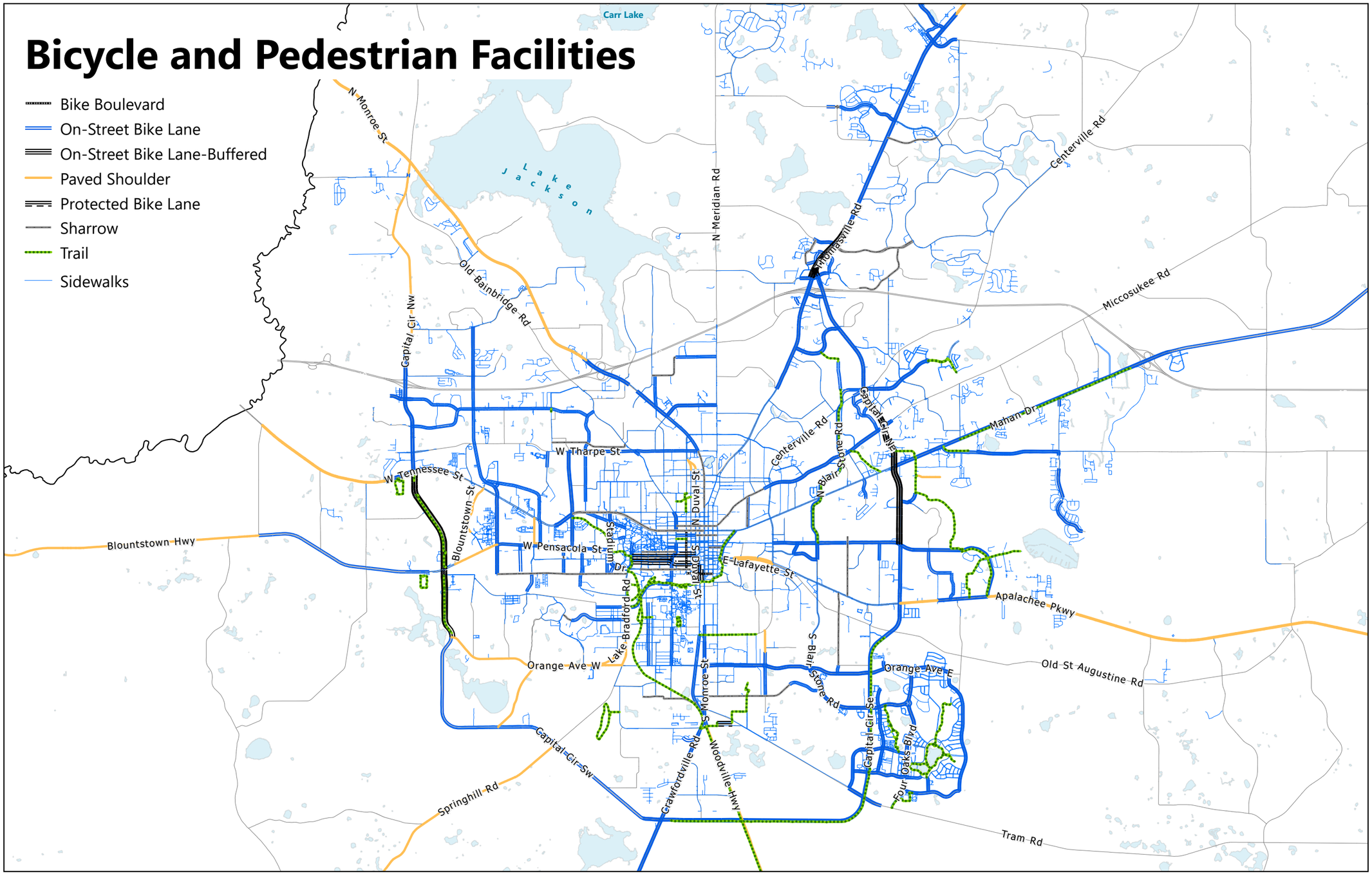
- Natural Areas
- Rural
- Rural Residential
- Rural Community
- Lake Protection
- Residential Preservation
- Sub-Urban Neighborhood
- Sub-Urban Mixed-Use Commercial
- Urban Neighborhood
- Urban General
- Urban Center
- Parks & Civic Spaces
- Institutional
- Manufacturing & Mining
- Planned Development

Bicycle and Pedestrian Facilities

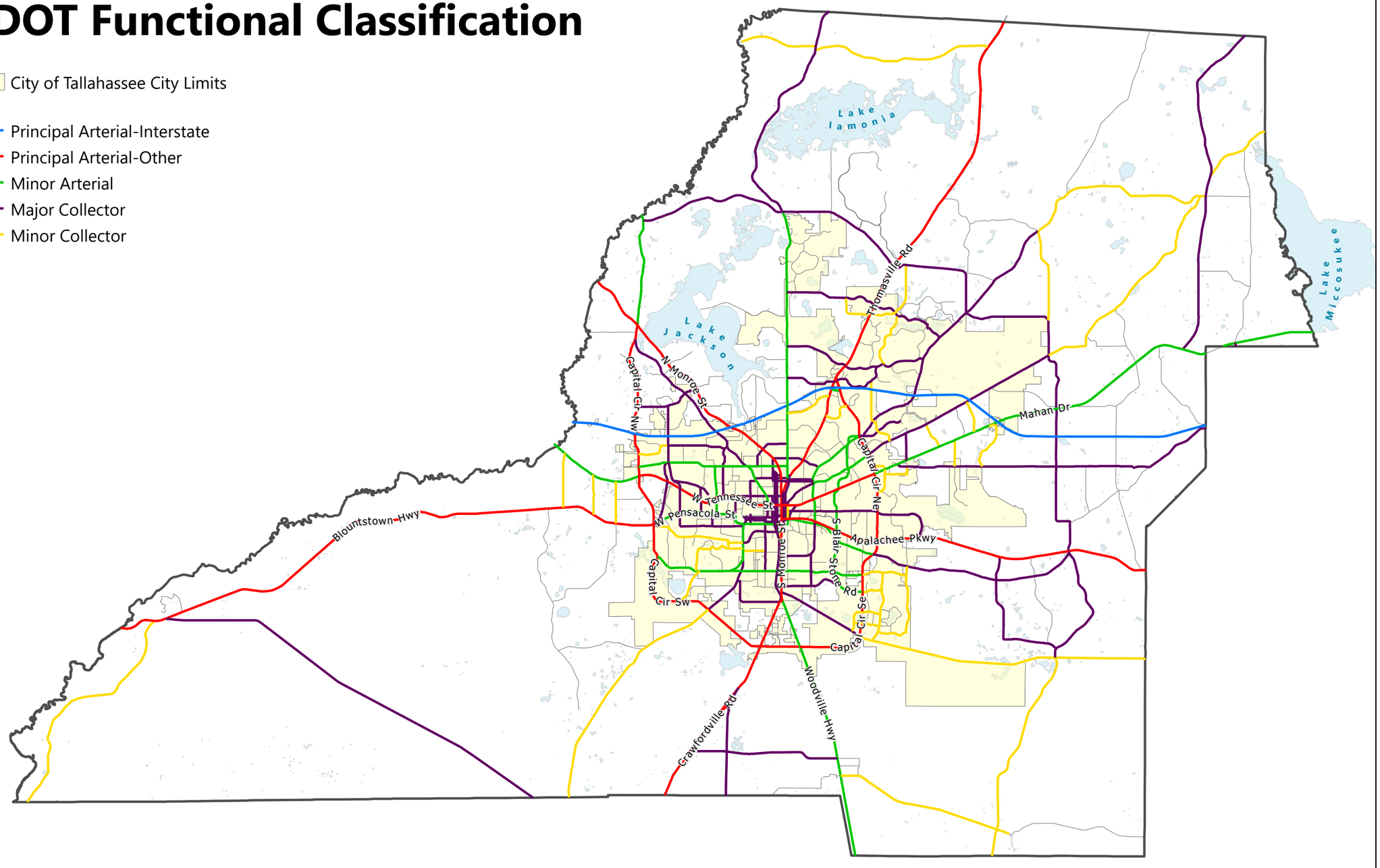
- Bike Boulevard
- On-Street Bike Lane
- On-Street Bike Lane-Buffered
- Paved Shoulder
- Protected Bike Lane
- Sharrow
- Trail
- Sidewalks



FDOT Functional Classification

City of Tallahassee City Limits

Principal Arterial-Interstate
Principal Arterial-Other
Minor Arterial
Major Collector
Minor Collector



FDOT Functional Classification

City of Tallahassee City Limits

- Principal Arterial-Interstate
- Principal Arterial-Other
- Minor Arterial
- Major Collector
- Minor Collector

Planned Roadway Projects

City of Tallahassee City Limits

Planned Roadway Projects

FDOT Functional Classification

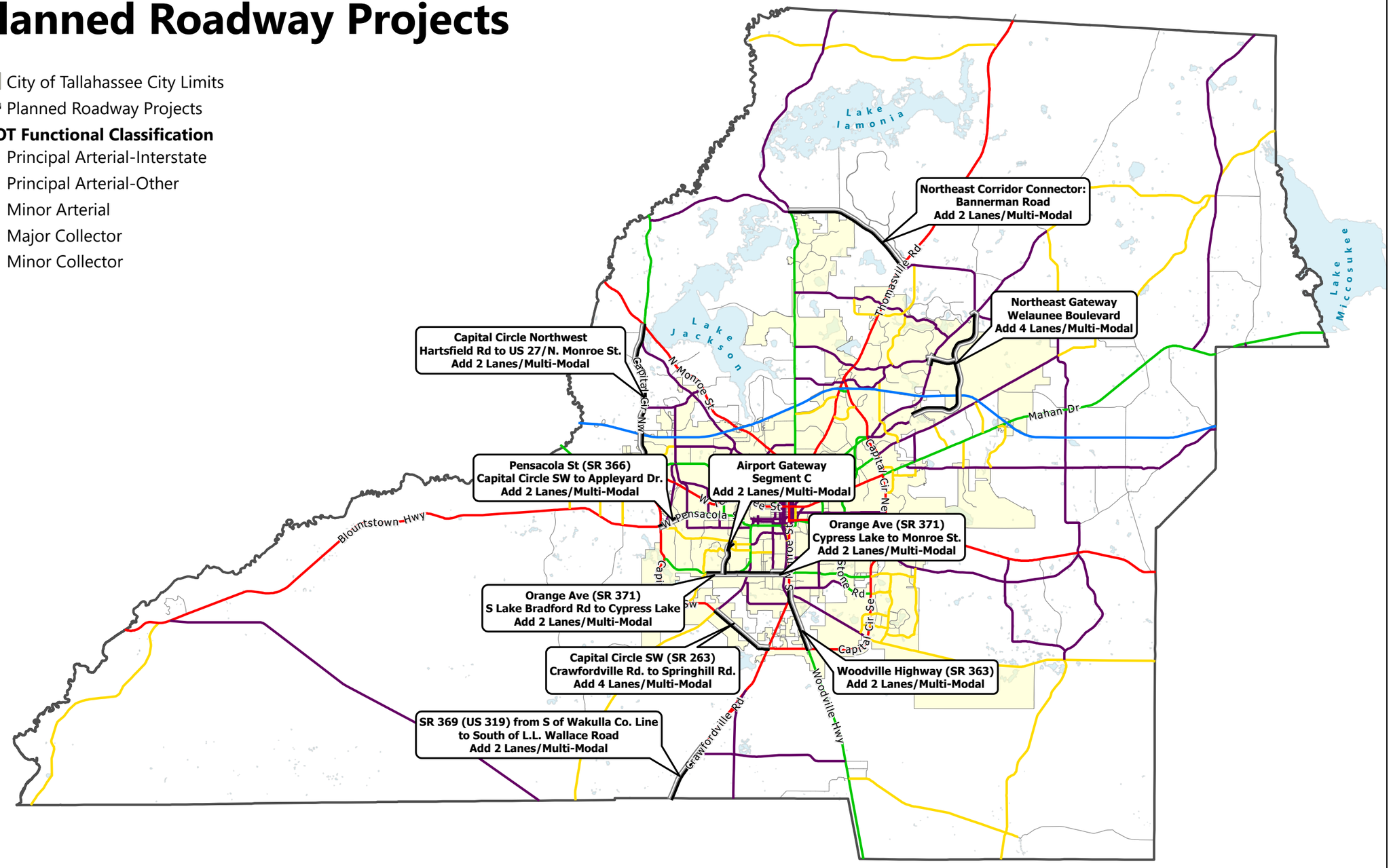
Principal Arterial-Interstate

Principal Arterial-Other

Minor Arterial

Major Collector

Minor Collector



Planned Roadway Projects

City of Tallahassee City Limits

Planned Roadway Projects

FDOT Functional Classification

- Principal Arterial-Interstate
- Principal Arterial-Other
- Minor Arterial
- Major Collector
- Minor Collector

Capital Circle Northwest
Hartsfield Rd to US 27/N. Monroe St.
Add 2 Lanes/Multi-Modal

Northeast Gateway
Welaunee Boulevard
Add 4 Lanes/Multi-Modal

Pensacola St (SR 366)
Capital Circle SW to Appleyard Dr.
Add 2 Lanes/Multi-Modal

Airport Gateway
Segment C
Add 2 Lanes/Multi-Modal

Orange Ave (SR 371)
Cypress Lake to Monroe St.
Add 2 Lanes/Multi-Modal

Orange Ave (SR 371)
S Lake Bradford Rd to Cypress Lake
Add 2 Lanes/Multi-Modal

Capital Circle SW (SR 263)
Crawfordville Rd. to Springhill Rd.
Add 4 Lanes/Multi-Modal

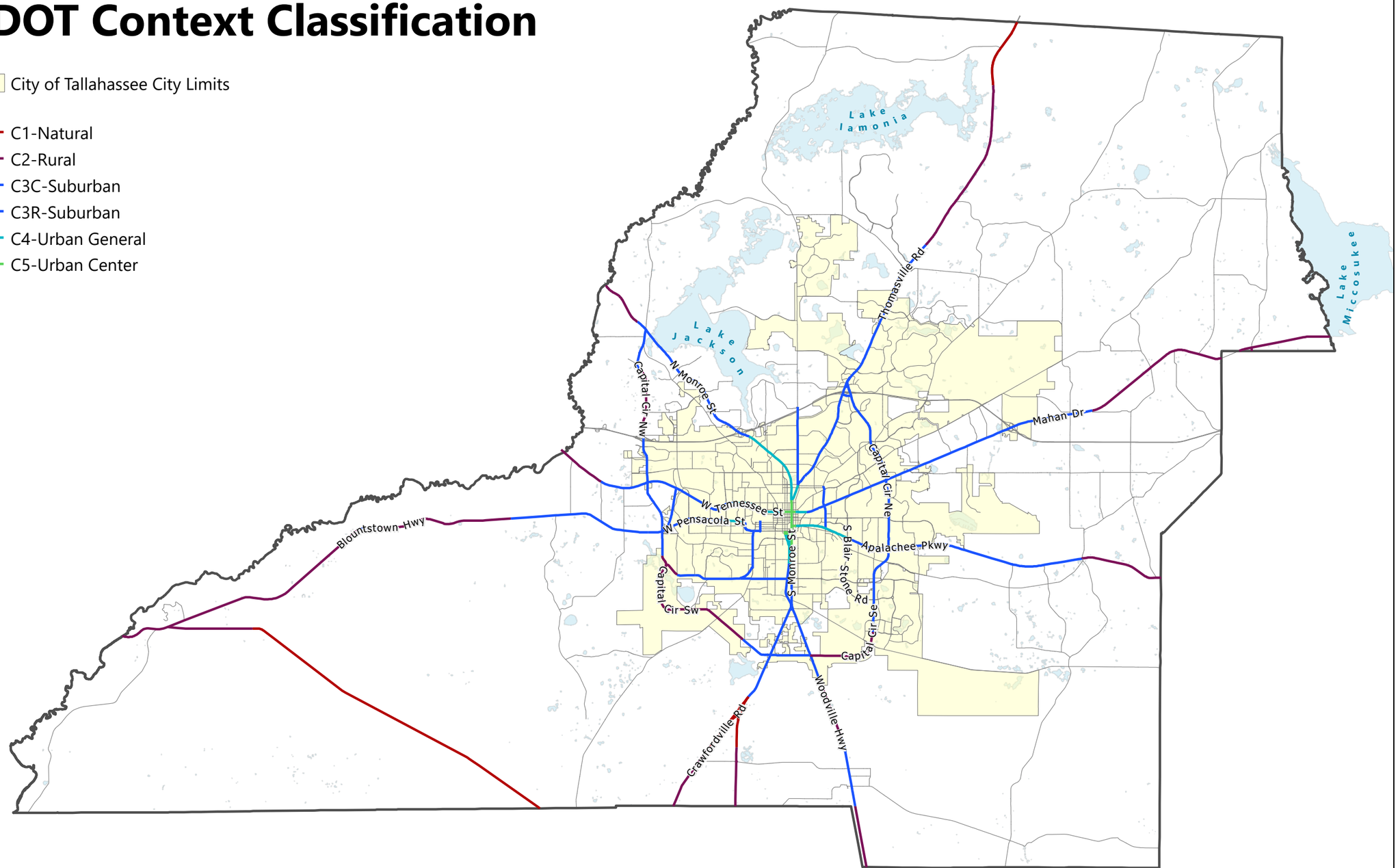
Woodville Highway (SR 363)
Add 2 Lanes/Multi-Modal

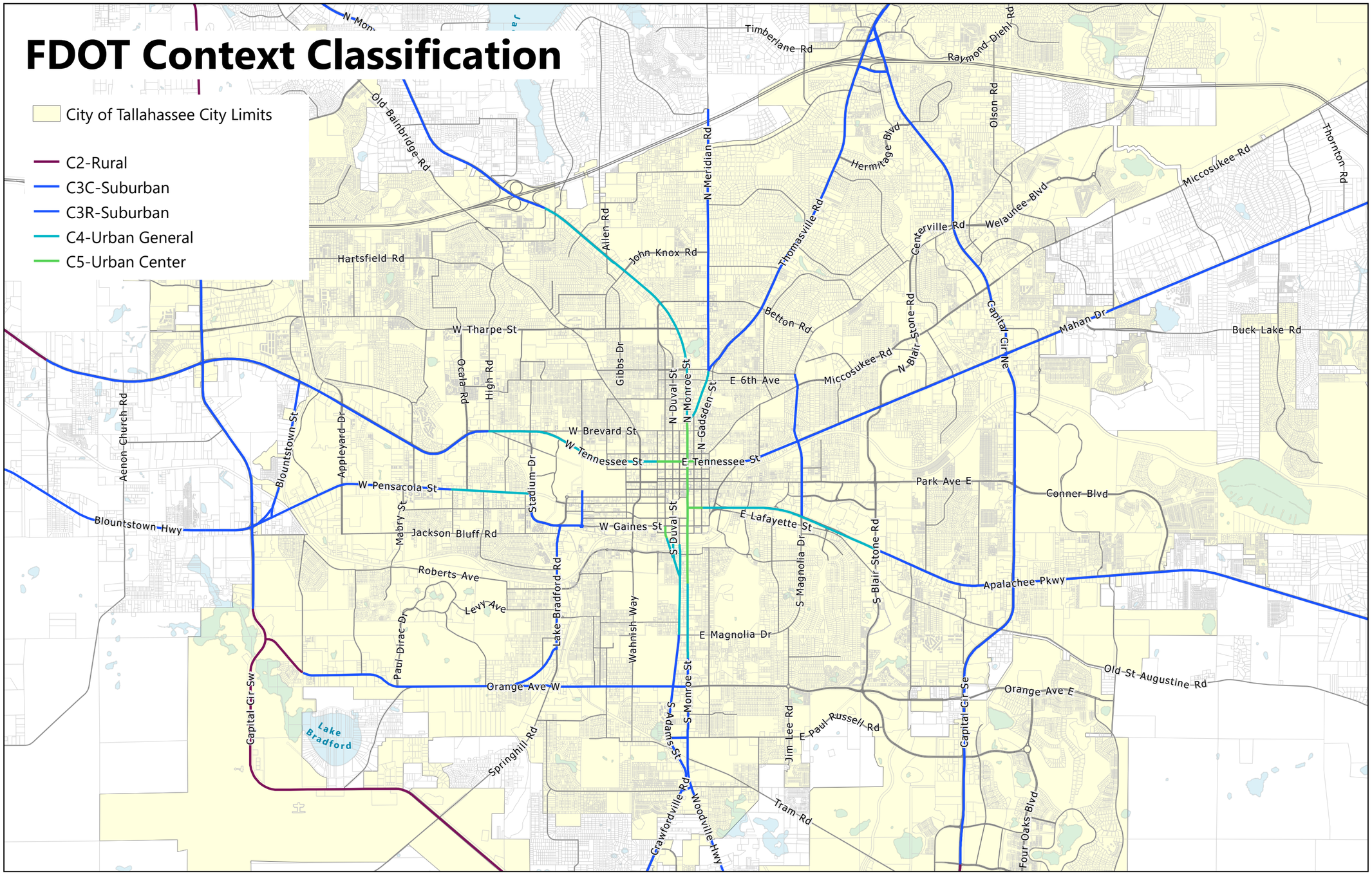
Timberlane Rd
Raymond Diehl Rd
Olson Rd
Hermitage Blvd
N Meridian Rd
Thomasville Rd
Centerville Rd
Welaunee Blvd
Miccosukee Rd
Thornton Rd
Mahan Dr
Buck Lake Rd
Capital Cir Ne
N Blair Stone Rd
Betton Rd
Allen Rd
John Knox Rd
Hartsfield Rd
Mission Rd
Bridge Rd
W Tharpe St
Ocala Rd
High Rd
Gibbs Dr
N Duval St
N Monroe St
N Gadsden St
E 6th Ave
Church Rd
Blountstown St
Appleyard Dr
W Brevard St
W Tennessee St
E Tennessee St
Stadium Dr
Park Ave E
Conner Blvd
Blountstown Hwy
W Pensacola St
Mabry St
Jackson Bluff Rd
W Gaines St
S Duval St
E Lafayette St
S Magnolia Dr
S Blair Stone Rd
Roberts Ave
Lew Ave
Paul Dirac Dr
Lake Bradford Rd
Wahnish Way
Apalachee Pkwy
Old St Augustine Rd
Orange Ave E
Orange Ave W
Capital Cir Sw
Capital Cir Se
S Adams St
S Monroe St
Springhill Rd
Jim Lee Rd
E Paul Russell Rd
Crawfordville Rd
Woodville Hwy
Four Oaks Blvd

FDOT Context Classification

City of Tallahassee City Limits

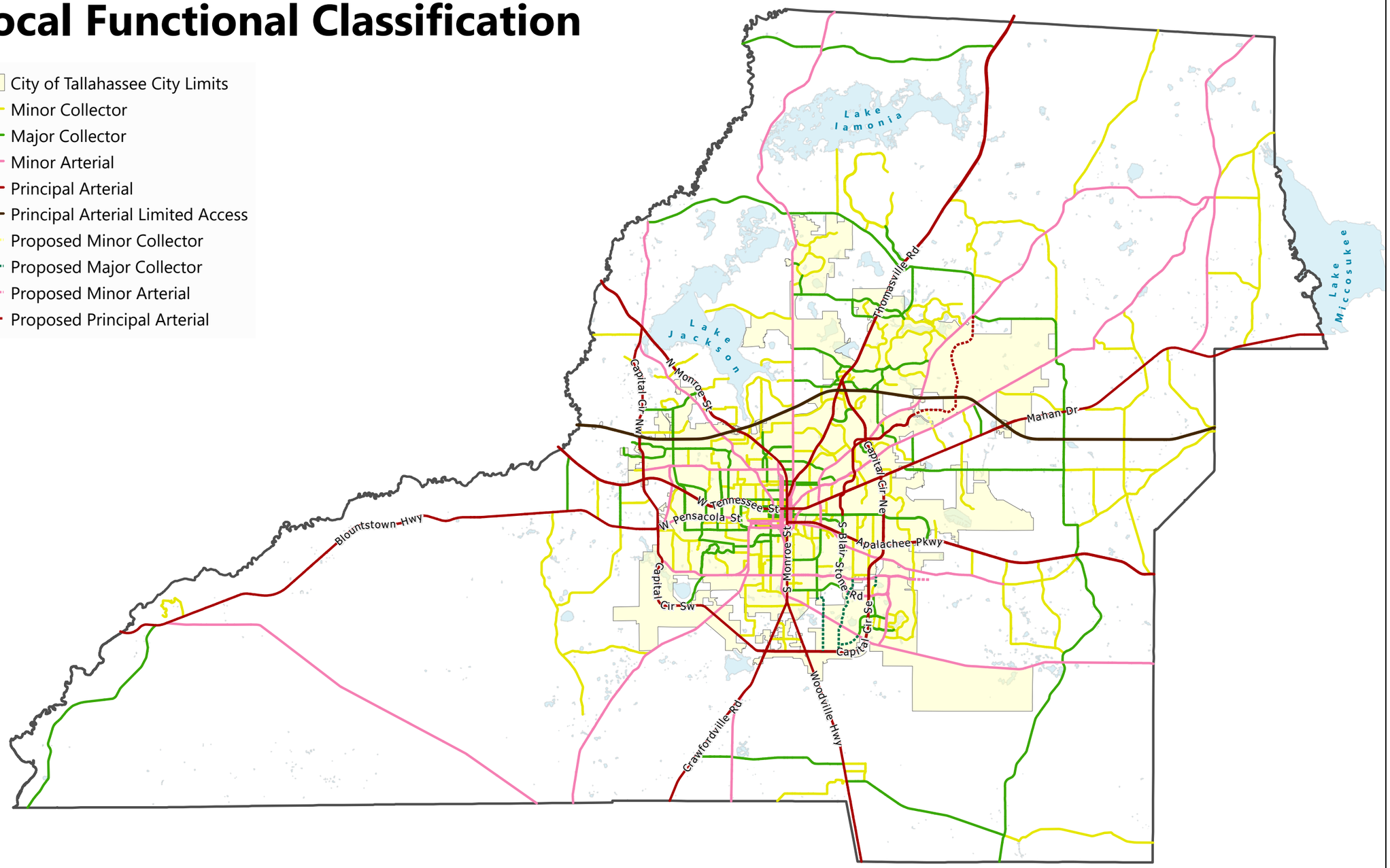
- C1-Natural
- C2-Rural
- C3C-Suburban
- C3R-Suburban
- C4-Urban General
- C5-Urban Center




FDOT Context Classification
City of Tallahassee City Limits
C2-Rural
C3C-Suburban
C3R-Suburban
C4-Urban General
C5-Urban Center
Timberlane Rd
Raymond Diehl Rd
Old Bainbridge Rd
N Meridian Rd
Hermitage Blvd
Olson Rd
Miccosukee Rd
Thornton Rd
Allen Rd
John Knox Rd
Hartsfield Rd
Thomasville Rd
Centerville Rd
Welaunee Blvd
Betton Rd
Capital Cir Ne
Mahan Dr
Buck Lake Rd
W Tharpe St
Ocala Rd
High Rd
Gibbs Dr
N Duval St
N Monroe St
Gadsden St
E 6th Ave
Miccosukee Rd
N Blair Stone Rd
Aenon Church Rd
Blountstown St
Appleyard Dr
W Brevard St
W Tennessee St
E Tennessee St
Stadium Dr
Park Ave E
Conner Blvd
W Pensacola St
Blountstown Hwy
Mabry St
Jackson Bluff Rd
W Gaines St
E Lafayette St
S Duval St
S Magnolia Dr
S Blair Stone Rd
Roberts Ave
Levy Ave
Lake Bradford Rd
Wahnish Way
Apalachee Pkwy
Paul Dirac Dr
E Magnolia Dr
Old St Augustine Rd
Orange Ave W
Orange Ave E
Capital Cir Sw
Capital Cir Se
Lake Bradford
S Monroe St
S Adams St
Jim Lee Rd
E Paul Russell Rd
Springhill Rd
Crawfordville Rd
Woodville Hwy
Tram Rd
Four Oaks Blvd

Local Functional Classification

- City of Tallahassee City Limits
- Minor Collector
- Major Collector
- Minor Arterial
- Principal Arterial
- Principal Arterial Limited Access
- Proposed Minor Collector
- Proposed Major Collector
- Proposed Minor Arterial
- Proposed Principal Arterial

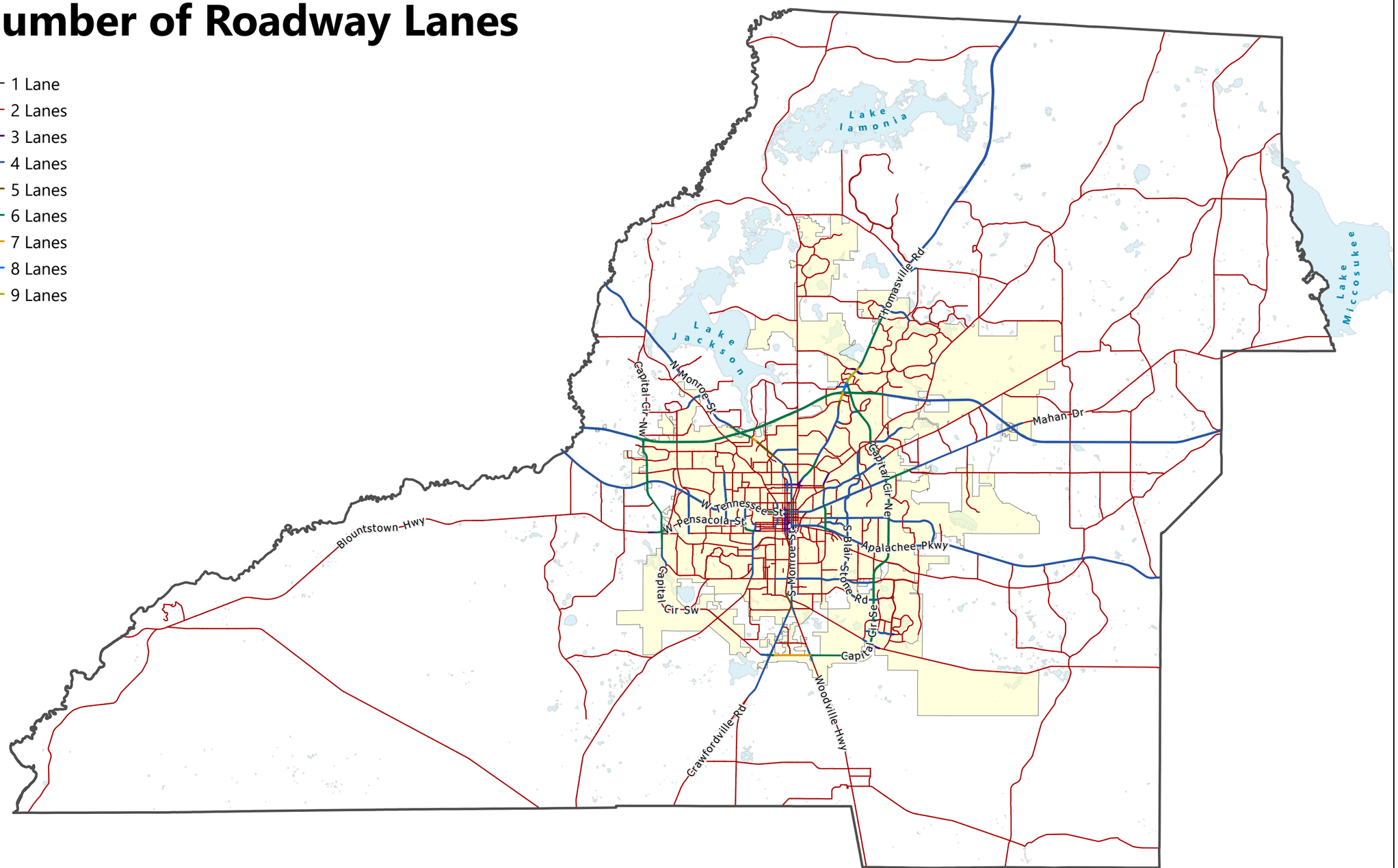


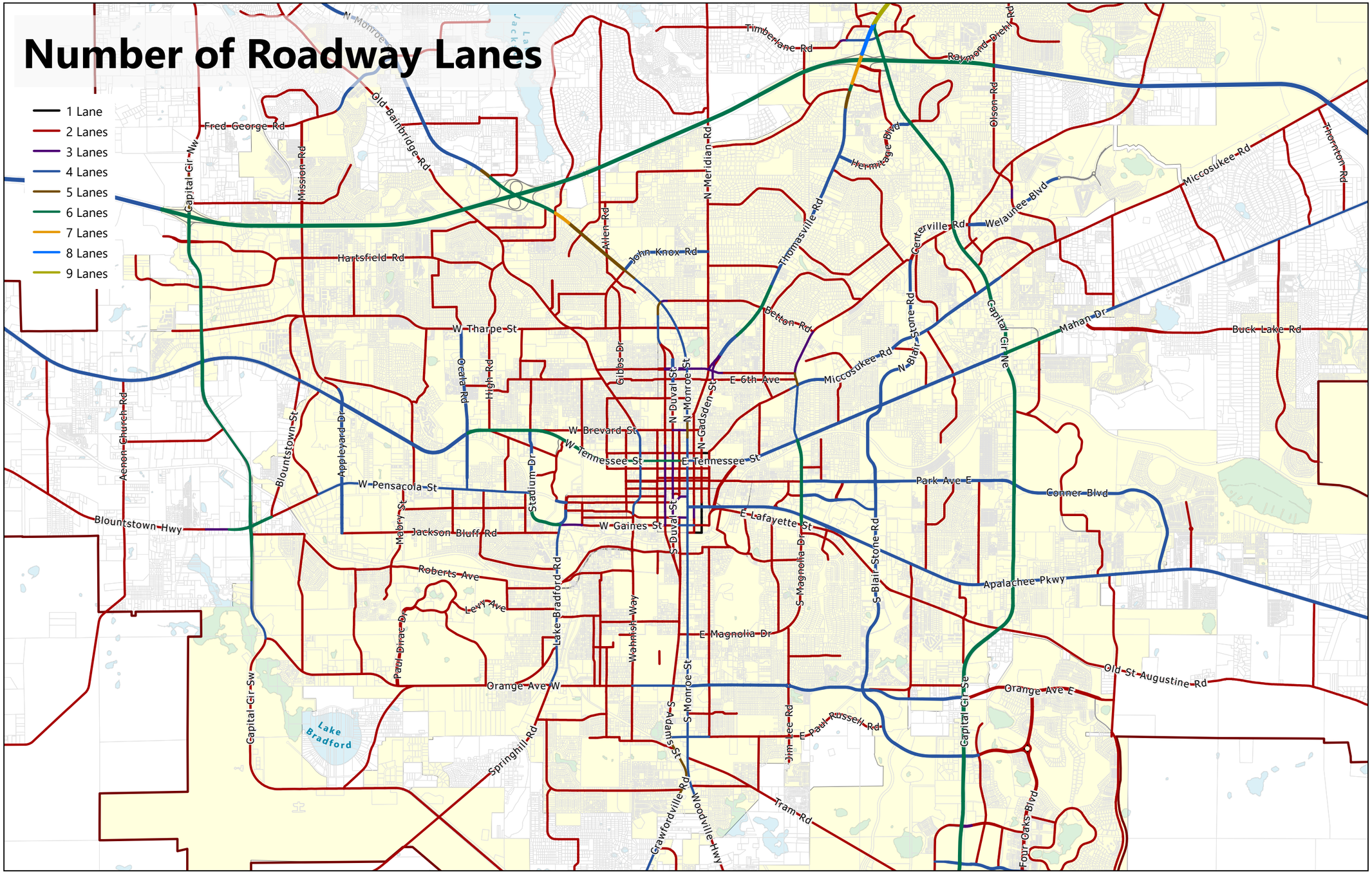
Local Functional Classification

- City of Tallahassee City Limits
- Minor Collector
- Major Collector
- Minor Arterial
- Principal Arterial
- Principal Arterial Limited Access
- Proposed Minor Collector
- Proposed Major Collector
- Proposed Minor Arterial
- Proposed Principal Arterial

Number of Roadway Lanes

- 1 Lane
- 2 Lanes
- 3 Lanes
- 4 Lanes
- 5 Lanes
- 6 Lanes
- 7 Lanes
- 8 Lanes
- 9 Lanes




Number of Roadway Lanes
1 Lane
2 Lanes
3 Lanes
4 Lanes
5 Lanes
6 Lanes
7 Lanes
8 Lanes
9 Lanes
Timberlane Rd
Raymond Diehl Rd
Fred George Rd
Old Bainbridge Rd
Capital Cir Nw
Mission Rd
N Meridian Rd
Hermitage Blvd
Olson Rd
Miccosukee Rd
Thornton Rd
Welaunee Blvd
Centerville Rd
Allen Rd
John Knox Rd
Thomasville Rd
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Betton Rd
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Mahan Dr
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N Duval St
N Monroe St
Gadsden St
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Miccosukee Rd
Blountstown St
Appleyard Dr
W Brevard St
W Tennessee St
E Tennessee St
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Park Ave E
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W Pensacola St
Blountstown Hwy
Jackson Bluff Rd
W Gaines St
E Lafayette St
Meridy St
S Duval St
S Magnolia Dr
S Blair Stone Rd
Apalachee Pkwy
Roberts Ave
Levy Ave
Lake Bradford Rd
Wahnish Way
E Magnolia Dr
Paul Dirac Dr
Old St Augustine Rd
Orange Ave W
Orange Ave E
S Monroe St
Capital Cir Se
Capital Cir Sw
Lake Bradford
Springhill Rd
S Adams St
Jim Lee Rd
E Paul Russell Rd
Crawfordville Rd
Woodville Hwy
Tram Rd
Four Oaks Blvd

LAND USE

GOALS, OBJECTIVES AND POLICIES

Goal 1: [L] (EFF. 7/16/90)

The Comprehensive Plan shall protect and enhance the quality of life in this community by providing economically sound educational, employment, cultural, recreational, commercial, industrial and professional opportunities to its citizens while channeling inevitable growth into locations and activities that protect the natural and aesthetic environments and residential neighborhoods.

GROWTH MANAGEMENT/ URBAN SERVICES AREA

Objective 1.1: [L] (EFF.7/16/90; REV. EFF. 7/26/06; REV. EFF. 12/24/10)

Direct development to those areas which have in place, or have agreements to provide, the land and water resources, fiscal abilities, and the service capacity to accommodate growth in an environmentally acceptable manner. This shall be accomplished in part through the establishment and maintenance of an Urban Service Area (USA) concept. This Urban Service Area (USA) concept is based upon a desire to have Tallahassee and Leon County grow in a responsible manner, with infrastructure provided economically and efficiently, and surrounding forest and agricultural lands protected from unwarranted and premature conversion to urban land use. An urban service strategy provides for well-managed, orderly growth, which preserves natural resources and promotes fiscal responsibility. The location and size of the USA shall be depicted on the Future Land Use Map and is based upon the area necessary to accommodate 90% of new residential dwelling units within the County by the Plan Horizon; the ability to provide urban infrastructure; and, the presence of environmentally sensitive lands and water bodies, requiring protection from the impacts of urban development.

Policy 1.1.1: [L] (REV. EFF. 7/20/05)

In order to discourage urban sprawl, new development shall be concentrated in the urban service area plus in the Woodville Rural Community future land use category and the rural communities of Capitola, Chaires, Ft. Braden and Miccosukee, as designated on the future land use map.

Policy 1.1.2: [L] (REV. EFF. 12/10/91)

Improvement of capital infrastructure shall be provided within the designated urban service area and shall be phased over the life of the plan.

Policy 1.1.3: [L] **(REV. EFF. 12/10/91; REV. EFF. 7/26/06)**

Capital infrastructure designed to support urban density outside the Urban Service Area shall be prohibited except as described below. Capital infrastructure which is designed or intended to provide services to the population of the Urban Service Area may be located outside the Urban Service Area. This policy includes but is not limited to landfill, spray irrigation facilities, and inter-county transportation roadways.

Capital improvement projects or expenditures designed to support urban density outside of the Urban Service Area will not occur outside the designated Urban Service Area unless a demonstrated hardship can be shown to occur for existing development or residents as of February 1, 1990. A demonstrated hardship refers to:

- Replacement of existing facilities due to deterioration or destruction from natural disaster.
- A public health and/or safety problem if no improvements are made (example - contaminated water wells).
- Potential of severe environmental degradation if no improvements are made (example - failing septic tanks).

The capacity of these facilities shall be limited to that necessary to serve development existing on or prior to February 1, 1990.

Policy 1.1.4: [L] **(REV. EFF. 7/20/05)**

Central water and sewer may be provided in areas designated as Rural Community, Woodville Rural Community, and enclaves within the Woodville Rural Community designated for Residential Preservation on the future land use map.

Policy 1.1.5: [L] **(EFF. 7/16/90; REV. EFF. 7/26/06)**

Future Land Use Map densities and intensities are intended to reflect the availability of capital infrastructure. Capital infrastructure, which supports higher land use densities and intensities, consists of sewer and water, roads, mass transit, solid waste, drainage, and parks.

Policy 1.1.6: [L] **(EFF. 7/16/90)**

Areas within the urban service area will receive urban level capital facilities and services according to the schedule established in the Capital Improvements Element.

Policy 1.1.7: [L] **(EFF. 7/16/90)**

Higher density and mixed use development and its ancillary activities shall be channeled into locations which have proper access to the existing transportation system; minimal environmental constraints; sufficient stormwater treatment capacity; compatible existing land use and readily available sewer and water infrastructure.

~~I. Land Use~~

~~*Policy 1.1.8: [L]* **(EFF. 7/26/06; REV. EFF. 12/24/10)**~~

~~The size of the USA is related to the projected fiscal capacity of the local government to provide urban infrastructure. An assessment of changing conditions over the 20-year period of the plan is built in through the required seven year Evaluation and Appraisal Report (EAR) and the annual capital improvements process. The integrity of the USA concept is maintained by strict adherence to the premise of not funding or scheduling major capital improvement projects outside the USA, Rural Communities or the Woodville Rural Community in conjunction with a policy of discouraging premature use and underutilization of land designated for urban development. Additionally, the size of the USA should be limited to reflect the ability of the public to provide infrastructure, limitations of environmental constraints and existing development and to provide for a phasing mechanism to the Plan Horizon.~~

~~The area within the USA is sized to accommodate approximately 50% more vacant land than is necessary to accommodate the population growth expected within the USA from 1993 to the Plan Horizon. It is expected that a USA sized 50% larger than our vacant land needs will provide sufficient constraint for growth management policies to be effective, while not over constraining the supply of vacant land.~~

~~*Policy 1.1.9: [L]* **(EFF. 7/26/06)**~~

~~In order to achieve efficient and effective use of infrastructure and land, residential density within the USA shall average no less than 2 dwelling units per gross acre. Some future land use categories may establish higher minimum densities and minimum intensity requirements for nonresidential development. Attainment of minimum densities and intensities will be measured and reported annually and be evaluated at a minimum during subsequent Evaluation and Appraisal Reports and adjustments to the Comprehensive Plan necessary to achieve this measure will be recommended as warranted in the future.~~

~~*Policy 1.1.10: [L]* **(EFF.7/16/90; RENUMBERED EFF. 7/26/06; FORMERLY POLICY 1.1.8.)**~~

~~Compliance with the Conservation Element shall be met prior to consideration of requirements in the Land Use Element.~~

~~*Policy 1.1.11: [L]* **(REV. EFF. 3/14/07; REV. EFF. 1/7/10)**~~

~~The growth management strategy of the Tallahassee-Leon County Comprehensive Plan is designed to be implemented by a series of instruments which include:~~

~~1) An **Urban Service Area** strategy to guide and coordinate land use densities and intensities with the availability of capital infrastructure and to discourage urban sprawl.~~

~~2) A **Land Use Map** to graphically distribute broad categories of land use and allowable densities and intensities. In conjunction with the Land Use Map, an environmental overlay system has been included which depicts the general~~

location of environmental features which are to be preserved as required by the Conservation Element, or to which development limitations will apply as identified in the Conservation Element.

3) A **Future Right-of-Way Needs Map** to graphically represent planned future transportation projects in the City of Tallahassee (City) and Leon County (County) and a table of projects indicating the project termini and access classifications. This map, table, and corresponding land development regulations are intended to provide a basis for coordinating new development with the provision of transportation facilities by designating corridors where the construction and improvement of transportation facilities is expected. Objectives and policies related to the Future Right-of-Way Needs Map are provided in the Transportation Element. **(EFF. 7/1/04)**

4) **Commercial Site Location** standards, which apply to certain Future Land Use Categories other than Central Core, Central Urban, Village Mixed Use, Suburban, Bradfordville Mixed Use, Planned Development and Woodville Rural Community shall be implemented through the Land Development Regulations, are intended to integrate commercial land uses into the transportation network and development patterns in order to assure accessibility by the general public. **(REV. EFF. 3/14/07; REV. EFF. 1/7/10)**

5) **Land Use Category Summaries** for each Future Land Use which in conjunction with the land use map provide the allowable densities and intensities of uses use on specific sites.

6) The **Planned Development Future Land Use Category** applies to large land holdings that will be developed for a mix of land uses. **(REV. EFF. 3/14/07)**

7) Descriptions of eight different **Mixed Use development patterns** which establish development pattern intent, allowed density and intensity, development pattern location criteria, and development pattern access criteria within the Bradfordville Mixed Use Category (see Objective 1.7) **(REV. EFF. 3/14/07)**

8) **Goals, Objectives and Policies** which further add guidance by outlining courses of action to be taken in conjunction within the instruments listed above to further assure implementation.

These instruments do not act independently of each other. Rather, they combine to form a set of parameters in which land use decisions are made consistent with a growth management strategy designed to address the issues important to the community.

Policy 1.1.12: [L] **(EFF. 8/9/12)**

The parcel shown on the map below at the intersection of I-10 and US Highway 90 is within the designated Urban Service Area (USA), as defined in Section 163.3164(50), Florida Statutes, having public services and facilities, including, but not limited to, central water and sewer capacity and roads. As a parcel within a designated statutory USA, proposed development within the parcel is exempt from the development of regional impact process pursuant to Section 380.06(29)(c)3, Florida Statutes. As part of this

exemption, any future development on the subject parcels shall, in addition to applicable Comprehensive Plan policies, address the following objectives:

(a) Provide opportunities for a "main street" component that allows on street parking,

(b) Provide landscaping, buffering and screening or any of the three options for aesthetic enhancements if building facades are not oriented towards Thornton Road and US 90,

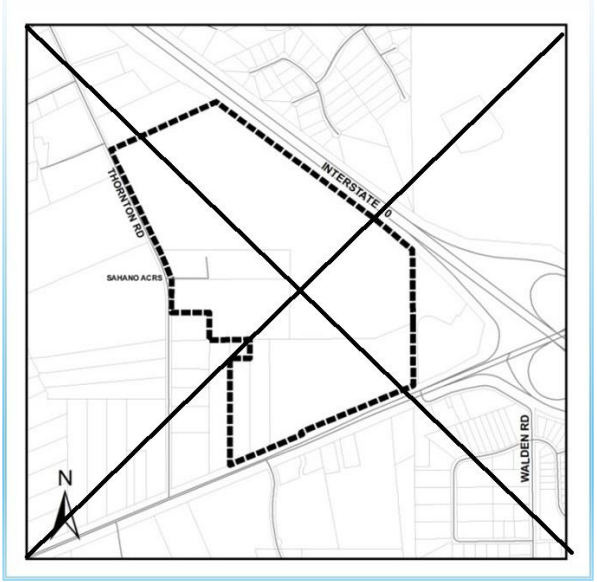
(c) Incorporate storm water management facilities and natural features as amenities into the project's overall design concept,

(d) Incorporate a consistent design theme for freestanding signage throughout the property,

(e) Coordination of appropriate location for mass transit stops and pedestrian connections to development on the property at the time of development,

(f) Buildings will incorporate architectural features and patterns that provide visual interest such as building facades that are not uniform in mass or scale and height and pedestrian scale facade treatments such as canopies, overhangs, arcades, gabled entryways, and porticos.

Map 1: I-10 and Mahan US 90 DRI Exemption Area



DEVELOPMENT IN RELATION TO ENVIRONMENTAL CONSTRAINTS

Objective 1.2: [L](EFF. 7/16/90; REV. EFF. 4/10/09)

Coordinate the location of land uses with local soil conditions, topography, and aquifer vulnerability as well as available services.

~~I. Land Use~~

~~*Policy 1.2.1: [L] Leon County only* **(EFF. 7/16/90)**~~

~~Emphasize land use location that minimizes topographical changes. The proposed land use should fit the site location. The location should not be substantially altered to fit the proposed land use.~~

~~*Policy 1.2.1: [L] City of Tallahassee only* **(REV. EFF. 7/1/04)**~~

~~Emphasize land use location that minimizes topographical changes. The proposed land use should fit the site location. The location should not be substantially altered to fit the proposed land use, unless an off-site mitigation plan for the development of a site with significant grades has been approved. Such off-site mitigation plans shall recognize the contribution of preserved significant grades to community character, ameliorating the impacts of stormwater, and providing conditions for native plant communities.~~

~~*Policy 1.2.2: [L] Leon County only* **(REV. EFF. 9/19/91)**~~

~~The type, intensity and structural design of any development proposed for a site shall be appropriate to the existing natural topography. Site alterations will be limited to the absolute minimum necessary to develop a site safely. Design criteria in the land development regulations will emphasize site designs that fit the topography, not changing the topography to fit the design. Minimum grade changes typically associated with site development include those necessary for the safety of a building including parking, road right-of -way, handicapped access or utilities. Criteria for approval of development in areas with significant and severe grades will be limited to the type of land use that requires the least disturbance of sloped areas.~~

~~*Policy 1.2.2: [L] City of Tallahassee only* **(REV. EFF. 7/1/04)**~~

~~The type, intensity and structural design of any development proposed for a site shall be appropriate to the existing natural topography. Site alterations will be limited to the absolute minimum necessary to develop a site safely. Design criteria in the land development regulations will emphasize site designs that fit the topography, not changing the topography to fit the design, unless an off-site mitigation plan for the development of a site with significant grades has been approved. Minimum grade changes typically associated with site development include those necessary for the safety of a building including parking, road right-of -way, handicapped access or utilities. Criteria for approval of development in areas with significant and severe grades will be limited to the type of land use that requires the least disturbance of sloped areas.~~

~~*Policy 1.2.3: [L]* **(REV. EFF. 12/7/99)**~~

(a) The local governments shall maintain a map indicating the locations of all known operating and abandoned land fill sites. As the location of additional abandoned land fill sites become known, this map shall be revised accordingly.

(b) By 2001, local government will include requirements in their land development regulations that the development of any property within a mapped landfill site shall be required to submit information relating to the subsurface geology of the property necessary to assure that future development of the site will not adversely impact the health, safety or welfare of the public.

(c) By 2001, local governments will include requirements in their land development regulations that regulate the location of stormwater facilities or conveyance systems within any abandoned landfills.

Policy 1.2.4: [L] **(EFF. 4/10/09)**

By 2010, local government shall adopt in the Land Development Regulations a mapped Primary Spring Protection Zone for Wakulla Springs based on the Leon County Aquifer Vulnerability Assessment. Accompanying land development regulations for the Primary Spring Protection Zone shall be developed as indicated in Policy 4.2.5 of the Conservation Element to aid in the protection of Wakulla Springs. These efforts shall be coordinated with Wakulla County.

Policy 1.2.5: [L] **(EFF. 4/10/09)**

1. By 2014, local government shall develop and maintain as part of the local geographic information system database areas of known hazards.

2. By 2014, local government will include requirements in their land development regulations that mitigate and/or prevent future development in areas of known hazards. The land development regulations shall also contain provisions for the mitigation of existing development in areas of known hazards so as to prevent repetitive hazard losses.

LEVEL OF SERVICE (REGULATIONS)

Objective 1.3: [L] **(EFF. 7/16/90)**

Achieve and maintain the adopted level of service standards set forth within the Tallahassee-Leon County Comprehensive Plan.

Policy 1.3.1: [L] **(EFF. 7/16/90)**

Before a development order or permit is issued, local government shall ensure that the adopted level of service standards for the affected public facilities will be maintained in accordance with the Concurrency Management System.

Policy 1.3.2: [L] **(REV. EFF. 12/16/94)**

Residential density and/or non-residential intensity of development allowed for individual sites shall be determined by the degree of compliance with the goals, objectives and policies of the Comprehensive Plan and the land use development matrix, which is intended to be a pictorial representation of existing policies in the plan, as implemented by the land development regulations. Overall densities and intensities should be consistent with capital facilities and services being available at the adopted level.

Policy 1.3.3: [L] **(REV. EFF. 12/10/91)**

Environmental and development ordinances shall include the following:

(a) Explicit and strict protection of environmentally sensitive areas, thus minimizing future costs to taxpayers by prohibiting unsound uses; and

(b) Availability and use of the conservation and preservation overlays as detailed in the Conservation Element prior to the issuance of development orders.

(c) Apportioning development costs so that those fees collected from the existing population be applied to elimination of current "deficits" in levels of service, while those fees collected in new developments are applied to maintain levels of service established by the entire community. Maintenance and enhancements to the adopted levels of service shall be the responsibility of both. This policy shall not preclude new development paying toward current deficits if such an arrangement can be worked out between the local government and the developer.

(d) Policies and procedures in the land development regulations shall ensure that the range of development types by percentage distribution are monitored and maintained.

This policy shall not preclude new development paying toward current deficits if such an arrangement can be worked out between the local government and the developer.

Policy 1.3.4: [L] **(DEL. EFF. 3/14/07)**

Reserved

LAND DEVELOPMENT REGULATIONS

Objective 1.4: [L] **(REV. EFF. 7/20/05)**

Maintain a set of specific and detailed Land Development Regulations, which implement and are consistent with the goals, objectives and policies of the Tallahassee-Leon County Comprehensive Plan.

Policy 1.4.1: [L] **(REV. EFF. 12/10/91)**

Density and intensity incentives shall be established within the required land development regulations to encourage growth in areas which minimize and mitigate development's negative impact on the natural and aesthetic environment.

Policy 1.4.2: [L] **(REV. EFF. 12/16/94; REV. EFF. 1/7/10)**

The Comprehensive Plan shall establish guidelines for the application of traditional zoning districts in order to implement a future land use regulatory system that is more predicable than area wide application of mixed use performance zoning. These traditional zoning districts shall specify a range of allowable land use within each district. In certain land use designations, mixed use performance zoning will be retained to integrate land uses which may be otherwise incompatible. Development regulations shall include development and design standards. Allowed land uses within a future land use category shall be implemented by one or more specific zoning districts consistent with the intent of a future land use category. The development and application of specific zoning districts to a zoning map implementing the Comprehensive Plan shall be based upon furthering the intent of the Comprehensive Plan:

(a) Zoning district use classifications shall be developed, based upon the Comprehensive Plan, existing land use patterns, previous zoning which continues to direct land use and development standards, and accepted guidelines for land use impact classifications and service requirements;

(b) Specific zoning districts shall be implemented through the application of the zoning district classification system as guided by the Comprehensive Plan.

(c) All zoning decisions will be made by the governing Commission based upon a finding of the furthering of and consistency with the intent of the Comprehensive Plan, in recognition of Land Use Policy 1.1.10, which establishes the supremacy of the Conservation Element.

(d) Specific zoning districts will be applied within the Urban Service Area except for University Transition, Activity Center, Central Urban, Central Core land use designations and Mixed Use parcels greater than 200 acres in area. Extension of site specific zoning beyond the Urban Service Area and to other areas is consistent with the intent of the Comprehensive Plan.

Policy 1.4.3: [L] **(DEL. EFF. 7/25/03)**

Reserved

Policy 1.4.4: [L] **(DEL. EFF. 7/20/05)**

Reserved

Policy 1.4.5: [L] **(REV. EFF. 3/14/07)**

The Tallahassee-Leon County Comprehensive Plan, its future land use map and future land use categories as defined within the Plan, the land use summary charts which are intended to be a pictorial representation of existing policies in the comprehensive plan, and land development regulations adopted by local government as provided in the Plan shall in combination provide a unified system for the regulation of land use. Land use

regulations shall be consistent with the intended functions, land uses and intensity of the land use category designated on the future land use map.

(a) Any requested text amendment to the Comprehensive Plan shall be evaluated for consistency with the overall intent of the adopted Goals, Objectives, and Policies of the Plan;

(b) Any requested amendment to the Future Land Use Map shall be evaluated for consistency with the adopted Goals, Objectives, and Policies of the Plan as well as consistency with and the furtherance of the intent of the requested future land use category;

(c) Any request for a change in zoning use classification and specific zoning district mapping within a future land use category shall be evaluated for consistency with the adopted Goals, Objectives, and Policies of the Plan as well as consistency with and the furtherance of the intent of the future land use category in which it is located;

(d) The determination that a particular land use is permitted within a zoning district shall be made based upon a listing of allowable land uses within a zoning district or that an unlisted land use is substantially similar to allowable uses within the same district.

Policy 1.4.6: [L] **(EFF. 7/16/90; REV. EFF. 4/10/09)**

By 2014, land development regulations will include standards for the regulation of future land use categories, subdivision, signage, and areas subject to seasonal or periodic flooding and areas of known hazards. Regulations concerning areas subject to seasonal or periodic flooding shall be consistent with all applicable state and federal regulations.

Policy 1.4.7: [L] **(EFF. 7/16/90)**

The adopted land development regulations shall include requirements for stormwater management, open space, and convenient on-site traffic flow (including need).

Policy 1.4.8: [L] **(EFF. 7/16/90)**

The land use development matrix shall be adopted as part of the comprehensive plan and shall in conjunction with the future land use map and the goals, objectives and policies contained within the individual elements be used in evaluating future land use decisions.

Policy 1.4.9: [L] **(EFF. 7/16/90)**

Changes in classification of highways and streets that affect the allowable uses of property as set forth in the land development matrix and the comprehensive plan shall be considered plan amendments and shall be required to follow the plan amendment process.

Policy 1.4.10: [L] **(REV. EFF. 12/16/94)**

The land development regulations shall provide for zoning districts which shall indicate which land uses are allowed, prohibited, or conditional with specified constraints consistent with the criteria set forth in the narrative intent of the future land use categories, the land use development matrix which is intended to be a pictorial representation of existing policies in the Comprehensive Plan, and the Goals, Objectives, and Policies of the Comprehensive Plan.

(a) In those future land use categories that encourage a mixing of land uses, the land development regulations shall contain provisions that facilitate multiple land uses within the same site, the same development, or the same structure.

(b) When appropriate, the land development regulations may provide for zoning districts that allow for two or more land use types, consistent with the intent of the future land use category.

(c) The land development regulations may also provide for zoning districts that further divide any of the allowed land use types into two or more subsets.

Policy 1.4.11: [L] **(EFF. 9/19/91)**

The land development regulations shall include standards and criteria such as minimum open space requirements (between 25% and 10% depending on the land use and existing vegetation), internal circulation and minimum setbacks and buffers for uncomplimentary land uses. These buffer requirements will contain buffer widths between land uses, required number of trees and shrubs per linear foot of buffer, opacity of the buffer, etc. Additional buffering requirements may be related to Planned Unit Developments (PUDs).

Policy 1.4.12: [L] **(EFF. 9/19/91)**

(a) The intent of Site Plan and PUD planning and design requirements shall be to encourage and require the development of urban living and work spaces that minimize impacts to the natural environment. Environmental impacts shall be minimized through the development and redevelopment of compact and efficient urban land use patterns that closely integrate living and work spaces while maintaining compatibility through specified performance design criteria. Neighborhood and inter-site compatibility shall be implemented through site planning and design criteria that require objectionable impacts of particular land use activities to be internally located within site or building designs, rather than relying exclusively on standard landscape and setback buffering methods to reduce perimeter oriented objectionable impacts.

(b) Objectionable impacts of service and delivery areas, refuse and recycling collection areas, as well as the outdoor storage and work areas generally associated with commercial and residential buildings shall be planned to minimize off-site impacts.

(c) Site Plan and PUD requirements shall minimize impacts to the natural environment resulting from urban sprawl by not only identifying and protecting

environmentally sensitive lands, but just as importantly by limiting urban sprawl into less environmentally sensitive lands through the implementation of compact and efficient urban development and redevelopment.

Policy 1.4.13: [L] **(REV. EFF. 3/14/07)**

The intent of designating roads as nonresidential is to recognize existing nonresidential development patterns and to allow for planned mixed-use or nonresidential developments. As such, street access requirements contained in the Land Use Summary Charts are waived for those streets designated as nonresidential by clearly defining areas where existing development patterns will be allowed to continue. It also serves to protect residential and residential components such as elementary schools and neighborhood parks from adverse impacts of nonresidential development as well as protecting nonresidential development from the encroachment of residential uses.

The designation of a nonresidential street does not exempt any potential development along the street from further concurrency or consistency review.

Roadway access limitations and locational criteria from the nonresidential road classification system do not apply to the Woodville Rural Community, Suburban, Bradfordville Mixed Use, Planned Development, Village Mixed Use and Urban Residential 2 Future Land Use Categories. Roadway access limitations and locational criteria for these categories shall be established in Land Development Regulations.

Policy 1.4.14: [L] **(EFF. 8/17/92)**

Compile a list and waive access standards for non-residential minor collector and local streets based on the following criteria:

a) It is part of a platted non-residential subdivision.

b) It is part of an approved PUD.

c) It has over 66% of its developed frontage in non-residential land uses and essentially functions as an access road for these developments. The designation of these streets is a recognition of existing development patterns and is intended to permit future development compatible with existing land uses and consistent with road capacity and design. These streets will be reviewed by the respective elected Commission on a case by case basis and may be designated as non-residential streets.

A segment of a road, meeting the above criteria, may be designated a non-residential if it will not result in non-residential traffic impacting residential areas on other segments of the road or in the adjacent area. (A segment is the road length between two intersecting roads).

Policy 1.4.15: [L] **(EFF. 8/17/92; REV. EFF. 5/31/18)**

Waive access standards for heavy industrial land uses within the Heavy Industrial Future Land Use category and Industry and Mining Future Land Use category. This will be done

in conjunction with adopting a policy which waives local and minor collector access standards for all planned industrial and commercial development.

Policy 1.4.16: [L] **(EFF. 8/17/92)**

Unless otherwise specifically stated, all time lines stated in the Comprehensive Plan are intended to mean by December 31 of the stated year.

Policy 1.4.17: [L] (City of Tallahassee only) **(EFF. 8/17/92; REV. EFF. 6/6/08)**

New minor office uses may be permitted access to a local residential street in the Central Urban and University Transition land use categories within the city limits of Tallahassee so long as site design complies with land development regulations to mitigate potential incompatibility with residential land use in the vicinity.

Policy 1.4.18: [L] (City of Tallahassee only) **(REV. EFF. 3/14/07; REV. EFF. 6/6/08)**

New minor commercial uses shall not be permitted access to a local residential street within the city limits of Tallahassee. This limitation shall not apply to the Bradfordville Mixed Use, Suburban, Planned Development, Central Urban, University Transition, and Village Mixed Use Categories which establish street access standards by Land Development Regulations.

Policy 1.4.19: [L] **(EFF. 1/19/02)**

New commercial, office and residential land uses within the Gaines Street Corridor Study Area may be permitted access to any street classification or designation. Access limitations may be further restricted based on the Gaines Street Revitalization plan.

Policy 1.4.20: [L] **(REV. EFF. 7/25/03)**

Community services which are religious facilities to be used solely for religious functions, volunteer fire stations in the Rural or Agriculture/Silviculture/Conservation future land use categories, and community services that are operated by public agencies and are located outside of the Urban Service Area may be permitted access onto a local street only after a higher level of review as specified in the Land Development Regulations. Land development regulations shall require site design criteria addressing impacts which include, but are not limited to: peak use traffic, noise, building orientation and setbacks or any other potential negative impacts affecting adjacent residential uses or the residential character of the surrounding area. Religious facilities that have day care, recreation facilities, schools, or other similar ancillary activities shall not be permitted to access a local street.

~~I. Land Use~~

~~*Policy 1.4.21: [L]* **(EFF. 7/1/94; REV. EFF. 7/20/05)**~~

~~The land development regulations shall provide for minor and major office uses, minor commercial uses, and low and medium density residential uses with access to minor collector streets and, in specific instances, to local streets, as well as the relaxation of parking, landscape, and buffering standards to encourage a wider variety of uses and greater range of economic development opportunities in the Central Urban future land use category, without creating conditions leading to the conversion of midtown residential enclaves, which although not meeting all of the criteria for inclusion in and protection by the Residential Preservation future land use category, remain viable for residential use and provide important housing opportunities in close proximity to the downtown area, the universities, and employment centers.~~

~~The intent of these land development regulations is to promote the infill of vacant blocks and tracts and/or the redevelopment of existing non-residential areas. These additional land development regulations shall also establish criteria to avoid creation of low-density residential enclaves for neighborhoods that satisfy some but not most of the general criteria for the Residential Preservation category.~~

~~To facilitate this, the land development regulations shall, at a minimum, provide the following techniques: allowing utilization of the Urban Planned Unit Development zoning district; allowing for the establishment of *Live-work units* with access to any (functional) classification of street; and, allowing for the establishment of proprietary zoning districts tailored to fit neighborhood or sub-neighborhood conditions, reflecting local preferences and incorporating applicable restrictions for mitigating impacts relating to allowable use, traffic circulation and access design, parking, building design, orientation, and height.~~

~~*Policy 1.4.22: [L]* **(EFF. 7/1/04)**~~

~~Waive all street access, intersection and adjoining use restrictions for allowed uses internal to the Activity Center future land use category. The exception to this policy is that access shall be prohibited to any local street within a recorded or unrecorded residentially platted subdivision. It is not the intent of this policy to waive landscaping or buffer requirements.~~

~~*Policy 1.4.23: [L]* **(EFF. 7/1/04)**~~

~~By 2005, the Tallahassee-Leon County Comprehensive Plan and the implementing City and County land development regulations shall include provisions relating to regional recreational facilities. These regulations shall establish a definition of regional recreational facilities and shall specify the Future Land Use Map categories and zoning districts that regional recreational facilities are allowable with and shall require a greater level of review and additional site design criteria to address the off-site impacts of regional recreation uses. Impacts addressed shall include, but be not limited to: peak use traffic, hours of operation, lighting, noise, building orientation, buffers and setbacks, or any other potential negative impacts of such uses affecting adjacent or nearby residential uses or residential character of the nearby area.~~

NON-CONFORMING USES AND NONCOMPLYING CHARACTERISTICS

Objective 1.5: [L] (EFF. 7/16/90)

Provide a procedure within the land development regulations which will substantially mitigate or lead to the eventual elimination of nonconforming land uses created by the adoption of this plan.

Policy 1.5.1: [L] **(REV. EFF. 6/28/95)**

Existing land uses which are nonconforming to the Comprehensive Plan may be reviewed by the local government at the request of the owner in order to determine the degree on nonconformity. The review may result in:

1) A determination that the impact of the nonconformity is minimal upon surrounding conforming land use and is not detrimental to the public health, safety and welfare and as a result, the nonconforming status is waived; or

2) A determination that the impact of the nonconformity may be substantially mitigated in which the development may attain conforming status by implementing the required mitigation steps; or

3) A determination that the nonconformity has substantial impacts which may not be overcome by any mitigation procedures and as such the development shall remain in a nonconforming status and such use shall terminate according to law.

Policy 1.5.2: [L] **(EFF. 6/28/95)**

A legally established single family residential use shall be considered a conforming use of land in all Comprehensive Plan land use designations. However, this conforming status shall not be interpreted to preclude the use of property adjoining a low density use for an otherwise permitted non-residential use if the low density residential use accesses an arterial or major collector roadway.

Policy 1.5.3: [L] **(DEL. EFF. 8/1/07)**

Reserved

Policy 1.5.4: [L] **(EFF. 6/28/95)**

The local government shall implement development regulations which distinguish between nonconforming uses which are to be terminated or amortized, and nonconforming uses in nonresidential designations which may continue, but not be expanded.

Policy 1.5.5: [L] **(EFF. 6/28/95)**

The local government shall implement development regulations which distinguish between nonconforming use of property and noncomplying physical characteristics or features of the use. This procedure shall allow for the continued conforming use of the

noncomplying physical features, and shall require correction of non-structural, noncomplying physical features prior to any conforming expansion of use.

Objective 1.6: [L] (Eff. 6/28/95; Del. Eff. 1/7/10)

Reserved

Bradfordville Mixed Use Development Patterns (applies to Bradfordville Study Area Only)

Objective 1.7: [L] (Rev. Eff. 3/14/07)

The Comprehensive Plan provides an overall vision for the community. The arrangement of land uses is a major factor in achieving this vision. Within the Bradfordville Mixed Use Future Land Use Category, land uses may be further separated to achieve efficient and environmentally sound development patterns and to promote the Plan's overall vision. This objective and its policies describe the development patterns associated with the Bradfordville Mixed Use Future Land Use Category.

The following statements of intent express, in part, the overall vision of the community as established in the Comprehensive Plan. These statements of intent explain the basis for the development patterns described in the following policies and shall be achieved through the zoning process and other Land Development Regulations as appropriate. Application of these development patterns in combination with each other is expected to achieve these intents. Individual development patterns may only partially achieve the following purposes:

a) Provide opportunity for residential, shopping, employment, education and recreation use within walking distance of each other;

b) Promote higher density housing and concentrations of nonresidential activity in close proximity to each other;

c) Provide for a range of housing opportunities which does not isolate families or individuals based upon age, income or race;

d) Ensure that mapping of zoning districts is consistent the long term protection of environmental features;

e) Ensure that mapping of zoning districts will be appropriate to location, access and surrounding land use;

f) Ensure that mapping of zoning districts is consistent with the phasing and availability of infrastructure;

g) Encourage a mix of complimentary land uses and concentrations of mixed use development in appropriate locations;

h) Promote development patterns which reduce trip length and/or the need for private automobile travel;

i) Ensure that zoning implementation does not promote sprawl development, nor concentrations of single use development; and

j) Scale development densities and intensities to provide a range of appropriately located development patterns.

Policy 1.7.1: [L] **(REV. EFF. 3/14/07)**

Low Density Residential Development Pattern

INTENT–The low density residential development pattern is intended to provide for a wide range of housing types and opportunities within the low density range. It is also intended that community facilities (Recreation, Community Services and Light Infrastructure) related to residential use be allowed. Some low density residential areas may be restricted to limited density zoning due to existing development patterns, or environmental or utility constraints, while other areas may have zoning districts that allow for a broad range of density.

DENSITY/INTENSITY–Areas designated Low Density Residential shall not have a gross density greater than 8 dwelling units per acre. Nonresidential development shall not have a gross building area exceeding 10,000 square feet per acre.

LOCATION–Bradfordville Mixed Use Area is appropriate for zoning Low Density Residential development patterns. Other areas appropriate for zoning Low Density Residential activities may include: Areas in Bradfordville Mixed Use where intensity of uses is constrained or limited due to environmental features or lack of adequate infrastructure; and Bradfordville Mixed Use areas in proximity to Village Centers. Land Development Regulations shall establish access criteria for community facilities to assure their appropriate location.

ACCESS–Areas zoned for the Low Density Residential development pattern shall have public street access.

Policy 1.7.2: [L] **(REV. EFF. 3/14/07)**

Medium Density Residential Development Pattern

INTENT–The Medium Density Residential development pattern is intended to encourage a wide range of medium density housing opportunities in close proximity to more intensive nonresidential uses, both which can be efficiently served by existing or planned infrastructure, including mass transit. It is also intended that community facilities (Recreation, Community Services and Light Infrastructure) related to residential use be allowed.

DENSITY/INTENSITY–Areas designated Medium Density Residential shall not have a gross density greater than 16 dwelling units per acre. Minimum density shall be 6 dwelling units per acre unless constraints of concurrency or natural features would preclude attainment of the minimum density. Nonresidential development shall not have a gross building area exceeding 20,000 square feet per acre.

LOCATION–Areas designated Bradfordville Mixed Use on the Future Land Use Map are appropriate for zoning of Medium Density Residential Areas. Additional criteria for zoning are as follows: Areas of existing medium density development; Areas of transition from more intensive use to Low Density Residential and Residential Preservation; Areas in proximity to higher intensity uses; Areas served by mass transit service; Areas in

proximity to community schools, parks, and public greenways; Areas along arterial and collector roadways; and Areas adjacent to the Village Center, Suburban Corridor, and Urban Pedestrian Center Mixed Use development patterns. Land Development Regulations shall establish access criteria for community facilities to assure their appropriate location.

ACCESS – Areas zoned for the Medium Density Residential development pattern shall have access to an arterial or collector roadway.

Policy 1.7.3: [L] **(REV. EFF. 3/14/07)**

Low Density Residential Office Development Pattern

INTENT–The Low Density Residential Office development pattern is intended to provide areas for office employment and residential uses in close proximity to each other. While conversion of existing residential structures on arterial and collector streets to office use is a situation where this development pattern will be applied, this development pattern should not be applied to such an extent that it would disrupt the viability of residential neighborhoods and adjacent residential properties. Zoning districts will be created to distinguish Residential Office areas by density and intensity, so that developments are scaled appropriately to their setting. It is also intended that community facilities (Recreation, Community Services and Light Infrastructure) related to residential or office use be allowed in a manner which would ensure the protection of adjacent uses.

DENSITY/INTENSITY–Redevelopment or reuse of existing residential or office uses in this development pattern shall have a maximum gross density of eight dwelling units per acre and/or an intensity not to exceed the floor area of the existing structure. New development in the Low Density Residential Office Development Pattern shall have a maximum gross density of eight dwelling units per acre and nonresidential gross building area shall not exceed 10,000 square feet per acre and non-residential gross building area shall not exceed 10,000 square feet per acre. For mixes of residential and non-residential development on one parcel an overall limit to building floor area will be set at 12,500 square feet per acre.

LOCATION–Bradfordville Mixed Use areas are appropriate for zoning of Low Density Residential Office for low density/low intensity uses. Additional criteria are as follows: Transition areas between Medium Density Residential, Village Center, and Urban Pedestrian Center Mixed Use development patterns to Low Density Residential and Residential Preservation; and Transitional land use areas along arterial and collector roadways and Areas of Low Density Residential Office as a principal land use along arterial and collector roadways.

ACCESS–Areas zoned for the Low Density Residential Office development pattern shall have access to an arterial or collector roadway.

Policy 1.7.4: [L] **(REV. EFF. 3/14/07)**

Medium Density Residential Office Development Pattern

INTENT–The Medium Density Residential Office development pattern is intended to provide areas for office employment and residential uses in close proximity to each other.

The Residential Office development pattern is intended in some locations to serve as an employment and residential area with medium densities and intensities. Zoning districts will be created to distinguish Medium Density Residential Office areas by density and intensity, so that developments are scaled appropriately to their setting. It is also intended that community facilities (Recreation, Community Services, Light Infrastructure and Post-Secondary Schools) related to residential or office use be allowed in a manner which would ensure the protection of adjacent uses. Ancillary first floor commercial use may also be permitted in Medium Density Residential Office.

DENSITY/INTENSITY–Residential use within this development pattern shall have a minimum density of 6 dwelling units per acre unless constraints of concurrency or natural features would preclude attainment of the minimum density and a maximum density of 16 dwelling units per acre in Bradfordville Mixed Use and nonresidential use shall not have a gross building area exceeding 20,000 square feet per acre.

LOCATION–Bradfordville Mixed Use areas are appropriate for zoning of Medium Density Residential Office density medium intensity uses. Additional criteria for mapping these areas are as follows: Areas of existing offices and multi-family uses; Areas adjacent to Medium Density Residential, Village Center, Suburban Corridor, and Urban Pedestrian Center Mixed Use development patterns; and Areas of Medium Density Residential Office as a principal land use along arterial and collector roadways.

ACCESS - Areas zoned for the Medium Density Residential Office development pattern shall have access to an arterial or collector roadway.

Policy 1.7.5: [L] **(REV. EFF. 3/14/07)**

Village Center Development Pattern

INTENT–The Village Center development pattern is intended to provide locations for offices and commercial uses which provide goods and services, that people frequently use, in close proximity to their homes. Village Centers are intended to be compact and not promote strip commercial development; therefore, zoning districts implementing this development pattern will include limitations on arterial and collector street frontage and maximum development pattern size, not to exceed 20 acres and 200,000 square feet of commercial use per parcel, except a Village Center may be as large as 30 acres if its gross square footage does not exceed 250,000 square feet. Village Centers are characterized by a scale and design that is compatible with nearby residential areas and zoning districts implementing this development pattern will include appropriate development standards. Zoning districts may include additional thresholds in order to size Village Centers in relation to the needs of the surrounding area. It is also intended that community facilities (Recreation, Community Services and Light Infrastructure) related to the principal use of this development pattern be allowed in a manner which would ensure the protection of adjacent uses.

DENSITY/INTENSITY–Nonresidential development shall not exceed 12,500 square feet of a gross building area per acre for Village Centers 20 acres and less. Nonresidential development shall not exceed 250,000 square feet of gross building area for Village Centers from 20 to 30 acres in size. Residential use is permitted on the second floor and

above, above office or commercial use, up to a maximum density of sixteen dwelling units per acre.

LOCATION–Bradfordville Mixed Use areas are appropriate for zoning Village Centers. Additional criteria for zoning these areas are as follows: Areas adjacent to low and medium density residential development; and Areas adjacent to the Residential Preservation Future Land Use category and Low Density Residential, Medium Density Residential, Suburban Corridor, and Urban Pedestrian Center Corridor Mixed Use development patterns.

ACCESS–Areas zoned for the Village Center development pattern shall have access to an arterial or collector roadway.

Policy 1.7.6: [L] **(REV. EFF. 3/14/07)**

Suburban Corridor Development Pattern

INTENT–The Suburban Corridor development pattern is intended to accommodate existing development patterns representing a broad range of commercial, light industrial, and office uses which typically serve a regional or sub-regional population. Office use, and commercial use up to 200,000 square feet per parcel is allowed. Medium density residential use is also appropriate within this development pattern in order to promote a living working environment and make efficient use of infrastructure. It is also intended that community facilities (Recreation, Community Services and Light and Heavy Infrastructure) be allowed. Suburban Corridors are characterized by a linear pattern of single use development along arterial roadways, low floor area ratios and large impervious surface parking areas which are generally larger than the use that they serve. This pattern of development makes inefficient use of infrastructure and has a disproportionate impact upon the environment. Increases in land area zoned for the Suburban Corridor to accommodate a single use development are inconsistent with the Comprehensive Plan, except for increases in areas zoned for Suburban Corridor which permit an allowed use with an existing structure to expand. The intent of this exception is to encourage the continued use of existing structures, rather than the relocation of business to outlying locations. Reusing existing single use sites for multiple use developments, adding new uses to single use sites and/or new multiple use developments in the Suburban Corridor that share parking facilities, have parking structures and/or have high floor area ratios shall be facilitated by Land Development Regulations.

DENSITY/INTENSITY–Nonresidential development shall not have a gross building area exceeding 25,000 square feet per acre. Residential use shall not exceed sixteen dwelling units per acre. Storage areas within buildings, warehouses, mini-warehouses and self-storage facilities may have a gross floor area up to 50,000 square feet per acre.

LOCATION–Bradfordville Mixed Use areas, which already exhibit the type of uses and intensity associated with the Suburban Corridor development pattern may be appropriate to be zoned Suburban Corridor. An increase in the area designated for Suburban Corridor may occur through limited expansion of the existing Suburban Corridors. In deciding whether to expand an existing Suburban Corridor, the following criteria shall be considered: Lack of suitably located land which can accommodate the Suburban Corridor development pattern; and Access to arterials with high traffic volumes, surrounded by

relatively low density and intensity uses, such as the Residential Preservation Future Land Use Category and Low Density Residential development pattern. Land Development Regulations shall establish access criteria for community facilities to assure their appropriate location. Expanding existing or establishing new Suburban Corridors shall require demonstration that more than one land use will be included in the expansion area.

ACCESS—Areas zoned for the Suburban Corridor development pattern shall have access to an arterial roadway.

Policy 1.7.7: [L] **(REV. EFF. 3/14/07; REV. EFF. 12/24/10)**

Urban Pedestrian Center Development Pattern

INTENT–The Urban Pedestrian Center is intended to encourage compact, linear and pedestrian scale urban development along arterial roadways that provide a wide range of uses and activities to serve both the corridor itself and surrounding areas. Although some areas within the Urban Pedestrian Center are currently of lower density and intensity, it is intended that Urban Pedestrian Centers will develop and redevelop with higher densities and floor area ratios. The arterial roadway along which the Urban Pedestrian Center is located is characterized by relatively high volume traffic with lower traffic speeds and served by mass transit. Zoning districts which implement the Urban Pedestrian Center will include urban design standards which establish criteria that will promote pedestrian activity. It is also intended that community facilities (Recreation, Community Services and Light Infrastructure) may also be allowed in a manner which would ensure the protection of the allowable uses within and adjacent to this development pattern. Residential use, office use, and commercial use up to 200,000 square feet per parcel is allowed.

DENSITY/INTENSITY–Nonresidential development in Bradfordville Mixed Use shall not exceed 20,000 square feet of gross building area per acre. Residential development in Bradfordville Mixed Use shall have a minimum density of 6 dwelling units per acre and shall not exceed sixteen dwelling units per acre. Building height shall not exceed six stories.

LOCATION–Bradfordville Mixed Use areas where the Urban Pedestrian Center is a transition between low density residential uses and more intensive uses may be appropriate for zoning of an Urban Pedestrian Center. Additional criteria for zoning these areas are as follows: Areas proximate to medium and high density residential land uses in urban areas; Areas proximate to higher intensity Mixed Use Development patterns, such as Medium Density Residential, Low and Medium Density Residential Office and Village Center; and Areas within walking distance of transit and along corridors designated for alternate transportation (per the most current adopted Long Range Transportation Plan).

ACCESS–Areas zoned for the Urban Pedestrian Center development pattern shall have access to an arterial roadway.

Policy 1.7.8: [L] **(REV. EFF. 3/14/07)**

Light Industrial Development Pattern

I. Land Use

INTENT–The Light Industrial development pattern is intended to provide areas for industrial and warehousing activities, including storage, service commercial, office and assembly activities. It is intended that regulations implementing this development pattern will preclude non-light industrial uses which would limit or interfere with industrial development. It is also intended that community facilities (Recreation, Community Services, Post-Secondary Schools, and Light and Heavy Infrastructure) may be allowed in a manner which would ensure the protection of the allowable uses within and adjacent to this development pattern. Office use, and commercial use up to 10,000 square feet per parcel, is allowed.

INTENSITY/DENSITY–Nonresidential development shall not exceed 25,000 square feet of gross building area per acre. Residential use (intended for a watchman or guard) shall not exceed one dwelling unit per industrial use. Storage areas within buildings, warehouses, mini-warehouses and self-storage facilities may have a gross floor area up to 50,000 square feet per acre.

LOCATION–Areas within Bradfordville Mixed Use that are currently developed with industrial uses may be appropriate for zoning as Light Industrial. New areas within Bradfordville Mixed Use that may be appropriate for zoning as Light Industrial include: Areas proximate to interstate and intrastate highways and highways which connect to cities in adjacent counties.

ACCESS–Areas zoned for the Light Industrial development pattern shall have access to an arterial roadway.

Policy 1.7.9: [L] **(REV. EFF. 3/14/07)**

Table 1: Bradfordville Mixed Use Development Patterns

BRADFORDVILLE MIXED USE	Development Patterns	Allowed Land Uses	**Density**	**Intensity**
Primary: (From 68 - 82%)	Low Density Residential	Residential, Recreation, Light Infrastructure & Community Service	Up to 8 UNITS/ACRE	10,000 SQ FT/AC
	Low Density Residential Office	Residential, Office, Recreation, Light Infrastructure & Community Service	Up to 8 UNITS/ACRE	10,000 SQ FT/AC
Secondary: (25% or less of Bradfordville Mixed Use)	Medium Density Residential	Residential, Recreation, Light Infrastructure & Community Service	8 to 16 UNITS/ACRE	20,000 SQ FT/AC
	Medium Density Residential Office	Residential, Office, Ancillary 1st Floor Commercial, Recreation, Light Infrastructure, Community Service & Post-Secondary Schools	Up to 16 UNITS/ACRE	20,000 SQ FT/AC
	Village Center	Residential, Office, Commercial up to 200,000 SQ FT, Recreation, Light Infrastructure & Community Service	Up to 16 UNITS/ACRE	12,500 SQ FT/AC
Tertiary: (7% or less of Bradfordville Mixed Use)	Urban Pedestrian Center	Residential, Office, Commercial up to 200,000 SQ FT, Recreation, Light Infrastructure & Community Service	Up to 16 UNITS/ACRE (1)	20,000 SQ FT/AC
	Suburban Corridor	Residential, Office, Commercial up to 200,000 SQ FT, Recreation, Light & Heavy Infrastructure & Community Service	Up to 16 UNITS/ACRE	25,000 SQ FT/AC
	Light Industrial	Ancillary Residential, Office, Commercial up to 10,000 SQ FT, Light Industrial, Recreation, Light & Heavy Infrastructure, Community Service & Post-Secondary Schools	1 unit / develop-ment	20,000 SQ FT/AC

Notes: (1) 8 units/acre minimum for exclusively residential

Goal 2: [L] **(EFF. 7/16/90; REV. EFF. 7/26/06)**

Provide for a high quality of life by planning for population growth, public and private development and redevelopment and the proper distribution, location and extent of land uses by type, density and intensity consistent with adequate levels of services and efficient use of facilities and the protection of natural resources and residential neighborhoods.

RESIDENTIAL LAND USE

Objective 2.1: [L] **(REV. EFF. 7/20/05)**

Enhance the livability of existing neighborhoods and in new neighborhoods provide for future mixed residential areas which will accommodate growth and provide a wide choice of housing types, densities and prices as well as commercial opportunities based on performance criteria. In furtherance of this, maintain a system of land development regulations and ordinances which will facilitate the implementation of the policies adopted in relation to residential land use. These shall include but not be limited to:

1) Setback requirements from natural waterbodies and wetlands
2) Buffering requirements
3) Open space requirements
4) Landscape requirements
5) Tree protection
6) Stormwater management requirements

Policy 2.1.1: [L] **(REV. EFF. 6/28/95; REV. EFF. 7/26/06; REV. EFF. 5/31/18)**

Protect existing residential areas from encroachment of incompatible uses that are destructive to the character and integrity of the residential environment. Comprehensive Plan provisions and Land Development Regulations to accomplish this shall include, but are not limited to:

a) Inclusion of a Residential Preservation category on the Future Land Use Map.

b) Limitations on future commercial intensities adjoining low density residential areas. Such limitations are to result in effective visual and sound buffering (either through vegetative buffering or other design techniques) between the commercial uses and the low density residential uses; and are to allow only those commercial activities which are compatible with low density residential development in terms of size and appearance.

c) Limitations on future higher density residential adjoining low density residential areas. Such limitations are to result in effective visual and sound buffering (either through vegetative buffering or other design techniques) between the higher density residential uses and the low density residential uses.

d) Limitations on future light industry adjoining low and medium density residential areas. Such limitations are to result in effective visual and sound buffering (either through vegetative buffering or other design techniques) between the light industrial uses and the low density residential uses.

~~e) Prevention or mitigation of off-site impacts from Industry and Mining uses.~~

~~f) Additional development requirements for allowed community facilities when adjoining low density residential areas, except for cemeteries or religious facilities to be used solely for religious functions. Such development requirements will also apply if ancillary facilities are proposed in conjunction with religious facilities, and are to result in effective visual and sound buffering (either through vegetative buffering or other design techniques) between the community facilities and the low density residential uses.~~

~~*Policy 2.1.2: [L]* **(EFF. 7/16/90)**~~

~~Prohibit residential development where physical constraints or hazards exist, or require the density and design to be adjusted accordingly. Such constraints or hazards include but are not limited to flood, storm or slope hazards and unstable soil or geologic conditions.~~

~~*Policy 2.1.3: [L]* **(REV. EFF. 8/17/92)**~~

~~Require clustering of residential units on non-environmentally significant portions of parcels where conservation or preservation overlay districts exist elsewhere on the site. Net density on parcels where clustering is required on the developable portion of the parcel where the units are clustered shall not exceed double the allowable density for the land use category in which the parcel is located.~~

~~*Policy 2.1.4: [L]* **(EFF. 7/16/90)**~~

~~Residential densities shall not be permitted that would exceed the ability of local government or other providers to provide capital facilities and services in a cost effective manner.~~

~~*Policy 2.1.5: [L] (City of Tallahassee)* **(EFF. 7/16/90)**~~

~~Residential developments shall be designed to include a system of internal and inter-neighborhood circulation which promotes pedestrian and bicycle mobility. Within the Urban Service Area, sidewalks shall be required to provide pedestrian mobility.~~

~~*Policy 2.1.5: [L] (Leon County)* **(REV. EFF. 12/10/91)**~~

~~Bicycle facilities within residential developments shall only be required along major collectors or other streets with a higher functional classification.~~

~~*Policy 2.1.6: [L]* **(EFF. 7/16/90)**~~

Criteria shall be established within local development regulations which require within residential developments the provision of non-residential land uses such as parks, school sites and potential walk-to minor commercial and office opportunities.

Policy 2.1.7: [L] (Rev. Eff. 8/17/92)

Criteria established within the subdivision ordinances shall set aside land for active and passive contiguous green space in order to provide for accessible recreation and/or open space areas for all neighborhoods.

Policy 2.1.8: [L] (Rev. Eff. 7/26/06; Rev. Eff. 1/7/10)

Maintain a viable mix of available residential densities to accommodate a variety of housing types. Current residential densities are summarized below:

RESIDENTIAL DENSITIES RANGE (Rev. Eff. 12/15/11; Rev. Eff. 7/19/13)

Table 2: Residential Densities Range

Future Land Use Category	Maximum Gross Density - Dwelling Units (DU)/Acre (Ac)[1]	Minimum Gross Density Dwelling Units (DU)/Acre (Ac)
Rural	1 DU/10 AC	No minimum
Urban Fringe	1 DU/3 AC (standard) or 1 DU/3 AC (Conservation subdivision)	No minimum
Urban Residential	10 DU/AC	4 DU/AC
Urban Residential 2	20 DU/AC [2]	No minimum
Village Mixed Use	20 DU/AC [2]	No minimum
Suburban	20 DU/AC [2]	No minimum
Planned Development	20 DU/AC [2]	No minimum
Bradfordville Mixed Use [2]	20 DU/AC	No minimum
Central Urban [2, 3]	45 DU/AC	No minimum
Activity Center [2, 3]	45 DU/AC	No minimum
University Transition [2, 3]	50 DU/AC	No minimum
Central Core [2, 3] (Eff.1/7/10)	150 DU/AC (Eff. 1/19/02)	No minimum
Rural Community	4 DU/AC	No minimum
Residential Preservation [2]	6 DU/AC	No minimum
Lake Talquin Recreation/Urban Fringe [4]	1 DU/3 AC (standard)	No minimum
Lake Protection [4]	1 DU/2 AC (standard)	No minimum

Notes:

[1] Maximum gross density is based on the gross acreage of the site and may not be achievable after addressing applicable land development regulations (e.g., parking, stormwater, and other regulations that may limit maximum development potential).

[2] Density ranges can be increased up to 25% above the maximum limits listed above for the purpose of providing affordable housing units, consistent with Policy 2.1.14 [LU].

[3] Density ranges can be increased up to 35% above the maximum limits listed above for the purpose of encouraging infill development and redevelopment, consistent with Mobility Element Policy 1.1.10 [M] (Eff. 12/15/11; Rev. Eff. 7/19/13)
[4] Clustering Option Available

Policy 2.1.9: [L] (Leon County) **(REV. EFF. 6/6/08)**

Either provision described in Policy 2.1.9 (a) and (b) below may apply only once to any individual, and may not be used in combination. Any parcel created through use of the non-family heir provision of this policy shall not be further divided using the family heir provision. Neither provision may be used to create a lot which is smaller than ½ acre in size. The provisions described below shall be further described and regulated within the implemented land development regulations.

a) Family Heir Subdivisions

The use of a parcel of property solely as a homestead by an individual who is the grandparent, parent, stepparent, adopted parent, sibling, child, stepchild, adopted child, or grandchild of the person who conveyed the parcel to said individual is permitted per this policy, notwithstanding the density or intensity of use assigned to the parcel within this Plan.

b) Non-Family Heir Subdivisions

To avoid a disproportionate impact on owners of small parcels of property, each parcel of property in single ownership as of February 1, 1990, in the Urban Fringe, and Rural and Lake Talquin Recreation/Urban Fringe areas may be developed at a maximum density of two units per acre, for the first six dwelling units on such parcel, including existing dwelling units. This provision for non-family heir subdivisions shall expire on February 1, 2010 at 12:01 a.m. when such subdivisions shall no longer be permitted.

Policy 2.1.9: [L] (City of Tallahassee) **(REV. EFF. 6/6/08)**

Either provision described in Policy 2.1.9 (a) and (b) below may apply only once to any individual, and may not be used in combination. Any parcel created through use of the non-family heir provision of this policy shall not be further divided using the family heir provision. Neither provision may be used to create a lot which is smaller than ½ acre in size. The provisions described below shall be further described and regulated within the implemented land development regulations.

a) Family Heir Subdivisions

The use of a parcel of property solely as a homestead by an individual who is the grandparent, parent, stepparent, adopted parent, sibling, child, stepchild, adopted child, or grandchild of the person who conveyed the parcel to said individual is permitted per this policy, notwithstanding the density or intensity of use assigned to the parcel within this Plan.

b) Non-Family Heir Subdivisions

~~To avoid a disproportionate impact on owners of contiguous property 25 acres or less in size in single ownership as of February 1, 1990, in the Urban Fringe, and Rural and Lake Talquin Recreation/Urban Fringe areas may be developed at a maximum density of two units per acre, for the first six dwelling units on such parcel, including existing dwelling units. This provision for non-family heir subdivisions shall expire on February 1, 2010 at 12:01 a.m. when such subdivisions shall no longer be permitted.~~

~~*Policy 2.1.10: [L]* **(DEL. EFF. 7/6/15)**~~

~~*Reserved*~~

~~*Policy 2.1.11: [L]* **(EFF. 1/19/02; REV. EFF. 6/6/08)**~~

~~Criteria for approval of Central Urban development shall be established in the Land Development Regulations.~~

~~*Policy 2.1.12: [L]* **(DEL. EFF. 6/6/08)**~~

~~*Reserved*~~

~~*Policy 2.1.13: [L]* **(EFF. 8/17/92)**~~

~~Existing adjoining land uses are not to be a factor in determining the suitability for residential development which would allow high and medium density residential uses to be located anywhere in the University Transitional land use category.~~

~~*Policy 2.1.14: [L]* **(EFF. 6/07/01; REV. EFF. 7/26/06)**~~

~~The land development regulations may contain provisions that allow for densities greater than otherwise provided in the respective future land use classifications specified within the Land Use Element in exchange for the construction of affordable housing units. These density bonuses shall be limited to a density no greater than 25% higher than would otherwise be allowed within the respective future land use classification. In addition, to ensure that the additional density does not create unacceptable adverse impacts, the land development regulations shall provide additional qualifying criteria which must be met in order to qualify for the density bonus. At a minimum, these criteria should ensure:~~

~~1) that the development seeking the density bonus will be providing affordable housing units;~~

~~2) that the development seeking the density bonus is located within the urban services area, in a location where zoning allows density of greater than 2 dwelling units per acre and where infrastructure, utilities, and public services are adequate and sufficient to meet the projected demands associated with the requested additional density; and,~~

~~3) that the design and orientation of the development seeking the density bonus is compatible with the surrounding land use character, particularly with any low density residential neighborhoods. Building size and massing, site layout and design, architectural characteristics, and landscaping will be components of this criterion.~~

~~The land development regulations may further restrict the density bonus to be provided in proportion to the quantity of affordable housing units to be provided in the development seeking the density bonus.~~

~~In addition, in order to provide the site design flexibility necessary to accommodate these density bonuses, the land development regulations shall contain provisions that allow for a reduction or elimination of requirements to set aside land for urban forest or landscaping, subject to the following criteria:~~

~~1) the development meets all of the above criteria for density bonuses;~~

~~2) no less than 10% of the dwelling units within the development will be affordable housing units;~~

~~3) the reduction or elimination of requirements to set aside land for urban forest or landscaping shall not have an adverse impact to any Preservation or Conservation feature;~~

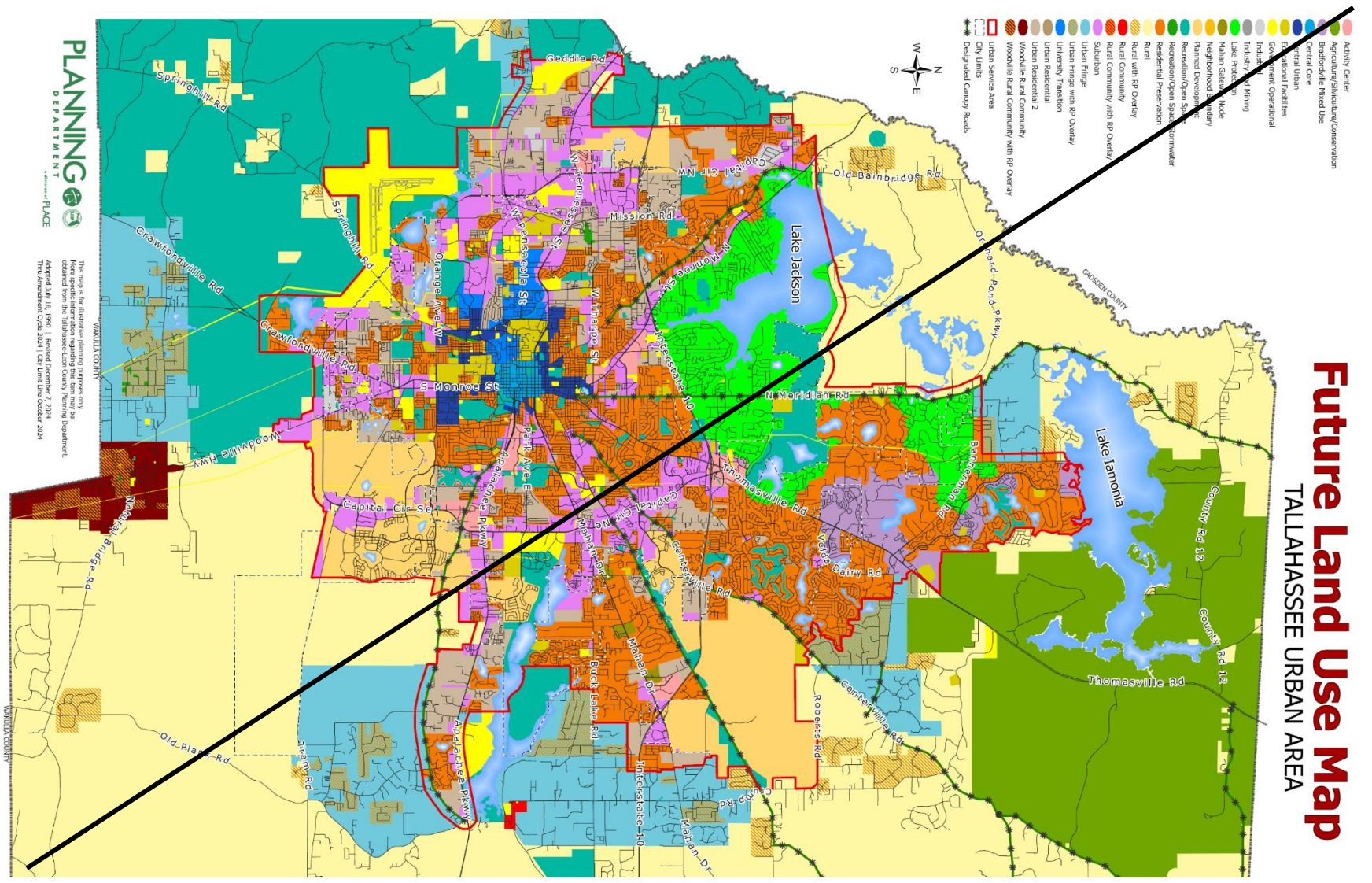
~~4) the development shall provide the minimum landscaping necessary to ensure compatibility with adjoining land uses; and~~

~~5) the development adheres to the general principles of Traditional Neighborhood Design, the Front Porch Florida program, and Crime Prevention Through Environmental Design (CPTED).~~

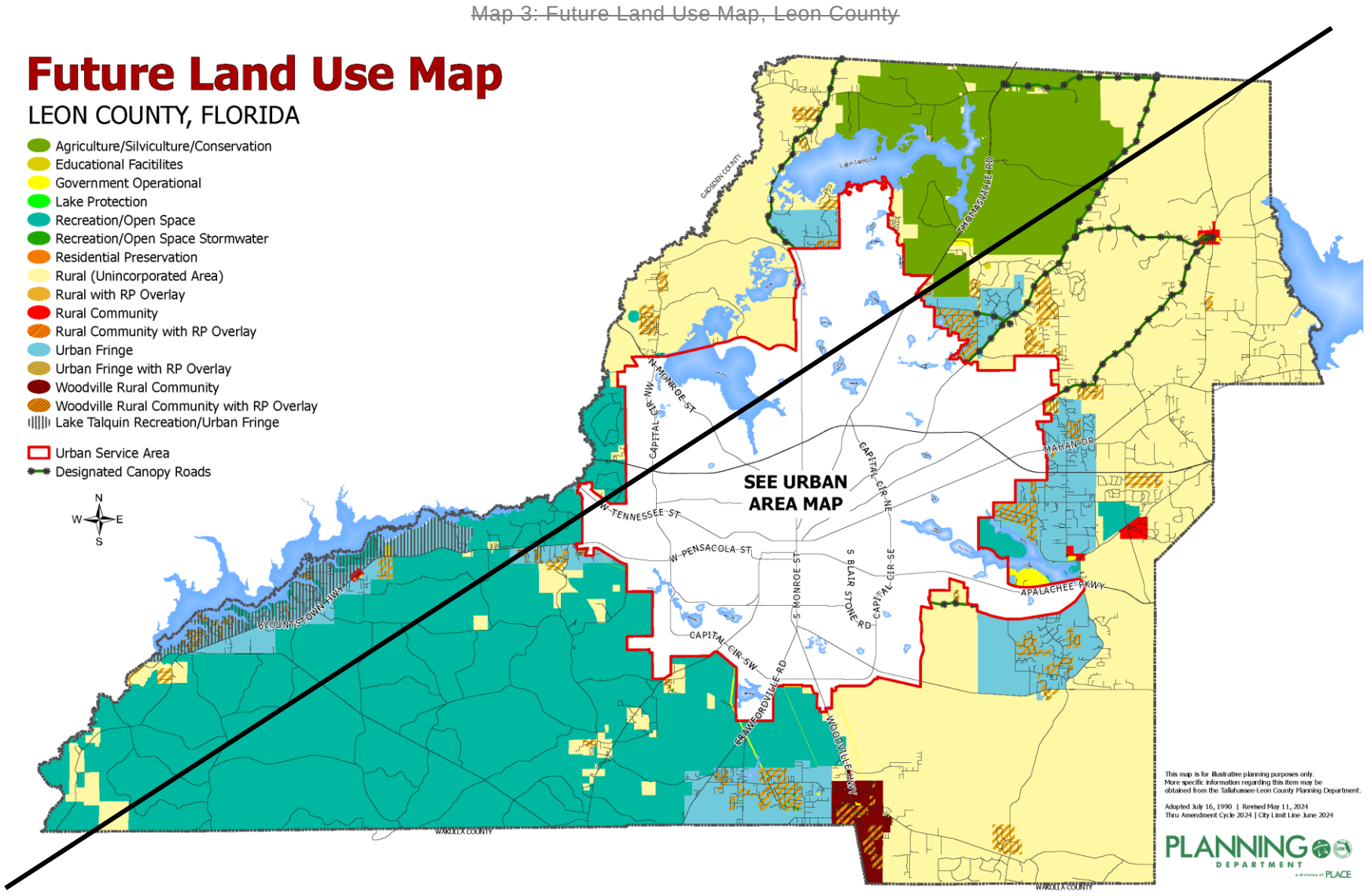
~~The land development regulations may base any reduction or elimination of requirements to set aside land for urban forest or landscaping on the quantity or percentage affordable housing units in the development and the proximity of the development to areas targeted for urban infill, redevelopment or more intensive land uses.~~

~~I. Land Use~~

~~Map 2: Future Land Use Map, Tallahassee Urban Area~~



~~Map 3: Future Land Use Map, Leon County~~



FUTURE LAND USE MAP CATEGORIES

Objective 2.2: [L] (REV. EFF. 7/26/06)

To coordinate future land uses with suitable topography and soil conditions, the protection of natural resources and with the availability of adequate infrastructure through the establishment of a Future Land Use Map depicting appropriate land use categories. In order to fulfill this intent, the Land Use Plan establishes policies and guidance for the mapping of Future Land Use Categories, which are depicted on the Future Land Use Map. These categories are designed to promote a variety of land use types and patterns to meet the needs of the community.

The Tallahassee-Leon County Comprehensive Plan shall promote appropriate location of land uses and regulation of development

density and intensity based upon: (1) protection of conservation and preservation features; (2) compatibility with adjacent existing and future residential land uses; (3) access to transportation facilities in keeping with their intended function; and (4) the availability of infrastructure.

The Plan shall also establish policies and guidance for the mapping of Future Land Use Categories, which are depicted on the Future Land Use Map. These categories are designed to promote a variety of land use types and patterns to meet the needs of the community and are shown on the following maps:

NOTES APPLICABLE TO URBAN AREA FUTURE LAND USE MAP (REV. EFF. 3/14/07)

Parcels 21-26-35-C-0010, 21-26-35-C-0020, 21-26-35-C-130 may be developed as an independent living facility for the elderly only if a Planned Unit Development is approved which includes Parcels 21-26-51-000-0040, 21-26-51-000-0050, and 21-26-51-000-120. Development intensity on the vacant parcels is limited to 45 units and 34,000 square feet and building height is limited to three stories. If the Planned Unit Development is not completed or approved, the vacant parcels shall only be developed as low-density residential development allowed under the R-1 or R-2 zoning districts.

Parcel 11-08-20-630-0000 shall only be developed with general office that may include a lending institution with a drive-through facility on the first floor. The total amount of development is limited to 30,000 square feet. The architecture and site design must be consistent with the adjacent Thomasville Road/I-10 Planned Unit Development. Site plans must be submitted to the Live Oak Plantation and Piedmont Neighborhood Associations, the 1300 Live Oak Plantation Property Owners Association, as well as the developers of the Thomasville Road/I-10 Planned Unit Development for comments prior to submitting the site plan to the City.

The area designated University Transition with hatching is subject to Transportation Element Objective 2.2, which may limit density to less than the maximum permitted by the category.

NOTES APPLICABLE TO LEON COUNTY FUTURE LAND USE MAP **(REV. EFF. 6/19/07)**

The allowable density is limited to 200 single-family residential dwelling units on parcels 15-17-20-224-0000 and 15-20-20-034-0000 combined and no non-residential development is permitted on these parcels. Also, for these parcels at least 50% of the entire combined acreage must be placed in permanent open space. The permanent protection of this open space shall be further defined through the PUD process.
(Parcels) 12-02-20-602-0000 and 12-11-20-202-0000 will be developed at a cumulative density no greater than 81 residential detached units.

Policy 2.2.1: [L]

RURAL/AGRICULTURE **(REV. EFF. 8/17/92; REV. EFF. 7/26/06; REV. EFF. 12/24/10; REV. EFF. 7/6/15; REV. EFF. 1/19/20)**

INTENT

Leon County's agricultural and silvicultural lands have a long and productive history. They have served as both a source of food and materials for urbanized areas of the County and as a significant economic engine for the region. Decades of suburbanization have dramatically reduced the amount of arable land available for agriculture and silviculture within the County. These lands are now at a premium and require protection to ensure that they remain viable, unfragmented, and productive for future generations.

The intent of the Rural category is to maintain and promote agriculture, silviculture, and natural resource-based activities, to preserve natural systems and ecosystem functions, and to protect the scenic vistas and pastoral development patterns that typify Leon County's rural areas. Typical land uses within this category shall include agriculture, silviculture, and natural resource-based activities. Due to the very low intensity development pattern that is intended for the category, urban services are not planned or programmed for the area.

To promote infill and redevelopment within the Urban Service Area (USA) and Rural Communities, higher density residential, and non-residential activities that are not functionally related to and supportive of agriculture, silviculture and other natural resource based activities shall be prohibited within the Rural category.

ALLOWABLE USES, DENSITIES, AND INTENSITIES

1. Residential

   The Rural category shall allow for single family residential uses at a maximum density of one (1) dwelling unit per ten (10) gross acres.

2. Non-residential

   Agriculture, silviculture, and other natural resource based activities shall comprise the primary non-residential uses within the Rural category.

   Consistent with Florida's Right to Farm Act, bona-fide agricultural uses, on land classified as agricultural land by the Leon County Property Appraiser, shall not be subject to a non-residential intensity limitation.

Non-residential uses functionally related to and directly in support of agricultural, silvicultural, and other natural resource based activities, including ecotourism activities, may be permitted at a maximum intensity of 2,000 sq. ft. per gross acre. The location of such uses shall be limited to the intersection of major collector and arterial or arterial and arterial designated roadways. Total development at any one intersection shall not exceed 10,000 sq. ft.

To ensure that such uses are developed in a manner that is compatible with the rural nature of the area, additional standards and limitations shall be included in the land development code.

3. Community and Recreational Facilities

Community services and recreational uses may be permitted provided they are compatible with the natural and rural surroundings. Facilities associated with these uses may be permitted at a maximum intensity of 2,000 sq. ft. per gross acre.

Active recreational uses not functionally related to or supportive of agriculture, silviculture, natural resource based, or ecotourism activities, including, but not limited to golf courses, drag strips, and racetracks for motorized vehicles, are prohibited.

To ensure that such uses are developed in a manner that is compatible with the rural nature of the area, additional design standards and limitations shall be included in the land development code.

SPECIAL CONDITIONS

The following special conditions shall apply to the Rural future land use category:

1. Development proposals within the Rural area shall be evaluated for compatibility with adjacent agricultural uses and shall consider the land management activities associated with such uses. Development that is incompatible with agricultural uses, or has the potential to fragment, encroach upon, or displace such uses, shall not be permitted.
2. Property within the Rural category shall not be converted to a more intense land use category unless the subject site adjoins the Urban Service Area or a designated Rural Community.
3. Non-residential and light infrastructure development shall be subject to design standards that preserve the scenic and rural character of this category and protect existing rural residential development from offsite impacts of non-residential development. Design standards shall include, but not be limited to, signage, lighting, parking, landscape buffers, and building materials.
4. Existing uses and structures listed on the local or national historic register at the time of adoption of this amendment shall be considered conforming.

Policy 2.2.2: [L]

URBAN FRINGE* **(REV. EFF. 8/17/92; REV. EFF. 7/26/06; REV. EFF. 4/10/09; REV. EFF. 12/24/10; REV. EFF. 12/15/11)**

The Urban Fringe category is intended to provide the opportunity for very low-density residential areas mixed with open space and agricultural activity on the periphery of the Urban Service Area. To protect Rural areas from premature development, facilitate infill and redevelopment inside the Urban Service Area, and in recognition of the significant area already mapped as Urban Fringe, no additional lands designated Rural or Urban Fringe as of August 26, 2006 shall be converted to a more dense or intense land use category unless adjoining lands are also within the designated Urban Service Area boundary or the designated Woodville Rural Community. Conversions to the Woodville Rural Community designation shall be consistent with the Transfer of Development Units provision in Policy 4.2.5: [C].

Conventional subdivision of land in the Urban Fringe may be permitted at a density of up to one unit per three acres. To promote a mix of residential areas and perpetually protected open space and agricultural lands, Conservation Subdivision developments are allowed and encouraged. Conservation Subdivision design in Urban Fringe may be permitted at a density of up to one unit per three gross acres with units clustered on no more than 50% of the site. Conservation Subdivisions must also permanently set aside at least 50% of the total site as open space and restrict development to the least environmentally sensitive and otherwise significant portions of the land.

Appropriately sized minor commercial activities and minor offices are permitted. Industrial, office and more intensive commercial land uses are prohibited due to lack of present infrastructure services or potential negative environmental impacts. Present or future agricultural, silviculture and forestry activities may be allowed.

Policy 2.2.3: [L]

RESIDENTIAL PRESERVATION **(Eff. 7/16/90; Rev. Eff. 7/26/06; Rev. Eff. 4/10/09; Rev. Eff. 5/31/18)**

Characterized by existing homogeneous residential areas within the community which are predominantly accessible by local streets. The primary function is to protect existing stable and viable residential areas from incompatible land use intensities and density intrusions. Future development primarily will consist of infill due to the built out nature of the areas. Commercial, including office as well as any industrial land uses, are prohibited. Future arterial and/or expressways should be planned to minimize impacts within this category. Single family, townhouse and cluster housing may be permitted within a range of up to six units per acre. Consistency with surrounding residential type and density shall be a major determinant in granting development approval.

For Residential Preservation areas outside the Urban Service area the density of the residential preservation area shall be consistent with the underlying land use category.

The Residential Preservation category shall be based on the following general criteria. For inclusion, a residential area should meet most, but not necessarily all of these criteria.

1) Existing land use within the area is predominantly residential

2) Majority of traffic is local in nature

a) Predominance of residential uses front on local street
b) Relatively safe internal pedestrian mobility

3) Densities within the area generally of six units per acre or less

4) Existing residential type and density exhibits relatively homogeneous patterns

5) Assessment of stability of the residential area, including but not limited to:

a) Degree of home ownership
b) Existence of neighborhood organizations

In order to preserve existing stable and viable residential neighborhoods within the Residential Preservation land use category, development and redevelopment activities in and adjoining Residential Preservation areas shall be guided by the following principles:

a) The creation of transitional development area (TDA) for low density residential developments.

Higher density residential developments proposed for areas adjoining an established neighborhood within the residential preservation land use category shall provide a transitional development area along the shared property line in the higher density residential development. The development density in the transitional development area shall be the maximum density allowed in the Residential Preservation land use category. Development within the transitional development area shall be designed, sized and scaled to be compatible with the adjoining residential preservation area.

Transitional development areas shall be non-mapped areas and shall be approved at the time of site plan approval. The factors cited in paragraph (c) below shall be considered when determining the size of transitional development areas. The land development regulations shall specify development thresholds for the implementation of transitional development areas.

b) Limitation on future commercial intensities adjoining low density residential preservation neighborhoods.

New or redeveloped commercial uses adjoining residential preservation designated areas shall mitigate potential impacts by providing a transitional development area between the commercial uses and residential preservation uses and only those commercial activities which are compatible with low density residential development in terms of size and appearance shall be allowed. The factors cited in paragraph (c) below shall be used when determining the compatibility, design techniques and the size of transitional development areas. The design and layout of adjoining commercial uses shall be oriented to place the section of the development with the least potential negative impacts next to the residential preservation area.

c) Limitations on existing light industry adjoining residential preservation neighborhoods.

Expanding or redeveloped light industrial uses adjoining low density residential areas within the residential preservation land use category shall mitigate potential negative impacts and provide screening, buffering, or a transitional development area between the light industrial uses and the low and medium density residential uses. The factors cited in paragraph (c) below shall be considered when determining compatibility, design techniques and the size of the transitional development area.

~~The design and layout of expanding or redeveloping light industrial uses and adjoining residential preservation areas shall be oriented to place the section of the development with the least potential negative impacts in the area next to the existing and/or future low density residential area in the residential preservation land use category. New light industrial uses shall prevent or mitigate off-site impacts in accordance with the Research and Innovation Land Use category or the Industry and Mining Land Use category and applicable Land Development Regulations.~~

~~d) Additional development requirements for allowed community facilities when adjoining low density residential areas, except for cemeteries or religious facilities to be used solely for religious functions. Such development requirements will also apply to ancillary facilities when proposed in conjunction with religious facilities, and are to result in effective visual and sound buffering (either through vegetative buffering or other design techniques) between the community facilities and the adjoining residential preservation area.~~

~~e) Land use compatibility with low density residential preservation neighborhoods~~

~~A number of factors shall be considered when determining a land use compatible with the residential preservation land use category. At a minimum, the following factors shall be considered to determine whether a proposed development is compatible with existing or proposed low density residential uses and with the intensity, density, and scale of surrounding development within residential preservation areas: proposed use(s); intensity; density; scale; building size, mass, bulk, height and orientation; lot coverage; lot size/ configuration; architecture; screening; buffers, including vegetative buffers; setbacks; signage; lighting; traffic circulation patterns; loading area locations; operating hours; noise; and odor. These factors shall also be used to determine the size of transitional development areas.~~

~~f) Limitations on Planned Unit Developments in the Residential Preservation land use category.~~

~~Planned Unit Developments proposed within the interior of a Residential Preservation designated recorded or unrecorded subdivisions shall be generally consistent with the density of the existing residential development in the recorded or unrecorded subdivision. Parcels abutting arterial roadways and/or major collectors may be permitted to achieve six dwelling units per acre.~~

~~The existing predominant development density patterns in Residential Preservation are listed in paragraph (g) below. Within 18 months of adoption, the PUD regulations shall be amended to include provisions addressing the preservation of established residential preservation designated areas. Said provisions shall address any proposed increase in density and the factors cited in paragraph (e) above.~~

~~g) Limitations on resubdivision of lots within established Residential Preservation designated areas.~~

~~To protect established single family neighborhoods from density intrusions, consistency within the recorded or unrecorded subdivision shall be the primary factor in granting approval for development applications. Consistency for the purposes of this paragraph shall mean that parcels proposed for residential development shall develop consistent with the lot size and density of the recorded or unrecorded subdivision.~~

1. Guidance on the resubdivision of lots in recorded and unrecorded single family subdivisions shall be provided in the Land Development Code.
2. Parcels proposed for residential development shall develop at densities generally consistent with the density of existing residential development in the recorded or unrecorded subdivision with the exception of parcels abutting arterial and/or major collector roadways which may be permitted up to six dwelling units per acre.

   There may be two distinct density patterns in the Residential Preservation land use category as shown below:

Existing land use character of the subdivision	Gross residential density
Homogenous, very low density single family detached units (City Only)	0-3.6 dwelling units per acre (generally consistent with density of the subdivision)
Low density single family detached and/or non-single family detached units (including but not limited to townhomes and duplexes)	0-6.0 dwelling units per acre (generally consistent with density of the subdivision)

This section shall not be construed as to restrict the development of building types allowed by the applicable zoning district.

Policy 2.2.4: [L]

VILLAGE MIXED USE **(REV. EFF. 12/23/96; REV. EFF. 7/26/06; REV. EFF. 3/14/07)**

To create traditional neighborhood developments with an emphasis on low to medium density residential land use, small to medium scale commercial shopping opportunities for area residents, schools and small to moderate scale churches, and recreational and leisure oriented amenities for the enjoyment of area residents. Development in this category shall require compliance with traditional neighborhood development standards to be established in the Land Development Regulations. New development in this category requires the establishment of a true, mixed-use project, either through buildings that integrate a mixture of uses or series of buildings that result in a compatible mix of uses. Integration includes the establishment of pedestrian connections, shared public spaces, streetscapes that focus on people before automobiles and parking designs that minimize their visibility. Commercial development shall be of a walkable scale and intensity. Residential development shall include a mix of housing densities and housing types.

Traditional neighborhood development regulations shall include specific criteria to ensure that development in this category results in walkable, mixed-use neighborhoods that satisfy a variety of housing needs and provide easy access to goods and services. The regulations shall require:

- A minimum of 40 acres per project unless the proposed project compatibly integrates with existing development abutting the project to establish an effective area of at least 40 acres that is consistent with traditional neighborhood development standards;
- A high degree of connectivity;
- Flexible greenspace requirements;

- Design and amenities that facilitates pedestrian access throughout each development;
- Minimum densities that are consistent with the Village Mixed Use Intensity Guidelines;
- Maximum setback requirements and standards that orient entrances and windows toward streets and pedestrian facilities;
- A mix of uses that is consistent with the Village Mixed Use Intensity Guidelines; and
- Requirements for public spaces that are readily accessible by pedestrians.

Development shall comply with the Village Mixed Use Intensity Guidelines. The scale of all nonresidential land uses shall be limited to preclude large automobile-oriented retail businesses and to ensure that non-residential uses remain accessible to pedestrians living in surrounding residences. Traffic volumes and speeds shall be kept low, and parking for nonresidential uses shall be small in scale. In village centers, the number of spaces may be reduced to reflect increased pedestrian access. These characteristics are reflective of the village life-style. Residential development should include a mix of densities and housing types and be located to maximize pedestrian access to shops, public facilities and recreational opportunities that are passive or active.

Village Mixed Use Intensity Guidelines **(REV. EFF. 3/14/07)**

Table 3: Village Mixed Use Intensity Guidelines

Minimum Percentage of Land Use by Acreage (1)	Development Patterns	*Allowed Land Uses (3)*	Residential Density (2)	Non-Res Intensity
10% of net area	Low Density Residential	Residential, Recreation, Light Infrastructure & Community Service	0 to 8 units/ acre	10,000 SQ. FT. per acre
5% of net area	Low Density Residential Office	Residential, Office, Recreation, Light Infrastructure & Community Service	0 to 8 units/ acre	13,000 to 20,000 SQ. FT. per acre
10% of net area	Medium Density Residential	Residential, Recreation, Light Infrastructure & Community Service	8 to 16 units/ acre	12,500 SQ. FT. per acre
5% of net area	Medium Density Residential Office	Residential, Office, Ancillary 1st Floor Commercial, Recreation, Light Infrastructure, Community Service & Post-Secondary Schools	8 to 16 units/ acre	17,000 to 25,000 SQ. FT. per acre

Minimum Percentage of Land Use by Acreage (1)	Development Patterns	*Allowed Land Uses (3)*	Residential Density (2)	Non-Res Intensity
5% of net area	Village Center	Residential, Office, Commercial up to 50,000 SQ FT, maximum business size. Centers shall not be located closer than ¼ mile to another village center or commercial development including more than 20,000 SQ FT of floor area.	8 to 20 units/ acre	17,000 to 40,000 SQ. FT. per acre
10% of gross area	Public Spaces	Recreation and cultural facilities, plazas, trails, parks and other public gathering places		

Notes:

(1) All percentages except public spaces are based on net area to be defined in the land development regulations as excluding undevelopable land;

(2) Densities apply to residential acreage only.

(3) All projects in the Village Mixed Use category must have a discernible center with a minimum of 10,000 retail and/or office. The project must also have a minimum of 50 residential units in order to ensure a mixed use project is developed on site.

An essential component of Village Mixed Use is residential land use. The village also will require small shops and some services to serve nearby residents. Emphasis on commercial uses shall be limited to convenience goods and services, small to moderate scale grocery stores, and small pharmacies and offices. Office and commercial development in scale with surrounding residential areas are appropriate. Allowed land uses within the Village Mixed Use Future Land Use Category shall be regulated by zoning districts that implement the intent of this category, and reflect the unique land use patterns, character, and availability of infrastructure in the different Village Mixed Use areas. In areas lacking the necessary infrastructure, the Land Development Regulations may necessitate a lower intensity interim use that the maximum intensities established in this Plan. Any evaluation of a proposed change of zoning to a more intensive district shall consider, among other criteria, the availability of the requisite infrastructure, as well as compatibility with and appropriate connectivity to existing residential neighborhoods. Industrial development is prohibited in this Future Land Use Category.

Policy 2.2.5: [L]

SUBURBAN **(EFF. 3/14/07)**

To create an environment for economic investment or reinvestment through the mutually advantageous placement of employment and shopping opportunities with convenient access to low to medium density residential land uses. Employment opportunities should be located near residential areas, if possible within walking distance. This category recognizes the manner in which much of Tallahassee-Leon County has developed since the 1940s. The category predominantly consists of single-use projects that are interconnected whenever feasible. Mixed-use projects and the principles of traditional neighborhood developments are encouraged, though not required. The Suburban category is most suitable for those areas outside of the Central Core. However, additional

areas inside the Central Core may be designated as appropriate based on existing land use pattern.

To complement the residential aspects of this development pattern, recreational opportunities, cultural activities, commercial goods and services should be located nearby. To reduce automobile dependency of residents and employers alike, mass transit stops should be located at large commercial centers and appropriate street and pedestrian connections established between commercial and residential areas. Except within mixed use centers, larger scale commercial development should be buffered from adjacent residential neighborhoods.

Development shall comply with the Suburban Intensity Guidelines. Business activities are not intended to be limited to serve area residents; and as a result may attract shoppers from throughout larger portions of the community.

Suburban Intensity Guidelines **(EFF. 3/14/07; REV. EFF. 7/14/14; REV. EFF. 5/31/18)**

Table 4: Suburban Intensity Guidelines

Development Patterns	*Allowed Land Uses*	Gross Residential Density	Non-Res Intensity	Percentage Mix of Uses
Low Density Residential	Residential, Recreation, Light Infrastructure & Community Service	0 to 8 UNITS/ ACRE (4)	10,000 SQ FT/ACRE	65-80%
Low Density Residential Office	Residential, Office, Recreation, Light Infrastructure & Community Service	0 to 8 UNITS/ ACRE (4)	10,000 SQ FT/ACRE (5)	
Medium Density Residential	Residential, Recreation, Light Infrastructure & Community Service	8 to 16 UNITS/ ACRE	20,000 SQ FT/ACRE	
Medium Density Residential Office	Residential, Office, Ancillary 1st Floor Commercial, Recreation, Light Infrastructure, Community Service & Post-Secondary Schools	8 to 20 UNITS/ ACRE	20,000 SQ FT/ACRE (6)	
Village Center	Residential, Office, Commercial up to 50,000 SQ FT, maximum business size. Centers shall not be located closer than ¼ mile to another village center or commercial development including more than 20,000 SQ FT of floor area.	8 to 16 UNITS/ ACRE	12,500 SQ FT/ACRE per parcel for center 20 acres or less (7)	
Urban Pedestrian Center	Residential, Office, Commercial, Recreation, Light Infrastructure & Community Service	6 to 16 UNITS/ ACRE (3)	Up to 20,000 SQ FT/ACRE (3)	35-50%
Suburban Corridor	Residential, Office, Commercial, Recreation, Light & Heavy Infrastructure & Community Service	Up to 16 UNITS/ ACRE	Up to 25,000 SQ FT/ACRE (8)	

I. Land Use

Development Patterns	Allowed Land Uses	Gross Residential Density	Non-Res Intensity	Percentage Mix of Uses
Medical Center	Residential, Office, Commercial, Recreation, Light Infrastructure & Community Service	6 to 20 UNITS/ ACRE (1)	80,000 SQ FT/ACRE (2)	
Business Park	Office, Residential and Commercial	Up to 16 UNITS/ ACRE	20,000 SQ FT/ ACRE	5-10%

Notes:
(1) 8 units/acre minimum for exclusively residential;
(2) Hospitals up 176,000 sq ft/acre;
(3) 20 units/acre and 40,000 sq ft/acre for multiple use development; Combined residential and non-residential development may have up to 40,000 SF and up to a six story building. Residential use, office use and commercial use is allowed.
(4) Low Density Residential and Residential Office development patterns can have a minimum of 1 unit per acre if water and sewer are not available.
(5) The maximum square footage is increased to 12,500 SF if the project is a mixed-use development.
(6) The maximum square footage increases to 40,000 SF per acre and maximum height increases to six stories if 50% of parking is structured. This provision only applies to areas previously designated as Mixed Use C
(7) 250,000 SF of total development permitted on 20 to 30 acre centers.
(8) Storage areas may be 50,000 SF per acre. Office and Retail is allowed.

While mixed land uses are encouraged in the Suburban Future Land Use Category, the more prevalent pattern will be a compatibly integrated mix of single-use developments that include low and medium density residential, office, and retail development. Allowed land uses within the Suburban Future Land Use Category shall be regulated by zoning districts which implement the intent of this category, and which recognize the unique land use patterns, character, and availability of infrastructure in the different areas within the Suburban Future Land Use Category. In those areas lacking the necessary infrastructure, the Land Development Regulations may designate a low intensity interim use. Any evaluation of a proposed change of zoning to a more intensive district shall consider, among other criteria, the availability of the requisite infrastructure.

Policy 2.2.6: [L]

BRADFORDVILLE MIXED USE **(REV. EFF. 12/23/96; REV. EFF. 7/26/06; REV. EFF. 3/14/07) (APPLIES TO BRADFORDVILLE STUDY AREA ONLY)**

The Bradfordville Mixed Use Category is depicted on the Future Land Use Map. The category establishes differing proportions of allowed land uses and land use densities and intensities and is intended to be implemented by zoning districts which will reflect eight different development patterns which are described in Objectives 1.7 and 6.1.

The Mixed Use Development patterns shall be applied through zoning and Land Development Regulations in a manner consistent with the Future Land Use Map delineation of Bradfordville Mixed Use. These eight different development patterns are not intended to be mapped as part of the Future Land Use Map, rather they are intended to serve as a mechanism to assure that the appropriate location and mixture of land uses occur within the category.

Commercial development allocations in the Bradfordville Mixed Use Future Land Use Category are intended to limit gross leasable square footage per parcel as defined in the Land Development Regulations.

Intended Function: Create a village atmosphere with an emphasis on low to medium density residential land use, small scale commercial shopping opportunities for area residents, schools and churches, and recreational and leisure oriented amenities for the enjoyment of area residents.

The intensity of all nonresidential land uses shall be kept minimal to reduce the intrusive impact upon the residential land use. The intensity of all nonresidential land uses shall be kept minimal to reduce the intrusive impact upon the predominant residential land use. Traffic volumes and speeds shall be kept low, and parking for nonresidential uses shall be minimal. These characteristics are reflective of the village life-style.

The essential component of Bradfordville Mixed Use is residential land use. The low to medium density residential development will be located to provide for maximum land use compatibility and enjoyment of recreational and leisure opportunities (recreational land uses are included in the description of Community Facilities). The village will also allow small shops and some services to serve nearby residents. Emphasis on commercial uses shall be limited to convenience, grocery, and small pharmacies and offices. Office and commercial development in scale with and meeting the needs of the surrounding predominately residential area are appropriate.

It is also possible that appropriate sites within the area designated for Bradfordville Mixed Use may be developed for enclosed industrial uses. These are land uses that would usually be considered incompatible with the mixed use village, but due to site conditions, with careful design and facility planning, may be successfully integrated. Compatibility is also protected by allowing few such uses and limiting their size (development intensity).

All of the development patterns are appropriate within Bradfordville Mixed Use as described in Policy 1.7.9 [L]. The development pattern descriptions established under Objective 1.7 guide the density and intensity, location and access to areas of complementary land use.

Allowed land uses within the Bradfordville Mixed Use future land use category shall be regulated by zoning districts which implement the intent of this category, and which recognize the unique land use patterns, character, and availability of infrastructure in the different areas within the Bradfordville Mixed Use future land use category. In those areas lacking the necessary infrastructure, the Land Development Regulations may designate a low intensity interim use. Any evaluation of a proposed change of zoning to a more intensive district shall consider, among other criteria, the availability of the requisite infrastructure.

Policy 2.2.7: [L]

HEAVY INDUSTRIAL **(Eff. 12/10/91; Rev. Eff. 7/26/06; Renumbered 3/14/07; Rev. Eff. 5/31/18)**

Contains industrial uses which have or may have substantial off-site impacts. These areas have locational criteria more stringent than residential or commercial. Off-site impacts

require extensive buffering and/or relative distance from other land uses. Ancillary commercial uses designed to serve adjacent workers may be permitted. Other commercial and residential land uses are prohibited due to the encroachment factor. No additional property shall be designated with the Heavy Industrial Land Use category. Amendments to the Future Land Use Map adopted for the purposes of developing heavy industrial uses shall be designated with the Industry and Mining Land Use category.

Policy 2.2.8: [L]

CENTRAL URBAN **(REV. EFF. 6/07/01; REV. EFF. 7/26/06; RENUMBERED 3/14/07; REV. EFF. 6/6/08)**

Characterized by older developed portions of the community that are primarily located adjacent to or in close proximity to the urban core and major universities. Intended to provide a variety of residential types (up to 45 DU/AC), employment (includes light manufacturing), office and commercial activities. Infill and potential redevelopment and/or rehabilitation activity should be encouraged. Actual siting of land uses within the category are dependent on implementing zoning districts. Roadway access standards are determined by application of land development regulations. Land use intensity is intended to be higher (up to 20,000 sq. ft. for minor commercial uses; up to 100,000 sq. ft. for neighborhood commercial uses; and up to 200,000 sq. ft. for community commercial uses) due to the presence of requisite capital infrastructure and location of employment and activity centers.

Policy 2.2.9: [L]

HIGH INTENSITY URBAN ACTIVITY CENTER**(EFF. 7/16/90; REV. EFF. 7/26/06; RENUMBERED 3/14/07)**

Designed to function as urban activity centers by primarily providing for community wide or regional commercial activities located in proximity to multi-family housing and office employment centers. Intended to provide large scale commercial activities to serve retail needs of large portions of the population. Promotes efficiency of the transportation system by consolidating trips and discouraging unabated sprawl of commercial activities. Planned, integrated development is required to promote synergy between the different allowable land uses. An integrated pedestrian mobility system designed to provide safe and accessible foot and bike travel between the land uses shall be stressed in granting development approvals. Access and egress to Activity Centers as well as internal vehicle travel shall be planned in a comprehensive manner in order to facilitate traffic movement. Residential development shall be permitted up to 45 dwelling units per acre.

Policy 2.2.10: [L]

CENTRAL CORE **(EFF. 1/19/02; REV. EFF. 7/26/06; RENUMBERED 3/14/07; REV. EFF. 1/7/10; REV. EFF. 7/19/13)**

The current Central Core of Tallahassee has a strong government presence. However, the character of this area has changed since 2002 to a more mixed use center with new office, commercial, retail and residential uses. The Central Core of Tallahassee is intended to

expand into a vibrant 18-hour urban activity center with quality development. The emphasis in this area is intended to shift from cars to pedestrian, bike and transit modes of transportation. The development regulations within the Central Core area have to be amended to allow for a more urban kind of development where the primary emphasis is on pedestrian, bike and transit modes of transportation. The Central Core area is within the Downtown Overlay. The City of Tallahassee intends to promote mix of uses and higher densities and intensities within its Central core, while promoting multiple modes of transportation. The City shall establish Design Guidelines for this area in order to allow for more mixed use, pedestrian, bike and transit oriented development. Residential development may be permitted up to 150 units per acre.

Any development with density of more than 10 dwelling units per acre shall be consistent with the design standards identified in Policy 1.1.10 [M] subject to further clarification in the Land Development Code.

The future expansion of the Central Core FLUM will be limited to only those parcels within the Downtown Overlay District when:

- The proposed parcels are contiguous to existing central core FLUM area;
- The proposed parcel has all the infrastructure available;
- The proposed parcel has to exhibit a need for the expansion (e.g.: parcel of sufficient size not available in the Central Core FLUM for the proposed development).

Policy 2.2.11: [L]

RURAL COMMUNITY* **(REV. EFF. 6/28/02; REV. EFF. 7/26/06; RENUMBERED 3/14/07)**

The Rural Community future Land Use Designation is intended to distinguish long-established unincorporated communities located outside of the urban service area. These communities have existing concentrations of residential land use at densities typically less than those desirable within an urban area (gross densities are typically less than 2 dwelling units per acre and the most intensely developed portions rarely exhibit net densities above 4 dwelling units per acre). The intensity and layout of development within these communities more closely reflect rural design characteristics than urban design characteristics, with home sites and businesses typically being situated on larger lots, with greater setback than their urban counterparts, and while some commercial development in these communities occurs in the geographically compact "nodes", located at or near the intersections of major roads, it is also common to find established existing linearly developed commercial areas along limited portions of State Highway frontage. Communities so designated have grown as historically independent communities outside of the urban area and not extensions of urban sprawl. As such, this future land use designation recognizes that these communities typically have their own small, business-commercial "districts", where minor offices and small to moderate-sized commercial development provide local and surrounding rural residents access to basic shopping opportunities accordingly, the intensity of non-residential development is limited to a maximum of 50,000 square feet building and 50,000 square feet per parcel. Residential development may be permitted up to 4 dwelling units per acre. Development intensity

may be further limited according to the absence or presence of central water and sewer service, roadway capacity, and environmental limitations. Although some urban services may be available to serve development within areas designated Rural Community, urban services are not prerequisites for the limited development intensities allowed within these areas. Central sewer and water systems used to serve areas designated Rural Community shall be designated for lower density service as this category is not intended to create an area that attracts regional development or functions as a growth node.

Policy 2.2.12: [L]

WOODVILLE RURAL COMMUNITY* **(REV. EFF. 7/26/06; RENUMBERED 3/14/07; REV. EFF. 4/10/09)**

The Woodville Rural Community shares many of the same characteristics as other Rural Communities, but has experienced different types of growth pressures than the other areas designated as Rural Community. Therefore it has received a separate Future Land Use designation with specific objectives and policies to address the issues unique to Woodville. Non-residential development is limited to a maximum of 50,000 square feet per building and 50,000 square feet per parcel; residential development is limited to a density of 4 dwelling units per acre. Through the transfer of development units system provided for in Policy 4.2.5 [C] residential densities of up to 8 dwelling units per acre may be allowed.

*Category located outside of designated Urban Service Area.

Policy 2.2.13: [L]

EDUCATIONAL FACILITIES **(EFF. 8/17/92; REV. EFF. 7/26/06; RENUMBERED 3/14/07)**

This category contains:

(1) All public schools including elementary, middle school, high school, and post-secondary.

(2) All public lands for which educational facilities are proposed or planned.

(3) Private facilities with capacities for over three hundred students are also included in this category.

Permitted uses in this land use category are limited to educational facilities and ancillary community services to serve the student population, or the community in general. Allowed land uses within the Educational Facilities future land use category shall be regulated by zoning districts which implement the intent of this category.

Policy 2.2.14: [L]

RECREATION/OPEN SPACE **(EFF. 8/17/92; REV. EFF. 7/26/06; RENUMBERED 3/14/07)**

This category contains:

(1) Government owned lands which have active or passive recreational facilities, historic sites, forests, cemeteries, or wildlife management areas.

(2) Privately owned lands which have golf courses, cemeteries, or wildlife management areas.

Permitted uses include passive recreation and silviculture. Active recreation facilities are included if the site is within the USA or a rural community.

Policy 2.2.15: [L]

RECREATION/OPEN SPACE - STORMWATER FACILITY **(EFF. 7/2/99; REV. EFF. 7/26/06; RENUMBERED 3/14/07)**

This is a sub-category of the Institutional Recreation/Open Space category. This category is intended for government owned stormwater facilities.

Included in this category are the following:

(1) Government owned lands which serve as structural or non-structural stormwater facilities.
(2) The primary function of land in this category is stormwater attenuation, stormwater treatment for water quality, or stormwater conveyance.
(3) These areas may be used for passive parks that do not contain any permanent structure. Allowable open space uses include parks, nature preserves, cultivation, grazing, and unimproved pervious parking areas.

Policy 2.2.16: [L]

GOVERNMENT OPERATIONAL **(EFF. 8/17/92; REV. EFF. 7/26/06; RENUMBERED 3/14/07; REV. EFF. 12/24/10)**

Contains facilities, which include those defined on the Land Use Development Matrix as Community Services, Light Infrastructure, Heavy Infrastructure, and Post-Secondary, that provide for the operation of and provision of services on property owned or operated by local, state and federal government. The government facilities may include services and uses provided by private entities operating on property owned by the local, state, or federal government. These facilities shall include, but are not limited to:

Airports*	Offices
Correctional Facilities	Outdoor Storage Facilities
Courts	Police/Fire Stations
Electric Generating Facilities	Sanitary Sewer Percolation Ponds
Electric Sub-Stations	Sanitary Sewer Pump Stations
Health Clinics	Sanitary Sewer Sprayfields
Libraries	Vehicle Maintenance Facilities

Incinerators	Waste to Energy
Materials Recovery Facilities	Water Tanks
Museums	Water Treatment Plants
Postal Facilities	Water Wells

*Includes services and uses provided by private entities that are commonly located at commercial service airports.

Policy 2.2.17: [L]

UNIVERSITY TRANSITION**(REV. EFF. 12/14/04; REV. EFF. 7/26/06; RENUMBERED 3/14/07; REV. EFF. 1/7/10)**

The University Transition land use category may only be applied through amendment to the Future Land Use Map to lands located generally within the rectangle created by the Florida State University main campus and Florida A & M University, Tallahassee Community College/Lively Technical Institute campuses and Innovation Park. Specifically, lands lying west of South Adams Street, South of West Tennessee Street, north of Orange Avenue and adjoining Innovation Park and Tallahassee Community College to the east. It is intended to be a compact land use category that provides higher density residential opportunities near the campuses, serving both to provide opportunities for student housing near the universities and to protect existing residential neighborhoods located away from the campuses from student housing encroachment. However, it is not intended that this category be applied in a manner that would encourage or facilitate the premature conversion of existing viable single family residential neighborhoods. The category is intended to transition from present industrial and lower density residential uses to those more compatible with vibrant urban areas and shall remain within a compact area located in close proximity land owned by the universities and existing areas designated as University Transition.

Higher density residential redevelopment of up to 50 DU/AC is allowed to provide housing for students and close in housing opportunities to the downtown for professionals. Retail commercial limited to a smaller scale classification to provide essential services to immediate residents and ancillary needs of universities such as book stores and photo copying establishments may be permitted. State and private offices properly designed and scaled to surrounding uses may be permitted as well as central parking facilities, artistic studios and workshops. Restaurants, movie theaters, lounges and other entertainment commercial uses shall be permitted as commercial. Development regulations which allow flexibility in their design and operation to permit such uses as outdoor cafe and gardens shall be incorporated into zoning code. Pedestrian pathways and access systems shall be designed to connect universities, downtown, civic/arts center, and residential and commercial areas to cut down on dependence of automobile travel. Design controls shall be employed to provide land use compatibility by offsetting potential negative impacts.

The areas within the Gaines Street Revitalization Plan Study Area will have up to 100 DU/AC.

Policy 2.2.18: [L]

LAKE PROTECTION **(REV. EFF. 12/22/95; REV. EFF. 7/26/06; RENUMBERED 3/14/07; REV. EFF. 7/14/14; REV. EFF. 7/6/15)**

INTENT

Lake Jackson, designated both an Outstanding Florida Water (OFW) and Aquatic Preserve, is one of the most unique waterways in Florida. Historically, the lake has suffered from water quality issues associated with rapid urbanization and large-scale roadway projects. Lake Jackson's water quality has improved since adoption of the Comprehensive Plan, due in large part to the adoption of stringent stormwater treatment standards and the implementation of capital projects; however, nutrient levels in the Lake remain elevated and the Lake continues to be designated "Impaired" by the Florida Department of Environmental Protection.

The intent of the Lake Protection category is to ensure that development within the Lake Jackson basin occurs in a sustainable and environmentally sound manner with minimal impact to water quality. The Lake Protection category is the basis for regulation and, where appropriate, limitation of development and redevelopment of land within the Lake Jackson Basin. The bounds of this category are to be the Lake Jackson basin boundary adjusted to include contributing watersheds but excluding existing, more intensely developed areas south of Interstate 10 and areas outside the Urban Service Area.

ALLOWABLE USES, DENSITIES, AND INTENSITIES

1. Residential

The Lake Protection category shall allow for residential uses at a base density of one (1) dwelling unit per two (2) gross acres.[1] To encourage compact and efficient development, two density bonus options are available for properties within the category:

i) A residential density of up to two (2) dwelling units per gross acre may be permitted within developments designed as a Clustered Subdivision.
ii) A residential density of up to eight (8) dwelling units per gross acre may be permitted within the Lake Protection Node (LPN) zoning district.

[1] (Leon County) Any development affecting real property located in whole or in part within the Lake Protection Future Land Use Map category west of US 27 North for which an initial Planned Unit Development Concept or Final Development Plan was approved before January 1, 2005 shall be vested for all uses, intensities and densities set forth in the PUD Concept Plan Ordinance. Said PUD shall be entitled to rely on the closed basin exemption previously set forth in this section if the Commission determined prior to January 1, 2005 that the PUD met the requirements for such closed basin exceptions and that such determination has not been overturned by a court of competent jurisdiction at the time vested rights are sought under this provision. If a court of competent jurisdiction invalidates such a PUD due to reasons unrelated to whether the property met the requirements for the closed basin exception, any new or modified PUD application relating to the same real property shall be vested for the uses, intensities and densities of the previously approved PUD. All development within said certified closed basins approved pursuant to this provision shall be approved through the PUD amendment process, except that in unincorporated Leon County a one-into-two residential lot split exemption shall be processed according to the established County procedures instead of the PUD process.

2. Mixed-use & Non-residential

Non-residential and mixed-use development (including, but not limited to, office and commercial uses) within the Lake Protection category may only be permitted within areas designated with the Lake Protection Node (LPN) zoning district. Within this district, single use, non-residential development shall be allowed at a maximum intensity of 10,000 square feet (S.F.) per gross acre. Projects containing a vertical mixture of uses, including any combination of office, commercial and residential uses, may receive a bonus of 2,500 S.F. per gross acre, for a total of 12,500 S.F. per gross acre.

3. Community and Recreational Facilities

Community services, light infrastructure, and recreational uses shall be permitted within the Lake Protection (LP) and Lake Protection Node (LPN) zoning districts. Facilities associated with these uses shall be allowed at a maximum intensity of 10,000 square feet (S.F.) per gross acre.

SPECIAL CONDITIONS

The following special conditions shall apply to the Lake Protection Future Land Use category:

1. The Lake Protection Node zoning district shall only be permitted at the following intersections:

- Highway 27 North and Sessions Road
- Highway 27 North and Capital Circle NW/Old Bainbridge Road
- Highway 27 North and Fred George Road
- Bannerman Road and Bull Headley Road

The exact extent of these Nodes shall be specified in the City of Tallahassee and Leon County land development regulations, but generally shall not extend beyond ¼ mile from the respective intersection and shall not include areas within a Special Development Zone (SDZ) or existing single-family subdivisions.

2. As an alternative to large-lot developments, Clustered Subdivisions shall be permitted within the Lake Protection zoning district. Clustered Subdivisions shall:

- Contain a minimum of 60% contiguous open space preserved in perpetuity and comprised of such things as preservation and conservation features, Special Development Zones, undeveloped uplands, passive recreation areas, and storm water facilities designed as a community amenity;
- Be developed at a maximum density of two (2) dwelling units per gross acre; and,
- Be served by central water and sewer systems.

3. A volume control based stormwater treatment standard shall be required for all development and redevelopment within the Lake Protection land use category. This standard shall ensure that runoff volumes in excess of the pre-development runoff volume shall be retained for all storm events up to a 100-year, 24-hour duration storm. To encourage redevelopment in the Lake Protection category, a partial credit may be applied toward existing impervious surface on previously developed sites.

4. Additional development standards deemed necessary to protect Lake Jackson from further degradation and/or improve existing water quality may be included in the land development code.
5. Existing, lawfully established, non-residential uses within the Lake Protection land use category that are compatible with surrounding uses and meet all water quality standards for the Lake Jackson Basin shall be considered permitted uses.

Policy 2.2.19: [L]

LAKE TALQUIN RECREATION/URBAN FRINGE* **(REV. EFF. 8/17/92; REV. EFF. 7/26/06; RENUMBERED 3/14/07)**

This is a category that is specific to the eastern shore area of Lake Talquin north of State Highway 20. This area has unique characteristics in that it has developed to a large extent with weekend or vacation homes along the lake. This category is intended to allow one unit per three acres or one unit per acre if the development is clustered on 25% of the site. This is intended to protect environmentally sensitive areas until the critical areas study is completed.

A critical areas study will be required for this area in order to ascertain the environmental impacts of further development in this area as well as a strategy to provide services. Once the critical areas study has been completed, allowable densities, based on the information from the study, will be reassessed.

*Category located outside of designated Urban Service Area.

Policy 2.2.20: [L]

AGRICULTURE/SILVICULTURE/CONSERVATION **(REV. EFF. 6/28/02; REV. EFF. 7/26/06; RENUMBERED 3/14/07; REV. EFF. 1/19/20; REV. EFF 7/25/24)**

Conserving large tracts of plantation and former plantation land, forest land, agriculture and silviculture lands and wildlife and conservation and recreational hunting areas is an efficient means of protecting natural resources that constitute important physical, social, aesthetic and economic assets to all of the residents of Leon County. The expansion of urban development into agriculture/ silviculture/ conservation areas creates conflicts between farm and urban activities that encourage the premature conversion of agricultural and silvicultural land to other uses, and results in the loss of open space and natural beauty. The designation of land as ASC substantially protects the continued existence of the land for agriculture, silviculture, forest wildlife conservation and recreational hunting purposes, and otherwise promotes the public health, safety and general welfare of the residents of Leon County.

Extensions of Community Services (libraries, religious facilities, and police/fire stations) and Light Infrastructure (water wells, water tanks, sewage pump stations, and electric substations) within all ASC areas is allowed. Solar facilities shall comply with the setback and landscape buffer area criteria for other similar uses in this land use category. Very low residential density not to exceed 1 unit per 10 acres, is also allowed within the entire

ASC land use category. Accessory uses directly associated with the operation of agriculture, silvicultural, wildlife conservation, recreational hunting and permitted residential uses shall be allowed.

Areas which meet the criteria for inclusion in the ASC category include, but are not limited to the tracts known as Foshalee, Cherokee and Horseshoe plantations, and the Tall Timbers Research, Inc. ownerships. These large-ownership properties are in the Rural Zoning District and some of the smaller portions of the properties within the District currently have minor commercial uses or have had such in the past.

In recognition of the existence of those uses, the need to provide nodes of non-residential land use between long distances of rural plantation lands to serve the needs of pass-by traffic, and the need for a potential expansion of similar uses such as office uses that are currently not permitted in the Rural Land Use District portions of the properties lying within the ASC Land Use Category may be developed utilizing the Planned Unit Development process for rezoning to allow the expansion of uses permitted within a special development district provided that the proposed ASC PUD meets and addresses the following criteria:

(A) The development parcel and Planned Unit Development is located in only one quadrant of the intersection of a Minor Collector or Major Collector and an Arterial Roadway of parcels in excess of 200 acres in size; and
(B) Other quadrants must be dedicated as a conservation easement in perpetuity.
(C) The arterial road frontage of the lands surrounding the proposed development remains in its natural state for a minimum of 500 feet from the right of way in a Conservation Easement;
(D) The development area for the non-residential component of the PUD is a maximum of 30 acres; and
(E) The area to be dedicated as a Conservation Easement in perpetuity is conveyed prior to the issuance of Environmental Management permits; and
(F) The following site plan and design criteria are incorporated into the overall PUD:
    (1) Parking is buffered from the adjacent roadways;
    (2) Clustering of buildings and parking areas is utilized; and
    (3) A maximum of 10,000 square feet per structure not to exceed 50,000 gross square feet in total of non-residential is provided; and
    (4) Asphalt/concrete areas are minimized by providing grassed overflow parking, etc.; and
    (5) A limitation to a maximum of 30% total impervious area is utilized; and
    (6) Maximum building height is limited to two (2) stories; and
    (7) The overall PUD site is limited to one access entrance to the arterial roadway and one access to the collector roadway and provides internal connection to the overall parent parcel; and
    (8) There is an architecturally consistent theme that reflects the regional plantation vernacular throughout the development; and
    (9) The development incorporates an overall infrastructure plan (sewer, water, fire, sheriff, garbage, etc.) designed to serve the proposed development without extending existing services; and
    (10) Retail uses are limited to tourist-related retail, convenience stores (including gasoline sales), restaurants, and hotel/motel lodging. Office uses are limited

to civic and social organizations, offices serving primarily rural and agricultural/silvicultural needs, membership sports and recreations clubs, cultural and educational retreat facilities, and research and testing services related to agriculture/silviculture and plantations. Recreational uses are limited to museums, art galleries, and botanical and zoological gardens.

Policy 2.2.21: [L]

NEIGHBORHOOD BOUNDARY **(EFF. 7/25/03; REV. EFF. 7/26/06; RENUMBERED 3/14/07; REV. EFF. 11/26/20)**

Intent: This future land use category is intended to create a transition area between residential development and more intensive development such as higher density multi-family and higher intensity non-residential development while still preserving roadway capacity through access management practices. Where identified in a City or County coordinated placemaking, sense of place, neighborhood, or sector plan, this future land use category may also be used to establish mixed-use corridors, or nodes, with neighborhood-scale, non-residential uses and a variety of residential uses.

Allowable Uses: Low-density residential including duplexes, townhomes, triplexes, and quadplexes; and non-residential development scaled to serve the surrounding neighborhood such as limited retail, offices, bed and breakfast inns and community services. The implementing zoning district(s) within the land development regulations shall further specify the allowable uses. The use must not cause excessive traffic, noise, light, odor, or dust impacts. Auto-oriented uses, such as gas stations or any other use having drive-through facilities, are not allowed in order to protect neighborhoods from any negative impacts associated with increased vehicular traffic.

Intensity/Density: Density and intensity standards for residential and non-residential development shall be established within the implementing zoning district's development standards. In no case shall the maximum density established exceed eighteen (18) dwelling units per acre. Non-residential structures are permitted up to a maximum of 20,000 square feet of gross building floor area per acre.

Design Standards: The land development regulations shall establish design standards to promote compatibility with adjacent residential development.

Location and Orientation: The location of this land use category shall either serve as a buffer between residential development and more intensive development or to establish mixed-use corridors, or nodes, with neighborhood-scale, non-residential uses and a variety of residential uses where identified in a City or County coordinated placemaking, sense of place, neighborhood, or sector plan. Those properties currently within the Lake Protection land use category may not be amended to the Neighborhood Boundary land use category.

Access Management: The land development regulations shall specify specific vehicular access management requirements that will serve to mitigate possible negative impacts to roadways associated with the implementation of this category.

Policy 2.2.22: [L] **(EFF. 1/7/10; MAHAN DRIVE LAND USE CATEGORIES DEL. 1/7/10)**

MAHAN GATEWAY NODE LAND USE CATEGORY

INTENT

The Mahan Gateway Node land use category is applicable only within the Mahan Drive Corridor Study area (see reference map below). The application of this land use category and associated implementation regulations to the Mahan Drive Corridor is intended:

- To preserve existing residential preservation neighborhoods;
- To create an attractive gateway into Florida's Capital City, Tallahassee;
- To foster an appropriate mix and location of land uses along the corridor to preserve the scenic and residential character of a majority of the corridor;
- To provide for the potential development of commercial and retail developments within designated nodes along the corridor;
- To prohibit strip commercial development along the corridor;
- To maximize and promote efficient use of infrastructure within the Tallahassee-Leon County Urban Service Area;
- To facilitate the development and provision of transit service along the corridor;
- To promote pedestrian activities by providing neighborhood-serving commercial and office uses within walking distance of one another, nearby to existing and future residential developments; and
- To promote shorter vehicular trips for adjacent neighborhood residents and to increase usage of non-vehicular transportation modes.

ALLOWABLE LAND USES, DENSITY AND INTENSITY

1. Residential

   The Mahan Gateway Node shall provide for low to medium density residential development, ranging in maximum permitted density from 4-16 dwelling units per acre. The maximum residential density shall be allowed in the mixed use zoning district(s) as defined below. Residential uses and types ranging from single family detached houses to multi-family residential structures shall be allowed.

2. Mixed-use & Non-Residential

   Mixed-use developments and non-residential uses such as a combination of commercial/office uses and residential uses, shall be allowed within the Mahan Gateway Node future land use category based on the following intensity standards.

   iii) Maximum non-residential uses shall not exceed 12,000 gross square feet per acre. The highest intensity of non-residential uses shall be allowed in mixed-use developments, which combine residential and non-residential uses in a common plan of development.

   iv) Mixed-use development must include a residential component. The land development regulations shall specify the percentage range for the residential component.

3. Community Facilities

The Mahan Gateway Node future land use category shall allow community facilities related to residential uses including but not limited to religious facilities, libraries, police/fire stations, elementary and middle schools. Leon County shall consider siting public community facilities needed to support development in the Mahan Drive corridor, within the Mahan Gateway Node future land use category. Density transfers shall be allowed for properties dedicated and accepted by the appropriate local government for the location of public community facilities within these nodes.

IMPLEMENTATION DISTRICTS

In order to achieve the intent of the Mahan Gateway Node future land use category, the future land use category shall be implemented through zoning districts, based on the criteria cited below and further defined in the land development regulations.

Mixed-use zoning district(s)

The Mahan Gateway Node future land use category shall include at least one mixed-use zoning district which shall allow for medium density residential uses, non-residential uses and a combination of medium density residential uses and non-residential uses (mixed-use developments).

Mixed-use zoning district(s) for Mahan Gateway Node shall be guided by the following requirements:

1. Location

   i) The areas immediately surrounding the intersections of Mahan Drive and the following streets: Dempsey Mayo Road, Edenfield Road and Thornton Road and as further defined in the land development regulations.

   ii) The properties designated Residential Corridor Node (Future Land Use Map Amendment 2005-2-M-015) east of Highland Drive and on the south side of Mahan Drive.

   Mixed-use zoning district(s) shall have frontage on Mahan Drive and shall be limited in its extent along Mahan Drive as further defined in the land development. The depth of the district(s) shall be specified in the land development regulations.

2. Limitation on Non-Residential Uses: The land development regulations shall establish limits for the location of non-residential structures along the designated cross streets cited in subparagraph (a) above.

3. Access Management: Where feasible, practical and safe, access to Mahan Drive and the intersecting streets associated with each node shall be limited to one access driveway per node quadrant. Temporary access may be allowed until the desired interconnectivity for each node quadrant is achieved. The land development regulations shall specify criteria for access management, including, if necessary, the development of an access management plan.

4. Adjacency to Residential Preservation: Properties not currently designated Residential Corridor Node, as January 30, 2009, shall not be designated/zoned

in a manner to allow the mixed-use zoning district(s) to abut areas designated Residential Preservation. This provision is not applicable when the abutting properties in the Residential Preservation area have been developed with community facility uses. The mixed-use zoning district(s) are intended to be located in the core area of each designated node, around the identified arterial/collector roadway intersection with Mahan Drive.

5. Incentives for Unified Master Plan: To encourage, within the maximum development density and intensity standards, the combined development of properties within the Mahan Gateway Node future land use category, Leon County and/or the City of Tallahassee shall provide development incentives to property owners/developers within a node quadrant who proposed a binding master plan for a significant amount of the acreage or multiple properties within a node quadrant. The land development regulations shall provide a framework and guiding principles for the development of master plan(s) under this policy and the incentives to be provided.

Residential zoning district(s)

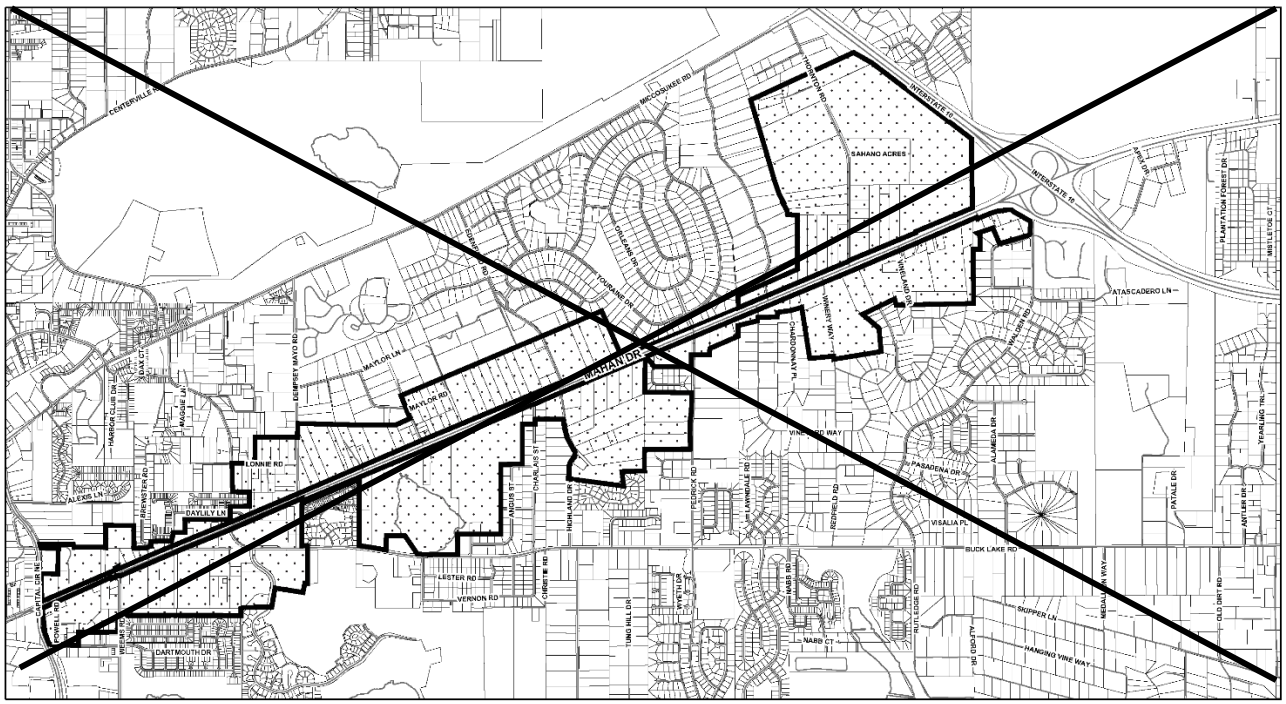
At least one residential zoning district shall be created and shall include all properties within the Mahan Gateway Node that are not designated mixed-use zoning district. The residential zoning district(s) shall develop primarily with residential uses and shall function as a transition area between the higher intensity/density uses allowed in the mixed-use zoning district(s) and the surrounding Residential Preservation areas. The residential zoning district(s) can also provide for community facilities and other neighborhood related uses as allowed by other policies in the comprehensive plan.

IMPLEMENTING LAND DEVELOPMENT REGULATIONS

The land development regulations may create density ranges to ensure compatibility with existing residential developments and other gateway development criteria. Standards addressing design elements to regulate development within the Mahan Gateway Node may include but are not limited to requirements addressing roofs, building scale, exterior building materials, building setbacks and height, fenestration, buffering, landscaping, solid waste disposal, parking lighting, transit oriented development, and signs. Such standards shall be included in the adopted land development regulations.

~~**I. Land Use**~~

~~Map 4: Mahan Drive Corridor Study Area~~



~~*Policy 2.2.23: [L]*~~

~~URBAN RESIDENTIAL~~ **~~(EFF. 7/20/05; REV. EFF. 7/26/06; RENUMBERED 3/14/07; REV. EFF. 1/22/16)~~**

~~The primary intent of the Urban Residential land use category, which is to be applied only within the Urban Services Area, is to encourage medium density (4-10 dwelling units per acre) housing, thereby promoting infill development, reducing urban sprawl, and maximizing the efficiency of infrastructure. The implementing zoning district shall contain design standards as well as locational criteria in order to accomplish these goals. The Urban Residential category allows townhouses, single-family detached, two-family, and multiple-family dwelling units as well as community facilities related to residential uses. The implementing zoning district(s) within the land development regulations shall further specify the allowable uses. Urban Residential may serve as a transition category between lower density residential categories and more intensive development such as higher density residential and/or office land uses or major roadways where alternative modes of transportation are available to support the increased residential densities. The category is not intended to be applied within the interior of an existing neighborhood, unless to correct, legal non-conforming uses and/or densities. The maximum residential density within the Urban Residential is 10 DU/AC and the minimum is 4 DU/AC.~~

~~*Policy 2.2.24: [L]*~~

~~URBAN RESIDENTIAL 2~~**~~(REV. EFF. 7/26/06; REV. EFF. 3/14/07; REV. EFF. 1/22/16)~~**

~~The primary intent of the Urban Residential 2 land use category, which is to be applied only within the Urban Services Area, is to encourage a range of density (20 dwelling units per acre) housing, thereby promoting infill development, reducing urban sprawl, and maximizing the efficiency of infrastructure. The implementing zoning district(s) shall contain design standards as well as locational criteria in order to accomplish these goals. The Urban Residential 2 category allows townhouses, single-family detached, two-family, and multiple-family dwelling units as well as open space/recreation and community facilities related to residential uses. The implementing zoning district(s) within the land development regulations shall further specify the allowable uses. Urban Residential 2 may serve as a transition category between lower density residential categories and more intensive development such as higher density residential and/or office land uses or major roadways where alternative modes of transportation are available to support the increased residential densities. The category is not intended to be applied within the interior of an existing designated residential preservation area, unless to correct, legal non-conforming uses and/or densities. The maximum residential density within the Urban Residential 2 category is 20 units per acre.~~

~~*Policy 2.2.25: [L]*~~

~~PLANNED USE OVERLAY DISTRICT~~ **~~(EFF. 7/25/03; REV. EFF. 7/26/06; RENUMBERED 3/14/07)~~**

~~Planned Use Overlay District is an overlay district that may be applied on any specific property inside the Urban Service Area, except for those properties currently within the Lake Protection land use category. The regulatory conditions pertaining to this overlay district shall be adopted by ordinance as an amendment to the Future Land Use Map of this Comprehensive Plan.~~

~~The Planned Use Overlay District is created to allow the consideration of unique, innovative or narrowly defined land use proposals that, because of the specificity of the applied regulatory conditions, can be found compatible with the character of the surrounding land uses and the environmental conditions of the subject land. This district may allow residential and non-residential uses that might otherwise not be allowed in the underlying land use category, subject to unique design features or other regulatory conditions adopted to promote compatibility with adjacent areas. Such features include but are not limited to recreational areas, mixed use development, buffering, and landscaping. Development within this overlay shall result in an integrated plan of development. and each adopted Planned Use Overlay District designation shall address the following: the intent of the specific overlay district designation, density and intensity; permitted uses; access and interconnectivity by car, foot, bicycle, and transit; trip generation and trip capture; identification and protection of environmental features; open space; buffering of adjacent uses when necessary; and unique design features.~~

~~Applicants seeking amendment of the Future Land Use map in order to apply this overlay district to (a) specified parcel(s) shall be required to meet with those registered neighborhood association(s), if any, within ¼ mile circumference of the amendment site prior to the first scheduled public hearing regarding the specific development proposal. This meeting shall be in addition to the normal Comprehensive Plan amendment notice procedures and requirements. Due to the requirements above, applicants shall be required to request the application of the Planned Use Overlay District prior to the relevant Comprehensive Plan amendment application deadline. Planned Unit Development zoning shall be required to implement each Planned Use Overlay District and the entitlements granted through the application of the Planned Use Overlay District may be further limited by the Planned Unit Development zoning requirements. However, the minimum size requirement for Planned Unit Development shall not apply.~~

~~In the event that the Future Land Use Map overlay district has been applied to a site and no Planned Unit Development zoning has received approval by action of the City or County within 18 months of land use designation effective date, the Planned Use Overlay District shall be deemed null and void and shall be removed from the Future Land Use Map, leaving the original and underlying land use category in place. If, subsequent to the amendment to the Planned Unit Development (PUD) zoning district, the applicant seeks to rezone the property from PUD to another zoning district, the rezoning must be consistent with the underlying and existing Future Land Use Map category unless an amendment to the Future Land Use Map is also sought and approved. In instances where rezonings to zoning districts other than the required PUD zoning district and amendments to the Future Land Use Map, if necessary, are approved the Planned Unit Overlay District shall be deemed null and void.~~

~~*Policy 2.2.26: [L]*~~

LAND USE DEVELOPMENT MATRIX **(REV. EFF. 7/26/06; REV. EFF. 3/14/07; REV. EFF. 6/6/08)**

The land use development matrix depicts set performance criteria from which an individual can measure the development potential of any parcel of property. In effect the matrix provides guidance as to where a parcel would fall on the permittable development ranges outlined within the future land use categories. As mentioned earlier, the relationships within the matrix are based upon the policies included within the individual elements of the plan. The matrix measures a parcel's development potential based on the following land use principles:

(1) The parcel's designation on the future land use map.
(2) Its potential compatibility with surrounding existing land use.
(3) The degree of accessibility to the parcel (commercial uses only).
(4) Potential land use in relation to the function of the road which will carry traffic resulting from any subsequent development of the parcel.
(5) Environmental constraints on site.
(6) Availability of sewer and water.

The review standards outlined above are listed across the top of the matrix. Potential land uses beginning with minor commercial and ending with heavy industrial are listed vertically and are measured in relation to the review standards listed across the top. Each cell of the matrix contains an inherent policy based on the relationship between the proposed land use for that parcel (vertical axis) and a performance standard (horizontal axis). An "X" in that cell indicates the proposed use would be allowed. Conversely, an "O" indicates that the proposed use is not allowed. All cell blocks which are applicable to a proposed land use must contain an "x" in order for the proposal to be allowed. Thus an individual would locate the proposed land use along the vertical axis and review along the row of cells next to it in a left to right direction to determine which conditions would allow or prohibit the proposed use. As stated under the performance concept, each site is individually measured for suitability in relation to performance standards. As a result, growth management guidance is provided.

(Note: The Land Use Development Matrix does not apply to Bradfordville Mixed Use, Suburban, Research and Innovation, Industry and Mining, Urban Residential 2, Village Mixed Use, Planned Development, Central Core, Central Urban, University Transition, and Woodville Rural Community.) (REV. EFF. 6/28/02; REV. EFF. 3/14/07; REV. EFF. 6/6/08; REV. EFF. 1/7/10; REV. EFF. 5/31/18)

Policy 2.2.27: [L] **(EFF. 5/31/18)**

RESEARCH AND INNOVATION LAND USE

INTENT

Districts that support research and innovation are key components of an economic development strategy for the City of Tallahassee and Leon County. Maintaining lands used for research and innovation and expanding these uses in appropriate areas are necessary for job creation, flexibility to adapt to changing economic trends, and economic diversification essential for the community's future.

The intent of the Research and Innovation Land Use category is to recognize the variety of uses that occur in these districts and to facilitate the location of jobs relative to the homes of people who can provide critical talent in skilled trades.

Research and Innovation uses should be encouraged in areas with access to transit, bicycle, and pedestrian facilities. Because of the need for infrastructure and public services, the Research and Innovation Land Use shall only apply to areas located within the Urban Services Area.

ALLOWABLE LAND USES, DENSITIES, AND INTENSITIES

The Research and Innovation Land Use category accommodates a variety of uses that may have similar demands on public infrastructure. Research and Development and Innovation District uses are allowable in the Research and Innovation Land Use.

1. Research and Development – Research and Development uses shall be permitted at a maximum intensity of 45,000 square feet of gross building floor area per acre. Mixed use Research and Development projects may include commercial, office (other than the research and development uses), and residential uses. These ancillary uses may not exceed 40% of the total gross square footage of a Research and Development project.
2. Innovation District – Innovation Districts may include up to 45,000 square feet of gross building floor area per acre. The mixture of uses shall emphasize the technological and collaborative nature of these districts by including in the buildable square footage up to 80% in Innovation District, Research and Development, or compatible Light Industrial uses, up to 40% residential uses, and up to 40% in other non-residential support uses. Design standards detailed in the land development code shall provide for the protection of adjacent non-research and innovation properties by arranging the residential uses and non-research and innovation uses as a buffer or transition to adjacent properties.

SPECIAL CONDITIONS

The following special conditions shall apply to the Research and Innovation Future Land Use category:

1. Administrative offices that support and are functionally related to onsite activities are allowed in any of the implementing zoning districts for the Research and Innovation Land Use.
2. Site plans must demonstrate the protection of adjacent non-research and innovation properties through development standards outlined in the land development codes.
3. A plan for vehicular access to and from the site addressing delivery trucks and specialized equipment must be submitted with site plans and must demonstrate compatibility with adjacent land uses.

Policy 2.2.28: [L] **(EFF. 5/31/18)**

INDUSTRY AND MINING LAND USE

INTENT

Advanced manufacturing, industrial uses, and mining are important parts of the economy in the City of Tallahassee and Leon County. Dramatic shifts in the technologies used by these sectors are resulting in operations that are often cleaner, quieter, and less noxious to neighboring uses than traditional industrial uses. Industry and mining uses in appropriate locations provide necessary jobs and the raw materials needed to support growth and development in the community.

Industry and mining uses intended for the distribution of manufactured goods should be encouraged in areas with access to the Tallahassee International Airport or the Florida Department of Transportation's (FDOT) Strategic Intermodal System (SIS) facilities. Because of the need for infrastructure and public services, the Industry and Mining Land Use shall only apply to areas located within the Urban Services Area.

Because industrial uses vary in their operations and potential for offsite impacts, performance and locational criteria shall be established in the City and County land development codes for the implementing zoning districts. Whenever possible, noise, vibrations, smoke, dust and particulate matter, odor, and lighting resulting from industry and mining uses shall be prevented. In cases where the impacts cannot be prevented, they shall be mitigated to avoid negative impacts on properties in the vicinity of these uses.

ALLOWABLE LAND USES, DENSITIES, AND INTENSITIES

The Industry and Mining Land Use category accommodates a variety of uses that may have similar demands on public infrastructure. Light industrial, mining, and heavy industrial uses are allowable in the Industry and Mining Land Use.

1. Light Industrial – Light Industrial uses shall be permitted at a maximum intensity of 30,000 square feet of gross building floor area per acre. Ancillary residential uses (intended for caretaking, maintenance, the temporary lodging of employees, or security) may not exceed two units per acre.
2. Mining – Mining uses shall be permitted subject to applicable landscaping and natural area requirements and the dimensional standards included in land development regulations. A land reclamation plan shall be submitted demonstrating that upon termination of the activity, the land shall be returned to a condition that will allow an effective reuse compatible with surrounding properties. All mining uses are subject to fencing requirements as identified in the land development regulations. Mining uses may be subject to an Environmental Resource Permit (ERP) pursuant to Chapter 373, F.S., and Rule 62-330, Florida Administrative Code (F.A.C.) and mandatory reclamation requirements pursuant to Chapter 378, F.S., and Rule 62C-39, F.A.C.
3. Heavy Industrial – Heavy Industrial uses shall be permitted at a maximum intensity of 30,000 square feet of gross building floor area per acre. All applicable development must comply with Title 14 Code of Federal Regulations Part 77.9 Construction or alteration requiring notice. Those industries that have the potential to result in any other pollution of the air or ground shall adhere to existing local, state and federal operational or industry standards, and avoid or mitigate these potential impacts.

These areas shall have stringent locational criteria and require extensive buffering and/or relative distance from other land uses. These uses may require employment of techniques to prevent substantial impacts off-site or require mitigation and/or minimization techniques for impacts. Ancillary commercial uses designed to serve adjacent workers may be permitted.

SPECIAL CONDITIONS

The following special conditions shall apply to the Industry and Mining Land Use category:

1. Administrative offices that support and are functionally related to onsite activities are allowed in any of the implementing zoning districts for the Industry and Mining Land Use.
2. Site plans must demonstrate the protection of adjacent non-industry and mining properties through development standards outlined in the land development codes.
3. A plan for vehicular access to and from the site addressing heavy trucks and equipment must be submitted with site plans and must demonstrate compatibility with adjacent land uses.
4. Hydraulic fracturing, commonly referred to as fracking, is not a permitted use in the Industry and Mining Land Use.

~~**I. Land Use**~~

~~Table 5: Land Use Development Matrix, Tallahassee~~

TALLAHASSEE *

LAND USE DEVELOPMENT MATRIX

| PROPOSED LAND USE | TYPE | FUTURE LAND USES: NEIGHBORHOOD BOUNDARY | RURAL/AGRICULTURAL | URBAN FRINGE | ACTIVITY CENTER | RURAL COMMUNITY | LAKE PROTECTION | RESIDENTIAL PRESERVATION | LAKE TALQUIN | GOV'T OPERATIONAL | REC./OPEN SPACE | EDUCATIONAL | HEAVY INDUSTRIAL | URBAN RESIDENTIAL | EXISTING ADJOINING LAND USES (A)(D)(G): COMMERCIAL: MINOR | COMMERCIAL: NEIGHBORHOOD | COMMERCIAL: COMMUNITY | COMMERCIAL: REGIONAL | COMMERCIAL: HIGHWAY | OFFICE: MINOR | OFFICE: MAJOR | OFFICE: PARK | RES.: LOW | RES.: MEDIUM | RES.: HIGH | REC.: PASSIVE | REC.: ACTIVE | EDUC.: ELEMENTARY | EDUC.: MIDDLE | EDUC.: HIGH | COMMUNITY FACILITIES: COMMUNITY SERVICE | COMMUNITY FACILITIES: LIGHT INFRASTRUCTURE | COMMUNITY FACILITIES: HEAVY INFRASTRUCTURE | COMMUNITY FACILITIES: POST SECONDARY | LGT. IND.: MINOR | LGT. IND.: PARK | HVY. IND. | TRANSPORTATION ACCESS (B)(J): INTERSECTION LOCATION (E): PRIN. ART./PRIN. ART. | PRIN. ART./MIN. ART. | PRIN. ART./MAJ. COL. | PRIN. ART./MIN. COL. | PRIN. ART./LOCAL | MIN. ART./MIN. ART. | MIN. ART./MAJ. COL. | MIN. ART./MIN. COL. | MIN. ART./LOCAL | MAJ. COL./MAJ. COL. | MAJ. COL./MIN. COL. | MAJ. COL./LOCAL | MIN. COL./MIN. COL. | MIN. COL./LOCAL | LOCAL/LOCAL | STREET ACCESS (F): PRINCIPAL ARTERIAL | MINOR ARTERIAL | MAJOR COLLECTOR | MINOR COLLECTOR | LOCAL | ENVIRONMENTAL CONSTRAINTS (C): FLOODPLAIN/FLOODPLAIN UNDEVELOPED | SEVERE GRADES | SIGNIFICANT GRADES 10 - 20% | WETLAND | REGULATED | CLOSED BASIN | HIGH QUALITY SUCCESSIONAL FOREST | NATIVE FOREST | GROUNDWATER RECHARGE PROTECTION | CANOPY ROAD | INFRA-STRUCTURE: SEWER SYSTEM | SEPTIC TANK | WATER SYSTEM | WATER WELL |
|---|---|---

~~I. Land Use~~

~~Table 6: Land Use Development Matrix, Leon County~~

LEON COUNTY*
LAND USE DEVELOPMENT MATRIX

| PROPOSED LAND USE | TYPE | FUTURE LAND USES: NEIGHBORHOOD BOUNDARY | RURAL | URBAN FRINGE | ACTIVITY CENTER | RURAL COMMUNITY | LAKE PROTECTION | RESIDENTIAL PRESERVATION | LAKE TALQUIN | GOV. OPERATIONAL | REC. OPEN SPACE | EDUCATIONAL | HEAVY INDUSTRIAL | URBAN RESIDENTIAL | EXISTING ADJOINING LAND USES (A)(D)(G): COMMERCIAL: MINOR | NEIGHBORHOOD | COMMUNITY | REGIONAL | HIGHWAY | OFFICE: MINOR | MAJOR | PARK | RES.: LOW | MEDIUM | HIGH | REC.: PASSIVE | ACTIVE | EDUC.: ELEMENTARY | MIDDLE | HIGH | COMMUNITY SERVICE | LIGHT INFRASTRUCTURE | HEAVY INFRASTRUCTURE | FOST-SECONDARY | LGT. IND. | HVY. IND. | TRANSPORTATION ACCESS: INTERSECTION LOCATION (E): PRIN. ART/PRIN. ART | PRIN. ART/MIN. ART | PRIN. ART/MAJ. COL. | PRIN. ART/MIN. COL. | MIN. ART/MIN. ART | MIN. ART/MAJ. COL. | MIN. ART/MIN. COL. | MIN. ART/LOCAL | MAJ. COL./MAJ. COL. | MAJ. COL./MIN. COL. | MAJ. COL./LOCAL | MIN. COL./MIN. COL. | MIN. COL./LOCAL | LOCAL/LOCAL | STREET ACCESS (B)(J): PRINCIPAL ARTERIAL | MINOR ARTERIAL | MAJOR COLLECTOR | MINOR COLLECTOR | G | LOCAL | H | ENVIRONMENTAL CONSTRAINTS (C): FLOODPLAIN/FLOODWAY | DEPRESSED | SEVERE GRADES | SIGNIFICANT GRADES 5-20% | WETLAND | REGULATED [illegible] | HIGH QUALITY SUCCESSIONAL FOREST | NATIVE FOREST | GROUNDWATER RESOURCE PROTECTION | CANOPY ROAD | INFRA-STRUCTURE: SEWER SYSTEM/ PACKAGE PLANT | SEPTIC TANK | WATER SYSTEM | WATER WELL |
|---|---|---

CONSERVATION SUBDIVISIONS

Objective 2.3: [L] (EFF. 7/1/04; RENUMBERED EFF. 7/26/06; REV. EFF. 8/1/07)

Conservation Subdivision land development regulations in the County shall continue to provide design options and guidelines for the development of Conservation Subdivisions that advance environmental resource protection or restoration or promote infill and redevelopment. The City may adopt similar provisions.

Policy 2.3.1: [L] **(EFF. 7/1/04; RENUMBERED EFF. 7/26/06)**

To minimize the threat of premature conversion of rural land, including properties supporting bona fide agriculture and silviculture, the Conservation Subdivision option shall not be allowed within the Rural Future Land Use category, with the exception of those areas designated as Rural Residential within the Bradfordville Sector Plan.

Policy 2.3.2: [L] **(EFF. 7/1/04; RENUMBERED EFF. 7/26/06; REV. EFF. 12/15/11)**

Within the land development regulations, local government shall define for various Future Land Use categories in which Conservation Subdivisions are allowed, any applicable density bonus incentives, and the minimum percentages of parent tract(s) to be protected as contiguous open space within Conservation Subdivisions. It shall be the intent to establish higher open space percentages for the less dense Future Land Use Map categories.

Policy 2.3.3: [L] **(EFF. 7/1/04; RENUMBERED EFF. 7/26/06)**

To better judge the impacts of Conservation Subdivisions on the demands for services and the effects of coordinating protected open space, local government may phase the implementation of Conservation Subdivisions within Future Land Use Categories more dense than Urban Fringe via the adoption of land development regulation provisions, beginning with Urban Fringe Future Land Use category and those areas designated as Rural Residential within the Bradfordville Sector Plan.

Policy 2.3.4: [L] **(EFF. 7/1/04; RENUMBERED EFF. 7/26/06)**

Conservation Subdivisions may be zoned as Planned Unit Developments (PUDs) or the land development regulations shall be otherwise crafted in order to provide the necessary flexibility with respect to setbacks, minimum lot sizes, street widths, and parking requirements etc. to increase the likelihood of employing this site design option and foster the long-term viability and usefulness of the open space subject to the required conservation easement.

Policy 2.3.5: [L] **(EFF. 7/1/04; RENUMBERED EFF. 7/26/06)**

Preservation features defined in Policies 1.3.4 [C] and 1.3.5 [C] shall be incorporated into the open space of any Conservation Subdivision. Conservation features defined in Policy 1.3.1 [C], archaeological sites, bona fide agriculture and silviculture, viewsheds of canopy roads and of other open space shall be incorporated into the open space of a Conservation Subdivision to the greatest extent practicable.

The Planning and respective Growth Management departments shall encourage the use of Conservation Subdivisions wherever parent tracts have been demonstrated to contain bona fide agriculture and silviculture, environmentally significant features, historically or archaeologically significant resources, or direct connections with existing or planned greenway corridors identified in either the Tallahassee-Leon County Greenway Master Plan or the Blueprint 2000 Project Definitions Report.

Policy 2.3.6: [L] **(EFF. 7/1/04; RENUMBERED EFF. 7/26/06)**

In the implementation of Conservation Subdivisions, all critical on-site resources that are to be preserved shall be of adequate size and buffered to ensure protection of the resource.

Policy 2.3.7: [L] **(EFF. 7/1/04; RENUMBERED EFF. 7/26/06)**

Where possible, local government shall require protected open space(s) within conservation subdivisions to be established adjacent or contiguous with existing or planned greenspace, whether public or private.

Policy 2.3.8: [L] **(EFF. 7/1/04; RENUMBERED EFF. 7/26/06)**

In the implementation of Conservation Subdivisions, local government shall require open space and related resources to be placed under a permanent easement that runs with the land. Said easement may be assigned to (1) local government or (2) a local or national land trust that is a 501(c)(3) organization for which conservation of resources is a principal goal and which can provide reasonable assurance it has financial and staff resources to monitor and manage the easement in accordance with the intent of the Objective 2.2 [L] and its supporting policies.

Policy 2.3.9: [L] **(EFF. 7/1/04; RENUMBERED EFF. 7/26/06)**

Local Government shall require all applications for Conservation Subdivisions to prepare a management plan for all protected open space and a dedicated source of revenues to ensure that all appropriate management activities are undertaken on a regular basis and that all terms of the conservation easement are monitored and enforced.

Policy 2.3.10: [L] **(EFF. 7/1/04; RENUMBERED EFF. 7/26/06)**

Local and State Government shall be encouraged to enter into agreements with the managers of protected open space within Conservation Subdivisions where it would be

mutually advantageous to consolidate management activities between the subdivision and any adjoining public lands.

Policy 2.3.11: [L] **(EFF. 7/1/04; RENUMBERED EFF. 7/26/06)**

It shall be the policy of the Property Appraiser's office to assess at the minimum rate or charge the applicable fee to all land preserved within a Conservation Subdivision, including property in bona fide agricultural and silvicultural use. However, the appraised value of associated developed land shall reflect any added value provided by proximity to protected open space.

Policy 2.3.12: [L] **(EFF. 7/1/04; RENUMBERED EFF. 7/26/06)**

Conservation Subdivisions shall be encouraged to include a range of housing types and sizes, and shall not be exempt from any adopted applicable affordable housing provisions.

Goal 3: [L] (EFF. 7/16/90; REV. EFF. 7/26/06)

Tallahassee-Leon County should continue to grow with an emphasis on selected growth that pays for itself through the provision of well-paid jobs and economic leverage factors which enhance the quality of life of the community.

COMMERCIAL LAND USE

Objective 3.1: [L] (REV. EFF. 7/20/05)

Provide for convenient, aesthetically pleasing and environmentally sound commercial opportunities which are easily accessible through planned integration into the existing transportation network. In furtherance of this objective, maintain a system of land development regulations and/or ordinances which facilitate the implementation of the policies adopted in relation to commercial land use.

Policy 3.1.1: [L] **(EFF. 7/16/90; REV. EFF. 7/26/06)**

Commercial development shall occur only in locations that are appropriate to its service and trade area and that are compatible with adjacent existing and proposed land uses and with existing and programmed public services and facilities. Commercial sites are determined through the use of site location standards contained within policy 3.1.2 below. The intensity of the commercial use is dependent upon the land use category which the potential site is in and the functional roadway classification of the immediate adjacent roads. Individual road classifications are depicted on the functional roadway classification map found within the Transportation Element.

Policy 3.1.2: [L] (REV. EFF. 12/23/96; REV. EFF. 6/28/02; REV. EFF. 7/26/06)

Allowed commercial development in the Mixed Use Category shall be determined in accordance with Objective 1.7 and the development pattern policies. Allowed commercial development in the Woodville Rural Community Category shall be determined in accordance with Objective 3.4 and subsequent implementing policies. In other Future Land Use Categories, development type and location standards for minor, neighborhood, community, regional, and highway commercial sites shall be as outlined below. These requirements are intended to group commercial land use toward intersections to provide access and prevent strip commercialization. Stringent access criteria which may include increased design considerations or the construction of frontage or service roads for development approval may be applied for commercial sites not located according to the commercial site location standards.

A. COMMERCIAL CLASSIFICATIONS

1. MINOR COMMERCIAL
   a. Major Function
      Provide for sale of convenience goods and services to immediate residential area.
   b. Location
      1) On or near the intersection (access within 330 feet of the centerline of the intersection) of local and arterial, collector and arterial, collector and collector; or
      2) May be located within Planned Development provided it is located and designed to meet commercial needs of the majority of the residents of the development.
      3) If on a local street, only one quadrant of the intersection shall be used for commercial purposes.
   c. Trade Area
      Generally within one mile and not considered as an attractor.
   d. Site Area
      Two acres or less. One-half acre if located on a local street.
   e. Range of Gross Floor Area
      Less than 20,000 square feet. Maximum 10,000 sq. ft. if located on a local street.
   f. Design Standards
      1) Aesthetically compatible with adjacent uses.
      2) Adequate buffering, screening, landscaping and architectural treatment if integrated into neighborhood.
      3) Sufficient parking; properly designed and safe internal traffic circulation.
2. NEIGHBORHOOD COMMERCIAL
   a. Major Function
      Provide for the sale of convenience goods and personal services such as food, drugs, sundries and hardware items to one or more neighborhoods.

~~b. Leading Tenants (examples)~~
~~Supermarket, drugstore and postal substation.~~

~~c. Location*~~
~~At the intersection* of major collector and arterial or arterial and arterial or major collector and major collector. Only one neighborhood commercial development will be allowed at the intersection of a major collector and arterial road. Commercial development at the intersections of major collectors shall be restricted to 50,000 sq. ft. Planned integrated access to the transportation system is required.~~
~~* See definition of *Intersection* in Glossary.~~

~~d. Radius of Primary Trade Area~~
~~One to three miles.~~

~~e. Site Area~~
~~Minimum two acres.~~

~~f. Range of Gross Floor Area~~
~~20,000 to 100,000 square feet.~~

~~3. COMMUNITY COMMERCIAL~~
~~a. Major Function~~
~~Same functions of neighborhood commercial but on a large scale. Provide for sale of retail goods such as clothing, variety items, appliances and furniture, hardware and home improvement items.~~

~~b. Leading Tenants (examples)~~
~~Supermarket, drug store, minor department stores, home improvement center, variety or discount center.~~

~~c. Location~~
~~At the intersection of arterials. Prohibited on designated canopy roads. Planned integrated access to the transportation system required.~~

~~d. Radius of Trade Area~~
~~Five miles or 15 to 20 minutes driving time. Service distinct geographical quadrants or three or more combinations of neighborhoods within community.~~

~~e. Site Area~~
~~Minimum ten acres.~~

~~f. Range of Gross Floor Area~~
~~20,000 to 100,000 square feet.~~

~~4. REGIONAL COMMERCIAL~~
~~a. Major Function~~
~~Same functions of community center, provide full range and variety of shopping goods for comparative shopping such as general merchandise apparel, furniture and home furnishings.~~

~~b. Leading Tenants (examples)~~
~~One or more full line department stores.~~

c. Location

Integrated into local transportation system and accessible by combination of arterials, major collectors, expressways and interstate highways. Potential on-site and off-site transportation improvements which may include additional turn lanes, intersection improvements, and frontage roads, may be required to provide adequate ingress and egress. Prohibited on designated canopy roads. Restricted to high intensity urban activity center land use category.

d. Radius of Primary Trade Area

Regional

e. Site Area

Minimum thirty-five acres.

f. Range of Gross Floor Area

200,000 to 1 million square feet.

5. HIGHWAY COMMERCIAL

a. Major Function

Provide for consumer oriented retail services designed for drive-in convenience.

b. Leading Tenants (examples)

Fast food franchise, liquor store, automotive service (i.e. oil change), convenience stores.

c. Location

At the intersection of arterial or collector streets in accordance with the Land Development Matrix, with driveway access to those streets, or integrated into the transportation network through a system of shared access or an access road system.

Unless the proposed development is at an intersection, it must be accessed from a frontage or service road with parking in the rear, or screened from the road by substantial existing or landscape vegetation if located in the front or side of the commercial establishment. Shared access may be authorized by local government only if prior or existing development precludes the use of a frontage or service road.

Structural setbacks from the road in these situations must be sufficient to accommodate the access road, and any front parking and landscaping. If the site has existing commercial use on both sides, and has road frontage of no more than 150 feet, the access requirement does not apply.

d. Radius of Trade Area

May serve immediate area but relies heavily on passerby traffic.

e. Site Area

One-half to two acres.

f. Range of Gross Floor Area

1,000 to 10,000 square feet

g. Design Standards
1) Adequate setback
2) Aesthetic landscaping
3) Rear parking or substantial screening if located in front or side

Policy 3.1.3: [L] **(EFF. 7/16/90)**

Commercial development shall provide adequate and appropriate landscaping, open space and buffering and be architecturally designed so as to discourage criminal activity and to enhance the appearance of structures and parking areas.

Policy 3.1.4: [L] **(REV. EFF. 7/1/94; REV. EFF. 12/24/10)**

Commercial development shall be designed to protect the design volume of the roads and streets which it impacts. Design requirements may include but not be limited to:

1) Shared access
2) Acceleration and deceleration lanes
3) Right in and right out limited access and,
4) Access via frontage and/or service roads

During development of the Long Range Transportation Plan, the City of Tallahassee and Leon County will adopt ordinances incorporating specific criteria for the following policy provisions. The arterial and collector roadways which will incorporate front or rear service roads will be delineated.

Level One - Short Range Service Road Implementation:

Roadways designated for short range service road implementation will incorporate service roads as part of the development or coordinate, design and schedule implementation of the service road in conjunction with adjacent development.

Level Two - Long Range Service Road Implementation:

Roadways designated for long range service road implementation will provide development setbacks for future service roads but will in the interim incorporate ingress and egress access controls to minimize traffic friction entering and leaving the roadway system. Immediate implementation of frontage roads may be required on parcels with frontage exceeding 275 feet.

Policy 3.1.5: [L] **(REV. EFF. 8/17/92)**

Commercial site location access standards may be waived except in low density residential areas if:

a) Access to the proposed non-residential development from either an arterial or major collector shall be by way of a frontage road, rear service road or existing local road which serves as a frontage or service road, unless the site has existing commercial uses on both sides: and the proposed site has no more than 150 feet of frontage on the major collector or arterial; and,

b) Parking for the proposed site is in the rear or screened from the road by existing or landscape vegetation if located in front of the commercial establishment or,
c) The planned unit development process is utilized and the adjoining properties are commercially developed.

Policy 3.1.6: [L] **(Eff. 9/19/91)**

Development along federal and state highways will be limited so as to control the adverse effects of strip commercial land uses. The commercial location standards of Land Use Policy 3.1.2. and the design options of Land Use Policy 3.1.4. shall specifically apply, along with other plan policies that have the effect of protecting the design capacity of federal and state highways.

Objective 3.2: [L] (Eff. 6/28/95)

Provide for the convenient, aesthetically pleasing and compatible location of office uses to provide business and professional services and employment opportunities that are easily accessible through planned integration into the existing transportation network.

Policy 3.2.1: [L] **(Eff. 6/28/95)**

Unless otherwise provided for by specific policies for the future land use categories in this Plan, site location standards for the location of minor and major office development shall be consistent with the following minimum criteria:

Minor offices shall include converted residences at the existing size or newly constructed building less than 10,000 square feet and .25 floor area ratio or less. Maximum size shall be 2,500 square feet if located on a local street. Minor offices may access a local street in the unincorporated area. Within the City, minor offices may access a local street if it is a designated nonresidential street.

Major offices shall include office buildings that exceed one or more of the minor office thresholds and unless specifically permitted by other Plan policies, shall be limited to having access to a major collector or arterial road.

Bradfordville Mixed Use and Suburban Future Land Use Category Nonresidential Development Category

Objective 3.3: [L]**(Eff. 12/23/96; Rev. Eff. 3/14/07)**

Commercial and nonresidential development in the Bradfordville Mixed Use and Suburban Future Land Use Categories will be located consistent with the intended functions of the categories. The negative effects of commercial and nonresidential development on adjacent development and on roadway capacity will be mitigated through site design and locational standards in the land development regulations. Comprehensive Plan goals and objectives regarding the promotion of transit, bicycling and walking, and the preservation of roadway capacity will be incorporated into the design of commercial and nonresidential development.

Policy 3.3.1: [L] **(EFF. 12/23/96; REV. EFF. 3/14/07)**

Zoning for commercial development in the Suburban and Bradfordville Mixed Use Future Land Use Category shall occur only in locations that are compatible with adjacent existing and proposed land uses and with existing and programmed public services and facilities.

a. Regulation of Impacts

The Land Development Regulations shall establish zoning districts and development standards that mitigate the impacts of the allowed commercial uses. The impacts of commercial development that may require additional regulation include, but are not limited to, hours of operation, outdoor sales lots, night lighting, traffic volume and flow, noise, odor, signage, or other such impacts.

b. Location of Commercial and Nonresidential Zoning Districts

The Land Development Regulations shall establish zoning districts within Bradfordville Mixed Use and Suburban Future Land Use Categories that insure that the location of commercial and nonresidential zoning districts will provide for the appropriate integration of uses and the protection of residential areas consistent with Plan policies. Commercial zoning districts shall be geographically compact and located at or near the intersections of major roads or in a manner that reflects the existing linear development pattern.

Policy 3.3.2: [L] **(EFF. 12/23/96)**

The zoning districts which allow commercial and nonresidential development shall require adequate and appropriate landscaping, open space and buffering and be designed so as to discourage criminal activity and to enhance the appearance of structures and parking areas. In order to minimize the negative visual and off-site impacts of commercial development, the Land Development Regulations shall provide for development standards regulating commercial and nonresidential development as follows:

1) The Land Development Regulations shall provide for the following development standards for commercial and nonresidential development, which include, but are not limited to:

   a) Mass and height compatible with adjacent uses.
   b) Adequate buffering, screening, landscaping and architectural treatment if adjoining a residential area.
   c) Sufficient parking designed to minimize noise and visual impacts to adjoining residential areas, and safe internal vehicular and pedestrian circulation.
   d) Interconnections for vehicular and pedestrian traffic between adjacent nonresidential development
   e) Vehicular access to and from the site shall be designed to discourage traffic through adjoining residential areas.
   f) Provide for easy and safe pedestrian access to adjoining residential areas.

2) A commercial or nonresidential development accessing a minor collector, local street, or located adjoining a residential area shall be compatible with residential development in terms of its off-site impacts as defined in Land Use Policy 3.3.1.a.

The Land Development Regulations shall define as allowed uses the specific uses and provide for development standards which further the intent of this policy.

Policy 3.3.3: [L] **(EFF. 12/23/96)**

The Land Development Regulations shall regulate commercial development access to protect the safe and efficient operating characteristics of roads and streets. Commercial development shall meet access management criteria as set forth in the Land Development Regulations. In order to reduce the negative impact of commercial development to the volume of the road, the Land Development Regulations shall contain provisions which encourage the reduction in the number of commercial access points by requiring the sharing of access by two or more commercial developments for those uses that result in a large number of vehicular trips. Access management design requirements provided for in the Land Development Regulations may include but not be limited to:

a) Shared access;
b) Acceleration and deceleration lanes;
c) Right in and right out limited access and,
d) Access via frontage and/or service roads;
e) Minimum uninterrupted throat lengths for access drives;
f) Minimum lot width and depth requirements for allowing the full range of commercial uses;
g) Access provisions for transit and safe pedestrian movement both internal to the site and to adjacent properties.

COMMERCIAL (RETAIL, SERVICES, AND OFFICE) DEVELOPMENT IN THE WOODVILLE RURAL COMMUNITY FUTURE LAND USE CATEGORY

Objective 3.4: [L] **(EFF. 6/28/02)**

Commercial (retail, service, and office) development in the Woodville Rural Community Future Land Use Category will be consistent with the intended function of the Rural Community Future Land Use Category. The scale and intensity of commercial land use will reflect the location and size of the Rural Community in which it is situated; commercial and other non-residential development will be located, oriented, and designed in a manner that promotes compatibility with adjacent land uses and facilitates safe and efficient access for both vehicular and pedestrian traffic; and utilizes access management to protect the safe and efficient operation of the public highway and street system. Non-residential land use intensity is limited to 10,000 square feet per acre, not to exceed a maximum of 50,000 square feet per building and 50,000 square feet per parcel, except that principle structures for warehousing, storage, and mini-warehousing principal uses may have a gross floor area of no greater than 20,000 square feet per acre.

Policy 3.4.1: [L] **(EFF. 6/28/02)**

Objective 3.4 will be met through the enactment and implementation of land development regulations, including zoning district regulations, which address commercial development in the Woodville Rural Community Future Land Use Category.

~~*Policy 3.4.2: [L]* **(Eff. 6/28/02)**~~

~~Zoning Districts allowing commercial development in the Woodville Rural Community Land Use Category shall only be located where ensuing development can occur in a manner that would be compatible with adjacent existing and proposed land uses and with existing and programmed public services and facilities, in accordance with the following criteria:~~

~~a) Regulation of Impacts~~

~~The Land Development Regulations shall establish zoning districts and development standards that mitigate the impacts of the allowed commercial uses. The impacts of commercial development that may require additional regulation include, but are not limited to: outdoor sales lots, night lighting, traffic access, noise, signage, or other such impacts.~~

~~b) Location of Commercial Zoning Districts~~

~~The zoning districts that allow commercial land uses within the Woodville Rural Community Future Land Use Category shall ensure that commercial uses are located in a manner that minimizes the incompatible land use impacts. Commercial zoning districts shall be geographically compact and located at or near the intersections of major roads, with the sole exception of those zoning districts located in a manner that recognizes established linear commercially-developed areas along limited portions of State Highway frontage.~~

~~c) Access~~

~~The zoning districts that allow commercial land uses within the Woodville Rural Community Future Land Use Category shall establish access management standards that promote safe, convenient, and efficient movement of vehicular traffic within the public street system. These access management standards shall ensure the viability and safety of other modes of travel are not compromised for the purpose of limiting or controlling access. The zoning districts may allow access to a local street provided such access does not adversely impact residential areas or neighborhoods. The zoning districts shall prohibit commercial and non-residential access to a canopy road except as provided for by Conservation Policy 3.4.10.~~

~~*Policy 3.4.3: [L]* **(Eff. 6/28/02)**~~

~~In order to minimize the negative visual and off-site impacts of commercial development, the Land Development Regulations shall provide for development standards regulating commercial development. The Land Development Regulations shall establish specific regulations, standards, and/or limitations for commercial development and design aspects including, but not limited to:~~

- ~~Mass and height compatible with adjacent uses.~~
- ~~Adequate buffering, screening, landscaping and treatment of other design details as may be appropriate to further compatibility with adjoining residential areas.~~

- Location of parking facilities to minimize noise and visual impacts to adjoining residential areas, and facilitate safe internal vehicular and pedestrian circulation.
- Interconnections for vehicular and pedestrian traffic between adjacent non-residential development.
- Limitations on vehicular access to and from the site to discourage traffic through adjoining residential areas.

Policy 3.4.4: [L] **(Eff. 6/28/02)**

The Land Development Regulations shall regulate commercial development access. Commercial development shall meet access management criteria as set forth in the Land Development Regulations. The Land Development Regulations shall contain provisions which encourage the reduction in the number of commercial access points. Access management design requirements provided in the Land Development Regulations may include, but not be limited to:

a) Shared access;
b) Access provisions for safe pedestrian movement both internal to the site and to adjacent properties;
c) Limited direct access to commercial parking from residential streets.

Industrial Land Use

Objective 4.1: [L] **(Rev. Eff. 7/20/05)**

Provide opportunities for the location of industrial land uses in accessible areas with applicable available infrastructure while promoting protection from encroaching non-compatible land uses. To accomplish this, local government will maintain a system of land development regulations and/or ordinances which facilitate the implementation of the policies adopted in relation to industrial land use.

Policy 4.1.1: [L] **(Eff. 7/16/90)**

Industrial land shall be located in areas appropriate to its special needs and constraints including but not limited to consideration of: topography; choice and flexibility in site selection; access by truck, air or rail; commuter access for home-to-work trips; utilities; air and water quality considerations; proximity to supportive and related land uses; and compatibility with neighboring uses.

Policy 4.1.2: [L] **(Eff. 7/16/90)**

The timing and location of industrial development shall be permitted only with the availability and adequacy of existing or planned services and facilities.

Policy 4.1.3: [L] **(Rev. Eff. 12/23/96; Rev. Eff. 3/14/07; Rev. Eff. 5/31/18)**

Industrial development shall be located in such a manner as to prohibit industrial traffic through predominantly residential areas. Land Development Regulations shall address access standards for Industry and Mining uses to protect predominantly residential areas from traffic impacts traffic generated by industrial development.

Policy 4.1.4: [L] **(EFF. 7/16/90; REV. EFF. 5/31/18)**

Environmental impacts, infrastructure availability, transportation and land use compatibility criteria, as pictorially depicted on the matrix, shall be major factors in reviewing and approving Industry and Mining Land Uses.

PUBLIC FACILITIES LAND USE

Objective 5.1: [L] (EFF. 7/16/90)

Coordinate the future plans of State government, School Board, the institutions of higher learning, and other applicable entities with this Comprehensive Plan.

Policy 5.1.1: [L] **(DEL. EFF. 8/16/07)**

Reserved

Policy 5.1.2: [L] **(REV. EFF. 7/20/05)**

All proposals to site public schools, including post-secondary schools, shall be reviewed for consistency with the entire Comprehensive Plan. Such reviews shall be made in conjunction with the School Board to promote to the greatest extent possible, opportunities for residential, shopping, employment, education and recreation within walking distance of each other, and to encourage development patterns which reduce trip length and/or the need for private automobile trips.

Objective 5.2: [L] (EFF. 7/16/90)

By 1992, establish standards and regulations for the location of public facilities.

Policy 5.2.1: [L] **(EFF. 7/16/90; REV. EFF. 4/10/09)**

Develop regulations that will apply to the siting of public facilities and buildings. By 2014, local government shall also develop regulations that ensure the siting of critical facilities from within hazard areas and include provisions for the mitigation of existing critical facilities located in hazard areas.

Policy 5.2.2: [L] **(EFF. 12/7/99; REV. EFF. 5/31/18)**

Land development regulations shall establish the maximum allowable dimension of water distribution pipelines necessary to support urban intensity development. Water distribution pipelines that do not exceed this dimension shall be considered public facilities, necessary to support urban development, and allowed within all land use categories. New water distribution pipelines in excess of the established dimension limit for public facilities shall be considered as industrial uses and shall be required to be located within the Government Operational or Industry and Mining land use category.

Objective 5.3: [L] (Rev. Eff. 7/20/05)

All decisions regarding land requirements for future utility facilities shall be consistent with the goals, objectives, and policies of the plan so as to ensure the availability of suitable land for those facilities.

Policy 5.3.1: [L] (Eff. 7/16/90)

Based on population projections, master plans for future utility facilities shall include an assessment of land needs for those facilities, and the Capital Improvements Element shall be amended, in conjunction with the annual budget processes of the City and the County, to include costs and sources of revenues for those facilities.

Policy 5.3.2: [L] (Eff. 7/16/90)

By 1991, land development regulations shall include regulatory standards for the provision of public facilities.

Policy 5.3.3: [L] (Eff. 8/17/92)

All land uses permitted within the Educational Facilities, Recreation/Open Space, and Government Operational future land use categories shall, upon the transfer of land designated Institutional to an individual or private entity, require a future land use map amendment before any use other than existing, may occur.

Plan Implementation and Procedures
Critical Areas Study

Goal 6: [L] (Eff. 6/28/95)

The City and County will identify existing undeveloped areas within the Urban Service Area that are expected to undergo rapid development on a large scale. Planning guidelines will be developed for these areas on a systematic basis, with the planning implementation mechanism being dependent upon the size of the undeveloped area. By planning for undeveloped areas in a comprehensive manner, a mixture of integrated uses may be provided that are predominantly self-supporting, rather than predominantly dependent on public funding for additional infrastructure, and place a greater emphasis on pedestrian mobility and transportation alternatives. Nothing in this section shall negate the requirement for developments of regional impact to comply with Chapter 380 F.S.

Planned Development
Objective 6.1: [L](Rev. Eff. 12/23/96; Rev. Eff. 11/26/21)

This Future Land Use Category is intended to identify large land holdings that will be developed for various mixes of land uses, resulting in different types of commercial and residential neighborhoods. This category is assigned to large, undeveloped tracts of land for which more detailed planning is required to establish the most appropriate mix and arrangement of uses in accordance with this objective and the related policies. Developments in this category are intended to have a mix of uses that results in greater internal capture of automotive trips and a net fiscal benefit for local governments.

The intensities of development in planned development categories mirror the intensities authorized in the Suburban Future Land Use Category until a Planned Development Master Plan is completed and an amendment reflecting the Planned Development Master Plan is adopted into the Comprehensive Plan.

The mix of uses shall be established at the time of development through the planned unit development processes in accordance with this objective and related policies. Each Planned Development shall include a mix of residential unit types and complementary non-residential uses that, at build-out of the project, result in an internal capture of at least 20 percent of the trips generated by the development.

Policy 6.1.1: [L](Rev. Eff. 12/23/96; Rev. Eff. 3/14/07; Rev. Eff. 11/26/21)

Undeveloped areas within the Urban Service Area that, as of January 1, 2007, are predominantly in the same ownership, including contiguous parcels under the same ownership or control, and encompassing more than 200 acres shall be defined as Planned Development Areas. These Planned Development Areas shall require, prior to subdivision or development:

- Allocation of future land uses and intensities through the Comprehensive Plan amendment process in conjunction with approval of the Planned Development Master Plan;

- Approval of a Planned Development Master Plan for development of all contiguous land holdings as an area plan that is consistent with, but not formally adopted as part of the Comprehensive Plan. The Planned Development Master Plan shall show the location, intensity and mix of proposed land uses, as well as the transportation network necessary to serve the proposed development;
- Approval of a PUD, subject to Type D review as specified in the Zoning Code, that is consistent with the Planned Development Master Plan and identifies the specific criteria for development with the Planned Development. PUD approval may be granted in phases where a portion of the property is to be developed at any given time. If a Planned Unit Development is completed and approved for the entire contiguous Planned Development area along with the other Planned Development Master Plan requirements identified in Policy 6.1.2, the Planned Unit Development may serve as the Planned Development Master Plan once reflected in the Comprehensive Plan through a plan amendment.
- To provide for a more self-supporting development pattern that is less oriented to the use of automobiles, the Planned Development Master Plan area shall include at least four different land uses (e.g., residential, office, commercial, recreation, light industrial, open space, and/or public that are integrated with each other, as well as with the unique characteristics of the Planned Development Area.

*Policy 6.1.2: [L]***(REV. EFF. 6/28/95; REV. EFF. 3/14/07; EFF. 11/26/21)**

Except as provided by Policy 6.1.3, prior to approval of development or subdivision within Planned Development Areas, a Planned Development Master Plan shall be adopted as an area plan that is consistent with, but independent of the Comprehensive Plan. If a Planned Unit Development is completed and approved for the entire contiguous Planned Development area along with the other Planned Development Master Plan requirements identified in Policy 6.1.2, the Planned Unit Development may serve as the Planned Development Master Plan once reflected in the Comprehensive Plan through a plan amendment. The Comprehensive Plan shall be amended concurrently with the Planned Development Master Plan to allocate the mix, locations and intensities of future land uses as well as any public facilities required to serve proposed land uses. No comprehensive plan amendment shall be required if the Planned Development Master Plan is consistent with the Suburban land use category and the Planned Development does not create an inconsistency with the Comprehensive Plan.

The Master Plan shall identify the following:

a) Boundary of area subject to Planned Development;
b) General depiction of mix, location and intensities of future land uses;
c) Activities permitted within each land use;
d) Total dwelling units;
e) Total square footage of non-residential development;
f) How natural resources on-site will be protected;
g) Major transportation system improvements that are consistent with adopted transportation plans and address the impacts to the surrounding area, including canopy roads and required interconnections. The plan shall address the issues of capacity maintenance, bicycle and pedestrian accessibility, and protection of

~~canopy roads, if applicable. The Master Plan will also address mass transit, if transit facilities are available or planned within the plan horizon for the Tallahassee-Leon County Comprehensive Plan to serve the Planned Development;~~

~~h) Facilities and development requirements to provide for alternative modes of transportation, such as bicycle and pedestrian mobility and, if available, mass transit;~~

~~i) A facilities plan which identifies the type, demand, and general location of needed utilities (including a master stormwater plan) in relation to existing and scheduled utilities in the areas of the development, as well as the location and adequacy of proposed schools, parks and open space;~~

~~j) How the development will reduce transportation demand by allowing for internal trip capture of at least 20% at project build-out through a mixture of uses that includes at least four of the following: residential; commercial; office; recreational, public, open space and light industrial;~~

~~k) How the development will comply with applicable affordable and inclusionary housing ordinances;~~

~~l) How the development will provide for the recreational needs of the community;~~

~~m) How the unique characteristics of the area, including cultural and historic resources, preservation and conservation features, and greenways, will be addressed;~~

~~n) A phasing plan showing the phasing of future land uses for the area and the minimum and maximum allowable densities and intensities, total dwelling units, and total square footage; and~~

~~o) A set of development guidelines that will direct the development of subsequent site specific development projects as part of a PUD. These guidelines shall address, but not be limited to, the interrelationships of uses, energy efficiency, pedestrian access. The guidelines shall include basic design elements that generally address crime prevention, such as landscaping and lighting considerations, Crime Prevention through Environmental Design (CTPED) principles, or other design concepts intended to improve safety and deter crime.~~

~~*Policy 6.1.3: [L]*~~ ~~**(REV. EFF. 12/7/99; REV. EFF. 3/14/07)**~~

~~a) A portion of a Planned Development Area not exceeding either 20% of the Planned Development Area or 200 acres, whichever is less, may be developed through the PUD process as established in the LDRs prior to the submittal of a Planned Development Master Plan for the remainder of the Planned Development. This advanced portion must include at least two different land uses (excluding public and recreation) unless the applicant can justify that the parcel size would not support that amount of uses. In this case, the applicant is still required to develop a mixed use project for the advanced portion. As part of the PUD approval, the applicant shall submit a map of all contiguous land holdings. Easements, right-of-way and other improvements located throughout and needed to serve the larger development may be required to be dedicated in conjunction with this development in advance of the Master Plan. This option shall not be used to reduce the overall area below the Planned Development threshold and any development authorized in advance of Master Plan approval must be included in the Master Plan. This option shall not be utilized by subsequent property owners resulting from the use of this option;~~

b) It is the intent of local government to allow timely installation of facilities and infrastructure recognized by the City and/or County Commission as being important for the orderly growth of the community. Subdivision of a portion of a Planned Development for sale or donation to a public or quasi-public entity for the purpose of conservation, preservation, or passive resource based recreation use shall not be contingent upon the adoption of a Master Plan and PUD Districts, but the applicant shall be required to submit a management plan to be approved by the local government in lieu of a PUD or site plan. Subdivision and development of a portion of a Planned Development for sale or donation for the purpose of providing schools (pre-kindergarten through twelfth grade) and/or infrastructure to serve primarily offsite needs shall not, likewise, be contingent upon the adoption of a Master Plan and PUD Districts, but shall be required to follow the review procedures for a PUD. Onsite infrastructure needed primarily for the future development of the Planned Development shall not be included as part of the advance development option provided in this paragraph. The educational facilities and types of infrastructure that are intended to be accessible by the public shall be designed for integrated auto, pedestrian and bicycle access, and shared access. The school facilities and infrastructure shall include adequate buffering for the remainder of the Planned Development. If any of these public acquisitions reduces the remaining acreage of the Planned Development below 200 acres, the Planned Development provisions of this Plan shall apply to all remaining acreage.

Policy 6.1.4: [L] **(EFF. 12/7/99; REV. EFF. 3/14/07)**

For Planned Developments that are split by an interstate highway that limits integration across the entire development, separate Master Plans and implementing PUDs may be adopted for each side. Subdivision or development of an area on one side of the interstate shall be dependent upon the prior adoption of a Master Plan for that side of the interstate only.

Policy 6.1.5: [L] **(EFF. 6/28/95; REV. EFF. 3/14/07)**

Local governments are authorized to adopt Land Development Regulations necessary to implement the Planned Development provisions as set forth in this objective and related policies. Planned Development Master Plans *(*including major modifications and minor amendments*)* shall be approved by the governmental entity having legal jurisdiction. The implementing PUDs shall also be approved by that governmental entity having legal jurisdiction for the lands included in the PUD.

Policy 6.1.6: [L] **(EFF. 3/14/07)**

The City of Tallahassee and Leon County shall establish a process in their respective land development codes, which provides for review and comment of Planned Development Master Plans by adjacent local governments and the Leon County School Board. The process shall establish for review and comment by state and regional agencies, if appropriate, and a pre-application meeting for City, County, and School Board staff to discuss proposed development impacts; and shall contain time frames for processing a Planned Development Master Plan approval.

Policy 6.1.7: [L] **(EFF. 6/28/95; REV. EFF. 3/14/07)**

Planned Developments which are to be developed at urban densities and provided with urban services shall be considered appropriate for annexation.

Policy 6.1.8: [L] **(EFF. 3/14/07)**

Those lands included in the Southeast Sector Plan and the Welaunee Critical Area Plan, which were approved consistent with the Critical Area Plan provisions of the Comprehensive Plan, are not subject to this section and are entitled to all uses, densities and intensities set forth in those plans. Any major modifications or increases in overall density/intensities would require these projects to conform to the Planned Development requirements.

FUTURE PLANNED DEVELOPMENT AREAS

Objective 6.2: [L]**(EFF. 6/28/95; REV. EFF. 3/14/07)**

As demands from a rapidly increasing population may require the expansion of the Urban Service Area in the future, additional areas will be identified as Planned Development Areas upon their inclusion within the Urban Service Area.

Policy 6.2.1: [L] **(EFF. 12/23/96; REV. EFF. 3/14/07)**

Upon expansion of the Urban Service Area, properties that meet the definitions for Planned Development Areas shall be designated such as part of the adopted Future Land Use Map and Zoning Map.

Southside Sector Plan

Goal 7: [L] (Del. Eff. 7/20/05)

Reserved

Objective 7.1: [L] (Del. Eff. 7/20/05)

Reserved

Policy 7.1.1: [L] (Del. Eff. 7/20/05)

Reserved

Southside Study Area Map (Del. Eff. 7/20/05)

~~Bradfordville Study Area~~

~~Goal 8: [L]~~ ~~(Del. Eff. 8/4/03)~~

~~*Reserved*~~

~~Objective 8.1: [L] (Del. Eff. 8/4/03)~~

~~*Reserved*~~

~~*Policy 8.1.1: [L]* (Del. Eff. 8/4/03)~~

~~*Reserved*~~

DOWNTOWN OVERLAY DISTRICT (EFF. 7/1/94; Objective 9.1: [L] REV. EFF. 1/7/10; REV. EFF. 7/6/15)

Promote revitalization, reinvestment and redevelopment characterized by site design which is pedestrian friendly and contains a mix of land uses which are designed to achieve compatibility.

Policy 9.1.1: [L] **(EFF. 7/1/94; REV. EFF. 1/7/10; RENUMBERED 7/6/15)**

Within those areas of the overlay that have a Residential Preservation land use designation, the Downtown Overlay designation is not intended to allow the development of nonresidential, or higher density than the Residential Preservation designation.

Policy 9.1.2: [L] **(REV. EFF. 1/7/10; RENUMBERED 7/6/15)**

Those parcels within the Downtown Overlay (except Gaines Street Corridor Study Area) are eligible to be added to the Central Core FLUM when

- The proposed parcels are contiguous to existing Central Core FLUM area;
- The proposed parcel has all the infrastructure available;
- The proposed parcel has to exhibit a need for the expansion (e.g.: parcel of sufficient size not available in the current Central Core FLUM for the proposed development).

Policy 9.1.3: [L] **(REV. EFF. 1/7/10; RENUMBERED 7/6/15)**

The City shall establish special design standards in this overlay district in order to encourage more urban development. These regulations include but are not limited to:

- Pedestrian oriented design standards;
- Reduced parking requirements;
- Flexibility in landscape, and buffer standards;
- Increased sidewalk and streetscape requirements.

Policy 9.1.4: [L] **(REV. EFF. 1/7/10; RENUMBERED 7/6/15)**

The City shall adopt Land Development Regulations to establish eligibility criteria (Such as minimum density) for developments in order to receive the incentives allowed under the Downtown Overlay goal.

REDEVELOPMENT
Objective 9.2: [L]**(FORMERLY OBJ. 1.6; REV. EFF. 1/7/10)**

Provide a strategic framework to encourage redevelopment within the City of Tallahassee. The strategies should be implemented in such a manner as to convey an economic

~~advantage for redevelopment without compromising the urban design and environmental quality of the community.~~

~~*Policy 9.2.1: [L]* **(EFF. 6/28/95; REV. EFF. 1/7/10)**~~

~~As part of the Redevelopment Strategy, the Gaines Street Corridor Study Area is designated as an Urban Infill and Redevelopment Area for the purpose of targeting economic development, housing, transportation, community revitalization and preservation, and land use incentives to encourage urban infill and redevelopment within the urban core of the community. This area is depicted on the Downtown Overlay map as "Gaines Street Corridor Study Area Urban Infill and Redevelopment Area."~~

~~*Policy 9.2.2: [L]*~~

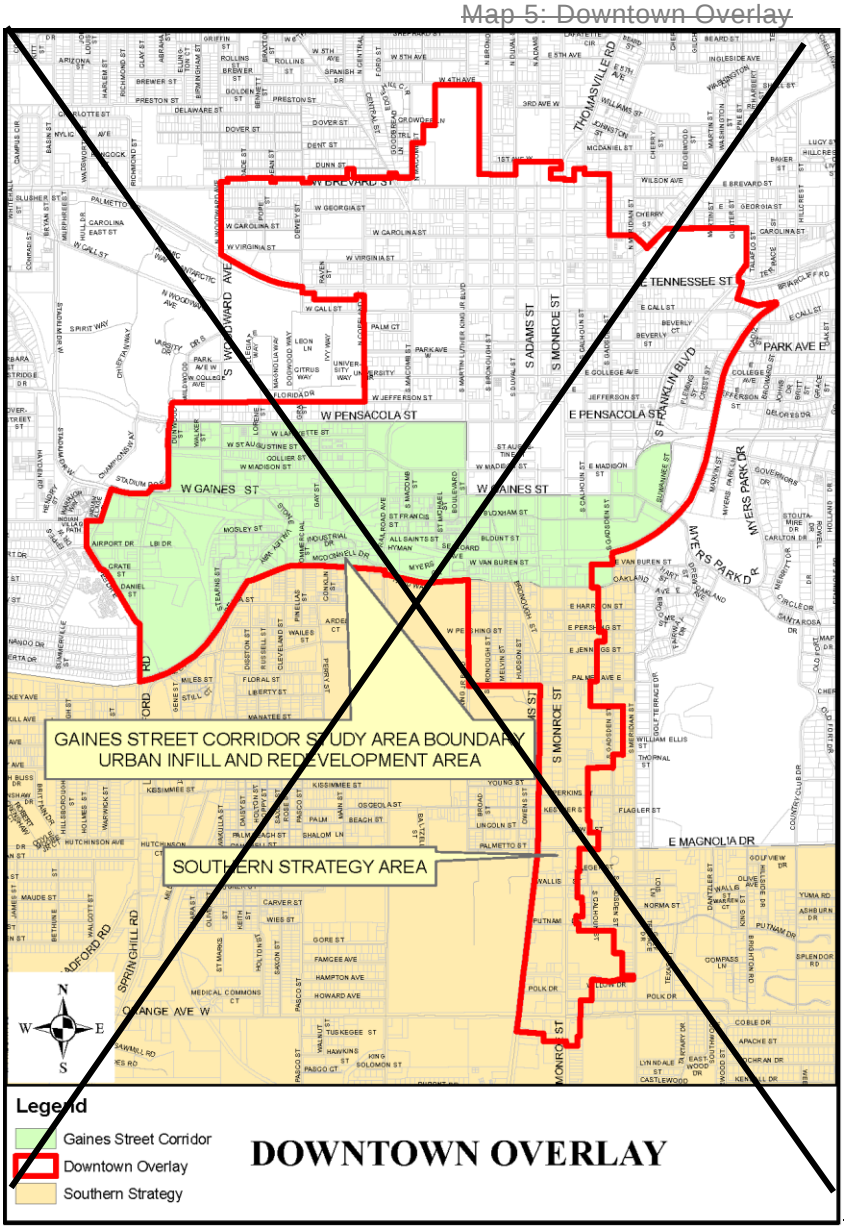
~~*Reserved*~~

~~*Policy 9.2.3: [L]* **(EFF. 12/8/00; FORMERLY POL. 1.6.4; REV. EFF. 1/7/10)**~~

~~For the Gaines Street Corridor Study Area the maximum density permitted is 100 dwelling units per acre. Densities within specific districts may be further restricted based on the Gaines Street Revitalization plan.~~

~~I. Land Use~~

~~Map 5: Downtown Overlay~~



~~DRI THRESHOLDS FOR A REGIONAL ACTIVITY CENTER~~

~~Objective 9.3: [L] (EFF. 1/7/10)~~

~~To encourage functional mixed use development, and to encourage revitalization and redevelopment, the Commissions may choose to designate specific land as a statutory "Regional Activity Center" (RAC), pursuant to Chapter 380.06(2)(e), F.S. and Rule 28-24.014(10)(a), F.A.C., to allow development of the specified land at greater density and intensity without necessarily obligating the developer to proceed through the Development of Regional Impact (DRI) process.~~

~~I. Land Use~~

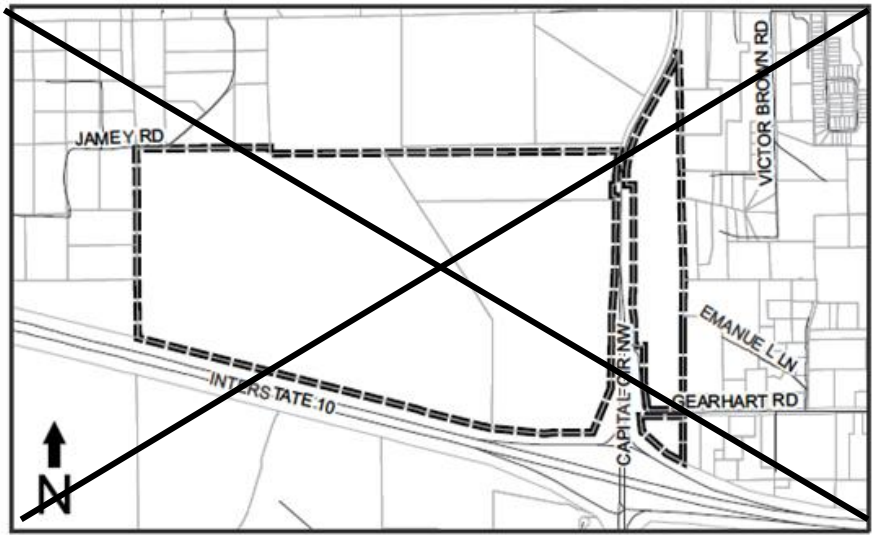
~~*Policy 9.3.1: [L]* **(EFF. 1/7/10)**~~

~~After the City of Tallahassee or Leon County designates a statutory Regional Activity Center (RAC, pursuant to Chapter 380.06(2)(e), F.S. and Rule 28-24.014(10)(a), F.A.C.), subsequent development approvals will include requirements for developers to provide necessary transportation system, drainage, protection of environmentally sensitive areas as defined in the Conservation Element, and utility infrastructure to support the RAC densities and intensities.~~

~~*Policy 9.3.2: [L]* **(EFF. 8/9/12)**~~

~~It is the intent of the local government to designate Park Place as a Regional Activity Center pursuant to Objective 9.3 [L] to use the increased Development of Regional Impact guidelines and standards consistent with Rule 28-24.014(10)(a), Florida Administrative Code. Park Place meets the parameters for a Regional Activity Center as defined in Section 380.06(2)(e), Florida Statutes, and in Rule 28-24.014(10)(c)2, Florida Administrative Code, and is depicted on the following map. Multi-use land uses for a Regional Activity Center can be accommodated by the currently designated Planned Development future land use category and development shall occur consistent with the guiding land use policies within the local comprehensive plan.~~

~~Map 6: Park Place Activity Center~~



SOUTHEAST SECTOR PLAN

Objective 10.1: [L] - Southeast Sector Plan (EFF. 5/20/96; REV. EFF. 8/25/08)

In keeping with the City's and County's commitment to promote the Southern Strategy, and to satisfy the Comprehensive Plan requirements for a comprehensive development plan for the Southwood property within the urban service area, the local governments hereby adopt the Southeast Sector Planned Development, known as the Southeast Sector Plan, that is consistent with Objective 6.1 [L] and its associated policies and with the Comprehensive Plan's Urban Service Area policies, that promotes innovative planning, promotes compact development strategies and protects the natural resources of the area. This plan shall contain design standards that promote compact commercial development, walk to shopping, higher density housing in close proximity to offices, commercial uses and employment centers. The same attention will be given to alternate modes of transportation and pedestrian mobility as is given to automobile transportation. Innovative ways may be developed to protect natural resources, the major focus being on the continued protection of conservation and preservation areas within the Southeast Sector Planning Area (Figure 10.A).

Policy 10.1.1: [L] - Southeast Sector Plan Overview **(REV. EFF. 7/7/99; REV. EFF. 8/25/08; REV. EFF. 11/26/21)**

The Southeast Sector Plan is hereby developed for an area in southeast Tallahassee and Leon County (see the Southeast Sector Planning Area map, Figure 10.A). For the Southwood, Colin English Properties, and the former Southside DRI lands, the Southeast Sector Plan shall constitute the Planned Development Master Plan consistent with Objective 6.1 [L] and its associated policies.

The following densities, intensities and development standards are hereby established for the Southeast Sector Planning Area:

A. Percent Mix of Land Uses Required:

The following percent mixes of land uses shall be required for the Southeast Sector Planning Area. The percentages shall be applied separately to both Southwood and the Colin English properties. In addition, the percentages shall also be applied separately to the former Southside DRI properties outside of Southwood within the Southeast Sector Plan.

(1) 40-60% of the land area in residential development

(2) 10-30% of the land area in commercial, office and/or industrial development

(3) 10-15% of the land area in community facilities/services and utility easements and recreational facilities.

(4) 20-30% of the land in open space/greenways. Open space shall comprise a minimum of 22% of each of the Southwood PUD and Colin English properties.

B. Densities and Intensities:

(1) The maximum densities and intensities for development within the Southeast Sector Planning Area are established in Policy 10.1.2.

C. Phasing:

(1) The Southeast Sector Planning Area will be permitted to develop in phases.

(2) Southwood has an approved Development of Regional Impact DRI development order and Planned Unit Development PUD zoning. These approvals establish the development entitlements and master plan for the Project. For this reason, the Southwood entitlements and development phasing are not identified in Table A below. The maximum and minimum densities and intensities for the Implementing Land Use Districts for Southwood are established in Policy 10.1.2.

(3) Additional development beyond Phase I of the English lands shall require a comprehensive plan amendment supported by adequate data and analysis if the Phase I lands (approximately 601 acres) have not been built consistent with the mix of uses established herein.

(4) No particular percent mix of uses within Phase I for the English properties will be required to meet or exceed the percent requirements for the total Southeast Sector Plan acreage and percentage of mix amounts.

TABLE A: ENGLISH PROPERTY DENSITIES, INTENSITIES AND PHASING **(REV. EFF. 8/25/08; REV. EFF. 11/26/21)**

	Maximum Residential Units	Minimum Residential Densities	Maximum Non-Residential	Hotel	Hospital
Phase I					
Colin English Phase I (603 acres)	6,030	As required by Policy 10.1.2 [L]	3,606,000 GSF		
Phase II					
Colin English Phase II (458 acres)	4,580	As required by Policy 10.1.2 [L]	2,740,000 GSF		

Notes:
The Colin English Property densities and intensities are those found within the Suburban Land Use Category consistent with Objective 6.1 [L].

D. Land Use Location Criteria:

(1) Industrial development, if constructed, is to be located in the southwest quadrant of the Southeast Sector Planning Area, primarily utilizing Tram Road and Capital Circle. Industrial development is not required in this quadrant; therefore, the quadrant may have no industrial development at buildout.

(2) Office development, and commercial (retail/possible hotel) uses to be located primarily in the northwest quadrant of the Southeast Sector Planning Area (English property, primarily utilizing Blair Stone Road) and surrounding the Capital Circle Office Center.

~~(3) Medium Density Residential to be located primarily, but not solely limited to areas adjacent to the Capital Circle Office Center and interspersed with office development in the northwest quadrant. Priority shall be given to areas adjacent to the Capital Circle Office Center.~~

~~(4) Low Density Residential to develop primarily in the northeast quadrant of the Southeast Sector Planning Area (Old St. Augustine Road vicinity), and secondarily in the northwest and southeast quadrants (perhaps as golf course communities).~~

~~(5) Large Lot Single Family Residential development to develop primarily in, but not limited to, the southeast quadrant of the Southeast Sector Planning Area;~~

~~(6) Community Facilities and Services to be located within each quadrant of the Southeast Sector Planning Area;~~

~~E. Affordable Housing:~~

~~Development must comply with applicable affordable and inclusionary housing ordinances.~~

~~F. Additional Requirements:~~

~~(1) A school site parcel for an elementary school at thirty (30) acres shall be set aside on the English Property, based on a projected build-out population of approximately 30,000. One elementary school shall be located on the English property and the other two schools shall be located on the Southwood property, provided that each of the public school sites on the Southwood property may be the location of a pre-kindergarten through grade 8 facility with the agreement of the Leon County School Board. The school site shall be located proximate to residential areas and shall be collocated with other compatible public facilities to the extent possible.~~

~~(2) In accordance with community wide requirements of the Comprehensive Plan, the Capital Improvements Element shall be amended to reflect the 5 year plan for the provision of urban services in accordance with this sector plan.~~

~~(3) Parcel # 31-03-20-602-000-0 and that portion of parcel # 31-11-20-001-000-0 which is directly south of parcel #602 shall be designated as low density residential and be limited to no more than three units per acre.~~

~~(4) No additional acreage within the Urban Service Area may be added to the Southeast Sector Planning Area except by a Comprehensive Plan Amendment. Any addition to the Southeast Sector Planning Area must be in conformance with the guidelines and standards of the Southeast Sector Plan Objective 10.1 and implementing policies 10.1.1 through 10.1.7.~~

~~*Policy 10.1.2: [L] SESP Implementing Land Use Districts* **(REV. EFF. 7/7/99; REV. EFF. 8/25/08; REV. EFF. 11/26/21)**~~

~~I. Land Use~~

~~The Southeast Sector Planning Area shall be developed utilizing the following implementing PUD districts that allows a range of types of residential, commercial, office and industrial uses with varying densities and *intensities*:~~

~~(A) NEIGHBORHOOD VILLAGE CENTER – VC~~

~~Designed to serve as the center of the neighborhood, and discourage commercial strip development and sprawl along roadways.~~

- ~~Each Village Center shall have a consistent design theme and complementary palate of materials.~~
- ~~Village centers shall provide ample open space to allow for community gatherings or public events.~~
- ~~Specific densities and intensities, ratio of uses and implementation criteria will be contained in the zoning code.~~

~~TNDs (Traditional Neighborhood Districts) and VCs (Village Center) implement the development pattern that creates compact urban development with higher density residential uses focused around a commercial village center. TNDs and VCs shall be located together in order to promote convenient walk-between shopping and entertainment opportunities; an area that is pedestrian and bicycle friendly and is not designed with an over-reliance on the automobile. This pattern of development is strongly encouraged by the Comprehensive Plan.~~

~~Development in the VCs may obtain a waiver from the requirements in the Environmental Management Ordinance/Environmental Management Act (EMO/EMA) for natural area, landscaping and buffers as long as a landscape plan is prepared that meets established minimum requirements provided it is consistent with the requirements in the Comprehensive Plan. Stormwater detention and treatment facilities for TNDs and VCs shall be designed in accordance with applicable standards and shall be located outside of a TND or a VC in order to promote a compact pedestrian-oriented arrangement of land uses, except in situations where alternative sites for stormwater facilities are available that are consistent with the intent of the VC district. Local government shall conduct an environmental assessment at the time of an application for development or prior to rezoning consistent with Conservation Policy 1.1.1, in a TND or VC district prior to designating the boundaries of conservation and preservation areas, if present, within a TND or VC to determine the extent and location of conservation and preservation features. TNDs and VCs shall be located so as to minimize the impact on conservation and preservation features consistent with Conservation Policy 1.3.11 [C].~~

~~Allowed Uses:~~

- ~~Community facilities: Community Services and Light Infrastructure~~
- ~~Office uses~~
- ~~Commercial land uses~~
- ~~Residential uses in conformance with the Medium Density standards~~
- ~~Agriculture and silviculture uses are allowable interim uses until development approval is granted for a subject parcel, consistent with SESP Policy 10.1.8~~
- ~~Assisted Living Facilities~~

Residential Densities:
Minimum Density 4 DU/AC
Maximum Density 16 DU/AC
Maximum Floor Area Ratio:

1.0 for parcels larger than 20,000 sq. ft.
2.0 for parcels 20,000 sq. ft. or smaller

Minimum Floor Area Ratio:
0.5 F.A.R.

Clustering may be permitted provided maximum densities are not exceeded.

(B) TRADITIONAL NEIGHBORHOOD DISTRICT – TND

Location mix and configuration of land uses are designed to encourage alternatives to automobiles and provide more identifiable pedestrian-friendly neighborhoods. More restrictive planning and architectural standards will be applied in order to maintain traditional town form.

TNDs and VCs implement the development pattern that creates compact urban development with higher density residential uses focused around a commercial Village Center. TNDs and VCs shall be located together in order to promote convenient walk-between shopping and entertainment opportunities; an area that is pedestrian and bicycle friendly and is not designed with an over-reliance on the automobile. This pattern of development is strongly encouraged by the Comprehensive Plan. The specific development criteria and phasing for the TNDs and VCs shall be included in the LDRs and be determined by local government.

TNDs will locate close to Village Centers, parks and recreation, employment; allow for a variety of housing types which promote increased density; use energy-saving concepts in block and building designs; be located within close proximity to Village Centers, High Intensity Urban Centers and Mixed Use Office Parks; and be designed for bicycle and pedestrian accessibility.

Allowed Uses:

- Community facilities: light infrastructure.
- Restricted to mid-rise, multi-unit townhouses and row houses, attached residential units and single-unit townhouses and row houses.
- Agriculture and silviculture uses are allowable interim uses until development approval is granted for a subject parcel, consistent with SESP Policy 10.1.8.
- Accessory commercial use which is subordinate to the principal residential use.
- Specific densities and intensities, ratio of uses and implementation criteria shall be contained in the zoning code.

Residential Densities:
Minimum Density 4 DU/AC
Maximum Density 16 DU/AC

Clustering may be permitted provided maximum densities are not exceeded.

Development in the TNDs may obtain a waiver from the requirements in the EMO and EMA for natural area, landscaping and buffers as long as a landscape plan is prepared that meets established minimum requirements, provided it is consistent with the requirements in the Comprehensive Plan. Stormwater detention and treatment facilities for TNDs and VCs shall be designed in accordance with applicable standards and shall be located outside of a TND or VC in order to promote a compact pedestrian oriented arrangement of land uses except in situations where alternative sites for stormwater are available consistent with the intent of the TND district. Local government shall conduct at the time of an application for development or prior to rezoning, consistent with Conservation Policy 1.1.1 in a TND or VC district, an environmental assessment prior to designating the boundaries of conservation and preservation areas, if present, within a TND to determine the extent and location of conservation and preservation features. TNDs shall be located so as to minimize the impact on conservation and preservation features consistent with Conservation Policy 1.3.11 [C].

(C) MEDIUM DENSITY RESIDENTIAL - MDR

Provides moderate-density housing located within walking and biking distance of civic facilities, retail, schools and employment.

- Design of MDR shall use energy saving concepts and maximize roadway connections.
- Elementary schools shall be provided within close proximity and land will be reserved.
- All collectors and arterials shall have bike and pedestrian paths.
- It is the intent to have bike and pedestrian facilities as important as automobiles in regard to mobility when designing MDR areas.

Allowed Uses:

- Multi-family residential.
- Single-family attached and detached residential.
- Golf courses and recreation facilities.
- Agriculture and silviculture uses are allowable interim uses until development approval is granted for a subject parcel, consistent with SESP Policy 10.1.8.
- Community facilities: community services and light infrastructure.
- Community parks and recreation areas shall be located within close proximity to the residential uses.
- Neighborhood-scale commercial uses are allowed on corner lots to promote walk-to shopping. This use is intended to be the same scale, design and materials as the surrounding neighborhood. It is intended for the convenience of the surrounding neighborhood and the design, parking, and signage should reflect this intent.
- Assisted Living Facilities

Residential Densities:
Minimum Density 4 DU/AC
Maximum Density 20 DU/AC

Clustering may be permitted provided the maximum density is not exceeded.

Specific densities and intensities, ratio of uses and implementation criteria will be contained in the zoning code.

(D) Low Density Residential - LDR

Provides for low-density residential units which are not necessarily convenient to shopping and employment areas. Density shall be between 2 to 8 units per acre.

Allowed Uses:

- Detached and attached single-family residential
- Parks, golf courses, recreational facilities
- Agriculture and silviculture uses are allowable interim uses until development approval is granted for a subject parcel, consistent with SESP Policy 10.1.8.
- Community facilities: community services and light infrastructure
- Neighborhood-scale commercial uses are allowed on corner lots to promote walk-to shopping. This use is intended to be the same scale, design and materials as the surrounding neighborhood. It is intended for the convenience of the surrounding neighborhood, and the design, parking and signage should reflect this intent.

Residential Densities:
Minimum Density 2 DU/AC
Maximum Density 8 DU/AC

Clustering may be permitted provided the maximum densities are not exceeded.

Specific densities and intensities, ratio of uses and implementation criteria will be contained in the zoning code.

(E) Large Lot Single Family Residential - LSF

Provide single-family residential uses in keeping with the rural character of outlying areas. This category is most likely not located conveniently to shopping and employment. Minimum size of lots will be 1/3 acre; maximum size of lots shall be 5 acres.

Allowed Uses:

- Detached single-family residential
- Golf courses and recreational facilities
- Agriculture and silviculture uses are allowable interim uses until development approval is granted for a subject parcel, consistent with SESP Policy 10.1.8.
- Community facilities: community services and light infrastructure.

Residential Densities:
Minimum Density 1 DU/5 AC
Maximum Density 3 DU/AC
Clustering may be permitted provided maximum densities are not exceeded.

(F) Mixed Use Office/Commercial - MUOC

Provides for higher-intensity commercial uses that are more intense than uses located in Village Centers. Intended as activity centers and shall include public plazas and other amenities.

- ~~Uses and intensities shall be designed for maximum internal capture of shopping and business trips.~~
- ~~Maximum pedestrian accessibility internal to the office/commercial centers.~~
- ~~Centers shall be designed to blend with TND/MDR districts.~~
- ~~Provide mass transit accessibility if transit is available, and~~
- ~~May have regional stormwater facilities.~~

~~Allowed Uses:~~

- ~~Community facilities: community services, light infrastructure and post-secondary educational facilities~~
- ~~Community Commercial uses (100,000 to 200,000 square feet)~~
- ~~Regional Commercial (200,000 to 1 million square feet)~~
- ~~Office- Allows office uses 10,000 square feet or greater. The intent is to allow commercial and service oriented uses as an accessory use within an office building.~~
- ~~Medium Density Residential in association with nonresidential uses.~~
- ~~Hotels~~
- ~~Medical facilities and institutional uses, including assisted living facilities. Hospitals may be permitted if based on design criteria such as access and building scale in relation to adjacent uses, as described in the LDRs.~~
- ~~Golf Courses~~
- ~~Agriculture and silviculture uses are allowable interim uses until development approval is granted for a subject parcel, consistent with SESP Policy 10.1.8.~~

~~Maximum Floor Area Ratios:~~
~~2.0 F.A.R.~~

~~(G) MIXED USE INDUSTRIAL - MUI~~

~~Provides for the location of manufacturing, warehouses, distribution centers, and research and development uses, with some commercial uses allowed that are designed to accommodate the needs of the industrial park work force.~~

- ~~Commercial uses shall be provided within walking distance of work place.~~
- ~~Equal access for mass transit, automotive, bicycle and pedestrian modes of transportation shall be provided.~~

~~Allowed Uses:~~

- ~~Community facilities~~
- ~~Light and heavy industrial~~
- ~~Research and development~~
- ~~Showroom warehouses~~
- ~~Office associated with industrial and distribution uses~~
- ~~Retail designed to serve the work force of the industrial park~~
- ~~Agriculture and silviculture uses are allowable interim uses until development approval is granted for a subject parcel, consistent with SESP Policy 10.1.8.~~

Maximum Floor Area Ratios:
1.0 for nonresidential uses

(H) OFFICE/RESIDENTIAL

The Office/Residential district shall contain a variety of office and residential uses that range from duplexes to townhouses to multi-family. The residential uses will be integrated with the office development. The Office/Residential district shall be located in areas where there is access to collector and arterial roadways, and where the emerging development pattern is not predominantly low-density residential. In order to provide for a more pedestrian-friendly environment that efficiently utilizes land area and provides for interaction between the uses, large expanses of surface parking will be discouraged in favor of shared parking, mid-block parking, and parking garages. Provision will be made to serve this district with mass transit. Commercial uses may be permitted as ancillary uses to the office uses and located within office buildings.

Agriculture and silviculture uses are allowable interim uses until development approval is granted for a subject parcel, consistent with SESP Policy 10.1.8.

Allowed Uses:

- Community facilities: community services, light infrastructure, and post-secondary
- Office uses- not to exceed 300,000 sq. ft.
- Commercial uses- not to exceed 10,000 sq. ft., contained within office building.
- Hotels- May be permitted based on design criteria such as access and scale of the building in relation to adjacent uses, as described in the LDRs.

Residential Densities:
Minimum Density 4 DU/AC
Maximum Density 16 DU/AC

Floor Area Ratio (F.A.R.):
Maximum F.A.R. of .25 for parcels greater than 20,000 sq. ft.
Minimum F.A.R. of 1.0 for parcels smaller than 20,000 sq. ft.

(I) SOUTHWOOD TOWN CENTER - TC

Designed to serve as the pedestrian-oriented urban center of Southwood, containing a wide range of commercial, entertainment, residential, office and community services at urban intensities.

Development in the TC district may obtain a waiver from the requirements in the Environmental Management Ordinance/Environmental Management Act (EMO/EMA) for natural area, landscaping and buffers as long as a landscape plan is prepared that meets established minimum requirements provided it is consistent with the requirements in the Comprehensive Plan. Stormwater detention and treatment facilities for the TC district shall be designed in accordance with applicable standards and shall be located outside of the TC district in order to promote a compact pedestrian-oriented arrangement of land uses, except in situations where alternative sites for stormwater facilities are available that are consistent with the intent of the TC district. Local government shall conduct an environmental assessment at the time of

an application for development or prior to rezoning consistent with Conservation Policy 1.1.1, in the TC district prior to designation of the boundaries of conservation and preservation areas, if present, within the TC district, to determine the extent and location of conservation and preservation features. The TC district shall be located so as to minimize the impact on conservation and preservation features consistent with Conservation Policy 1.3.11 [C].

Allowed Uses:

- Commercial, including retail, entertainment and hotel uses.
- Residential, including assisted living, at the full range of densities in LDR and MDR. Residential uses may be collocated with compatible nonresidential uses in the same buildings.
- Office.
- Institutional.
- Community Facilities, such as police/fire stations and churches.
- Agriculture and silviculture uses are allowable interim uses until development approval is granted for a subject parcel, consistent with SESP Policy 10.1.8.

Mixture of Uses:

Development within the TC district shall include a mixture of uses consistent with the following minimums:

- 60,000 square feet of commercial
- 200 residential units

Additional development may include any other uses permitted in the TC district, such as office, institutional/community facilities, medical and assisted living facilities. Maximum development shall be limited by the allowable densities and maximum Floor Area Ratios (FAR).

Residential Densities:

Minimum Density 2 DU/AC (no minimum density for residential uses second story and above for commercial or office uses)
Maximum Density 20 DU/AC

Specific densities and intensities, ratio of uses and implementation criteria, including standards to promote pedestrian-scale mixed-use development, will be included in the zoning code.

Maximum Floor Area Ratio:

2.0 F.A.R.

Minimum Floor Area Ratio:

0.25 F.A.R.

(J) MIXED USE EDUCATIONAL/INSTITUTIONAL - MUEI

Provides for educational, institutional and civic uses, and related activities including residential, which includes assisted living, office, sports and recreation, and related commercial uses, which include inns and hotels.

Allowed Uses:

- Schools, colleges and universities, museums, and civic facilities.
- Residential, including assisted living at the full range of densities in LDR and MDR.
- Sports and recreation facilities.
- Related supporting commercial facilities, including office, retail, inns and hotels.
- Agriculture and silviculture uses are allowable interim uses until development approval is granted for a subject parcel, consistent with SESP Policy 10.1.8.

Residential Densities:
Minimum Density 2 DU/AC
Maximum Density 20 DU/AC

Maximum Floor Area Ratio:
1.0 F.A.R.

Minimum Floor Area Ratio:
0.25 F.A.R.

(K) HISTORIC HOUSE OVERLAY (HHO)

The existing main house on the Southwood property is a historical resource within the Southeast Sector Planning Area. In order to preserve the character of the house and its grounds while providing for its future use as a component of the development in the Southeast Sector Planning Area, the Southwood PUD shall establish an overlay zoning district on the house and surrounding grounds. The allowable uses within the overlay district shall be those uses allowed within the LSF district. The following additional uses shall also be allowed within the HHO district so long as the design is compatible with the surrounding LSF uses and the historic nature of the house:

- Bed and Breakfast Inn
- Restaurant
- Conference Center

Policy 10.1.3: [L] Transportation **(REV. EFF. 7/7/99; REV. EFF. 11/26/21)**

Transportation guidelines for the Southeast Sector Plan shall be as follows:

Transportation systems shall be designed to promote alternatives to single-occupancy vehicle travel and to capture internal trips. Emphasis will be placed on designing commercial, office, employment and higher-density residential areas to be pedestrian and bicycle friendly. Emphasis will also be placed on alternative transportation modes.

(a) Right of way shall be planned and dedicated for the ultimate laneage needed based on total build-out of the plan.

~~(b) If mass transit is available or planned within the plan horizon for the Tallahassee-Leon County Comprehensive Plan, Mass transit routes shall be included along major roadways in coordination with Star Metro.~~

~~(c) All land development shall provide for bicycle and pedestrian modes of transport.~~

~~(d) Traffic calming devices will be utilized along roadways in areas with high pedestrian activity.~~

~~(e) Access to canopy roads can only be permitted for uses other than medium or high density residential uses, commercial, office uses, and then only if there is no access to an alternative roadway and one cannot be secured. New access points must be configured to share access.~~

~~(f) Access management standards will be developed and implemented for all roadways.~~

~~(g) Use of roundabouts will be encouraged at intersections.~~

~~(h) A 100 foot tract on both sides of the centerline of Old St. Augustine Road shall be dedicated to the City of Tallahassee along the entire length of the property in excess of 200 acres in common ownership adjoining Old St. Augustine Road between Capital Circle and the Urban Service Area boundary. For properties in common ownership in excess of 200 acres, access to Old St. Augustine Road within the Southeast Sector Study Area will be limited to the following: 1) the tract of land referred to in Section I of Policy 10.1.2; 2) a new north-south roadway up to 1/2 mile west of Southwood Plantation Road. This intersection with Old St. Augustine Road will be a four-way stop unless a more efficient design can be developed that provides the maximum protection for the canopy on Old St. Augustine Road; 3) Southwood Plantation Road.~~

~~(i) The recommendations that are produced by the Scenic Vista and Conservation Easement Acquisition Plan will be taken under advisement by the developer when designing development adjacent to Old St. Augustine Road.~~

~~(j) The Transportation Element will be amended to reflect the transportation network needed to serve development within the Southeast Sector Planning Area.~~

~~(k) Any alignment of a limited access roadway/parkway shall be required to follow the Comprehensive Plan amendment process and be consistent with the Long Range Transportation Plan.~~

~~(l) In order to protect the traffic capacity of Capital Circle within the Southeast Sector Planning Area, the Capital Circle Access Points plan is established and shall be implemented by LDRs. Subdivisions adjoining Capital Circle shall not allow creation of parcels with sole access to Capital Circle (see Figure 10.B).~~

Policy 10.1.4: [L] - Open Space/Greenways **(REV. EFF. 7/7/99)**

The Southeast Sector Plan shall contain a pooled open space/greenway concept that will contain the majority of the open space requirements within a connected corridor. The following guidelines will be used in mapping the open space/greenway corridor:

(a) All conservation and preservation areas within the Southeast Sector Planning Area shall be mapped and protected consistent with Conservation Objective 1.3 and its implementing policies. In addition, the mapping of the open space/greenway corridor shall consider the location of conservation and preservation areas, except significant grades. Interconnected areas that best protect the conservation and preservation features of the area and provide open space will be included in the open space/greenway corridor. Consistent with the supporting data and analysis, such corridors shall constitute at least twenty-two percent of the Southeast Sector Planning Area. The City and the County will make all efforts to connect open space and greenways outside the Southeast Sector Planning Area to the open space/greenway system within the Southeast Sector Planning Area.

(b) Conservation and preservation areas shall be protected as required by the Comprehensive Plan.

(c) The mapped open space/greenway area will be generally mapped for the sector plan. Field verification of the exact delineation shall be conducted by a qualified biologist and approved by the Growth Management Department that has jurisdiction at the time development permits are sought.

(d) The following uses will be allowed and designated in the mapped open space/greenways areas:

(1) Passive recreation - Improvements that are natural resource-oriented, such as hiking and biking trails, boat landings and passive parks, may be constructed in passive recreation areas. Public access will be assured in designated passive recreation areas.

(2) Stormwater management facilities may be located in designated open space areas. This does not preclude the possible locating of stormwater facilities in preservation or conservation areas. Each facility and site must be evaluated individually in terms of impacts. The beneficial functioning of each preservation or conservation area is to be preserved. All stormwater facilities must meet the requirements of the EMA and EMO and must be consistent with the comprehensive plan.

(3) Wildlife management areas.

(4) Public roadways and utilities may cross through these areas if no alternative route can be secured.

(5) Golf courses (active recreation) are not permitted in conservation/preservation areas or in open space/greenways, but they may abut open space/greenways and conservation and preservation areas. Golf courses may cross these areas so long as the crossing does not adversely affect such areas and is consistent with the comprehensive plan.

~~All open space/greenway corridors shall have a management plan approved by the local government with jurisdiction that maintains these open space/greenway areas to protect the values for which these areas were designated. This may include but not be limited to: aesthetic open space, wildlife habitat, interconnection, preservation of floodplains and protection of conservation and preservation areas.~~

~~(c) Open space/greenway corridors may be privately owned or dedicated to the public by conveyance to a general or special purpose local governmental entity, or be designated as part of the statewide system of greenways and trails pursuant to State law. Privately owned, open space/greenway corridor areas shall, at a minimum, guarantee designated public trail access in perpetuity at the time of development.~~

~~It is also the intent to assure the long-term viability of open space areas and conservation and preservation areas through the proper management of these areas. Open space, conservation and preservation areas are valuable amenities to developing areas. It is intended that agriculture and silviculture uses will continue in the Southeast Sector Planning Area up to the point that individual tracts are converted to urban land uses. It is expected that agriculture and silviculture uses will be compatible with the long-term viability of planned open space, conservation, and preservation areas with proper management. It is also expected that the amenity value of those natural resources for urban development will be far greater than their agriculture or silviculture values.~~

~~*Policy 10.1.5: [L] – Interrelationships* **(REV. EFF. 7/7/99; REV. EFF. 8/25/08)**~~

~~The interrelationship between the sector plan, the Comprehensive Plan, and the implementing PUDs is defined as follows:~~

- ~~The Southeast Sector Plan shall focus on land use decisions that avoid the promotion of strip commercial development along arterial roadways. The implementing PUDs for this sector plan shall be designed to avoid strip commercialization of arterial roadways. The sector plan shall reflect land uses along arterials, which do not promote strip commercial development.~~
- ~~An objective and policies setting the guidelines for the development of the Southeast Sector Planning Area shall be adopted into the Comprehensive Plan.~~
- ~~Within the implementing PUDs the Southeast Sector Planning Area may contain architectural controls, densities, intensities and criteria specific to each implementing PUD district provided for in Policy 10.1.2 [L].~~
- ~~Specific criteria related to development districts, transportation, access management, architectural controls and specific development standards will be contained within the applicable LDRs implementing PUDs.~~
- ~~The mapped open space requirements will count as the open space required in the EMO/EMA. Any open space dedicated outside the mapped area must meet all EMO/EMA requirements. The 10% site design alternative of the EMO/EMA will not be allowed in the Southeast Sector Planning Area~~

- ~~Parcels that contain significant grades may be developed as long as best management practices are used, such as off-grade construction, minimum-grade changes and structures designed to accommodate the slopes.~~
- ~~All land uses that border the study area shall be consistent with the adjacency requirements in the Comprehensive Plan.~~
- ~~Access to canopy roads can only be permitted for low-density or large-lot single-family residential uses and only if there is no access to an alternative roadway and one cannot be secured. Roadways within the Southeast Sector Plan will be designed so that access to canopy roads will not be necessary.~~
- ~~With the approval of the regulating authority, individual small closed basins within the DRI boundary may be aggregated into larger closed basin perimeters. The closed basin requirements of the Environmental Management Ordinance/Environmental Management Act (EMO/EMA) will apply within these larger closed basin areas, however, the Developer will have the flexibility to convey water between the smaller depressions within the boundary of the individual aggregated closed basin perimeters. Inter basin transfers out of any aggregated closed basin perimeter will not be allowed without a variance from the inter basin transfer restrictions in the EMO/EMA. Such a variance may be approved only if condition (c) of (3) of subsection 4.2.(3)(c) of the EMO/condition (c) of Article VII Section 10-188 of the EMA is met. If the receiving basin is itself a closed basin, pre/post volume control and all other closed basin requirements of the EMO/EMA will apply to the receiving basin.~~
- ~~The applicant may request approval for a minor amount of development that may proceed prior to the issuance of the final development order. This development will consist of a sales office, limited commercial/office development and a limited number of model homes. This area will not exceed 25 acres (exclusive of right of way) and will meet access, environmental and Comprehensive Plan policy requirements. The specific amount of development that can occur pursuant to this policy shall be identified in the DRI Development Order.~~

~~*Policy 10.1.6: [L] – Implementation*~~ ~~**(Eff. 5/20/96; Rev. Eff. 8/25/08)**~~

~~A framework for detailed implementation of the development standards and requirements will be contained in the implementing PUDs. They shall include but not be limited to:~~

- ~~Detailed definition of each district area in the zoning code. Also included will be design, development, transportation and density requirements for each district in sufficient detail to accomplish the intent of each district.~~
- ~~Detailed criteria developed in order to adequately implement all the bicycle, pedestrian, access management and roadway design guidelines listed in the transportation guidelines policy (10.1.3).~~
- ~~Access management criteria developed and implemented through the zoning code. It shall address access for all modes of transportation and shall include but not be limited to pedestrian, bicycle, mass transit, emergency vehicle, disabled, and car/van pooling.~~

- Unless otherwise specified in the Southeast Sector Plan amendment, the procedures and requirements in the Comprehensive Plan will be applicable to this area.

Policy 10.1.7: [L] - Specific Southeast Sector Land Development Regulations **(EFF. 5/20/96)**

The LDRs related to specific requirements will be amended to reflect any criteria or requirements related to environmental constraints specific to the Southeast Sector Plan guidelines, as adopted in the Comprehensive Plan.

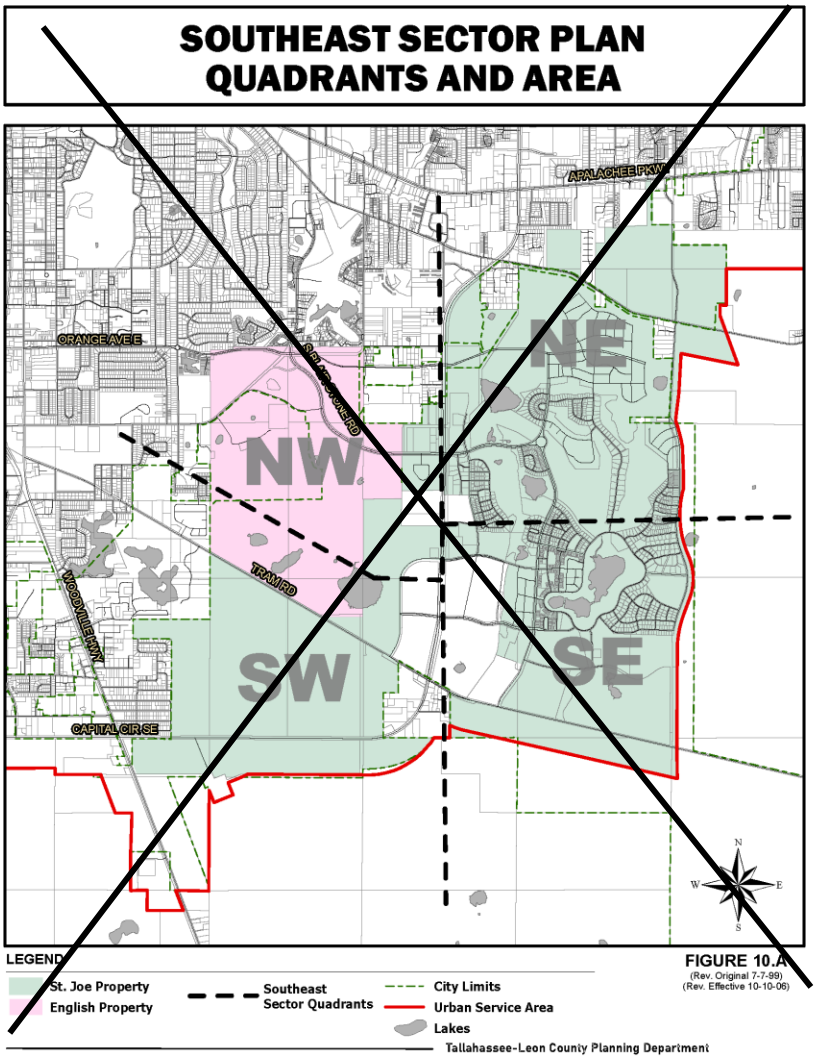
Policy 10.1.8: [L] - Agriculture and Silviculture Uses **(REV. EFF. 7/7/99)**

It is the intent of the requirements in this amendment to ensure that land identified for urban development within the time frame of the Comprehensive Plan is available for development and will not be encroached upon by incompatible land uses. It is also the intent to assure the long-term viability of open space areas and conservation and preservation areas through the proper management of these areas. Open space, conservation and preservation areas are valuable amenities to developing areas. It is intended that agriculture and silviculture uses will continue in the Southeast Sector Planning Area up to the point that individual tracts are converted to urban land uses. It is expected that agriculture and silviculture uses will be compatible with the long-term viability of planned open space, conservation, and preservation areas through proper management. It is also expected that the amenity value of those natural resources for urban development will be far greater than their agriculture or silviculture values.

(1) Agriculture and silviculture will be recognized as an allowable interim use in all land use categories within the Southeast Sector Planning Area.
(2) As soon as local government site plan or subdivision approval is granted for any portion of property within the Southeast Sector Planning Area, agriculture and silviculture activities shall cease to be allowable activities on the land for which local government approval has been granted and shall be phased out as set forth in the development order approving the site plan or subdivision plat. This elimination of agriculture and silviculture uses is intended to apply to parcels of land identified within the subdivision or site plan and to all land included in these parcels, such as land proposed to serve as buffer or open space.
(3) Prior to subdivision or site plan approval, agriculture and silviculture uses shall be allowed to continue within the Southeast Sector Planning Area in accordance with "1993 Silviculture Best Management Practices," Florida Department of Agriculture and Consumer Services, or its successor, and existing local government ordinances.
(4) Timber harvesting activities shall not be conducted until such time as the landowner has obtained a timber harvesting permit in accordance with the environmental and stormwater management ordinances of the appropriate local government.

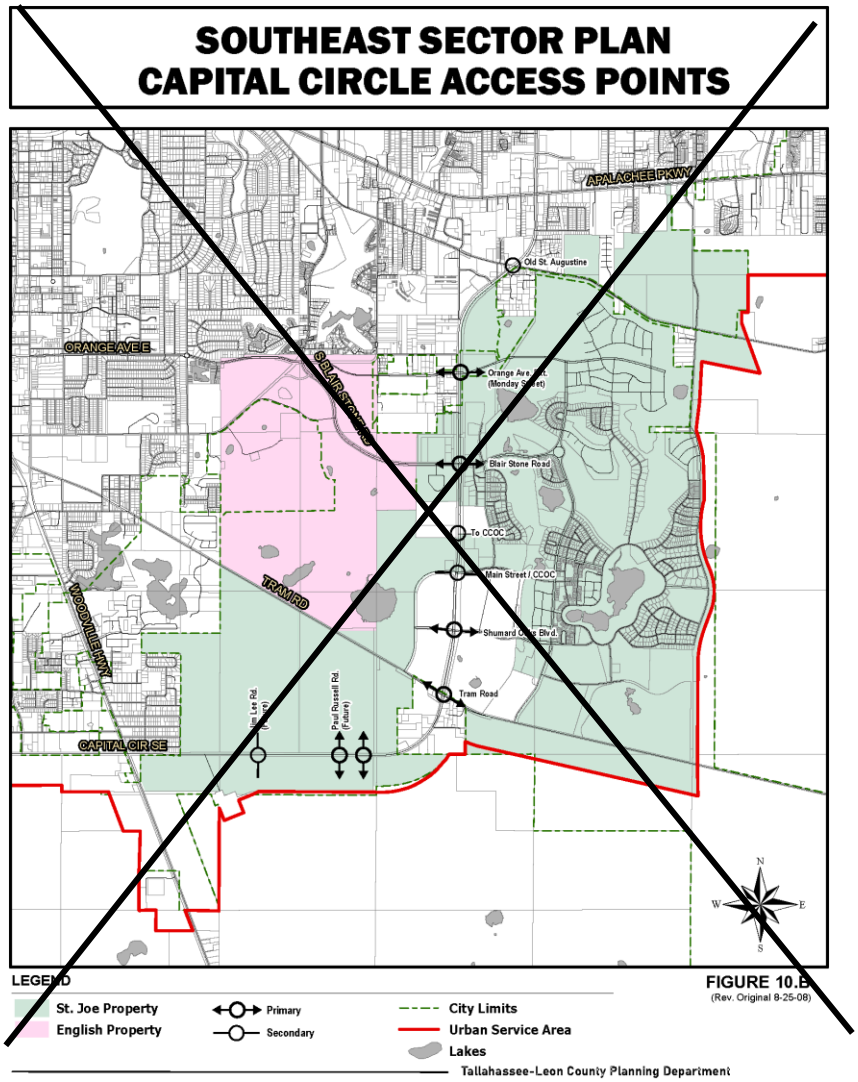
~~I. Land Use~~

~~Map 7: Southeast Sector Plan, Quadrants and Area~~

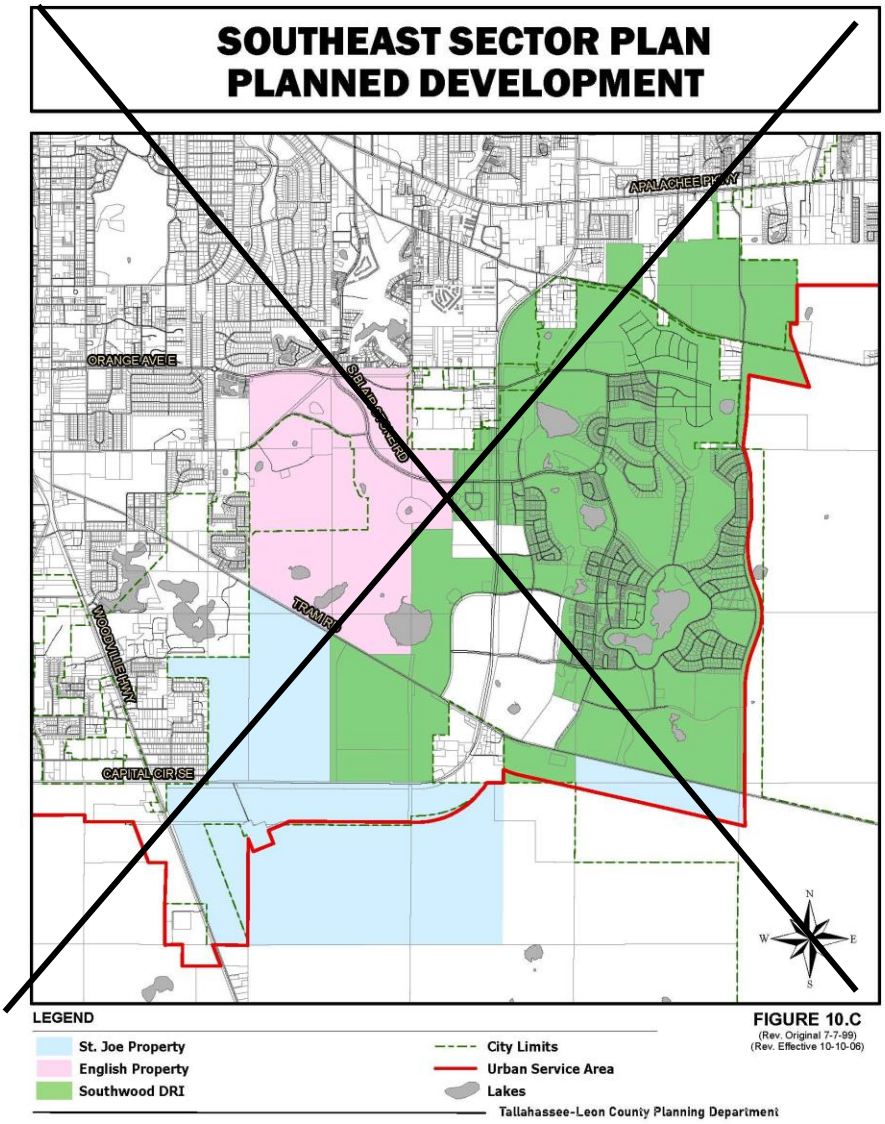


~~I. Land Use~~

~~Map 8: Southeast Sector Plan, Capital Circle Access Points~~



~~Map 9: Southeast Sector Plan, Planned Development~~



~~Southside Action Plan~~

~~Goal 11: [L] – Southside Action Plan (Eff. 8/5/23)~~

~~A plan shall be developed and monitored to align with the community's desire for a framework of action in the southern part of the Tallahassee urban area. To achieve this goal, the local governments shall develop a Southside Action Plan that complements long term public and private investment with small scale visible improvements that are relatable and community driven. This approach recognizes that the vision of Southside citizens is essential to guiding the development, redevelopment, and rehabilitation of the~~

Southside; and that the community's vision focuses on three main areas of improvement: Beautification, Investment, and Engaged and Activated Citizens.

Objective 11.1 [L] – Beautification(Eff. 8/5/23)

Beautify and enhance both public and private spaces across the Southside Action Plan area by improving maintenance and increasing investment.

Policy 11.1.1: [L] **(Eff. 8/5/23)**

Focus local government beautification efforts in shared public spaces by frequently maintaining and enhancing existing public areas. Support citizen and business investment on private property and shared spaces.

Objective 11.2: [L] Investment (Eff. 8/5/23)

Direct collaborative efforts of both the public and private sectors towards an increase of homeownership, diverse development and redevelopment types, business variety, and infrastructure in the Southside Community.

Policy 11.2.1: [L] **(Eff. 8/5/23)**

Identify projects that initiate further investment opportunities in the Southside Community. Support partnerships across federal, state, city and county governments with non-profits and private organizations to identify resources for housing, homeownership, business, and infrastructure for the public.

Policy 11.2.2: [L] **(Eff. 8/5/23)**

Investment within the Southside Action Plan area shall not occur at the expense of the natural environment or water quality in a manner which is found to be inconsistent with local government initiatives, policies, rules or regulations.

Objective 11.3: [L] Engaged and Activated Citizens (Eff. 8/5/23)

Foster community involvement and celebration of the Southside.

~~*Policy 11.3.1: [L]* **(EFF. 8/5/23)**~~

~~Encourage citizens, neighborhoods, and businesses in the Southside to be engaged and actively involved in community-led projects. Promote projects, empower residents, and connect efforts with resources.~~

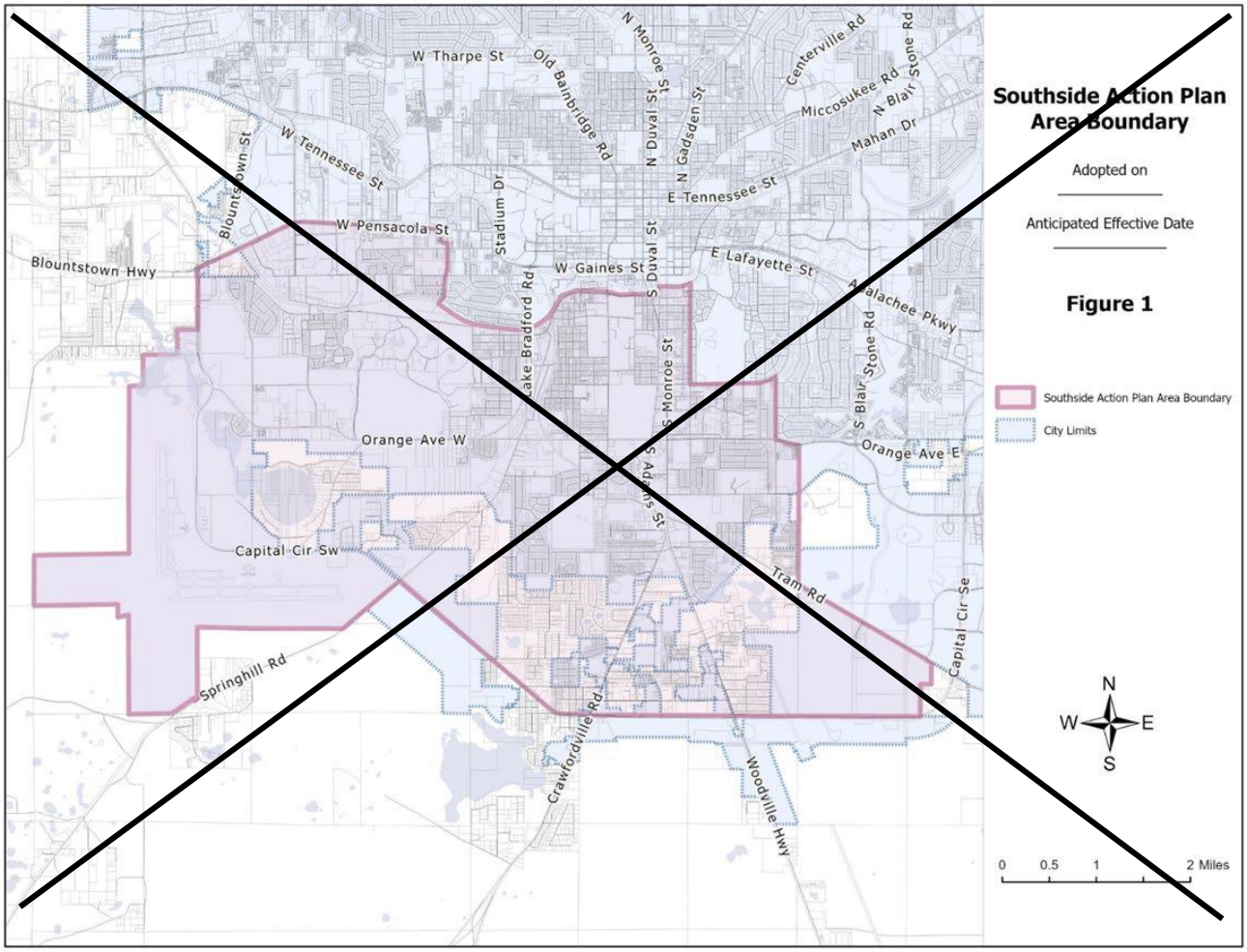
~~Objective 11.4: [L] Southside Action Plan Evaluation and Update; Relation to Other Goals, Objectives & Policies(EFF. 8/5/23)~~

~~*Policy 11.4.1: [L]* **(EFF. 8/5/23)**~~

~~The Tallahassee-Leon County Planning Department will monitor project implementation of the Southside Action Plan by reporting annually on Objective 11.1, 11.2, and 11.3; in coordination with the Leon County and the City of Tallahassee strategic plans.~~

~~I. Land Use~~

~~Map 10: Southern Strategy Area Boundary~~



~~Central Core Area~~

~~Goal 12: [L]~~ ~~(Del. Eff. 4/10/09)~~

~~*Reserved*~~

~~CENTRAL CORE AREA~~ ~~(Del. Eff. 4/10/09)~~

Welaunee Critical Area Plan

Goal 13: [L] (Eff. 12/10/02)

Guide planned development within the Welaunee Critical Planning Area through implementation of a critical area plan which includes a mixture of integrated land uses that are predominantly self-supporting rather than dependent upon public funding, places a greater emphasis on pedestrian mobility and transportation alternatives, provides new employment opportunities near major transportation arteries and protects natural systems in an urbanized setting.

Objective 13.1: Planned Development through 2020 (Eff. 12/10/02)

By 2020, the Welaunee Critical Planning Area may develop in the portions which are south of Interstate 10 ("Toe") and south of Miccosukee Road and north of U.S. 90 ("Heel") with a development pattern that includes predominantly walkable neighborhoods, mixed-use centers, a major employment center, diversity of housing choices, protection of conservation and preservation areas, and a transportation system which accommodates both vehicular and non-vehicular transportation.

Policy 13.1.1: Plan Overview for Toe and Heel **(Eff. 12/10/02; Rev. Eff. 7/20/05; Rev. Eff. 8/27/17)**

The Toe and Heel shall develop as new mixed-use communities that provide employment opportunities, protect natural resources in an urbanized setting and emphasize pedestrian mobility and transportation alternatives. The intent of this policy is to locate employment and shopping in close proximity to residential land uses, provide activities that serve area residents as well as shoppers and employees from outside the area, offer housing to diverse socio-economic groups, establish recreation, educational, and cultural activities nearby, reduce automobile dependency of residents and employers, place public transportation facilities in population and employment centers, and protect natural systems within the context of a mixed-use built environment. The intent of this policy will be achieved through phased development consistent with these guidelines:

(1) A buildout population of approximately 5,950 for the Toe and 4,600 for the Heel.

(2) A buildout employment of approximately 1,240 jobs in the Toe and 3,560 jobs in the Heel.

(3) Development which reflects the following general allocation of land uses on an acreage basis:

(A) Residential uses on 35 percent to 45 percent of the Toe and 30 percent to 40 percent of the Heel.

(B) Retail and office uses on 3 percent to 8 percent of the Toe and retail, office and light industrial uses on 15 percent to 25 percent of the Heel.

~~(C) Primary open space and recreation uses (excluding the Miccosukee Canopy Road Greenway) on 15 percent to 25 percent of the Toe and 20 percent to 30 percent of the Heel.~~

~~(D) Community facilities and institutional, educational, civic and similar uses on 15 percent to 25 percent of the Toe and 10 percent to 20 percent of the Heel.~~

~~(4) The Toe and Heel may develop in phases consistent with necessary infrastructure and services and, for the Heel, consistent with the phasing schedules on Table 13-2, which is based on projections of densities and intensities of use derived from the corresponding acreage. Sub phases or stages of each phase may be developed in separate PUDs. The Toe and the Heel may be developed concurrently. Table 13-2 is attached as part of this Objective.~~

~~(5) A comprehensive plan amendment shall be required in order to exceed the projected total number of residential units or the projected total nonresidential square footage for the Heel, as set forth in Table 13-2. Such an amendment shall be consistent with the requirements of Objective LU 6.2 and its supporting policies.~~

~~(6) Development will comply with any ordinances in effect at the time of development that address the need for affordable housing. In addition, development shall comply with any other applicable requirements at the time of development.~~

~~(7) Specific guidelines and requirements for land use categories, transportation, access management, and other specific design standards shall be included in one or more PUD Concept Plans applicable to the Toe or Heel, respectively. Each PUD Concept Plan shall be adopted by the local government with jurisdiction before any development may take place on the parcel or tract included in the PUD Concept Plan, except as otherwise allowed pursuant to Policy LU 6.2.4. Each PUD Concept Plan shall be consistent with development guidelines and general design standards herein.~~

~~(8) Land Use Goal 13, its supporting objectives, policies and data and analysis, and all activities undertaken leading to and including adoption, is not intended to be considered evidence of a unified plan of development for purposes of §380.0651(4), F.S.~~

~~(9) The Toe and Heel will be developed with the infrastructure required to serve permitted development, including but not limited to water, sewer, stormwater management and on-site and off-site transportation mitigation, consistent with this Comprehensive Plan and all applicable regulations.~~

~~(10) Development within the Toe and Heel shall be aggregated under the City's concurrency regulations, as currently interpreted and applied by the City; unless, at some time in the future, the concurrency regulations are revised so that aggregation is not required for such development.~~

NOTE: Notwithstanding the above, the Heel may be developed under Policy LU 13.1.9, in which case the guidelines stated above will be adjusted to reflect the requirements of Policy LU 13.l.9.

Policy 13.1.2: Primary Open Space Systems and Greenways **(EFF. 12/10/02; REV. EFF. 7/20/05)**

The primary open space systems for the Toe and Heel are defined as connected, continuous networks of open space. They constitute fundamental building blocks of these planned communities and are intended to serve multiple purposes in an urbanized setting, including but not limited to protection of conservation and preservation areas. Primary open space systems may include but are not limited to conservation and preservation areas, buffers for environmentally sensitive areas, pathways to facilitate pedestrian and bicycle mobility, aesthetic open space, passive recreation opportunities and community gathering places. Primary open space systems, together with other green spaces set aside to meet the Urban Forest and landscape requirement shall also meet the requirements of the comprehensive plan, Chapter 5, Environmental Management, Tallahassee Land Development Code or the Leon County EMA, whichever is applicable. The intent of this policy will be achieved through implementation of the following guidelines:

(1) Prior to approval of the first PUD Concept Plan on the Toe or the Heel, except as allowed by policy LU 6.2.4, a Natural Features Inventory consistent with the requirements of Chapter 5, Environmental Management, Tallahassee Land Development Code and the Leon County EMA, whichever is applicable, shall be submitted for the entire Toe or the entire Heel respectively.

(2) Credits for open space, wetland mitigation, slope mitigation, stormwater management or urban forest requirements may be requested outside of individual parcels or tracts under review but elsewhere within the Toe, or Heel, respectively.

(3) Areas with severe and significant slopes that are not located in the primary open space systems shall be protected in site-specific plans in accordance with the Comprehensive Plan, Chapter 5, Environmental Management, Tallahassee Land Development Code and the Leon County EMA, whichever is applicable.

(4) Wetlands, watercourses and water bodies, except Dove Pond, shall be protected by a 50-foot natural buffer from the jurisdictional wetland line where adjacent to developable land. If Dove Pond is not included as part of a regional stormwater management system to provide flood protection for downstream off-site properties as provided by Policy LU 13.1.5 and Policy LU 13.1.7, then Dove Pond shall be protected by a 50 foot natural buffer from jurisdictional wetlands where adjacent to developable land.

(5) The primary open space systems shall be open to the general public and be designed to provide connections with the Miccosukee Canopy Road Greenway at multiple locations, and to integrate internal recreational multi-use paths with the

greenway's trails. Connections to future regional greenways shall be considered in the design of the primary open space systems.

(6) The primary open space systems shall be designed to provide additional buffering as established in PUD Concept Plans for designated canopy road protection zones, in addition to the required 100-foot setback, where feasible.

(7) The primary open space system in the Heel may include a portion of the existing Miles Johnson Road with the consent of the local government with jurisdiction and construction of new roads adjacent to and on each side of the Miles Johnson Road roadbed and canopy.

(8) Primary open space may be privately owned, or be dedicated to the public by conveyance to a general- or special-purpose local governmental entity; or be designated as part of the statewide system of greenways and trails pursuant to state law. Privately owned open space/greenways shall, at a minimum, guarantee designated public trail access in perpetuity at the time of development. All required conservation easements will be placed over the conservation and preservation areas in accordance with local government regulations.

(9) The primary open space systems shall each have a management plan approved by the local government with jurisdiction in order to protect the values for which they were designated. The management plans may be adopted in phases so long as they are consistent with one another. Protection of the primary open space systems, including any preservation or conservation areas located within them, shall be provided by conservation easements and other measures consistent with Chapter 5, Environmental Management, Tallahassee Land Development Code or the Leon County EMA, whichever is applicable, except as otherwise provided by Policy LU 13.1.5 and Policy LU 13.1.7. Conservation easements within the City will be required consistent with City Growth Management Department's written policy. Conservation and preservation areas placed in conservation easements may be used toward satisfying the urban forest/ landscaping requirements of Chapter 5, Environmental Management, Tallahassee Land Development Code or the Leon County EMA, whichever is applicable.

(10) Acreage in the primary open space systems shall be counted toward satisfying the open space requirement established in PUD Concept Plans as provided by Policy LU 13.1.7.

(11) The following guidelines shall apply to uses within the primary open space systems as established in PUD Concept Plans:

(A) Passive recreation improvements that are natural resource-oriented, such as hiking, biking and riding trails and passive parks, may be constructed in the primary open space systems. Also allowable are community facilities such as bandshells, amphitheaters, gazebos and other improved gathering places if designed for non-vehicular and pedestrian access only, provided these activities are reviewed and approved as part of the management plan required for the conservation easement, when these activities are located such that impact to the conservation and preservation area is minimized and at the same time the overall purpose of the conservation easement is protected.

~~(B) Wildlife management areas may be included in the primary open space systems with protective measures addressed in the management plans, in accordance with Chapter 5, Environmental Management, Tallahassee Land Development Code or the Leon County EMA, whichever is applicable.~~

~~(C) Public roads and utilities may cross through the primary open space systems if no alternative route can be secured and impacts are minimized. Except for existing roads and specifically located existing road access easements, subject to the requirements of Policy LU 13.1.4 (2)(B) (related to an additional access to Miccosukee Road), the location of the roads shown on Figures 13-3, Toe Generalized Transportation Plan and Figure 13-4, Heel Generalized Transportation Plan, are approximate.~~

~~(D) Stormwater management facilities may be located in the primary open space systems subject to design criteria in the PUD Concept Plans and consistent with protection of conservation and preservation features pursuant to the Comprehensive Plan and Chapter 5, Environmental Management, Tallahassee Land Development Code or the Leon County EMA, whichever is applicable. Dove Pond may be utilized as part of a regional stormwater management system to provide flood protection for downstream off-site property owners in the Tri-Basin Study Area as provided the criteria in Policy LU 13.1.5 (4) and Policy LU 13.1.7 are met. Each other stormwater management facility must be evaluated in terms of impacts and meet the requirements of the Comprehensive Plan and Chapter 5, Environmental Management, Tallahassee Land Development Code or the Leon County EMA, whichever is applicable. If stormwater facilities are contained within the primary open space, then the public or private agency responsible for maintenance shall be allowed to perform necessary maintenance of these facilities consistent with each facility's level of service. Conservation and preservation areas are not to be used as conveyances for increased stormwater rates from development. The Stormwater Facilities Master Plan shall identify areas where drainage easements will be needed for proper maintenance of stormwater conveyances located within conservation and/or preservation areas.~~

~~(E) Access facilities for canoes and other watercraft without internal combustion engines may be located in the primary open space system. Fueling facilities shall not be allowed. If access facilities are located in conservation or preservation areas these activities shall be reviewed and approved as part of the management plan required for the conservation easement, when these activities are located such that impact to the conservation and preservation area is minimized and at the same time the overall purpose of the conservation easement is protected.~~

~~(12) The cemetery in the Toe shall be protected as provided by state law. The churches owning the cemetery should fence the cemetery and prohibit disturbance.~~

*~~Policy 13.1.3: Land Use~~***~~(EFF. 12/10/02; REV. EFF. 7/20/05; REV. EFF. 8/27/17)~~**

~~I. Land Use~~

~~The Toe and Heel shall contain an integrated mixture of uses that allows a broad range of residential, commercial, office, employment, recreation and civic, institutional and community uses with varying densities and intensities of use. The intent of this policy is to create a community pattern of multiple neighborhoods that are compact and walkable, with a mixture of uses, diversity of housing types and prices, and interconnected fine-grained street systems. A mix of uses should be encouraged throughout each phase of development and at buildout. Neighborhood densities and development intensities generally should be arranged in a hierarchical continuum radiating from center to edge. Pedestrian accessibility should be given precedence over automobile convenience as established in PUD Concept Plans.~~

~~(1) Land uses in the Toe and Heel shall be assigned on the basis of the following categories as established in PUD Concept Plans:~~

~~(A) EMPLOYMENT CENTER~~

~~Employment centers shall be located proximate to major transportation arteries in order to provide jobs for residents as well as regional employment opportunities. Employment centers are intended to contain a mix of uses and not be a single-use environment. They shall be designed with shared parking opportunities for nonresidential uses that have peak parking demands other than during normal office hours. An employment center shall range in size between 15 acres and 150 acres. Allowable uses include office, hotels and inns, light industrial, warehousing and distribution, laboratories, research, printing, banks, retail, restaurants and cafes, infrastructure including stormwater management facilities, civic, religious and institutional uses and educational uses. Residential uses shall not be allowed except when located above the ground floor in mixed-use office buildings.~~

~~Development intensities shall range from 8,000 square feet per acre to 15,000 square feet per acre. Ground-floor, pedestrian-friendly uses should be included to provide walk-to-shopping opportunities. A minimum five percent on-site open space requirement shall be required for each preliminary plat in an employment center.~~

~~(B) TOWN CENTER~~

~~Town centers shall be planned as compact, efficient nodes. Traffic calming measures such as onstreet parking, buildings close to the road with parking in back, streetscape, and other such solutions shall be utilized to create a pedestrian-friendly, walkable center. A town center shall range in size between 10 to 30 acres and contain uses that serve surrounding neighborhoods as well as those traveling through the area. Uses shall be mixed horizontally and vertically to the maximum extent feasible. It is the design intent to plan for multiple storefronts and multiple retailers in town centers so all of the available retail space is not aggregated into one or two "big-box" stores. Allowable uses include office, retail, restaurants, bed and breakfasts, hotels and inns, theaters and other entertainment venues, specialty retail, grocery stores, residential, home occupational uses, and civic, religious and institutional uses (including day care services for children and adults).~~

~~Development intensities in town centers shall range from 8,000 square feet per acre up to 20,000 square feet per acre. Residential densities shall be allowed up to 16 dwelling units per acre with no minimum density required. Residential uses shall be encouraged above ground floor retail and other nonresidential uses. Town centers shall be planned on a block system with a gridded road network and on-street parking.~~

~~Stormwater management facilities shall be located outside of town centers to promote a compact, pedestrian-oriented development pattern except where alternative sites for stormwater facilities are not reasonably available. Community open space in the form of public squares and greens shall be planned as a focal point for a town center. No minimum on-site open space shall be required on each preliminary plat.~~

~~(C) NEIGHBORHOOD CENTER~~

~~Neighborhood centers shall allow small retail, specialty retail, office, restaurants, services, residential and other uses (including day care services for children and adults) that support residential uses within a neighborhood. These centers are also intended to function as a neighborhood focal point and are envisioned to have churches, town squares, and other civic, religious, and institutional uses. The neighborhood centers shall range in size from 5 to 8 acres and shall be designed to create a pedestrian-friendly environment. Traffic calming measures, such as on-street parking, buildings up close to the road with parking in back, streetscape, and other such solutions, shall be utilized to create a pedestrian-friendly, walkable center.~~

~~Development intensities in the neighborhood center shall range from 4,000 square feet per acre to 12,500 square feet per acre. The maximum residential density in the neighborhood center shall be 16 units per acre. No minimum density shall be required. Residential uses shall be encouraged above ground-floor retail and other nonresidential uses. Community open space in the form of village squares and village greens shall be planned as the focal point of a neighborhood center. No minimum on-site open space shall be required for each preliminary plat.~~

~~(D) MULTI-FAMILY RESIDENTIAL~~

~~Multi-family residential areas shall include residential units with a maximum density of 16 units per acre and a minimum density of 8 units per acre. Allowable uses include town homes, apartments, condominiums and other multi-family uses, single-family attached and detached residential units, office as a ground-floor use with residential uses above or in a live-work unit, civic, religious and institutional uses, infrastructure including stormwater management facilities, parks and recreation. A minimum 10 percent on-site open space shall be required on each preliminary plat.~~

~~(E) RESIDENTIAL HIGH DENSITY~~

~~Residential high-density areas should be within easy walking distance of town and neighborhood centers and/or arranged along either side of some of the internal roads. The maximum allowable density shall be 10 units per acre and~~

the minimum density should be 4 units per acre. Allowable uses include residential, civic, religious and institutional uses, parks and recreation, and infrastructure including stormwater facilities. A minimum of 10 percent on-site open space shall be required on each preliminary plat.

(F) RESIDENTIAL MEDIUM DENSITY

Residential medium density areas shall include single-family residential uses up to a maximum density of 4 units per acre with a minimum density of 2 units per acre. Allowable uses include residential, parks, open space and other recreational uses, civic, religious and institutional uses and infrastructure including stormwater facilities. These areas shall have an interconnected local road system with a range of lot sizes. A minimum of 15 percent on-site open space shall be required on each preliminary plat.

(H) RESIDENTIAL LOW DENSITY

Residential low-density areas shall include single-family residential uses with a maximum density of 2.5 units per acre and a minimum of 1 unit per acre. Allowable uses include residential, parks, open space and other recreational uses, civic, religious and institutional uses and infrastructure including stormwater facilities. A minimum of 15 percent on-site open space shall be required on each preliminary plat.

(I) RESIDENTIAL ESTATE

Residential estate areas shall include single-family residential uses up to a density of up to 1 unit per acre. Allowable uses include residential, parks, open space and other recreational uses, civic, religious and institutional uses and infrastructure including stormwater facilities. A minimum of 15 percent on-site open space shall be required on each preliminary plat.

(J) SCHOOLS AND COMMUNITY USES

The school and community uses category is intended for public and private schools, as well as a broad range of community, civic, religious and institutional uses, including but not limited, to libraries, fire stations, police stations, civic educational centers, places of worship and supporting uses, community centers and clubhouses. School support facilities are also allowable, and include but are not limited to, play fields, gymnasiums, and other education-related uses. A minimum of 15 percent on-site open space shall be required on each preliminary plat.

(2) Land uses should develop on the Toe, shown in Figure 13-1, consistent with the following locational criteria as established in PUD Concept Plans:

(A) One or more town centers should be located at strategic points along Welaunee Boulevard with no more than one each in the eastern and western sections.

(B) One or more neighborhood centers should be located at strategic points along Welaunee Boulevard with no more than one each in the eastern and western sections.

(C) Town and neighborhood centers shall be located within a one-quarter mile walking radius from the majority of the denser residential areas.

(D) Town and neighborhood centers, higher-density residential areas and the primary open space system shall be located proximate to school and community uses when feasible.

(E) School and community uses shall be located proximate to town or neighborhood centers, higher density residential areas and the primary open space systems when feasible.

(F) Residential medium density areas generally shall be located within one-quarter mile walking distance from town and neighborhood centers.

(G) Residential low density and residential estate areas shall be located outside the one-quarter mile walking radius from town and neighborhood centers. Residential areas adjacent to the Miccosukee Canopy Road Greenway or along currently designated canopy roads shall be either residential low density or residential estate.

(H) Institutional uses (including but not limited to an elementary school, senior citizens' activity center, assisted living facility, adult living facility, rehabilitation center, and adult care/memory unit) may be located in any land use district in the Toe.

(3) Unless developed pursuant to Policy LU 13.1.9, land uses should develop on the Heel, shown on Figure 13-2, consistent with the following locational criteria as established in PUD Concept Plans:

(A) Employment centers should be located as follows:

(i) An employment center should be proximate to the interchange of Interstate 10 and U.S. 90 and be compatible with nearby residential and mixed-use development. This employment center shall have direct access to an arterial, which will traverse the Heel.

(ii) An employment center should be located in the southern section of the Heel with direct access to U.S. 90. To minimize traffic loadings on U.S. 90, this employment center shall be connected to the Heel by internal roadways.

(B) No more than one town center may be located in the central section of the Heel proximate to residential areas. Employment centers should be located preferably within a one-quarter mile walking radius of the town center to provide restaurants, services, retail and other uses for employees.

(C) No more than two neighborhood centers may be located in the northern section of the Heel within a one-quarter mile walking radius of nearby residential development. No more than one neighborhood center may be located in the central section of the Heel.

(D) Town or neighborhood centers shall be located at the center of a one-quarter mile walking radius from the majority of the denser residential areas.

~~(E) School and community uses shall be located proximate to town or neighborhood centers, higher density residential areas and the primary open space system when feasible.~~

~~(F) Residential areas adjacent to the Miccosukee Canopy Road Greenway or along currently designated canopy roads shall be either single-family residential low density or single-family residential estate.~~

~~(G) Residential estate areas should be located in the northeastern section of the Heel adjacent to existing estate-type rural residential areas on adjacent lands.~~

~~*Policy 13.1.4: Transportation* (EFF.12/10/02; REV.EFF.7/20/05; REV. EFF. 8/27/17)~~

~~The transportation systems on the Toe and Heel, in addition to the arrangement of land uses, shall be designed to capture internal trips, promote alternatives to single-occupancy vehicle travel and support a mixed-use development pattern. The transportation network for the Toe and Heel shall support and enhance livable community concepts while meeting level of service standards. It is the intent of this policy to create communities and supporting transportation systems that encourage walkability and pedestrian accessibility, provide a road network with connectivity on-site and to surrounding areas, relieve pressure on canopy roads, minimize environmental impacts and encourage transit and other modes of transportation. Except for existing roads and specifically located existing access easements, subject to the requirements of Policy LU 13.1.4 (2)(B) (related to an additional access to Miccosukee Road), the location of the roads shown on Figures 13-3 Toe Generalized Transportation Plan and Figure 13-4 Heel Generalized Transportation Plan are approximate.~~

~~(1) These general transportation guidelines shall apply on the Toe and Heel as established in PUD Concept Plans and shown in Figure 13-3 and Figure 13-4, respectively:~~

~~(A) A fine-grained network of internal roads shall provide alternative travel routes and ensure that all roadways operate at acceptable levels of service at buildout.~~

~~(B) All land uses shall provide for alternative modes of transportation, with connections to the transit hub and bus shelters. The nature of and extent of any required accommodations shall vary based upon business size.~~

~~(C) Recreational and alternative transportation multi-use paths shall be planned internally for bicycle and pedestrian travel and shall be incorporated into the primary open space systems when feasible. The paths shall accommodate bicyclists, pedestrians and other forms of recreational use and connect to the Miccosukee Canopy Road Greenway at multiple locations consistent with the Miccosukee Canopy Road Greenway Management Plan.~~

~~(D) Multi-modal facilities (for motorists, cyclists, and pedestrians) shall be provided on all collector and arterial roads.~~

(E) Traffic-calming measures shall be utilized on local roads where significant pedestrian activity is expected.

(F) All access roads through a designated canopy road protection zone shall minimize disturbance to the canopy and understory in consultation with the City's Urban Forester. Utilities shall be collocated in these access roads when feasible.

(G) Transit shall be encouraged through planning and design by focusing density in areas where transit can serve the largest number of potential passengers. Bus shelters shall be provided by the developer at locations designated by Taltran.

(H) The road network in the Toe shall:

(i) Promote and enhance a livable community pattern, including mixed use and a pedestrian environment;

(ii) Protect the adjacent canopy roads by relieving traffic pressure on them;

(iii) Enhance the scale and pedestrian accessibility of town and neighborhood centers along Welaunee Boulevard, and

(iv) Provide for adequate road capacity to serve the development.

(I) Whenever possible, neighborhoods need to be interconnected and not solely dependent upon Welaunee Boulevard for ingress and egress. The street pattern should be planned to accommodate the highest frequency of street crossings in the town and neighborhood centers with decreasing frequency through residential areas and the least number of crossings in low density or "country" areas.

(J) No residential driveways shall connect directly to Welaunee Boulevard or the Shamrock South extension on the Heel. Direct access to canopy roads shall not be permitted for any residential or non-residential uses. Roadways within the Toe and the Heel will be designed so road access through designated canopy road protection zones will not be necessary except as otherwise expressly allowed in Policy 13.1.4.

(2) The following transportation guidelines shall apply in the Toe as established in PUD Concept Plans and shown in Figure 13-3:

(A) A transit hub for the transfer of passengers between bus routes shall be provided in a town or neighborhood center. The transit hub shall include facilities to accommodate up to four buses on a site not to exceed two acres and which is adjacent to available parking that can accommodate park and ride vehicles.

(B) Road access to the Toe from Miccosukee Road shall occur only within the existing road access easements across the Miccosukee Canopy Road Greenway at Arendell Way and Edenfield Road. In addition, road access to the Toe from Miccosukee Road at Dempsey Mayo within the existing road access easement may be approved in a PUD Concept Plan if it is determined by the local government with jurisdiction, based on analysis, that such a connection would

have a desirable impact on the Miccosukee Canopy Road. All impacts to the canopy road protection zone from such access roads shall be minimized.

(C) Road access to the Toe from Fleischmann Road shall be provided in accordance with City standards and subject to City approval.

(D) Road access to the Toe from Centerville Road shall be provided at one location.

(E) Welaunee Boulevard shall be designed consistent with a mixed-use development pattern and a pedestrian-friendly environment.

(i) It is the intent to promote the Welaunee Boulevard corridor as a "livable" roadway that supports and enhances a pedestrian-friendly environment. The character of this roadway, and the land uses along it, should be protected to ensure that strip development and auto-dependent land uses do not occur. Welaunee Boulevard should be designed to minimize changes to the natural contours of the landscape and vegetated areas along its length. Welaunee Boulevard should be designed so that the character of the roadway changes along its corridor.

(ii) In the "town" sections, Welaunee Boulevard should have a narrower right-of-way with roadway sections to be determined at the time of the PUD Concept Plans which may include on-street parking. Buildings should be placed close to the right-of-way with parking located behind. Pedestrians should have priority in the town and neighborhood centers. The highest number of road connections from the adjacent street network should occur in the town sections. Higher density residential uses and non-residential uses should be planned in the town sections.

(iii) In the "country" sections, land uses along the roadway should be lower density residential or open space. In these country sections, the design of the road shall minimize environmental impacts by utilizing split profile sections and wide medians to respond to topography and preserve vegetation. Right-of-way width shall vary consistent with the character of the area it is traversing while meeting level of service demands. Right-of-way in these areas shall accommodate medians with landscaping and may provide for an "eyebrow" road or, if necessary, accommodate a split-section profile for the purpose of minimizing environmental impacts.

(F) Welaunee Boulevard shall connect to an interchange with Interstate 10 subject to approval by Federal Highway Administration and Florida Department of Transportation. The interchange of Welaunee Boulevard and Interstate 10 shall be designed consistent with a federally approved Interchange Justification Report. It is the intent to allow for the design of an interchange, which supports a gridded street system and city blocks on the south side of I-10. The gridded street system should serve to divert traffic onto a network of town center streets and should support a pedestrian environment. Until an interchange is approved and constructed, Welaunee Boulevard may pass over Interstate 10.

(G) Construction of Welaunee Boulevard shall be phased to accommodate transportation impacts from approved development of the Toe. The roadway phases shall be consistent with the Urban Services-Development Agreement

~~between the City of Tallahassee and Powerhouse, Inc. dated April 15, 1990 as may be amended from time to time (referred to as the Urban Services Agreement) and shall be established in PUD Concept Plans in a manner that complies with the adequate public facilities requirements of this comprehensive plan and the land development code.~~

~~(3) The following transportation guidelines shall apply in the Heel as established in PUD Concept Plans and shown in Figure 13-4:~~

~~(A) Road access to the Heel from U.S. 90 shall occur in compliance with Florida Department of Transportation rules including the Shamrock South extension, which will traverse the Heel.~~

~~(B) Contingent upon approval by the Tallahassee Leon County M.P.O., the Shamrock South extension between Miccosukee Road and U.S. 90 will be shown on the 2025 updated long-range transportation plan as a component of the cost feasible plan, consistent with the Urban Services Development Agreement between the City of Tallahassee and Powerhouse, Inc. dated April 15, 1990 as may be amended from time to time (referred to as the Urban Service Agreement).~~

~~(C) Road access to the Heel from Miccosukee Road shall occur only at the existing Miles Johnson Road intersection and the Shamrock South extension, which will traverse the Heel, including the Miccosukee Canopy Road Greenway.~~

~~(D) Two roads may be constructed adjacent to the Miles Johnson Road roadbed and canopy if the local government with jurisdiction approves of incorporation of the existing Miles Johnson Road into the primary open space system.~~

~~(4) In PUD Concept Plans, the local government with jurisdiction shall require development on the Toe and Heel, respectively, to implement Transportation Demand Management (TDM) strategies, as appropriate, to reduce single-occupancy vehicle trips. Such strategies may include, but are not limited to, alternative work schedules, transportation allowances (carpool and vanpool programs), guaranteed ride home programs, telecommuting, transit supportive facilities (bus stops, shelters, etc.), and additional bicycle and pedestrian facilities and equipment.~~

~~*Policy 13.1.5: Public Facilities* **(EFF. 12/10/02; REV. EFF. 7/20/05)**~~

~~Public facilities shall be provided to serve residential and non-residential uses on a phased basis consistent with the level-of-service and availability standards of this comprehensive plan. The intent of this policy is to provide infrastructure needed to serve development that is predominantly self-supporting rather than predominantly dependent upon public funding consistent with the Urban Services Development Agreement between the City of Tallahassee and Powerhouse, Inc. dated April 15, 1990 as may be amended from time to time (referred to as the Urban Services Agreement). The intent of this policy will be achieved through implementation of the following guidelines:~~

~~(1) Potable water, sanitary sewer, electricity and natural gas service shall be provided to development on the Toe and Heel pursuant to the existing Urban Services-Development Agreement.~~

~~(2) All stormwater management facilities shall be designed to meet treatment standards for Outstanding Florida Waters (OFW) (i.e. the first .75 inches of rainfall) or the applicable local standard, whichever is greater. Maintenance responsibility for all stormwater management facilities shall be provided as established in the Stormwater Facilities Master Plan and the Urban Services Agreement. Facilities which are dedicated to the City must be constructed to City standards.~~

~~(3) Dove Pond may be incorporated into a regional stormwater management system and be utilized for the storage of treated stormwater to provide flood protection for downstream off-site property owners provided:~~

~~(A) It can be shown through the completion of an Environmental Impact Analysis (EIA) incorporated into a Stormwater Facilities Master Plan (SFMP) that, with any increase in flood volume or flood stage, the wetlands and associated conservation and preservation areas are minimally impacted.~~

~~(B) Such use may be undertaken only with the landowner's express approval.~~

~~(C) Public agencies shall pay a pro rata share of capital costs based on the off-site stormwater runoff to be stored in Dove Pond during flood events, provided the landowner makes available the necessary land or rights of use at no cost to the public contemporaneous with issuance of a final local development order which establishes and allocates buildout stormwater capacity for the Toe.~~

~~(D) Local government funding shall not be utilized for the portion of any stormwater management facilities necessary to accommodate on-site development.~~

~~(E) Criteria in Policy 13.1.7 are also achieved.~~

~~(4) To provide flood protection for downstream off-site property owners in the Tri-Basin Study Area, inter-basin transfers of stormwater may be permitted between sub-basins of the Welaunee Closed Basin and from the Welaunee Closed Basin to the Lafayette Oaks and Pedrick Closed Basins through a public conveyance system. Such transfers may occur only from Dove Pond as provided by this policy and Policy LU 13.1.7 and shall be deemed consistent with Policy 1.1.5 [SM], Policy 2.2.5 [C] and Chapter 5, Environmental Management, Tallahassee Land Development Code or the Leon County EMA, whichever is applicable, when they comply with these criteria:~~

~~(A) Approval by the local government with jurisdiction of a regional stormwater management plan for the Tri-Basin Study Area, based on a detailed assessment indicating minimal negative impacts to water quality, quantity and rate of discharge due to inter-basin transfers to the receiving watershed.~~

~~(B) Approval of public funding, in an adopted local government budget, for off-site stormwater management facilities required by the regional plan.~~

~~(5) Facilities which discharge to or from an isolated or aggregated closed basin shall provide storage for the post-development increase in runoff volume for the 100-year, 24-hour critical storm.~~

~~(6) Facilities which discharge to Lake Lafayette shall provide both treatment and attenuation for storms consistent with the requirements of Chapter 5, Environmental Management, Tallahassee Land Development Code or the Leon County EMA, whichever is applicable.~~

~~(7) The landowner shall reserve for future dedication, to the City of Tallahassee, a site for fire protection and emergency services, not to exceed two acres.~~

~~(8) Unless developed pursuant to Policy LU 13.1.9, a 24-acre site for a 500-pupil elementary school for Leon County Schools shall be reserved for future dedication to the Leon County School Board in the Heel proximate to residential areas, a town or neighborhood center and the primary open space system, with off-site stormwater management provided through a regional system. Impacts to existing public schools shall be addressed during the development review process as required by this comprehensive plan, provided that the fair market value of the school site, any off-site stormwater treatment and storage capacity and any other land or improvement to support a public school shall be a credit, on a dollar-for-dollar basis, against any fee or exaction for public school impacts.~~

~~(9) Public facilities and improvements necessary to serve development on the Toe and Heel may be financed, planned, established, acquired, constructed, reconstructed, enlarged, extended, equipped, operated or maintained by one or more community development districts subject to the requirements of Chapter 190, Florida Statutes.~~

~~(10) Prior to approval of the first PUD Concept Plan on the Toe or the Heel, except as allowed by Policy LU 6.2.4, a Stormwater Facilities Master Plan (SFMP) shall be prepared by the applicant and approved by the local government for the entire Toe and the entire Heel. The SFMP shall accommodate stormwater flows from full build out conditions from any upstream offsite property and the entire Toe or the entire Heel, as applicable. The SFMP shall, at a minimum, identify regional impacts to flood extents and stormwater conveyance, establish infrastructure requirements necessary to manage stormwater in compliance with local, state and federal regulations, document the phasing, implementation and easement reservations necessary to serve full build-out and facilitate environmental and stormwater permitting. To accomplish these goals, the SFMP shall provide analysis and design of the primary stormwater system based on detailed hydrologic and hydraulic modeling of existing and post-development conditions. The analysis shall incorporate existing land use, soils and topographic data, the conceptual land use plan, stage and water quality monitoring data and the applicable results and findings of the Natural Features Inventory and Environmental Impact Assessment. The design shall provide general parameters associated with the primary stormwater management facilities, drainage easements and conservation easements necessary to serve the development under full build-out conditions. Flood extents delineated by the SFMP shall allow identification of the 100-year flood exclusion area. No habitable structures shall be constructed within the post-~~

development (full build-out) 100-year floodplain. The SFMP's scope of work shall be approved by local government prior to development of the SFMP.

NOTE: Notwithstanding the above, the Heel may be developed under Policy LU 13.1.9, in which case the guidelines stated above will be adjusted to reflect the requirements of Policy LU 13.1.9.

Policy LU 13.1.6: General Design Standards **(EFF. 12/10/02; REV. EFF. 7/20/05)**

PUD Concept Plans shall incorporate design standards that will insure and guide mixed-use, integrated development that is pedestrian-friendly. In addition to the general design standards set forth in other policies, which support Land Use Objective 13.1, PUD Concept Plans shall be consistent with these general design standards:

(1) Sidewalks shall be provided throughout the Toe and Heel as follows:

(A) On both sides of Welaunee Boulevard. Sidewalks shall also be provided on both sides of collector roads and arterial roads in the Toe.

(B) On both sides of the Shamrock South extension which will traverse the Heel and on all other arterial and collector roadways in the Heel.

(C) On both sides of all streets in employment centers, town centers, and neighborhood centers.

(D) On one side in residential low-density and residential estate areas.

(E) On one side (fronting residences) of the two roads running parallel to Miles Johnson Road if it is closed to through traffic and incorporated into the primary open space system.

(F) Sidewalks shall be provided on both sides of streets in residential medium-density and residential high-density areas.

(2) On-street parking shall be accommodated where feasible in neighborhood and town centers and shall be credited toward parking requirements as specified in PUD Concept Plans.

(3) In town and neighborhood centers, parking shall be provided in the rear of buildings to the maximum extent feasible. Buildings shall be oriented to the street and designed with minimal setbacks from the road to promote a pedestrian-friendly environment. Criteria for a variance from build-to and setback lines may be established in PUD Concept Plans.

(4) PUD Concept Plans shall include integrated parking management strategies designed to achieve more efficient utilization of parking resources, mitigate peak travel demand and optimize the return on investments in public right-of-way. Integrated parking management strategies may include shared parking plans, short-term parking plans, parking areas "unbundled" from specific buildings, parking spillover prevention measures and time-limit strategies for on-street parking. Reductions from generally applicable parking space standards shall be granted in PUD Concept Plans when justified on the basis of integrated parking

~~management strategies, the mixed-use character of various portions of the development or other professionally accepted methodology.~~

~~(5) Town centers shall be designed as a marketplace for a variety of retailers to ensure that not all retail space is aggregated into one or two single "big-box" retail buildings.~~

~~(6) Building heights in town centers and neighborhood centers shall not exceed 65 feet from grade. Building heights in other land use categories shall be established in PUD Concept Plans at heights compatible with development in mixed-use centers and other land uses.~~

~~(7) Property signage in non-residential areas shall be provided in a coordinated manner that is compatible with the architectural vernacular and scale of development. It shall be consistent with a master signage plan established in PUD Concept Plans.~~

~~(8) Landscaping in common areas, residential areas, along roadways and in town, neighborhood and employment centers shall utilize only drought-resistant native plant species in an approved plant list established in PUD Concept Plans.~~

~~(9) Landscaping in town centers, neighborhood centers, employment centers and residential areas located within a one-quarter mile walking distance of those centers shall include street trees identified in an approved plant list established in PUD Concept Plans.~~

~~(10) Stormwater management facilities shall be designed consistent with the "Stormwater and Erosion and Sediment Control Best Management Practices for Developing Areas" as described in Chapter 6 of the FDEP Florida Development Manual, Appendix F of the Concurrency Manual and subject to local government approvals. During construction, sediment and erosion control shall be required as specified in Chapter 8 of the "Erosion and Sediment Control Handbook" (Goldman, Jackson, Bursztynsky).~~

~~(11) Constructed stormwater management facilities may be utilized to satisfy the open space requirements established in the PUD Concept Plans if the following general design standards are met:~~

~~(A) Stormwater management facilities shall be designed and constructed using predominantly non-angular, freeform, curvilinear contouring that visually integrates the facility into the overall landscape design.~~

~~(B) Retaining walls may be incorporated to maximize storage volume and to minimize excessive grade changes or tree removal, but may not exceed 50 percent of the limits of the facilities perimeter and may not exceed six feet in height. Terraced side slopes utilizing multiple retaining walls may be used when augmented with landscaping between retaining walls.~~

~~(C) Stabilized side slopes exceeding 4:1 slopes shall be planted with either artificial, erosion-resistant materials or with appropriate vegetative cover.~~

~~(D) Perimeter landscaping is a part of the design of the stormwater facility for dry retention/detention facilities as well as wet detention/treatment facilities.~~

(12) Integrated mixtures of land uses shall be located and designed to be consistent with comprehensive crime prevention strategies of natural surveillance, territorial reinforcement and natural access control.

Policy 13.1.7: Allowances **(EFF. 12/10/02; REV. EFF. 7/20/05)**

Development shall be designed on the Toe and the Heel to be consistent with the thresholds for impacts established in the Comprehensive Plan and Chapter 5, Environmental Management, Tallahassee Land Development Code or the Leon County EMA, whichever is applicable. Notwithstanding any other provisions of this Comprehensive Plan, development of the Toe and Heel may be subject to the following provisions as established in PUD Concept Plans:

(1) To reduce downstream flooding of off-site property owners in the Tri-Basin Study Area, Dove Pond may be utilized for the storage of treated stormwater as provided by this policy and Policy LU 13.1.5. If after the completion of the Environmental Impact Analysis (EIA) and Stormwater Facilities Master Plan (SFMP) it can be shown that impact to the wetlands and associated conservation and preservation areas have been minimized and that the impact to conservation and preservation areas is determined to be greater than 5 percent as allowed in Comprehensive Plan Policy 1.3.11[C], the Public Linear Infrastructure Variance process may be utilized to authorize the public regional stormwater management facility subject to the following:

(A) Local government approval of a regional stormwater plan for the Tri-Basin Study Area, based on a detailed assessment indicating minimal negative impacts to wetlands, water quality, quantity and rate of discharge both on-site and off-site due to inter-basin transfers to the receiving watershed.

(B) Approval of public funding, in an adopted local government budget, for off-site stormwater management facilities required by the regional plan.

(C) Impacts shall be permitted only when demonstrated to be the minimal impacts reasonably necessary to implement the regional plan.

(2) If Dove Pond is not utilized as a public regional stormwater management facility, then use of Dove Pond as a stormwater management facility must be evaluated in terms of impacts and meet the requirements of the Comprehensive Plan and Chapter 5, Environmental Management, Tallahassee Land Development Code or the Leon County EMA, whichever is applicable.

(3) To promote creation of the primary open space systems and their integration into the planned mixed-use communities with appropriate credit, the PUD Concept Plans shall establish an open space requirement which includes credit for the primary open space system, protected preservation and conservation areas, areas of constructed landscape and the minimum on-site landscaping required for individual sites set forth in Policy LU 13.1.2. Specific landscape standards and requirements shall be established in PUD Concept Plans. Such standards and requirements shall be designed to meet or exceed, on a cumulative basis, the

Landscape and Urban Forest requirements in Chapter 5, Environmental Management, Tallahassee Land Development Code or the Leon County EMA, whichever is applicable. These landscape standards shall include, but not be limited to, standards for provision of street trees in town centers and along public roadways, canopy trees and landscaped islands within parking lots, and special consideration of patriarch tree preservation. These standards will be developed to reflect the intent that town and neighborhood centers will be developed in an urban character with minimized setbacks and an emphasis on dense, mixed-use development. Various land uses in the Toe and the Heel shall satisfy the Urban Forest/Landscaping requirements based on thresholds established in the PUD Concept Plans. Such requirements shall be designed to meet or exceed, on a cumulative basis, the landscaping and urban forest requirements in Chapter 5, Environmental Management, Tallahassee and Development Code or the Leon County EMA, whichever is applicable.

Policy 13.1.8: Agricultural and Silvicultural Activities **(EFF. 12/10/02; REV. EFF. 7/20/05)**

It is the intent of this Policy to ensure that land identified for urban development within the time frame of the Comprehensive Plan is available for development and will not be encroached upon by incompatible land uses. It is also the intent to insure the long-term viability of open space areas and conservation and preservation areas through the proper management of these areas. Open space, conservation and preservation areas are valuable amenities to developing areas. It is intended that agriculture and silviculture uses will continue in the Toe and the Heel up to the point that individual tracts are converted to urban land uses. It is expected that agriculture and silviculture uses will be compatible with the long-term viability of planned open space, conservation, and preservation areas through proper management. It is also expected that the amenity value of those natural resources for urban development will be far greater than their agriculture or silviculture values.

(1) Agriculture and silviculture will be recognized as an allowable interim use in all land use categories within the Toe and Heel.

(2) As soon as local government site plan or subdivision approval is granted for any portion of property within the Toe and Heel, agriculture and silviculture activities shall cease to be allowable activities on the land for which local government approval has been granted and shall be phased out as set forth in the development order approving the site plan or sub-division plat. This elimination of agriculture and silviculture uses is intended to apply to parcels of land identified within the site plan or subdivision and to all land included in these parcels, such as land proposed to serve as buffer or open space.

(3) Prior to subdivision or site plan approval, agriculture and silviculture uses shall be allowed to continue within the Toe and Heel in accordance with the "2000 Silviculture Best Management Practices" as may be amended from time to time, Florida Department of Agriculture and Consumer Services, and existing local government ordinances.

(4) Timber harvesting activities shall not be conducted until such time as the landowner has obtained a timber-harvesting permit in accordance with the environmental and stormwater management ordinances of the appropriate local government.

Policy LU 13.1.9 Alternative Heel Program **(Eff. 7/20/05)**

Notwithstanding any other provision of this comprehensive plan, at the election of the landowner or an authorized developer as much as 800 acres in the Heel as depicted on Figure 13-5 may be developed as a separate project, without regard to other development in the Welaunee Critical Planning Area, with a land use designation of "Residential Estate" and a zoning designation of "Residential Acre." Such development shall be reviewed by the City as a residential subdivision and shall be required to meet all normal and customary requirements for such a development under the City's land development regulations, including but not limited to the EMO. Any portion of the Heel developed under this alternative program shall be exempt from the Critical Area Plan except for the following provisions:

(1) LU 13.1.1(6)
(2) LU 13.1.1(8)
(3) LU 13.1.1(9)
(4) LU 13.1.2(1)
(5) LU 13.1.3(1)(H)
(6) LU 13.1.4(1)(F)
(7) LU 13.1.4(1)(J)
(8) LU 13.1.4(3)(A)
(9) LU 13.1.4(3)(B)
(10) LU 13.1.4(3)(C)
(11) LU 13.1.4(3)(D)
(12) LU 13.1.5(1)
(13) LU 13.1.5(6)
(14) LU 13.1.5(10) as modified
(15) LU 13.1.6(8)
(16) LU 13.1.6(10)
(17) LU 13.1.6(11)
(18) LU 13.1.8

Any portion of the Heel depicted in Figure 13-5 not developed under this alternative program shall be subject to the Critical Area Plan as it otherwise would apply. Uses and maximum densities and intensities of use for such portion shall be allocated pro rata based on the uses and maximum densities and intensities of use on Table 5-2 of the data and analysis report for the "Welaunee Critical Area Plan – Toe and Heel" (Jan. 17, 2002).

Objective 13.2: Development Concept for the Welaunee Arch **(Eff. 12/10/02; Rev. Eff. 1/11/21)**

The intent of the Welaunee Arch Master Plan is to provide an area-wide plan for the portion of the Welaunee Critical Planning Area located north of Interstate-10 and west of Miccosukee Road (i.e. the "Arch"). This master plan sets the standards and guidelines to coordinate one or more implementing development plans such that the development of the Arch results in a new, integrated community with a variety of land uses, diverse neighborhoods and mixed-use centers, a region-serving activity center, active and passive recreational options, and abundant open space. The development of the Arch consistent with this master plan shall be implemented in phases, connected by a multi-modal transportation system, served by regional, master planned stormwater facilities, and designed in ways that protect natural resources.

Policy 13.2.1: Concept. **(EFF. 1/11/21)**

This Welaunee Arch Master Plan satisfies the requirements of the Tallahassee-Leon County Comprehensive Plan for a planned development master plan in order to foster development on the Welaunee Arch with a region-serving, mixed-use activity center; residential areas with a strong sense of place and a range of diverse housing choices; transportation choices with linkage to commercial services and jobs; and planned recreation and open space.

Policy 13.2.2: Discourage Urban Sprawl. **(EFF. 1/11/21)**

The Welaunee Arch is located wholly within the Urban Services Area. Development within the Arch will discourage urban sprawl by, among other things, directing growth to a next-in-line area identified for future urban development since 1990; promoting walkable, connected neighborhoods that support a range of housing choices; implementing a multimodal transportation system that supports the internal capture of transportation trips; creating a balance of residential and nonresidential land uses through integrated, mixed-use centers and diverse housing types in close proximity to nonresidential uses; promoting the efficient and cost-effective provision or extension of public facilities and services; protecting and preserving natural resources; protecting environmentally sensitive lands; and providing public recreation and open space.

Policy 13.2.3: Implementation. **(EFF. 1/11/21)**

The Welaunee Arch Master Plan shall be implemented by one or more Planned Unit Development (PUD) Concept Plans, Regulating Plans with Form-based Codes, or other implementing plan as allowed by the Comprehensive Plan at the time of development. All such plans are referred to herein as Planned Development Concept Plans or PUD Concept Plans. Such PUD Concept Plans shall be consistent with this master plan and contain guidelines and requirements for land use categories, transportation facilities, access management, and other specific design standards. All PUD Concept Plans shall be consistent with the stormwater facility master plan and with transportation plans for the Phase of the Arch in which they are located, as developed and approved prior to or concurrent with the initial PUD Concept Plan for that Phase. The phasing of development in the Arch shall be consistent with necessary infrastructure and supporting services and the phasing requirements of Policy 13.2.5. Development Phases and PUD Concept Plans shall consider previously approved PUD Concept Plans within the Arch and anticipated development based on Figures 13-5 through 13-7 such that open space, stormwater, and transportation systems are planned and implemented consistent with the Policies in this Welaunee Arch Master Plan portion of the Welaunee Critical Area Plan.

A PUD Concept Plan may address only a portion of a Phase or may address more than one Phase. The minimum size for the initial PUD Concept Plan for any Phase of the Arch shall be 350 acres. Subsequent PUD Concept Plans shall be implemented consistent with this Master Plan and the applicable implementing plan standards allowed by the Comprehensive Plan at the time of development.

LAND USE

Policy 13.2.4: Land Use Districts. (EFF. 1/11/21)

The Master Plan forms the basis upon which organizing elements are oriented to convey the overall urban form. Lands within the Welaunee Arch shall be planned for the generalized land uses described in this Policy and Table 1. As depicted on Figure 13-5, the Welaunee Arch shall be designed with the following land use districts:

(1) **Northeast Gateway District –** The intent of the Northeast Gateway District is to provide an area that capitalizes on the location of a potential future interchange with Interstate-10 and Welaunee Boulevard by including well-designed, region-serving commercial and employment uses. The Northeast Gateway District as identified on Figure 13-5 shall be comprised of:

a. Activity Center. An activity center zone shall be a mixed use zone including between 75 and 280 acres. The activity center zone shall be located east of the residential zone, as generally depicted on Figure 13-5, and no closer than 1,000 feet from the Buckhead subdivision. This zone shall contain a diverse mixture of region-serving commercial, office, hotel, and other non-residential uses with a trade area extending beyond the Welaunee Arch. This zone may also contain higher-density residential and public and civic uses that can contribute to the center's vitality and sustainability. Residential densities in this zone shall have a minimum of 10 dwelling units per acre and a maximum of 20 dwelling units per acre for residential development not in vertically mixed-use buildings. Non-residential intensities shall range from 4,000 square feet per acre to 30,000 square feet per acre. The mixture of uses shall be 10% to 55% residential and community services uses and 45% to 90% non-residential uses. The activity center shall be planned on a block system with a gridded road network to facilitate connectivity. Block lengths shall generally be less than 500 feet with block perimeters generally being less than 3,000 feet. Bicycle and Pedestrian paths and drive aisles that directly connect to the parallel street may count as block end points, provided they include pedestrian facilities and accommodations that are required along frontages. Traffic calming measures such as on-street parking, buildings close to the road with parking in back, streetscapes with street trees and landscaping, and other such solutions shall be utilized to create a pedestrian-friendly, walkable center.

b. **Employment Center.** An employment center zone shall be a mixed-use zone located proximate to major transportation arteries in order to provide jobs for residents as well as regional employment opportunities and shall contain 75 to 280 acres. Employment centers are intended to contain a mix of uses and not be a single-use environment. Allowable uses include office, hotels and inns, light industrial, warehousing and distribution, laboratories, research, printing, banks, retail, restaurants and cafes, infrastructure

including stormwater management facilities, civic, religious and institutional uses and educational uses. Residential uses shall not be allowed in Employment Center zones except when located above the ground floor in mixed-use buildings. Development intensities of non-residential uses in the employment center zone shall range from 8,000 square feet per acre to 40,000 square feet per acre. This zone shall be designed with shared parking opportunities for nonresidential uses that have peak parking demands other than during normal office hours. The development of a PUD Concept Plan that includes this zone shall include coordination with Star Metro to include preliminary plans for transit connectivity between this zone and other mixed-use zones in the Arch. The employment center shall be planned on a block system with a gridded road network to facilitate connectivity. Block lengths shall generally be less than 500 feet with block perimeters generally being less than 3,000 feet. Bicycle and Pedestrian paths and drive aisles that directly connect to the parallel street may count as block end points, provided they include pedestrian facilities and accommodations that are required along frontages. Traffic calming measures such as on-street parking, buildings close to the road with parking in back, streetscapes with street trees and landscaping, and other such solutions shall be utilized to create a pedestrian-friendly, walkable center.

c. **Residential.** A residential zone shall be located between the Buckhead subdivision and the mixed-use zones as generally depicted on Figure 13-5. This residential zone shall include between 30 and 100 acres. Residential development density shall be no less than 2 dwelling units per acre and not exceed 6 dwelling units per acre. Accessory dwelling units shall not count towards the residential density in this zone.

d. **Open Space/Greenway.** The Open Space and Greenway area within the Northeast Gateway District includes all open space within the district and may incorporate the adjacent primary open space system as depicted on Figure 13-5. This area shall be consistent with the development standards of Policy 13.2.37. Specifically, an open space zone shall be located along the border with the established Buckhead Neighborhood serving as a buffer between the existing Buckhead Neighborhood and new development in the Arch. This zone shall be no less than 250 feet wide and will include the Welaunee Greenway and existing utility easements. In total, a minimum of 20% of the gross area in Phase 1 shall be designated as Open Space.

(2) **West Arch District** – The intent of the West Arch District is to provide an area with a mixed-use center that serves residents of both Welaunee via Welaunee Boulevard and Killearn Neighborhoods via Shamrock South. It is the intent of this District to allow the highest density and intensity development within the mixed-use center, gradually transitioning to lower densities and intensities as distance

from the mixed-use center increases. The West Arch District as identified on Figure 13-5 shall be comprised of:

a. Mixed-Use Center. Development of the West Arch District shall include a single mixed-use center designated as either a Town Center zone or Village Center zone.

b. Town Center. A town center zone shall be a mixed-use development planned as a compact, efficient node between 20 and 120 acres in size. A town center shall contain uses that serve surrounding neighborhoods as well as those traveling through the area. Allowable uses include office, retail, restaurants, bed and breakfasts, hotels and inns, theaters and other entertainment venues, specialty retail, grocery stores, residential, home occupational uses, open space, and civic, religious and institutional uses (including day care services for children and adults). The Town Center shall include uses mixed horizontally and vertically. It is the design intent to plan for multiple storefronts and multiple retailers in the town center, so all of the available retail space is not aggregated into one or two "big-box" stores.

Development intensities in the town center shall range from 4,000 square feet per acre up to 30,000 square feet per acre. Individual building footprints for non-residential uses shall not exceed 50,000 gross square feet. Residential densities shall be no less than 8 dwelling units per acre up to a maximum of 20 dwelling units per acre for residential development not in vertically mixed-use buildings. Residential uses shall be encouraged above ground-floor retail and other nonresidential uses. The mixture of uses shall be 10% to 55% residential and community services and 45% to 90% non-residential uses. Town centers shall be planned on a block system with a gridded road network to facilitate connectivity. Block lengths shall generally be less than 500 feet with block perimeters generally being less than 3,000 feet. Bicycle and Pedestrian paths and drive aisles that directly connect to the parallel street may count as block end points, provided they include pedestrian facilities and accommodations that are required along frontages. Traffic calming measures such as on-street parking, buildings close to the road with parking in back, streetscapes with street trees and landscaping, and other such solutions shall be utilized to create a pedestrian-friendly, walkable center. Community open space in the form of public squares and greens or urban forest canopy areas shall be planned as a focal point for a town center. No minimum on-site open space shall be required on each preliminary plat; however, exceptional specimen trees, patriarch trees, and trees of significant size for its species that are in very good health shall be protected.

c. **Village Center.** A village center zone shall allow small retail, specialty retail, office, restaurants, services, open space, residential and other uses (including day care services for children and adults) that support residential uses within the District. This zone is also intended to function as a neighborhood focal point and is envisioned to have churches, town squares, and other civic, religious, and institutional uses. The village center zone shall range in size from 5 to 50 acres and shall be designed to create a pedestrian-friendly environment. Traffic calming measures, such as on-street parking, buildings up close to the road with parking in back, streetscape with street trees and landscaping, and other such solutions, shall be utilized to create a pedestrian friendly, walkable center. Block lengths shall generally be less than 500 feet with block perimeters generally being less than 3,000 feet. Bicycle and Pedestrian paths and drive aisles that directly connect to the parallel street may count as block end points, provided they include pedestrian facilities and accommodations that are required along frontages.

The mixture of uses shall be 0% to 50% residential and community services and 50% to 100% non-residential uses. Development intensities in the village center zone shall range from 4,000 square feet per acre to 20,000 square feet per acre. Individual building footprints for non-residential uses shall not exceed 30,000 gross square feet. Residential development in the Village Center shall be no less than 4 dwelling units per acre and not exceed 14 dwelling units per acre for residential development not in vertically mixed-use buildings. Residential uses shall be encouraged above ground-floor retail and other nonresidential uses. Community open space in the form of village squares and village greens or urban forest canopy areas shall be planned as the focal point of a village center. No minimum on-site open space shall be required for each preliminary plat; however, exceptional specimen trees, patriarch trees, and trees of significant size for its species that are in very good health shall be protected.

d. **Neighborhood.** The neighborhood zone is intended to provide the opportunity for a range of housing choices integrated with neighborhood scale, non-residential uses in proximity to a mixed-use land use districts that include nonresidential uses which can provide commercial shopping opportunities to meet daily needs. This zone shall be located within ¼ to ½ mile from the edge of the mixed-use center zone. In the neighborhood zone, residential development shall be no less than 4 dwelling units per acre and not exceed 14 dwelling units per acre. The maximum gross intensity allowed for new non-residential development is 20,000 square feet per acre. Building footprints for non-residential uses shall not exceed 10,000 gross square feet.

c. **Residential.** The Residential zone is intended to provide the opportunity for a range of housing choices in proximity to mixed-use land use zones that include nonresidential uses which can provide commercial shopping opportunities to meet daily needs. This zone is intended to provide a transition from the mixed-use center and neighborhood zones to existing development in the Killearn neighborhoods. Residential development shall be limited to a minimum of 2 dwelling units per acre with a maximum density of 10 dwelling units per acre, comparable to the maximum density of the Urban Residential land use category, mixed with open spaces and compatible with protected areas such as the Welaunee Greenway.

f. **Open Space/ Greenway.** The Open Space and Greenway area within the West Arch District includes all open space within the district and may incorporate the adjacent primary open space system as depicted on Figure 13-5. This area shall be consistent with Policy 13.2.37. In total, a minimum of 20% of the gross area in Phase 1 shall be designated as Open Space.

(3) **North Arch District** – The intent of the North Arch District is to provide an area with a mixed-use center that serves residents of Welaunee, Killearn, and the residents along Roberts Road and Crump Road. The North Arch District as identified on Figure 13-5 shall be comprised of:

a. Mixed-Use Center. Development of the North Arch District shall include a single mixed-use center designated as either a Town Center zone or Village Center zone as defined in the West Arch District policy.

b. **Neighborhood.** The neighborhood zone is intended to provide the opportunity for a range of housing choices integrated with neighborhood scale, non-residential uses in proximity to a mixed-use land use districts that include nonresidential uses which can provide commercial shopping opportunities to meet daily needs. This zone shall be located within ¼ to ½ mile from the edge of the mixed-use center zone. In this neighborhood zone, residential development shall be no less than 4 dwelling units per acre and not exceed 14 dwelling units per acre. The maximum gross intensity allowed for new non-residential development is 20,000 square feet per acre. Building footprints for non-residential uses shall be not exceed 10,000 gross square feet.

c. **Residential.** The Residential zone is intended to provide the opportunity for a range of housing choices in proximity to mixed-use land use districts that include nonresidential uses which can provide commercial shopping opportunities to meet daily needs. Residential development shall be a minimum of 2 dwelling units per acre and shall not exceed a density of 10

dwelling units per acre, comparable to the maximum density of the Urban Residential land use category, mixed with open spaces and compatible with protected areas such as the Welaunee Greenway. This zone is intended to provide a transition from the mixed-use center and neighborhood zones to existing development in the Killearn neighborhoods.

d. **Open Space/ Greenway.** The Open Space and Greenway area within the North Arch District includes all open space within the district and may incorporate the adjacent primary open space system as depicted on Figure 13-5. This area shall be consistent with Policy 13.2.37. In total, a minimum of 20% of the gross area in Phase 1 shall be designated Open Space.

Additionally, high quality native forests in the North Arch District shall be protected, preserved, and included in the open space area. Trails shall be planned around the high-quality successional forests/native forest areas to serve as both recreational facilities and as fire breaks when these areas are managed with prescribed fires. Potential locations of high-quality successional forests/native forests are shown on the Preliminary Environmental Map (Figure 13-6). The location of protected areas will be determined through a Natural Features Inventory approved by the City prior to approval of a PUD Concept Plan that includes this District.

e. **Regional Park.** A regional park with active recreation may be located in the North Arch District. If a regional park is designated within this District, it shall be designed to include connectivity with the trail system around any high-quality successional forests/native forests as described in the open space zone for this District.

(4) **Conservation Design District** - The intent of the Conservation Design District is to provide an area that is primarily residential in nature with a small village center. The residential development is intended to be arranged as cluster subdivisions in order to maximize the efficiency of infrastructure and to preserve environmental features and open spaces. The village center is intended to include non-residential uses in a location that minimizes the number of miles residents drive to meet their daily needs and promote the internal capture of vehicular trips. The Conservation Design District as identified on Figure 13-5 shall be comprised of:

a. **Clustered Residential.** The cluster residential zone shall be comprised of clustered development that sets aside a minimum of 50% open space as a reserve area, comprised of such things as special development zones, preservation and conservation features, undeveloped uplands, oak-hickory forest, significant trees, passive recreation areas, and stormwater facilities designed as a community amenity. Adjacent open space as designated on

~~Figure 13-5 and consistent with Policy 13.2.37 may be included in the Conservation Design District reserve area calculations for cluster development. The development area shall be the area not set aside as reserve area and shall comprise no more than 50% of the total conservation design district. Within this district, development area shall be located on the least environmentally sensitive areas; be contiguous to the greatest extent practicable; and allow maximum open space to be easily maintained in the reserve area. The development area shall be developed at a minimum of two dwelling units per acre and a maximum of 12 dwelling units per acre. Planned Unit Developments may provide for a density bonus up to 20 dwelling units per acre where more area is set aside than required or where greenways, trails, or other passive recreational opportunities are provided in the reserve area.~~

~~The conservation design district shall contain a mixture of housing types. Allowable housing types include single family detached homes, single family attached homes, duplexes, triplexes, fourplexes, courtyard buildings (a 1 to 3.5 story detached structure consisting of multiple side-by-side and/or stacked dwelling units oriented around a courtyard or series of courtyards), and cottage courts (a group 1 to 1.5 story detached structures arranged around a shared court visible from the street). The conservation design district shall not contain greater than 80% of any one housing type. Accessory dwelling units are allowable per City of Tallahassee land development code. Accessory dwelling units do not count towards the overall density and do not count as a different housing type for the purpose of requiring a mixture of housing types. Design standards for this District shall include Dark Sky principles to prevent and reduce light pollution.~~

~~The acreage of the reserve area shall be preserved as open space consistent with Policy 13.2.37, shall incorporate existing or planned public or private open space and greenspace to the greatest extent practicable, and shall be of sufficient size and buffered to ensure the protection of all critical on-site resources that are to be preserved and to accommodate authorized uses which includes natural open space, passive recreation uses (e.g., greenways, picnic areas or open fields), stormwater facilities, or other environmental conservation purposes.~~

~~All preservation areas, special development zones, conservation areas, archaeological sites and view-shed areas within designated protection zones for canopy roads shall be incorporated into the reserve area to the greatest extent practicable.~~

~~Stormwater management facilities which are otherwise permissible are allowed in the reserve area provided that the facilities are located outside of preservation areas, canopy road zones, naturally forested areas, special development zones, and meet either of the applicable following two standards:~~

i. Stormwater management facilities shall have side slopes of flatter than 4:1, and/or
ii. Stormwater management facilities shall have appropriate tree and plant species that visually integrates the stormwater facility into the overall reserve area.

All such facilities shall be designed as community amenities, with trails, observation decks, or platforms where appropriate.

b. **Village Center.** The Conservation Design District shall include a Village Center Zone subject to the design standards for a Village Center zone in the West Arch District Policy.

c. **Neighborhood.** The neighborhood zone is intended to provide the opportunity for a range of housing choices integrated with neighborhood scale, non-residential uses in proximity to a mixed-use land use districts that include nonresidential uses which can provide commercial shopping opportunities to meet daily needs. This zone shall be located within ¼ to ½ mile from the edge of the mixed-use center zone. In this neighborhood zone, residential development shall be no less than 4 dwelling units per acre and not exceed 14 dwelling units per acre. The maximum gross intensity allowed for new non-residential development is 20,000 square feet per acre. Building footprints for non-residential uses shall not exceed10,000 gross square feet.

d. **Open Space/ Greenway.** The Open Space and Greenway area within the Conservation Design District includes all open space and reserve area within the district and may incorporate the adjacent primary open space system as depicted on Figure 13-5. This area shall be consistent with Policy 13.2.37 and shall be included in the reserve area calculations for cluster development. At a minimum 50% of this District shall be designated as Open Space.

High quality successional forests and native forests as defined in the Tallahassee-Leon County Comprehensive Plan Glossary in the Conservation Design District shall be protected and preserved and included in the open space area. Trails shall be planned around the high-quality successional forests/native forest areas to serve as both recreational facilities and as fire breaks when these areas are managed with prescribed fires. Potential locations of high-quality successional forests/native forests are shown on the Preliminary Environmental Map (Figure 13-6). The location of protected areas will be determined through a Natural Features

Inventory approved by the City prior to approval of a PUD Concept Plan that includes this District.

Core canopy or core forests, as defined in the City of Tallahassee's Urban Forest Master Plan, that is part of the fragmentation class of Core Canopy (>500 acres) and shown on the Preliminary Environmental Map (Figure 13-6), shall be protected, included in the open space area, and shall be connected to greenways and open space that function as wildlife corridors. These areas may be included in the reserve area calculations for cluster development. Potential locations of core forest areas that are part of the fragmentation class of Core Canopy (>500 acres) are shown on the Preliminary Environmental Map (Figure 13-6). The location of protected areas will be determined through a Natural Features Inventory approved by the City prior to approval of a PUD Concept Plan that includes this District.

(5)**Residential Reserve District** - The Residential Reserve District as identified on Figure 13-5 is intended to be residential in nature, arranged as cluster subdivisions in order to maximize the efficiency of infrastructure and to preserve environmental features and open spaces. This District is also intended to maintain compatibility with established residential development along Roberts Road and Crump Road. The Residential Reserve District shall be subject to the Clustered Residential policy of the Conservation Design District with a maximum density of 6 dwelling units per acre and a minimum reserve area requirement of 60%. The Residential Reserve District shall include open space buffers of a minimum width of 250 feet to Roberts Road and Crump Road that may include the Welaunee Greenway system, open space, and reserve area from cluster subdivision development. The Residential Reserve District may alternatively be established as Open Space through an optional Alternative Development Program as established in Policy 13.2.44.

(6) **Open Space** – Open Space area shall be incorporated into each District. Districts shown in Figure 13-5 include the adjacent open space. The Primary Open Space System shall be designed as a connected network of open space as generally depicted on Welaunee Arch Map, Figure 13-5, which shall include Conservation and Preservation areas as generally depicted on the Preliminary Environmental Features Map, Figure 13-6, aesthetic open space, Greenways, and the Perpetual Drainage Easement held by the City and County. A minimum of 20% of Phase 1, 50% of Phase 2, 60% of Phase 3, and 40% of the total gross area of the Arch shall be designated Open Space unless offset through the Alternative Development Program in Policy 13.2.44. Conservation and Preservation Areas as defined in Policy 1.3.1 and 1.3.4 of the Conservation Element account for approximately 19% of the overall gross area of the Welaunee Arch. The remainder of the designated open space, which will include approximately 21% of the overall gross area, shall consist of open space incorporated into the development plan for each District or part of the Primary Open Space System. The Open Space Area shall be subject to

~~the design and development criteria in Policy 13.2.37. The Conservation and Preservation Areas shall be subject to the design and development criteria of Policy 13.2.38.~~

~~*Policy 13.2.5: Phasing.* **(EFF. 1/11/21)~~**

~~Development of the Arch shall be implemented in phases consistent with this plan and necessary infrastructure (including water and sewer) and supporting services (including adequate schools, police and fire service). Phase 1 shall include the Gateway District, West Arch District, and the North Arch District. Phase 2 shall include the Conservation Design District. Phase 3 shall include the Residential Reserve District. A PUD Concept Plan may address only a portion of a phase or may address more than one phase. Phase 1 of the Welaunee Arch must include one Town Center Zone and one Village Center Zone, either of which can be located in the West Arch District or North Arch District.~~

~~Phase 2 shall not be developed until 1,500 dwelling units and 150,000 square feet of non-residential uses have been constructed in Phase 1.~~

~~Phase 3 shall not be developed until at least 70% of the gross acreage of Phase 2 is included in an adopted PUD Concept Plan. Sub phases or stages of each phase may be developed in separate PUD Concept Plans.~~

~~It is the intent that infrastructure improvements occur contemporaneous with development. This timing of infrastructure with development prevents stranded or early investment in infrastructure.~~

~~I. Land Use~~

Table 1. Land Uses in the Welaunee Arch

~~District~~	~~Zone~~	~~Size~~	~~Nonresidential Intensity~~	~~Residential Density~~	~~Mixture~~
~~Northeast Gateway District (Phase 1)~~	~~Activity Center~~	~~75-280 acres~~	~~4,000-30,000 SF/acre~~	~~10-20 DU/acre~~	~~10-55% residential~~ ~~45-90% nonresidential~~
	~~Employment Center~~	~~75-280 acres~~	~~8,000-40,000 SF/acre~~	~~n/a[1]~~	~~n/a[1]~~
	~~Residential~~	~~30-100 acres~~	~~n/a~~	~~2-6 DU/acre~~	~~n/a~~
	~~Open Space~~	~~Min. 20% of gross area in Phase 1~~			
~~West Arch District (Phase 1)~~	~~Town Center[2]~~	~~20-120 acres~~	~~4,000-30,000 SF/acre~~	~~8-20 DU/acre~~	~~10-55% residential~~ ~~45-90% nonresidential~~
	~~Neighborhood~~	~~¼-½ mile from Town Center~~	~~Max 20,000 SF/acre~~	~~4-14 DU/acre~~	~~n/a~~
	~~Residential~~		~~n/a~~	~~2-10 DU/acre~~	~~n/a~~
	~~Open Space~~	~~Min. 20% of gross area in Phase 1~~			
~~North Arch District (Phase 1)~~	~~Village Center[2]~~	~~5-50 acres~~	~~4,000-20,000 SF/acre~~	~~4-14 DU/acre~~	~~0-50% residential~~ ~~50-100% nonresidential~~
	~~Neighborhood~~	~~¼-½ mile from Village Center~~	~~Max 20,000 SF/acre~~	~~4-14 DU/acre~~	~~n/a~~
	~~Residential~~		~~n/a~~	~~2-10 DU/acre~~	
	~~Open Space~~	~~Min. 20% of gross area in Phase 1~~			
~~Conservation Design District (Phase 2)~~	~~Village Center~~	~~5-50 acres~~	~~4,000-20,000 SF/acre~~	~~4-14 DU/acre~~	
	~~Neighborhood~~	~~¼-½ mile from Village Center~~	~~Max 20,000 SF/acre~~	~~4-14 DU/acre~~	~~n/a~~

	Conservation Design Clustered Residential	Maximum 50% of Conservation Design District	n/a	2-12 DU/acre	
	Open Space	Min. 50% gross area as Reserve Area in Phase 2.			
Residential Reserve (Phase 3)	Residential Reserve Clustered Residential	40% of Residential Reserve District	n/a	0-6 DU/acre	
	Open Space	60% gross area as Reserve Area in Phase 3.			
Open Space[3,4]	Open Space	Minimum of 20% of Phase 1; 50% of Phase 2; no less than 60% of Phase 3; and no less than 40% of total area in Welaunee Arch. Open Space includes Conservation and Preservation Areas, Reserve Area, and Primary Open Space Areas.			
	Conservation/ Preservation[5]	Approximately 900 acres (19% of the Arch)			
	Other Open Space	Approximately 1000 acres (21% of the Arch)			

1. Residential uses permitted only above ground floor in mixed-use buildings

2. Town Center Zone and Village Center Zone are permitted in West Arch District and North Arch District, provided one of each zone is located in Phase 1.

3. Open Space, including Conservation and Preservation Areas and Greenways shall be incorporated into all development Phases.

4. Open Space requirements apply unless offset through the Alternative Development Program in Policy 13.2.44.

5. Precise size and location of Conservation and Preservation Areas to be determined through a Natural Features Inventory.

Policy 13.2.6: Development Totals. **(EFF. 1/11/21)**

Densities and intensities for development of the Arch shall be consistent with Policy 13.2.4 and other policies of this master plan. The maximum development for the Arch shall not exceed 12,500 residential units and 3,000,000 square feet of non-residential development.

Policy 13.2.7: Development Standards for Mixed-Use Zones. **(Eff. 1/11/21)**

The Activity Center, Employment Center, Town Center, and Village Centers (collectively "Mixed-Use Zones") shall be subject to the following development standards in addition to the requirements of Policy 13.2.4:

(1) PUD Concept Plans that include mixed-use zones shall include specific design standards, public facility standards, and building standards, such that the district develops as a compact, walkable urban district. At a minimum, the form-based code or design standards shall address relationship between building facades and the public realm, the form and mass of buildings in relation to one another, and the scale and types of streets and blocks. Design standards shall also minimize driveway cuts along sidewalks facilities by requiring alleys, shared access points, and/or structured parking facilities.
(2) Development in the Mixed-Use Zones may request a waiver from the requirements in the Environmental Management Ordinance for natural area, landscaping and buffers for the purpose of maximizing intensity and density within the mixed-use zone.
(3) Stormwater detention and treatment facilities for Mixed-Use Zones shall be designed in accordance with applicable standards and should be located outside of a Mixed-Use Zones in order to promote a compact pedestrian-oriented arrangement of land uses. Stormwater facilities may be located within mixed-use zones if alternative sites are not reasonably available outside of mixed-use zones or where stormwater facilities can be integrated with pedestrian friendly environments. PUD Concept Plans shall include design standards for stormwater facilities that are consistent with the intent of the zone.
(4) Building heights in mixed-use centers shall not exceed 65 feet from grade.

Policy 13.2.8: Inclusionary housing. **(Eff. 1/11/21)**

Development within the Welaunee Arch shall comply with any ordinances in effect at the time of development that address the need for affordable or inclusionary housing. Each PUD Concept Plan shall include a Housing Plan designed to achieve compliance with the City's Inclusionary Housing Ordinance, or other affordable and inclusionary housing ordinances in effect, by buildout of the area governed by that Concept Plan.

Policy 13.2.9: Housing affordability. **(Eff. 1/11/21)**

In addition to complying with ordinances in effect at the time of development that address the need for affordable or inclusionary housing, a range of housing choices shall be provided to accommodate diverse income levels, age groups, people with a range of abilities, and housing needs. Granny flats, garage apartments, and other accessory dwelling units will not be included in unit or density calculations or transportation impact analyses. The range of housing options provided shall be based on the land use districts and zones within each District. No land use district or zone within a district that allows residential development shall limit housing types to only single-family detached homes.

In order to promote a range of housing types and choices, the City of Tallahassee shall incentivize the development of workforce housing within ¼ mile of mixed-use zones or transit hubs. The City shall also incentivize the provision of housing for low-income and very-low income families, seniors, and/or people with disabilities. Incentives shall be incorporated into PUD Concept Plans and may include increases in building height, waiver or reduction of mobility and impact fees, reduction of parking and setback requirements, reservation of infrastructure capacity without cost, expedited processing of applications for Concept Plans and site development plans, and similar measures such as the incentives allowed in the City's Inclusionary Housing Ordinance.

Policy 13.2.10: Community Facilities. **(EFF. 1/11/21)**

Community Services, Light Infrastructure, Community Parks, and Neighborhood Parks shall be allowed uses in any land use district or zone consistent with the intent of each district and zone.

Policy 13.2.11: Essential Services. **(EFF. 1/11/21)**

Mixed-use centers and residential neighborhoods shall be designed to facilitate essential services, such as fire, police, and emergency medical services consistent with generally accepted response times. PUD Concept Plans shall include the locations of essential services upon request by and through coordination and formal agreement with the City of Tallahassee and/or the Leon County School Board.

Policy 13.2.12: Landscaping. **(EFF. 1/11/21)**

All landscaped areas, except athletic playing fields and golf course fairways and greens, shall utilize drought-resistant native plant materials from the "Florida Friendly Landscaping™ Guide to Plant Selection and Landscape Design" or other regionally appropriate plant material guide approved by the City. Landscaping may not include invasive species listed by the Florida Exotic Pest Plan Council. Landscaping in mixed-use and neighborhood zones shall include shade trees planted as street trees. PUD concept plans may include incentives, such as reduced tree mitigation, for shade trees planted as street trees outside of mixed use and neighborhood zones.

Policy 13.2.13: Crime Prevention through Design. **(EFF. 1/11/21)**

Integrated mixtures of uses shall be located and designed consistent with comprehensive crime prevention strategies of natural surveillance, territorial reinforcement, and natural access control.

Policy 13.2.14: General Compatibility. **(EFF. 1/11/21)**

Development in the Welaunee Arch shall be compatible with adjoining land uses through measures including but not limited to density and height limitations, setbacks, and

vegetative and open space buffers. Unless otherwise specified in this master plan, buffers are not required between or within land use districts in the Welaunee Arch.

Policy 13.2.15: Compatibility with Existing Residential Development. **(EFF. 1/11/21)**

To facilitate compatibility with the existing residential developments located east of Centerville Road and west of Miccosukee Road that are designated as Residential Preservation or Urban Residential-2 on the Future Land Use Map, land in the Welaunee Arch that is within 1,000 feet of such neighborhoods as measured from the boundary of the neighborhood shall be limited to open space, greenways, and residential uses with a maximum density of 6 dwelling units per acre comparable to the Residential Preservation Land Use Category. Mixed Use Land Use districts shall extend no closer than 1,000 feet from these existing residential developments. The location and size of each specific use category shall be depicted on a Planned Unit Development (PUD) Concept Plan.

Policy 13.2.16: Interim Uses. **(EFF. 1/11/21)**

Agricultural and silvicultural uses, whether existing or new, shall be an allowed interim use in any area of the Welaunee Arch on which development is planned to occur, up to and until the start of actual construction on the applicable land.

TRANSPORTATION

Policy 13.2.17: Transportation System. **(EFF. 1/11/21)**

The Welaunee Arch shall be served by a transportation system designed to optimize mobility. Major thoroughfares shall be generally located as depicted on Welaunee Arch Transportation Map, Figure 13-7, with the final location and design to be based upon site-specific environmental, engineering, and related considerations. Thoroughfares connecting through the Arch to areas beyond the Arch shall be arterials designed as boulevards for high vehicular capacity and moderate speeds not to exceed a design speed of 45 miles per hour with sidewalks on both sides of the roadway and bicycle facilities. Thoroughfares connecting mixed use areas within the Arch shall be collectors designed as avenues with high vehicular capacity and low to moderate speeds not to exceed a design speed of 30 miles per hour with sidewalks on both side of the roadway and bicycle facilities. On thoroughfares, a shared use path of adequate width to accommodate bicycle and pedestrian traffic may substitute for the sidewalk on one side of the road and the bike lanes for that facility. Within mixed-use centers and neighborhoods, where feasible based on engineering design criteria and the protection of environmental features, a grid of interconnected streets will provide alternative travel paths. Energy efficiency shall be accomplished in areas that are intended for greater densities and intensities through support of frequent transit service and providing a safe, comfortable and attractive environment for pedestrians and cyclists. Transportation facility needs, including planned future corridors and projected deficiencies on existing facilities surrounding the Arch, resulting from projected development in the Arch as identified through traffic models completed as part of the I-10 Interchange PD&E and/or updates to MPO Long Range Transportation Plans shall be adopted into the applicable Mobility Element

policies and/or figures and updates to the Capital Improvements Element when applicable.

Policy 13.2.18: Internal Trip Capture. **(EFF. 1/11/21)**

The transportation system, along with the mixture of uses, shall be designed to achieve an internal capture of at least 20% of the vehicular trips generated on-site at buildout. To achieve this minimum internal capture rate, mixed-use and neighborhood zones shall be developed with a mixture of uses and higher density residential development located adjacent to non-residential uses. Residential zones shall be connected to mixed use zones by a network of sidewalks, shared use paths, and bicycle facilities designed to provide safe, comfortable transportation options. Transit facilities shall be coordinated with Star Metro to ensure infrastructure that supports connectivity to various transit routes.

Policy 13.2.19: Northeast Gateway/Welaunee Boulevard. **(EFF. 1/11/21)**

The Northeast Gateway, which is a major infrastructure project for the entire Welaunee Critical Planning Area, consists of region-serving roads to distribute traffic north, south, east and west from a potential I-10 interchange at Welaunee Boulevard, which was recommended in the Florida Department of Transportation (FDOT) Master Plan Update on February 28, 2013. North of I-10, the roadways that make up the Northeast Gateway include the extension of Welaunee Boulevard from south of I-10 north through the Arch, and the extension of Shamrock South from Centerville Road to U.S. 90 (Mahan Drive). Welaunee Boulevard and Shamrock South Extension are programmed to be constructed by the Blueprint Intergovernmental Agency consistent with the voter-approved Northeast Gateway project and may be phased based upon trip demand. Within the Arch, both Welaunee Boulevard and Shamrock South Extension shall be designed to function as a complete street to promote mobility for multiple users – pedestrians, bicyclists, motorists, and transit riders of all ages. No residential driveways shall connect directly to Welaunee Boulevard or Shamrock South Extension.

Policy 13.2.20: I-10 Flyover or Interchange. **(EFF. 1/11/21)**

Welaunee Boulevard shall connect to a flyover across I-10 or a potential interchange, if approved by the Federal Highway Administration, in order to facilitate vehicular movement to Welaunee Boulevard south of I-10. Any flyover or potential interchange shall meet federal requirements to ensure the safe and efficient use of I-10.

Welaunee Boulevard shall connect to a potential interchange with Interstate-10, subject to approval by the Federal Highway Administration and the Florida Department of Transportation. The potential interchange of Welaunee Boulevard and Interstate-10 shall be designed consistent with a federally approved Interchange Justification Report. It is the intent to allow for the design of an interchange that supports a gridded street network and city blocks on the north side of Interstate-10. The gridded street system shall serve to divert traffic onto a network of town center streets and shall support an environment that

prioritizes pedestrian mobility. Welaunee Boulevard may pass over Interstate 10 unless and until such time that a potential interchange is approved and constructed.

Policy 13.2.21: Right-of-Way Reservation. **(EFF. 1/11/21)**

The landowner shall reserve for future conveyance the right-of-way for Welaunee Boulevard, the Shamrock South Extension, and the I-10 Flyover or Interchange as generally depicted on Welaunee Arch Transportation Map, Figure 13-7. The terms of such reservation shall be consistent with the Urban Services-Development Agreement between the City of Tallahassee and Powerhouse, Inc. dated April 15, 1990, as restated and amended. Rights-of-way shall be restricted to transportation facilities and compatible infrastructure.

Policy 13.2.22: Complete Streets. **(EFF. 1/11/21)**

The transportation system shall be designed with complete streets in accordance with Objective 1.2 [M] and associated policies in the Mobility Element. A PUD Concept Plan shall provide in mixed-use centers for complete streets that include safe and convenient pedestrian facilities reasonably free from hazards and adequately separated from streets that carry high volumes of vehicular traffic and create a reasonable and direct route between destinations. Sidewalks shall be provided on both sides of local streets in mixed-use zones. Sidewalks shall be provided on at least one side of local streets in zones that allow only residential development.

Policy 13.2.23: Bicycle Facilities. **(EFF. 1/11/21)**

A PUD Concept Plan shall include a network of bicycle facilities, including on-street and off-street facilities, which should be coordinated with the open space areas of the Arch. The intent is to provide safe and convenient movement for bicycles reasonably free from hazard and providing a reasonable and direct route between destinations. Bicycle facilities shall be designed where practical to connect to similar facilities in other PUD Concept Plans. Where feasible, a shared-use path of adequate width to accommodate bicycle and pedestrian traffic may substitute for sidewalks and bike lanes. Protected bicycle lanes may be incorporated where feasible. Where bicycle, pedestrian, and/or shared use path facilities intersect the Welaunee Greenway, opportunities shall be provided to access the Greenway.

Policy 13.2.24: Parking in Mixed-Use Centers. **(EFF. 1/11/21)**

In mixed-use centers, vehicular parking shall be located on the street, in parking structures, or off-street at the street level. Off-street parking shall be provided in the rear of buildings where feasible based on engineering design standards and the protection of environmental features, or on the side of buildings and shall be limited in size and scale through such measures as shared parking, parking credits, and maximum parking limits. PUD Concept Plans may include incentives, such as reduced parking or setback requirements, for the use of building-mounted solar systems on parking structures.

~~Policy 13.2.25: Canopy Roads.~~ **~~(Eff. 1/11/21)~~**

~~Direct access to Canopy Roads shall not be permitted for any residential or nonresidential uses except parks or open space. Road access to the Welaunee Arch shall be provided from Miccosukee Road at no more than three locations. Road access to the Arch shall be provided from Centerville Road in no more than two locations. Canopy Road Zones shall be provided along Miccosukee Road and Centerville Road in addition to the Welaunee Greenway. PUD Concept Plans may include incentives, such as reduced tree mitigation, in return for new roadways being designed and planted with shade trees consistent with the requirements for future canopy road designation.~~

~~Policy 13.2.26: Transit.~~ **~~(Eff. 1/11/21)~~**

~~Mixed use centers are intended to be designed with transit as a component of the multimodal transportation system in the Welaunee Arch. As PUDs are developed, coordination with Star Metro shall occur to ensure the plan accommodates necessary infrastructure to support anticipated transit service. PUDs shall address connectivity between mixed use zones and the transit hub identified in Policy 13.1.4.~~

~~Policy 13.2.27: Electric, Connected and Automated Vehicles.~~ **~~(Eff. 1/11/21)~~**

~~As PUDs are developed, coordination with the Planning Department and the City's Public Infrastructure departments shall occur to ensure the plan accommodates necessary infrastructure to support charging infrastructure for electric vehicles and infrastructure to support Connected and Automated Vehicles (CAV). PUDs may include incentives, such as reduced parking and setback requirements, for development that is electric vehicle capable or electric vehicle ready by providing for the future installation and use of Electric Vehicle Supply Equipment (EVSE) in accordance with the National Electrical Code. Incentives will be greater for electric vehicle-ready than for electric vehicle-capable developments.~~

~~Policy 13.2.28: Transportation Concurrency.~~ **~~(Eff. 1/11/21)~~**

~~Prior to approval, PUD Concept Plans shall be required to demonstrate sufficient capacity of concurrency facilities to meet the standards for level of service for the existing population, previously permitted development and for the proposed development plan in accordance with the City of Tallahassee Concurrency requirements. This demonstration shall include a transportation analysis for limited access, arterial, and collector roads, including the Northeast Gateway/Welaunee Boulevard, in accordance with the City Concurrency Management System Policy and Procedures Manual. If the City's transportation concurrency system is replaced with a Mobility Fee or another alternative mobility funding system, PUD Concept Plans shall comply with the mobility funding system in place at the time.~~

~~PUBLIC FACILITIES AND SERVICES~~

~~*Policy 13.2.29: Adequate Public Facilities and Services.* **(EFF. 1/11/21)**~~

~~The supply and delivery of safe and adequate public facilities shall accommodate existing and future development consistent with the Comprehensive Plan. Development in the Welaunee Arch shall be served by adequate public facilities and services as required by law and consistent with the Welaunee Urban Services-Development Agreement, as restated and amended. Public facilities and services may be phased and financed, constructed, owned, operated, or maintained by any entity allowed by law, including but not limited to independent or dependent special districts, property owner associations, homeowner associations, or any combination of such entities. Any such entity may finance public facilities through any means allowed by law.~~

~~*Policy 13.2.30: Utilities.* **(EFF. 1/11/21)**~~

~~Potable water, sanitary sewer, and electricity service shall be provided by the City pursuant to the Welaunee Urban Services-Development Agreement, as restated and amended. Private providers shall provide telecommunications services. The installation of utilities may be phased consistent with the level-of-service and availability standards of the Tallahassee-Leon County Comprehensive Plan. Utility infrastructure improvements shall occur consistent with the general timing of development, instead of the infrastructure being provided well before development occurs. This timing of infrastructure with development is intended to ensure that there is no stranded or early investment in infrastructure waiting for future development to occur.~~

~~*Policy 13.2.31: Clean Energy.* **(EFF. 1/11/21)**~~

~~PUD Concept Plans may incorporate strategies and standards that are consistent with the City of Tallahassee's Clean Energy Resolution or any clean energy plan adopted by the City subsequent to the resolution. PUD Concept Plans shall comply with applicable clean energy and renewable energy ordinances in effect at the time of development. PUDs may include additional incentives to encourage energy efficiency.~~

~~*Policy 13.2.32: Energy Efficient Environmental Design.* **(EFF. 1/11/21)**~~

~~Planned Unit Development Concept Plans may provide for incentives such as increases in building height, waiver or reduction of mobility and impact fees, reduction of parking and setback requirements, reservation of infrastructure capacity without cost, expedited processing of applications for Concept Plans and site development plans, and similar measures in each District where developments incorporate Leadership in Energy and Environmental Design (LEED) standards or similar industry-recognized green certifications and/or provide building-mounted solar systems that generate threshold MW levels of electricity. Alternatively, PUD Concept Plans may provide for utility fee or other similar exaction offsets commensurate to estimated energy efficiency gains from incorporating Leadership in Energy and Environmental Design (LEED) standards or similar industry-recognized green certifications and/or provide building-mounted solar~~

systems that generate threshold MW levels of electricity. This policy does not apply to the Residential Reserve Zone.

Policy 13.2.33: Stormwater Management. **(EFF. 1/11/21)**

Prior to approval of the first PUD Concept Plan, a Stormwater Facilities Master Plan (SFMP) shall be prepared for the entirety of the Welaunee Arch. The Stormwater Facilities Master Plan must be reviewed and approved by the City before PUD Concept Plans can be approved. For areas not included in a PUD, the stormwater plan may be conceptual and generalized based upon the projected development allowed by this master plan accounting for non-developable areas.

The SFMP shall take into consideration stormwater flows from full build out conditions from any upstream, off-site property. However, nothing herein shall relieve the upstream, off-site properties from complying with applicable environmental ordinances or standards. The SFMP shall, at a minimum, identify regional impacts to flood extents and stormwater conveyance; establish infrastructure requirements necessary to manage stormwater in compliance with local, state, and federal regulations; document the phasing, implementation, and easement reservations necessary to serve projected full build out; and facilitate environmental and stormwater permitting. To accomplish these goals, the SFMP shall provide analysis and design of the primary stormwater system based on detailed hydrologic and hydraulic modeling of existing and post-development conditions. The analysis shall incorporate existing land uses, soils and topographic data, and the conceptual land use plan (Figures13-5 through 13-7). The design shall provide general parameters associated with the primary stormwater management facilities, drainage easements and conservation easements necessary to serve the development under projected full build-out conditions. Flood extents delineated by the SFMP shall identify the 100-year flood exclusion area under the full build-out condition. No habitable structures shall be constructed within the post-development, full build-out 100-year floodplains or 100-year flood exclusion areas. The SFMP shall incorporate low-impact design best management practices to encourage the disconnection of impervious surfaces and increase the removal of nutrients from stormwater discharges. The SFMP shall also evaluate the existing nutrient pollutant loading to Class III surface water resources and ensure net improvement in the post development condition. The SFMP scope of work must be approved by the City prior to development of the SFMP.

The Stormwater Facilities Master Plan shall identify the feasibility and location of regional stormwater facilities and how they should be designed and constructed as amenities within parks or publicly accessible areas. Stormwater facilities shall be located outside wetlands and floodplains. Stormwater facilities may be located in Open Space that is not wetland or floodplain subject to design standards in a PUD Concept Plan and consistent with protection of conservation and preservation lands required by the comprehensive plan and the Environmental Management Ordinance.

Policy 13.2.34. Wetlands and Floodplains. **(EFF. 1/11/21)**

Development shall minimize encroachment into wetland habitat areas by ensuring that public and private roads avoid crossing wetlands or require that such crossings are cited at the narrowest point of a wetland allowing for an efficient transportation design while maintaining the continuity of identified wildlife corridors. No net reduction in floodplain storage shall be permitted within the 100-year floodplain. Otherwise floodplains shall be managed consistent with the Comprehensive Plan Conservation Element.

Wetland acreage and function within the Welaunee Arch shall be protected through compliance with local, state, and federal environmental permitting requirements. For purposes of permanent protection of Conservation and Preservation lands designated on Figure 13-6 the delineation of wetlands shall be based upon the jurisdictional determination by the governing agency.

Wetlands depicted on Figure 13-6 utilized for mitigation within the Welaunee Arch shall be made subject to conservation easements consistent with the requirements of the authorizing regulatory agency. These easements will be defined in a manner that serves as permitted mitigation for wetland and other impacts or species relocation. To the extent authorized by federal, state, and local permitting agencies, Conservation and Preservation Lands association with the PUD Concept Plan under consideration may be utilized for achieving any mitigation requirements. The mitigation conservation easement area shall allow passive recreation facilities and shall be subject to a management plan.

Policy 13.2.35. Florida Springs and Aquifer Protection. **(EFF. 1/11/21)**

Wakulla Spring is an impaired first magnitude Outstanding Florida Springs. Planned development for the Welaunee Arch is within the springshed boundaries of the Upper Wakulla River and Wakulla Spring Basin Management Action Plan. Development activities associated with the project have the potential to impact water quality; therefore, PUD Concept Plans shall mitigate potential nutrient loadings by implementing measures such as proper treatment and disposal of wastewater, stormwater, and the implementation of adequate sediment and erosion control practices to mitigate any surface water impacts.

Policy 13.2.36: Schools. **(EFF. 1/11/21)**

Each PUD Concept Plan shall be analyzed for impacts on public schools based upon then-applicable pupil generation rates utilized by Leon County Schools. Schools shall be located in relation to neighborhoods in order to serve residents, provide a focal point for the neighborhoods, and be safely accessible by pedestrians and bicyclists. The co-location of schools, civic spaces, and active parks is encouraged. The City and County shall adhere to the Public School Concurrency and Facility Planning Interlocal Agreement, as required by Section 1013.33, F.S., which establishes procedures for, among other things, coordination and sharing of information; planning processes; school siting procedures; site design and development plan review; and school concurrency implementation. Prior

to site plan approval of the 500th residential dwelling unit in Phase 1, a 10-acre site shall be reserved for future dedication to the Leon County School Board proximate to residential areas, a Town or Village center and the primary open space system with off-site stormwater management provided through a regional system. Impacts to existing public schools shall be addressed during the development review process as required by this comprehensive plan, provided that the fair market value of the school site, any off-site stormwater treatment and storage capacity and any other land or improvement to support a public school shall be a credit, on a dollar-for-dollar basis, against any fee or exaction for public school impacts.

Policy 13.2.37: Fire and Emergency Services. **(Eff. 1/11/21)**

Upon request of the City, PUD Concept Plans shall include identified sites for fire and/or emergency services in coordination and formal agreement with the City.

RECREATION, OPEN SPACE and CONSERVATION

Policy 13.2.38: Primary Open Space System. **(Eff. 1/11/21)**

The intent of the Open Space and Conservation strategy is to identify, conserve, manage, restore, and protect significant natural resources during and after development of the Welaunee Arch in accordance with the Conservation Element of the Tallahassee-Leon County Comprehensive Plan and consistent with this Master Plan. No less than 40% (no less than 37% if the Alternative Development Program is utilized per Policy 13.2.44) of the gross area in the Welaunee Arch shall be designated Open Space which shall include the Primary Open Space System, Conservation and Preservation Areas, Greenways, and other designated open space in each development District.

Open Space shall comprise no less than 40% (no less than 37% if the Alternative Development Program is utilized per Policy 13.2.44) of the total gross area within the Welaunee Arch, or approximately 1,900 acres. Of the Open Space, approximately 900 acres (19% of the total gross area of the Welaunee Arch) are designated Conservation or Preservation Areas as defined in policies 1.3.1 and 1.3.4 of the Conservation Element. The precise size and location of Conservation and Preservation Areas shall be determined through a Natural Features Inventory approved by the City prior to approval of a PUD Concept Plan that includes such Conservation and Preservation area. The remainder of the Open Space, approximately 1,000 acres (21% of the total gross area of the Welaunee Arch), shall be open space incorporated into the development plan for each District or part of the Primary Open Space System.

~~Open Space shall include Conservation Areas and Preservation Areas, Canopy Road Zones, Greenways, and aesthetic open space. Outside of these designated areas, the additional Open Space shall prioritize additional buffers around Conservation and Preservation Features, areas that provide continuous and contiguous connectivity of Open Space, additional buffers for Canopy Road Zones, additional areas around the Core canopy or core forests that are part of the fragmentation class of Core Canopy (>500 acres), additional areas that support the network of wildlife corridors, undeveloped uplands, oak-hickory forest, significant trees, passive recreation areas, priority planting areas identified in the Urban Forest Master Plan, and stormwater facilities designed as a community amenity.~~

~~The Welaunee Arch shall contain a primary open space system concept that will contain the majority of the open space requirements within a connected corridor as depicted on Figure 13-5. This connected, continuous network of open space constitutes a fundamental building block of the Arch and is intended to serve multiple purposes including but not limited to protection of conservation and preservation areas. The Primary Open Space System shall include Conservation and Preservation areas. Primary Open Space may also include buffers for residential areas and canopy roads, greenways, environmentally sensitive areas, including wildlife corridors, aesthetic open space, active and passive recreation areas, and community gathering spaces. The Primary Open Space may be incorporated into any PUD Concept Plan to satisfy requirements of the Environmental Management Ordinance. Constructed stormwater facilities consistent with Policy 13.2.33 may be utilized to satisfy open space requirements in a PUD Concept Plan.~~

~~Primary open space systems, together with other open space and green spaces set aside to meet the urban forest and landscape requirements shall also meet the requirements of the Tallahassee-Leon County Comprehensive Plan and Chapter 5 – Environmental Management, Tallahassee Land Development Code. The intent of this policy will be achieved through the following:~~

~~(1) Credits for open space requirements, wetland mitigation, slope mitigation, stormwater management and/or urban forest requirements may be requested outside of individual parcels or tracts under review but elsewhere within the Arch.~~

~~(2) Areas with severe and significant slopes that are not located in the open space systems shall be protected in site-specific plans in accordance with the Comprehensive Plan and Chapter 5 – Environmental Management, Tallahassee Land Development Code.~~

~~(3) The Open Space systems shall be open to the general public and be designed to include and provide connections with the Miccosukee Canopy Road Greenway and Welaunee Greenway at multiple locations and to integrate internal recreational~~

multi-use paths with the greenways trails. Connections to future regional greenways shall be considered in the design of open space.

(4) The open space systems shall be designed to provide additional buffering for existing designated canopy road zones.

(5) Open space may be privately owned or dedicated to the public by conveyance to a general-purpose or special-purpose local government entity; or be designated a part of a statewide system of greenways and trails pursuant to state law. Privately owned open space/greenways shall, at a minimum, guarantee designated public trail access in perpetuity at the time of development. All required conservation easements will be placed over the Conservation and Preservation areas in accordance with local government regulations.

(6) The open space systems shall be governed by one or more management plans approved by the City in order to protect the values for which they were designated. The management plans may be adopted in phases so long as they are consistent with one another. Protection of Conservation and Preservation areas shall be provided by conservation easements and other measures consistent with Chapter 5 – Environmental Management, Tallahassee Land Development Code. Conservation and Preservation areas placed in conservation easements may be used towards satisfying the urban forest and landscaping requirements of Chapter 5 – Environmental Management, Tallahassee Land Development Code. A single management plan may be adopted for all open space and conservation and preservation area lands.

(7) Any Open Space area located within the geographic boundary of a PUD Concept Plan Shall be included in the lands to be designated as Open Space/Greenway as a result of approval of that PUD Concept Plan. If additional Open Space area are required to meet the minimum Open Space area for that Phase set forth in Policy 13.2.4(6) then such additional land will be designated as such from the adjacent Primary Open Space system as shown in Figure 13-5. To the extent that a PUD Concept Plan provides Open Space acreage beyond the required minimum, subsequent PUD Concept Plans are entitled to a credit for the additional acreage provided in proceeding PUD Concept Plans.

(8) Acreage in the primary open space system shall be counted towards satisfying the open space requirements established in PUD Concept Plans.

(9) The following guidelines shall apply to uses within the open space system as established in PUD Concept Plans:

a. Passive recreation improvements that are natural resource-oriented, such as hiking, biking, and riding trails and passive parks, may be constructed in the primary open space systems. Also allowable are community facilities such as bandshells, amphitheaters, gazebos and other improved gathering places if designed for non-vehicular access only, provided these activities are located such that impacts to conservation and preservation areas are minimized and the overall purpose of the conservation easement is maintained.

b. Active Recreation uses may be constructed in the open space area within each development district and in the primary open space system outside of Conservation and Preservation areas.

c. Wildlife management areas may be included in the primary open space systems protective measures addressed in the management plans, including a wildlife habitat management plan, in accordance with Chapter 5 – Environmental Management, Tallahassee Land Development Code.

d. Public roads and utilities may cross through the open space systems and buffers if the impacts are minimized. The location of the roads shown on Figure 13-5 are approximate.

e. Stormwater Management facilities may be located in the open space systems subject to design criteria in the PUD Concept Plans and consistent with protection of conservation and preservation features pursuant to Chapter 5 – Environmental Management, Tallahassee Land Development Code. Each stormwater management facility must be evaluated in terms of impacts and meet the requirements of the Tallahassee-Leon County Comprehensive Plan and Chapter 5 – Environmental Management, Tallahassee Land Development Code. If stormwater facilities are contained in the open space system, the public and/or private entities responsible for maintenance shall be allowed to perform necessary maintenance of these facilities consistent with each facilities level of service. The SFMPs shall identify areas where drainage easements will be needed for proper maintenance of stormwater conveyances located within conservation or preservation areas.

(10) To promote creation of the open space systems and their integration into the planned mixed-use communities with appropriate credit, PUD Concept Plans shall establish an open space requirement that includes credit for the open space system, protected preservation and conservation areas, areas of constructed landscape, and the minimum onsite landscaping required for individual sites set forth in Policy 13.2.12. Specific landscape standards and requirements shall be established in PUD Concept Plans. Such standards and requirements shall be designated to meet or exceed, on a cumulative basis, the Landscape and Urban Forest requirements in Chapter 5 – Environmental Management, Tallahassee Land Development Code. These landscape standards shall include, but not be limited to, standards for provision of street trees in mixed use zones, along public roadways, shade trees and landscaped islands within parking lots, and patriarch tree preservation. These standards will be developed to reflect the intent that town

and neighborhood centers will be developed in an urban context with minimal setbacks and an emphasis on dense, mixed use development. Various land uses in the Arch shall satisfy the Urban Forest/Landscaping requirements based on thresholds established in the PUD Concept Plans. Such requirements shall be designed to meet or exceed, on a cumulative basis, the landscaping and urban forest requirements in Chapter 5 – Environmental Management, Tallahassee Land Development Code.

(11) The portion of the Arch bordering Miccosukee Road shall be designated as Open Space and shall include the Canopy Road Zone for Miccosukee Road. An additional area with a minimum width of 75 feet along the length of the Canopy Road Zone shall be designated as open space. The Canopy Road Zone and contiguous Open Space area shall serve as a wildlife corridor that terminates in the core forest area that is part of the fragmentation class of Core Canopy (>500 acres) in the Conservation Design District as shown on the Preliminary Environmental Map (Figure 13-6). This area may serve as a greenway as long as the greenway does not preclude the ability of the area to serve as a wildlife corridor.

Policy 13.2.39: Conservation and Preservation Lands. **(EFF. 1/11/21)**

Lands identified for permanent preservation and conservation are shown generally on the Preliminary Environmental Map (Figure 13-6) as Designated Wetlands, 100-year Floodplains, and High-Quality Successional forests/Native Forest. These protected areas create a regionally significant environmental and open space framework that protects the natural flows of water and preserves wildlife habitat while allowing limited, low-impact human access to natural spaces, where appropriate.

These allocations are intended to protect significant environmental resources on the Welaunee Arch and account for approximately 900 acres or approximately 19% of the total gross area of the Welaunee Arch. The precise size and location of Conservation and Preservation Lands shall be determined through a Natural Features Inventory to be conducted prior to or concurrent with the initial PUD Concept Plan for each Phase of the Welaunee Arch in which the feature is located. Additional environmental resources will be designated as Open Space as addressed in this Master Plan.

Conservation and Preservation lands shall be subject to a management plan to be reviewed and approved concurrent with the PUD Concept Plan that includes the applicable Conservation and Preservation lands. Such management plan shall address wildlife preservation, maintenance of native species diversity, management of the natural environment, restoration of environmental resources where warranted, and responsibility for long term management. Such management plan shall include measures to protect the values for which such lands were designated, including wildlife habitat and corridors, and may include conservation easements and other measures consistent with the Environmental Management Ordinance. Conservation and Preservation lands may be

utilized for public access, including trails, subject to the Environmental Management Ordinance. To the extent allowed by local, state, or federal law, Conservation or Preservation lands may be utilized to achieve mitigation required by permits. A single management plan may be adopted for all open space and conservation and preservation area lands.

Lands that are not otherwise identified as Conservation and Preservation Lands on Figure 13-6 and are identified as areas suitable for future development may contain areas of natural upland or wetland communities. These resources will be identified through the Natural Features Inventory process and protected as required by the Comprehensive Plan's Conservation Element and will be incorporated into the lands identified as Open Space and Greenways consistent with the overall conservation and development strategy for the Welaunee Arch planning area.

Conservation easements for Conservation and Preservation lands shall be effective before or concurrent with the effective dates of the PUD Concept Plan for which they are granted. Protection of the lands identified in the Preliminary Environmental Features Map shall be phased or staged in coordination with the PUD Concept Plans. The required preservation of both Conservation and Preservation Lands within the Welaunee Arch will occur in conjunction with the PUD Concept Plan approvals and will be in place in advance of actual physical development within the PUD for which the Conservation and Preservation Lands are being protected. All identified Conservation and Preservation Lands within the Preliminary Environmental Features Map shall be subject to permanent preservation no later than the date of actual physical development commencing within the final PUD Concept Plan for the Welaunee Arch.

Policy 13.2.40: Recreation Areas. **(EFF. 1/11/21)**

A PUD Concept Plan shall provide for reasonable public access to parks, recreation areas, natural areas, and open space. A multi-use trail system will be included that will link these areas where feasible to residential neighborhoods, mixed-use centers, schools, civic spaces, employment, recreation and open space, parks, and the Welaunee Greenway and Miccosukee Canopy Road Greenway.

Policy 13.2.41. Historic and Cultural Resources. **(EFF. 1/11/21)**

Through the completion of Natural Features Inventories, Planned Unit Developments shall identify historic and cultural resources including archaeological sites, historic structures and districts, and historic cemeteries. PUDs shall include standards sensitive to locating, assessing, and avoiding

potential adverse impacts to these resources. At a minimum, these standards shall comply with applicable state and local regulations. Where feasible based on the geographic

location of the resource and appropriate given the historic and cultural context of resource, informational and interpretive signage may be considered for these resources.

Policy 13.2.42: Natural Area Resident Notifications. **(EFF. 1/11/21)**

PUD Concept Plans will include notification requirements for informing residents, once development is completed, with information on how to avoid human-bear conflicts and notices of proximity to areas that are actively managed with prescribed fires.

Policy 13.2.43: Perpetual Drainage Easement. **(EFF. 1/11/21)**

The Perpetual Drainage Easement across the Welaunee Arch shall be subject to the Order Clarifying Definition of Perpetual Drainage Easement, entered by Leon County Circuit Court on March 13, 1997. Lands within the Perpetual Drainage Easement shall be considered Open Space and may be utilized for active and passive recreation facilities and activities, including but not limited to, walking and bicycle trails, and playgrounds associated with development of lands owned by the landowner within the altered or undisturbed floodplains so long as the function of the easement is not impaired.

Policy 13.2.44: Welaunee Greenway. **(EFF. 1/11/21)**

The Welaunee Greenway shall consist at a minimum of an 8.4-mile-long shared-use trail corridor along the northeast, north, and west perimeter of the Arch, and shall be developed consistent with adopted local government plans, including the Greenways Master Plan. As defined in the Tallahassee-Leon County Greenways Master Plan, "The Greenway will range from approximately 75' to 150' in width in much of the corridor with greater widths in select areas due to wetlands and stream flow ways. This corridor will be comprised of the existing edge canopy and understory and the Welaunee firebreak road which may provide a readymade trail alignment. The preserved canopy and understory along the other side of the firebreak road will be preserved to provide privacy from adjacent roadways and homes." The final design of the Welaunee Greenway shall be determined through the Blueprint Intergovernmental Agency's Northeast Gateway project and may consider other, non-paved trail surface treatments consistent with the Greenways Master Plan. Trail crossings and trailheads may be located in the Canopy Road Zone and the design of such facilities shall strive to minimize impacts to the tree canopy. The Welaunee Greenway shall connect to the existing Miccosukee Canopy Road Greenway to create a 17-mile linear park loop and a pedestrian bridge across Interstate-10. Connections shall be provided to and from the Greenway from interior multi-use trails along roadways or from other open space areas. The Welaunee Greenway shall be subject to a management plan approved by the City that is consistent with the policies of this master plan. A single management plan may be adopted for all open space, conservation and preservation area lands, and the Welaunee Greenway. Public roadways and utilities may cross through the Welaunee Greenway at points specified as road crossings on the land use and transportation maps, or at additional points if necessary, provided the crossing includes restoration of the Greenway and open space area. PUD Concept Plans that include or are adjacent to the Welaunee Greenway or Miccosukee Canopy Road Greenway shall provide access to those facilities. Development of the Arch should be

incentivized through the PUD process to provide pedestrian and bicycle connectivity to the Greenway, particularly where it interfaces with Open Space areas and associated trail systems.

Policy 13.2.45: Alternative Development Program. **(Eff. 1/11/21)**

Notwithstanding any other provision of this Master Plan, at the election of the PUD applicant, PUD Concept Plans in Phase 1 and Phase 2 may offset open space and urban forest mitigation requirements through an optional alternative development program that preserves additional open space area within the Residential Reserve District (Phase 3). The intent of this Alternative Development Program is to incentivize preservation of a large area of open space in the northeast area of the Welaunee Arch that may be designated as a wildlife habitat area. Participation in this alternative development program is optional and must be agreed to by the PUD Concept Plan applicant and the owner of the property that would be used for the offset. Participation in this alternative development program is subject to all of the following provisions:

(1) Open Space Requirement Offset. PUD Concept Plans in any District of Phase 1 or Phase 2 may offset the open space requirements for that District by preserving lands in the Residential Reserve District (Phase 3) as open space.
   a. The offset shall be calculated on a per acre basis with a 15% bonus, resulting in an exchange of a 1.15 acre reduction in the open space requirement of the receiving District for each 1 acre of preserved open space in the Residential Reserve District. This exchange shall reduce the overall open space requirement for the Welaunee Arch by the net bonus amount (0.15 acres for each 1 acre preserved).
   b. The reserve area requirements for cluster residential zones in Phase 2 shall be offset concurrently with the open space requirements for any PUD Concept Plan including a cluster subdivision.
   c. Under the Alternative Development Program, preservation or conservation areas in the Residential Reserve District may count towards the open space requirements in the Conservation Design District. Conservation and Preservation areas in the Residential Reserve District shall be integrated with the Welaunee Habitat Park.
   d. If this Alternative Development Program is exercised, total Open Space in Phase 1 shall not be less than 15%, the total Open Space in Phase 2 shall not be less than 25%, and the overall total Open Space in the Arch at buildout shall not be less than 37%.
   e. The open space offset shall not apply within the area 1,000 feet from the Buckhead Neighborhood as identified in Policy 13.2.15.

(2) Urban Forest Mitigation Offset. PUD Concept Plans in Phase 1 and Phase 2 may offset required urban forest mitigation requirements in any District by preserving lands in the Residential Reserve District (Phase 3) as open space.

a. ~~The urban forest mitigation requirement offset through this program is exchanged based on the urban forest mitigation value of the land being established as Open Space in the Residential Reserve District. The mitigation value of the preserved open space shall be calculated with an additional 10% mitigation credits which may offset urban forest impacts in Phase 1 and Phase 2.~~

(3) ~~All lands located in the Residential Reserve District, designated as Phase 3 on the Land Use Districts Map (Figure 13-5), are eligible for preservation under this alternative development program. Priority for preservation under this program shall be in the following order: 1) lands in the Residential Reserve District (Phase 3) that do not meet the definition of a preservation area or conservation area 2) any designated conservation and preservation areas in Residential Reserve District (Phase 3) as generally depicted on the Preliminary Environmental Features Map or as determined through a subsequent natural feature inventory. Priority shall be given to property along the eastern boundary of the Residential Reserve District with subsequent lands preserved under this alternative development program being contiguous with this area.~~

(4) ~~Protection of the open space area in the Residential Reserve District (Phase 3), including any preservation or conservation areas, shall be provided by conservation easements, covenants, or other measures consistent with City Growth Management Department's adopted regulations. The lands preserved as open space under this alternative development plan shall be subject to the criteria of Policy 13.2.38 regarding Conservation and Preservation Areas. Any conservation easements established under this alternative development program shall be issued to the City of Tallahassee as the sole grantee and beneficiary. While open space area in the Residential Reserve District remains in private ownership, any conservation easements, covenants, or other measures shall allow for continued use of the preserved open space for silviculture operations of planted pine stands which adhere to Florida Division of Forestry Best Management Practices. Lands preserved under this development program for urban forest mitigation offsets may not be utilized for silviculture operations.~~

(5) ~~Welaunee Habitat Park. Notwithstanding the phasing requirements in policy 13.2.5, at such time when all lands in in the Residential Reserve District have been preserved as open space under this alternative development program, or at such time when the final PUD Concept Plan for the Welaunee Arch is approved, the preserved Open Space in the Residential Reserve District, including the Conservation and Preservation lands, shall be designated as a Habitat Park. The Habitat Park shall be subject to the requirements of Policies 13.2.37 and 13.2.38. Prior to establishment of the Habitat Park, the existing uses of the property shall be permitted. Any previously established conservation easements shall remain in effect on lands in the Habitat Park. Passive recreation improvements that are~~

~~natural resource-oriented, such as hiking, biking and riding trails and passive parks, may be constructed in the Welaunee Habitat Park. Active Recreation uses are not permitted in the Welaunee Habitat Park.~~

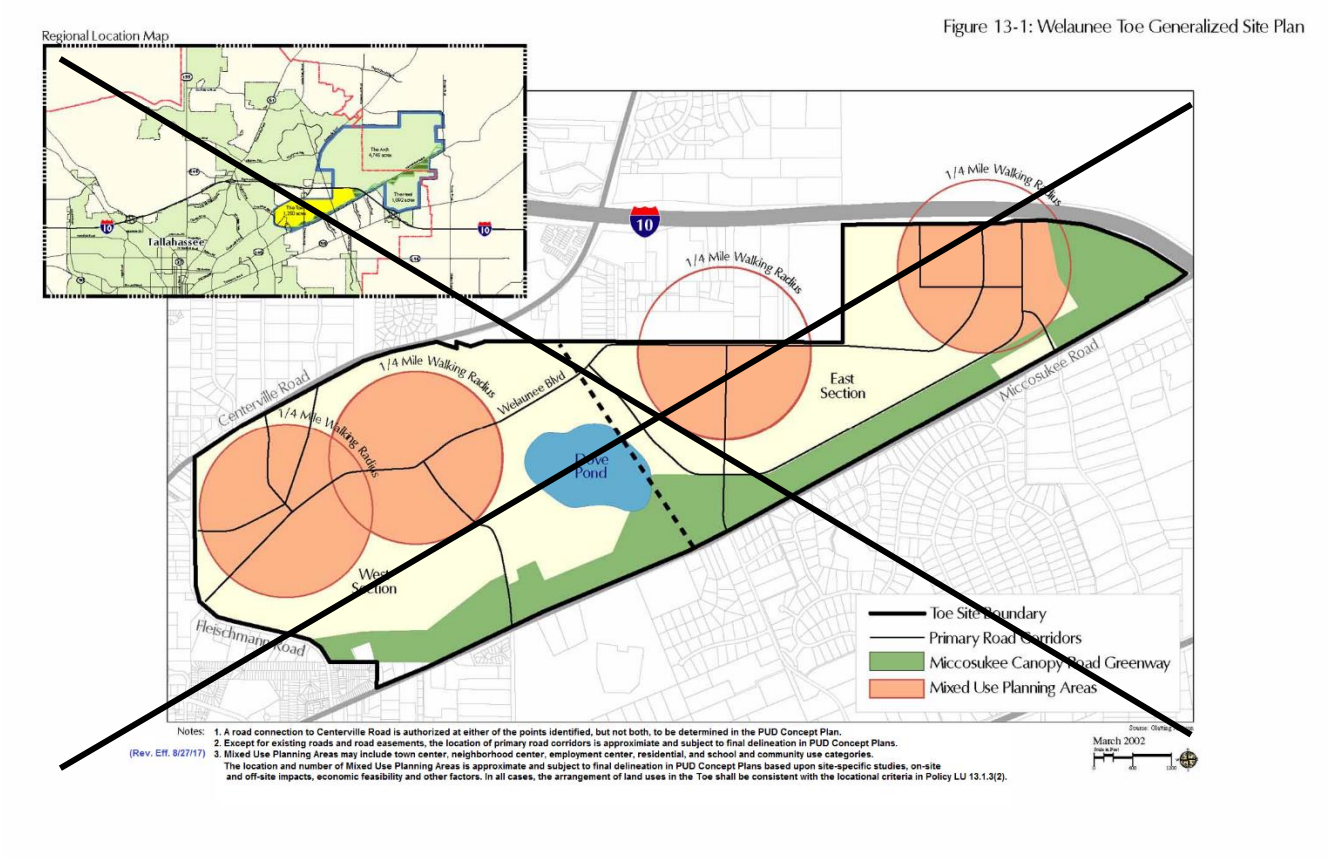
~~(6) By adoption of a separate ordinance, the City may create and administer a Welaunee Habitat Park credit bank. The Welaunee Habitat Park credit bank would facilitate the purchase of lands in the Residential Reserve District (Phase 3) and the sale of open space and tree mitigation credits in accordance with this development program. The Welaunee Habitat Park credit bank may be established independent of and prior to the creation of the Welaunee Habitat Park. If the City creates a Welaunee Habitat Park credit bank, consideration may be given to utilizing the credit bank to offset open space requirements and urban forest mitigation requirements associated with the development of properties located in other growth priority areas inside the Urban Services Area.~~

~~(7) If stormwater facilities are contained within the Residential Reserve District, then the public or private agency responsible for maintenance shall be allowed to perform necessary maintenance of these facilities consistent with each facility's level of service. The Stormwater Facilities Master Plan shall identify areas where drainage easements will be needed for proper maintenance of stormwater conveyances located within preserved open space and conservation or preservation areas.~~

~~(8) Any lands in the Residential Reserve District not preserved as open space in accordance with this alternative development plan may be included in a PUD Concept Plan and development under the Residential Reserve District development guidelines in Policy 13.2.4(4). Development of the Residential Reserve District on remaining lands shall be clustered in the portion of the site that will result in the least environmental impact. Lands preserved as open space offset under this Alternative Development Program shall not count towards the 60% reserve area requirements for development of any remaining developable land in the Residential Reserve District.~~

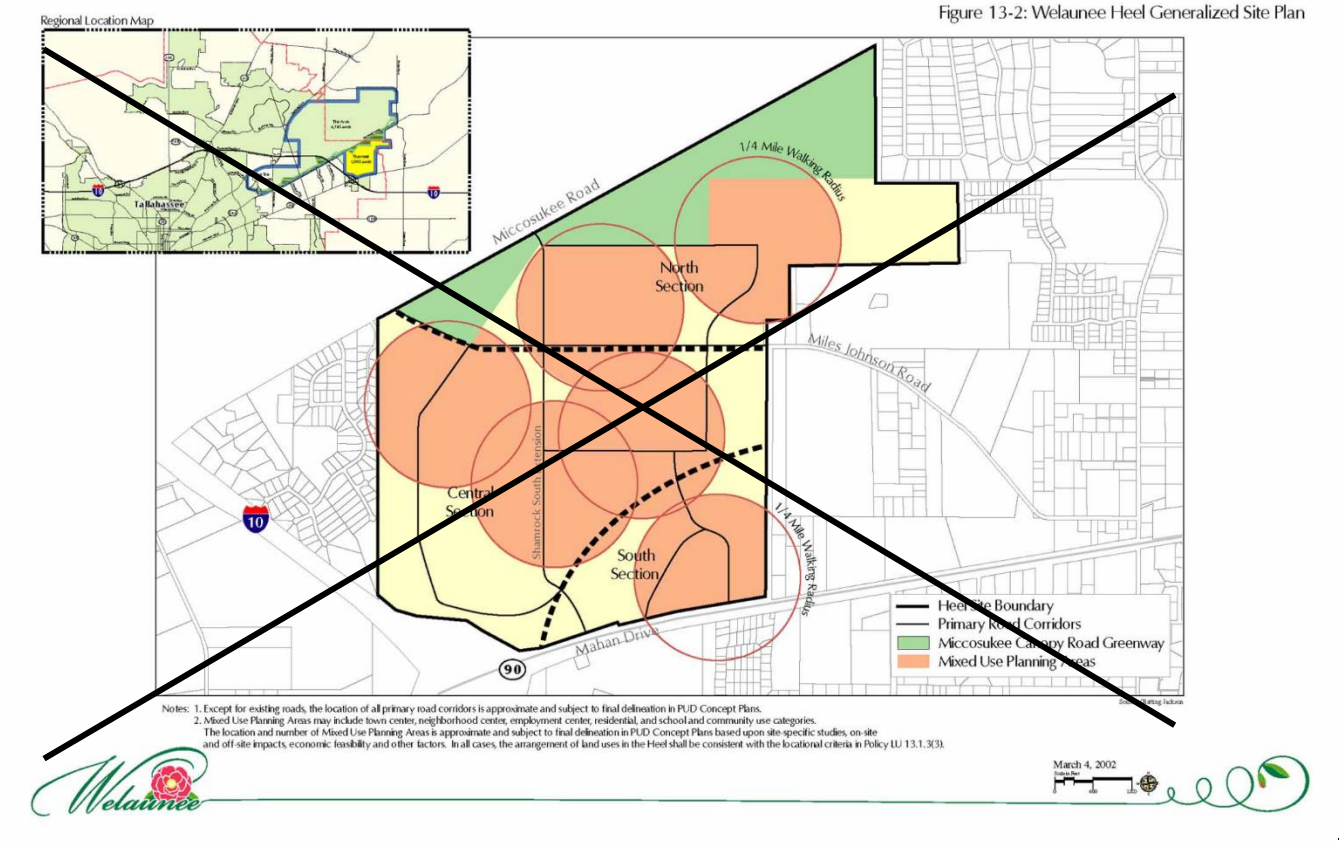
~~I. Land Use~~

~~Map 11: Welaunee Toe Generalized Site Plan~~



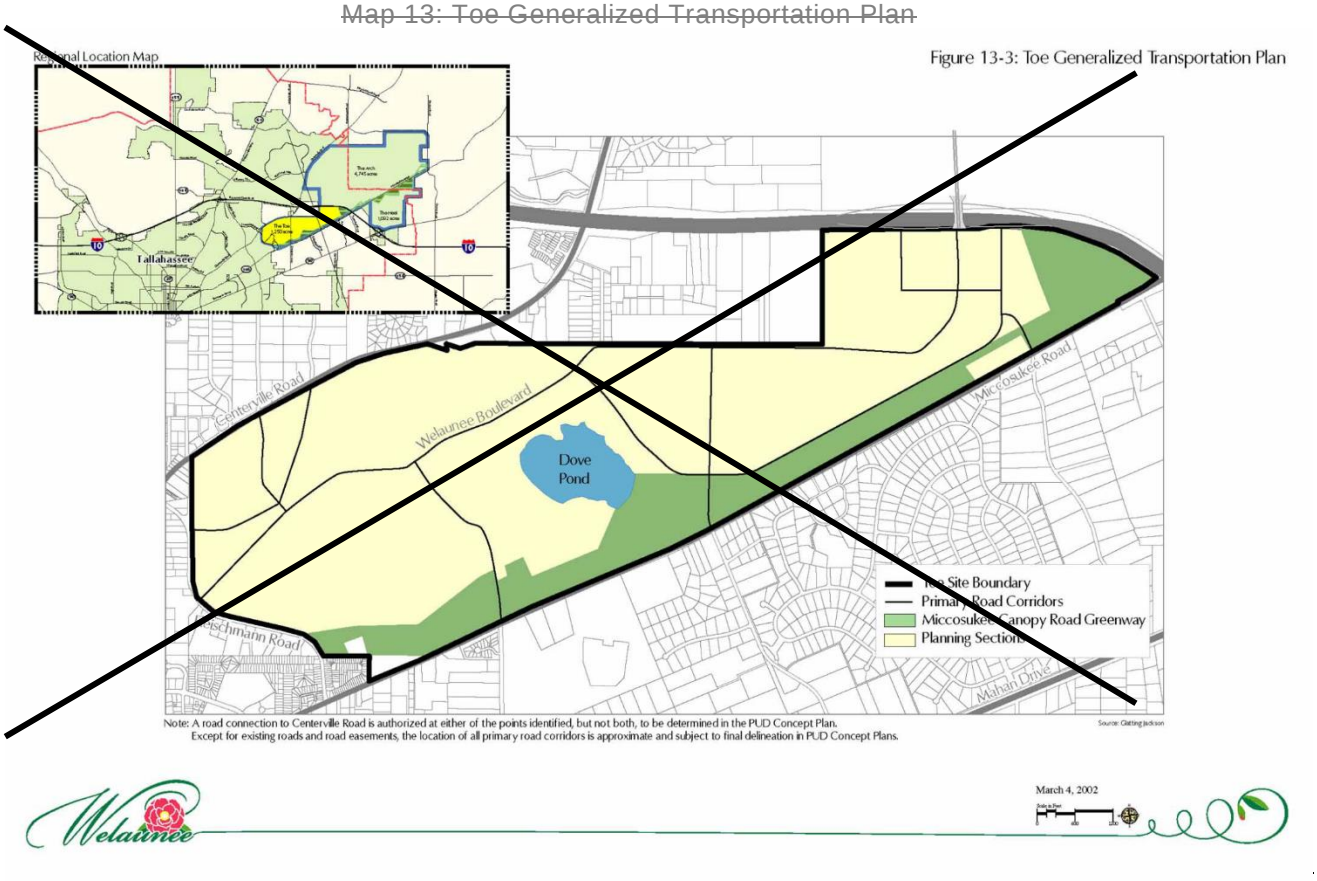
~~I. Land Use~~

~~Map 12: Welaunee Heel Generalized Site Plan~~



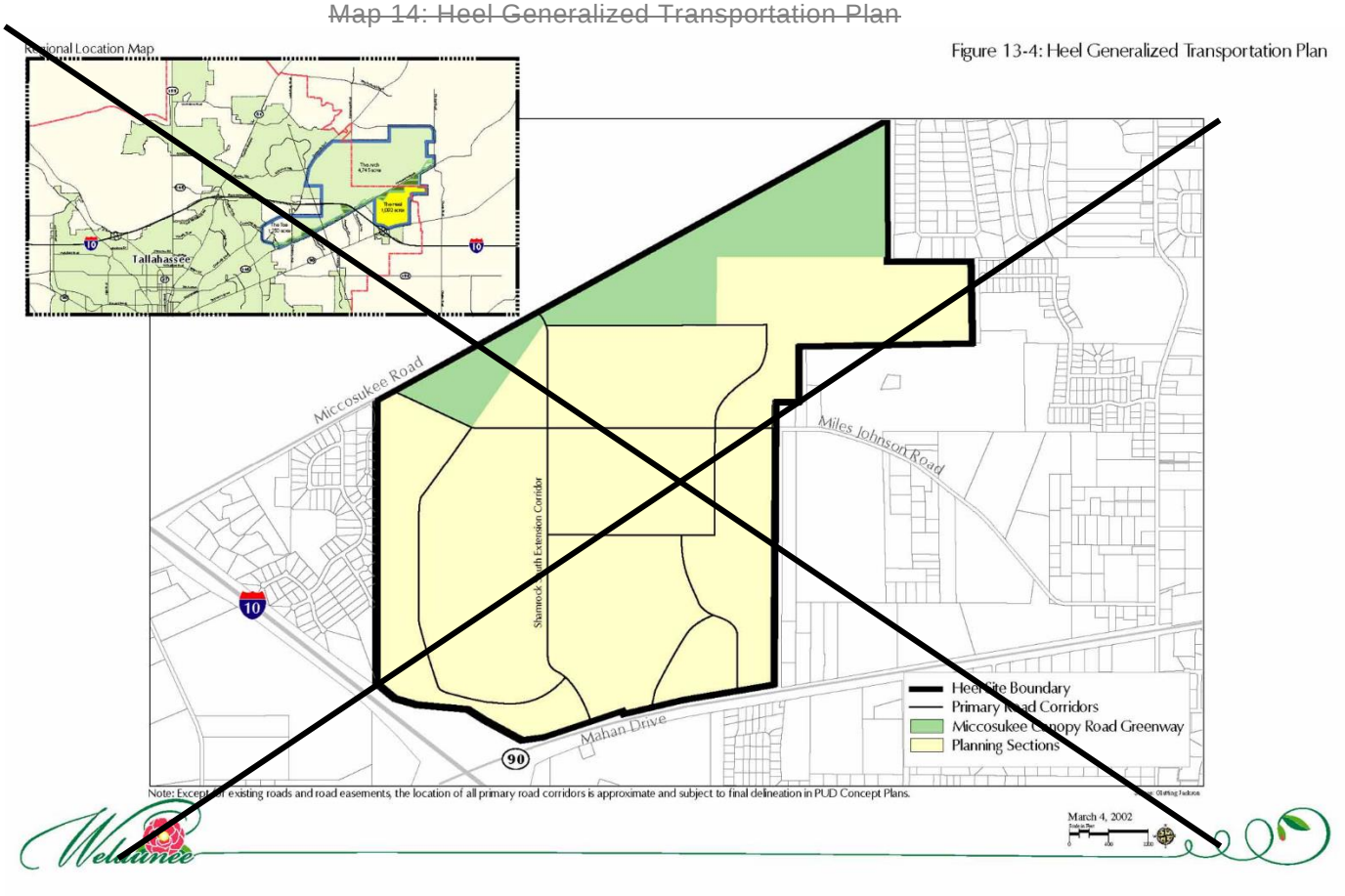
~~I. Land Use~~

~~Map 13: Toe Generalized Transportation Plan~~



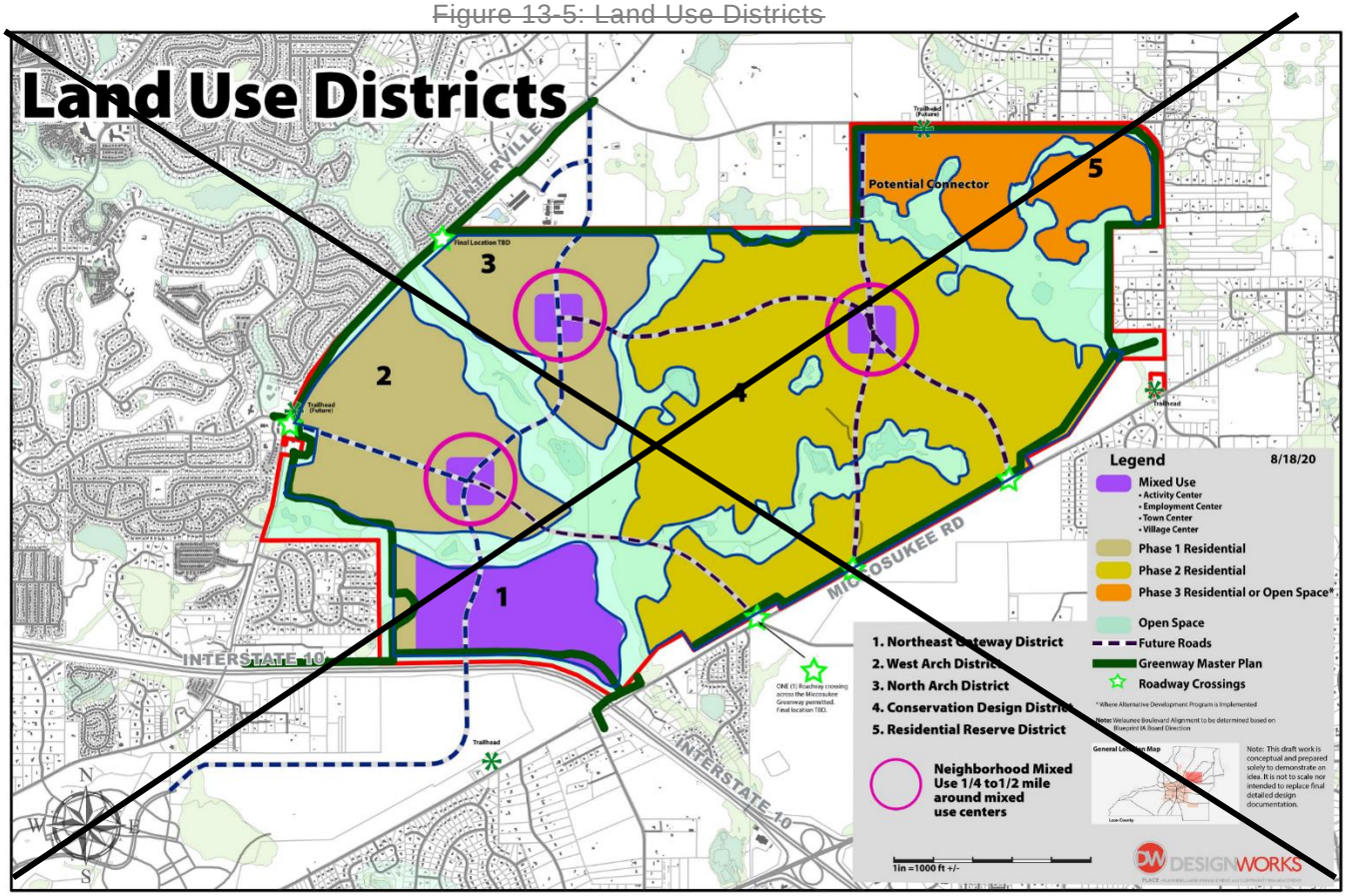
~~I. Land Use~~

~~Map 14: Heel Generalized Transportation Plan~~



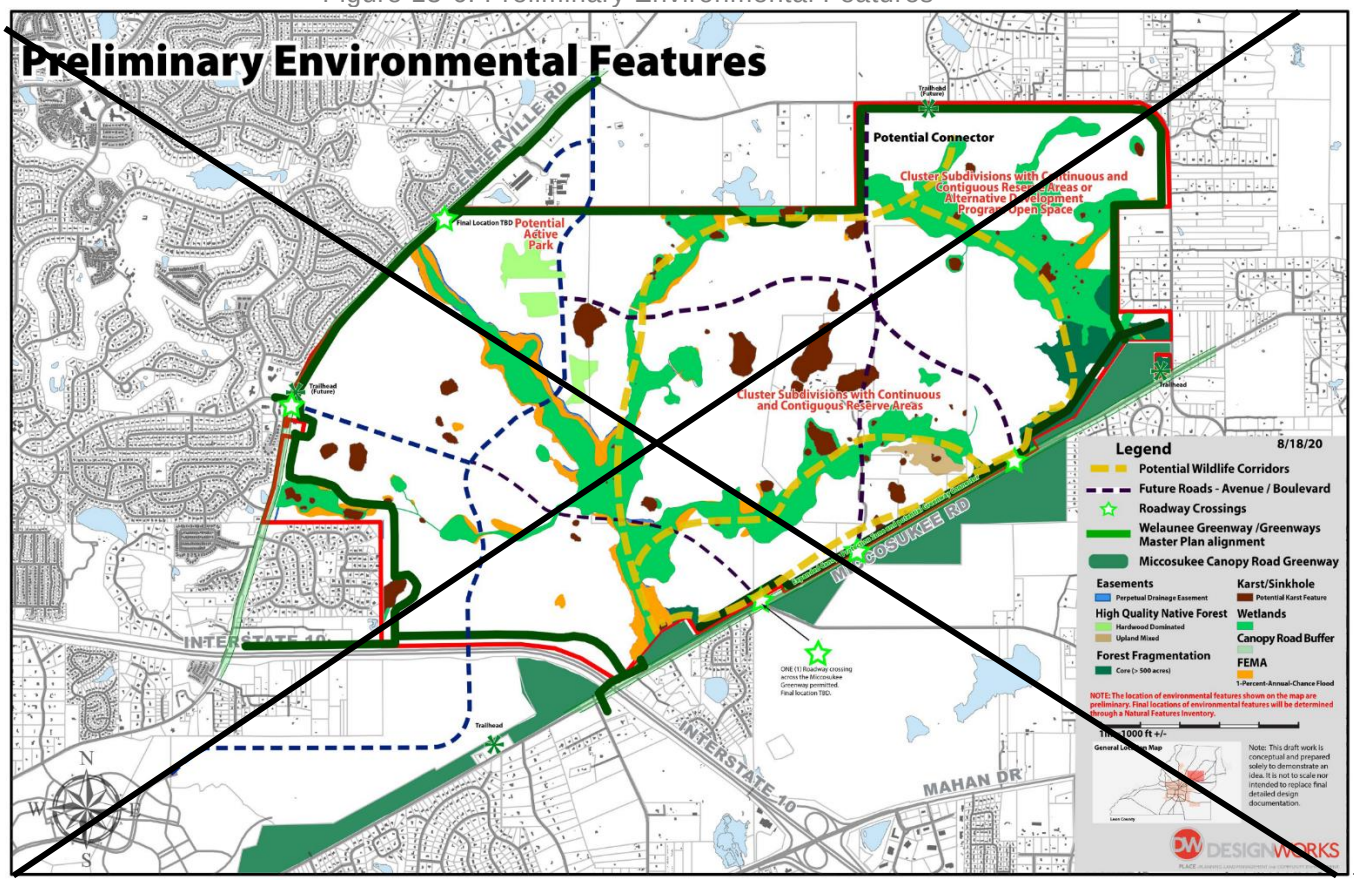
~~I. Land Use~~

~~Figure 13-5: Land Use Districts~~



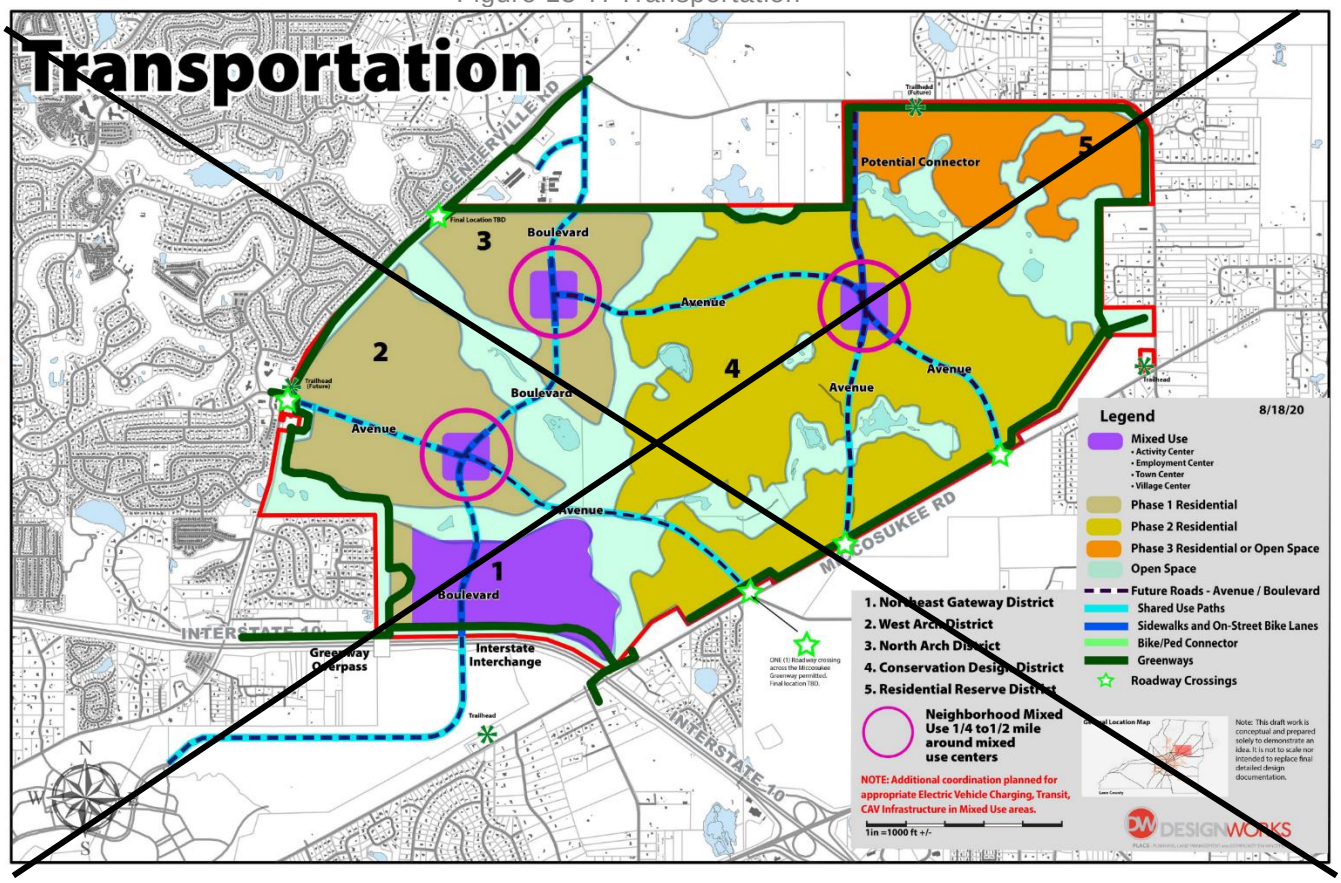
~~I. Land Use~~

~~Figure 13-6: Preliminary Environmental Features~~



~~I. Land Use~~

~~Figure 13-7: Transportation~~



~~Table 7: Welaunee (Heel) Phasing Schedule by Land Use~~

~~TABLE 13-2. WELAUNEE (HEEL) PHASING SCHEDULE BY LAND USE~~

~~The density and intensity of development projected on Welaunee (Heel) is shown below:~~

~~(Eff. 12/10/02)~~

~~LAND USE~~	~~PHASE I (2002-2010)~~		~~PHASE II (2011-2020)~~		~~BUILDOUT~~	
	~~Acres[1]~~	~~DUs/GSF~~	~~Acres[1]~~	~~DUs/GSF~~	~~Acres[1]~~	~~DUs/GSF~~
~~Residential[2]~~	~~170~~	~~1,291 DUs~~	~~207~~	~~816 DUs~~	~~377~~	~~2,107 DUs~~
~~Town and Neighborhood Centers[3]~~	~~21~~	~~190,608 GSF~~	~~9~~	~~51,744 GSF~~	~~30~~	~~242,352 GSF~~
~~Employment Centers[4]~~	~~50~~	~~495,616 GSF~~	~~40~~	~~405,504 GSF~~	~~90~~	~~901,120 GSF~~
~~Educational/Institutional[5]~~	~~24~~				~~24~~	
~~Primary Open Space and Recreation~~	~~200~~		~~60~~		~~260~~	
~~Miccosukee Road Greenway[6]~~	~~189~~				~~189~~	
~~Other[7]~~	~~61~~		~~61~~		~~122~~	

I. Land Use

TOTALS	715	1,291 DUs 686,224 GSF	377	816 DUs 457,248 GSF	1,092	2,107 DUs 1,143,472 GSF

Notes:

1. Acreage totals are based on conceptual planning and are only approximate. Acreage totals may change based on final development review.

2. Residential land use includes above-street units in town and neighborhood centers. No acreage has been allocated to these units because they will be located above nonresidential uses.

3. Retail uses shall comprise between 50% and 70% of total Phase 1 development in town and neighborhood centers with office uses to comprise between 30% and 50%. At buildout, the mix of uses in town and neighborhood centers shall be approximately 67% retail and 33% office.

4. Office and light industrial uses shall comprise between 75% and 95% of total Phase 1 development in employment centers with retail uses to comprise between 5% and 25%. At buildout, the mix of uses in employment centers shall be approximately 90% office and light industrial with approximately 10% retail.

5. Total includes 24 acre site for Leon County School Board for a 500 pupil elementary school with stormwater management facilities in off-site regional systems. Institutional uses in town, neighborhood and employment centers are included in square footage totals for those areas.

6. Although under State ownership, the Miccosukee Canopy Road Greenway shall be considered within the Welaunee Critical Planning Area for planning purposes.

7. Total includes stormwater management facilities, road rights-of-way and other community infrastructure.

8. These figures may be modified pro-rata to represent buildout if Heel is developed under Policy 13.1.9. (REV. EFF. 7/20/05)

Drainage Basin Study Areas

Goal 14 [L] (Leon County only) (Eff. 12/15/03)

Leon County and the City of Tallahassee will work cooperatively to further identify and address the special characteristics and needs of sub-areas of the City and County. This goal shall be implemented through the following objective and policy:

Objective 14.1 [L] (Leon County only) (Eff. 12/15/03)

By 2004, the City and County shall commence a process to evaluate the environmental conditions and issues relating to major drainage basin study areas of the county including but not limited to the following basins: Fred George, Lake Iamonia, Lake Jackson, Lake Lafayette, Lake Miccosukee, Lake Munson, Ochlockonee, St. Marks, and Woodville Recharge, to be used as one basis for sector plans and other major planning decisions of the local government. This evaluation shall address matters such as protection of conservation and preservation areas (as defined within this Plan), flooding, water quality, aquifer protection, and other issues as identified by the local governments. This evaluation shall be conducted cooperatively by the City and County, irrespective of jurisdictional boundaries, and the evaluation shall be based on technical and scientific information.

Policy 14.1.1 [L] (Leon County only) **(Eff. 12/15/03)**

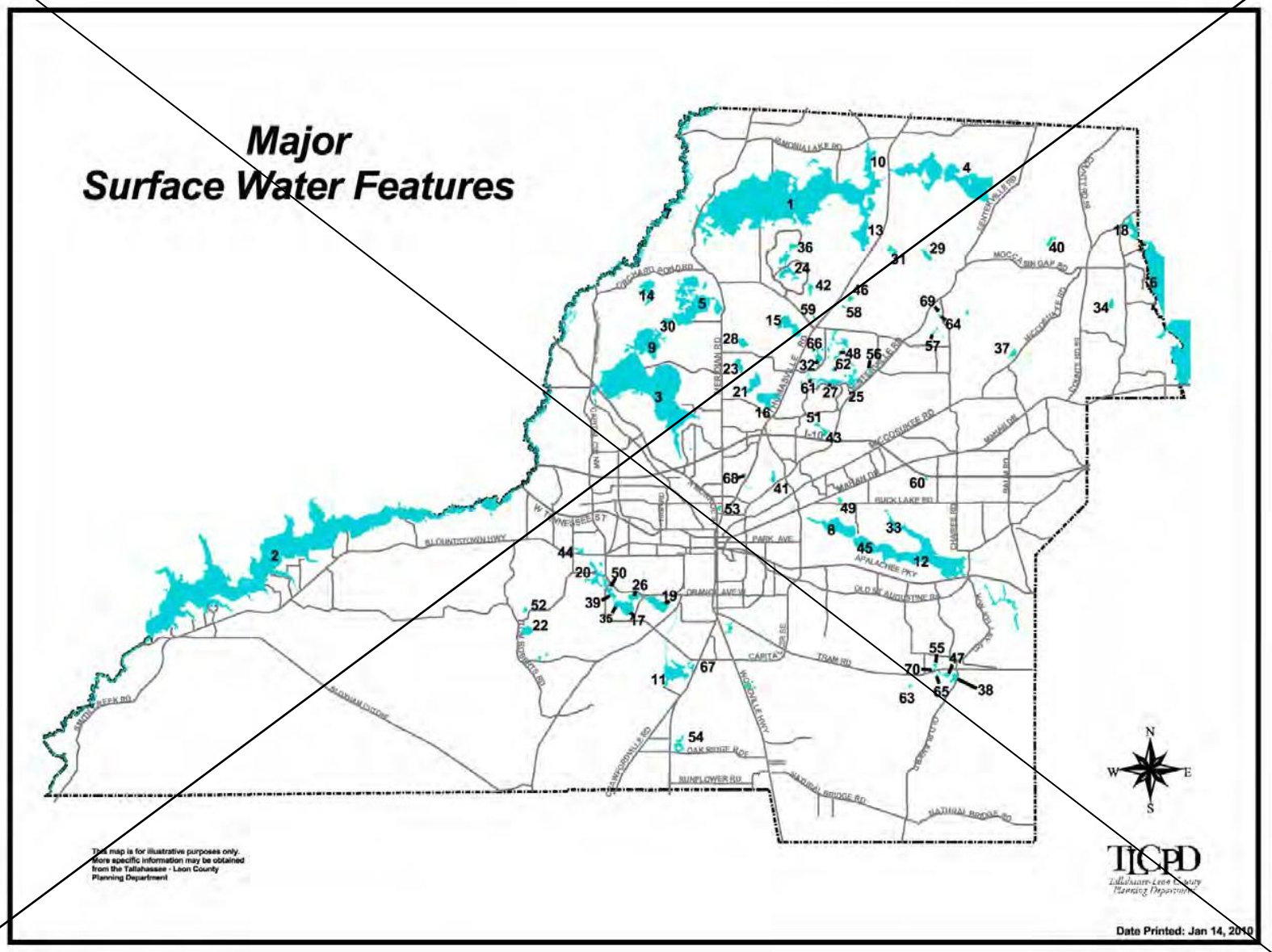
Sector planning shall be implemented as determined appropriate by the City or County; however, sector planning involving a joint effort of both jurisdictions, shall be encouraged. These sector plans may address elements such as land use, transportation, housing, economic development, environmental protection, infrastructure phasing, development standards and any other matter as identified by the local government. These sector planning efforts shall take into consideration the data gathered through the implementation of Objective 14.1 and shall use this information as background environmental data necessary for the completion of sector planning efforts.

Policy 14.1.2 [L] (Leon County only) **(Eff. 12/15/03)**

The data collected or gathered through the implementation of Objective 14.1 shall be used as a basis for determining whether or not future amendment to the Comprehensive Plan or land development regulations is necessary. However, Goal 14 and its associated Objective 14.1 are not intended to replace existing Comprehensive Plan policies related to environmental protection or storm water management. Instead, this goal and its associated objective is intended to support and aid in the implementation of existing Comprehensive Plan policies and is to be considered additive in this regard.

~~I. Land Use: Addendum~~

~~Map 15: Major Surface Features~~



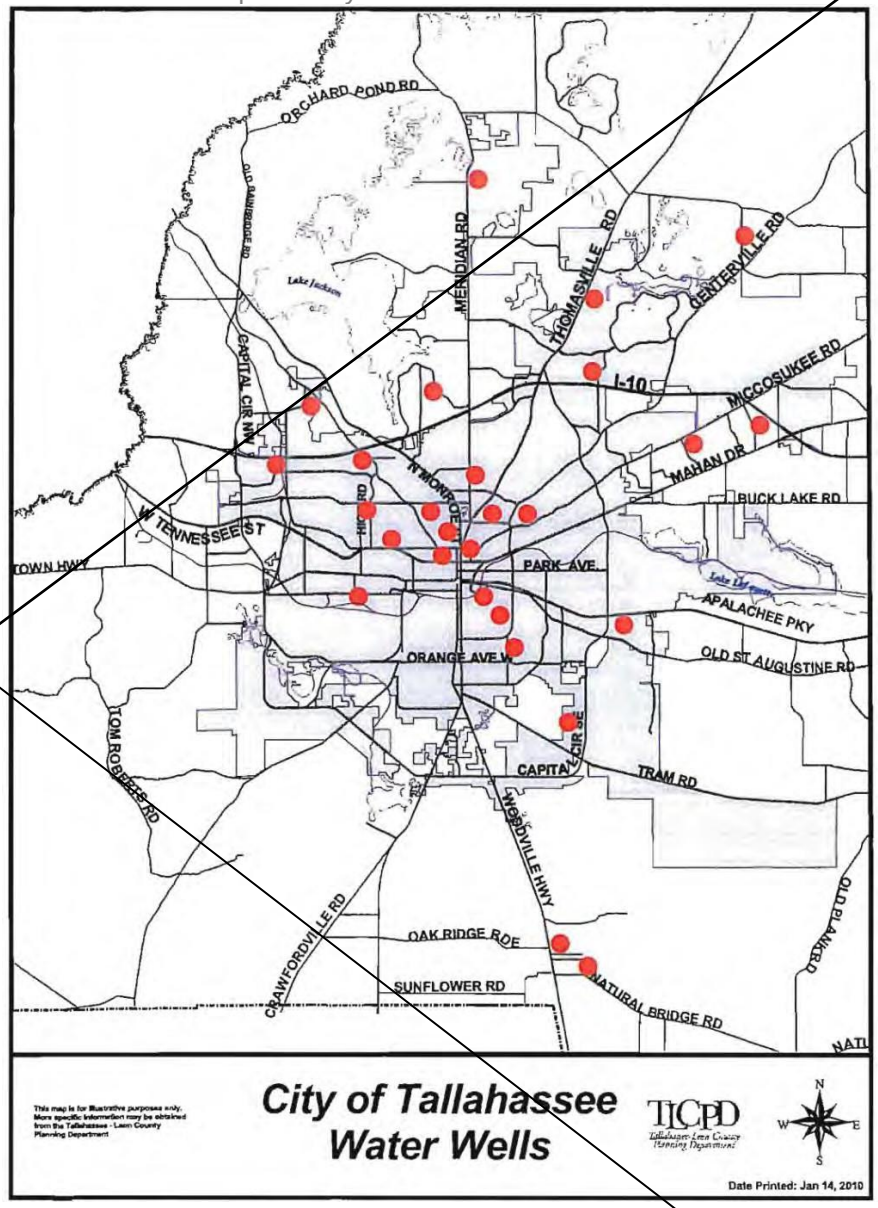
~~I. Land Use: Addendum~~

Table 8: Major Surface Water Features

Major Surface Water Features

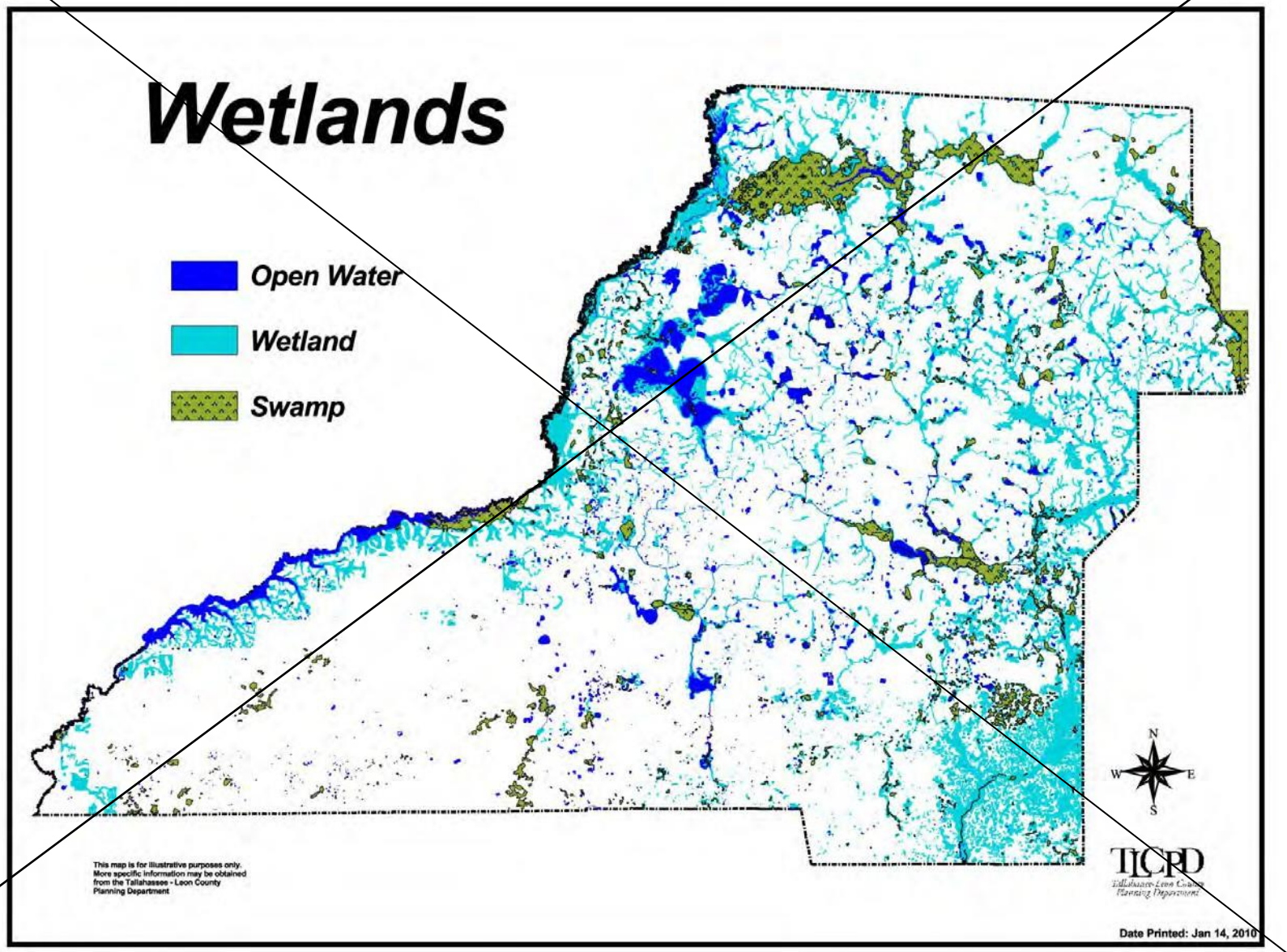
1. Lake Iamonia
2. Lake Talquin
3. Lake Jackson
4. Foshalee Lake
5. Carr Lake
6. Lake Miccosukee
7. Ochlockonee River
8. Lake Lafayette
9. Lake Jackson
10. Strickland Arm
11. Lake Munson
12. Lake Lafayette
13. Cromartie Arm
14. Orchard Pond
15. Lake Mcbride
16. Lake Hall
17. Lake Bradford
18. Lake Miccosukee
19. Black Swamp
20. Cascade Lake
21. Lake Overstreet
22. Moore Lake
23. Lake Elizabeth
24. Lake Diane
25. Lake Kanturk
26. Grassy Lake
27. Lake Killarney
28. Lake Mcbride
29. Huggle Pond
30. Carr Arm
31. Pickle Pond
32. Lake Tom John
33. Alford Arm
34. Ring Oak Plantation
35. Little Sir Echo
36. Monkey Business Pond
37. Gum Pond
38. Big Lake
39. Lake Hiawatha
40. Albert Lake
41. Goose Pond
42. Pine Hill Lake
43. Cascade Lake
44. Aenon Creek
45. Lake Lafayette (Piney Z)
46. Boat Pond
47. Lake Erie
48. Lake Kilkee
49. Buck Lake
50. Lake Minnchaha
51. Shakey Pond
52. Silver Lake
53. Lake Ella
54. Eight Mile Pond
55. Lake Weeks
56. Lake Belmont
57. Lake Neeley
58. Bradford Pond
59. Arrowhead Lake
60. Lake Cassie
61. Lake Kinsale
62. Lake Sheelin
63. Eagle Lake
64. Lake Mary
65. Lake Mattie
66. Lake Fae
67. Grassy Lake
68. Waverly Pond
69. Lake Nina
70. Lake Homer

Map 16: City of Tallahassee Water Wells



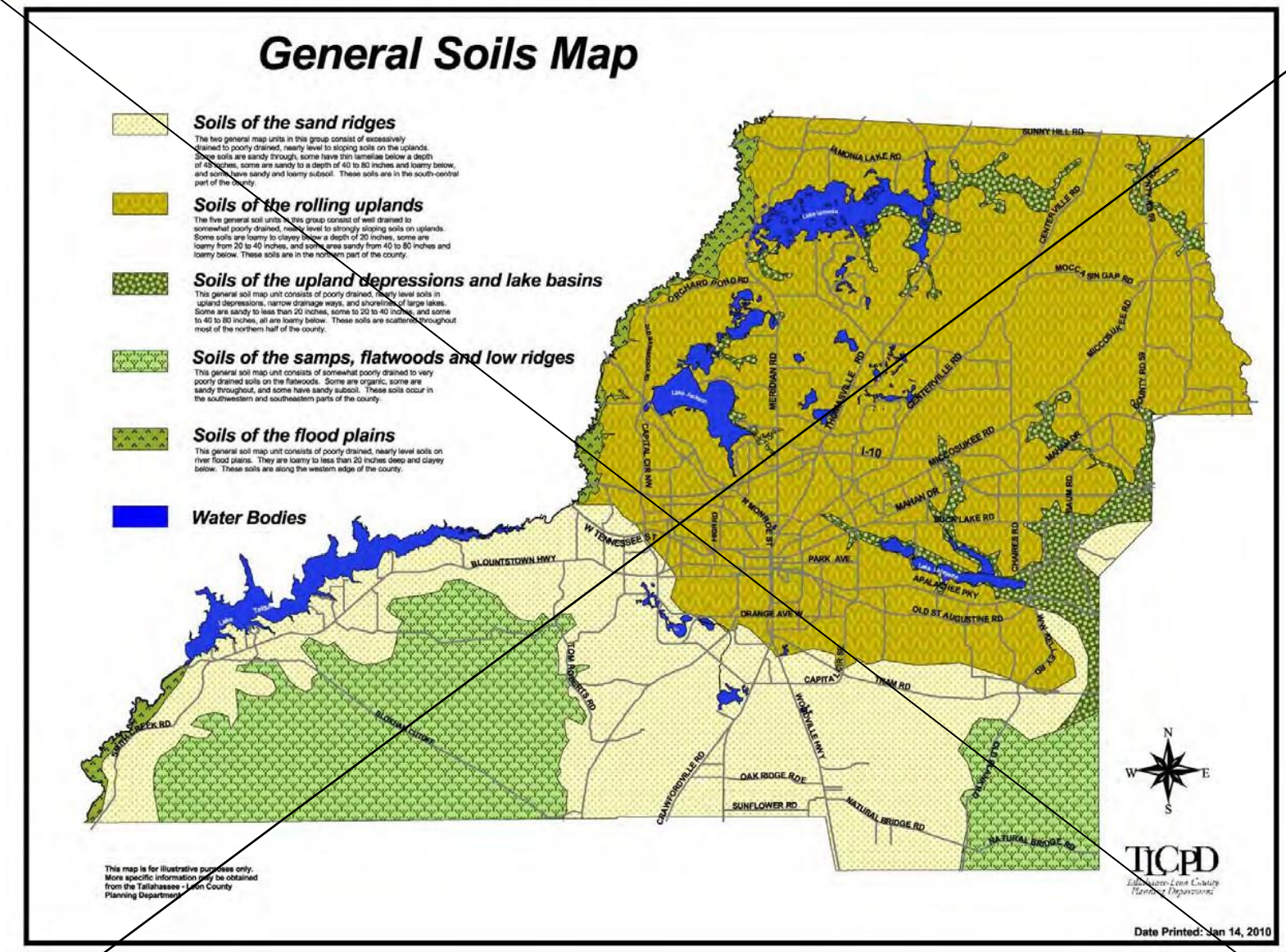
~~I. Land Use: Addendum~~

~~Map 17: Wetlands~~



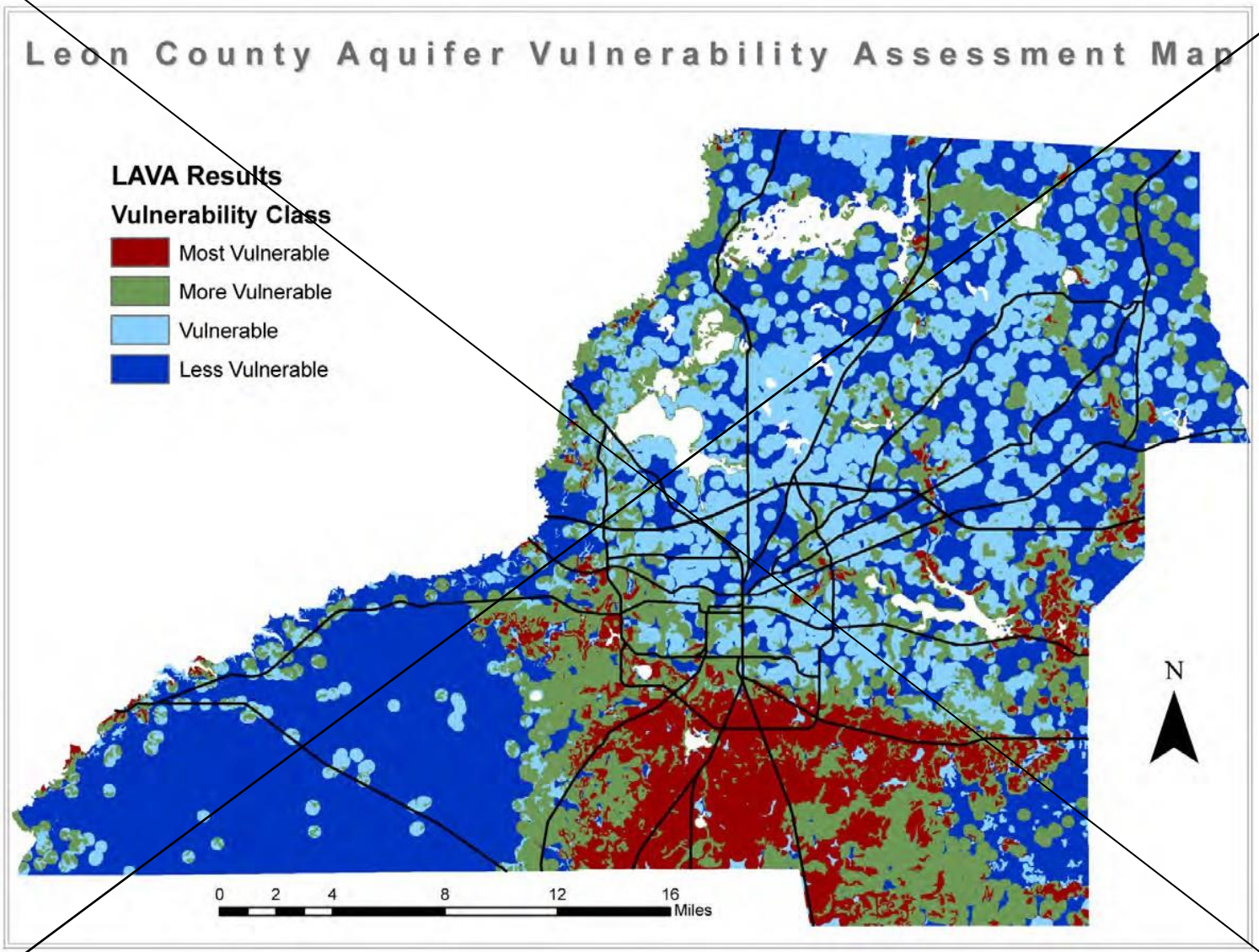
~~I. Land Use: Addendum~~

~~Map 18: General Soils Map~~



~~I. Land Use: Addendum~~

~~Map 19: Leon County Aquifer Vulnerability Assessment Map~~



MOBILITY

GOALS, OBJECTIVES AND POLICIES

Overall Goal (EFF. 12/15/11)

Establish a safe, energy efficient multi-modal transportation system that provides mobility for pedestrians, bicyclists, transit users, motorized vehicle users, users of rail and aviation facilities, supports public health through active living, and is sensitive to the cultural and environmental amenities of Tallahassee and Leon County.

Goal 1: [M] (EFF. 12/15/11)

MOTORIZED, BICYCLE, AND PEDESTRIAN CIRCULATION

Establish and maintain a safe, convenient, energy efficient, and environmentally sound automobile, transit, bicycle and pedestrian transportation system, capable of moving people of all ages and abilities as well as goods.

Objective 1.1: [M] **(EFF. 12/15/11)**

LAND USE AND TRANSPORTATION COORDINATION

Coordinate transportation and land use systems that foster vibrant communities with compact urban forms and a mixture of uses to minimize travel distances, reduce vehicle miles traveled and greenhouse gases, and to enhance pedestrian and bicycle mobility and transit accessibility.

Policy 1.1.1: [M] **(EFF. 12/15/11)**

Identification and programming of new road projects or substantial improvements to existing roads shall be consistent with the Future Land Use Element of the Comprehensive Plan and specifically the Urban Service Area strategy to promote urban infill and discourage urban sprawl.

Policy 1.1.2: [M] **(EFF. 12/15/11)**

Designate energy efficiency districts in areas that are intended for greater densities and intensities to support frequent transit service and where primary priority is to be placed on providing a safe, comfortable and attractive environment for pedestrians and cyclists. For each district:

1. evaluate and modify, if necessary, the zoning and land development regulations to ensure standards that will support compact, walkable, mixed-use development; and
2. adopt and maintain a connectivity plan identifying needed bicycle, pedestrian, roadway, and transit projects to increase connectivity and safety, minimize travel

distances for pedestrians and cyclists, and provide connections to other parts of the City, County, and Capital Region;

3. Coordinate with the Capital Region Transportation Planning Agency to include the Mobility District Plan priorities in Long Range Transportation Plan updates.

Policy 1.1.3: [M] **(EFF. 12/15/11)**

Promote the Downtown as an 18-hour activity center by supporting development of housing, restaurants, and cultural activities to encourage use beyond working hours.

Policy 1.1.4: [M] **(EFF. 12/15/11)**

Promote neighborhood parks to reduce the need for long distance trips for recreation.

Policy 1.1.5: [M] **(EFF. 12/15/11)**

Maintain a Greenways Master Plan that integrates pedestrian and bicycle mobility into a linear park and open space system that connects local, regional, and state facilities, with specific emphasis on connections within Downtown and energy efficiency districts.

Policy 1.1.6: [M] **(EFF. 12/15/11)**

A functional transportation network shall be coordinated and maintained with the Florida State University, Florida A&M University, and Tallahassee Community College master plans to link those educational institutions and provide access to transit and surrounding supporting land uses.

Policy 1.1.7: [M] **(EFF. 12/15/11)**

The City of Tallahassee and Leon County shall adopt and maintain ordinances providing for safe and convenient on-site traffic flow, considering motorized and non-motorized vehicle parking.

Policy 1.1.8: [M] **(EFF. 12/15/11)**

Development projects shall contribute to providing a safe, convenient, comfortable and aesthetically pleasing transportation environment that promotes walking, cycling, and transit use. Appropriate improvements or enhancements to the multimodal network shall be required as a condition of development approval, such as, but not limited to, the following:

a) Full accommodations for pedestrian access and movement, including shaded sidewalks, benches and enhanced crossings;
b) Full accommodations for bicycles, including lockers, showers, and racks;
c) Direct connections to the regional bicycle/pedestrian network;
d) Installation of shared use paths in accordance with FDOT recognized standards;
e) Well-designed accommodations for transfer of passengers at designated transit facilities;
f) Preferential parking for rideshare participants;

g) Well-designed access for motor vehicle passenger drop-offs and pick-ups at designated transit facilities and at commercial and office development sites;
h) Full accommodation for the mobility impaired, including parking spaces, sidewalks and ramps for handicapped access;
i) Weather protection at transit stops.

Policy 1.1.9: [M] **(EFF. 12/15/11)**

Designation of Multimodal Transportation District (MMTD). In accordance with the provisions of Florida Statute 163.3180(15), the City of Tallahassee and Leon County hereby establish a Multimodal Transportation District, as shown in the Multimodal District Boundaries Map, for the purpose of promoting walking, bicycling and transit use in order to reduce dependence on the automobile. Those roadways and associated rights-of-way shown as boundaries for the MMTD shall be considered part of the MMTD.

Policy 1.1.10: [M] **(EFF. 12/15/11; REV. EFF. 7/19/13)**

MMTD Residential Density Bonus. In order to increase redevelopment and infill development, residential densities within the MMTD may be increased up to 35% above the maximum allowed in the Residential Densities Range Table. This bonus shall not apply to lands designated Residential Preservation. Further bonuses may be applied to the Downtown. Eligibility criteria for these bonuses will be established within the land development regulations and shall include design standards facilitating pedestrian oriented site and building design with enhanced pedestrian access and amenities, urban scale development, innovative parking strategies, integrated mix of land uses, and other urban design features.

Policy 1.1.11: [M] **(EFF. 12/15/11)**

Land Use Within the MMTD. The City of Tallahassee and Leon County shall periodically review the Future Land Use Map and land development regulations within the district boundary(ies) and modify them as necessary to provide for appropriate densities, intensities and mixture of land uses to support 18-hour activity and multimodal transportation, based on the following targets:

a) A center(s) consisting of employment and services, relatively high density residential, and public spaces all oriented around convenient access to mass transit facilities;
b) Ratio of uses:
    i. Residential = 20%-60%
    ii. Nonresidential (office, commercial, light industrial, etc.) = 30%-70%
    iii. Public spaces (open space, parks, recreational, squares, etc.) = 5%-15%;
c) Specifically to facilitate walking and bicycling as an alternative to driving, areas designated primarily for residential uses should be no more than ½ mile from areas designated for shopping, services, and employment uses;
d) In order to support redevelopment in the urban center of Tallahassee that could support ten minute transit headways and/or light rail, an areawide (excluding open space) residential density of at least 20 units per acre, recognizing that some areas, such as Central Core, may have densities in excess of 150 units per acre and others in

established neighborhoods and areas designated Residential Preservation may have significantly less.

Policy 1.1.12: [M] **(EFF. 12/15/11)**

MMTD and Energy Efficiency District Urban Design and Land Development Regulations. Adopt and maintain land development regulations that ensure new construction and infill or redevelopment will contribute positively to the character and livability of the MMTD and energy efficiency districts, based on the following:

1. Buildings and blocks oriented to provide pedestrians and bicyclists easy access and a visually interesting environment;
2. Maximum block (length or perimeter);
3. Easy access to/from transit stops and surrounding land uses;
4. Recognition of more intense densities & intensities around center(s);
5. Special design considerations to support compatibility between uses, particularly between residential and non-residential uses;
6. Creating active sidewalks with buildings opening onto streets;
7. Transparency (i.e., windows) and active uses at ground levels;
8. Parking generally located to the sides and rear, internal to blocks, and/or in structured of off-site facilities;
9. Maximum parking standards that discourage single-occupant vehicle commuting and reinforce non-auto modes, but not so limited as to adversely impact the viability and vitality of the MMTD;
10. The use of shared parking;
11. For multifamily developments, pricing of parking separately from the units;
12. Recognizing that parking demand may change over time as more multimodal infrastructure and mixed uses are developed, building parking facilities such that they may be readapted for more active uses in the future.

Policy 1.1.13: [M] **(EFF. 12/15/11)**

Transit in the MMTD and Energy Efficiency Districts. The MMTD and energy efficiency districts shall be well-connected via transit to major trip generators and attractors both inside and outside of these areas, transit stops and waiting areas shall be safe and comfortable, and intermodal connections shall be made where feasible.

1. Priority should be given to funding of improvements that increase the availability, speed, frequency, duration and reliability of transit serving these areas.
2. StarMetro shall coordinate with the Capital Region Transportation Planning Agency regarding the provision of transit centers, super stops, and other facilities for the transfer of passengers to and from these areas through potential regional connections.
3. Benches, signage, lights, and covered or enclosed waiting areas shall be used to create safe, comfortable transit stops.
4. Bicycle parking at transit stops and bicycle racks on buses shall be provided as a means to interface bicycle travel with public transit.

Policy 1.1.14: [M] **(EFF. 7/17/21)**

The City of Tallahassee and Leon County will support the implementation of the Capital Region Transportation Planning Agency's (CRTPA's) Tallahassee-Leon County Bicycle and Pedestrian Master Plan, adopted by the CRTPA in 2020, to the extent that it does not conflict with goals, objectives, and policies in this Comprehensive Plan.

Objective 1.2: [M] **(EFF. 12/15/11)**

COMPLETE STREETS

The transportation system shall be designed and operated to provide safe, convenient and context-sensitive access for pedestrians, bicyclists, motorists, and public transportation users of all ages and abilities.

Policy 1.2.1: [M] **(EFF. 12/15/11)**

Recognizing that urban, suburban, and rural areas have different needs, develop and maintain context sensitive design standards for transportation facilities to protect and enhance community character and enhance the safety and desirability of walking, cycling, and transit.

Policy 1.2.2: [M] **(EFF. 12/15/11)**

Safe and convenient facilities for pedestrians, cyclists and transit users shall be evaluated for all new road and road widening projects. Specifically, all road projects, including resurfacing projects, shall be evaluated for the addition of bicycle lanes or paved shoulders, and transit shelters where they did not previously exist.

Policy 1.2.3: [M] **(EFF. 12/15/11)**

Establish and maintain a safe and effective system of bicycle lanes, sidewalks, and shared-use paths in conjunction with existing and planned roadways and the Greenways Master Plan. Where design criteria allow and safe operation will occur, separate bicycle and pedestrian traffic from vehicular traffic. Provide adequate and secure bicycle parking facilities at major destinations.

Policy 1.2.4: [M] **(EFF. 12/15/11)**

In coordination with the Capital Region Transportation Planning Agency, maintain a bicycle and pedestrian master plan and pursue implementation funding.

Policy 1.2.5: [M] **(EFF. 12/15/11)**

Designate preferred entrance corridors into and connecting Tallahassee and Leon County, and adopt and maintain land development regulations to convert them into shaded pedestrian ways over time.

Policy 1.2.6: [M] **(Eff. 12/15/11)**

Require a scenic roadway assessment, environmental assessment, and landscape component in the planning and construction of new roads, and in the improvement of existing roads.

Policy 1.2.7: [M] **(Eff. 12/15/11)**

Require that all new or rebuilt multi-lane (four or six-lane) arterial and major collector streets be constructed with grassed and/or landscaped medians where sufficient right-of-way can be obtained, unless limited by environmental constraints.

Policy 1.2.8: [M] **(Eff. 12/15/11)**

Provide a safe, accessible environment and support active living for students by: developing and maintaining programs to increase biking and walking to schools; prioritizing sidewalk and bicycle infrastructure within a two mile radius of primary schools; and continuing to identify, fund and build Safe Routes to Schools projects.

Policy 1.2.9: [M] **(Eff. 12/15/11)**

Special consideration shall be given to areas with concentrations of students, seniors, low-income families or others that are more dependent on modes other than the automobile to provide a safe, accessible environment.

Policy 1.2.10: [M] **(Eff. 12/15/11)**

Educate the population on the health benefits of non-motorized modes of transportation. Increase safety to those who choose to walk or ride a bicycle by educating the public on existing laws related to motor vehicle, bicycle and pedestrian operation and interaction.

Policy 1.2.11: [M] **(Eff. 12/15/11)**

Enforce vehicle, bicycle and pedestrian regulations concerning obedience of traffic control signals and devices, use of pedestrian crosswalks, walking along the roadway, etc. Provide proper pavement markings and signage to enhance recognition of bicycle lanes and pedestrian crossings.

Policy 1.2.12: [M] **(Eff. 12/15/11)**

Adopt and maintain a City and County sign ordinance to control sign and billboard placement and limit lighted and motion activated sign usage.

Policy 1.2.13: [M] **(EFF. 12/15/11)**

Wherever feasible, bury utility lines. Priority should be given to areas where underground utilities can be incorporated into roadway construction and reconstruction projects.

Policy 1.2.14: [M] **(EFF. 12/15/11)**

Coordinate the transportation systems in Tallahassee and Leon County with one another and with the programs of the Capital Region Transportation Planning Agency and the Florida Department of Transportation to implement land use, transportation, and parking policies that promote transportation choice and to overcome identified deficiencies in the multimodal transportation network.

Objective 1.3: [M] **(EFF. 12/15/11)**

ENVIRONMENTAL AND NEIGHBORHOOD PROTECTION

Evaluate and minimize impacts of transportation projects on the natural environment and neighborhood integrity by using transportation demand reduction strategies to maximize existing roadway capacity, reduce the need for new roadway construction or expansion, reduce peak time traffic, reduce vehicle miles traveled, and reduce greenhouse gas emissions and other environmentally damaging pollutants.

Policy 1.3.1: [M] **(EFF. 12/15/11)**

Evaluate the natural features of Leon County, as delineated in the future land use and conservation elements, to avoid fragmenting and degrading regionally significant natural resources, wildlife corridors, greenways, and aquifers when planning new or expanding existing transportation facilities.

Policy 1.3.2: [M] **(EFF. 12/15/11)**

Reduce demand for more and wider roads by evaluating traffic operations to maximize efficiency of the existing street system capacity and support modal shifts to public transit, bicycling and walking.

Policy 1.3.3: [M] **(EFF. 12/15/11)**

Coordinate with Commuter Services of North Florida and state agencies regarding transportation demand reduction strategies such as staggered work hours for major employers, ridesharing, and parking fees.

Policy 1.3.4: [M] **(EFF. 12/15/11)**

Design, construct, and maintain transportation facilities to prevent flooding, minimize pollution, and maintain natural stormwater quantity, timing, rate, and direction of flow characteristics consistent with the adopted Stormwater Level of Service Standard.

Policy 1.3.5: [M] **(EFF. 12/15/11)**

Require an analysis that measures environmental and neighborhood impact prior to funding any new roadway alignments, construction, or changes to the traffic circulation system. The level and type of review may vary with the anticipated impact, and shall include community involvement.

Policy 1.3.6: [M] **(EFF. 12/15/11)**

Require tree plantings, where practical, for both new and old roads to increase screening, beauty, runoff control and reduction of summer heat. Existing trees shall be protected during transportation system development and maintenance.

Policy 1.3.7: [M] **(EFF. 12/15/11)**

Aesthetically enhance and provide added environmental protection to existing and new transportation corridors by the following methods which include but are not limited to:

a) Incorporating for new, or increasing for existing corridors, the number of green spaces/open spaces and pedestrian oriented areas.
b) Recognizing plantations as a significant part of the natural landscape when roads are being designed in areas of the County where they are present.
c) Encouraging the use of native vegetation and natural systems such as swales to control runoff.
d) Maintaining natural ground cover, canopy and understory where new roads are built.
e) Design public infrastructure improvements to minimize development impacts to protect designated canopy roads consistent with the Conservation Element.
f) Applying access management strategies that enhance the character of transportation corridors and gateways to the community by promoting shared access and consolidated signage and preserving green space for landscaping.

Objective 1.4: [M] **(EFF. 12/15/11)**

CONNECTIVITY & ACCESS MANAGEMENT

Reduce vehicle trip demand, increase access and safety for cyclists and pedestrians, and preserve the integrity of the transportation system with effective connectivity and access management programs.

Policy 1.4.1: [M] **(EFF. 12/15/11)**

Require vehicular, pedestrian, and bicycle interconnections between adjacent, compatible development; and require these interconnections between adjacent, incompatible developments if it has the potential to reduce the vehicular traffic on the external street system without negatively impacting either development.

Policy 1.4.2: [M] **(Eff. 12/15/11)**

Utilize context sensitive roadway design and traffic calming to allow connectivity while mitigating the effects of through traffic on neighborhoods.

Policy 1.4.3: [M] **(Eff. 12/15/11)**

Within the Urban Service Area, require private developers to include bikeways and pathways or sidewalks within proposed developments and connecting to surrounding land uses.

Policy 1.4.4: [M] **(Eff. 12/15/11)**

All development plans shall contribute to developing a local and collector street and unified circulation system that will allow multimodal access to and from the proposed development, as well as access to surrounding developments.

Policy 1.4.5: [M] **(Eff. 12/15/11)**

All development plans shall incorporate and continue all sub-arterial streets stubbed to the boundary of the development plan by previously approved development plans or existing development.

Policy 1.4.6: [M] **(Eff. 12/15/11)**

Connections to and from energy efficiency districts. The transit, bike, and pedestrian networks within energy efficiency districts shall recognize the districts as activity nodes and thus logically interconnect with and service the surrounding areas.

Policy 1.4.7: [M] **(Eff. 12/15/11)**

Energy Efficiency District Network and Connectivity. Energy efficiency districts shall have a dense, interconnected network of local and collector streets, sidewalks, bikelanes, and shared-use paths in accordance with the following:

1. The street, bicycle, and pedestrian network shall be comprised of a system of interconnected and direct routes with a connectivity index of 50 or more polygons per square mile;
2. For areas with a connectivity index below 50, the missing links in the network shall be identified and eliminated where feasible through the development and capital improvement process;
3. Prioritization of connectivity projects shall recognize the importance of areas with high concentrations of pedestrian activity and of areas where connections are needed to ensure easy access between transportation modes, with particular attention to bicycle and pedestrian access to schools, transit stops and regional greenway or trail systems.
4. Direct bicycle and pedestrian connections shall be provided within and between residential areas and supporting community facilities and services, such as

shopping areas, employment centers, transit stops, neighborhood parks, and schools.

5. The local street circulation pattern shall maximize access to individual lots and activity center destinations (e.g. schools, commercial areas, parks).

Policy 1.4.8: [M] **(EFF. 12/15/11)**

The City of Tallahassee and Leon County shall adopt and maintain access management ordinances and supporting design standards to control the location, spacing, operation and design of access connections and median openings. Development access shall be designed to protect the maximum service volume, safety, and operating characteristics of transportation facilities that it impacts, considering impacts to all modes and users.

Policy 1.4.9: [M] **(EFF. 12/15/11)**

No new lot or parcel shall be platted or created along arterial or collector roadways that would result in connection spacing that does not comply with the applicable local or FDOT connection spacing standard.

Policy 1.4.10: [M] **(EFF. 12/15/11)**

Properties under the same ownership, consolidated for development, or part of phased development plans shall be considered one property for the purposes of access management. Access points to such developments shall be the minimum necessary to provide reasonable access, rather than the maximum available for that property frontage.

Policy 1.4.11: [M] **(EFF. 12/15/11)**

Service roads shall be used for access to development in the area surrounding new freeway interchanges and shall be separated from interchange ramps at a distance that conforms with the applicable FDOT or local access spacing standards, in order to preserve safe and efficient traffic operations in the interchange area. Circulation systems for interchange area development shall be continuous and designed to support both vehicular and pedestrian mobility.

Policy 1.4.12: [M] **(EFF. 12/15/11)**

Flexibility shall be provided in administration of access spacing standards to accommodate minor deviations, where appropriate, and to ensure that no property is denied reasonable access to the transportation system. Major deviations from access spacing standards shall not be granted until every feasible option for meeting access management standards has been explored and deemed impractical.

Policy 1.4.13: [M] **(EFF. 12/15/11)**

As Capital Circle is converted to a high capacity, multi-lane arterial, future access points shall be limited so that the improved roadway will function more efficiently and safely for

its intended purpose. In order to protect traffic capacity of the improved roadway and to assure public safety, the following policies will apply:

1) No new parcel shall be platted nor created through subdivision that results in a parcel with sole access to Capital Circle. Consolidation of two or more parcels that currently have access to Capital Circle into a parcel with a single access to Capital Circle shall be permitted;
2) New development abutting Capital Circle shall contribute to the development of a supporting system of local or collector roads, service roads, and/or shared access systems (e.g. joint use driveways), as an alternative to individual driveway access.
3) Where individual driveways must be provided to preserve reasonable access to a development site, applicants shall enter an agreement to cooperate in any future project to consolidate access points or to share access with abutting properties as opportunities arise.

Objective 1.5: [M] **(EFF. 12/15/11)**

LEVELS OF SERVICE

Establish transportation level of service (LOS) standards in order to measure the impacts of new development on, and to prioritize improvements to, the transportation system.

Policy 1.5.1: [M] **(EFF. 12/15/11)**

The peak hour roadway level of service for Tallahassee and Leon County is established as follows:

Table 1: Peak hour roadway level of service

Functional Classification	**Inside the USA**	**Outside the USA**
Interstate, Intrastate, Limited Access Parkways	C	B
Principal Arterials	D	C
Minor Arterials	D / E*	C
Major and Minor Collectors	D / E*	C
Local Streets	D	D

*For Minor Arterials, and Major and Minor Collectors located inside the Urban Service Area and south of U.S. 90, the Level of Service shall be "D" for purposes of establishing priorities for programming transportation improvements, and "E" for meeting concurrency requirements, to support the Southern Strategy. Roads north of U.S. 90 shall be LOS D for both programming improvement and concurrency purposes.

Policy 1.5.2: [M] **(EFF. 12/15/11)**

The level of service on all roadway facilities on the state highway system operating at the state recommended adopted minimum level of service standard or better at the time of adoption of the Comprehensive Plan will be maintained at the state adopted minimum level of service standard or a more strict local standard for the facility (if required adopted as part of the Plan). Level of service will be based on revised peak hour data compiled after Plan adoption.

Policy 1.5.3: [M] **(EFF. 12/15/11, REV. EFF. 8/9/2012)**

The Roadway Level of Service Standards established under Goal 1.5, and as may be duplicated in the Capital Improvements Element, may be waived if a mobility fee program is adopted into the local concurrency management manuals by the City and/or County Commissions. If implemented, the mobility fee program shall:

1) account for the fact that development further from activity nodes creates greater fiscal and environmental costs to the community;
2) support compact, mixed use development and redevelopment within adopted energy efficiency districts.

Policy 1.5.4: [M] **(EFF. 12/15/11)**

The City of Tallahassee and Leon County Concurrency Management systems will accumulate all development impacts, both below and above threshold standards, to determine cumulative impact of individual development orders. Cumulative impacts of all development will be monitored in order to maintain adopted level of service standards.

Policy 1.5.5: [M] **(EFF. 12/15/11)**

MMTD Areawide Multimodal Level of Service Standards and Performance Targets. In order to create community design that supports mobility, the following performance standards are established for the Multimodal Transportation District.

Table 2: MMTD Areawide Multimodal Level of Service Standards

Areawide Multimodal Level of Service Standards (Pursuant to F.S. 163.3180(15)(c))			
Pedestrian	**Transit**	**Bicycle**	**Automobile**
C	C	D	E+50%

In addition, because areawide level of service measures based on computer models do not recognize the full breadth of conditions affecting pedestrian, cycling, and transit comfort, safety and convenience, the following performance targets are also established. It is recognized these targets may take more than the 20-year planning period of this document to achieve, but are provided as continuing guidance for plan updates and capital investments.

Table 3: MMTD Areawide Multimodal Performance Targets

a) Areawide modal split:		
	Trips that both originate & end within the district	Trips originating or ending outside the district (not including pass through trips)
Transit	40%	25%
Bike/pedestrian	30%	10%
Automobile	30%	65%
b) Bicycle and Pedestrian Mobility		
i)	Formally designated north/south & east/west bicycle routes functioning at LOS C or better are provided at 1½ mile intervals	
ii)	All buses are equipped with bicycle racks	

iii)	All sidewalk and bicycle facilities within ½ mile of StarMetro transfer points function at LOS C or better;
iv)	All superstops are equipped with bicycle parking
v)	All intersections within ½ mile of StarMetro transfer points incorporate features to support safe and comfortable crossing for pedestrians and cyclists
c) Transit Mobility	
i)	All employees and dwelling units are within ¼ mile of a transit stop
ii)	80% of transit routes operate with 20 minute headways or less
iii)	80% of employees and dwelling units are served by routes operating at least 16 hours a day
iv)	40% of transit stops include benches, signage, lights, and covered or enclosed waiting areas
v)	80% of employees and dwelling units are within 1 mile of a StarMetro transfer point.
d) In Relation to Educational Uses	
i)	All pedestrian and bicycle facilities within 2 miles of primary schools function at LOS C or better
ii)	50% of students at Florida State University (FSU), Florida A&M University (FAMU), and Tallahassee Community College (TCC) commute to campus via non-auto modes
iii)	At least three satellite parking facilities for students are located outside of the MMTD but within a 20 minute transit ride of FSU, FAMU, or TCC

Policy 1.5.6: [M] **(EFF. 12/15/11)**

Transportation Concurrency within the MMTD. Pursuant to F.S. 163.3180(15)(c), development permits may be issued in reliance upon all planned community design capital improvements that are financially feasible over the development or redevelopment timeframe for the MMTD, without regard to the period of time between development or redevelopment and the scheduled construction of the capital improvements. Reflecting the purpose of a MMTD to promote higher density infill and to create a safe, desirable environment for pedestrians, the capital improvements plan will reflect primary emphasis on bicycle, pedestrian, and transit projects.

Policy 1.5.7: [M] **(EFF. 8/9/12)**

Changes to roadway segment capacity that result from the reduction or restriction of automobile laneage from existing conditions in order to implement multimodal or other non-automobile-oriented comprehensive planning goals will not require transportation concurrency mitigation. An analysis shall be conducted of transportation and land use impacts on parallel roadways that would result from the lane changes.

Objective 1.6: [M] **(EFF. 12/15/11)**

CORRIDOR PRESERVATION

Identify right-of-way needed for planned future transportation improvements and protect it from building encroachment as development occurs to preserve the corridor for transportation use, to maintain transportation level of service for concurrency, to improve coordination between land use and transportation, and to minimize the adverse social, economic, and environmental impacts of transportation facilities on the community.

Policy 1.6.1: [M] **(EFF. 12/15/11)**

The City and County shall adopt and maintain corridor management ordinances, in accordance with subsection 337.273(6), F.S., which are designed to protect future transportation corridors designated in the Tallahassee-Leon County Comprehensive Plan from development encroachment, to provide for right-of-way acquisition, and to mitigate potential adverse impacts on affected property owners.

Policy 1.6.1(a): [M] **(EFF. 12/15/11)**

Development orders may require conveyance of transportation rights-of-way consistent with a Future ROW Needs Map and Future Right-of-Way Needs and Access Classifications Table, as a condition of plat or development approval, provided that any required dedication shall not exceed the amount of land that is roughly proportionate to the impacts of the development on the transportation network.

Policy 1.6.2: [M] **(EFF. 12/15/11)**

Acquire and maintain sufficient right-of-way when building new roads or widening old facilities in order to protect waterbodies, wetlands, and flood plains. Plan corridor alignments to avoid environmentally sensitive areas and where this is not possible, acquire wide roadside buffers and prohibit driveways by purchase of access rights, as necessary, to prevent development from occurring within the environmentally sensitive area, as a result of the roadway availability.

Policy 1.6.3: [M] **(EFF. 12/15/11)**

Future right-of-way needs for selected transportation corridors designated for improvement in the Tallahassee-Leon County Comprehensive Plan are generally depicted in the table below and in the Future Right-of-Way Needs Map and the Long Range Transportation Plan.

Table 4: Future Right-of-Way Needs Without an Existing Corridor Alignment

Future Right-of-Way Needs WITHOUT an Existing Corridor Alignment	
Functional Classification	**ROW (ft.)[1 3]**
Blueprint Principal Arterial[4]	230
Principal Arterial	200
Minor Arterial	176
Major Collector	146
Minor Collector	100

Notes:

1) Widths represent maximum anticipated ROW needs for generalized corridors; not precise alignments. Where a specific alignment is established through alignment studies, engineering studies or design, such alignment shall apply for the purpose of development review. Actual road location and design will be determined by specific corridor and design studies.
2) Alternative widths may be established by the local government, in consultation with other affected agencies, pursuant to an adopted Critical Area Plan or based

upon an analysis of existing constraints, community planning objectives, and other considerations unique to the roadway or surrounding land development.

3) In addition to the number of travel lanes, the following are important considerations in the determination of right-of-way needs for future corridors:
   a. Space for sidewalks to provide safe and convenient movement of pedestrians.
   b. The provision of bike lanes or separate bike paths.
   c. Space for current or future location of utilities so that, when necessary, they can be safely maintained without undue interference with traffic. The utility strip needs to be of sufficient width to allow placement of a water main so that in the case of rupture, neither the roadway pavement nor adjacent property will be damaged.
   d. Accommodation of stormwater at the surface or in storm drains.
   e. Accommodation of auxiliary lanes at intersections.
   f. Placement of trees to improve the aesthetic qualities of the roadway, to shade pedestrians, and improve community appearance. The space needs to be adequate to accommodate tree growth without damaging sidewalks, abutting development, or curb and gutter.
   g. Allowing for changes in the paved section, utilities, or other modifications, that may be necessary in order to meet unseen changes in vehicular, pedestrian, bicycle, or other transportation needs as a result of changes in land use and activity patterns.

2) Planned ROW needs for Capital Circle from Centerview to W. Tennessee, as accepted by the Blueprint Intergovernmental Agency on November 19, 2001.

Policy 1.6.4: [M] **(EFF. 12/15/11)**

All proposed development plans on designated future transportation corridors shall be reviewed for consistency with the Future Right-of-Way Needs Map, the Long Range Transportation Plan, and any specific alignment or engineering studies and shall be consistent with identified right-of-way needs for designated future transportation corridors as a condition of development approval.

Policy 1.6.5: [M] **(EFF. 12/15/11)**

The Future Right-of-Way Needs Map shall be reviewed, and updated if necessary, every five years concurrent with the Long Range Transportation Plan update, or more frequently as necessary to address the growth and mobility needs of the local government.

Policy 1.6.6: [M] **(EFF. 12/15/11)**

City and County Staff shall consult with the Florida Department of Transportation in determining conceptual alignments, acquiring future right-of-way, and reviewing proposed development that substantially impacts state highways designated for improvement in the Tallahassee-Leon County Comprehensive Plan to ensure that local decisions are consistent with state and federal policy, and to ensure that development

activity does not substantially impair the viability of the future state transportation corridor.

Policy 1.6.7: [M] **(EFF. 12/15/11)**

Explore land banking policies, procedures and funding options to facilitate early acquisition of right-of-way for designated future transportation corridors.

Policy 1.6.8: [M] **(EFF. 12/15/11)**

Right-of-way acquisition shall be facilitated by the establishment of a program to identify, prioritize, and acquire needed right-of-way consistent with the Right-of-Way Needs Map and Capital Improvements Element.

Policy 1.6.9: [M] **(EFF. 12/15/11)**

Where needed right-of-way is identified in the energy efficiency district connectivity plans, such projects shall also be included on the Right-of-Way Needs Map and/or in the Long Range Transportation Plan.

Goal 2: [M] (EFF. 12/15/11)

TRANSIT

Capture a five to ten percent mode share through the development and improvement of the mass transit system so that transit is seen as a viable alternative to the automobile as a means of transportation.

Objective 2.1: [M] **(EFF. 12/15/11)**

IMPLEMENTATION STRATEGIES

In coordination with the Metropolitan Planning Organization, City of Tallahassee, Leon County and the Florida Department of Transportation, expand the integration of mass transit planning into the overall transportation delivery system by coordination of the short-range transit operations plan, Transit Development Plan, Bicycle and Pedestrian Master Plan and Long Range Transportation Plan development.

Policy 2.1.1: [M] **(EFF. 12/15/11)**

Land use regulations shall be developed which emphasize pedestrian movement and the use of transit.

Policy 2.1.2: [M] **(EFF. 12/15/11)**

Systematically extend and/or modify transit routes within the urban area to provide access to major employment, shopping, and business, recreational and other activity centers.

Policy 2.1.3: [M] **(EFF. 12/15/11)**

Coordinate the location and design of office parks to foster ride sharing and transit use.

Policy 2.1.4: [M] **(EFF. 12/15/11)**

Discourage single occupancy vehicle use through design criteria for new development and innovative programs such an employee pass program.

Policy 2.1.5: [M] **(EFF. 12/15/11)**

Encourage the elimination of the subsidy of public employee parking to encourage ride sharing and transit use.

Policy 2.1.6: [M] **(EFF. 12/15/11)**

Develop and maintain a marketing strategy and campaign to inform the public on mass transit and to increase ridership.

Policy 2.1.7: [M] **(EFF. 12/15/11)**

The potential impacts upon transit shall be determined and utilized in evaluating highway projects when planning new roads or capacity expansions to existing roads.

Policy 2.1.8: [M] **(EFF. 12/15/11)**

For purposes of evaluating transit level of service over the Plan Horizon and to implement the Regional Mobility Plan goal of a 10% modal split, the local government should expand coverage to serve 80 to 89 percent of the residential population within the Urban Service Area by a transit route along an arterial or collector roadway within approximately 1/2 mile.

Policy 2.1.9: [M] **(EFF. 12/15/11)**

Revisions to and expansion of transit service will be based on existing and major trip generators and densities to provide efficient mass transit services.

Policy 2.1.10: [M] **(EFF. 12/15/11)**

Future transit planning for Tallahassee and Leon County will include provisions for determining the location of transit regional transfer facilities and/or superstops.

Policy 2.1.11: [M] **(EFF. 12/15/11)**

To provide efficient transit for Tallahassee and Leon County, future transit planning will address provisions for efficient and frequent service based on trip generations and density of land uses, safe and convenient transit facilities and adaptation for the special needs of the transportation disadvantaged.

Objective 2.2: [M] **(EFF. 12/15/11)**

TRANSIT ALTERNATIVES

Adopt and maintain a plan for expanding the transit system beyond buses.

Policy 2.2.1: [M] **(EFF. 12/15/11)**

Initiate a study to evaluate the alternative types of transit in relation to their potential use in the City.

Policy 2.2.2: [M] **(EFF. 12/15/11)**

Develop a long-range master plan for building the transit system type determined to be most feasible in Policy 2.2.1.

Objective 2.3: [M] **(EFF. 12/15/11)**

PROTECTION OF FUTURE TRANSIT CORRIDORS

Develop and maintain a plan that identifies future transit rights-of-way and corridors and provides means of protecting and acquiring such areas.

Policy 2.3.1: [M] **(EFF. 12/15/11)**

Existing and future transit rights-of-way and corridors shall be identified as a part of the comprehensive plan for integrating transit into the existing transportation system.

Policy 2.3.2: [M] **(EFF. 12/15/11)**

Incentives to encourage the donation of transit rights-of-way and corridors shall be developed.

Policy 2.3.3: [M] **(EFF. 12/15/11)**

Development agreements and land use regulations shall be utilized to preserve future transit corridors.

Objective 2.4: [M] **(Eff. 12/15/11)**

Funding of Transit

By 2012, alternative and innovative funding sources shall be developed to support an effective transit system.

Policy 2.4.1: [M] **(Eff. 12/15/11)**

Transit shall be regarded as a vital public service with increased funding to allow it to compete with the private automobile on an equal basis.

Policy 2.4.2: [M] **(Eff. 12/15/11)**

Funding for transit operating expenses should include and should not be limited to the following sources: sales tax, property tax, future charter county surtax, gas tax, impact fees, and the significant benefits program.

Objective 2.5: [M] **(Eff. 12/15/11)**

Transportation for Disadvantaged

Provide for full implementation of the requirements of Chapter 427, Florida Statutes and Section 3046(a)(9) of the SAFETEA-LU Act regarding planning and coordination of human services transportation in meeting the needs of the transportation disadvantaged.

Policy 2.5.1: [M] **(Eff. 12/15/11)**

A needs assessment of the transportation disadvantaged shall be undertaken.

Policy 2.5.2: [M] **(Eff. 12/15/11)**

An assessment of existing public and private transit programs shall be undertaken with an analysis to determine unmet needs.

Policy 2.5.3: [M] **(Eff. 12/15/11)**

A strategy to meet identified unmet needs shall be developed with emphasis being given to meeting the needs of the transportation disadvantaged (i.e., those individuals who because of physical or mental disability, income status, or age are unable to transport themselves or to purchase transportation).

Goal 3: [M] (Eff. 12/15/11)

Aviation

Provide for adequate capacity and safe, appropriate airport facilities to meet the demand for Commercial Service, cargo, military, and General Aviation services and to enhance aviation and airport development opportunities, with sensitivity to protecting existing residential and natural resources adjacent to the airport.

Objective 3.1: [M] **(Eff. 12/15/11)**

Long Term Implementation Guidelines

Expand and improve on a phased, incremental basis, the aviation facilities at and the access to Tallahassee Regional Airport to meet the transportation needs of the Capital Region while maintaining consistency with all elements of the comprehensive plan. The Tallahassee Regional Airport Master Plan will be maintained and monitored on an ongoing basis to ensure that implementation of the plan meets the aviation needs of the area.

Policy 3.1.1: [M] **(Eff. 12/15/11)**

Implement the Tallahassee Regional airport Master Plan for the Year 2005 and implement the recommendations of the Tallahassee Regional Airport Noise Compatibility Plan.

Objective 3.2: [M] **(Eff. 12/15/11)**

Access to Airport

Access routes to the Tallahassee Regional Airport will be integrated with the street and highway planning process of the City, County, MPO, and Florida DOT. Alternative modal choices will be studied as part of the mass transportation planning process.

Policy 3.2.1: [M] **(Eff. 12/15/11)**

An appropriate gateway from the airport to Downtown/Capitol Center/University destinations shall be designated and improved. Such improvements shall consider roadway capacity, adjacent land uses, landscaping, and incorporation of future mass transportation facilities.

Policy 3.2.2: [M] **(Eff. 12/15/11)**

Conduct a feasibility study to determine the need for, type of, and proposed location of mass transportation services between the airport and priority destinations within the urban area.

Policy 3.2.3: [M] **(EFF. 12/15/11)**

The interface between the roadway network and the airport vehicle circulation system shall be designed, constructed, and signalized (when warranted) to provide efficient on-site and off-site traffic flow.

Policy 3.2.4: [M] **(EFF. 12/15/11)**

The City of Tallahassee will coordinate any aviation facilities plan with U.S. Army Corps of Engineers, the Federal Aviation Administration, the MPO, military service, the FDOT 5 Year Transportation Plan and the Continuing Florida Aviation System Planning Process.

Policy 3.2.5: [M] **(EFF. 12/15/11)**

The Traffic Circulation and Mass Transit sub-elements shall consider future airport access needs.

Objective 3.3: [M] **(EFF. 12/15/11)**

CRITERIA FOR OPERATION AND MODIFICATION TO AIRPORT

Operation of and modification to Tallahassee Regional Airport shall take into account impacts to adjacent land uses, the natural resources, and the community in general.

Policy 3.3.1: [M] **(EFF. 12/15/11)**

Future modifications to airport facilities shall take into account the potential for noise and safety hazards to surrounding land uses.

Policy 3.3.2: [M] **(EFF. 12/15/11)**

Future modifications to airport facilities shall be accomplished so as to be compatible with nearby natural resources.

Policy 3.3.3: [M] **(EFF. 12/15/11)**

Aviation and related facilities development and expansion shall be consistent with the conservation element.

Policy 3.3.4: [M] **(EFF. 12/15/11)**

Aviation and related facilities development and expansion shall mitigate structural and non-structural impact on adjacent natural resources.

Policy 3.3.5: [M] **(EFF. 12/15/11)**

Additional parking shall be provided in ways that minimize impervious surfaces and that maintain the appearance of the airport terminal.

Policy 3.3.6: [M] **(EFF. 12/15/11)**

Aesthetics shall be considered in any future airport facility design.

Objective 3.4: [M] **(EFF. 12/15/11)**

LAND USE IN ADJACENT AREAS

Development near the airport shall occur in ways and at locations compatible with the airport's operation and expansion and with sensitivity to protecting existing residential and natural resources adjacent to the airport.

Policy 3.4.1: [M] **(EFF. 12/15/11)**

Land use decisions in the vicinity of the Tallahassee Regional Airport shall only be permitted if compatible with the current and future operation of the airport facility and the future land use element.

Policy 3.4.2: [M] **(EFF. 12/15/11)**

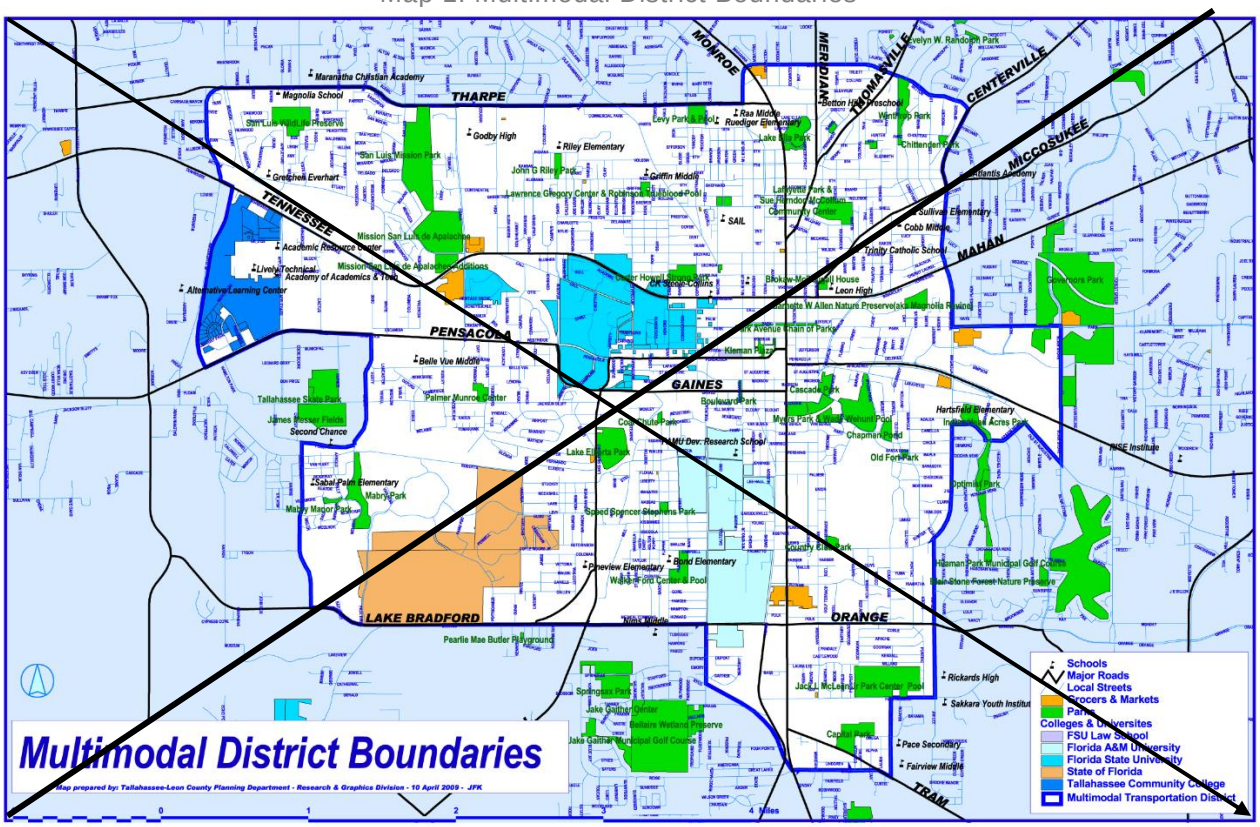
Residential development or other noise-sensitive land uses shall not be permitted within the predicted 65 Ldn noise contours without the use of mitigative noise control measures. Incompatible land uses in airport approach zones shall not be permitted. The high noise contours associated with the airport shall be publicized.

Policy 3.4.3: [M] **(EFF. 12/15/11)**

Additional land uses shall not be permitted in airport zones if, due to structural height, they hinder airport operation or reduce navigable airspace.

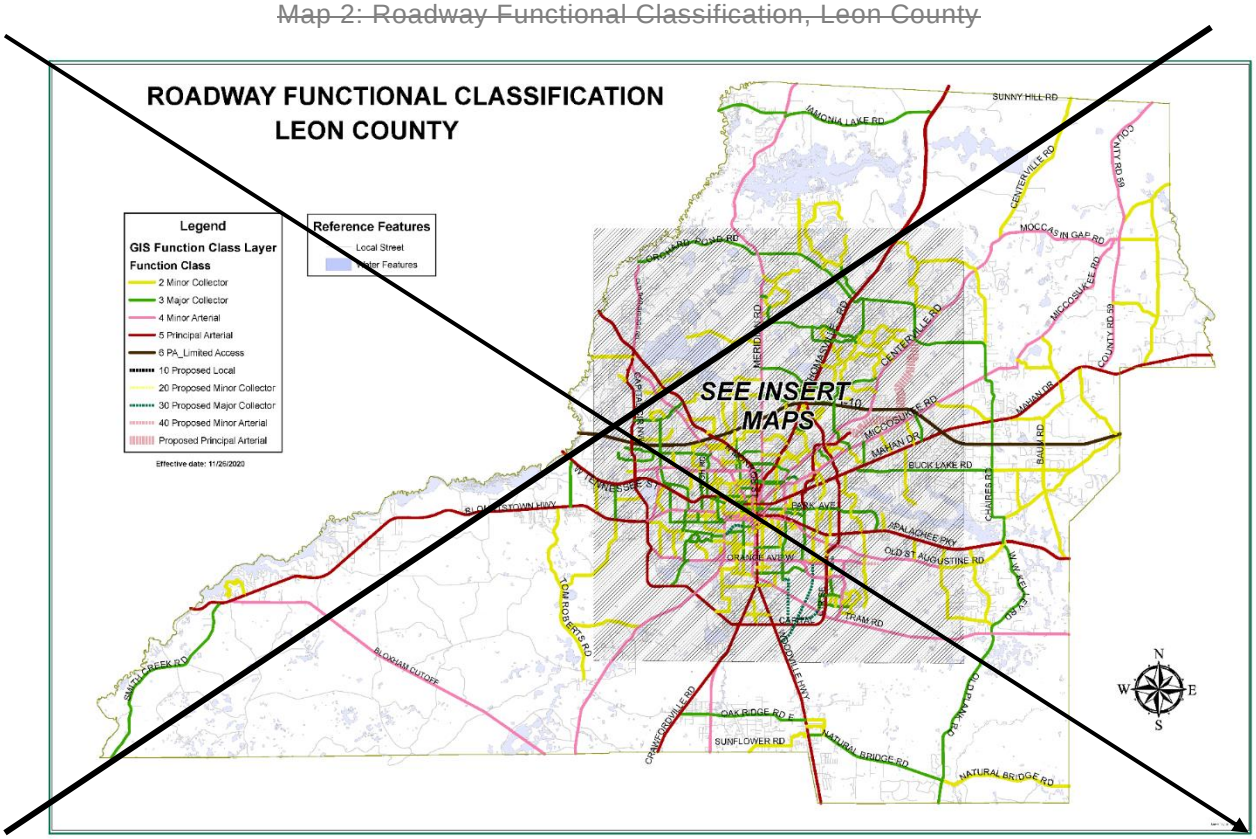
~~II. Mobility~~

~~Map 1: Multimodal District Boundaries~~



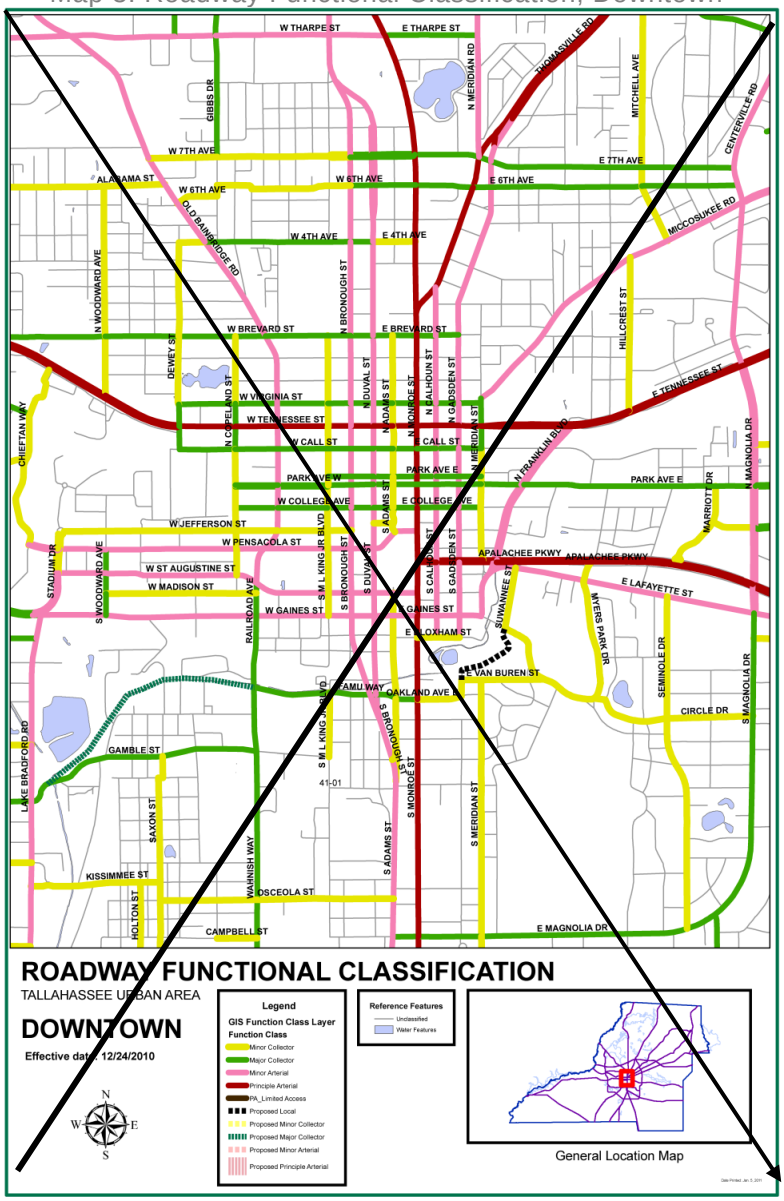
~~II. Mobility~~

~~Map 2: Roadway Functional Classification, Leon County~~



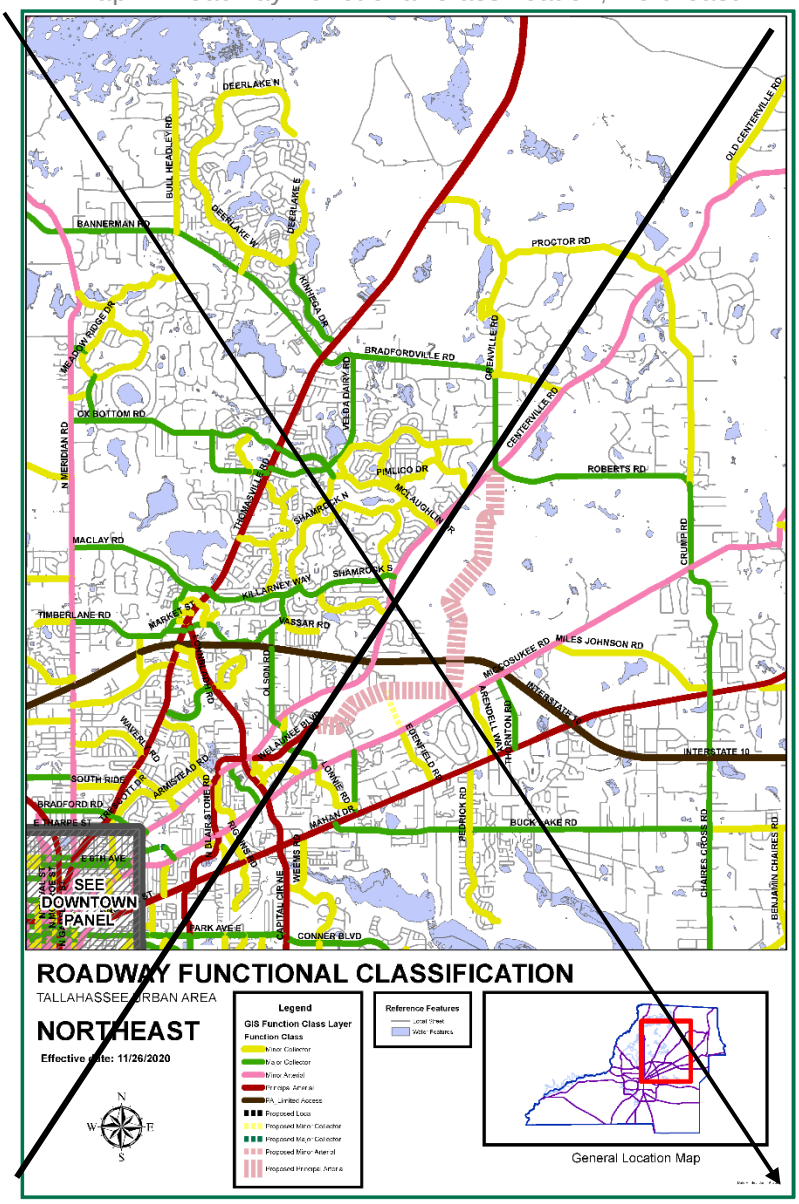
~~II. Mobility~~

~~Map 3: Roadway Functional Classification, Downtown~~



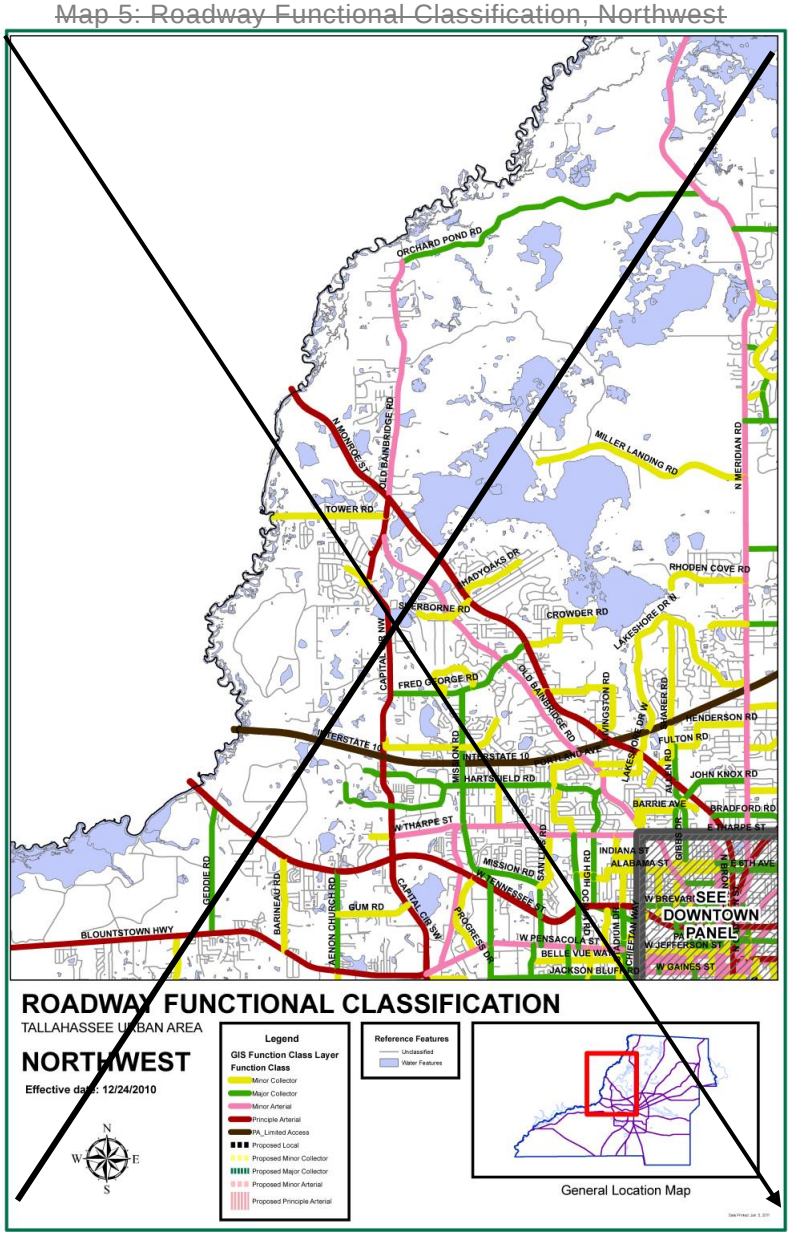
~~II. Mobility~~

~~Map 4: Roadway Functional Classification, Northeast~~



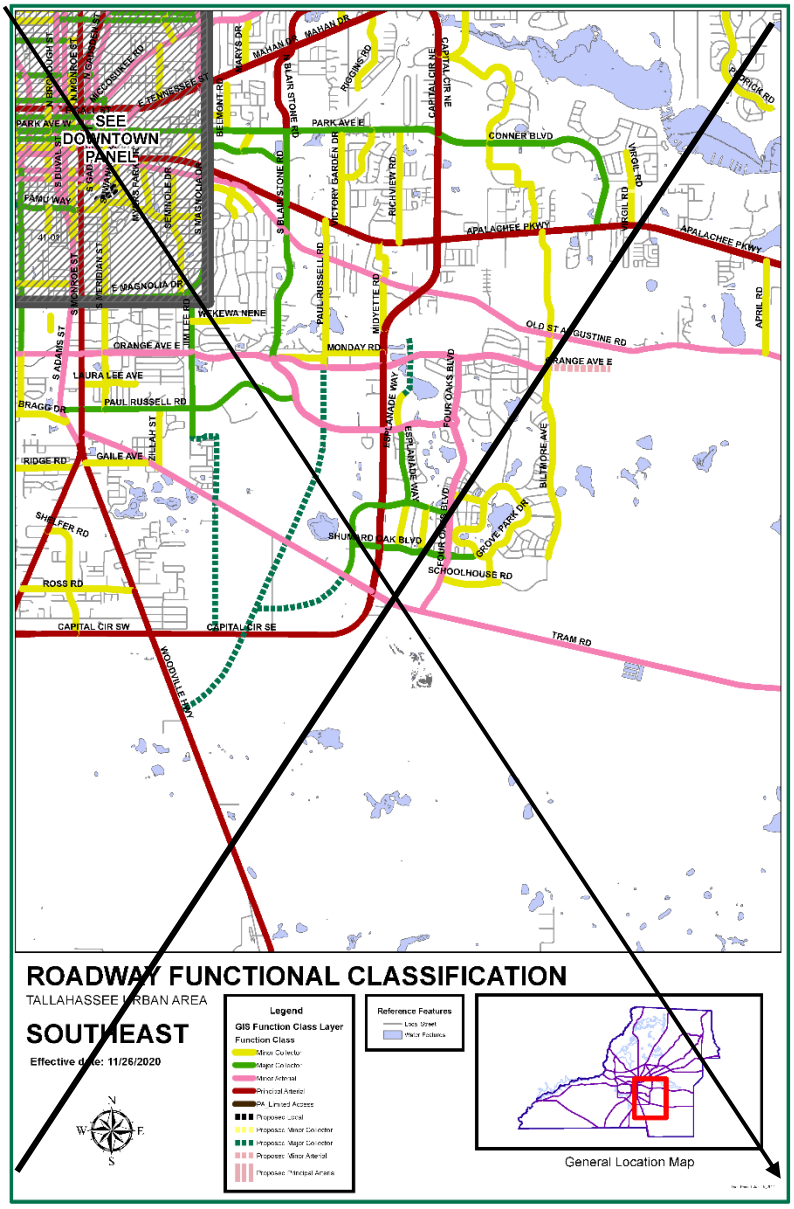
~~II. Mobility~~

~~Map 5: Roadway Functional Classification, Northwest~~



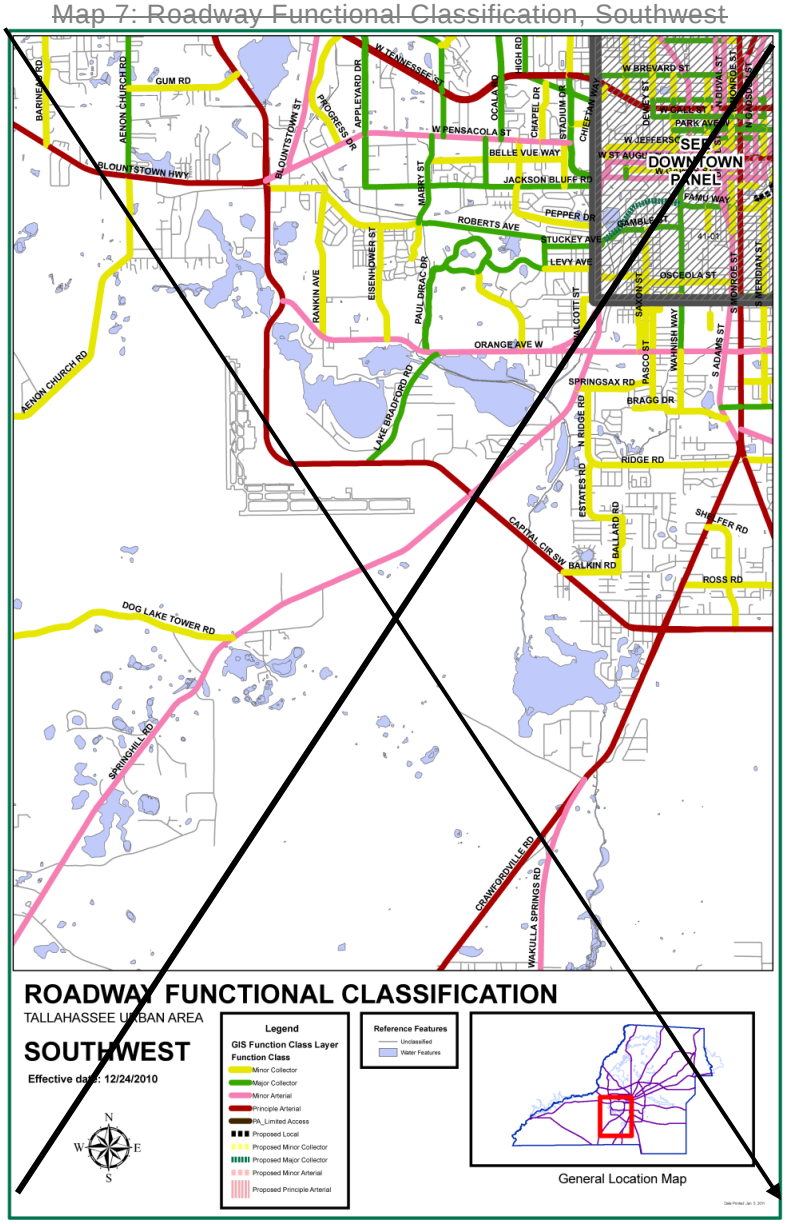
~~II. Mobility~~

~~Map 6: Roadway Functional Classification, Southeast~~



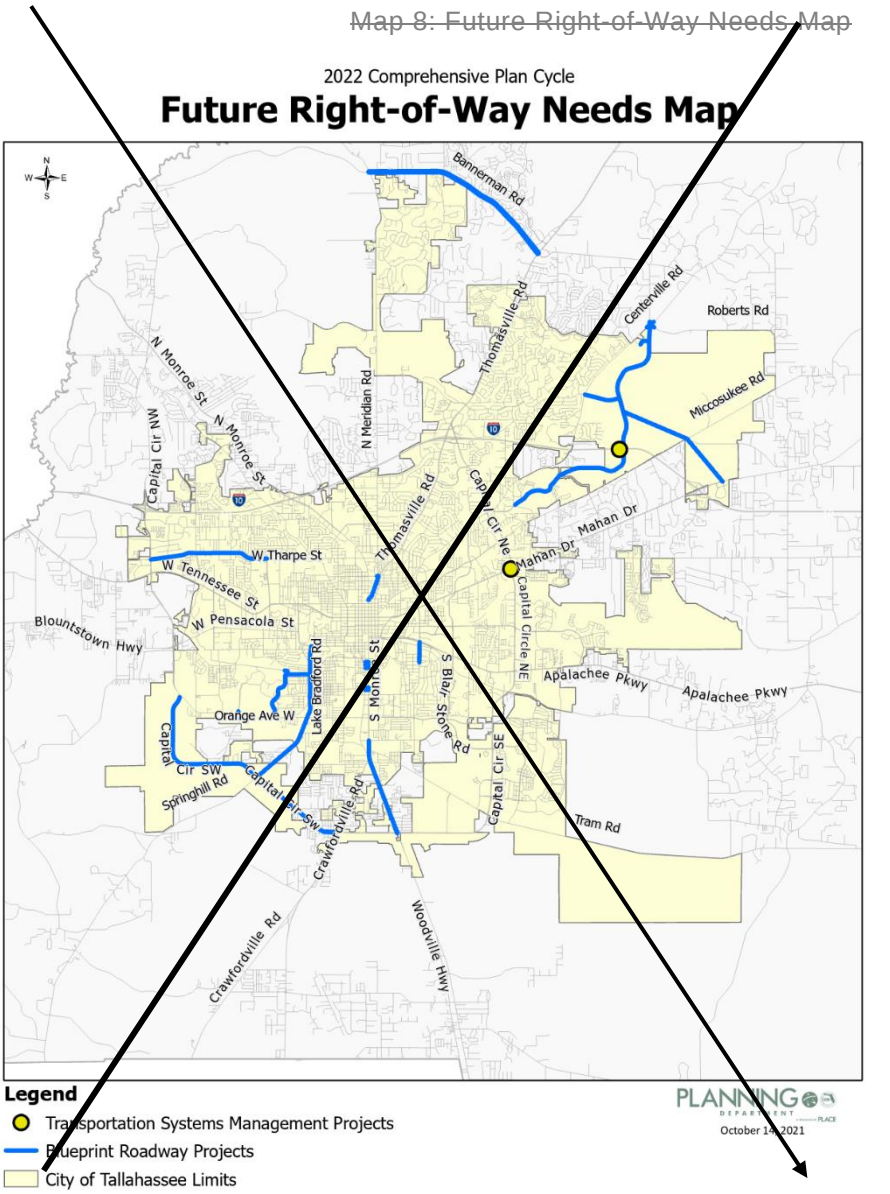
~~II. Mobility~~

~~Map 7: Roadway Functional Classification, Southwest~~



~~II. Mobility~~

~~Map 8: Future Right-of-Way Needs Map~~



GLOSSARY

ACCESS: **(EFF. 6/25/96)** The means of vehicular entry to or exit from property to or from a public or private road.

ACLF: **(EFF. 7/16/90)** Means adult congregate living facility as defined in Section 400.402 of the Florida Statutes.

ACQUISITION: **(EFF. 7/16/90)** Includes purchase, land exchange, donation, easement, assisting private owners in obtaining tax advantages, etc. "Purchase" shall include all acquisition costs, such as surveying and title insurance.

ACTIVE RECREATION FACILITY: **(EFF. 7/16/90)** Means those recreation lands and improvements that are facility oriented, i.e. swimming pools, ball fields, tennis courts.

ADJOINING LAND USES: **(EFF. 8/17/92)** Land uses on parcels which are touching or contiguous to each other, as distinguished from lying near to or adjacent. For purposes of this Plan, land uses on parcels that are separated from each other by a local or a minor collector street or roadway shall also be considered adjoining; land uses on parcels that are separated by a major collector or an arterial street or roadway or by a railroad right of way shall not be considered adjoining.

ADVANCED AIR MOBILITY: Vehicles and infrastructure associated with vertical take-off and landing (VTOL), air taxis, electric and hybrid short-to-medium distance aircraft. These vehicles may be piloted or autonomous and carry either passengers or cargo.

ADVANCED WASTEWATER TREATMENT: **(EFF. 4/10/09)** Treatment of sewage that goes beyond the secondary or biological wastewater treatment stage and includes the removal of nutrients such as phosphorus and nitrogen and a high percentage of suspended solids and biochemical oxygen demand.

AFFORDABLE HOUSING: **(REV. EFF. 7/20/05; REV. EFF. 12/24/10)** Housing that costs no more than 33% of the annual income of a household earning 80% or less of area median income (AMI) for homeownership and 60% AMI or less for rental housing, adjusted for the number of people in the household, as defined by the U.S. Department of Housing and Urban Development (HUD) annually.

AGRICULTURE: **(EFF. 7/6/15)** The production, keeping or maintenance, for sale, lease or personal use, of plants and/or animals useful to humans, including, but not limited to, the growing of crops, dairying, grazing, the raising and maintenance of poultry and other livestock, horticulture, nursery, forestry, and sod farms. Commercial feed lots, the raising of furbearing animals, riding academies, livery or boarding stables or dog kennels are not considered to be normal agricultural uses.

AGRITOURISM: **(EFF. 7/6/15)** Any agricultural related activity consistent with a bona fide farm or ranch or in a working forest which allows members of the general public to view or enjoy activities related to farming, ranching, historical, cultural or harvest-your-own attractions for recreational, entertainment or educational purposes.

ALTERED FLOODPLAINS: **(EFF. 7/16/90)** Areas within the 100 year floodplain that have been either ditched, drained, filled or have had structures built on them, any of which have diminished the flood storage capacity of the floodplain.

ALTERED WETLANDS: **(EFF. 8/17/92)** Wetlands that have been degraded to the extent their ecological function has been detrimentally impaired and the likelihood that they cannot be re-established except through a distinct program of man-made mitigation. Wetlands that can have beneficial function restored through natural processes will not be considered altered.

ARCHAEOLOGICAL SITE: **(EFF. 7/16/90)** A location that has yielded or may yield information on history or prehistory.

AREA PARK: **(EFF. 7/16/90)** Means those park facilities that serve the population of the urban service area, including but not limited to community parks and sports complexes.

BASIC LIVING SHELTER: **(EFF. 7/16/90)** Means a dwelling unit which, at a minimum, is structurally sound, includes indoor plumbing, has a functional heating source, and provides protection to its inhabitants from the elements.

BEST MANAGEMENT PRACTICES: **(EFF. 7/16/90)** Those practices and principles designed to reduce and manage non-point source pollution and in some cases, protect wildlife and habitat. These principles and practices are generally outlined in the latest updated version of various BMP manuals including “Silviculture Best Management Practices,” “Best Management Practices,” “A Landowners Handbook for Controlling Erosion for Forestry Operations,” “Management Guidelines for Forested Wetlands,” “DER: Florida Development Manual, A Guide to Sound Land and Water Management,” and other publications on best management practices that are accepted by the industries and regulatory bodies. The local government reserves the right to add to or alter BMPs in specific instances as part of development agreements or development orders.

BUFFER: **(EFF. 6/25/96)** Open spaces, planted areas, fences, walls, berms, any combination thereof, or any other structure or design mechanism that is used to physically separate or screen one land use from another so as to visually shield and/or mitigate potential negative impacts.

BUSINESS ACCELERATOR: **(EFF. 5/31/18)** An organization that offers a range of support services and funding opportunities for startup businesses, including capital and investment, mentorship, office space and supply chain resources.

BUSINESS INCUBATOR: **(EFF. 5/31/18)** Organizations that help new and startup companies develop by providing services such as management training or office space, and are often a good path to capital from investors.

CANOPY ROAD: **(EFF. 7/16/90)** Road designated by local government as having significant aesthetic, cultural and historical value.

CAPITAL FACILITIES: **(EFF. 7/16/90)** Means transportation systems or facilities, including roads, mass transit, bikeway, sidewalk and aviation facilities; sewer systems or facilities; solid waste systems or facilities; drainage and stormwater management systems or facilities; potable water systems or facilities; education systems or facilities; parks and recreation systems or facilities; and health systems or facilities.

CAPITAL INFRASTRUCTURE: **(REV. EFF. 8/17/92)** Consists of sewer and water, roads, mass transit, solid waste, drainage, and parks.

CAPITOL CENTER PLANNING COMMISSION: **(EFF. 8/17/92)** As defined by §272.12, Florida Statutes.

CDBG: **(EFF. 7/16/90)** Means the Community Development Block Grant, as authorized under Title I of the Housing and Community Development Act of 1974.

CLOSED BASIN: **(EFF. 7/16/90)** A naturally depressed portion of the earth's surface for which there is no natural outlet for runoff other than percolation, evaporation, or transpiration.

CLUSTERING: **(EFF. 12/7/99)** The grouping together of structures and infrastructure on a portion of a development site with the balance remaining undeveloped or reserved as green space, which may or may not be used for development at a later date.

COMMERCIAL: **(REV. EFF. 6/25/96)** Generally, an activity or business involving the sale of goods and/or services carried out for profit.

> **MINOR**: **(EFF. 7/16/90)** Provide for the sale of convenience goods and services to the immediate residential area. Gross floor area—less than 20,000 square feet except at a local street intersection where maximum allowable is 10,000 square feet.
>
> **NEIGHBORHOOD**: **(REV. EFF. 9/19/91)** Provide for the sale of convenience goods and personal services such as food, drugs, sundries and hardware items to one or more neighborhoods. Gross floor area—20,000 to 100,000 square feet. Except at intersection of collectors where maximum allowable is 50,000 square feet.

COMMUNITY: **(EFF. 7/16/90)** Same functions of neighborhood commercial but on a larger scale. Provide for sale of retail goods such as clothing, variety items, appliances and furniture, hardware and home improvement items. Gross floor area—100,000 to 200,000 square feet.

REGIONAL: **(EFF. 7/16/90)** Same functions of community center, provide full range and variety of shopping goods for comparative shopping such as general merchandise apparel, furniture and home furnishings. Gross floor area - 200,000 to 1,000,000 square feet.

HIGHWAY: **(EFF. 7/16/90)** Provide for consumer oriented retail services designed for drive-in convenience. Gross floor area - 1,000 to 10,000 square feet.

COMMERCIALIZATION CENTERS: **(EFF. 5/31/18)** Facilities designed to further develop technologies through research partnerships, assistance with patents, and support for delivering products to the market through licensing and the creation of companies.

COMMUNITY FACILITIES: **(REV. EFF. 8/17/92)** Facility or service which may be public or privately owned, established, and intended to provide significant public benefit.

COMMUNITY SERVICES: **(EFF. 7/16/90; REV. EFF. 8/27/17)** A facility owned or operated by a public or private entity or agency that provides a service or significant public benefit directly to the general public, such as libraries, religious facilities, police/fire stations, hospitals, museums, and schools.

LIGHT INFRASTRUCTURE: **(EFF. 7/16/90; REV. EFF. 1/19/20)** Water wells, water tanks, sewage pump stations, electric substations, and solar power stations and systems.

HEAVY INFRASTRUCTURE: **(EFF. 7/16/90; REV. EFF. 12/24/10; REV. EFF. 1/19/20)** Government operational facilities, which have significant off-site impacts. Also included are such facilities operated by semi-public or private utility providers. These facilities shall include but are not limited to:

Waste-to-energy facilities
Materials recovery facilities
Sanitary sewer facilities
Sanitary sewer percolation ponds
Sewage treatment plants
Airports
Power generating stations (non-solar powered)
Landfills
Sludge disposal facilities
Incinerators
Correctional facilities
Water treatment plants
Outdoor storage facilities
Vehicle maintenance facilities
Solid waste transfer station
Correctional facilities

POST-SECONDARY: **(EFF. 7/16/90)** Public or private - Universities, colleges, vocational/technical schools.

COMMUNITY PARK: **(EFF. 7/16/90)** Means those parks that serve several neighborhoods with total populations of up to 25,000 and have a service area of up to a three mile radius. "Ride-to" facilities that are also accessible to bicyclists and pedestrians shall be included.

COMPATIBILITY: **(EFF. 5/31/18)** A condition in which land uses or conditions can coexist in relative proximity to each other in a stable fashion over time such that no use or condition is unduly negatively impacted directly or indirectly by another use or condition.

CONSERVATION: **(EFF. 7/16/90)** Allowing only carefully planned development activities to occur on a site; development activities must be compatible with the perpetuation of the ecological resources on the site.

CONSERVATION SUBDIVISION: **(EFF. 7/1/04)** A residential or mixed-use development that has been developed utilizing a design approach in which a significant fraction of the parent tract(s) is reserved as permanently protected open space and the remaining fraction of the land is developed. Under this design approach, development is clustered or concentrated on the least environmentally or otherwise significant portions of the development site.

CONTEXT SENSITIVE DESIGN: Land use and streetscape design that prioritizes physical and social context, while also preserving scenic, aesthetic, historic, and environmental resources, to provide mobility and safety for all users in a way that is reflective of the specific area in which the development and/or roadway is constructed.

COUNTYWIDE PARK: **(EFF. 7/16/90)** Means those park facilities that serve the entire county population, including but not limited to regional parks, boat landings and parks, golf courses, state parks, including university recreation areas, and national forest lands.

COWORKING SPACES: **(EFF. 5/31/18)** Shared workplaces or offices that facilitate the social gathering of a group of people who are still working independently. Unlike in a typical office, those utilizing coworking spaces are usually not employed by the same organization. Coworking spaces are often attractive to work-at-home professionals, independent contractors, or people who travel frequently.

DENSITY: **(EFF. 12/7/99)** *see* Gross Density

DENSITY NEUTRAL: **(EFF. 7/1/04)** As applied to Conservation Subdivisions, means that the allowable density achieved through the utilization of the conservation subdivision design approach shall not exceed the maximum density established for the Future Land Use Map category and base zoning district applicable to the subject property or properties.

DEVELOPMENT: **(EFF. 7/16/90)** Any proposed change in the use or character of the land, including but not limited to, land clearing or the placement of any structure or site improvement on the land except for silviculture activities employing best management practices.

DILAPIDATED: **(EFF. 7/16/90)** Means a structure which does not provide safe and adequate shelter in its present condition and endangers the health, safety and well-being of the occupants. A structure in the dilapidated classification cannot be economically repaired. A house is dilapidated when it has one or both of the following conditions:

1) Inadequate original construction such that it does not provide adequate protection against the elements;
2) Defects which would cost over 50% of the total value of the shelter to repair.

DRAINAGE BASIN: **(EFF. 12/7/99)** The area defined by topographic boundaries which contributes stormwater to a watershed or drainage system, including all areas artificially added to the basin.

ECOTOURISM: **(EFF. 7/6/15)** Tourism that focuses on the appreciation of natural areas, wildlife, or cultural and historical resources and strives to minimize ecological impact or damage. This nature-based tourism involves education and interpretation of the natural environment and is managed to be ecologically sustainable. Activities may include cycling, camping, fishing, hunting, paddling, hiking, birding, visiting scenic byways, agritourism, and wildlife viewing.

ENDANGERED SPECIES: **(EFF. 7/16/90)** Are defined based on the same criteria and analogous to the state and federal list: Any species of fish and wildlife or plant naturally occurring in Florida, whose prospects of survival are in jeopardy due to modification or loss of habitat; over utilization for commercial, sporting, scientific or educational purposes; disease; predation; inadequacy of regulatory mechanisms; or other natural or man-made factors affecting his continued existence.

~~**ENTERPRISE ZONE**: **(EFF. 7/16/90)** Means an area in the state designated pursuant to Section 290 of the Florida Statutes and approved by the Secretary of the Department of Community Affairs.~~

ENVIRONMENTALLY SIGNIFICANT LANDS: **(EFF. 7/16/90)** Areas that provide breeding, wintering or foraging habitat, for federal, state, and locally listed plant and animal species; flood plains, wetlands, native forests and vegetated areas.

~~**FEDERAL UNIFORM RELOCATION ACT**: **(EFF. 7/16/90)** Means the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as passed and subsequently amended by the Congress of the United States.~~

FLOOD OR **FLOODING**: **(EFF. 1/23/09)** A temporary condition of partial or complete inundation of normally dry land or wetlands from the overflow of water bodies or watercourses in response to stormwater runoff, or from excessive overland flow of stormwater, or the accumulation of stormwater runoff in a closed basin.

FLOODPLAIN: **(EFF. 1/23/09)** An area of land susceptible to being flooded by stormwater. Floodplains are normally designated in terms of their probability of flooding with a specified period, such as one, ten, 25, 50, and 100 years.

FLOODWAY: **(EFF. 7/16/90; REV. EFF. 1/23/09)** That part of the floodplain associated with the channel of a river, steam, or other watercourse, or waterbodies and the adjacent land areas that must be reserved in order to discharge the base flood without cumulatively increasing the water surface elevation of the floodway.

FLOOR AREA RATIO: **(EFF. 6/25/96)** A measure of development intensity expressed as a ratio of the gross floor area of all buildings on a site divided by the total area of the site.

FLORIDA CAPITOL CENTER PLANNING DISTRICT: **(EFF. 8/17/92)** As defined by §272.12, Florida Statutes.

FLORIDA MASTER SITE FILE: **(EFF. 7/16/90)** A clearinghouse for information on archaeological sites, buildings and historic resource surveys. Inclusion in the Florida Master Site File does not necessarily mean that the resource possesses historic, architectural, archaeological or cultural significance, or is worthy of preservation.

FREEWAYS: **(EFF. 7/1/04)** Roadways that provide the highest level of mobility and are intended to carry the greatest amount of traffic at the highest speeds. Accordingly, freeway mainlanes provide no direct access to property and access to the freeway is provided only at interchanges and ramps.

FUNCTIONAL AREA OF AN INTERSECTION: **(EFF. 7/1/04)** The area beyond the physical intersection that comprises decision and maneuver distance, plus any required vehicle storage length, and is protected through corner clearance standards and connection spacing standards.

GREEN SPACE: **(EFF. 7/16/90)** Means that part of a lot open and unobstructed from its lowest level upward which is accessible to all residents on the lot, except as may be required for safety, and which is not used for off-street parking, streets, drives, refuse storage or other utility or building purposes.

GREEN INFRASTRUCTURE: Infrastructure that uses plants, soils, and other media to capture and treat stormwater. It relies on the natural processes of filtration, infiltration, and evapotranspiration to manage stormwater

GROSS DENSITY: **(EFF. 7/16/90)** Means the number of dwelling units per gross acre, an area of land containing forty three thousand, five hundred sixty (43,560) square feet including rights-of-way, common areas and the like. All residential densities referred to in the plan shall be gross densities unless otherwise noted.

GROUNDWATER RESOURCE PROTECTION: **(EFF. 7/16/90)** Areas determined to have high recharge to the aquifer and/or area where the potential for groundwater contamination is high.

GROUP HOME: **(EFF. 7/16/90)** Means a facility which provides a living environment for unrelated residents who operate as the functional equivalent of a family, including such supervision and care as may be necessary to meet the physical, emotional and social needs of the residents. Adult congregate living facilities comparable in size to group homes are included in this definition. It shall not include rooming or boarding homes, clubs, fraternities, sororities, monasteries or convents, hotel, residential treatment facilities, nursing homes, or emergency shelters.

HAZARD: **(EFF. 4/10/09)** Means a condition that exposes human life or property to harm from a man-made technological, or natural disaster.

HAZARD MITIGATION: **(EFF. 4/10/09)** Means any action taken to reduce or eliminate the exposure of human life or property to harm from a man-made or natural disaster.

HAZARDOUS WASTE: **(EFF. 7/16/90)** Means solid waste, or a combination of solid wastes, which because of its quantity, concentration, or physical, chemical, or infectious characteristics, may cause, or significantly contribute to, an increase in mortality or an increase in serious irreversible or incapacitating reversible illness, or may pose a substantial present or potential hazard to human health or the environment when improperly transported, disposed of, stored, treated, or otherwise managed.

HEAVY INDUSTRIAL: **(EFF. 7/16/90; REV. EFF. 5/31/18)** Heavy industrial uses have or may have substantial offsite impacts, such as noise, vibrations, smoke, dust and particulate matter, and noxious or odorous gases. Heavy industrial uses typically depend on access to Strategic Intermodal System (SIS) facilities, rail facilities, or airport facilities.

HIGH QUALITY SUCCESSIONAL FOREST: **(REV. EFF. 12/10/91; REV. EFF. 7/19/13)** High quality successional forest shall mean a medium quality natural plant community that is a forest type described in the Florida Natural Areas Inventory publication "Guide to the Natural Communities of Florida." These forests typically show signs of past disturbances, but still retain a good distribution of high quality indicator species. A medium quality natural community generally possesses the following characteristics:

1) The floristic composition contains many of the more common species typical of the natural community type, although most rare species are absent;
2) The community may contain invasive exotic plants that could be controlled through management;
3) The community has likely had some past disturbance, but not to the extent that the potential for recovery or restoration to a high quality natural community is significantly impaired (unauthorized activities in high quality successional forest areas resulting in a violation of the ordinances will not be excluded from protection as such).

HISTORIC RESOURCE: **(EFF. 7/16/90)** Means all areas, districts, or sites containing properties listed on the Florida Master Site File, the National Register of Historical Places, or designated by a local government as historically, architecturally or archaeologically significant.

HYDRAULIC FRACTURING: **(EFF. 5/31/18)** The process by which fractures are created by pumping fluids at high pressure into target rock formations to stimulate the flow of natural gas or oil, increasing the volumes that can be recovered.

INNOVATION DISTRICTS: **(EFF. 5/31/18)** Geographic areas that are physically compact, walkable, and transit-accessible where educational institutions, university-affiliated research and development facilities, and/or technology-focused companies cluster and connect with startup companies, business incubators, and business accelerators. Innovation Districts are mixed-use areas that provide housing, office, and retail in addition to the educational and business uses.

INTEGRATED ACCESS: **(EFF. 12/10/91)** The permitting of ingress and egress to a parcel of land in a manner which will minimize disruptions of the traffic flow due to turning movements on the local, collector, or arterial street on which the parcel fronts. Integrated access may include the requirement of shared access or the use of frontage or rear access roads.

INTENSITY: **(EFF. 12/7/99)** A measurement of the extent of land development, including the consumption or use of the space above, on, or below ground; examples of intensity measurement may include: the measurement of the use of or demand on facilities or services, allowed square footage or a floor area ratio of non-residential development, or the number of dwelling units per acre of residential development.

INTERMODAL: The term intermodal generally describes facilities that are used to move freight and cargo, as well as their transfer stations. Such facilities may include ports, railroad freight yards, freight/commercial airports, and the highways and railways that connect these facilities.

INTERSECTION: **(EFF. 6/25/96)** The point where the centerlines of two or more roads meet or cross and where allowance is made for the interchange of vehicular traffic.

LAND DEVELOPMENT REGULATIONS: **(EFF. 7/16/90)** Ordinances enacted by governing bodies for the regulation of any aspect of development, and including any local government zoning, rezoning, subdivision, building construction, or sign regulations, or any other regulations controlling the development of the land.

LDN: **(EFF. 7/16/90)** Means that measure of noise known as the Average Day-Night Sound Level rating which is the yearly energy average of the A-weighted sound level (to approximately the frequency response of the ear) integrated over a 24-hour period.

LEVEL OF SERVICE: **(EFF. 7/16/90)** Means an indicator of the extent or degree of service provided by, or proposed to be provided by a facility based on or related to the operational characteristics of the facility. Level of service shall indicate the capacity per unit of demand for each facility.

LEVELS OF SERVICE: (EFF. 7/16/90)

A Represents free flow. Individual users are virtually unaffected by the presence of others in the traffic stream.

B Is in the range of stable flow, but the presence of other users in the traffic stream begins to be noticeable.

C Is in the range of stable flow, but marks the beginning of the range of flow in which the operation of individual users becomes significantly affected by interactions with others in the traffic stream.

D Represents high density, but stable flow. Speed and freedom to maneuver are severely restricted.

E Represents operating conditions at or near the capacity level. All speeds are reduced. Freedom to maneuver within the traffic stream is extremely difficult.

LIGHT INDUSTRIAL: **(EFF. 7/16/90, REV. EFF. 5/31/18)** Light Industrial uses typically constrain potentially offensive impacts onsite, either through complete enclosure or a combination of enclosure and screening. Light Industrial uses shall include the finishing of products composed of previously manufactured component parts (such as the assembly of apparel or food processing excluding slaughter); and any manufacturing, storage, or distribution of products unlikely to cause any of the following impacts to be detected off-site: odor, noise, fumes or dispersion of waste, or radiation. Ancillary commercial uses designed to serve adjacent workers may be permitted. Light Industrial uses are not dependent upon direct access to rail facilities for off-loading and on-loading. Mixed Use Industrial sites allow light industrial uses supported by training facilities, offices, restaurants, small scale commercial storefronts, factory tours, retail, ancillary residential and/or open space uses.

LISTED SPECIES: **(EFF. 7/16/90)** Any plant or animal listed by the county, state or federal governments as an endangered or threatened species, or a species of special concern.

LIVE-WORK UNITS: **(EFF. 7/20/05)** Residential structures with their own lots, designed to accommodate and that include both living facilities and commercial/office components within the structure or on the same lot. The non-residential uses allowed in live-work units are “destination” businesses that do not rely on passerby and drive-by traffic, but more typically have visitation by appointment.

LOCALLY DESIGNATED HISTORIC RESOURCE: **(EFF. 7/16/90)** A resource that has been designated as historic under the Tallahassee-Leon County Zoning Code and that undergoes design review by the Tallahassee-Leon County Architectural Review Board.

LOCAL PARK: **(EFF. 7/16/90)** Means those park facilities that serve the population of the corporate city limits, including but not limited to neighborhood parks and passive recreation facilities.

LOCAL STREETS: **(REV. EFF. 7/1/04)** Local streets collect traffic from adjacent land uses and other minor streets (cul-de-sacs, loops, alleys, lanes) and channel it to the collector/arterial system. Local streets are intended to carry the lowest traffic volumes at the lowest speeds, discourage through traffic (usually do not carry traffic between two streets of a higher classification), and to provide access to abutting land.

LOW IMPACT DEVELOPMENT: **(EFF. 4/10/09)** A land planning and engineering design approach that focuses on minimizing adverse impacts of development on water quality. This approach is implemented by replicating the pre-development hydrologic regime of the development site through infiltrating, filtering, storing, evaporating, and detaining stormwater runoff close to its source.

MAJOR COLLECTOR: **(REV. EFF. 7/1/04)** Major collector roadways channel traffic between arterials, from other collector streets to the arterial system, and from a major activity center to the arterial street system. Major collectors may carry relatively high traffic volumes.

MAJOR DETERIORATION: **(EFF. 7/16/90)** Means a dwelling unit which has major defects requiring extensive repairs. The unit will not necessarily provide safe and decent shelter unless the repairs are made. These housing units usually have critical defects of a substantial nature, such as:

1) Holes, open cracks, rotted or missing materials over a large part of the foundation, walls, roof or chimney;
2) Substantial sagging of floors, walls or roof,
3) Extensive damage by storm, fire or flood.

MAKERSPACES: **(EFF. 5/31/18)** Collaborative work spaces with tools available for the purposes of enabling people to design, prototype and create manufactured works that typically would not be possible to create with the resources available to individuals working alone. Makerspaces are intended to provide access to equipment, community, and education. Makerspaces often have a variety of equipment, such as 3D printers, laser cutters, CNC (Computer Numerical Control) machines, soldering irons, or sewing machines.

MASS TRANSIT: **(EFF. 7/16/90)** Means passenger transportation service, usually local in scope, that is available to any person who pays a prescribed fare. It operates on established schedules along designated routes or lines with specific stops and is designed to move relatively large number of people at one time.

MICROMOBILITY: The term micromobility is used to describe emerging transportation alternatives such as e-scooters, e-bikes, and electric skateboards. It is frequently used in describing bikeshare and e-scooter share schemes.

MINING: **(EFF. 5/31/18)** Mining uses have the potential for substantial offsite impacts and alterations to the land structure on and around the mining site. Mining uses shall include the mining and quarrying of sand, gravel, clay, limestone, ceramic, and refractory minerals. Mining uses do not include hydraulic fracturing. Mining uses typically depend on a transportation system that can support large and heavy trucks.

MINOR ARTERIAL: **(REV. EFF. 7/1/04)** Minor arterial roadways interconnect with and augment the principal arterial system. They are similar in function to principal arterials, but accommodate trips of more moderate length and distribute travel to geographic areas smaller than that of the principal arterial system. Therefore, they provide a somewhat higher degree of property access than principal arterials.

MINOR COLLECTOR: **(REV. EFF. 7/1/04)** Minor collector roadways channel traffic from minor streets to the major collector/arterial system, between other collectors, and from activity centers to a street of higher classification. Minor collectors provide access to adjoining properties and generally have lower volumes, shorter trip lengths, and fewer through trips than major collectors.

MISSING MIDDLE HOUSING: This type of housing is represented as house-scale buildings with multiple units, such as duplexes, fourplexes, cottage courts, and cluster housing types, that fit seamlessly into existing residential neighborhoods, offering more housing options and supporting walkability. These types are frequently "missing" from the typical Florida housing market.

MITIGATION: **(EFF. 7/16/90)** To lessen or eliminate the impact of development on a significant historic resource. Mitigation can include the modification of project plans to ensure preservation of the significant resource, landscape buffering, adaptive use of a historic building, archaeological salvage, or historic or photographic documentation or the resource.

MSTU/MSBU: **(EFF. 7/16/90)** Means municipal service taxing units or municipal service benefit units, as authorized and defined in Florida Statutes, Chapter 125.01 (1)(q).

MULTIMODAL: The term multimodal describes supporting the presence of a variety of transportation options including but not limited to walking, biking, rolling (wheelchair et al.), micromobility (e-scooters et al.), freight, trolly, bus, train, etc. The term is generally used to emphasize alternatives to vehicular modes of transportation.

NATIONAL REGISTER OF HISTORIC PLACES: **(EFF. 7/16/90)** A federal listing of culturally significant buildings, structures, objects, sites and districts in the United States. This program was established by Congress in 1935 and is maintained by the United States Department of the Interior.

NATIVE FOREST: **(EFF. 7/16/90; REV. EFF. 7/19/13)** Native forest shall mean a high quality natural plant community that is a forest type described in the Florida Natural Areas Inventory publication "Guide to the Natural Communities of Florida." A high quality natural community generally possesses the following characteristics:

1) The plant species composition is dominated by high quality indicator species which are typical of their natural community type;
2) The community may contain invasive exotic plants that could be controlled through management;
3) Evidence of historical disturbance may be present, but the disturbance has not destroyed or prevented the re-establishment of a high quality natural community type.

NATURAL ACCESS CONTROL: **(EFF. 12/10/02)** A design concept directed primarily at decreasing opportunities for criminal activities by denying access to crime targets and creating a perception of risk for potential offenders. Natural access control is developed by designing streets, parking areas, sidewalks, building entrances, and neighborhood gateways, which clearly indicate public routes and discourage access to private areas with structural elements.

NATURAL SURVEILLANCE: **(EFF. 12/10/02)** A design concept directed primarily at identifying potential undesired r criminal activities. Natural surveillance is promoted by features that provide day and night visibility from windows, doors, and porches that oversee parking areas, pedestrian areas, play areas, building entrances, and similar areas.

NATURAL VEGETATION: **(EFF. 7/16/90)** The trees and plants occurring on a site prior to development, alteration or clearing of that site.

NEIGHBORHOOD PARK: **(EFF. 7/16/90)** Means those parks that serve as the focus for neighborhood units with a population of up to 5,000 and have a service area of approximately one-half mile and are accessible primarily to pedestrian and bicyclists.

NET ACRE: **(EFF. 7/16/90)** The amount of usable land area, exclusive of impervious areas and areas subject to environmental constraints.

NEW DEVELOPMENT: **(EFF. 7/16/90)** Means all land development activity subject to a development order after the adoption of this Comprehensive Plan, except those that shall be granted vested rights pursuant to the Plan itself.

OFFICE: **(REV. EFF. 6/25/96)** Generally, a room, group of rooms, or building used primarily for conducting the affairs of a business, profession, service, industry or government. An office shall not include the sale of goods for a profit as its primary use. For purposes of this Plan, the following are categories of office intensity:

MINOR: **(REV. EFF. 6/28/95)** Converted residence at the existing size or newly constructed building less than 10,000 square feet and .25 floor area ratio or less. Maximum of 2,500 square feet if located on a local street.

MAJOR: **(REV. EFF. 6/28/95)** An office building or buildings with more than a .25 floor area ratio, or at least 10,000 square feet. This includes a series of buildings within a subdivision that when combined is equal to or exceeds these thresholds.

OFF-SITE MITIGATION: **(EFF. 7/1/04) CITY OF TALLAHASSEE ONLY**—To compensate for the impacts of development on significant environmental resources in areas deemed important for infill or related conversions of land use by preserving, restoring and enhancing the environmental functions of ecosystems elsewhere.

ON-SITE SYSTEM: **(EFF. 7/16/90)** Means any sanitary sewer system designed and built to serve a single parcel of land, i.e. septic tank or package treatment plant with capacity sized to:

a) Meet the demand for a single parcel of land and its intended use
b) Meet the projected demand for a single parcel of land after its subdivision

An on-site system may serve more than one parcel but only to correct an existing environmental problem.

OPEN SPACE: **(EFF. 7/1/04)** Means undeveloped lands suitable for passive recreation or conservation uses. In the context of Conservation Subdivisions, Open Space refers to lands subject to a required conservation easement. These lands may include Conservation and Preservation features defined in this Plan, or agricultural or silvicultural properties, that are managed to preserve or promote environmental and aesthetic resources.

PASSIVE RECREATION FACILITY: **(EFF. 7/16/90)** Means those recreation lands and improvements that are natural resource oriented, i.e. hiking trails, boat landings, neighborhood parks.

PEAK HOUR: **(REV. EFF. 8/17/92)** Means the period during which the maximum amount of travel occurs. The period when demand for transportation service is heaviest.

PLANT COMMUNITY: **(EFF. 7/16/90)** A natural association of plants that is dominated by one or more prominent species, or possesses a characteristic physical and discernible attribute.

~~**POLYGON CONNECTIVITY INDEX**: **(EFF. 4/10/09)** A measure of connections within a transportation network. A polygon is created when elements of the transportation network connect and create closed loops, thus allowing a traveler to make a loop on its perimeter. The more polygons there are within an area, the more route options exist for a traveler. More polygons equal a higher connectivity index and a higher degree of mobility.~~

POPULATION ACCOMMODATION RATIO (PAR): **(EFF. 4/18/02)** The Population Accommodation Ratio (PAR) is the relationship between the supply of land available for development and the expected population growth over a period of time. A PAR of 2.00 means that there is twice the supply of land available for development compared to the expected population growth over a period of time. A PAR of 1.50 means there is 50% more land available for development than is needed for the expected population growth over a period of time.

PRESERVATION: **(EFF. 7/16/90)** Establishing strict requirements for the maintenance of significant ecological resources in a natural state. Activities should be in strict compliance with an effort to perpetuate the ecological value of the site or surrounding areas, including maintenance of listed plant and animal species.

PRESERVE AREAS: **(EFF. 7/16/90)** Vegetative areas required to be preserved by law.

PRINCIPAL ARTERIAL: **(REV. EFF. 7/1/04)** Principal arterial roadways are designed to carry the next highest level of mobility and are intended to carry substantial traffic volumes over relatively long distances and at relatively high speeds. Direct property access may be provided but must be carefully managed to avoid creating unsafe and congested conditions and to preserve mobility.

PRIVATE RECREATIONAL FACILITIES: **(EFF. 7/1/04)** Recreational resources provided by the private sector.

COMMERCIAL RECREATIONAL FACILITIES: **(EFF. 7/1/04)** Facilities operated by the private sector as for profit or not-for profit.

RESIDENTIAL RECREATIONAL FACILITIES: **(EFF. 7/1/04)** Facilities located within and associated with residential developments.

PROOF OF CONCEPT CENTERS: **(EFF. 5/31/18)** Facilities designed to provide services related to financial capital, business support, and university research to promote the adoption and further development of programs that aid technologies through phases between patenting and the creation of marketable products.

PUBLIC FACILITY: **(EFF. 7/16/90)** Means capital facilities that are owned by a governmental entity.

RECREATIONAL:

PASSIVE: **(EFF. 7/16/90)** Natural resource oriented, (hiking trails, boat landings, neighborhood parks).

ACTIVE: **(EFF. 7/16/90)** Facility oriented, (swimming pools, ball fields, tennis courts).

REGIONAL PARK: **(EFF. 7/16/90)** Means a large resource based area which serves the entire county. Such a park should serve a minimum of 100,000 population and be within a 30 minute driving time of that population.

REGULATED CLOSED BASINS: **(EFF. 7/16/90)** A naturally depressed portion of the earth's surface, at least 10 acres in size, for which there is no natural outlet for runoff other than percolation, evaporation, or transpiration.

REHABILITATION: **(EFF. 7/16/90)** The act or process of returning a property to a state of utility through repair or alteration which makes possible an efficient contemporary use while preserving those portions or features of the property which are significant to its historical, architectural, and cultural values.

RESEARCH AND DEVELOPMENT: **(EFF. 5/31/18)** Research and Development uses shall have minimal offsite impacts and include facilities for developing technologies related to the physical and life sciences. Facilities may include laboratories, wet laboratories, classrooms, commercialization centers, coworking spaces, makerspaces, craftsman studios, proof of concept centers, and related facilities. Active and passive recreation, open space, hotels, restaurants, and limited retail and residential are allowed as ancillary uses to support the collaborative nature of research and development centers.

RESIDENTIAL: **(REV. EFF. 6/25/96)** Land that is used for or proposed to be used for the principal purpose of providing dwelling unit(s) for human habitation.

LOW: **(EFF. 7/16/90)** 0-8 dwelling units per acre

MEDIUM: **(EFF. 7/16/90)** 8-16 dwelling units per acre

HIGH: **(EFF. 7/16/90)** 16-50 dwelling units per acre

URBAN: **(EFF. 1/19/02)** 51 units to 150 units

RESPONSIBLE MANAGEMENT ENTITY: **(EFF. 4/10/09)** A legal entity that has the technical, managerial, and financial capacity to ensure viable long-term, cost-effective, centralized management, operation, and maintenance of decentralized wastewater systems in accordance with appropriate regulations and generally accepted accounting principles. Viability is defined as the capacity of a responsible management entity to provide adequate technical, managerial, and financial resources to protect the public health and the environment consistently, in perpetuity, and at a minimal cost to taxpayers.

SANITARY SEWER FACILITIES: **(EFF. 7/16/90)** Means structures or systems designed for the collection, transmission, treatment, or disposal of sewage and includes trunk mains, interceptors, treatment plants and disposal systems.

SANITARY SEWER SERVICE: **(EFF. 7/16/90)** Means sewer service provided by sanitary sewer designed to serve a large service area and usually more than one land use type. These facilities have the intent and potential for expansion of their service areas.

SCHOOLS: **(EFF. 6/26/98)** Facilities intended primarily for the education of children pre-kindergarten through twelfth grade, children identified as exceptional regardless of age or grade, or for the vocational or community education of high school age students and adults. Unless otherwise stated elsewhere in the Plan, this term refers to public and private schools.

SECTION 8 PROGRAM: **(EFF. 7/16/90)** Means those programs authorized under the renumbered Section 8 of the United States Housing Act of 1937. These programs allow the Department of Housing and Urban Development to contract directly with the owner of existing, new, or rehabilitated units for the payment of the difference between a contract rent not exceeding a fair market rate for the dwelling and a specified percentage of the tenant's gross income.

SEVERE GRADES: **(EFF. 7/16/90)** Slopes greater than 20%.

SILVICULTURE: **(EFF. 7/6/15) A** practice, operation, or process following accepted forest management principles whereby the crops constituting forests are tended, harvested, and reforested.

SOLID WASTE: **(EFF. 7/16/90)** Means sludge from a waste treatment works, water supply treatment plant, or air pollution control facility or garbage, rubbish, refuse or other discarded material, including solid, liquid, semisolid, or contained gaseous material resulting from domestic, industrial, commercial, mining, agricultural, or governmental operations (as defined by Section 9J-5.002(88), F.A.C.).

SPECIAL NEEDS HOUSING: **(EFF. 7/16/90)** Means that part of the housing provision system designed to fulfill the demand of a household or individual who needs assistance, either permanent or temporary, in obtaining basic shelter, including but not limited to very low and low income handicapped individuals, homeless persons, group homes for persons with physical, emotional or cognitive disabilities, shelters for battered victims, adult congregate living facilities, and halfway houses for the non-criminal or non-delinquent.

SPECIES OF SPECIAL CONCERN: **(EFF. 7/16/90)** Are defined based on the same criteria and analogous to the state and federal list: A species, subspecies or isolated population which warrants special protection, recognition or consideration because it has an inherent significant vulnerability to habitat modification, environmental alteration, human disturbances, or substantial human exploitation which, in the foreseeable future may result in its becoming a threatened species; may already meet certain criteria for designation as a threatened species but for which conclusive data are limited or lacking; may occupy such an unusually vital and essential ecological niche that should it decline significantly in numbers or distribution, other species would be adversely affected to a significant degree, or has not significantly recovered from past population depletion.

STARTUP COMPANY: **(EFF. 5/31/18)** An entrepreneurial venture that is typically a newly emerged, fast-growing business that aims to meet a marketplace need by developing a viable business model around an innovative product, service, process or a platform.

SUBSTANDARD HOUSING: **(EFF. 7/16/90)** Means any structure which falls within the structural conditions defined as “major deterioration” and “dilapidated.”

SUPERSTOPS: **(EFF. 4/10/09)** Transit stops that will serve as transfer stations for two or more routes, removing the need for riders to go to a single, centralized location to make transfers.

TERRITORIAL REINFORCEMENT DESIGNS: **(EFF. 12/10/02)** Create or extend the spheres of influence of legitimate users of designed environments. Properly designed environments allow legitimate users to develop a sense of territorial control, while potential offenders (perceiving the legitimate user control of the environment) are discouraged from attempting criminal activities. Territorial reinforcement is promoted by features that distinguish private spaces from public spaces with the use of fences, gateways, hedges, and similar design strategies.

THREATENED SPECIES: **(EFF. 7/16/90)** Are defined based on the same criteria and analogous to the state and federal list: Any species of fish, wildlife and plants naturally occurring in Florida which exists in such small populations as to become endangered if it is subjected to increased stress as a result of further modifications of its environment.

THROUGH TRIPS: **(EFF. 6/07/01)** A through trip is one that has neither a beginning point nor a destination point contained within the subject area or on a particular roadway segment.

TRAIL ORIENTED DEVELOPMENT (TrOD): Trail Oriented Development is designed to locate buildings in immediate proximity to multi-use path transportation corridors with the intention of connecting or relating residences and businesses to the nearby trail facilities. Generally TrOd is compact, walkable, pedestrian and bike-oriented, and mixed-use.

TRANSIT ORIENTED DEVELOPMENT (TOD): Transit Oriented Development is designed to be compact, walkable, pedestrian-oriented, and mixed-use development that is centered near and around transit. TOD supports vibrant communities with a mix of commercial, residential, office and entertainment uses.

TRANSPORTATION CORRIDOR: **(EFF. 7/16/90)** Means a broad geographical band that follows a general directional flow or connects major sources of trips. It may contain a number of streets and highways and transit lines or routes.

TRANSPORTATION SYSTEM: **(EFF. 7/16/90)** Means a coordinated system made up of one or several modes of transportation serving a common purpose of the movement of people, goods, or both.

UNDEVELOPED FLOODWAY/FLOODPLAIN: **(EFF. 7/16/90)** A floodway/floodplain which has not been altered.

VULNERABLE ROAD USER: The term vulnerable road use describes transportation systems users outside of vehicles. It includes pedestrians, cyclists, wheelchair/powerchair users, micromobility users, et al

WATER BODY AND NATURAL WATER BODY: **(EFF. 7/16/90)** A water body is a depression in the ground that normally and continually contains surface water. This is opposed to a wet depression that holds water only intermittently. There are some types of wetlands that are examples of areas that hold water only certain times of the year. A natural water body is a depression in the ground existing in and produced by nature, not man-made, and occurring due to the operation of the ordinary course of nature that normally and continually contains surface water or has historically held surface water on a continuing basis.

WET LABORATORIES: **(EFF. 5/31/18)** Laboratories where chemicals, drugs, or other materials are handled in liquid solutions or volatile phases, requiring direct ventilation and specialized piped utilities (typically water and various gases).

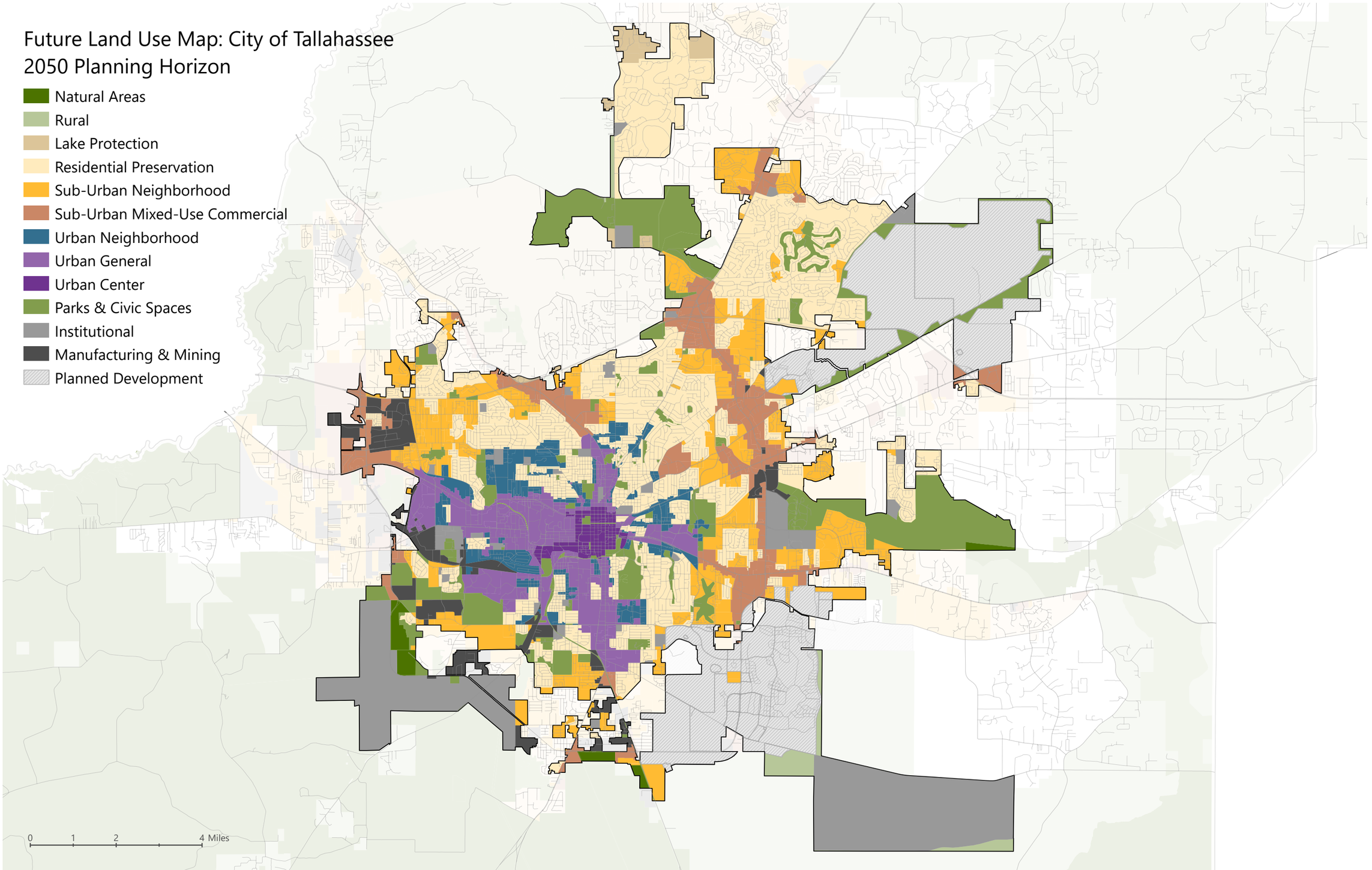
WETLAND: **(REV. EFF. 6/28/02; REV. EFF. 7/19/13)** Wetlands mean those areas included within the landward extent of surface waters of the state, pursuant to applicable rules in the Florida Administrative Code, or any area which is inundated or saturated by surface water or groundwater at a frequency and duration sufficient to support, and which under normal circumstances does support a prevalence of vegetation typically adapted for life in saturated soils. Soils present in wetlands generally are classified as hydric or alluvial, or possess characteristics that are associated with reducing soil conditions. The prevalent vegetation in wetlands generally consists of facultative or obligated hydrophytic macrophytes that are typically adapted to areas having soils conditions described in this definition. These species, due to morphological, physiological, or reproductive adaptations have the ability to grow, reproduce, or persist in aquatic environments or anaerobic soil conditions. Florida wetlands generally include swamps and marshes, bayheads, bogs, cypress domes and strands, sloughs, wet prairies, riverine swamps and marshes, hydric seepage slopes, tidal marshes, mangrove swamps, and other similar areas. Florida wetlands generally do not include longleaf or slash pine flatwoods with an understory dominated by saw palmetto. The City of Tallahassee and Leon County intend to continue to protect isolated wetlands and wetlands on properties held by a single owner. Isolated wetlands and wetlands in one ownership must meet the State of Florida's definition for wetlands with regard to percent composition of wetland plant species, hydrologic indicators, and soils (Chapter 62-340, F.A.C.)

Maps Series: Future Land Use Map

Maps and Data are maintained through GIS: https://tlcgis.org/

The Future Land Use Map is included in the map series for illustrative purposes. The official Future Land Use Map is adopted as Policy 2.8.1 of the Land Use and Mobility Element.

Future Land Use Map: City of Tallahassee
2050 Planning Horizon



Maps Series: Urban Services Area

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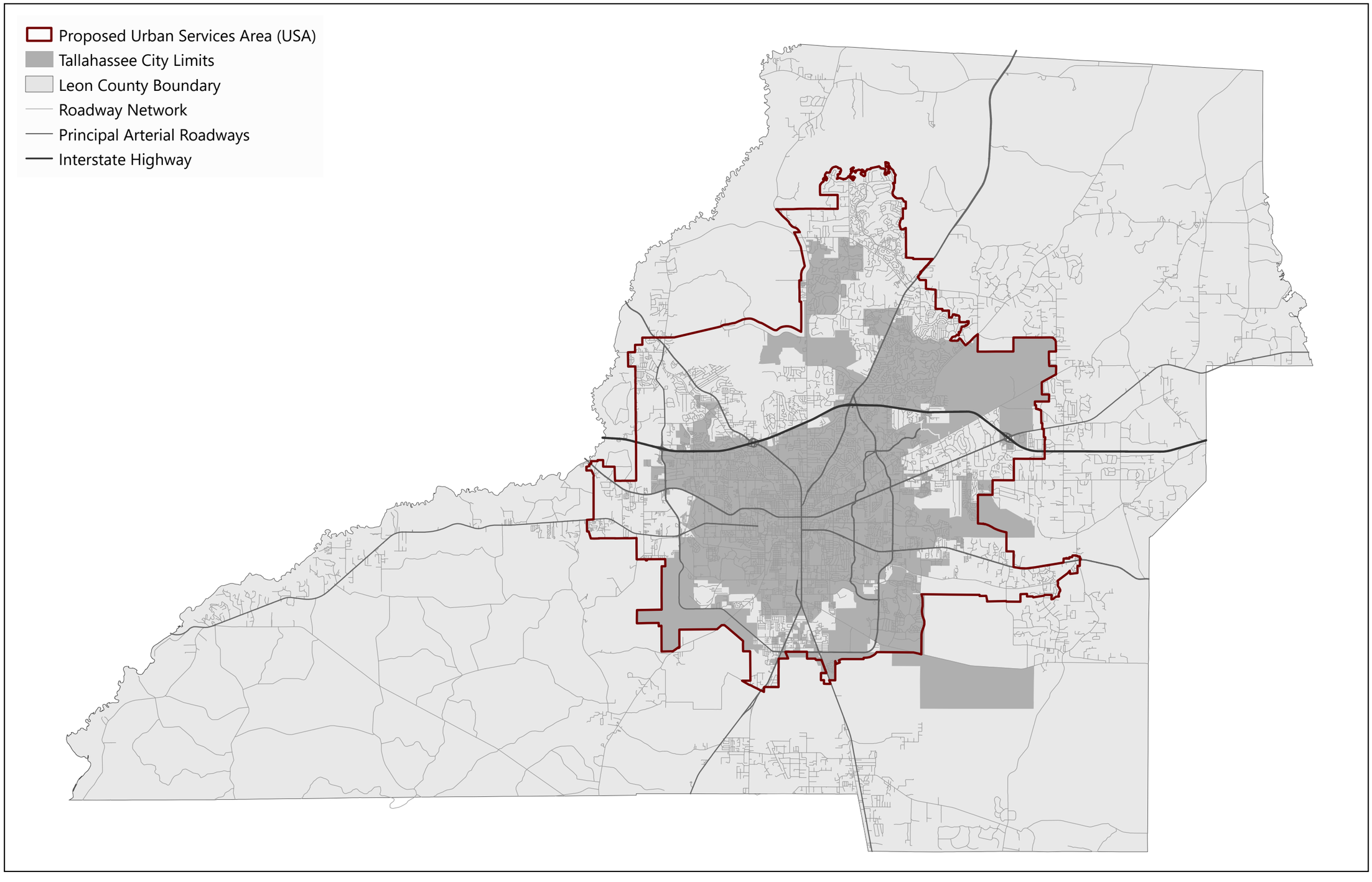

Proposed Urban Services Area (USA)
Tallahassee City Limits
Leon County Boundary
Roadway Network
Principal Arterial Roadways
Interstate Highway

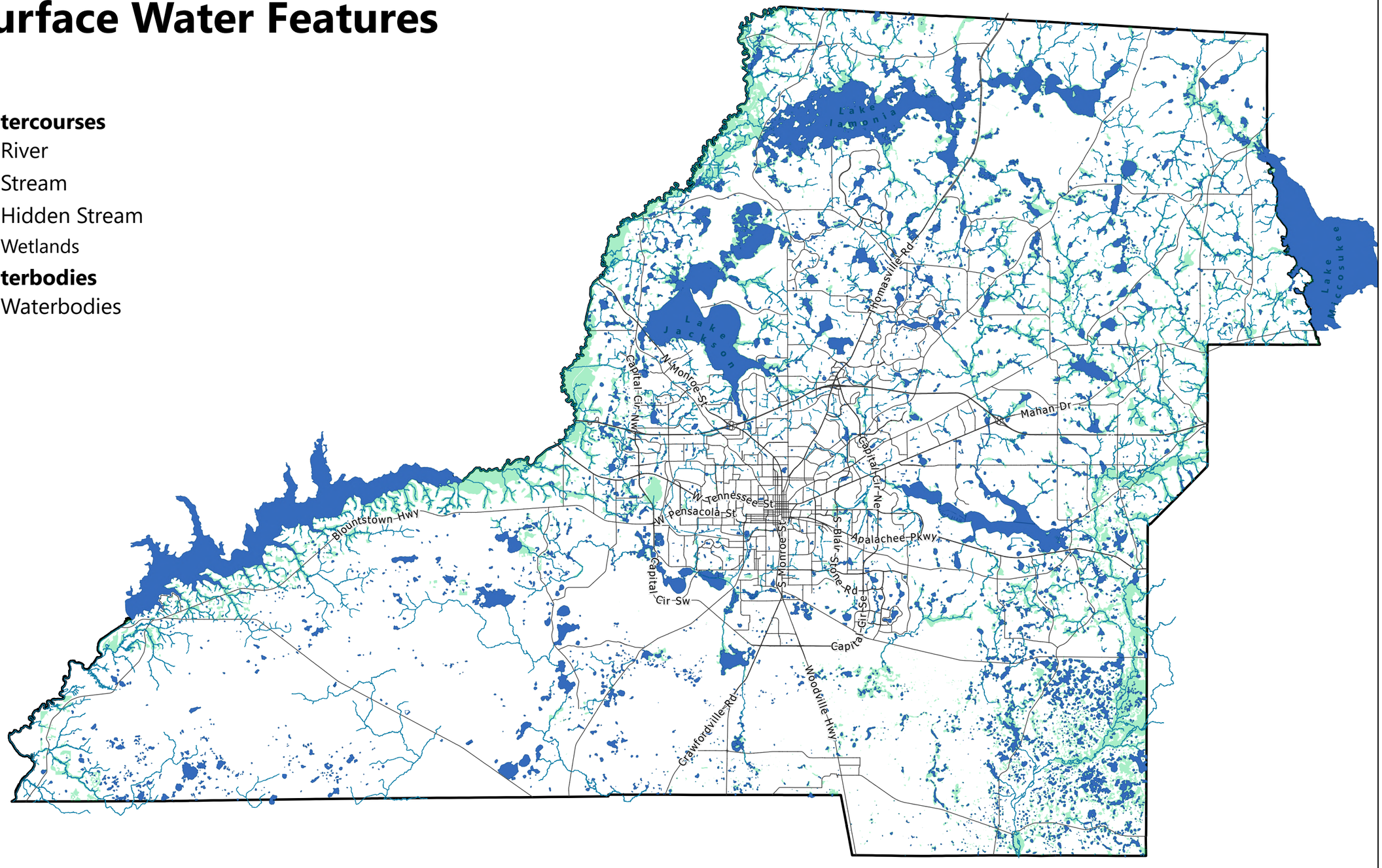
Maps Series: Natural and Historic Resources

Maps and Data are maintained through GIS: https://tlcgis.org/

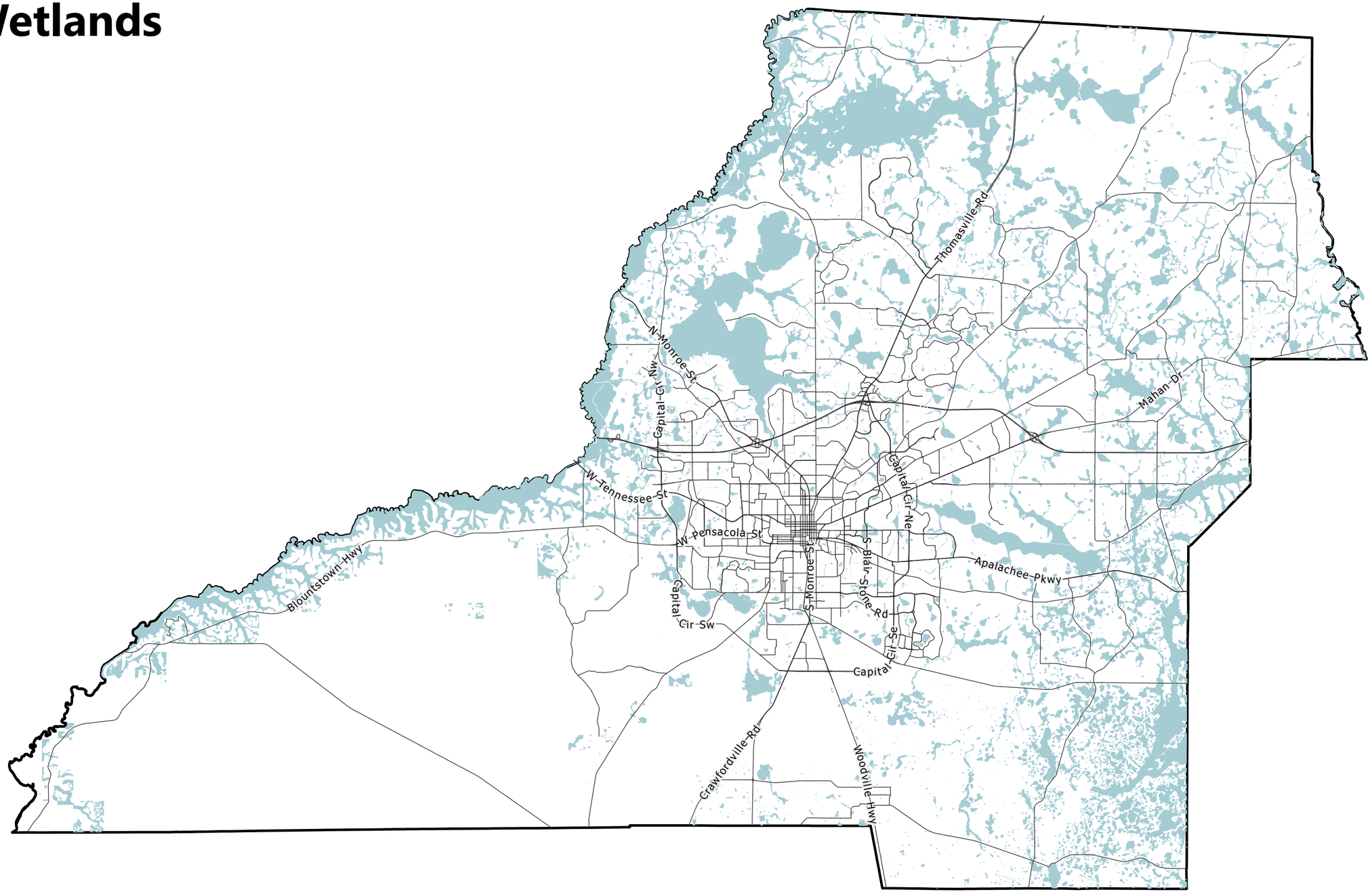
Surface Water Features

Watercourses
- River
- Stream
- Hidden Stream
- Wetlands

Waterbodies
- Waterbodies

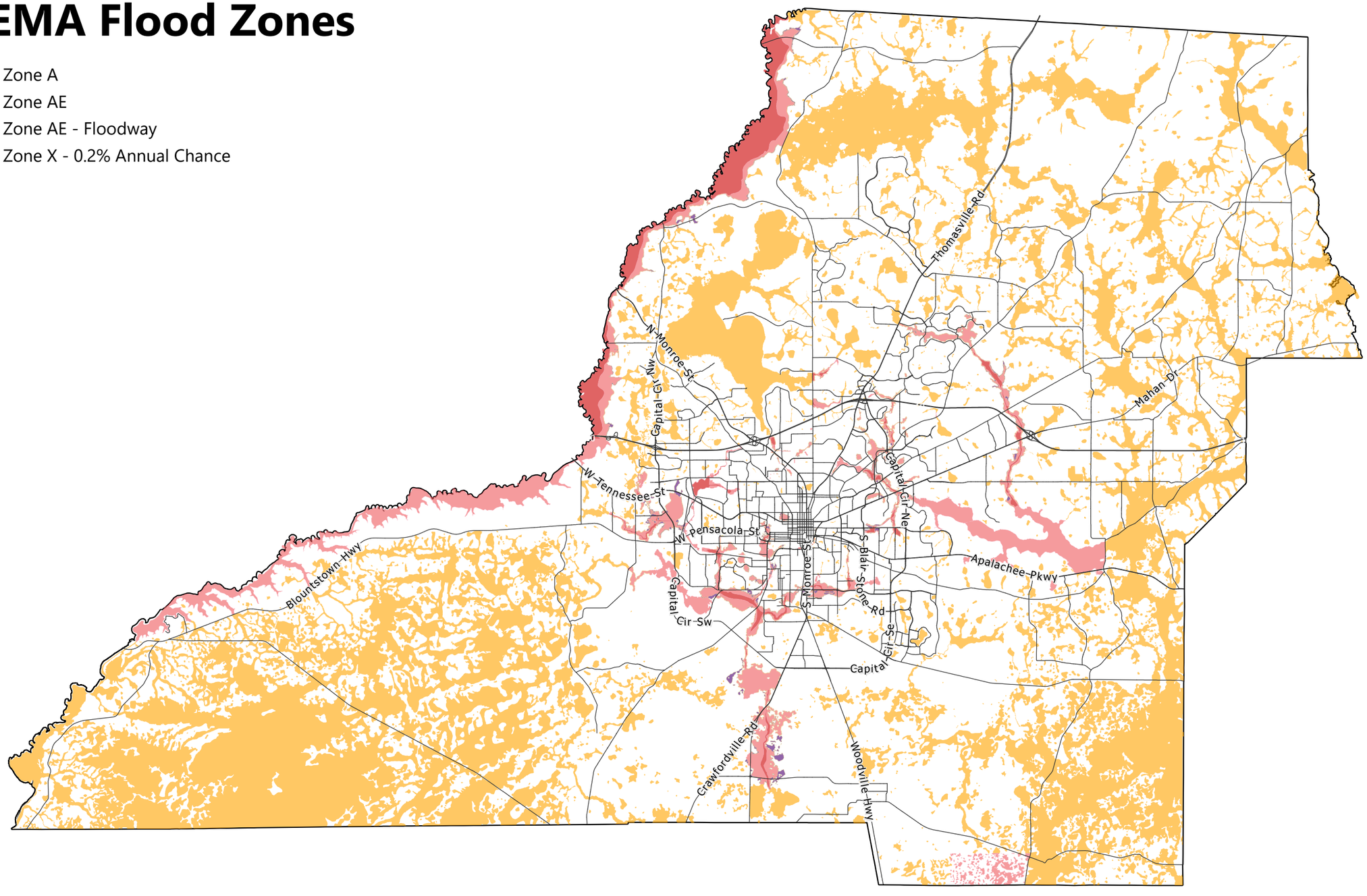


Wetlands


Thomasville Rd
N Monroe St
Capital Cir Nw
Mahan Dr
Capital Cir Ne
W Tennessee St
W Pensacola St
S Monroe St
S Blair Stone Rd
Apalachee Pkwy
Blountstown Hwy
Capital Cir Sw
Capital Cir Se
Crawfordville Rd
Woodville Hwy

FEMA Flood Zones

- Zone A
- Zone AE
- Zone AE - Floodway
- Zone X - 0.2% Annual Chance



Soils of Tallahassee-Leon County

Soils by Hydrologic Group

- Group A
- Group B
- Group C
- Group A/D
- Group B/D
- Group C/D
- No Group Indicated

Group A - Group A soils consist of deep, well drained sands or gravelly sands with high infiltration and low runoff rates.

Group B - Group B soils consist of deep well drained soils with a moderately fine to moderately coarse texture and a moderate rate of infiltration and runoff.

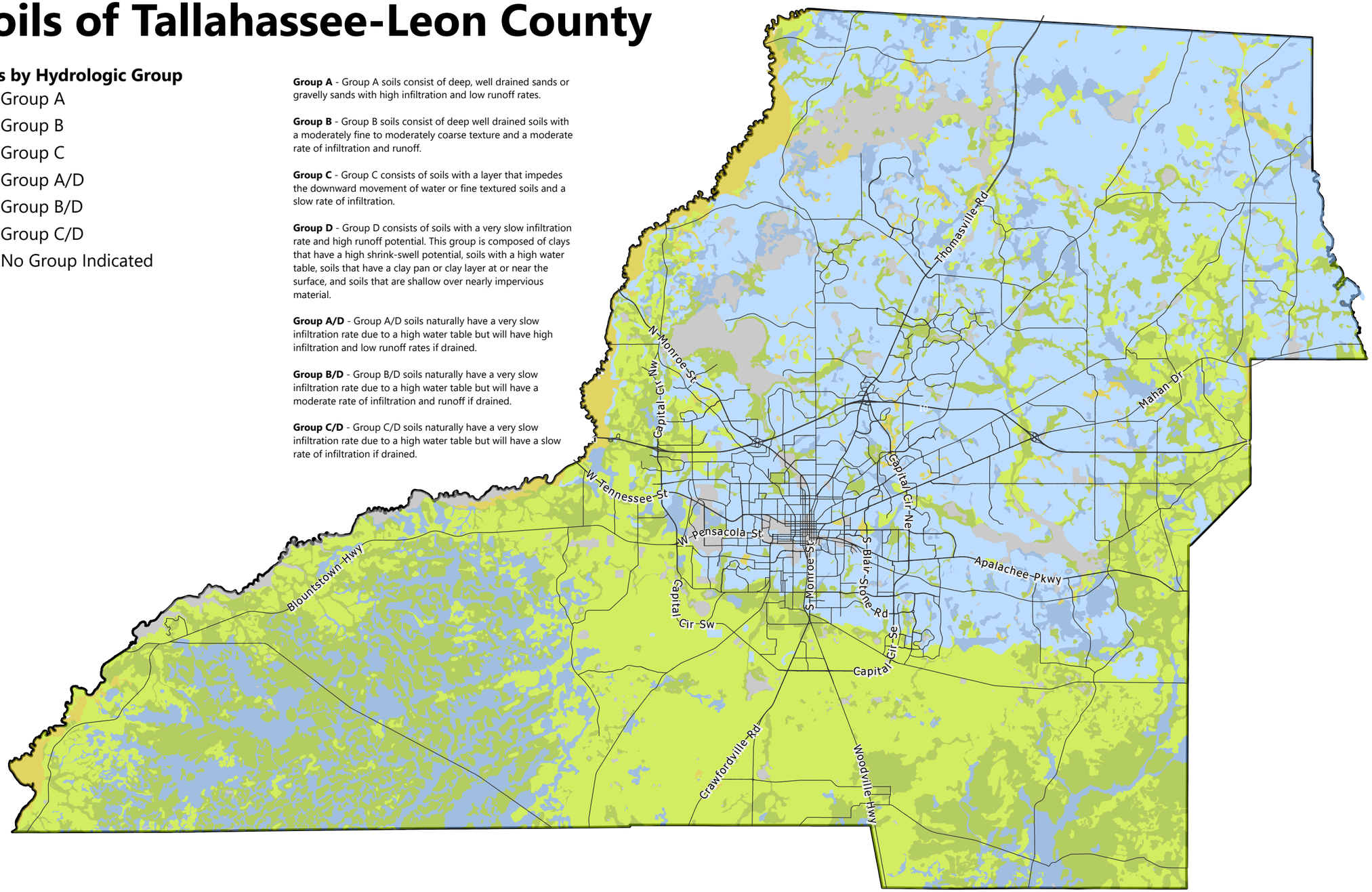
Group C - Group C consists of soils with a layer that impedes the downward movement of water or fine textured soils and a slow rate of infiltration.

Group D - Group D consists of soils with a very slow infiltration rate and high runoff potential. This group is composed of clays that have a high shrink-swell potential, soils with a high water table, soils that have a clay pan or clay layer at or near the surface, and soils that are shallow over nearly impervious material.

Group A/D - Group A/D soils naturally have a very slow infiltration rate due to a high water table but will have high infiltration and low runoff rates if drained.

Group B/D - Group B/D soils naturally have a very slow infiltration rate due to a high water table but will have a moderate rate of infiltration and runoff if drained.

Group C/D - Group C/D soils naturally have a very slow infiltration rate due to a high water table but will have a slow rate of infiltration if drained.



Designated Canopy Roads

Meridian Road from its intersection with Seventh Avenue to the state fine.

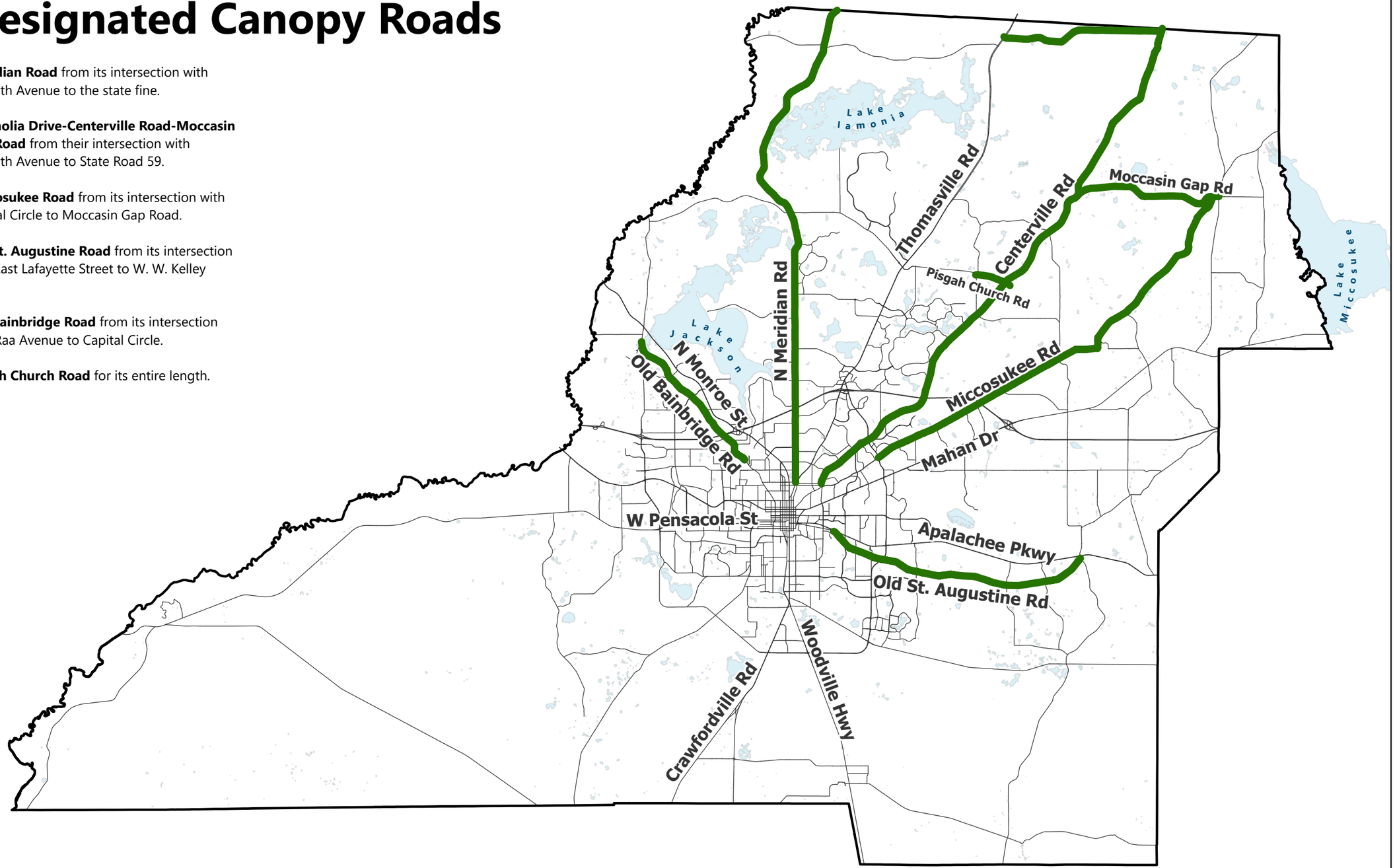
Magnolia Drive-Centerville Road-Moccasin Gap Road from their intersection with Seventh Avenue to State Road 59.

Miccosukee Road from its intersection with Capital Circle to Moccasin Gap Road.

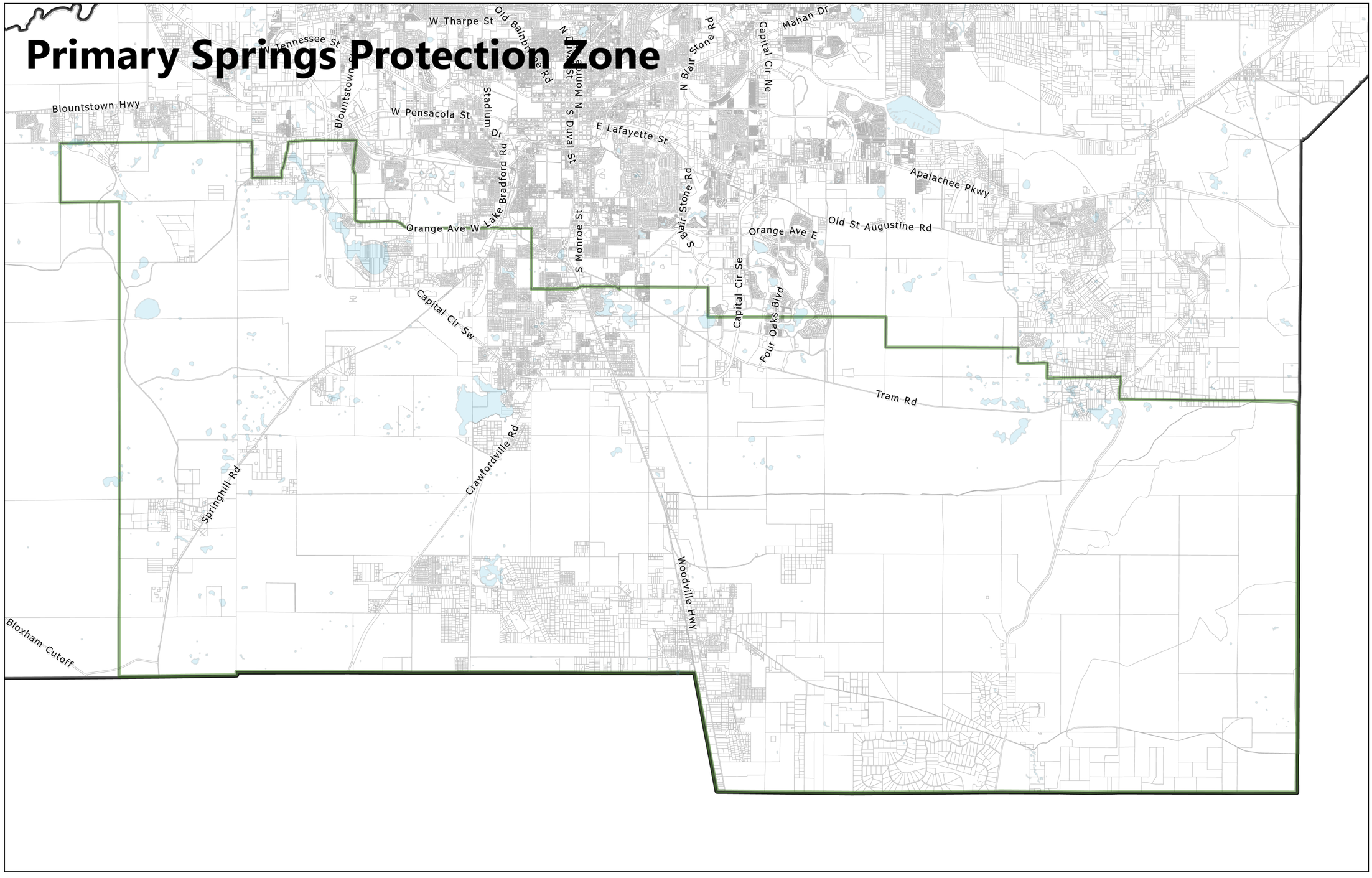
Old St. Augustine Road from its intersection with East Lafayette Street to W. W. Kelley Road.

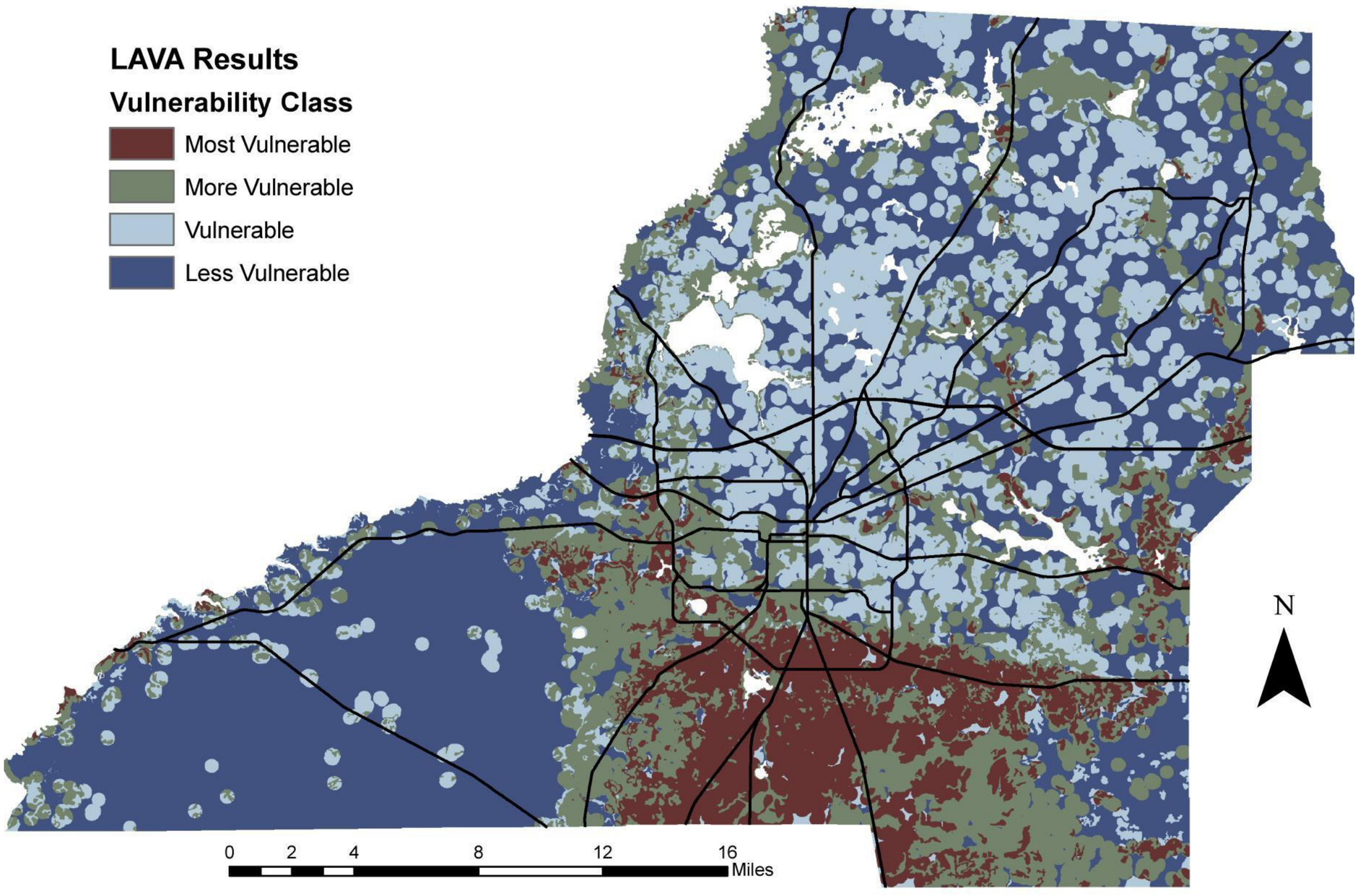
Old Bainbridge Road from its intersection with Raa Avenue to Capital Circle.

Pisgah Church Road for its entire length.

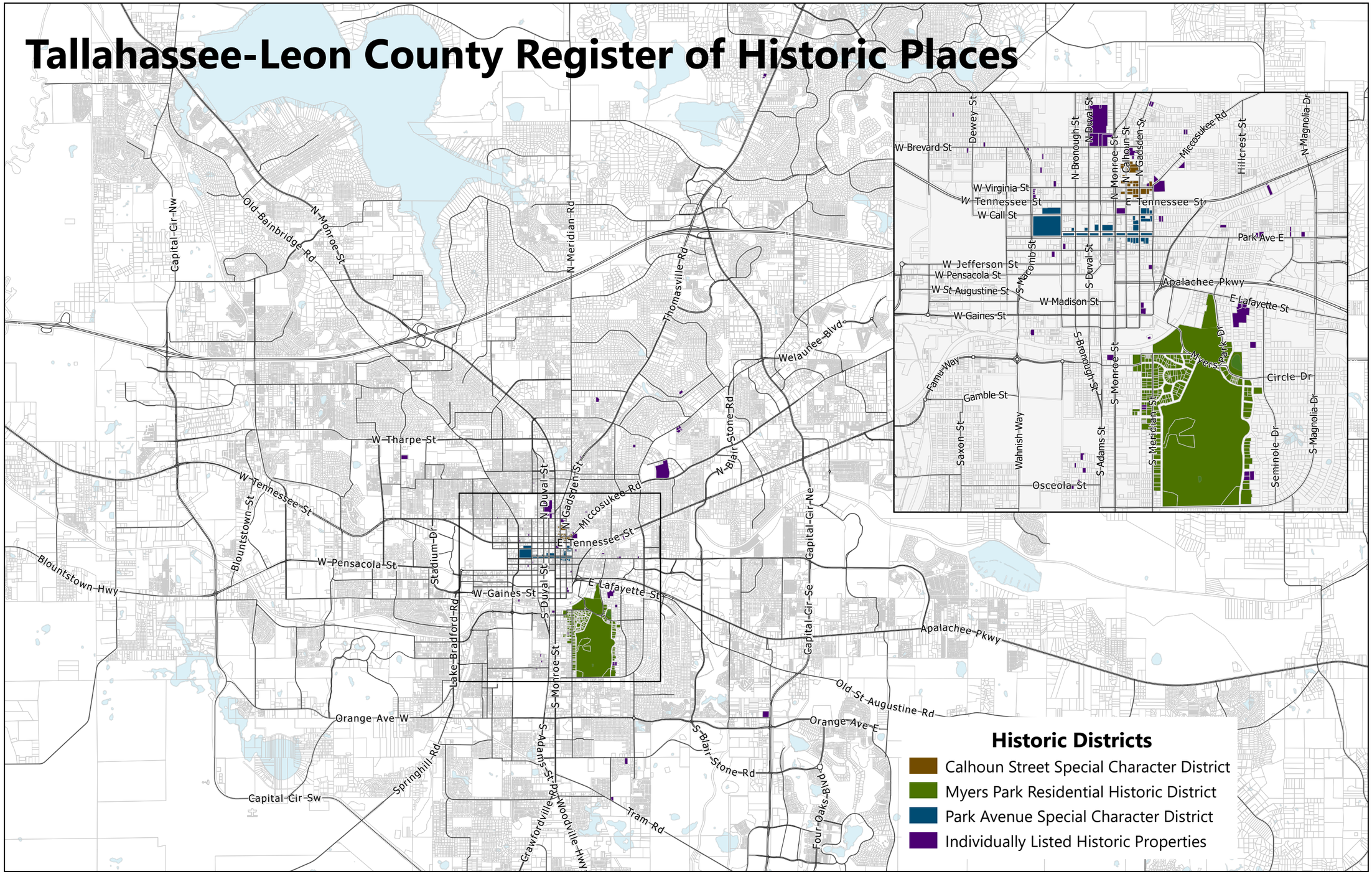


Primary Springs Protection Zone

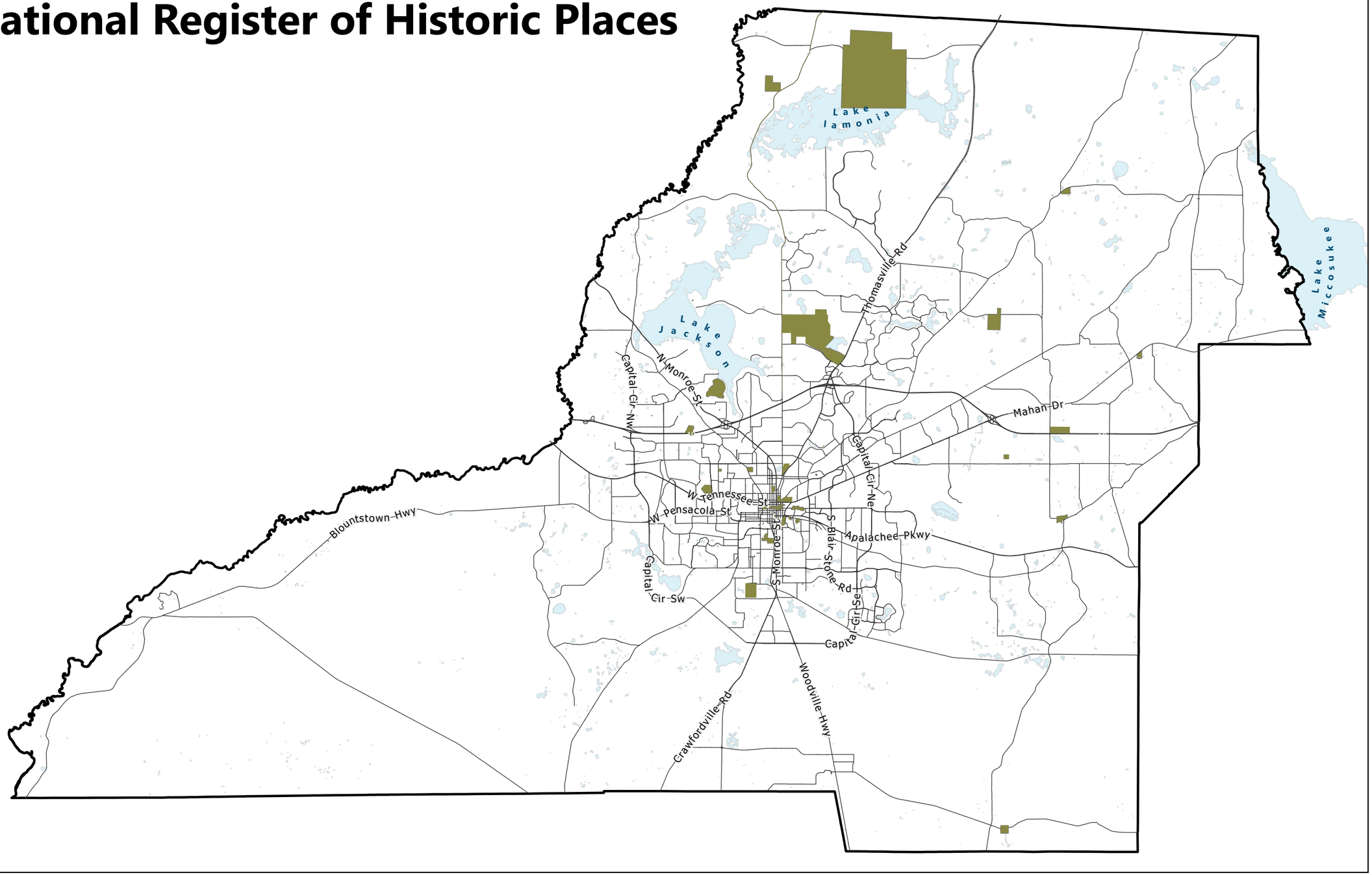


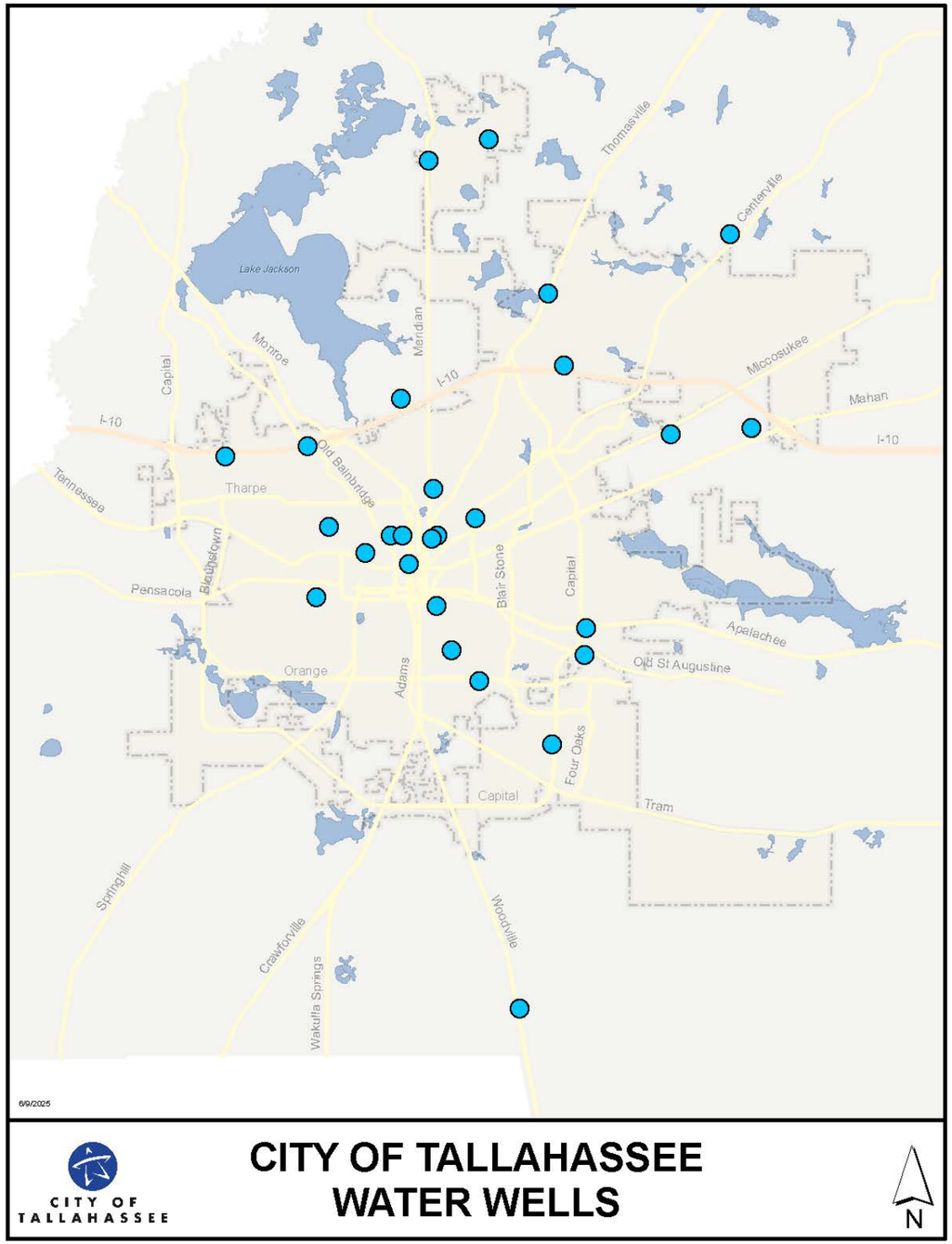

LAVA Results
Vulnerability Class
Most Vulnerable
More Vulnerable
Vulnerable
Less Vulnerable
0
2
4
8
12
16
Miles
N

Tallahassee-Leon County Register of Historic Places



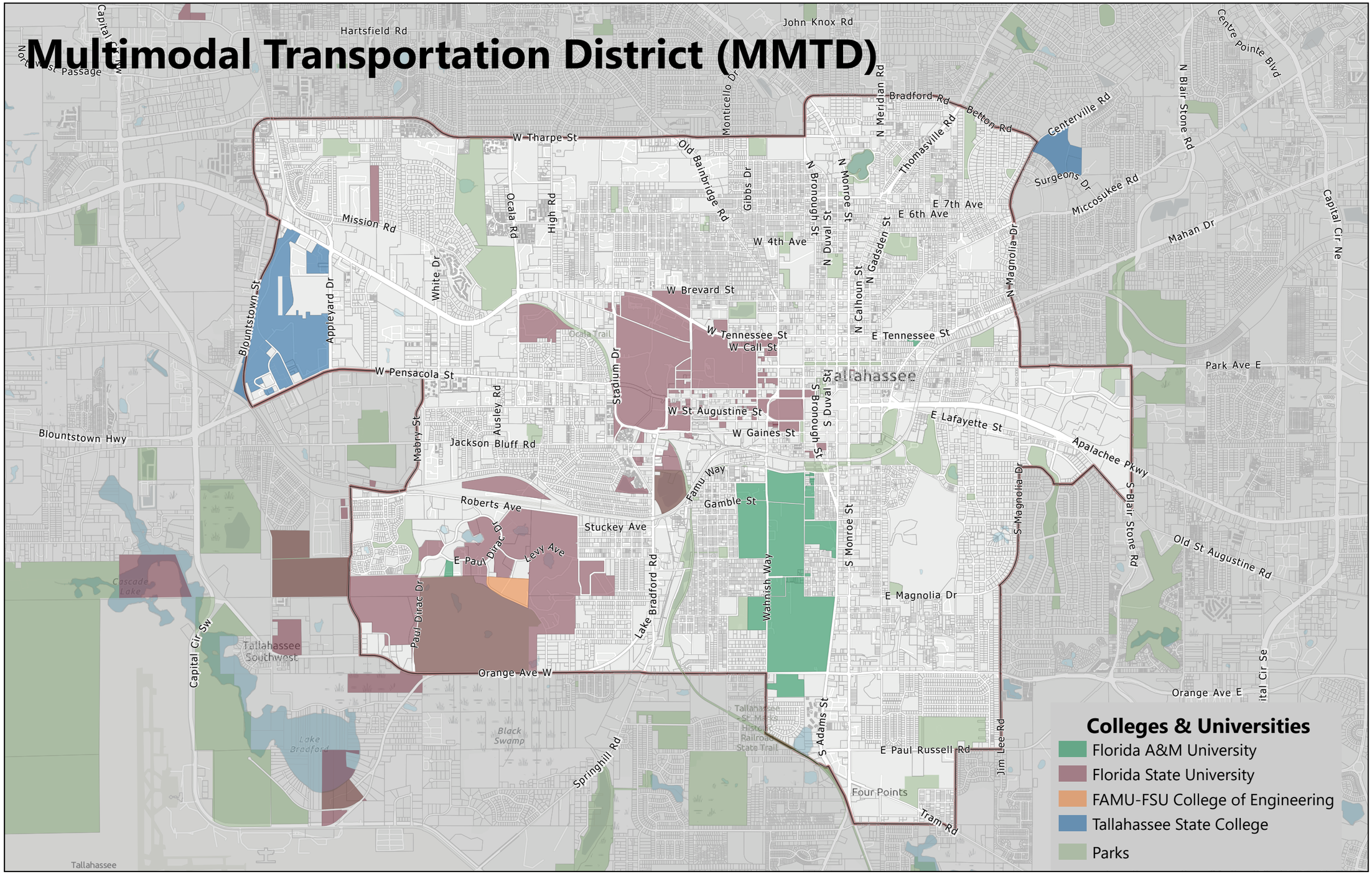
National Register of Historic Places




Lake Jackson
Thomasville
Centerville
Meridian
Monroe
Capital
I-10
Miccosukee
Mahan
Old Bainbridge
Tharpe
Tennessee
Blountstown
Pensacola
Blair Stone
Capital
Apalachee
Old St Augustine
Orange
Adams
Four Oaks
Capital
Tram
Springhill
Crawfordville
Woodville
Wakulla Springs
6/9/2025
CITY OF TALLAHASSEE
WATER WELLS
N

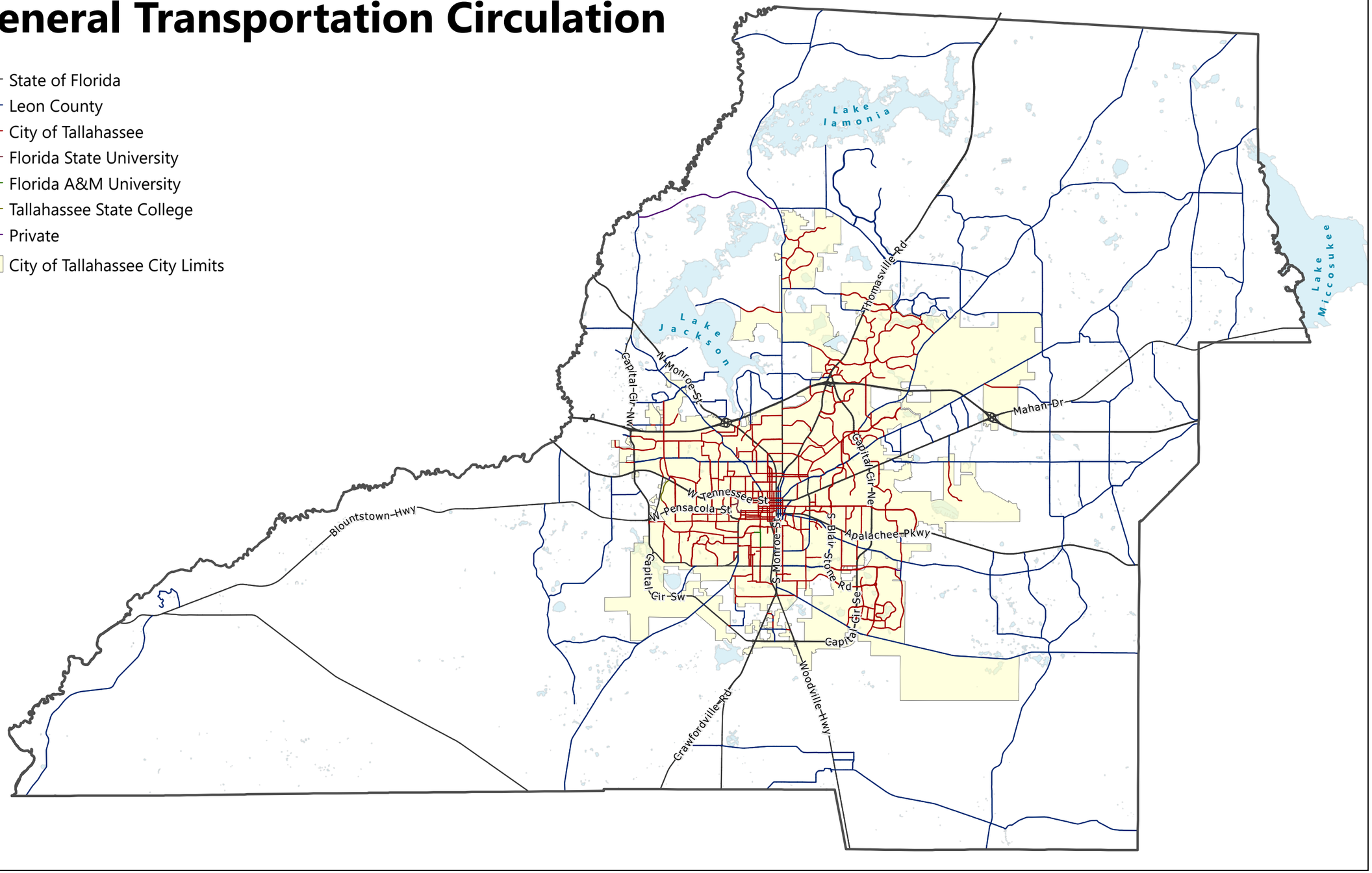
Mobility Maps

Multimodal Transportation District (MMTD)



General Transportation Circulation

- State of Florida
- Leon County
- City of Tallahassee
- Florida State University
- Florida A&M University
- Tallahassee State College
- Private
- City of Tallahassee City Limits



General Transportation Circulation

- State of Florida
- Leon County
- City of Tallahassee
- Florida State University
- Florida A&M University
- Tallahassee State College
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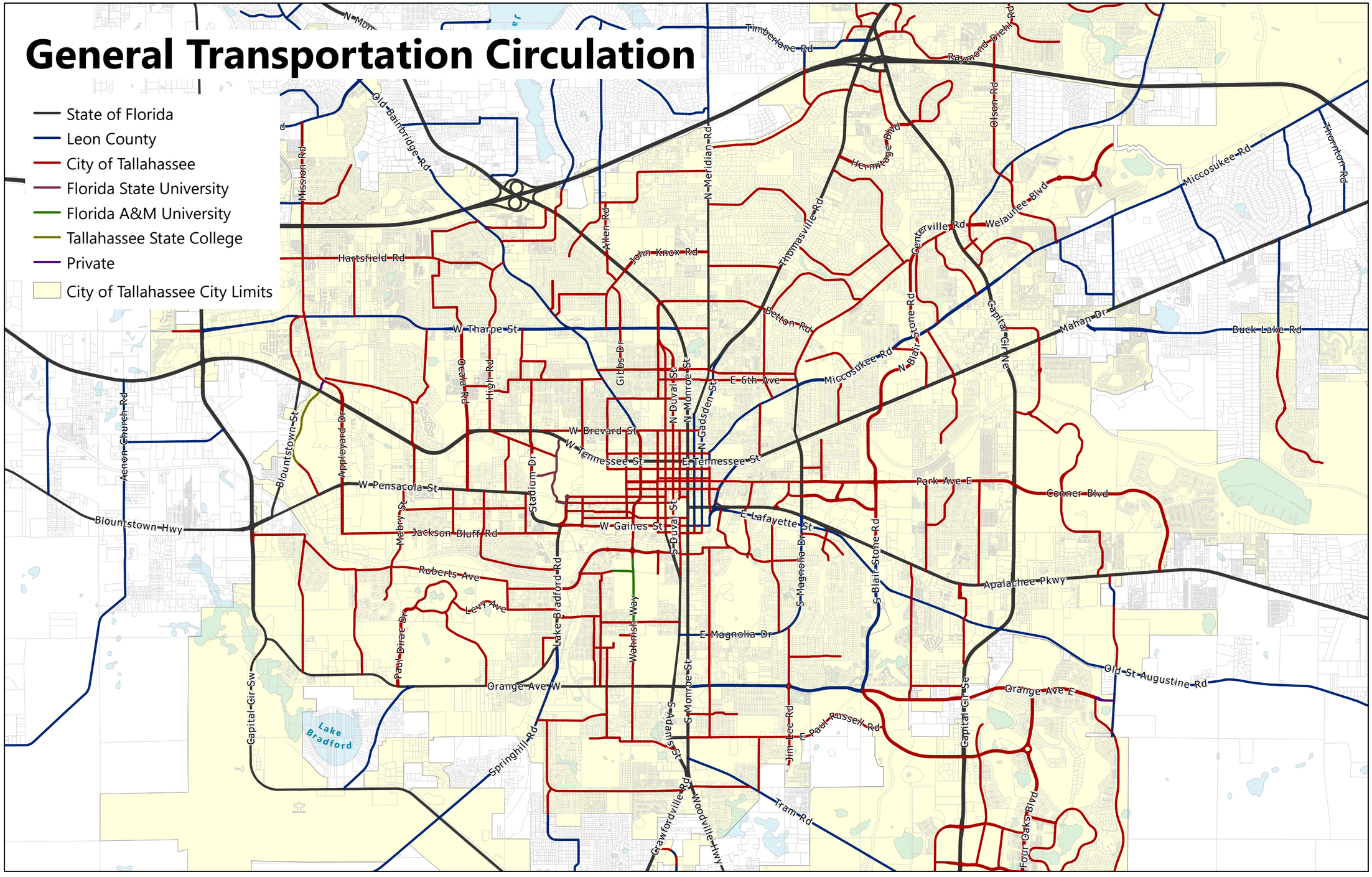
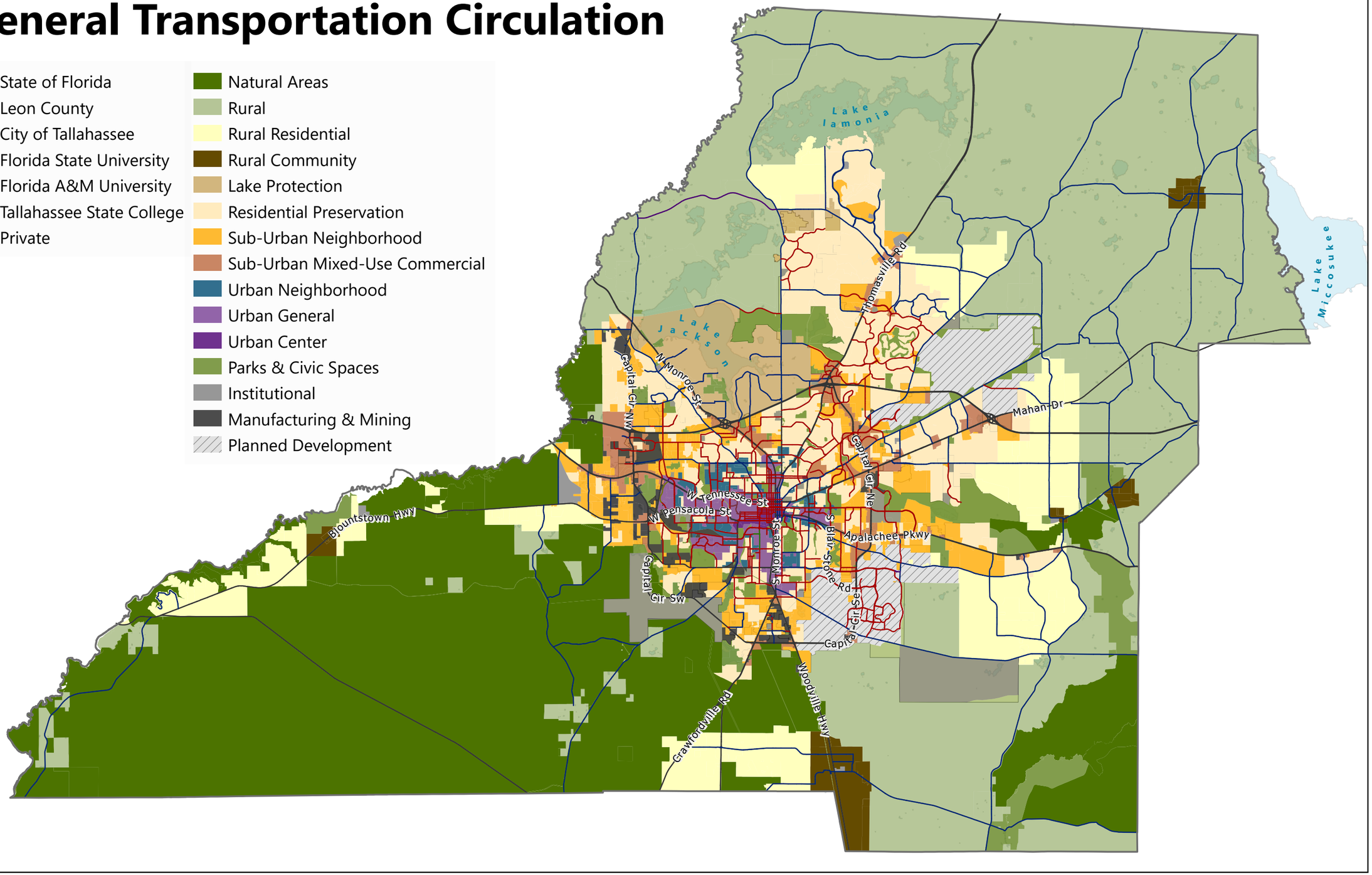


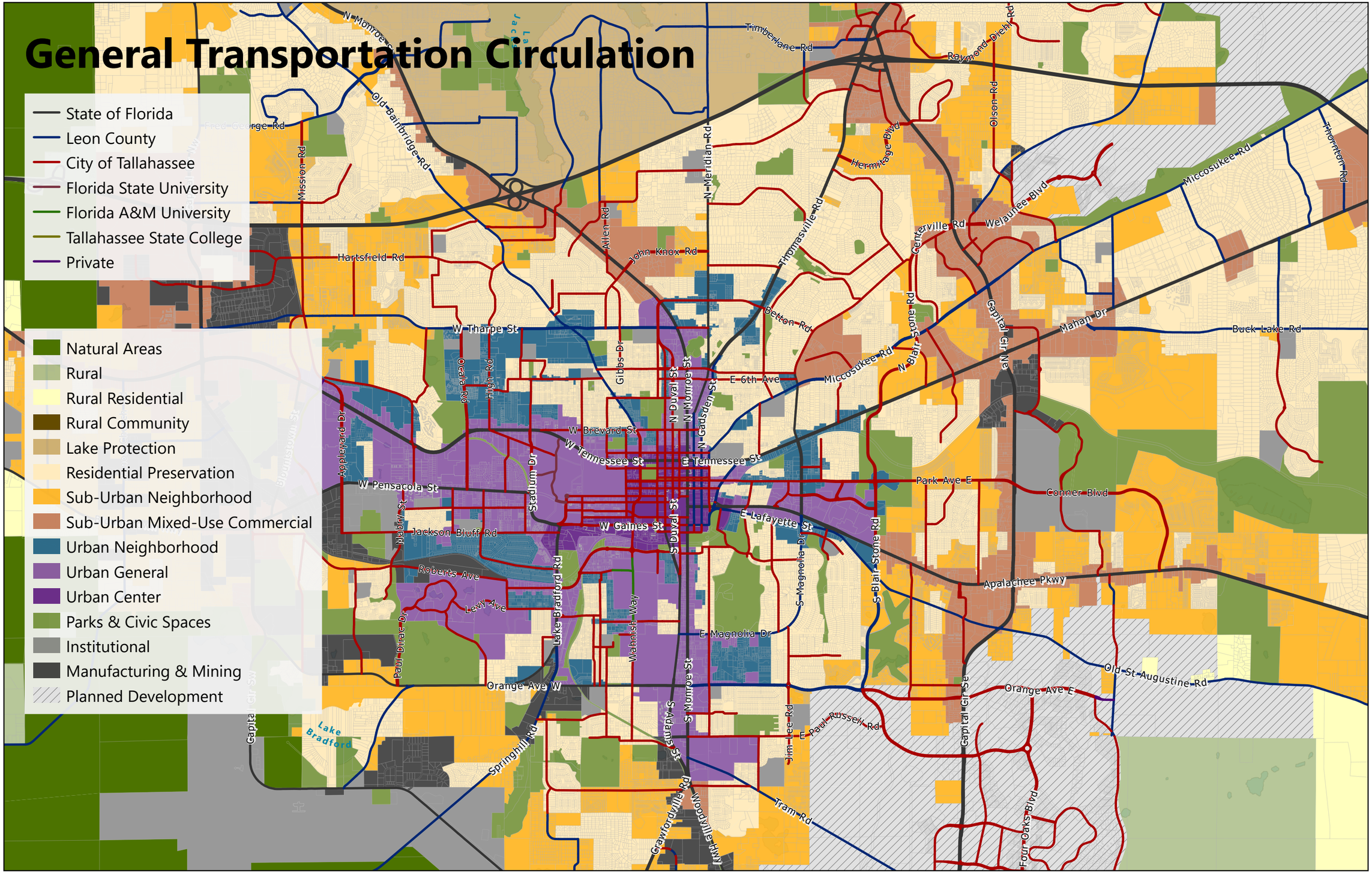
General Transportation Circulation

- State of Florida
- Leon County
- City of Tallahassee
- Florida State University
- Florida A&M University
- Tallahassee State College
- Private

- Natural Areas
- Rural
- Rural Residential
- Rural Community
- Lake Protection
- Residential Preservation
- Sub-Urban Neighborhood
- Sub-Urban Mixed-Use Commercial
- Urban Neighborhood
- Urban General
- Urban Center
- Parks & Civic Spaces
- Institutional
- Manufacturing & Mining
- Planned Development

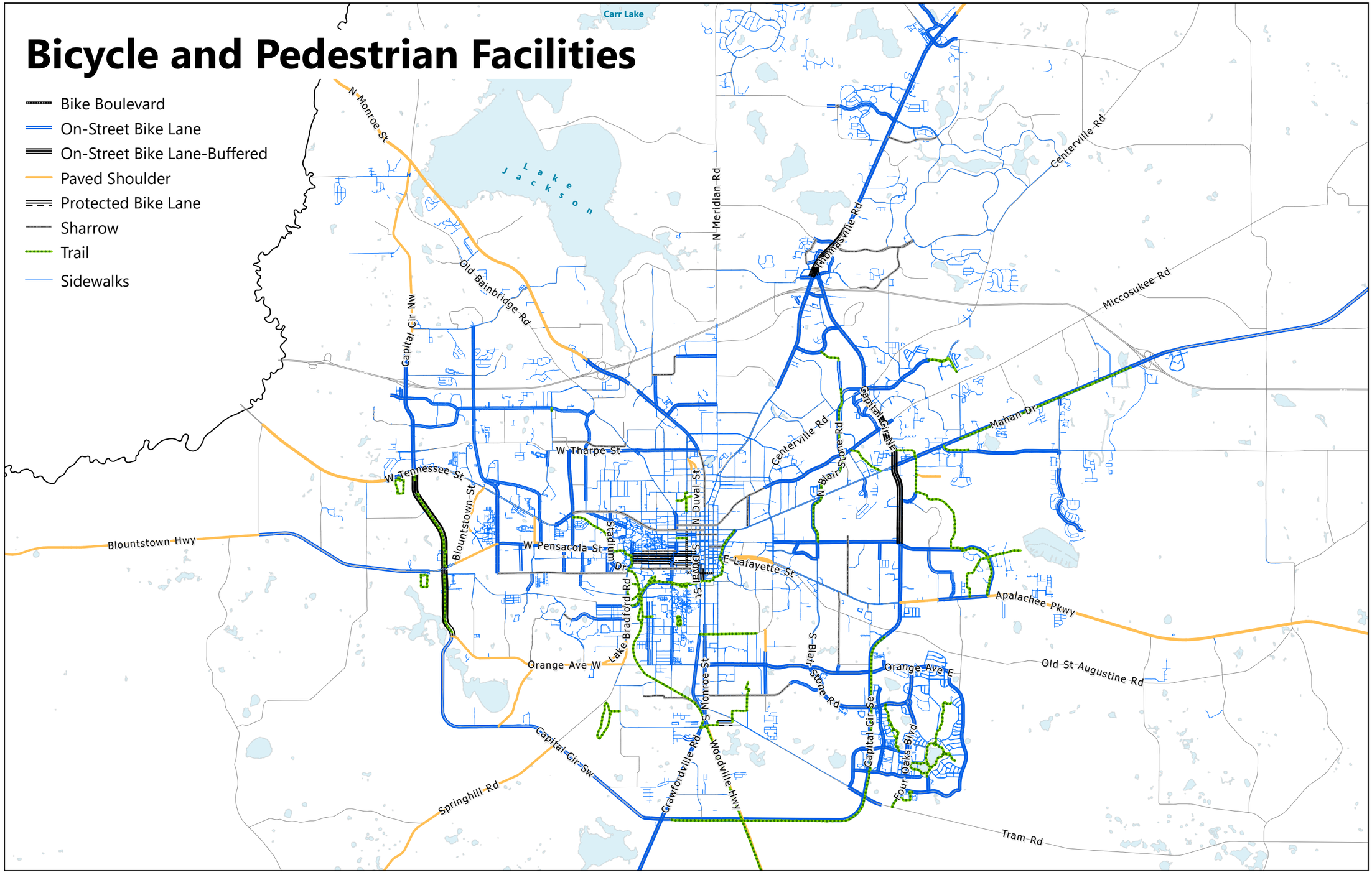


General Transportation Circulation



Bicycle and Pedestrian Facilities

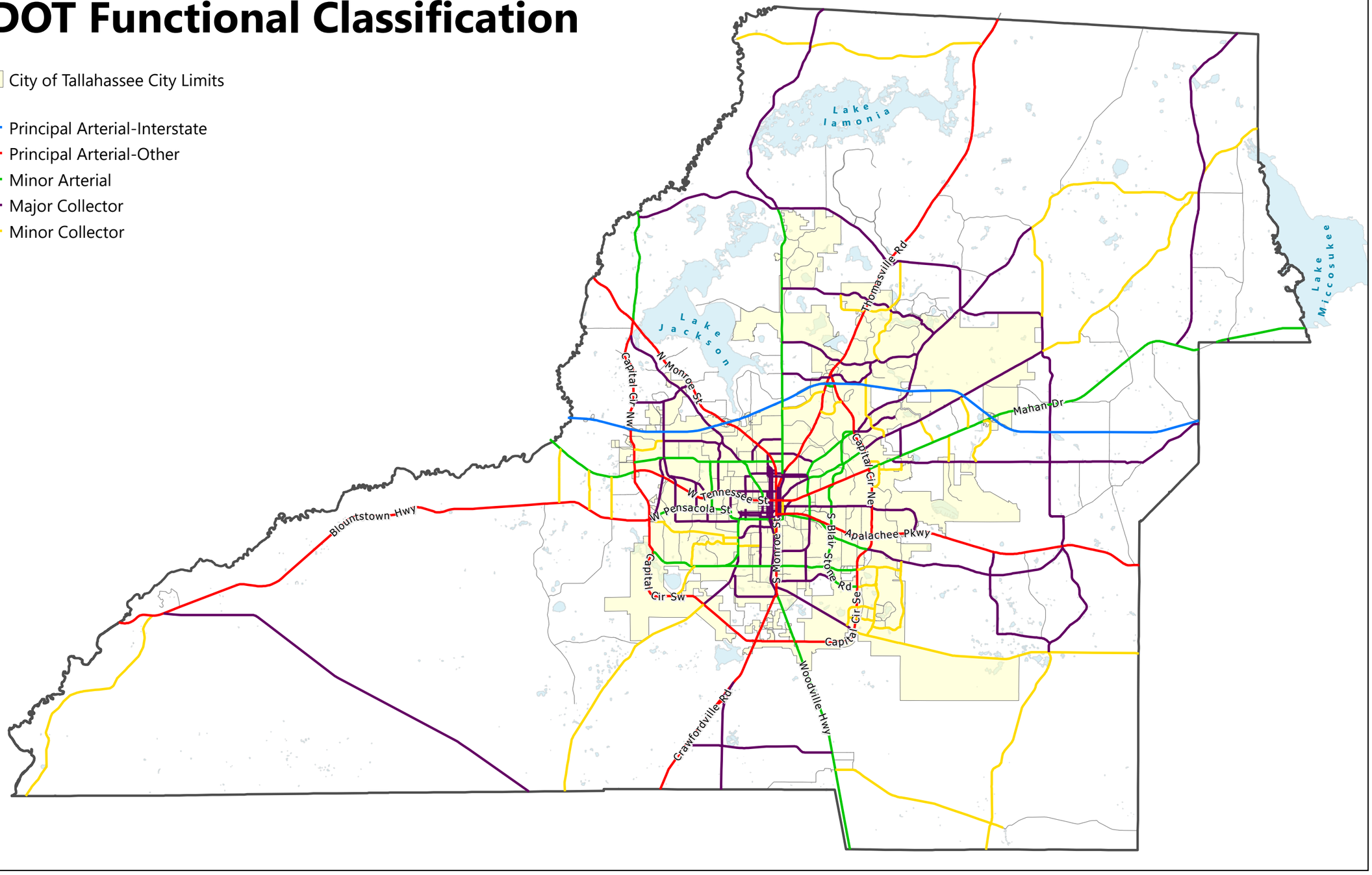
- Bike Boulevard
- On-Street Bike Lane
- On-Street Bike Lane-Buffered
- Paved Shoulder
- Protected Bike Lane
- Sharrow
- Trail
- Sidewalks



FDOT Functional Classification

City of Tallahassee City Limits

Principal Arterial-Interstate
Principal Arterial-Other
Minor Arterial
Major Collector
Minor Collector



FDOT Functional Classification

City of Tallahassee City Limits

Principal Arterial-Interstate
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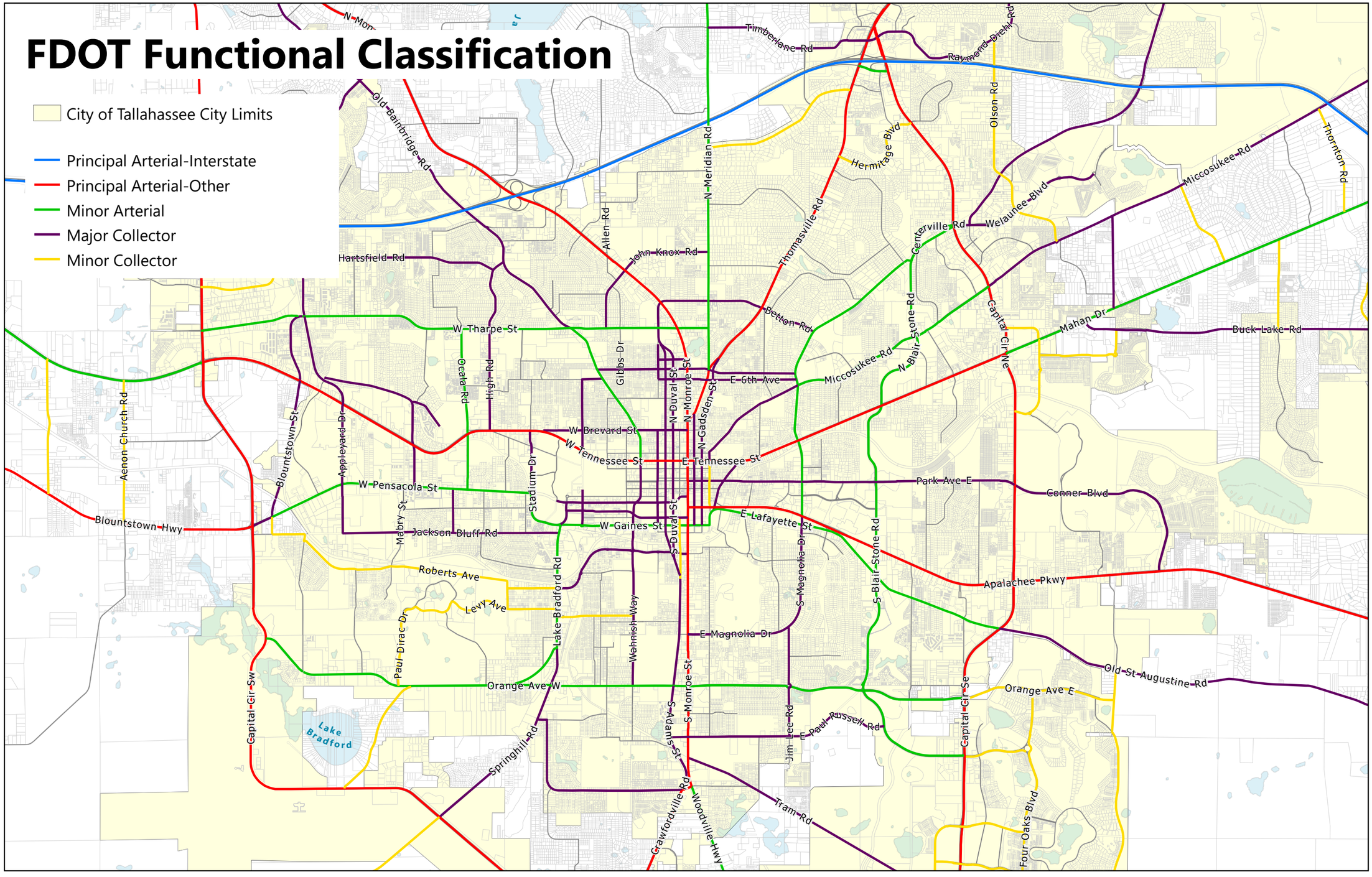
Minor Arterial
Major Collector
Minor Collector

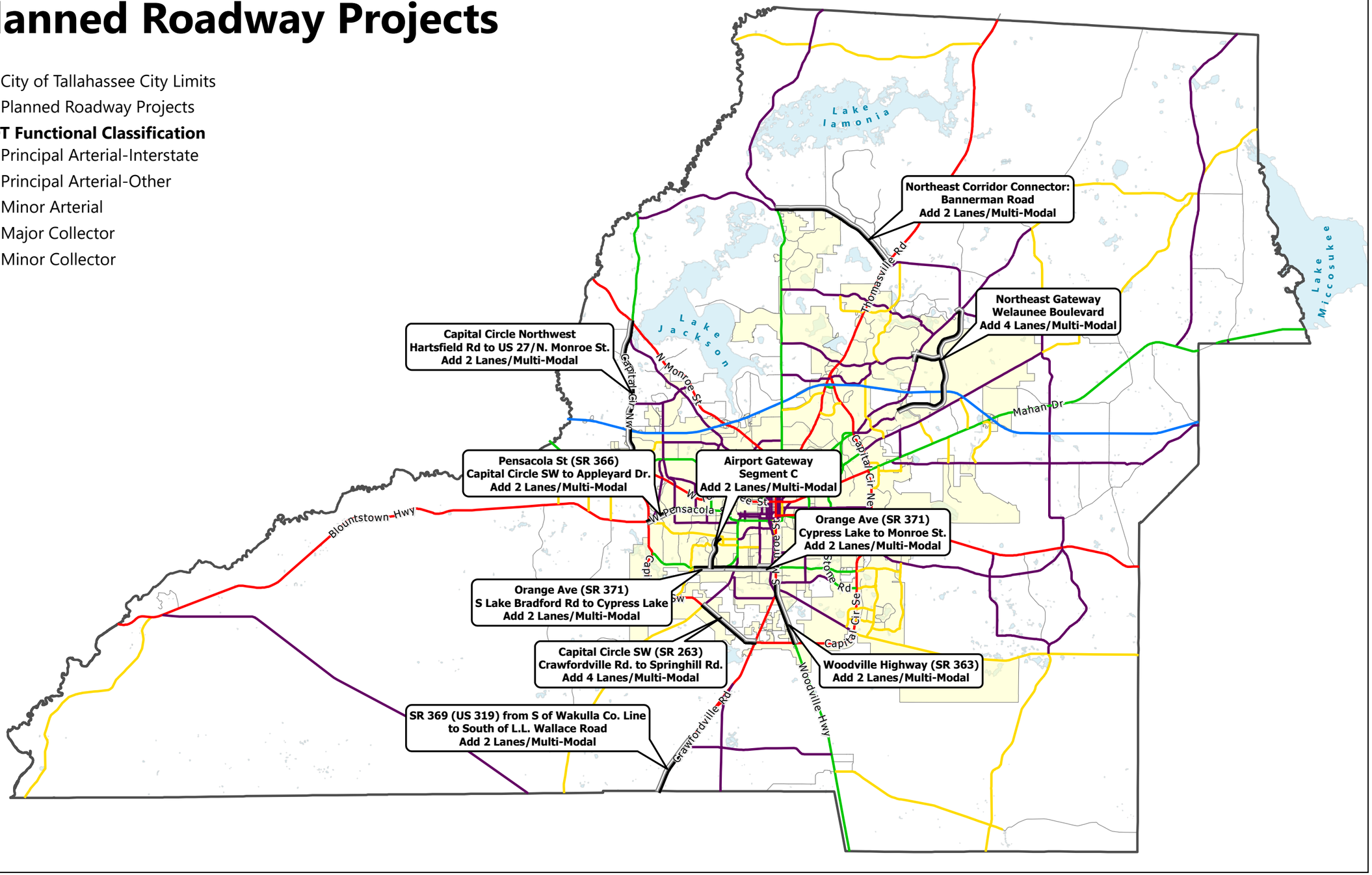


Planned Roadway Projects

City of Tallahassee City Limits
Planned Roadway Projects

FDOT Functional Classification

Principal Arterial-Interstate
Principal Arterial-Other
Minor Arterial
Major Collector
Minor Collector



Planned Roadway Projects

City of Tallahassee City Limits
Planned Roadway Projects

FDOT Functional Classification
- Principal Arterial-Interstate
- Principal Arterial-Other
- Minor Arterial
- Major Collector
- Minor Collector

Capital Circle Northwest
Hartsfield Rd to US 27/N. Monroe St.
Add 2 Lanes/Multi-Modal

Northeast Gateway
Welaunee Boulevard
Add 4 Lanes/Multi-Modal

Pensacola St (SR 366)
Capital Circle SW to Appleyard Dr.
Add 2 Lanes/Multi-Modal

Airport Gateway
Segment C
Add 2 Lanes/Multi-Modal

Orange Ave (SR 371)
Cypress Lake to Monroe St.
Add 2 Lanes/Multi-Modal

Orange Ave (SR 371)
S Lake Bradford Rd to Cypress Lake
Add 2 Lanes/Multi-Modal

Capital Circle SW (SR 263)
Crawfordville Rd. to Springhill Rd.
Add 4 Lanes/Multi-Modal

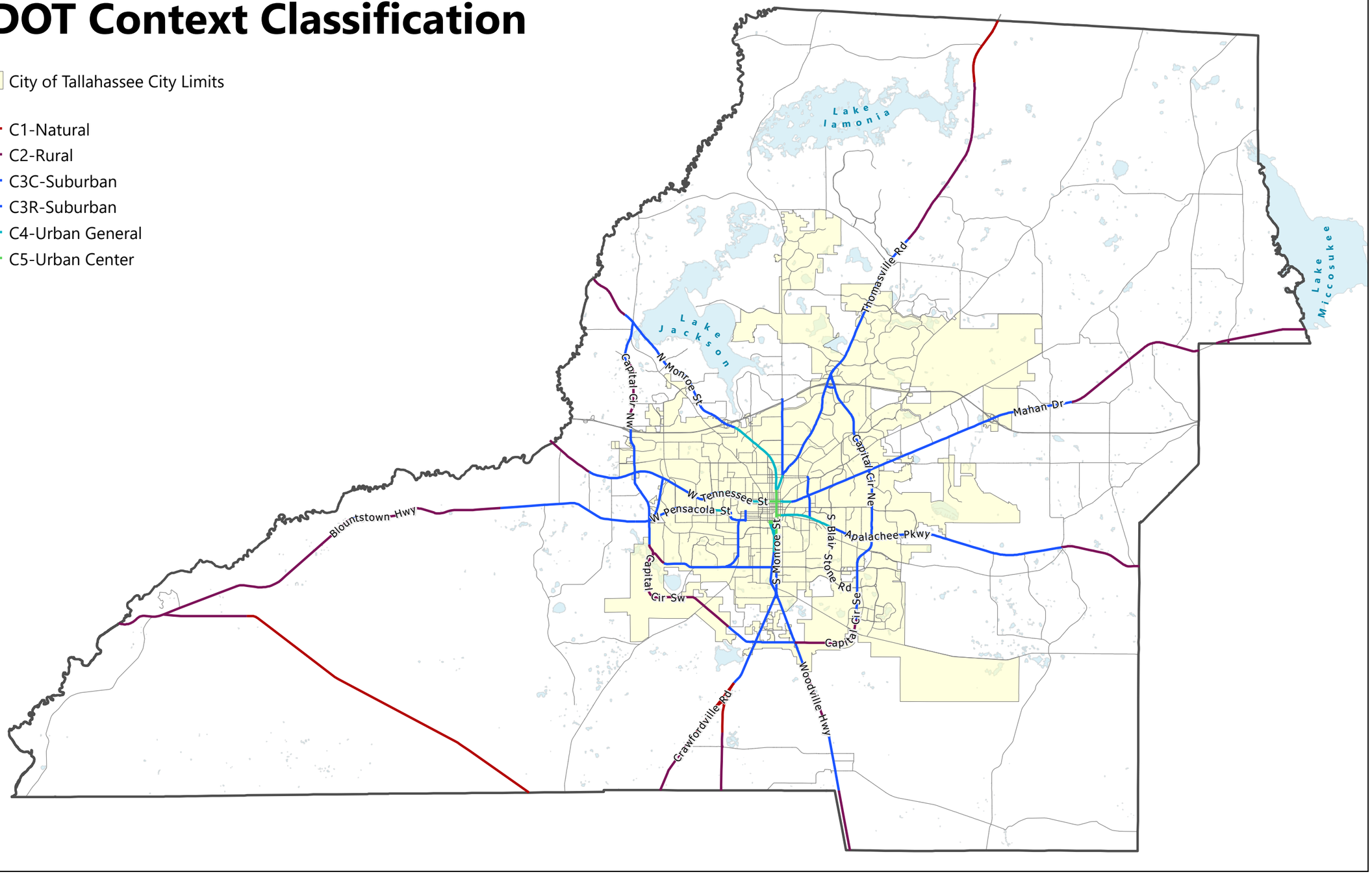
Woodville Highway (SR 363)
Add 2 Lanes/Multi-Modal

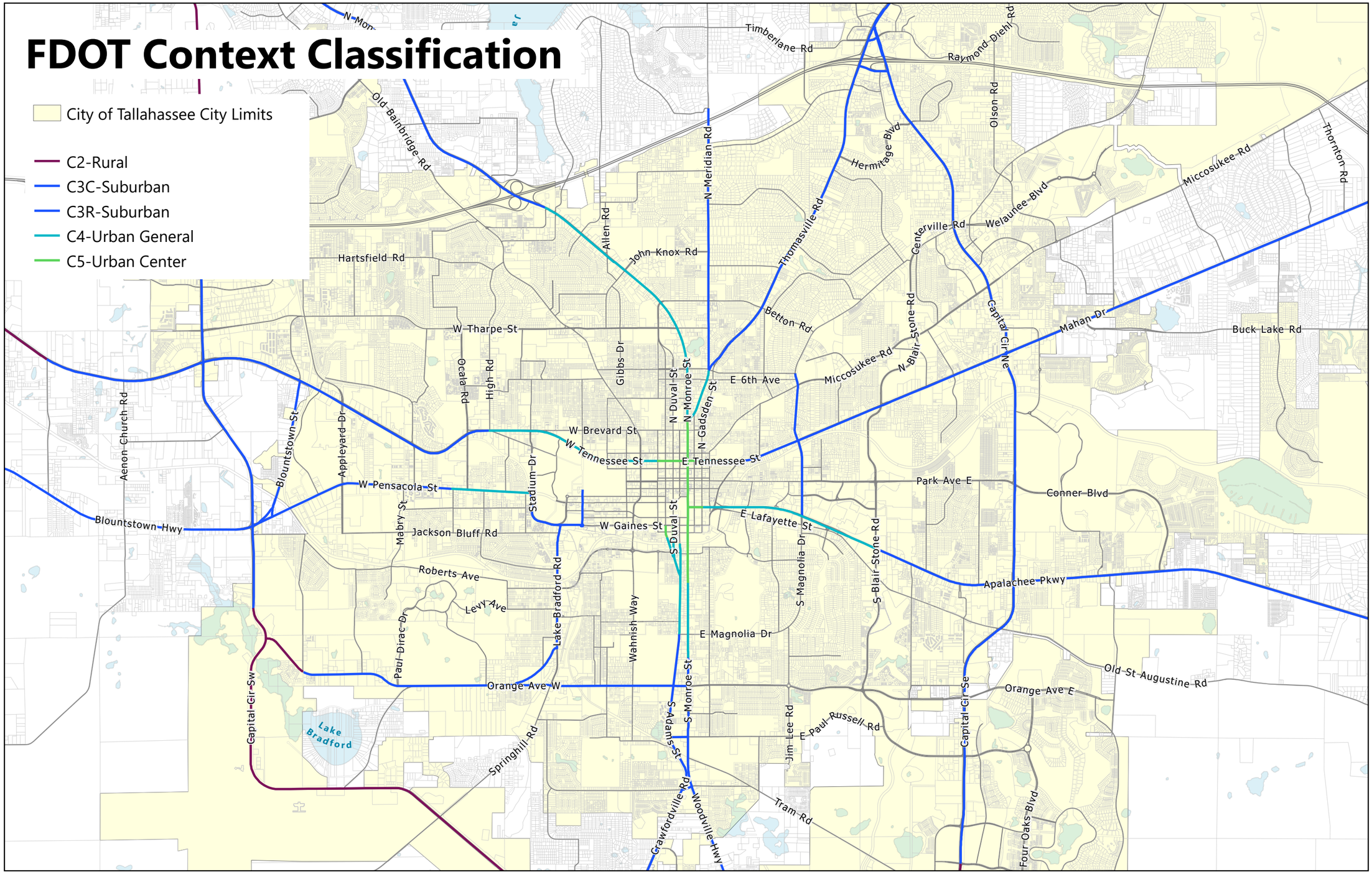
Timberlane Rd
Raymond Diehl Rd
Olson Rd
Hermitage Blvd
N Meridian Rd
Mission Rd
Allen Rd
John Knox Rd
Hartsfield Rd
Thomasville Rd
Centerville Rd
Welaunee Blvd
Miccosukee Rd
Thornton Rd
Betton Rd
W Tharpe St
Ocala Rd
High Rd
Gibbs Dr
N Duval St
N Monroe St
N Gadsden St
E 6th Ave
N Blair Stone Rd
Capital Cir NE
Mahan Dr
Buck Lake Rd
W Brevard St
W Tennessee St
E Tennessee St
Park Ave E
Conner Blvd
Church Rd
Blountstown St
Appleyard Dr
Blountstown Hwy
W Pensacola St
Mabry St
Stadium Dr
S Duval St
W Gaines St
Jackson Bluff Rd
E Lafayette St
S Magnolia Dr
S Blair Stone Rd
Roberts Ave
Lewis Ave
Lake Bradford Rd
Wahnish Way
Apalachee Pkwy
Paul Dirac Dr
Orange Ave W
Capital Cir SW
S Monroe St
S Adams St
Springhill Rd
Jim Lee Rd
E Paul Russell Rd
Capital Cir SE
Orange Ave E
Old St Augustine Rd
Crawfordville Rd
Woodville Hwy
Four Oaks Blvd

FDOT Context Classification

City of Tallahassee City Limits

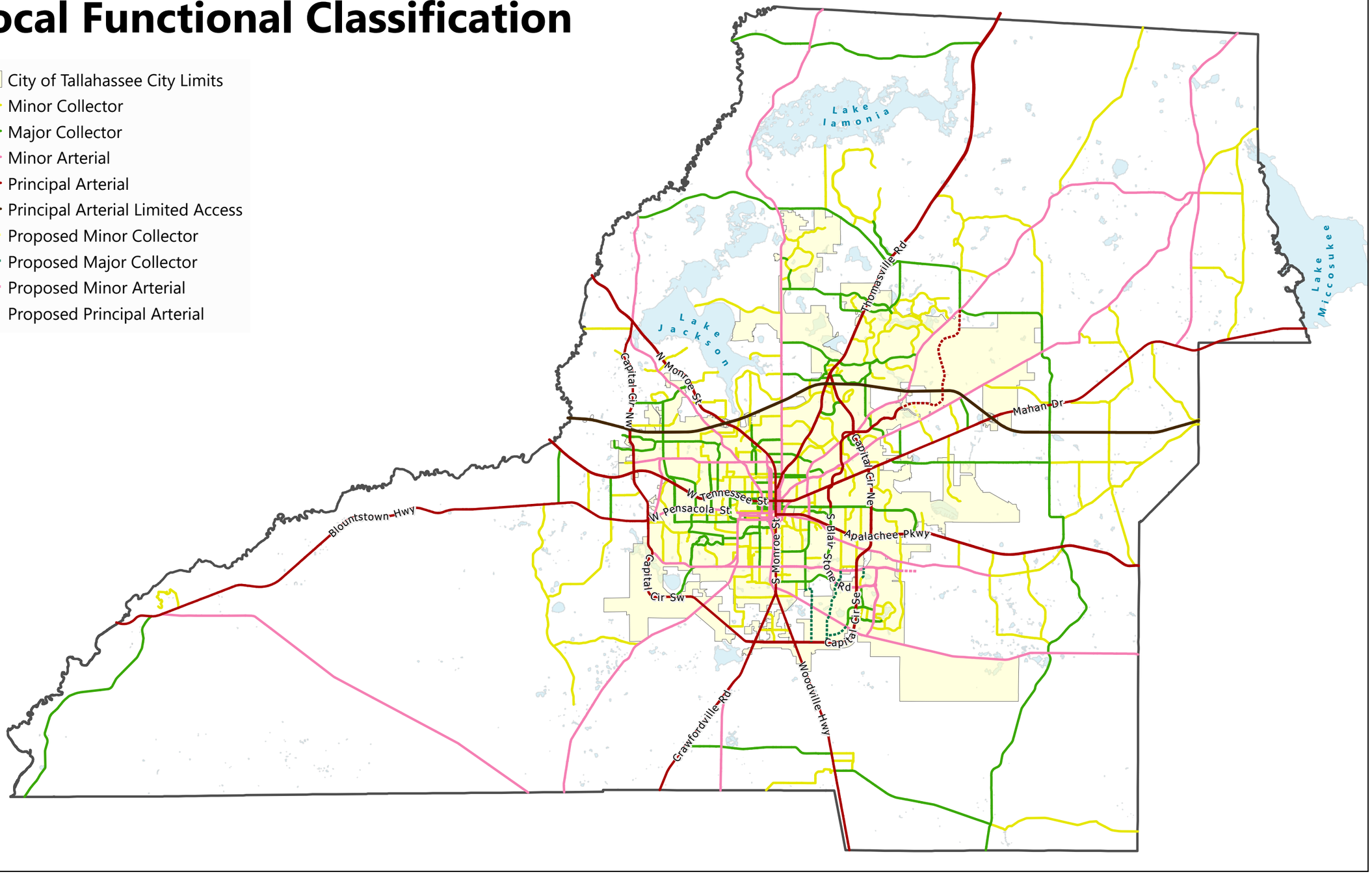
- C1-Natural
- C2-Rural
- C3C-Suburban
- C3R-Suburban
- C4-Urban General
- C5-Urban Center




FDOT Context Classification
City of Tallahassee City Limits
C2-Rural
C3C-Suburban
C3R-Suburban
C4-Urban General
C5-Urban Center
Timberlane Rd
Raymond Diehl Rd
Old Bainbridge Rd
N Meridian Rd
Olson Rd
Hermitage Blvd
Thornton Rd
Miccosukee Rd
Allen Rd
John Knox Rd
Hartsfield Rd
Thomasville Rd
Centerville Rd
Welaunee Blvd
W Tharpe St
Betton Rd
Capital Cir Ne
Mahan Dr
Buck Lake Rd
Ocala Rd
High Rd
Gibbs Dr
N Duval St
N Monroe St
N Gadsden St
E 6th Ave
Miccosukee Rd
N Blair Stone Rd
Church Rd
Aenon Church Rd
Blountstown St
Appleyard Dr
W Brevard St
W Tennessee St
E Tennessee St
Park Ave E
Conner Blvd
W Pensacola St
Stadium Dr
Blountstown Hwy
Mabry St
Jackson Bluff Rd
W Gaines St
S Duval St
E Lafayette St
S Blair Stone Rd
Roberts Ave
Levy Ave
Lake Bradford Rd
S Magnolia Dr
Apalachee Pkwy
Paul Dirac Dr
Wahnish Way
E Magnolia Dr
Old St Augustine Rd
Orange Ave W
Orange Ave E
Capital Cir Sw
Lake Bradford
S Monroe St
S Adams St
Springhill Rd
Jim Lee Rd
E Paul Russell Rd
Capital Cir Se
Crawfordville Rd
Woodville Hwy
Tram Rd
Four Oaks Blvd

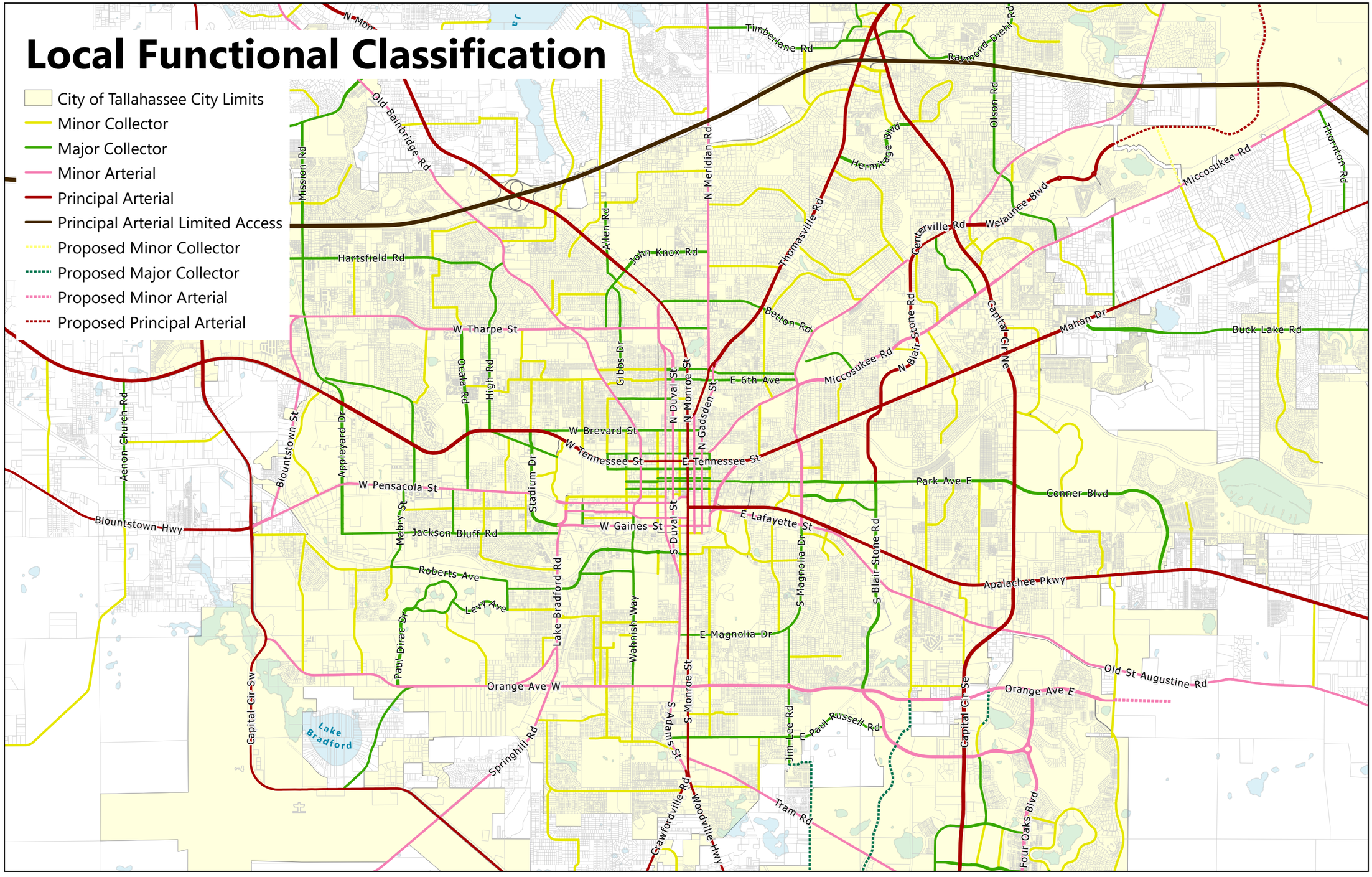
Local Functional Classification

- City of Tallahassee City Limits
- Minor Collector
- Major Collector
- Minor Arterial
- Principal Arterial
- Principal Arterial Limited Access
- Proposed Minor Collector
- Proposed Major Collector
- Proposed Minor Arterial
- Proposed Principal Arterial



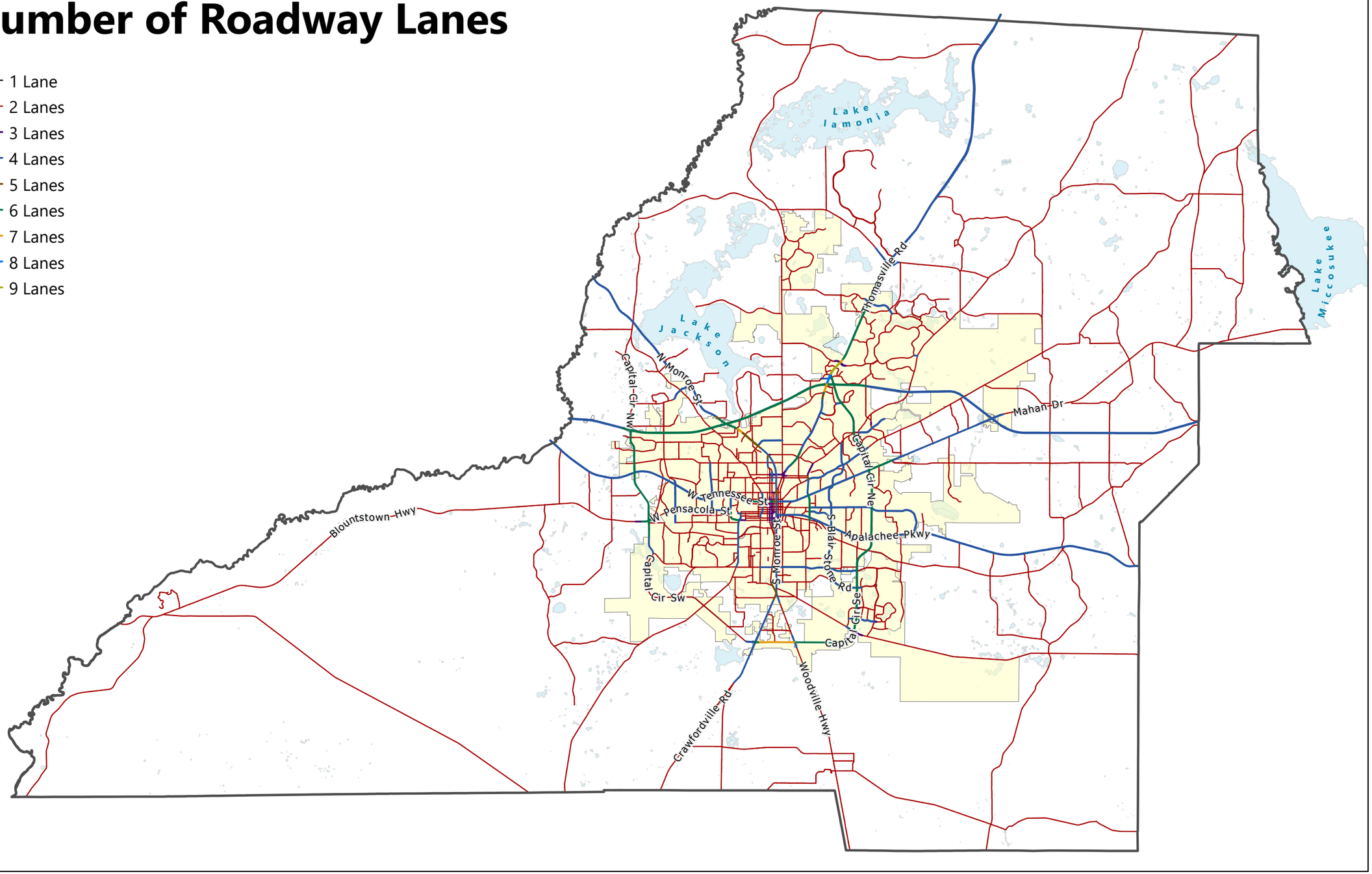
Local Functional Classification

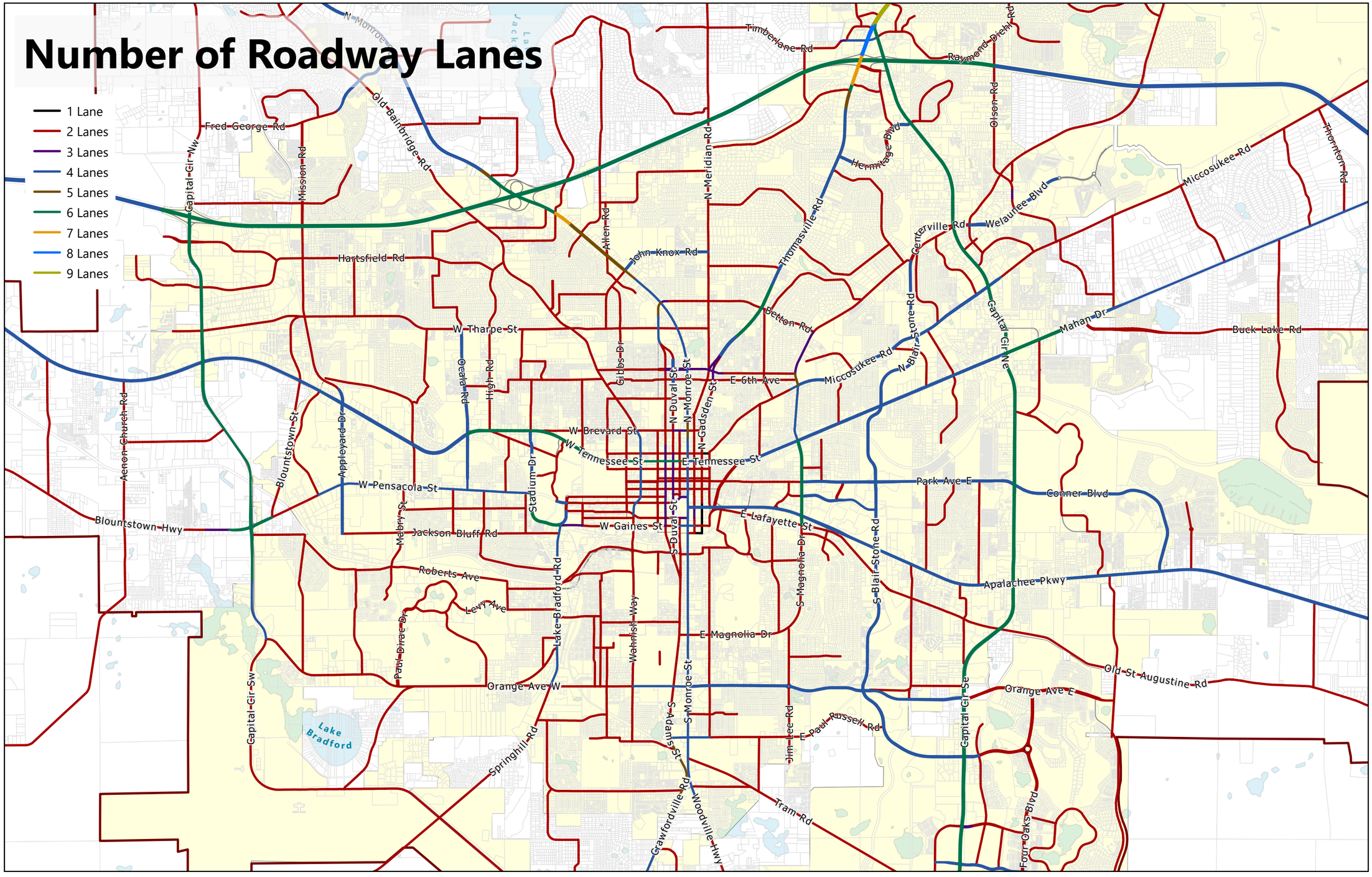
- City of Tallahassee City Limits
- Minor Collector
- Major Collector
- Minor Arterial
- Principal Arterial
- Principal Arterial Limited Access
- Proposed Minor Collector
- Proposed Major Collector
- Proposed Minor Arterial
- Proposed Principal Arterial



Number of Roadway Lanes

- 1 Lane
- 2 Lanes
- 3 Lanes
- 4 Lanes
- 5 Lanes
- 6 Lanes
- 7 Lanes
- 8 Lanes
- 9 Lanes




Number of Roadway Lanes
1 Lane
2 Lanes
3 Lanes
4 Lanes
5 Lanes
6 Lanes
7 Lanes
8 Lanes
9 Lanes
N Monroe St
Timberlane Rd
Raymond Diehl Rd
Fred George Rd
Old Bainbridge Rd
Capital Cir NW
Mission Rd
N Meridian Rd
Olson Rd
Hermitage Blvd
Miccosukee Rd
Thornton Rd
Allen Rd
John Knox Rd
Thomasville Rd
Centerville Rd
Welaunee Blvd
Hartsfield Rd
Betton Rd
W Tharpe St
Ocala Rd
High Rd
Gibbs Dr
N Duval St
N Monroe St
N Gadsden St
E 6th Ave
Miccosukee Rd
N Blair Stone Rd
Capital Cir NE
Mahan Dr
Buck Lake Rd
Acenon Church Rd
Blountstown St
Appleyard Dr
W Brevard St
W Tennessee St
E Tennessee St
Park Ave E
Conner Blvd
Stadium Dr
Mabry St
Jackson Bluff Rd
W Gaines St
E Lafayette St
S Duval St
S Magnolia Dr
S Blair Stone Rd
Blountstown Hwy
Roberts Ave
Levy Ave
Lake Bradford Rd
Wahnish Way
Apalachee Pkwy
Paul Dirac Dr
E Magnolia Dr
Old St Augustine Rd
Orange Ave W
S Monroe St
Orange Ave E
Capital Cir SW
Lake Bradford
Springhill Rd
S Adams St
Jim Lee Rd
E Paul Russell Rd
Capital Cir SE
Crawfordville Rd
Woodville Hwy
Tram Rd
Four Oaks Blvd

LAND USE AND MOBILITY ELEMENT
GOALS, OBJECTIVES AND POLICIES

Goal 1 [LM] – A Healthy Environment:

Our community will maintain a healthy environment with drinkable water, breathable air, unpolluted lakes, rivers, and soils, renewable energy sources, conservation areas that protect valuable or irreplaceable natural resources, and open spaces available and accessible to all residents and visitors to our community.

To achieve this goal, our community will:

- Identify natural resources that contribute to a healthy environment and human well-being. Prioritize the preservation of natural areas (including conservation areas, environmentally sensitive features, and water resources) when making land use and transportation decisions.
- Provide access and opportunities for passive and active open spaces that promote healthy active lifestyles for all citizens.
- Coordinate between the City and County, with neighboring jurisdictions, and with regional, state, and federal agencies to cooperatively support protection of natural resources that extend beyond jurisdictional boundaries.

Objective 1.1 – Identification of Natural Resources and Historic Features (City of Tallahassee/Leon County):
Identify natural, cultural, archaeological, and historic resources that contribute to human well-being and community character.

Policy 1.1.1 – Geographic Data (City of Tallahassee/Leon County):
Local governments shall maintain a geographic information system enabling mapping and spatial analyses that includes, at a minimum, the following data:

- Wetlands, waterbodies, watercourses
- Floodplains and floodways
- Significant and severe grades
- Drainage basins and related features
- High quality successional and native forests
- Active and other karst features
- Significant trees
- Canopy road corridors
- Local soil types and conditions
- Known operating and abandoned landfill sites
- Known active and former mining sites
- Historic resources of national, state and local significance
- Florida Ecological Greenway Network Primary Springs Protection Zone
- Perpetual conservation easements

Policy 1.1.2 – Designated Canopy Roads (City of Tallahassee/Leon County):
Local governments shall maintain a map and spatial data that identify and depict designated canopy roads.

Policy 1.1.3 – Historic District Boundaries and Historically Significant Properties (City of Tallahassee/Leon County): Local governments shall maintain a map and spatial data that identify and depict historic district boundaries and historically significant properties meriting protection. This map shall be included in the Land Use Addendum and updated with current data during the Evaluation and Appraisal Review process or as needed.

Policy 1.1.4– Soils and Water Features (City of Tallahassee/Leon County):
Local governments shall maintain a map and spatial data that identify and depict surface water features, the primary springs protection zone and soils. These maps shall be included in the Land Use and Mobility Element Addendum and updated with current data during the Evaluation and Appraisal Review process or as needed.

Objective 1.2 – Preservation of Natural Areas (City of Tallahassee/Leon County):
Preserve important natural areas, including conservation areas, environmentally sensitive features, and water resources through a combination of identification, analysis, designation of resources on the Future Land Use Map, policies in the Conservation Element, land development regulations, and acquisition. Prioritize the protection of these areas when making decisions regarding land use, transportation, and infrastructure location and expansion.

Policy 1.2.1 – Acquisition of Conservation and Preservation Lands (City of Tallahassee/Leon County):
The City and County shall monitor existing and potential funding sources for the acquisition of land to restore, connect, and protect natural habitats and sensitive lands. The Planning Department shall coordinate with the appropriate departments, agencies, or partners to support application and securing of funding for priority acquisition areas.

Policy 1.2.2 – Environmental Analysis (City of Tallahassee/Leon County):
Planning Department staff shall conduct an environmental analysis when amendments to the Comprehensive Plan are proposed. The analysis shall include natural resources and geographic features, including those listed in Policy 1.1.1, that contribute to human well-being and community character and identify the potential impacts to environmental and human health.

Policy 1.2.3 – Transportation Impact Mitigation (City of Tallahassee/Leon County):
The planning and design of new or the expansion of existing local transportation facilities shall account for natural, cultural, and historic resources and existing neighborhoods. These projects shall prioritize avoiding and minimizing impacts to those features. Where avoidance and minimization are not feasible or practical, impacts to the features shall be mitigated.

Policy 1.2.4 – Transportation Corridor Environmental Features (City of Tallahassee/Leon County):
The City and the County shall consider context-based beautification, landscaping, and stormwater facility and land development regulations that provide environmental protection measures for transportation corridors, where feasible by:

a. Increasing the amount of site and adjacent green spaces/open spaces.
b. Utilizing native or adapted vegetation and natural systems, such as bioswales, to control runoff.
c. Maintaining and/or enhancing ground cover, canopy, and understory vegetation where new roads are built.
d. Protecting designated canopy roads by designing public infrastructure improvements to minimize development impacts consistent with the Conservation Element and Canopy Roads Management Plan.
e. Enhancing the character of transportation corridors and gateways to the community through access management strategies, preserved green space for landscaping, and consolidated signage.

Policy 1.2.5 – Connected Open Space (City of Tallahassee/Leon County):
Open space that is proposed in a development application shall be organized in a manner that prioritizes natural areas with sensitive onsite environmental features and creates continuous and contiguous open space areas to the greatest extent possible to minimize habitat fragmentation. Where feasible, the siting of open space shall occur in a manner that creates cohesive and connected open space across property boundaries to ensure interconnected greenspaces.

Policy 1.2.6 – Conservation Element (City of Tallahassee/Leon County):
Should conflicts arise between implementation of policies in the Land Use and Mobility Element and the Conservation Element on matters of natural resources, the Conservation Element policies shall take precedent.

Objective 1.3 – Access to Parks and Recreation (City of Tallahassee/Leon County):
Provide equitable public access to existing and future recreation areas, open spaces, greenways, and parks.

Policy 1.3.1 – Greenways and Trails Master Plan (City of Tallahassee/Leon County):
The Planning Department shall maintain a Greenways and Trails Master Plan that identifies opportunities to expand or create a network of shared use paths that connect areas of the City and County. The master plan shall guide the implementation of the local greenway system, in coordination with the State of Florida and other conservation funding, managing, and landholding entities. The master plan shall be updated at least every 10 years to reflect completed projects, new additions and opportunities, and other changes to the greenway system.

Policy 1.3.2 – Urban Recreation Spaces (City of Tallahassee/Leon County):
Urban recreation spaces shall be developed and maintained to provide accessible opportunities for skateboarding, art installations and exhibitions, and nature-based experiences. These spaces may include educational elements such as signage or kiosks.

Policy 1.3.3 – Bicycle Parking at Parks and Civic Spaces (City of Tallahassee/Leon County):
All parks shall have bicycle parking facilities co-located with park amenities. Local government land development regulations shall specify requirements, including amount and location, for bicycle parking.

Policy 1.3.4 – Multimodal Access to Parks and Recreation (City of Tallahassee/Leon County):
All new and substantial improvements to parks and recreational facilities within the Urban Services Area shall provide public sidewalks in accordance with applicable streetscaping requirements, accessible pedestrian connections, for users of varying abilities, from amenities to all adjacent public street frontages, and pathway, trail and bicycle facility interconnections to all adjacent trails, public facilities, and neighborhoods. Coordination with StarMetro for evaluating new stop facilities or improving existing bus stop facilities shall be required within the City limits.

Objective 1.4 – Urban Forests (City of Tallahassee/Leon County):
Using the best available data, manage urban forests through strategies that address preservation of trees, planting of new trees, removal of unhealthy trees or trees in unsuitable locations for that species, maintenance of existing trees, and minimization of infrastructure conflicts.

Policy 1.4.1 – Priority Planting Sites (City of Tallahassee/Leon County):
The City and County shall identify priority planting sites to guide the planting of trees to improve wildlife habitat by reducing urban forest fragmentation, and provide for the preservation or creation of connected, wooded, and environmental corridors. The general recommendations of the Urban Forest Master Plan shall be used to inform the priority planting sites.

Policy 1.4.2 – Species Suitability (City of Tallahassee/Leon County):
The City and County shall maintain lists of tree species that are not invasive, nonindigenous species, that minimize hardscape conflicts, minimize overhead utility conflicts, and are wind resistant. These lists will be used to guide and promote the planting of suitable and preferably native species for different site locations and scenarios.

Policy 1.4.3 – Public Tree Inventory (City of Tallahassee/Leon County):
The City shall support the maintenance and updating of the Public Tree Inventory to gain data to better manage urban forests, including through identifying and securing funding opportunities.

Policy 1.4.4 – Public Development Tree Prioritization (City of Tallahassee/Leon County):
Public transportation projects shall prioritize the protection of existing high-quality trees during transportation systems planning, development, and maintenance without compromising transportation safety. Protected and preserved trees should be of a suitable species for their location, be in good health, and provide screening, landscape, runoff control, and shade without compromising safety or urban forest quality.

Policy 1.4.5 – Private Development Tree Standards (City of Tallahassee/Leon County):
Local government land development regulations shall prioritize and incentivize protection of high-quality trees through requirements for tree preservation and removal. Regulations shall include methods of relief from other development standards that commonly conflict with

preservation of existing trees to reduce the need for deviations when preserving qualifying trees.

Objective 1.5 – Green infrastructure (City of Tallahassee/Leon County):
Implement green infrastructure strategies, where feasible, as a cost-effective, resilient approach to reduce flooding and treat stormwater while delivering environmental, social, and economic benefits.

Policy 1.5.1 – Community Wide Green Infrastructure (City of Tallahassee/Leon County):
The City and County shall incorporate the use of green infrastructure into their land development regulations as a viable and preferred option for achieving a connected network of natural areas that provide habitat, flood protection, cleaner air, and cleaner water. Strategies include those that:

- Create green streets and alleys by retrofitting streets and alleys as part of any repair, maintenance, or other disturbance to the road, sidewalk, or transportation right-of-way that would provide a feasible opportunity for street-level stormwater management.
- Implement green parking standards such as requiring parking facilities to have certain percentages of shaded parking.
- Ensure a robust urban tree canopy through implementation of the Urban Forest Master Plan and Canopy Road Management Plan, or their successors.
- Support off-site regional stormwater solutions for new or infill walkable development.
- Reference national models, including the Green Infrastructure standards of the United States Green Building Council (USGBC).
- Supporting transit and alternative transportation modes.

Policy 1.5.2 – Site Specific Green Infrastructure (City of Tallahassee/Leon County):
Local governments shall incentivize the use of green infrastructure stormwater management systems in the land development regulations and/or form-based code by reducing minimum green space requirements or offering other incentives in exchange for the provision of green infrastructure. Green infrastructure mimics nature to soak up and store water and may include strategies such as rain gardens, planter boxes, bioswales, and green roofs.

Policy 1.5.3 – Design Guidelines for Green Infrastructure (City of Tallahassee/Leon County):
Local governments shall establish guidelines for incorporating the use of green infrastructure techniques in public infrastructure and private development applications. Guidelines should identify the appropriate conditions for applying green infrastructure techniques, minimum and maximum design thresholds, and contemplate variations in design for urban/suburban/rural contexts.

Objective 1.6 – Community Resilience (City of Tallahassee/Leon County):
Foster community resilience by strengthening the reliability of our infrastructure and encouraging sustainable building practices, protecting a robust natural environment and local economy, and empowering self-sufficiency across the community.

Policy 1.6.1 – Energy Efficiency (City of Tallahassee/Leon County):
The City and County shall develop regulations and design standards for compact development

and encourage green building techniques to reduce greenhouse gas emissions from energy generation and transportation. These regulations shall be implemented as prescribed in the land development codes to conserve land; to promote livability, walkability, and transportation efficiency, including reduced vehicle distance traveled; to leverage and support transit investments; and to reduce public health risks by encouraging daily physical activity associated with walking and bicycling.

Policy 1.6.2 – Multimodal Connectivity (City of Tallahassee/Leon County):
Within the Urban Services Area, the City and County shall use zoning and development standards for subdivision and planned unit developments to promote the location of homes, jobs, stores, parks, schools, and other destinations within 20 minutes walking distance of each other so that people can easily walk, bike, use public transit, or drive shorter distances. Development standards shall provide for interconnected pedestrian, bicycle, and transit amenities and account for the potential for future connection and expansion of pedestrian and bicycle networks on adjacent properties.

Policy 1.6.3 – Smart Growth Strategies for Community Resilience (City of Tallahassee/Leon County):
The City and County shall develop smart growth strategies to help our community adapt to the effects of climate change, natural disasters, and other events that may challenge the resilience of the City of Tallahassee and Leon County. Such strategies may include hardening infrastructure; constructing stormwater conveyance systems with greater capacity; developing complete, walkable streets; supporting agriculture and local food production; reducing indoor and outdoor water use; reducing pollutant emissions; supporting transit; and increasing renewable energy production.

Policy 1.6.4 – Urban Heat Islands (City of Tallahassee/Leon County):
The local governments shall develop strategies that minimize effects of heat islands, such strategies may include:

a. Tree and vegetation cover.
b. Green roofs and rooftop gardens.
c. Roof coatings or materials with high albedo that significantly reflect heat away from a building.
d. Alternative pavements that mitigate heat island effects.

Policy 1.6.5 – Resiliency of Transportation Facilities (City of Tallahassee/Leon County):
Design, construct, and maintain transportation facilities to prevent flooding, minimize pollution, and maintain natural stormwater runoff volume, timing, rate, and direction of flow characteristics consistent with the adopted Stormwater Level of Service Standard.

Policy 1.6.6 – Urban Forests and Climate Resilience (City of Tallahassee/Leon County):
Ensure the urban forest is managed within the urban core to balance and reduce conflicts, when feasible, between long-term urban forest health and coverage and above-ground utilities.

Objective 1.7 – Intergovernmental Coordination (City of Tallahassee/Leon County):
Coordinate with neighboring jurisdictions to effectively address and support the protection of natural resources that extend beyond jurisdictional boundaries.

Policy 1.7.1 – Key Regional Partners (City of Tallahassee/Leon County):
Coordinate with key partners, such as the Northwest Florida Water Management District (NWFWMD), and Florida Department of Environmental Protection (FDEP) on the protection and management of water resources and other environmentally sensitive features.

Policy 1.7.2 – Colleges and Universities (City of Tallahassee/Leon County):
Florida State University, Florida A&M University, and Tallahassee State College shall be subject to environmental protections identified within the Comprehensive Plan. This will be accomplished through the statutorily required campus master planning process for Florida State University and Florida Agricultural and Mechanical University.

Goal 2 [LM] – Distinct Urban and Rural Areas:

Our community will provide residents with diverse options for where they live or visit by maintaining a distinction between rural, sub-urban, and urban areas.

By maintaining a distinction between these areas, our community will:

- Provide a variety of lifestyle and housing choices while reducing sprawl.
- Foster economic development in urban areas and identified activity centers.
- Promote efficient development patterns.
- Support revitalization and redevelopment efforts within the Urban Services Area.
- Reduce infrastructure costs.
- Protect agricultural and forest management uses.
- Preserve and create natural resource-based activities, ecosystem functions and ecosystem services, and scenic vistas and pastoral landscapes.

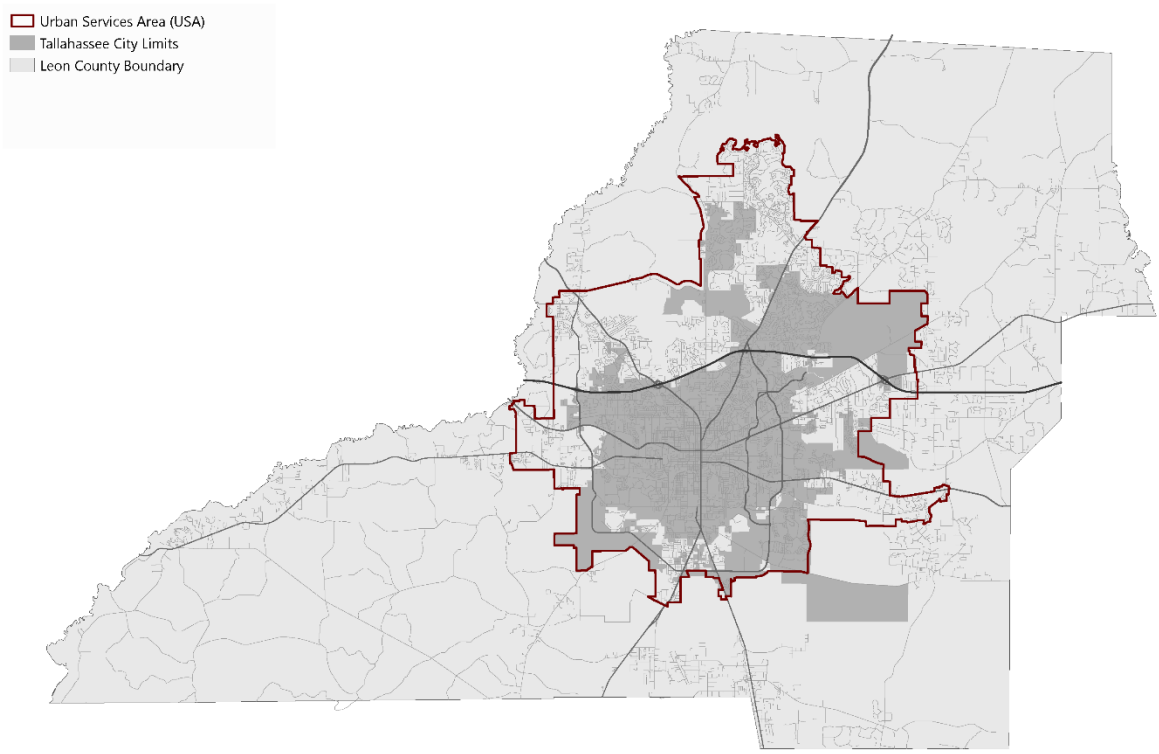
Objective 2.1 – Growth and Population Accommodation (City of Tallahassee/Leon County):
Tallahassee and Leon County will accommodate our population growth in a responsible manner. A growth and development strategy that provides for well-managed, orderly growth that preserves natural resources and promotes fiscal responsibility shall be leveraged to maximize economic and environmental stewardship while accommodating the increased population.

Policy 2.1.1 – Comprehensive Planning Periods (City of Tallahassee/Leon County):
The comprehensive plan shall have two planning periods. The short-term planning period shall be for a 10-year horizon from 2025 to 2035. The long-term planning period shall be the year 2050. The long-term planning period shall be amended during the Evaluation and Appraisal Review (EAR) process to reflect available population projections and relevant data and analysis of public facilities.

Policy 2.1.2 – Population Projections (City of Tallahassee/Leon County):
Population growth for the long-term planning period shall be based on University of Florida's Bureau of Economic and Business Research (BEBR) medium population projections.

Objective 2.2 – Efficient Growth (City of Tallahassee/Leon County):
To support the projected population growth, infrastructure shall be provided economically and efficiently while protecting surrounding forestry uses and agricultural lands from unwarranted and premature conversion to urban land uses. Growth and development shall be directed toward areas with existing or planned infrastructure in a manner that maintains distinct natural, rural, sub-urban, and urban areas.

Policy 2.2.1 – Urban Services Area (USA) (City of Tallahassee/Leon County):



~~**Urban Services Area Map Placeholder**~~

To provide for well-managed, orderly growth that preserves natural resources and promotes fiscal responsibility, the City and County's growth management strategy shall include an Urban Services Area (USA). The USA shall include all areas where public facilities and services, including central water and sewer, are available or are identified in the 5-year schedule of capital improvements. The USA will be sized to include approximately 50% more vacant and developable land than is necessary to accommodate the projected population growth expected within the USA by the long-term planning horizon and will account for both the ability to provide urban infrastructure and the presence of environmentally sensitive lands and water bodies.

Policy 2.2.2 – Improvement of Capital Infrastructure (City of Tallahassee/Leon County):

Capital infrastructure improvements shall be targeted for areas within the Urban Services Area within the long-term planning period. These improvements shall be phased incrementally through annual updates to the Capital Improvements Schedule.

Policy 2.2.3 – Planning for Urban Services (City of Tallahassee/Leon County):

Local government infrastructure master plans, and updates to master plans, shall account for the Urban Services Area when determining where to provide sewer, water, electricity, paved streets, sidewalks, and other related urban services.

Policy 2.2.4 – Urban Services Outside of the Urban Services Area (City of Tallahassee/Leon County):

Urban services may be provided outside of the Urban Services Area where necessary to address critical environmental issues, critical public health issues, and/or other critical hazard vulnerabilities. Exceptions shall be substantiated in the capital improvement planning process.

Emergency repairs and improvements necessary to maintain the public health, safety, and well-being shall be allowed without inclusion in the capital improvement planning process.

Policy 2.2.5 – Densities and Intensities (City of Tallahassee/Leon County):
Residential densities and non-residential intensities are established in the Future Land Use Categories and reflected on the Future Land Use Map, and are supported by available capital infrastructure. New growth shall be directed to areas within the Urban Services Area. Residential density and/or non-residential intensity of development allowed for individual site shall be determined by the infrastructure capacity to serve each proposed development, adopted levels of service, and/or the ability to implement conditions of approval or mitigation of potential impacts for the proposed development.

Policy 2.2.6 – Exceptions to the Urban Services Area (City of Tallahassee/Leon County):
Properties in southern Leon County designated Rural or Rural Residential on the Future Land Use Map that are located either between the Urban Services Area and Rural Community in Woodville or west of the Rural Community in Woodville may be designated with a higher density land use when central sewer service is available without requiring an amendment to the Urban Services Area. Any development that utilizes this provision must connect to central sewer.

Policy 2.2.7 – Roadway Improvements (City of Tallahassee/Leon County):
The planning, design, and construction of new streets and roads and the widening of existing streets and roads shall be consistent with the priority of urban services, the Future Land Use Map, and the Urban Services Area.

Policy 2.2.8 – Adaptive Reuse, Infill Development, and Redevelopment (City of Tallahassee/Leon County):
The City of Tallahassee and Leon County shall incentivize brownfield reclamation, building reuse, and the adaptive reuse of existing structures through land development regulations. These measures will support efficient growth, preserve historic buildings, protect natural resources, maintain affordable housing, and prevent the premature conversion of rural and agricultural land into suburban and urban development. Incentives may include density and intensity bonuses of up to 25%, modified development review thresholds, prioritized permitting, and fee waivers to encourage redevelopment and sustainable land use as specified in the land development code.

Policy 2.2.9 – Greyfields & Brownfields (City of Tallahassee/Leon County):
The local governments may incentivize the redevelopment and/or restoration of value to contaminated or under-utilized land on greyfield, brownfield, or other adaptive reuse/infill sites through strategies including possible density bonuses where appropriate, waiver of development fees or some combination of the two.

Policy 2.2.10 – Transportation Corridors (City of Tallahassee/Leon County):
Identify right-of-way (ROW) needed for planned future transportation improvements—in accordance with Florida Statutes Section 163.3177(6)(b)1., Section 337.273, and Section 334.03(29)—and protect it from development encroachment as development occurs to preserve the corridor for transportation use, to maintain transportation level of service standards and ensure that infrastructure occurs concurrent with the impact of development, meet concurrency,

to improve coordination between land use and transportation, and to minimize the adverse social, economic, and environmental impacts of transportation facilities.

The future right-of-way needs for selected transportation corridors designated for improvement in the Tallahassee-Leon County Comprehensive Plan are depicted in the table below. This map, table and corresponding land development regulations are intended to provide a basis for coordinating new development with the provision of transportation facilities by designating corridors where the construction and improvement of transportation facilities is expected

Future Right-of-Way Needs WITHOUT an Existing Corridor Alignment	
Functional Classification	**ROW Width (ft.)[1-3]**
Blueprint Principal Arterial	230
Principal Arterial	200
Minor Arterial	176
Major Collector	146
Minor Collector	100

1) Widths represent maximum anticipated ROW needs for generalized corridors; not precise alignments. Actual road location and design will be determined by specific corridor alignment studies, engineering studies, or other design studies.

2) Alternative widths may be established by the local government, in consultation with other affected agencies, pursuant to an adopted Critical Area Plan or based upon an analysis of existing constraints, community planning objectives, and other considerations unique to the roadway or surrounding land development.

3) In addition to the number of travel lanes, the following are important considerations in the determination of right-of- way needs for future corridors:

   a. Space for sidewalks to provide safe and convenient movement of pedestrians.

   b. The provision of bike lanes or separate bike paths.

   c. Space for current or future location of utilities so that, when necessary, they can be safely maintained without undue interference with traffic. The utility strip needs to be of sufficient width to allow placement of a water main so that in the case of rupture, neither the roadway pavement nor adjacent property will be damaged.

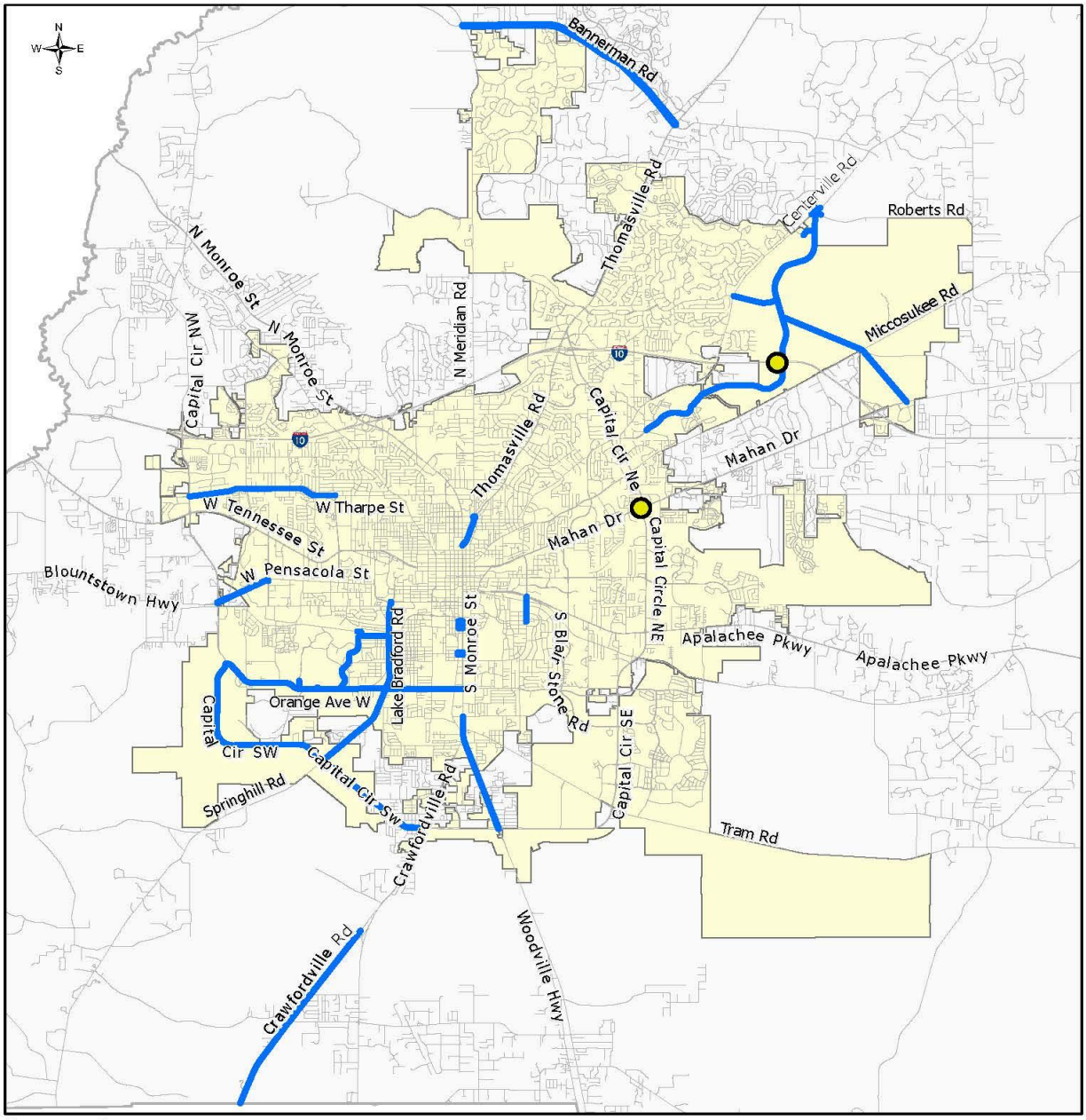
   d. Accommodation of stormwater at the surface or in storm drains.

   e. Accommodation of auxiliary lanes at intersections.

   f. Placement of trees to improve the aesthetic qualities of the roadway, to shade pedestrians, and improve community appearance. The space needs to be adequate to accommodate tree growth without damaging sidewalks, abutting development, or curb and gutter.

   g. Allowing changes in the paved section, utilities, or other modifications that may be necessary to meet unseen changes in vehicle, pedestrian, bicycle, or other transportation needs resulting from changes in land use and activity patterns.

Corridor Preservation Map



Legend

- Transportation Systems Management Projects
- Roadway Projects
- City of Tallahassee Limits

PLANNING DEPARTMENT

March 21, 2025

Objective 2.3 – Public Infrastructure (City of Tallahassee/Leon County):
Provide public infrastructure, public facilities, and public services that are necessary for public health, safety, and well-being efficiently, effectively, and equitably.

Policy 2.3.1 – Public Facilities Siting (City of Tallahassee/Leon County):
Public facilities, including community services, light infrastructure, and post-high school educational uses that provide for the operation of and provision of services on property owned or operated by local, state and federal government shall be allowable in any future land use category. Public infrastructure facilities may include public services and uses provided by private entities operating on property owned by the local, state, or federal government.

Policy 2.3.2 – Public Infrastructure Resilience (City of Tallahassee/Leon County):
To maintain resiliency and assist with post-disaster continuity of government, the siting of public infrastructure and facilities shall account for hazards by locating outside of hazard areas and evacuation zones or mitigating against potential impacts.

Policy 2.3.3 – School Siting Review & Criteria (City of Tallahassee/Leon County):
All proposals to site public or private schools shall be reviewed for consistency with the Comprehensive Plan.

Objective 2.4 – Preservation of Rural Areas (City of Tallahassee/Leon County):
Protect and create agricultural and silvicultural uses, natural resource-based activities, ecosystems, scenic vistas, and pastoral landscapes by preserving rural areas of the community and preventing the premature conversion of rural lands into low density, single-use districts.

Policy 2.4.1 – Transfer of Development Rights (City of Tallahassee/Leon County):
A transfer of Development Rights program may be established to transfer development rights from areas designated Rural on the Future Land Use Map to areas designated Rural Community or Rural Residential on the Future Land Use Map where central sewer service is available. In no instance shall the level of development be inconsistent with the provisions of the Utilities and Conservation Elements.

Policy 2.4.2 – Criteria for Urban Service Area Expansion (City of Tallahassee/Leon County):
To avoid premature conversions of rural areas to higher density and intensity uses, expansions to the Urban Services Area shall be contiguous with the Urban Service Area boundary, shall demonstrate the availability of or ability to provide central water and sewer service, and shall be based on an analysis of population projections and growth trends and an analysis of developable vacant land currently within the Urban Services Area.

Objective 2.5 – Reconnecting Urban Sprawl (City of Tallahassee/Leon County):
Mitigate the impacts of automobile-oriented, single-use developments by leveraging transportation connectivity, land use, and urban design principles that focus on reducing environmental impacts, incorporating a mix of uses, reducing vehicle miles traveled, and improving mobility, especially for people walking, riding bicycles, and using transit.

Policy 2.5.1 – Suburban retrofit (City of Tallahassee/Leon County):

The City of Tallahassee and Leon County shall develop and maintain land development regulations that encourage and incentivize redeveloping suburban areas to:

- Adaptively reuse vacant and underutilized buildings for new uses.
- Reconstruct degraded wetlands and watercourses to either "natural" functionality or repurpose them to complimentary functionality with additional community-use features.
- Build compact, walkable, mixed-use developments using Complete Streets design principles.
- Reduce block sizes to improve walkability.
- Establish more continuous streetscapes with liner buildings close to the street.
- Retrofit streets with appropriate design elements and sidewalks based on the designated Roadway Context Classification and available right-of-way.
- Interconnect street networks.
- Include more diversity in residential building types.
- Provide transit amenities.

Objective 2.6 – Recognizable Places (City of Tallahassee/Leon County):
Foster and protect distinctive, attractive places that are recognizable and important to the community.

Policy 2.6.1 – Beautifying Public Spaces (City of Tallahassee/Leon County):
The local governments shall provide land use regulations that require investment in the streetscape by adding features such as benches, planters, bike racks, tree boxes with trees with a healthy canopy; and providing space for public art installations where appropriate for a given context.

Policy 2.6.2 – Gateway Corridors (City of Tallahassee/Leon County):
Encourage the redevelopment and improvement of Gateway Corridors by providing higher density and intensity land uses along with design standards that promote complete streets and require enhanced landscaping along the corridors. Where appropriate and feasible, Gateway Corridors shall be evaluated for other improvements, including regional stormwater, parking facilities, brownfield remediation, and infrastructure improvements. Gateway Corridors include South Monroe Street, North Monroe Street, West Pensacola Street, West Tennessee Street, Thomasville Road, Mahan Drive, Apalachee Parkway, Lake Bradford Road, South Adams Street, Orange Avenue, and Springhill Road.

Policy 2.6.3 – North Monroe Corridor (City of Tallahassee/Leon County):
In addition to the Gateway Corridor components identified in Policy 2.6.2, encourage the redevelopment of the North Monroe Corridor and by establishing and maintaining the Lake Protection Corridor zoning district for areas north of Interstate-10 that are within the Lake Jackson Basin. Land development regulations shall also provide provisions for non-conforming uses and properties in the Lake Protection land use category to be deemed conforming when redevelopment or site improvements result in the site meeting the design standards and water quality standards for the Lake Jackson basin established in land development regulations.

Policy 2.6.4 – Woodville Sense of Place (Leon County):
Upon the adoption of the Woodville Sense of Place Plan by the Board of County Commissioners, the Tallahassee-Leon County Planning Department shall evaluate the need for updates to the Comprehensive Plan and land development regulations to implement the recommendations of the plan.

Policy 2.6.5 – Future Downtown Development (City of Tallahassee):
The City of Tallahassee shall incorporate design standards in the land development regulations that require complementary development and redevelopment in the Downtown area, specifically with regard for the historic context and support for multi-modal transportation.

Policy 2.6.6 – Bradfordville Study Area (Leon County):
The Bradfordville Study Area is defined in the Bradfordville Sector Plan, as adopted by the Leon County board of County Commissioners on July 11, 2000, and is depicted on the following map. Development in the unincorporated area of Leon County in the Bradfordville Study Area shall continue to be subject to the development standards for the area included in Leon County land development regulations based on the Bradfordville Area Plan.



Objective 2.7 (City of Tallahassee) – Multimodal Transportation District (MMTD):
Facilitate the safe and comfortable use of multiple modes of transportation through the use of urban design standards to develop and maintain healthy neighborhoods and thriving businesses where travel by foot, bicycle, and transit will be easy and practical to reduce automobile reliance and vehicle miles traveled.

Policy 2.7.1 – MMTD Implementation (City of Tallahassee):
The Multimodal Transportation District (MMTD), established in 2009 under the requirements of Florida Statute Section 163.3180(15) (2009) for the purpose of promoting walking, bicycling, and transit use, shall be maintained, updated, and implemented by relevant City and County

departments through the Multimodal Transportation District Land Development Code and the project programming of the Capital Improvements Schedule.

Policy 2.7.2 Land Use Within the MMTD (City of Tallahassee):
The City of Tallahassee and Leon County shall periodically review the Future Land Use Map and land development regulations within the MMTD and modify them as necessary to facilitate appropriate densities, intensities, and mixture of land uses to support the goals of the district, based on the following targets:

a. Central nodes consisting of employment and services, relatively high density residential, and public spaces all oriented around convenient access to public transit facilities.

b. Areas designated primarily for residential uses should be no more than ½ mile from areas designated for shopping, services, and employment uses.

Policy 2.7.3 – Land Development Regulations in the MMTD (City of Tallahassee):
Adopt and maintain context-based land development regulations that ensure new development and redevelopment will contribute to walkable urban development patterns. Additionally, these regulations shall include and/or address the following:

a. Building placement.

b. Block size standards shall encourage small blocks and an interconnected street network.

c. Sidewalks with widths based on context.

d. Facade transparency.

e. Parking location.

Policy 2.7.4 – Minimum Parking Requirements (City of Tallahassee):
Minimum parking requirements shall not be applied to areas designated Urban Center of the Future Land Use Map and shall be significantly reduced, removed, or made otherwise flexible for other areas in the MMTD.

Policy 2.7.5 – Transit in the MMTD (City of Tallahassee):
The MMTD shall be well-connected via transit to major trip generators and attractors both inside and outside the areas where feasible; transit stops and waiting areas shall be safe, accessible, and comfortable, and intermodal connections shall be made.

Policy 2.7.6 – Transportation Mitigation (City of Tallahassee):
Transportation mitigation funds collected within the MMTD shall be used for projects within the MMTD with priority given to bicycle, pedestrian, or transit projects.

Policy 2.7.7 – MMTD Evaluation (City of Tallahassee):
The MMTD code shall be evaluated for opportunities to incorporate FDOT Context Classification along state roads, consideration of implementation through form-based code, and opportunities to streamline infill development and redevelopment within the Urban Center land use category.

Objective 2.8 – Community Context (City of Tallahassee/Leon County):
Identify natural, rural, sub-urban, and urban context areas based on distinguishing characteristics of the different locations across the community. The distinguishing characteristics used to identify the

context areas will include existing development patterns, future development patterns based on land use and zoning, natural features, access to infrastructure, adjacent roadway classifications and proximity to employment centers, universities and schools, transit lines, trails and multi-modal facilities. The context areas shall be used as the basis for planning and design of land uses, transportation facilities, public facilities, and infrastructure in the City of Tallahassee and Leon County.

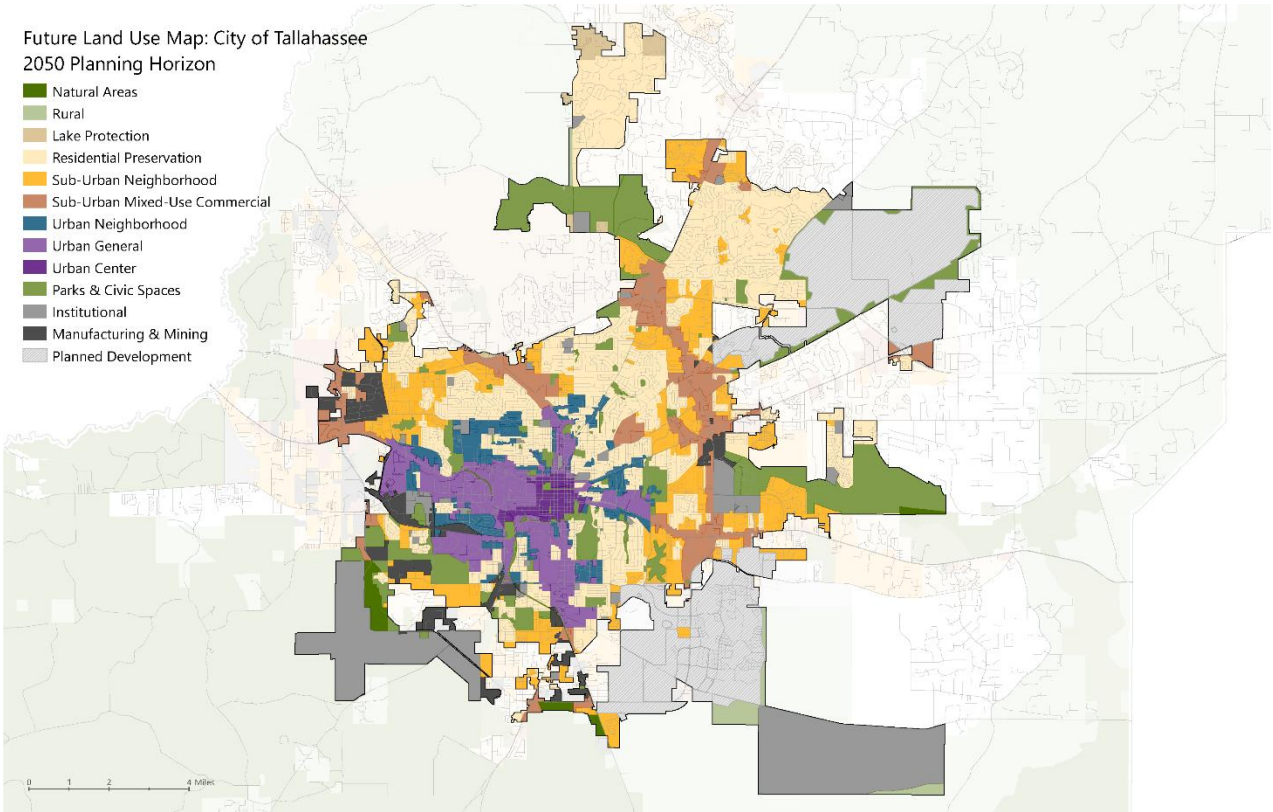
Policy 2.8.1 – Tallahassee-Leon County Future Land Use Map (City of Tallahassee/Leon County):

Identify the distribution, extent, and location of the different uses of land in the City of Tallahassee and Leon County in a manner that reflects community context and the vision for the community's future.

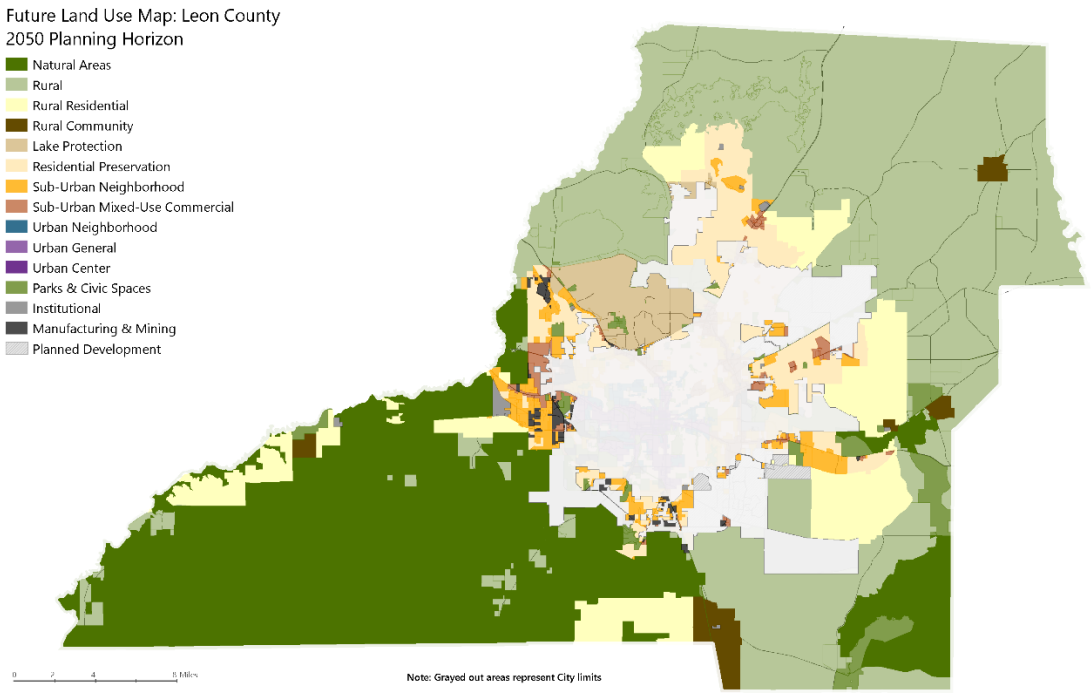
Policy 2.8.2 – Context Area Densities, Intensities and Mix of Uses (City of Tallahassee/Leon County):

The Future Land Use Map and Zoning Atlas shall include uses, densities, and intensities consistent with concentrating development within the Urban Services Area. Land uses and zoning within the Urban Context Areas shall have higher allowable densities and intensities than the Sub-Urban Context Areas, which shall have higher allowable densities and intensities than the Rural Context Areas. To ensure a mixture of uses in mixed-use land use categories, a minimum of 5% open space (which may include landscaping and stormwater facilities subject to land development regulations) is required and residential or non-residential land uses may develop from a range of 5% up to 95%. Public Schools are an allowable use in all future land use categories within the Urban Services Area with the exception of the Natural Areas land use. This provision is intended to provide sufficient lands proximate to residential areas to allow existing and future school siting considerations.

Future Land Map: City of Tallahassee



Future Land Use Map: Leon County



Future Land Use Categories (FLUCs)

Policy 2.8.3 – Natural Areas Future Land Use Category (City of Tallahassee/Leon County):

State and national forests, wildlife management areas, and other managed natural areas serve to sustain the health, diversity, and productivity of valuable ecosystems while integrating public use of these resources. The Natural Areas land use category represents conservation and preservation areas protected from development.

Natural Areas consist of lands approximating or reverting to wilderness conditions, including lands unsuitable for settlement due to topography, hydrology, or vegetation. Areas designated as Natural Areas shall be protected from development except for community services, light infrastructure, and recreational uses that are compatible with the natural surroundings. Silviculture (the growth and cultivation of trees) shall be allowed.

Residential uses shall be limited to hosts and resident volunteers involved in the maintenance or operation of the managed natural areas. No residential uses shall exceed a density of one dwelling unit per 10 acres.

The following special conditions shall apply to the Natural Areas future land use category:

1. Ecotourism uses and structures ancillary to ecotourism uses (such as trailheads, interpretive kiosks, boat ramps, canoe/kayak launches, and campsite amenities) are allowable provided the structures preserve the scenic and natural character of this category.
2. Accessory uses directly associated with the operation of silvicultural, wildlife conservation, and recreational hunting shall be allowed.
3. Light infrastructure shall be allowed within the Natural Areas future land use category, provided there is no reasonable alternative location outside of Natural Areas future land use areas that provide the same public benefit.
4. State forests managed by the Florida Forest Service may be managed with frequent prescribed fire to meet ecological restoration and maintenance, wildlife habitat improvement, forest pest prevention, access and aesthetic control, and hazardous fuel reduction objectives in accordance with their respective 10-year Land Management Plans (F.s. 253.034).

Policy 2.8.4 – Rural Future Land Use Category (City of Tallahassee/Leon County):
The intent of the Rural land use category is to maintain and promote agriculture, silviculture, and natural resource-based activities, to preserve natural systems and ecosystem functions, and to protect the scenic vistas and pastoral development patterns that typify Leon County's rural areas. Typical land uses within this category shall include agriculture, silviculture, and natural resource-based activities. Due to the very low intensity development pattern that is intended for the category, urban services are not planned or programmed for the area.

The Rural land use category shall allow single family residential uses at a maximum density of one dwelling unit per 10 acres.

Non-residential uses functionally related to and directly in support of agriculture, the growth and cultivation of trees, and other natural resource-based activities, including ecotourism activities, may be permitted at a maximum intensity of 2,000 square feet per acre. The location of such uses shall be limited to the intersection of major collector and arterial or the intersection of two arterial designated roadways with development standards provided in land development code regulations for these nodes, except for non-residential uses supporting ecotourism activities, which shall be allowed near the waterbodies and natural features that are the focus of the ecotourism activity.

Community services, light infrastructure, and recreational uses may be permitted provided they are compatible with the natural and rural surroundings. Facilities associated with these uses may be permitted at a maximum intensity of 5,000 square feet per acre, with the primary structure not to exceed 7,500 square feet.

Active recreational uses not functionally related to or supportive of agriculture, silviculture, or natural resource-based ecotourism activities are prohibited. This includes, but is not limited to, golf course, drag strips, and racetracks.

To ensure that such uses are developed in a manner that is compatible with the rural nature of the area, additional design standards and limitations shall be included in the land development code.

The following special conditions shall apply to the Rural Land Use category:

1. Development proposals within the Rural Land Use category shall be evaluated for compatibility with adjacent agricultural and silvicultural uses and shall consider the land management activities associated with such uses, including prescribed fires which result in smoke. Development that is incompatible with agricultural uses, or has the potential to fragment, encroach upon, or displace such uses, shall not be permitted.
2. Property within the Rural Land Use category shall not be converted to a more intense land use category unless the subject site adjoins the Urban Services Area or a designated Rural Community.
3. Non-residential development shall be subject to design standards that preserve the scenic and rural character of this category and protect existing rural residential development from offsite impacts of non-residential development. Design standards shall include, but not be limited to, signage, lighting, parking, landscape buffers, and building materials.
4. Existing uses and structures listed on the local or national historic register as of July 6, 2015, shall be considered conforming.
5. Because urban services are not planned or programmed for areas within the Rural land use category, the Rural land use category shall not be applied to properties within the Urban Services Area.

Policy 2.8.5 – Rural Residential Future Land Use Category (Leon County):
The intent of the Rural Residential category is to provide the opportunity for very low-density residential areas mixed with open space and agricultural activity on the periphery of the Urban Services Area.

Residential land uses in Rural Residential shall be permitted at a density of up to one dwelling unit per three acres except in Conservation Subdivisions developed in accordance with the special conditions for the Rural Residential land use.

Community facilities, minor commercial activities, and minor offices are permitted. The maximum allowable gross square footage in Rural Residential may not exceed 20,000 square feet per acre for minor commercial and 100,000 square feet per acre for neighborhood commercial and shall be further detailed in the land development code.

Industrial, office, and more intensive commercial land uses are prohibited due to lack of present infrastructure services or potential negative environmental impacts. Present or future agricultural, silviculture and forestry activities may be allowed.

The following special conditions shall apply to the Rural Residential Land Use category:

1. To promote a mix of residential areas and perpetually protected open space and agricultural lands, Conservation Subdivisions are allowed and encouraged. Conservation Subdivision design in the Rural Residential land use may be permitted at a gross density of up to one unit per three acres with units clustered on no more than 50% of the site.

Conservation Subdivisions must also permanently set aside at least 50% of the total site as open space and restrict development to the least environmentally sensitive and otherwise significant portions of the land. Residential lot size shall be a minimum of 0.5 acre.

2. To protect rural areas from premature development, facilitate infill and redevelopment inside the Urban Services Area, and in recognition of the significant area already mapped as Rural Residential, no additional lands designated Rural or Rural Residential shall be converted to a more dense or intense land use category unless it is within the Urban Services Area and adjoining lands are also within the designated Urban Services Area.
3. Existing, lawfully established, non-residential uses within the Rural Residential land use category that are compatible with surrounding uses shall be considered permitted uses.
4. Existing lots of record shall be considered vested for the purposes of single-family residential use regardless of lot size or density provided all other development standards can be met.
5. Drive-in and drive-thru facilities are not permitted in Rural Residential.

Policy 2.8.6 – Rural Community Future Land Use Category (Leon County):

The intent of the Rural Community land use is to distinguish long-established unincorporated communities located outside of the urban service area. These unincorporated rural communities have historically grown independently as communities outside of the Tallahassee urban area and are not extensions of urban sprawl. The Rural Community land use represents geographically compact concentrations of developed areas, including many historic towns, immediately surrounded by rural and natural areas.

Residential uses within the Rural Community land use are allowed at a base maximum density of 2~~4~~ dwelling units per acre. Where central sewer is available, the maximum density allowed is 8 dwelling units per acre.

Community facilities, minor offices and small to moderate-sized commercial development that provide local and surrounding rural residents access to basic shopping opportunities are limited to a maximum intensity of 10,000 square feet per acre. Maximum building size shall not exceed 50,000 square feet. The Land Development Code shall incorporate standards to minimize potential adverse effects of non-residential uses on surrounding residential property, encourage clustering of businesses to discourage "strip" development, provide for utility space minimums to avoid traffic interference, limit building mass, and encourage pedestrian access.

The following special conditions shall apply to the Rural Community Land Use category:

1. Water and wastewater systems used to serve areas designated Rural Community shall be designated for lower density service as this category is not intended to create an area that attracts regional development.
2. Rural Communities within the Primary Springs Protection Zone shall implement development provisions per the Conservation and Utilities Elements.

Policy 2.8.7 – Lake Protection Future Land Use Category (City of Tallahassee/Leon County):

Lake Jackson, designated both an Outstanding Florida Water (OFW) and Aquatic Preserve, is one of the most unique waterways in Florida. The intent of the Lake Protection category is to ensure that development within the Lake Jackson basin occurs in a sustainable and environmentally sound manner, achieving measurable reductions in nutrient pollutants and improving water quality. The bounds of this category are to be based on the Lake Jackson basin boundary. The boundaries of the Lake Protection category may be applied to areas outside but adjacent to the Lake Jackson basin where application of the category promotes cohesive development patterns along a mixed-use corridor or node.

The Lake Protection category shall allow for residential uses at a density of one dwelling unit per two acres. To encourage compact and efficient development, three density bonus options are available for properties within the category:

- A residential density of up to 4 dwelling units per acre may be permitted within developments designed as a Conservation Subdivision, where served by central water and sewer systems.
- A residential density of up to 8 dwelling units per acre may be permitted within the Lake Protection Corridor (LPC) zoning district, where served by central water and sewer systems.
- A residential density of up to 20 dwelling units per acre may be permitted for properties on US Highway 27 within the Lake Protection Node (LPN) zoning district and 8 dwelling units per acre for the Bannerman Road and Bull Headley Road LPN zoning district, where served by central water and sewer systems, and where design standards, including buffering to adjacent low and density residential, as established in the land development code is met.

Non-residential and mixed-use development within the Lake Protection category may only be permitted within areas designated with the LPN and LPC zoning districts. Within these districts, single use, non-residential development shall be allowed at a maximum intensity of 10,000square feet per acre in the LPC zone and 20,000 square feet per acre in the LPN zone where buffering to low-density residential as established in the land development code is met. Projects containing a vertical mixture of uses, including any combination of office, commercial and residential uses, may receive a bonus of 2,500 square feet per acre in the LPC zone and a bonus of 10,000 square feet per acre in the LPN zone.

Community services, light infrastructure, and recreational uses shall be permitted. Facilities associated with these uses shall be allowed at a maximum intensity of 10,000 square feet per acre.

The following special conditions shall apply to the Lake Protection Future Land Use category:

1. The local governments shall implement the Lake Protection Land Use Category with a minimum of three zoning districts, including Lake Protection, LPC, and LPN.
2. The LPN zoning district shall only be permitted at the following intersections:
    a. Highway 27 North and Sessions Road

b. Highway 27 North and Capital Circle NW/Old Bainbridge Road

c. Highway 27 North and Fred George Road

d. Bannerman Road and Bull Headley Road

The exact extent of these Nodes shall be specified in the City of Tallahassee and Leon County land development regulations but generally shall not extend beyond 0.25 miles from the respective intersection and shall not include areas within a Special Development Zone (SDZ) or existing single-family subdivisions.

3. The LPC zoning district shall only be permitted along Highway 27. The exact extent of the LPC shall be specified in the City of Tallahassee and Leon County land development regulations but generally shall not extend beyond 0.25 miles from the centerline of Highway 27 and shall not include areas within a Special Development Zone (SDZ).

4. As an alternative to large-lot developments, Conservation Subdivisions shall be permitted within the Lake Protection land use category and shall include the following:

   a. Contain a minimum of 60% open space preserved in perpetuity through a conservation easement and comprised of such things as preservation and conservation features, Special Development Zones, undeveloped uplands, passive recreation areas, and storm water facilities designed as a community amenity; and

   b. Be developed at a maximum gross density of two dwelling units per acre or a maximum gross density of four dwelling units per acre when served by central water and sewer systems.

5. Land development regulations shall include stormwater treatment standards for all development and redevelopment within the Lake Protection land use category. To encourage redevelopment in the Lake Protection category, land development regulations may provide for a partial credit applied toward existing impervious surface on previously developed sites.

6. Minimum open space requirements, Low Impact Development strategies, and maximum building footprints shall be included as development standards for the zoning districts implementing the Lake Protection land use category. Additional development standards deemed necessary to protect Lake Jackson from further degradation and/or improve existing water quality may be included in the land development code.

7. The land development regulations shall provide provisions for legally established non-conforming uses and properties in the Lake Protection land use category to be deemed conforming when redevelopment or site improvements result in the site meeting the design standards, including buffering to adjacent low-density uses, and water quality standards for the Lake Jackson basin established in land development regulations.

Policy 2.8.8 – Residential Preservation Future Land Use Category (City of Tallahassee/Leon County):

Characterized by existing homogeneous residential areas within the community that are predominantly accessible by local streets. The primary function is to protect existing stable and viable residential areas from incompatible land use intensities and density intrusions greater than 6 units per acre. Future development primarily will consist of infill due to the built-out nature of the areas.

Commercial, including office as well as any industrial land uses, are prohibited. Future arterials and expressways should be planned to minimize impacts within this category. Single family, townhouse, duplexes and cluster housing may be permitted within a range of up to six units per acre. Notwithstanding the maximum densities in this policy, existing legally established residential uses exceeding 6 units per acre shall be deemed conforming. Such uses may rebuild to existing building lot coverage percentage and density. ~~; and c~~Expansion of residential uses exceeding 6 units per acre or other non-conforming uses are prohibited. Nonresidential uses, other than community facilities and recreational facilities are not permitted. Community facilities are limited to a maximum of 60% impervious surface.

The Residential Preservation category shall be based on the following general criteria. For inclusion, a residential area should meet most, but not necessarily all of these criteria:

1) Existing land use within the area is predominantly residential
2) Majority of traffic is local in nature
    a) Predominance of residential uses front on local street
    b) Relatively safe internal pedestrian mobility
3) Densities within the area generally of six units per acre or less
4) Existing residential type and density exhibits relatively homogeneous patterns
5) Assessment of stability of the residential area, including but not limited to:
    a) Degree of home ownership
    b) Existence of neighborhood organizations

In order to preserve existing stable and viable residential neighborhoods within the Residential Preservation land use category, development and redevelopment activities in and adjoining Residential Preservation areas shall be guided by the following principles:

a) Limitation on future commercial intensities adjoining low-density residential preservation neighborhoods.

New or redeveloped commercial uses adjoining residential preservation designated areas shall mitigate potential impacts by meeting land development regulation requirements for buffers, screenings, landscaping, noise, setbacks and stepbacks to be compatible with low density residential development in terms of size and appearance. The factors cited in paragraph (d) below shall be used when determining the compatibility and design techniques. The design and layout of adjoining commercial uses shall be oriented to place the section of the development with the least potential negative impacts next to the residential preservation area.

b) Limitations on existing light industry adjoining residential preservation neighborhoods.

Expanding or redeveloped light industrial uses adjoining low-density residential areas within the residential preservation land use category shall mitigate potential negative impacts and provide screening or buffering between the light industrial uses and the low and medium density residential uses. The factors cited in paragraph (d) below shall be considered when determining compatibility and design techniques.

The design and layout of expanding or redeveloping light industrial uses adjoining residential preservation areas shall be oriented to place the section of the development with the least potential negative impacts in the area next to the existing and/or future low density residential area in the residential preservation land use category. New light industrial uses shall prevent or mitigate off-site impacts in accordance with the Institutional Special District or the Manufacturing and Mining

Special District t and applicable Land Development Regulations.

c) Additional development requirements for allowed community facilities when adjoining low density residential areas, except for cemeteries or religious facilities to be used solely for religious functions.

Such development requirements will also apply to ancillary facilities when proposed in conjunction with religious facilities and are to result in effective visual and sound buffering (either through vegetative buffering or other design techniques) between the community facilities and the adjoining residential preservation area.

d) Land use compatibility with low-density residential preservation neighborhoods

A number of factors shall be considered when determining a land use compatible with the residential preservation land use category. The following factors shall continue be maintained in the land development regulations used to determine whether a new development is compatible with existing low density residential uses and with the intensity, density, and scale of surrounding development within residential preservation areas: proposed use(s); intensity; density; scale; building size, mass, bulk, height and orientation; lot coverage; lot size/ configuration; architecture; screening; buffers, including vegetative buffers; setbacks; signage; lighting; traffic circulation patterns; loading area locations; operating hours; noise; and odor.

e) Limitations on Planned Unit Developments in the Residential Preservation land use category.
Planned Unit Developments proposed within the interior of a Residential Preservation area designated recorded or unrecorded subdivisions shall be generally consistent with the density of the existing residential development in the recorded or unrecorded subdivision. Parcels abutting arterial roadways and/or major collectors may be permitted to achieve six dwelling units per acre.

Policy 2.8.9 – Sub-Urban Neighborhood Future Land Use Category (City of Tallahassee/Leon County):

The intent of the Sub-Urban Neighborhood land use category is to allow for neighborhood-scale development that provides a mix of housing types and neighborhood scale commercial within a walkable and bikeable area It is not intended to be applied within the interior of an existing established low-density neighborhood, unless to correct, legal non-conforming uses and/or densities. Principal uses within the district shall include residential development, neighborhood commercial, and neighborhood supportive facilities such as community facilities, recreational amenities, and light infrastructure.

The Sub-Urban Neighborhood category shall allow for residential uses at a maximum density of 20 dwelling units per acre. Allowed residential building types are single-family detached, single-family attached, duplexes, triplexes, fourplexes, multiplexes, multi-family, and live-work units.

Office, commercial, and community service uses are allowed up to 20,000 square feet per acre. The intensity of all non-residential land uses shall be kept minimal to reduce the intrusive impact upon the predominant residential land use. Land development regulations shall include development standards to maintain low traffic volumes, vehicular speeds, and parking for non-residential uses.

The following special conditions shall apply to the Sub-Urban Neighborhood Future Land Use category:

1. Urban design standards, buffering standards, and screening standards shall be included in the City of Tallahassee and Leon County land development regulations to ensure compatibility between residential and non-residential uses within the Sub-Urban Neighborhood land use.
2. If central sanitary sewer is not available, non-residential development is limited to a maximum of 900 gallons of wastewater flow per day. Community service facilities are limited to no more than 5,000 square feet, or a sewage flow not to exceed 900 gallons per day. Also, refer to Sanitary Sewer Policies 1.2.3 and 2.1.2 of the Utilities Element of the Comprehensive Plan for additional requirements.

Policy 2.8.10 – Sub-Urban Mixed-Use Commercial Future Land Use Category (City of Tallahassee/Leon County):

The intent of the Sub-Urban Mixed Use Commercial Land Use Category is to establish activity centers and mixed-use nodes that provide community wide or regional commercial activities and housing. This land use category promotes the efficiency of the transportation system through consolidation of trips and discouragement of the unabated sprawl of commercial activities. An integrated pedestrian and bicycle access system shall be provided to afford safe and accessible foot and bike travel between the land uses. The district is intended to facilitate efficient traffic flow by allowing only land uses developed with comprehensively planned access, egresses, and internal circulation systems through the land development review and approval process.

Residential land uses at a maximum density of up to 45 dwelling units per acre shall be allowed in the Sub-Urban Mixed Commercial Land Use Category. Recreational opportunities, cultural activities, commercial goods and services should be located nearby to complement residential uses. Mass transit stops should be located at large commercial centers with appropriate connections established between commercial and residential areas to reduce the automobile dependency of residents and employers. For infill development and redevelopment projects, a variety of residential types, employment, office, and commercial uses should be incorporated.

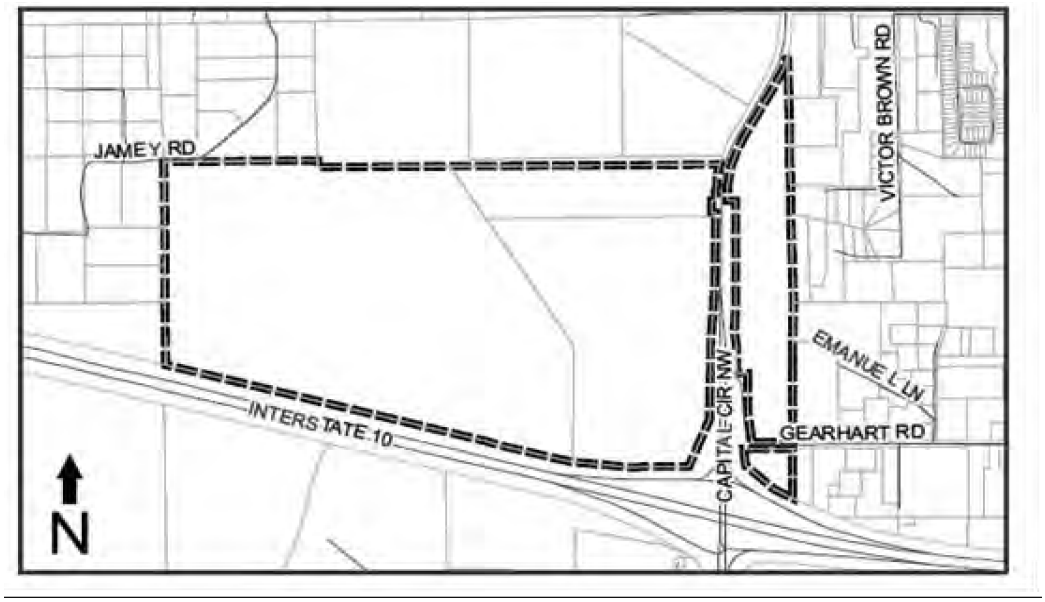
Non-residential uses including office, recreation, light infrastructure, community services, and educational facilities shall be allowed up to 25,000 square feet per acre except for in the scenarios outlined in the special conditions below.

The following special conditions shall apply in the Sub-Urban Mixed Use Commercial Land Use Category:

1. Except within mixed-use centers, larger-scale commercial development shall be buffered from residential neighborhoods.
2. If development within the Sub-Urban Mixed Use Commercial Land Use Category only contains residential land uses, at least 5% of the gross site must be used for passive or active open space such as pocket parks, green space, or trails. The required 5% of the site shall be contiguous.

3. Non-residential development that is a part of a mixed-use development that includes medical centers may have an intensity of up to 80,000 square feet per acre, and up to 176,000 square feet per acre if it includes a hospital.

4. Park Place is a designated Regional Activity Center subject to the increased Development of Regional Impact guidelines and standards consistent with Rule 28-24.014(10)(a), Florida Administrative Code.



Park Place meets the parameters for a Regional Activity Center as defined in Rule 28-24.014(10)(c)2, Florida Administrative Code, and is depicted on the map above. Multi-use land uses for a Regional Activity Center can be accommodated by the currently designated Planned Development future land use category and development shall occur consistent with the guiding land use policies within the local comprehensive plan and the land development code.

Policy 2.8.11 – Urban Neighborhood Future Land Use Category (City of Tallahassee): The intent of the Urban Neighborhood Land Use is to provide medium density housing, live/work housing, and a mix of uses set within small to medium blocks that are defined by walkable streets characterized by narrow travel lanes, on-street parking, sidewalks, and planter strips. It is not intended to be applied within the interior of an existing established low-density neighborhood, unless to correct legal non-conforming uses and/or densities. The Urban Neighborhood area shall be characterized by a mix of uses on small lots, with residential uses being the predominant type, and a street network that generally connects to residential neighborhoods along corridors or behind the uses fronting major collectors or arterial roadways. Non-residential neighborhood-scale uses are allowed and intended to integrate into the surrounding neighborhood. Pedestrian safety and comfort shall be prioritized over vehicle speed.

Allowed land uses include residential and neighborhood-scale non-residential uses. The scale of all non-residential land uses shall remain accessible to pedestrians living in surrounding residences. Emphasis on commercial uses shall be limited to convenience goods and services,

small to moderate scale grocery stores, and small pharmacies and offices. Community facilities, office, and commercial development in scale with surrounding residential areas are appropriate.

A maximum gross density of 26 dwelling units per acre is allowed. Residential development should include a mix of densities and housing types and be located to maximize pedestrian access to shops, public facilities and recreational opportunities that are passive or active.

A maximum intensity for commercial uses of 30,000 square feet per acre and a maximum intensity for office uses of 30,000 square feet per acre are allowed. Traffic volumes and speeds shall be kept low, and parking for nonresidential uses shall be small in scale. The number of parking spaces may be reduced to reflect increased pedestrian access.

The following special conditions shall apply to the Urban Neighborhood Land Use Category:

1. Design and development standards for the Urban Neighborhood area shall detail the placement, scale, and relationship between buildings and the street, including landscaping standards, to support an area of high pedestrian comfort and a continuous walkable street network throughout the district.
2. Urban design standards, buffering standards, and screening standards shall be included in the City of Tallahassee and Leon County land development regulations to ensure compatibility between residential and non-residential uses within the Urban Neighborhood land use category.

Policy 2.8.12 – Urban General Future Land Use Category (City of Tallahassee):
The intent of the Urban General Land Use is to provide a mixture of uses including a variety of residential land uses, employment (including light manufacturing), office and commercial activities that are arranged in a manner to promote walkability and bikeability, or reduce automobile use. This category includes a variety of building types, short setbacks, wide sidewalks, and a street scape with trees, typically defining medium-sized blocks within walking distance of ~~a~~ high activity or employment centers; essentially a walkable urban area with a mix of housing options and significant non-residential uses related to and supporting housing. The land use category provides higher density residential opportunities near university campuses and the downtown area. Infill and potential redevelopment and/or rehabilitation activity are encouraged.

Allowed land uses include residential, commercial, office, and community facilities.

A maximum gross density of 50 dwelling units per acre is allowed.

A maximum intensity for commercial uses of 60,000 square feet per acre and a maximum intensity for office uses of 60,000 square feet per acre are allowed.

Development in this category located along public frontages shall incorporate uses that emphasize and encourage pedestrian foot traffic and contribute towards a visually-interesting environment for the adjacent public realm. This can be achieved through methods such as high percentage of transparency, frequent pedestrian opening with connections to adjacent streetscapes, and human-scaled architectural details. Development that is primarily served by automobile traffic and generates low foot traffic shall be subject to a maximum intensity of 30,000 square feet per acre.

The following special conditions shall apply to the Urban General Land Use Category:

1. Design and development standards in the land development regulations for the Urban General area shall detail the placement, scale, and relationship between buildings and the street to support an area of high pedestrian comfort and safety, and a continuous walkable street network throughout the district.

2. Development standards in the Tallahassee Land Development Code may not require minimum parking requirements for uses in the Urban General land use category.

3. Street access by nonresidential uses may be permitted within the City limits of Tallahassee so long as site design complies with land development regulations to mitigate potential incompatibility with residential uses within the land use district.

4. Development at universities and colleges shall be regulated by the respective campus master plans and development agreements. Coordination on development in the proximity of universities and colleges shall be subject to development agreements.

~~4.~~5. The land development regulations shall include standards for development that do not incorporate uses that emphasize and encourage pedestrian foot traffic or contribute towards a visually-interesting environment for the adjacent public realm. Standards shall include requirements such as enhanced bicycle and pedestrian amenities and streetscaping features, building façade enhancements, and building placement.

Policy 2.8.13 – Urban Center Future Land Use Category (City of Tallahassee):
The intent of the Urban Center land use category is to be a vibrant, 18-hour urban activity center with quality development that includes a variety of residential and nonresidential uses at high densities and intensities. The land use is characterized by buildings in close proximity to one another, featuring retail on the ground floor and residential units above, wide sidewalks, consistent street trees, and a strong emphasis on pedestrian activity. The emphasis in this area, which is within the Multimodal Transportation District, is to facilitate a shift from cars to pedestrian, bike and transit modes of transportation. The land use intends to promote a mix of uses and higher densities and intensities within its Urban Center, while promoting multiple modes of transportation.

Allowed land uses include residential, commercial, office and community facilities.

A maximum gross residential density of 150 dwelling units per acre is allowed. Development intensity in Urban Center is up to 100% lot coverage. Land development regulations may establish more restrictive lot coverage, building heights, and design standards for different locations, neighborhoods, and special character districts within the Urban Center land use.

Intensity for nonresidential uses shall be identified in the Downtown regulating land development code that shall include lot coverage and maximum building height.

The following special conditions shall apply to the Urban Center Land Use Category:

1. The development regulations within the Urban Center area shall establish Design Guidelines for the land use in order to allow for more mixed-use, pedestrian, bike and transit- oriented development.

2. Future Expansion of the Urban Center land use shall be subject to the following requirements.

a. The proposed parcels shall be:

i. Within the existing Downtown Overlay; and

ii. Contiguous to the existing Urban Center FLUM area.

iii. Served by available and adequate infrastructure to support the densities and intensities allowed in the Urban Center land use.

iv. Demonstrated to exhibit a need for the expansion (e.g.: parcel of sufficient size not available in the Central Core FLUM for the proposed development).

Policy 2.8.14 – Special Development Districts (City of Tallahassee/Leon County):
The following Special Development Districts are created to address unique uses and areas throughout the community:

- Manufacturing and Mining – Heavy industrial land uses that do not, typically, have a defined intensity or density and may have the potential to create significant offsite impacts to surrounding areas, have specific federal and/or state requirements and must receive federal and/or state approval in addition to local government approval. Impacts such as noise, lighting, traffic, and vibrations that are not regulated by federal and/or state laws shall be regulated by the City and County.
- Institutional - Heavy infrastructure community facilities which may be public or privately owned or established that provide significant public benefit but may have the potential to create off-site impacts.
- Parks and Civic Spaces – City, County, State and Federal areas utilized for passive and/or active recreation uses. The principal land use will not, typically, have a defined density or intensity.
- Planned Development – Large, undeveloped land areas within the Urban Services Boundary that are generally under single ownership that are required to be master planned prior to development.

Special Development Districts shall be subject to the provisions of the Comprehensive Plan except where otherwise specified by federal and state laws.

Policy 2.8.15 – Manufacturing and Mining Special District (City of Tallahassee/Leon County):
Advanced manufacturing and mining are important parts of the economy in the City of Tallahassee and Leon County. Dramatic shifts in the technologies used by these sectors are resulting in operations that are often cleaner, quieter, and less noxious to neighboring uses than traditional heavy industrial uses. Manufacturing and mining uses in appropriate locations provide necessary jobs and the raw materials needed to support growth and development in the community.

Manufacturing and mining uses intended for the distribution of manufactured goods should be encouraged in areas with access to the Tallahassee International Airport or the Florida Department of Transportation's (FDOT) Strategic Intermodal System (SIS) facilities. The Manufacturing and Mining Special District shall not be applied to areas outside the Urban

Services Area.

Because heavy industrial uses vary in their operations and potential for offsite impacts, performance and locational criteria shall be established in the City and County land development codes for the implementing zoning districts.

The Manufacturing and Mining Special District accommodates a variety of uses that may have similar demands on public infrastructure. Light industrial, mining, and heavy industrial uses are allowable in the Manufacturing and Mining Land Use.

- Light Industrial – Light Industrial uses shall be permitted at a maximum intensity of 30,000 square feet of gross building floor area per acre. Ancillary residential uses (intended for caretaking, maintenance, the temporary lodging of employees, or security) may not exceed two units per acre.
- Mining – Mining uses shall be permitted subject to applicable landscaping and natural area requirements and the dimensional standards included in land development regulations. A land reclamation plan shall be submitted demonstrating that upon termination of the activity, the land shall be returned to a condition that will allow an effective reuse compatible with surrounding properties.
- Heavy Industrial – Heavy Industrial uses shall be permitted at a maximum intensity of 30,000 square feet of gross building floor area per acre. These areas shall have stringent locational criteria and require extensive buffering and/or relative distance from other land uses. These uses may require employment of techniques to prevent impacts offsite or require mitigation and/or minimization techniques for impacts. Ancillary commercial uses designed to serve adjacent workers may be permitted.

The following special conditions shall apply to the Manufacturing and Mining Special District:

1. Noise, vibrations, smoke, dust and particulate matter, odor, and lighting resulting from industry and mining uses shall be prevented or mitigated to avoid negative impacts on properties in the vicinity of these uses. The City and Leon County Land Development Code shall provide minimum mitigation standards.
2. Administrative offices that support and are functionally related to onsite activities are allowed in any of the implementing zoning districts for the Industry and Mining Special District.
3. Site plans must demonstrate the protection of adjacent non-industry and non-mining properties through development standards outlined in the land development codes.
4. A plan for vehicular access to and from the site addressing heavy trucks and equipment must be submitted with site plans and must demonstrate compatibility with adjacent land uses.
5. Hydraulic fracturing, proppant fracturing, acid fracturing, matrix acidizing, and similar activities, commonly referred to as fracking, are not permitted uses in the Industry and Mining Land Use.

Policy 2.8.16 – Institutional Special District (City of Tallahassee/Leon County):
The purpose of this Special District is to provide lands for heavy infrastructure community

facilities that must obtain federal and/or state approvals to be located, modified and/or expanded within the community. Institutional facilities and uses may be public or privately owned or established but must provide significant public benefit.

Principal uses for institutional facilities and uses may not have a defined density or intensity. Generally, facilities and accessory uses shall not occupy more than 90 percent of the entire site when located within the Urban Service Boundary or 75 percent of the entire site when located outside of the Urban Services Boundary. Primary buildings for institutional uses shall be permitted at a maximum intensity of 30,000 square feet of gross building floor area per acre.

The following special conditions shall apply to the Institutional Special District:

1. Institutional land uses have the potential to create offsite impacts to surrounding areas. Because institutional uses vary in their operations and their potential offsite impacts, performance and locational criteria shall be established in the City and County land development codes for the implementing zoning districts.
2. Whenever possible, noise, vibrations, smoke, dust and particulate matter, odor, and lighting resulting from institutional uses shall be prevented. In cases where the impacts cannot be prevented, they shall be mitigated to avoid negative impacts on properties in the vicinity of these uses.

Policy 2.8.17 – Parks and Civic Spaces Special District (City of Tallahassee/Leon County):

The Parks and Civic Spaces Special District may be applied to publicly or privately owned lands and is intended to provide areas within the community for the resource conservation and recreational facility needs of the community. Non-residential uses that enhance parks with active recreational facilities, such as a clubhouse at a golf course or restaurant and retail uses at parks in urban areas, are allowed if designed to complement the park's intended use.

The maximum intensity for non-residential uses in areas designated Parks and Civic Spaces Special District is 1,000 square feet per acre. Residential uses shall be limited to hosts and resident volunteers involved in the maintenance or operation of the parks and civic spaces.

The following special conditions shall apply to the Parks and Civic Spaces Special District:

1. Commercial active recreation land uses shall be established through the Planned Unit Development process.
2. Because commercial active recreation land uses vary in their operations and potential offsite impacts, the Planned Unit Development shall establish standards to address the potential offsite impacts, including, but not limited to noise, lighting, and traffic access and congestion.

Policy 2.8.18 – Planned Development Special District (City of Tallahassee/Leon County):

The Planned Development Special District is intended to identify large, undeveloped land holdings that will be developed with various mixes of land uses for which more detailed planning is required to establish the appropriate mixture and arrangement of uses. Undeveloped areas within the Urban Service Area that, as of January 1, 2007, are predominantly in the same ownership or control and encompassing more than 200 acres shall be defined as a Planned Development Special District. These Planned Development Special Districts shall require, prior

to subdivision or development, a Master Plan approved by the jurisdiction in which the Planned Development Special District is located.

The Planned Development Special District allows intensities of 25,000 square feet per acre and densities shall not exceed 20 dwelling units per acre. Storage areas within buildings, warehouses, mini-warehouses and self-storage facilities may have a gross floor area up to 50,000 square feet per acre.

The following special conditions shall apply to the Planned Development Special District:

1. Master Plans shall show the location, intensity and mix of proposed land uses, as well as the transportation network necessary to serve the proposed development. To provide for a more self-supporting development pattern that is less oriented to the use of automobiles, the Master Plan area shall include at least four different land uses (e.g., residential, office, commercial, recreation, light industrial, public or private open space) that are integrated with each other, as well as with the unique characteristics of the development area.
2. Master Plans shall identify the following:
    a. Boundary of area subject to Planned Development.
    b. General depiction of mix, location and intensities of future land uses.
    c. Activities permitted within each land use.
    d. Total dwelling units.
    e. Total square footage of non-residential development.
    f. How natural resources on-site will be protected.
    g. Major transportation system improvements that are consistent with adopted transportation plans.
    h. Capacity maintenance, bicycle, and pedestrian accessibility, impacts to surrounding areas and protection of canopy roads, if applicable.
    i. Address mass transit, if transit facilities are available or planned within the plan horizon for the Tallahassee-Leon County Comprehensive Plan to serve the Planned Development.
    j. Facilities and development requirements to provide alternative modes of transportation, such as bicycle and pedestrian mobility and, if available, mass transit.
    k. An infrastructure plan which identifies the type, demand, and general location of needed utilities in relation to existing and scheduled utilities in the areas of the development.
    l. The location and adequacy of proposed schools, parks, and open space.
    m. How the development will reduce transportation demand by allowing for internal trip capture at project build-out through a mixture of land uses.
    n. How the development will comply with applicable affordable housing policies and/ordinances.
    o. How the unique characteristics of the area, including cultural and historic resources, preservation and conservation features, and greenways, will be addressed.
    p. A set of development guidelines that will direct the development of implementing PUD/PUDs. These guidelines shall address, but not be limited to, building height, setbacks, the interrelationships of uses, energy efficiency, pedestrian access. The

guidelines shall include basic design elements that generally address crime prevention, such as landscaping and lighting considerations, Crime Prevention through Environmental Design (CTPED) principles, or other design concepts intended to improve safety and deter crime.

3. Previous approved Comprehensive Plan Area Plans shall constitute a Master Plan as required by this policy. The Southeast Sector Plan serves as the Master Plan for Southwood, Colin English Properties, and the former Southside DRI lands. The Welaunee Critical Area Plan serves as the Master Plan for the Welaunee Toe, Heel, and Arch. The Capital Circle Office Complex Planned Unit Development Master Plan Concept shall serve as the Master Plan for this area, and shall be exempted from the four use requirement of this policy.
4. Approved Master Plans are to be implemented by one or more Planned Unit Developments. Minimum size requirements for Planned Unit Developments within the district shall be established in the land development code. Minor and major amendments to the Master Plan may be approved through the Planned Unit Development requirements and procedures. The Planned Unit Development may serve as the Master Plan if it meets the requirements for a Master Plan enumerated in this policy.
5. Easements, right-of-way and other improvements located throughout the Planned Development District boundary may be required to be dedicated in conjunction with proposed development applications to ensure adequate facilities can be constructed consistent with the Master Plan.
6. Subdivision of a portion of a Planned Development District for sale or donation to a public or quasi-public entity for the purpose of conservation, preservation, or passive resource-based recreation use shall not be contingent upon the adoption of a Master Plan or PUD.
7. Subdivision and development of a portion of a Planned Development area for sale or donation for the purpose of providing schools (pre-kindergarten through twelfth grade) and/or infrastructure to serve primarily offsite needs shall not, likewise, be contingent upon the adoption of a Master Plan or PUD. The land development code shall establish the process and requirements for siting and development of new schools and the expansion of existing schools. The conservation, preservation, passive recreation, educational facilities and types of infrastructure that are intended to be accessible by the public shall be designed for integrated auto, pedestrian and bicycle access, and shared access. The school facilities and infrastructure shall include adequate buffering for the remainder of the Planned Development. If any of these public acquisitions reduce the remaining acreage of the Planned Development below 200 acres, the Planned Development provisions of this Plan shall apply to all remaining acreage.
8. Separate Master Plans may be approved for each Planned Development District that is divided by an interstate or arterial highway that limits integration across the entire development.
9. As demands from a rapidly increasing population may require the expansion of the Urban Service Boundary in the future, additional areas will be identified as Planned Development Areas upon their inclusion within the Urban Service Area.
10. Upon expansion of the Urban Service Area, properties that meet the definitions for Planned Development areas shall be designated as Planned Development on the adopted Future Land Use Map and Zoning Map.

Goal 3 [LM] – Healthy Neighborhoods and Vibrant Places:

Our community will plan for the development of healthy neighborhoods, vibrant places, and places of employment that are designed and built to be lively, inclusive, safe, and sustainable to ensure the equitable treatment and involvement of all citizens, recognize the importance of public spaces and private property, address the importance of civic and institutional uses, and account for community context.

These places will provide for:

- Recreational opportunities.
- Pedestrian and bicycle facilities.
- Healthy food options.
- Health services.
- Community facilities, including schools, community centers, and libraries.

Objective 3.1 – Residential Character (City of Tallahassee/Leon County):
Provide for connectivity and a balanced mix of residential uses that allow for greater housing diversity while protecting the character of existing, viable residential areas and neighborhoods.

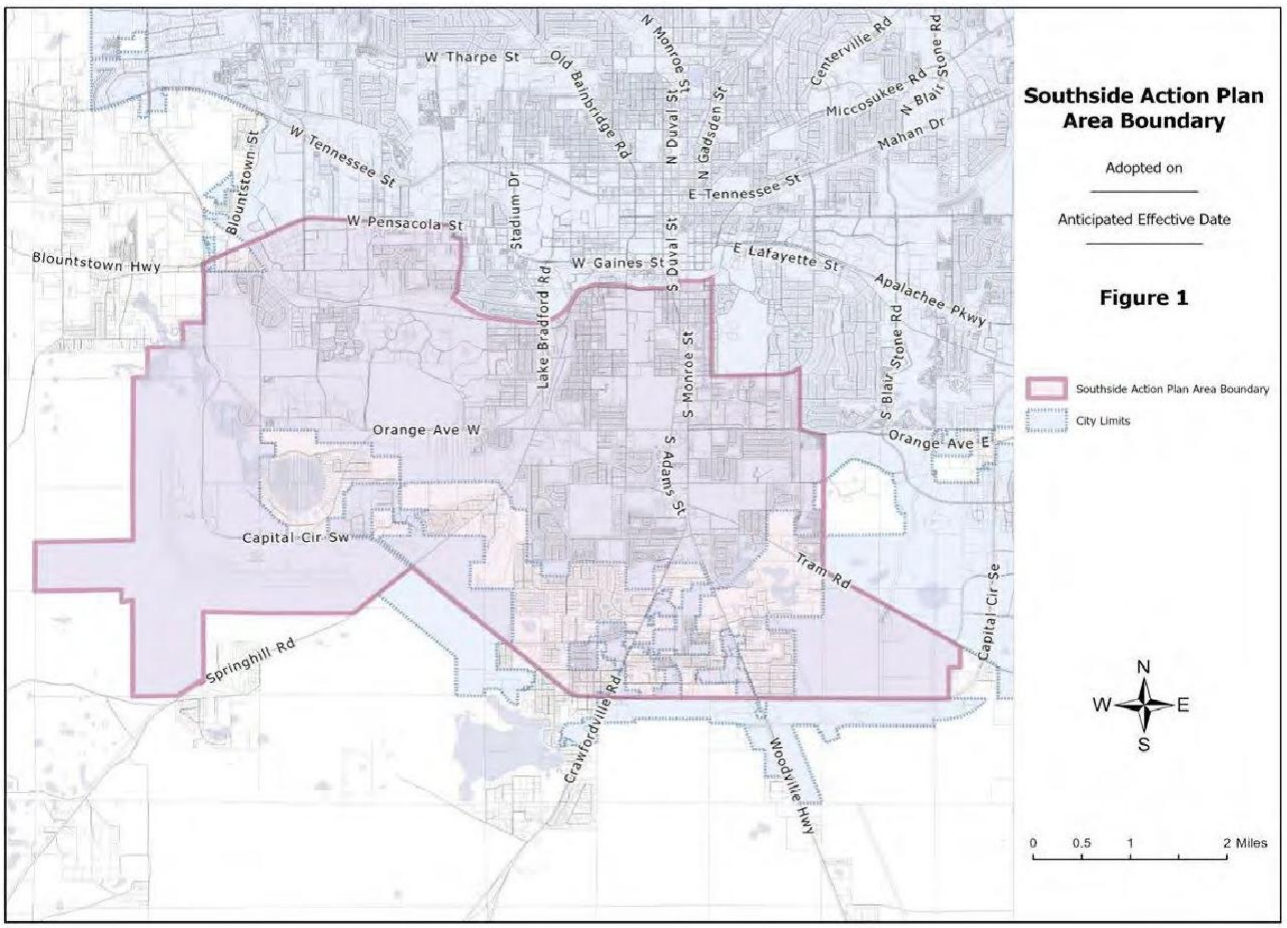
Policy 3.1.1 – Residential Character Criteria (City of Tallahassee/Leon County):
Maintain land development code regulations that protect existing residential areas from encroachment of incompatible uses. These regulations shall include context-based requirements for setbacks, buffering, open space, landscaping, tree protection, stormwater, and access management. Development proposals shall be reviewed for compliance with these requirements during the site plan review process.

Policy 3.1.2 – Housing Diversity (City of Tallahassee/Leon County):
Maintain a viable mix of available residential densities to accommodate a variety of housing types.

Policy 3.1.3 – Healthy Food Options (City of Tallahassee/Leon County):
The land development regulations shall foster healthy food options by promoting community public gardens and supporting neighborhood scale grocery uses within and adjacent to residential areas.

Objective 3.2 – Southside Action Plan (City of Tallahassee/Leon County):
Develop and monitor the Southside Action Plan to align with the community's desire for a framework of action in the southern part of the Tallahassee urban area. To achieve this objective, the local governments shall develop a Southside Action Plan that complements long term public and private investment with small scale visible improvements that are relatable and community driven. This approach recognizes that the vision of Southside citizens is essential to guiding the development, redevelopment, and rehabilitation of the Southside; and that the community's vision focuses on three main areas of improvement: Beautification, Investment, and Engaged and Activated Citizens.

Policy 3.2.1 – Southside Action Plan Area (City of Tallahassee/Leon County):
The objective and policies for the Southside Investment Strategy apply to the designated Southside Action Plan area.



Policy 3.2.2 – Beautification (City of Tallahassee/Leon County):
Focus local government beautification efforts in shared public spaces by frequently maintaining and enhancing existing public areas. Support citizen and business investment on private property and shared spaces.

Policy 3.2.3 – Investment (City of Tallahassee/Leon County):
Identify projects that initiate further investment opportunities in the Southside Community. Support partnerships across federal, state, city and county governments with non-profits and private organizations to identify resources for housing, homeownership, business, and infrastructure for the public. Investment within the Southside Action Plan area shall not occur at the expense of the natural environment or water quality in a manner which is found to be inconsistent with local government initiatives, policies, rules or regulations.

Policy 3.2.4 – Active and Engaged Citizens (City of Tallahassee/Leon County):
Encourage citizens, neighborhoods, and businesses in the Southside to be engaged and actively involved in community-led projects. Promote projects, empower residents, and connect efforts with resources.

Policy 3.2.5 – Southside Action Plan Evaluation and Update (City of Tallahassee/Leon County):
The local governments will monitor project implementation of the Southside Action Plan by reporting annually, or as requested by the City Commission or County Commission, on Southside Action Plan policies.

Objective 3.3 – Connectivity Access Management (City of Tallahassee/Leon County):
Require effective interconnectivity and access management to reduce vehicle trip demand, increase access and safety for bicyclists and pedestrians, and preserve the integrity of the transportation system.

Policy 3.3.1 – Access Management Design (City of Tallahassee/Leon County):
The City of Tallahassee and Leon County shall adopt and maintain access management standards and supporting design guidelines to control the location, spacing, operation and design of access connections and median openings. Development access shall be designed to protect the maximum service volume, safety, and operating characteristics of transportation facilities that it impacts, taking into account impacts to all modes and users of transportation.

Policy 3.3.2 – Intersection and Interchange Restrictions (City of Tallahassee/Leon County):
Restrict vehicular access connections (e.g., driveways) close to the intersection of streets, roads, and highway interchanges. Regulations specifying the appropriate location and spacing of access connections from intersections and interchanges will be provided in the land development regulations or local policies.

Policy 3.3.3 – Unified Access and Circulation Plans (City of Tallahassee/Leon County):
Alternative access connections and unified access and circulations plans shall be used to minimize access connections on arterial roadways. All development plans shall provide circulation systems that create multimodal access to and from the proposed development, as well as access to surrounding developments.

Policy 3.3.4 – Access Management Improvements (City of Tallahassee/Leon County):
Improve access management to support the movement of through traffic, reduced crashes, and decrease vehicle conflicts by implementing standards and strategies that:

1. Address the transition of vehicles from arterial roadways to internal circulation systems.
2. Prioritize the redesign of median openings that are inadequately designed.
3. Require the closure or modification of excessive, overly wide, or unsafe driveway connections during resurfacing, repair, and rehabilitation projects.

Policy 3.3.5 – State Road Access Management (City of Tallahassee/Leon County):
The local governments shall coordinate with the Florida Department of Transportation and utilize access management and permitting policies adopted, or recommended, by FDOT on state highways.

Policy 3.3.6 – Neighborhood Through-Traffic (City of Tallahassee/Leon County):
Utilize context sensitive roadway design and traffic calming to allow connectivity while mitigating the effects of through-traffic on neighborhoods and supporting complete streets policies.

Policy 3.3.7 – Consolidated Properties (City of Tallahassee/Leon County):
Properties under the same ownership, consolidated for development, or part of phased development plans shall be considered one property for the purposes of access management. Access points to such developments shall be the minimum necessary to provide reasonable access.

Policy 3.3.8 – Development Near Interchanges (City of Tallahassee/Leon County):
Circulation systems for new development and redevelopment at interstate interchange areas shall be designed to provide safe and efficient multimodal traffic flow through the implementation of strategies and standards such as access spacing or the utilization of service roads.

Policy 3.3.9 – Access Management Deviations (City of Tallahassee/Leon County):
Flexibility shall be provided in the administration of access spacing standards to accommodate minor deviations, where safe and appropriate, and to ensure that no property is denied reasonable access to the transportation system. Major deviations from access spacing standards shall not be granted until every feasible option for meeting access management standards has been explored and deemed impractical.

Objective 3.4 – Equitable Distribution of Land Uses (City of Tallahassee/Leon County):
Provide for the geographic distribution of land uses in a manner that meets the needs of a growing and diverse population while ensuring that the benefits and burdens of public sector projects are shared across the community equitably.

Policy 3.4.1 – Distribution of Land Uses (City of Tallahassee/Leon County):
The Future Land Use Map shall provide for the balanced and orderly growth and development of the community with a distribution of land uses that allow residential, commercial, office, institutional, and manufacturing uses throughout the community while accounting for natural resources, the geology and geography of the community, and available transportation facilities.

Policy 3.4.2 – Public Investments (City of Tallahassee/Leon County):
The City and County will strive to distribute major infrastructure projects and other public investments geographically across the community with consideration given to the unique and specific infrastructure needs of different areas.

Objective 3.5 – Safety (City of Tallahassee/Leon County):
Prioritize safety as a foundational principle in the development and amendment of policies and guidelines. Apply best practices and best available data to land development regulations, street design, and urban design to enhance and promote the safety of all people regardless of age or ability.

Policy 3.5.1 – Public Infrastructure Design (City of Tallahassee/Leon County):
Public infrastructure, relevant to transportation, shall be designed to increase the safety of its users through strategies such as the application of context-based design and design speed, Complete Streets principles, Crime Prevention through Environmental Design (CPTED), and other nationally recognized strategies. This infrastructure design shall include sidewalks, street trees, and on-street parking. For roadways, public infrastructure including signalization, pedestrian facilities, on-street parking, and associated streetscaping elements such as lighting, pavement markings, and crosswalks shall follow design principles that increase the safety of its

users. To support the goal for zero deaths and serious injuries on our roadways, design shall follow a Safe System Approach and utilize Proven Safety Countermeasures

Objective 3.6 – Land Development Regulations (City of Tallahassee/Leon County): Maintain specific and detailed land development regulations that implement and are consistent with the goals, objectives, and policies of the Tallahassee-Leon County Comprehensive Plan.

Policy 3.6.1 – Criteria for Amendments to Land Development Regulations (City of Tallahassee/Leon County): Proposed amendments to the City of Tallahassee and Leon County Land Development Regulations shall be evaluated for consistency with the overall intent of the adopted Goals, Objectives, and Policies of each Element of the Comprehensive Plan.

Policy 3.6.2 – Implementing Zoning Districts (City of Tallahassee/Leon County): Each Future Land Use Map Category shall be implemented by one or more zoning districts that are consistent with the intent of that respective land use category. Each zoning district shall specify allowable land uses and activities with appropriate development and design standards, including density and intensity of development, as applicable.

Policy 3.6.3 – Site Requirements (City of Tallahassee/Leon County): Land development regulations shall include requirements for:

- Context-based stormwater management
- Open space
- Setbacks
- Buffers
- Screening
- On-site traffic circulation
- Roadway access
- Context-based transit amenities
- Land uses
- Subdivision of land
- Signage
- Standards for the regulation of development within and adjacent to areas subject to seasonal or periodic flooding compliant with state and federal regulations
- Areas known to be vulnerable to natural or human-caused hazards
- Lighting
- Noise mitigation

Policy 3.6.4 – Density and Intensity Incentives (City of Tallahassee/Leon County): Land development regulations shall include incentives for greater development density and intensity to facilitate growth in areas that minimize and/or mitigate impacts on the natural environment or community character. These incentives shall allow densities or intensities that exceed unincentivized limits set out in the respective Future Land Use Category by up to 20%.

Incentives for greater density and intensity up to 25% will be permitted for developments along Gateway Corridors as defined in Policy 2.6.2 of this Element within the Urban Services Area for developments that incorporate urban design standards resulting in more attractive developments.

Policy 3.6.5 – Planned Unit Developments (City of Tallahassee/Leon County):
The City of Tallahassee or Leon County Land Development Regulations shall provide for the creation of Planned Unit Developments (PUD) zoning districts to accommodate development proposals that are consistent with the Comprehensive Plan but are not provided for or allowed in the zoning districts otherwise established. Planned Unit Developments may establish site-specific standards by ordinance.

Policy 3.6.6 – Non-Conforming Uses (City of Tallahassee/Leon County):
The City of Tallahassee and Leon County Land Development Regulations shall provide a procedure to substantially mitigate or eliminate legally established non-conforming land uses or deem an existing use to be conforming. These procedures shall include a process for evaluating and determining eligibility for a waiver of non-conforming status based on:

- The impact of the non-conformity to conforming land uses adjacent to the non-conformity.
- A determination that the non-conformity is not detrimental to public health, safety, and welfare.
- The ability to prevent or substantially mitigate impacts of the non-conformity.

The development regulations shall distinguish between non-conforming uses which are to be terminated or amortized, and legally established non-conforming uses in nonresidential designations which may continue, but not be expanded.

Policy 3.6.7 – Previously Vested Development (City of Tallahassee/Leon County):
Any development approved under earlier comprehensive plan versions, but not yet commenced, shall still have that approval vested as such until the expiration of the approved development or until development is approved under the current comprehensive plan.

Policy 3.6.8 – Landfill Redevelopment (City of Tallahassee/Leon County):
Local governments shall adopt and maintain land development regulations that ensure redevelopment of mapped landfill sites will not adversely impact health, safety, or welfare.

Objective 3.7 – Urban Design (City of Tallahassee/Leon County):
Incorporate urban design standards and design guidelines into the City of Tallahassee and Leon County Land Development Regulations to support distinctive and adaptable places that promote engaging, accessible, and safe public spaces.

Policy 3.7.1 – Design Principles and Priorities (City of Tallahassee/Leon County):
General urban design principles included in land development regulations shall prioritize pedestrian safety and comfort within an interconnected network of small blocks supported by a mixture of land uses and housing types in urban areas. Outside of urban areas, design principles shall prioritize conservation and preservation of natural resources.

Policy 3.7.2 – Crime Prevention through Environmental Design (City of Tallahassee/Leon County):
Land development regulations shall incorporate principles of Crime Prevention Through Environmental Design (CPTED) to:

- Incorporate landscaping, walkways, fencing, signage, and/or other design elements that are intended to provide visual cues on whether property is public, semi-public, or private.
- Selectively place entrances and exits, fencing, lighting, and landscaping to control access to private spaces.
- Place physical features, activities, and amenities in ways that maximize the visibility of public spaces and their users.
- Standards shall be designed taking all people into consideration, regardless of age, physical ability, or mental ability.
- CPTED principles shall be applied thoughtfully and equitably so that the implementation of the principles does not reduce quality of life or inequitably burden any part of the community.

Policy 3.7.3 – Design Criteria for Mobility Hubs (City of Tallahassee/Leon County):
New developments or redevelopment projects shall contribute to providing a safe, convenient, comfortable, and aesthetically pleasing transportation environment that promotes walking, cycling, and transit use. Mobility Hubs, that offer multiple transportation options in a centralized area, promoting the use of public transit, cycling, car-sharing, micro-mobility and other sustainable modes of transportation available to users of all ages and abilities, will be encouraged through incentives to increase access to community facilities and employment opportunities, including those for underserved communities. Design standards and incentives for including mobility hubs shall be adopted into land development regulations.

Goal 4 [LM] – Greater Housing Diversity:

Our community will strive for greater housing diversity that expands affordable housing opportunities and housing options for people with varying income levels, offers more flexibility for people in different stages of life and with different abilities, and promotes options that are supported by transit, on-demand transportation, and non-motorized forms of transportation.

While working toward greater housing diversity, our community will:

- Protect the character of existing, viable residential areas through neighborhood design, building types, buffering, and screening.
- Promote development practices to support:
    - Neighborhoods that are diverse in use and population.
    - Communities that are designed for people walking, riding bicycles, and using transit as well as driving motorized vehicles.
    - Places that offer inclusive access to public spaces and community institutions.

Objective 4.1 – Missing Middle Housing (City of Tallahassee/Leon County):
Ensure diverse housing options along a spectrum of affordability and housing types in residential areas to support walkable neighborhoods, neighborhood commercial uses, and multimodal transportation options. Allow for diverse housing options in new and existing neighborhoods to ensure that the housing types are not homogeneous and provide a solution to the mismatch between the available housing stock, shifting demographics, and growing demand for walkability.

Policy 4.1.1 – Accessory Dwelling Units (ADUs) (City of Tallahassee/Leon County):
Maintain land development regulations that allow and encourage the development of accessory dwelling units in most residential and mixed-use zoning districts to attract young graduates, support families with aging parents and grandparents, and provide additional income for homeowners.

Policy 4.1.2 – Missing Middle Housing as Conforming Uses (City of Tallahassee/Leon County):
Existing, legally established single-family detached dwellings, accessory dwelling units, single-family attached dwellings or townhomes, and two-family homes or duplexes shall be deemed conforming uses notwithstanding any density or permitted use provisions of the Comprehensive Plan or land development regulations.

Policy 4.1.3 – Community Character Analysis (City of Tallahassee/Leon County):
In order to facilitate the development of diverse housing options, form-based zoning districts may be developed indicating a specific range of housing types that are permitted. Form-based zoning districts will be based on a Community Character Analysis to identify a range of housing types appropriate accounting for the existing physical development patterns.

Policy 4.1.4 – Pattern Books (City of Tallahassee/Leon County):
Pattern books shall be developed to identify a specific range of housing types allowed for different land use categories. These pattern books would serve as a tool to provide predictability

of the housing types allowed in various areas of the community and to provide residents, developers, and homebuilders with an understanding of allowable housing types in the community.

Objective 4.2 – Mobility-Based Housing Incentives (City of Tallahassee/Leon County):
Provide density bonuses and other incentives that encourage compact, mixed-use communities near transit and trail corridors and mobility hubs.

Policy 4.2.1 – Coordinate Transit with Land Use (City of Tallahassee):
As transit centers are planned, the Planning Department shall evaluate adjacent land uses for opportunities to implement Transit-Oriented Development.

Policy 4.2.2 – Transit-Oriented Development (TOD) Design Standards (City of Tallahassee/Leon County):
Land development regulations shall include design standards to encourage the following principles around transit centers:

- Site centers in locations with highest ridership potential and development opportunities.
- Designate 0.5-mile radius around centers as higher density, mixed-use, walkable development.
- Create a range of densities with highest at centers, tapering down to existing neighborhoods.
- Design centers for seamless pedestrian connections to surrounding development.
- Create public plaza directly fronting one or more sides of the center building where feasible.
- Create retail and cafe streets leading to center entrances along main pedestrian connections where feasible.
- Reduce parking at centers and locate parking in areas that direct pedestrian flow along retail streets.
- Enhance multi-modal connections, making transfers easy, direct, and comfortable.
- Incorporate bikeshare, a comprehensive bikeway network, and large ride-in bike parking areas.
- Use centers as catalysts for major redevelopment of area and create placemaking around centers.

Policy 4.2.3 – Transit-Oriented Development (TOD) Density Bonus (City of Tallahassee/Leon County):
Land development regulations may include provisions that allow for densities up to 20% higher than otherwise allowable in a given land use category with a minimum density bonus of one additional unit for development located within ¼ mile of a transit stop. This density bonus shall not apply to the Residential Preservation land use category. This density bonus may be applied in addition to other eligible density bonuses. Total density bonuses shall not exceed 30% of the residential density allowed in the underlying land use category.

Policy 4.2.4 – Coordinate Trails with Land Use (City of Tallahassee/Leon County):
As shared use paths and protected bike lanes are planned and designed, adjacent land uses shall be evaluated by the Planning Department for opportunities to implement trail-oriented development.

Policy 4.2.5 – Trail-Oriented Development (TrOD) Design Standards (City of Tallahassee/Leon County):
Trail Oriented Development shall be mixed-use areas and feature a Mobility Hub connected to the trail network to serve as a focal point that brings multiple modes of personal mobility together.

Policy 4.2.6 – Trail-Oriented Development (TrOD) Density Bonus (City of Tallahassee/Leon County):
Land development regulations shall include provisions that allow for densities up to 20% higher than otherwise allowable in a given land use category with a minimum density bonus of one additional unit for development located within 1/2 miles of a trailhead. This density bonus may be applied in addition to other eligible density bonuses. Total density bonuses shall not exceed 30% of the residential density allowed in the underlying land use category.

Objective 4.3 – Affordability (City of Tallahassee/Leon County):
Provide density bonuses and other incentives that expand affordable housing opportunities and options for people with varying income levels, including opportunities and options not adequately supplied by the market.

Policy 4.3.1 – Inclusionary Housing Policy (City of Tallahassee/Leon County):
As part of an overall affordable housing strategy, the City and County shall develop and maintain inclusionary housing policies in their respective land development regulations in order to increase private development of affordable housing. The inclusionary housing policies may include a range of incentives, including density bonuses up to 30% greater density than otherwise provided by the applicable zoning district.

Policy 4.3.2 – Establishing Community Land Trusts (City of Tallahassee/Leon County):
To support long-term affordable homeownership, prioritize the use of Community Land Trusts (CLTs) when possible. In doing so, give preference to CLTs over other affordable housing models that:

- Do not include resale restrictions, or
- Include resale restrictions that are temporary, forgiven, or set to expire over time, or
- Rely on local government land donations without long-term affordability guarantees.

Policy 4.3.3 – Requirements of Community Land Trusts (City of Tallahassee/Leon County):
To qualify for local government assistance, Community Land Trusts shall:

- Require permanent affordability.
- Require that owners live in the homes as their primary residence.
- Include resale formulas in land leases.

Policy 4.3.4 – Affordable Housing Design Standards (City of Tallahassee/Leon County):
Develop design standards for affordable housing, including Aging in Place design that could be incorporated into the County and City's Housing Programs.

Policy 4.3.5 – Affordable Housing Density Bonus (City of Tallahassee/Leon County):
Land development regulations shall include provisions that allow for densities up to 25% higher than otherwise allowable in a given land use category with a minimum density bonus of one additional unit for the provision of affordable housing units. Land development regulations may include qualifying criteria, design standards, and site design flexibility for the implementation of the density bonus.

Objective 4.4 – Family Heir Subdivisions (City of Tallahassee/Leon County):
Provide a hardship provision by which owners of property outside of the Urban Services Area who meet defined eligibility requirements may have the ability to create smaller parcels of land for family members for use as homesteads.

Policy 4.4.1 – Family Heir Subdivision Eligibility (City of Tallahassee/Leon County):
The use of a parcel of property solely as a homestead by an individual who is the grandparent, parent, stepparent, adopted parent, sibling, child, stepchild, adopted child, or grandchild of the person who conveyed the parcel is permitted per this policy, notwithstanding the density or intensity of use assigned to the parcel by the Future Land Use Map and official zoning atlas. The parcel to be subdivided must be in the same configuration as it was on February 1, 1990; or the parcel must have been created through subdivision pursuant to the family heir provision and the applicant is an originally intended heir or an heir through successive generations of the originally intended heir. The parcel shall be conveyed within 90 days of subdivision approval to the intended heir, who shall hold uninterrupted title for at least two years.

Goal 5 [LM] – A Robust Economy:

Our community will facilitate the development, attraction, and cultivation of innovative businesses and associated job creation to position the local economy for sustained, directed growth, raise the quality of life for residents, and alleviate poverty in the community.

Our community will foster a robust economy by:

- Supporting target industry cluster development and innovation districts.
- Retaining and creating new employment opportunities emphasizing Tallahassee-Leon County's target industries.
- Reducing barriers to starting and growing businesses.
- Increasing access to job opportunities and training.
- Ensuring adequate and suitable lands are designated for commercial and industrial uses.

Objective 5.1 – Economic Health (City of Tallahassee/Leon County):
Initiate community planning, urban development, and redevelopment strategies that prepare businesses, production facilities, trades, and related activities that provide the livelihoods of the population to take advantage of positive opportunities and withstand negative changes in the economy and to continue providing jobs and incomes to support the community.

> **Policy 5.1.1 – Economic Development Strategic Plan (City of Tallahassee/Leon County):**
> The Tallahassee-Leon County Office of Economic Vitality (OEV) shall maintain a strategic plan that includes, at a minimum, target industries and objectives for business development and job creation. During development project reviews, the Planning Department and OEV shall coordinate on issues of land use and development to support economic health consistent with the OEV strategic plan.

Objective 5.2 – Airport Access (City of Tallahassee):
Provide access to the Tallahassee International Airport to ensure the movement of people and commerce while maintaining the safety and security of the airport.

> **Policy 5.2.1 – Airport Master Plan (City of Tallahassee):**
> The airport master plan developed for the Tallahassee International Airport shall account for transportation facilities and access to both the General Aviation and the Commercial Service facilities at the airport. The airport master plan shall be coordinated with the plans of the US Army Corps of Engineers, the Federal Aviation Administration, FDOT, and the CRTPA. The planning, design, and construction of transportation facilities in the vicinity of the Tallahassee International Airport shall account for existing airport access as well as planned development at the airport.

Objective 5.3 – Freight and Cargo (City of Tallahassee/Leon County):
Provide a network of transportation facilities that are coordinated across different modes of travel to support the movement of freight and cargo.

Policy 5.3.1 – Intermodal Centers (City of Tallahassee/Leon County):
The City of Tallahassee and Leon County shall maintain an inventory of intermodal freight centers, including the locations, types of facilities, and activities of the centers.

Policy 5.3.2 – Tallahassee International Airport (City of Tallahassee/Leon County):
Coordinate land uses adjacent to the Tallahassee International Airport, access to the airport, and access to other transportation facilities to enhance the express shipment, transfer, and movement of air cargo, including air freight and mail.

Policy 5.3.3 – Transportation Access (City of Tallahassee/Leon County):
Industrial uses and other freight-related uses shall be located in proximity to and have direct access to major transportation routes and intermodal freight centers, or other freight transfer locations.

Objective 5.4 – Resilience Planning (City of Tallahassee/Leon County):
Plan for post-disaster recovery and redevelopment to help resume economic activities following damage or destruction by a natural or human-made disaster.

Policy 5.4.1 – Post Disaster Redevelopment Plan (City of Tallahassee/Leon County):
The community shall maintain a countywide post-disaster redevelopment plan to better prepare the community for long-term recovery and redevelopment after a disaster. The post-disaster redevelopment plan shall address business resumption and economic redevelopment; infrastructure restoration and mitigation; housing repair and reconstruction; sustainment of services; sustainable land use; and financial management.

Policy 5.4.2 – Local Mitigation Strategy (City of Tallahassee/Leon County):
The community shall maintain the Local Mitigation Strategy to identify those strategies and projects that improve the resiliency of critical public infrastructure assets of the community based on potential hazards.

Objective 5.5 – Intergovernmental Coordination (City of Tallahassee/Leon County):
Increase the economic strength of the Tallahassee Metropolitan Statistical Area (MSA) by leveraging opportunities, programs, land uses, and transportation facilities across the region to grow existing businesses and attract new businesses.

Policy 5.5.1 – Regional Economic Development Coordination (City of Tallahassee/Leon County):
The Department of PLACE shall coordinate economic development projects and programs with the State of Florida, Apalachee Regional Planning Council, Capital Region Transportation Planning Agency, and/or appropriate neighboring jurisdictions to leverage opportunities, programs, land uses, and transportation facilities across the region to support business retention and expansion, and to attract new businesses.

Policy 5.5.2 – Grant Funding Opportunities (City of Tallahassee/Leon County):
Local governments shall pursue grant opportunities for projects or programs of regional significance.

Goal 6 [LM] – A Balanced Transportation Network:

Our community will support a balanced and viable transportation network with convenient and context-sensitive options, so pedestrians, bicyclists, motorists, and public transportation users of all ages and abilities can travel safely around the community.

The transportation network shall:

- Include streets, sidewalks, bicycle lanes, shared use paths, trails, aviation facilities, rail lines, transit, and on-demand transportation options.
- Account for land use context, right-of-way constraints, and the short-term and long-term costs of transportation infrastructure.
- Account for emerging technologies and best practices.
- Discourage the negative effects roadway widening can have on neighborhoods and community character.
- Provide safe routes to schools and options for the transportation disadvantaged and vulnerable road users.
- Maintain adopted roadway level of service (LOS) measures and retain multimodal level of service targets.
- Be coordinated between the local governments, with neighboring jurisdictions, and with regional, state, and federal agencies to cooperatively plan and manage transportation systems that are within the community but managed by FDOT.

Objective 6.1 – Land Use and Transportation Coordination for Livability (City of Tallahassee/Leon County):

Coordinate land use and transportation systems to foster vibrant communities across context areas with compact urban forms and a mixture of uses to minimize travel distances, reduce greenhouse gas emissions, and enhance pedestrian, bicycle, and transit mobility.

Policy 6.1.1 – Mitigate Sprawl (City of Tallahassee/Leon County):

New and substantial improvements to roadways, shall be identified and programmed consistent with the context (Context Classification) where design and environmental constraints allow that supports the Urban Services Area policies to promote efficient growth and urban infill, and discourage urban sprawl.

Policy 6.1.2 – Context-Based On-Site Facilities (City of Tallahassee/Leon County):

Development projects shall contribute to a safe, convenient, and comfortable transportation environment that promotes walking, cycling, and transit use consistent with the development's context-classification. Land development regulations shall specify the conditions and standards for provision of on- and off-site roadway extensions, sidewalk and trail connections, and transit facilities. Context-appropriate improvements or enhancements shall be required as a condition of development approval, such as, but not limited to sidewalks and bicycle facilities, plantings, and building configuration, buffers, setbacks and stepbacks. Development shall mitigate impacts to the multi-modal transportation network.

Policy 6.1.3 – Tallahassee-Leon County Transportation Corridors (City of Tallahassee/Leon County):
Transportation corridor maps showing the future land uses shall be developed and maintained to reflect the enhanced coordination between land use and transportation including new construction and improvements, reflecting the intended context classification.

Policy 6.1.4 (City of Tallahassee/Leon County) – Retrofit for Livability:
Roadways with design characteristics inconsistent with their assigned Context-Classification shall be inventoried and prioritized for retrofit including but not to limited lane width adjustments, street lighting, stormwater management retrofits, and streetscape improvements such as sidewalks, bicycle lanes, shared-use paths, transit amenities, and plantings to improve livability for the adjacent land uses consistent with the Future Land Use Map.

Objective 6.2 – Network Connectivity Improvement (City of Tallahassee/Leon County) :
Improve the balance of transportation options, connectivity, and capacity of the multimodal transportation network.

Policy 6.2.1 – Enhance Connectivity (City of Tallahassee/Leon County):
Local governments shall identify, prioritize, and engage in the necessary collaboration to establish crossings that connect road and trail networks across interstates, railroads, and other dividing features such as stormwater ditches. Locations where informal crossing regularly occurs shall be prioritized and where appropriate mid-block crossing may be assessed and implemented. Locations where high-quality and/or sensitive natural features exist shall be deprioritized.

Policy 6.2.2 – Future Right-of-Way Needs (City of Tallahassee/Leon County):
Local governments shall secure anticipated right-of-way needs, including supporting stormwater management, for additional travel lanes and/or turn lanes, as well as multimodal facilities, through appropriate development review and other processes, targeted acquisitions, or other suitable means to address motor vehicle traffic volume on roadway segments that will be impacted by targeted development areas within the long-term planning period. Roadways shall not be constructed to accommodate development anticipated beyond the long-term planning period.

Policy 6.2.3 – Build and Enhance the Network (City of Tallahassee/Leon County):
Where appropriate, create new minor and major collector roadways to relieve motor vehicle traffic congestion and increase network connectivity. Additionally, include network-enhancing local and minor collector street projects. All development plans shall contribute to developing a local and collector street and unified circulation system that will allow multimodal access to and from the proposed development, as well as access to surrounding developments.

Policy 6.2.4 – Corridor Management and Preservation (City of Tallahassee/Leon County):
Transportation corridors requiring additional right of way and/or corridor management are designated for preservation and management as provided in §337.273, F.S.

Policy 6.2.5 – Interconnectivity for Development (City of Tallahassee/Leon County):
Require vehicle, pedestrian, and bicycle interconnections between adjacent, compatible development; and require these interconnections between adjacent, incompatible developments

when such connection has the potential to reduce the vehicular traffic on the external street system.

Policy 6.2.6 – Continuation of Streets (City of Tallahassee/Leon County):
All development plans shall incorporate and continue all sub arterial streets stubbed to the boundary of the development plan by previously approved development plans or existing development.

Policy 6.2.7 – Interconnectivity to Adjacent Uses (City of Tallahassee/Leon County):
Require private developers within the Urban Service Area to include bikeways, pathways, or sidewalks in their proposed developments, with connections to nearby properties and land uses.

Objective 6.3 – Context Based Mobility (City of Tallahassee/Leon County):
Plan, design, and build the transportation system to reflect the existing context areas and what the context areas will be based on future land use and zoning.

Policy 6.3.1 – Local Context Classification and Safe Systems (City of Tallahassee/Leon County):
A Local Context Classification system shall be implemented for all publicly maintained streets and roads that reflects Future Land Use and zoning, and follows nationally accepted professional guidelines to best identify and classify facilities. Additional criteria shall be developed for local streets. The Context Classification system shall incorporate design characteristics that reflect Safe Systems approaches using proven safety countermeasures and complete streets design principles. These measures shall aim for zero deaths and serious injuries along roadways and recognize that transportation systems users inherently make mistakes and ensure that the transportation system will be constructed in a manner that mitigates frequency and severity of crashes when errors occur.

Policy 6.3.2 – Context Classification Application (City of Tallahassee/Leon County):
The context classification system shall be applied to City and County roadway resurfacing and enhancement projects in a manner that reflects the future vision and context of the area, and considers available rights-of-way and environmental constraints where the project is located by accounting for the Future Land Use map, zoning, and Context Classification. Land Development Regulations shall provide for the implementation of context classification design standards as a requirement or condition of development approval.

Policy 6.3.3 – Context Classification Map (City of Tallahassee/Leon County):
By 2030, a Local Context Classification map shall be developed and maintained through the planning timeframe that recognizes local roadway functional classification and context classification in addition to land use context. The Local Context Classification map shall be updated concurrently with amendments to the Local Functional Classification Map and the Future Land Use Map. As part of map series, the FDOT context classification and functional classification maps are included as a reference and resource document.

Policy 6.3.4 – Downtown Traffic (City of Tallahassee/Leon County):
By 2035, in alignment with the vision of a vibrant 18-hour Downtown, strategies to reduce the negative effect of high-volume multi-lane through traffic in the Urban Core including managing speed and streetscaping shall be implemented.

Policy 6.3.5 – Lane Repurposing (City of Tallahassee/Leon County):
Evaluate the need for road lane repurposing to accommodate existing and future capacity, land uses, and multi-modal demand through the planning timeframe. Reducing, narrowing, or repurposing automobile lanes to support multimodal or travel by modes other than by automobile will not require transportation concurrency mitigation. Outside of the Multimodal Transportation District (MMTD), an analysis of transportation and land use impacts on parallel roadways must be conducted prior to implementation.

Policy 6.3.6 – One-Way Pair Studies (City of Tallahassee/Leon County):
Studies completed by the City and/or County for one-way pairs shall evaluate potential safety, operational, and aesthetic improvements. Improvements considered in the studies may include pedestrian crossings, speed reduction, one-way pair conversions, landscaping, and other potential improvements. The policy aims to strengthen neighborhood connectivity, support local businesses, and foster a more livable urban environment. Reduced levels of service due to improvements shall be acceptable within the Multimodal Transportation District (MMTD), prioritizing safety and complete networks for pedestrians and bicyclists over traffic efficiency.

Policy 6.3.7 – Speed Management (City of Tallahassee/Leon County):
By 2035, the City and County shall implement speed management programming based on the most recent American Association of State Highway and Transportation Officials (ASHTO), Federal Highway Administration (FHWA), Florida Department of Transportation (FDOT), and National Association of City Transportation Officials (NACTO) guidelines to reduce the frequency and severity of crashes and collisions. Additional speed management criteria shall be established in the land development code for local streets.

Policy 6.3.8 – Level of Service (LOS) (City of Tallahassee/Leon County):
Peak Hour Roadway Level of Service is established below and shall be assessed during the Evaluation and Appraisal Report every 7 years.

Functional Classification	Inside the Urban Service Area	Outside the Urban Services Area
Interstate, Intrastate, Limited Access Parkways	C	B
Principal Arterials	D	C
Minor Arterials	D/E*	C
Major and Minor Collectors	D/E*	C
Local Streets	D	D

*For Minor Arterials, and Major and Minor Collectors located inside the Urban Service Area and south of U.S. 90, the Level of Service shall be "D" for purposes of establishing priorities for programming transportation improvements, and "E" for meeting concurrency requirements, to

support the Southside Action Plan. Roads north of U.S. 90 shall be LOS D for both programming improvement and concurrency purposes.

Policy 6.3.9 – Multimodal Transportation District Area Wide Level of Service (LOS) (City of Tallahassee):
In order to create community design that supports mobility and prioritizes a safe, comfortable and attractive pedestrian environment with convenient interconnection to transit, the following performance standards are targeted for the Multimodal Transportation District:

MMTD Areawide Multimodal Level of Service Standards

Areawide Multimodal Level of Service Standards Pursuant to F.S. 163.3180(5)(f)2			
Pedestrian	**Transit**	**Bicycle**	**Automobile**
C	C	D	E+50%

By 2030, assess MMTD Areawide LOS standards to determine if revisions to the measures should be made.

Objective 6.4 – Complete Streets (City of Tallahassee/Leon County):
Design, construct, and operate streets and roads, consistent with context-sensitive design principles, to provide safe and convenient facilities, and access for pedestrians, bicyclists, motorists, and public transportation users of all ages and abilities.

Policy 6.4.1 – Project Evaluation (City of Tallahassee/Leon County):
Road projects, including resurfacing projects, shall be evaluated for the inclusion of bicycle lanes or paved shoulders, sidewalks, shared use paths, appropriate sidewalk shade plantings, right-sized traffic lanes, on-street parking, stormwater management, street lighting, utility improvements, and transit amenities where they did not previously exist. Where design criteria allow, bicycle and pedestrian facilities shall be separated from vehicular traffic.

Policy 6.4.2 – Share Transportation Information (City of Tallahassee/Leon County):
The City and County shall share information across departments and with policy makers and the general public regarding the health benefits and existing laws related to motor vehicle, bicycle and pedestrian operation and interaction.

Policy 6.4.3 – Bicycle and Pedestrian Network (City of Tallahassee/Leon County):
The City and County shall maintain and enhance the local system of bicycle lanes, sidewalks, and shared-use paths in conjunction with the Greenways and Trails Master Plan. Enhancements shall be prioritized in the vicinity of schools, community facilities, parks, recreation facilities, and mixed-use areas with a retail and service focus.

Policy 6.4.4 – Bicycle and Pedestrian Master Plan (City of Tallahassee/Leon County):
In coordination with the Capital Region Transportation Planning Agency, the City and County shall maintain a bicycle and pedestrian master plan through the planning timeframe that identifies projects to address bicycle and pedestrian network connectivity and safety feature

upgrades, and pursue implementation funding. The bicycle and pedestrian master plan shall identify gaps where facilities do not exist in the bicycle and sidewalk networks.

Policy 6.4.5 – Safe Routes to Schools (City of Tallahassee/Leon County):
Provide a safe, accessible environment and support active living for students by developing and maintaining programs to increase biking, walking, and transit to schools, prioritizing sidewalk and bicycle infrastructure within a two-mile radius of schools, and continuing to identify, fund and build Safe Routes to Schools projects.

Policy 6.4.6 – Community Gateways (City of Tallahassee/Leon County):
Designate preferred entrance corridors into and connecting Tallahassee and Leon County. City and County departments with interests in the public right-of-way shall identify funding sources to convert these corridors into shaded bicycle and pedestrian ways to create attractive gateways into the community. These entrance corridor gateways shall include an appropriate gateway from the airport to Downtown, the Capitol Center, and University destinations.

Policy 6.4.7 – Scenic Roadway Assessments (City of Tallahassee/Leon County):
In the planning and construction of new roads in the suburban and rural areas and for needed improvement of existing roads, the City and County shall require a scenic roadway assessment, environmental assessment, and landscape component for the purposes of preserving those scenic features, protecting natural resources and providing interesting and aesthetically preferred places.

Policy 6.4.8 – Maintenance of Traffic (City of Tallahassee/Leon County):
When construction or repair work infringes on regular corridor operation, a project specific Maintenance of the Traffic Plan shall be developed that specifies one or more alternate routes accounting for all modes of transportation, including vehicles, bicycles, pedestrians, transit and freight.

Policy 6.4.9 – Multi-Modal Safety and Access (City of Tallahassee/Leon County):
Development shall provide safe and convenient access to transportation facilities for pedestrians, cyclists, and transit users, with the following exceptions:

- For emergency repair and routine maintenance.
- In locations where specific users are prohibited, such as interstate freeways or pedestrian malls. In these instances, a safe and convenient alternate route shall be identified and, if needed, prioritized for improvement or construction.
- A documented absence of current or future need.
- Procedures and criteria for approving exceptions will be identified in the Land Development Code.

New transportation facilities shall follow generally accepted or adopted design standards when implementing improvements intended to fulfill this Complete Streets policy and shall use innovative or non-traditional design options where a comparable level of safety for users is present.

Policy 6.4.10 – Applicability (City of Tallahassee/Leon County):
All new roadway facilities, whether publicly or privately designed and constructed, shall comply with this Complete Streets Objective and associated policies, in coordination with standards of the designated Context Classification, shall follow nationally accepted or recommended Complete Street design standards as specified in Policy 6.4.12. When circumstances do not allow for full compliance, innovative or nontraditional design options may be utilized, provided a comparable level of safety for users is present.

Policy 6.4.11 – Equity (City of Tallahassee/Leon County):
The implementation of Complete Streets shall reflect equity by facilitating safe streets for all users, regardless of ability or income, and that enables travel to destinations with or without a car.

Policy 6.4.12 – Design Standards (City of Tallahassee/Leon County):
Land Development Codes that apply to all development policies and programs shall be revised by 2030 to use the latest professionally accepted design guidance, standards, and recommendations for Complete Streets in coordination with the designated context classification Guidance resources shall include, but need not be limited to:

- Federal Highway Administration's Manual on Uniform Traffic Control Devices
- Florida Department of Transportation (FDOT) Context Classification Guide, Complete Streets Handbook, FDOT Design Manual, and Manual of Uniform Minimum Standards for Design, Construction and Maintenance for Streets and Highways (the Florida Greenbook)
- National Association of City Transportation (NACTO) published guidelines
- American Association of State Highway and Transportation Official (AASHTO) published guidelines
- U.S. Department of Transportation's National Roadway Safety Strategy (NRSS), including the Safe System Approach

Policy 6.4.13 – Pavement Markings and Signage (City of Tallahassee/Leon County):
All projects, whether public or private, that provide vehicle, bicycle, and/or pedestrian infrastructure shall provide proper pavement markings and signage to enhance recognition of infrastructure elements such as bicycle lanes, neighborhood bikeways, and pedestrian crossings. The City and County shall identify, prioritize, and install or update any such pavement markings or signage that are absent or out of date with current practices during the course of required maintenance.

Policy 6.4.14 – Two-Way Left Turn Lane Replacement (City of Tallahassee/Leon County):
Identify and prioritize replacement of existing continuous two-way left turn lanes with raised medians and exclusive turn lanes on multi-lane arterials. Replacement shall be contingent upon funding availability.

Policy 6.4.15 – Measuring Progress (City of Tallahassee/Leon County):
The success of this Complete Streets Objective shall be measured by the Planning Department with assistance by the City and County during the Evaluation and Appraisal Review process, using but not limited to, the following performance measures:

- Total miles of new designated bike lanes
- Total miles of new shared-use paths (paved and natural surface)
- Total miles of neighborhood bikeways signed, marked, or constructed
- Linear feet of new and repaired sidewalk and other pedestrian accommodations (paths, trails, etc.)
- Number and type of crosswalk and intersection improvements and new installations
- Number of revenue service miles traveled by transit vehicles
- Rates of crashes, injuries, and fatalities by mode, as available
- Identification and updates to existing codes, policies, or programs to incorporate updated guidance from FDOT, FHWA, NACTO, AASHTO, and other best practices.
- Number of exceptions to this policy granted

The Joint City-County Bicycle Working Group and Advisory Committee for Quality Growth may review these measures and make recommendations annually.

Policy 6.4.16 – Coordination with Placemaking Plans (City of Tallahassee/Leon County):
Implementation of Complete Streets policies for development shall be coordinated with the existing placemaking plans by including reference to those that are applicable.

Objective 6.5 – Bicycle Facilities (City of Tallahassee/Leon County):
Develop a network of bicycle facilities that provides safe, comfortable, and direct connections for all users throughout the community.

Policy 6.5.1 – Build Bike Facilities Concurrent with Maintenance (City of Tallahassee/Leon County):
All roadway or trail resurfacing, restoration, and rehabilitation projects shall be evaluated for the ability to add bicycle facilities where they currently do not meet bicycle facility selection and design standards.

Policy 6.5.2 – Bicycle Facilities in New Development (City of Tallahassee/Leon County):
New development shall prioritize the provision of and maintain continuous bicycle networks, including connections to transit stops and adjacent properties, and to provide bicycle parking at all non-residential uses, multi-family uses and other key destinations. Bicycle and trail

connections shall be required consistent with and coordinated with the Leon County Greenways Master Plan per the City or the County when development contains or is adjacent to planned greenway projects.

Objective 6.6 – Pedestrian Facilities (City of Tallahassee/Leon County):
Improve walkability by designing and providing facilities that create an environment where walking is useful, safe, comfortable, and aesthetically interesting. Prioritize the pedestrian network over other transportation modes in the Multimodal Transportation District within the most urbanized and densely populated areas of the community.

Policy 6.6.1 – Pedestrian Level of Comfort (City of Tallahassee/Leon County):
As part of development review and approval, pedestrian level of comfort shall be enhanced through planting of shade trees and other amenitization including but not limited to installation of water fountains, benches, overhead pavilions, street and trail lighting, and installation of wayfinding signage.

Policy 6.6.2 – Crosswalks (City of Tallahassee/Leon County):
Programming of sidewalks projects in the budget and capital improvement schedule shall include provisions for crosswalk installations to provide regular crossings that align with the roadway's Local Context Classification.

Policy 6.6.3 – Pedestrian Infrastructure for New Development (City of Tallahassee/Leon County):
New development shall maintain continuous pedestrian networks, including connections to transit stops, adjacent lots, and between building entrances and the internal and external sidewalk network. Land development regulations shall include alternative options such as payment in lieu, the dedication of easements, and the dedication of right-of-way and shall identify when the alternative scenarios may apply.

Objective 6.7 – Mobility Hubs (City of Tallahassee/Leon County):
Support and incentivize the creation of mobility hubs to serve as connection points between public and private shared mobility services and multimodal options.

Policy 6.7.1 – Implementation of Mobility Hubs (City of Tallahassee/Leon County):
Implement a network of mobility hubs in partnership with transit providers, incorporating transit with other shared mobility services, such as bikeshare and car-share where feasible.

Policy 6.7.2 – Mobility Hubs Location Coordination (City of Tallahassee/Leon County):
The City and County shall work with community-based organizations to ensure the appropriate geographic placement of mobility hubs and outreach regarding transportation options.

Policy 6.7.3 – Mobility Hubs Design Guidelines Requirements (City of Tallahassee/Leon County):
Amend the land development regulations by 2028 to provide mobility hub design guidelines to support mobility hub implementation and provide flexibility for change as technology and travel behavior and patterns evolve over time.

Objective 6.8 – Transportation Demand Management (City of Tallahassee/Leon County):
Leverage transportation and parking demand management strategies to promote system efficiencies and alternate modes of travel and to spread the travel demand across more hours of the day that result in minimizing impacts on natural resources and neighborhoods and reducing vehicle miles traveled.

Policy 6.8.1 – Encourage Alternate Transportation Modes (City of Tallahassee/Leon County):
Through the planning timeframe, the use of alternate transportation modes through the promotion of public transit, provision of or coordination with on-demand, micromobility or car-share and van-share or pool programs, investment in bicycle and pedestrian infrastructure, and support for telecommuting policies shall be encouraged by public and private sector transportation entities.

Policy 6.8.2 – Enhance Bicycle and Pedestrian Infrastructure (City of Tallahassee/Leon County):
City and County shall prioritize bicycle and pedestrian enhancements in high-traffic areas, mixed use areas, and near transit stops for both public and private projects to ensure biking and walking are a safe, comfortable, and convenient alternative to driving.

Policy 6.8.3 – Land Development Patterns (City of Tallahassee/Leon County):
The City and County shall propose or maintain land development regulations that promote development patterns that reduce the need for personal automobile ownership including mixed use development, Transit Oriented Development (TOD), and pedestrian friendly design strategies.

Policy 6.8.4 – Shared Parking Criteria (City of Tallahassee/Leon County):
Private shared parking arrangements may be allowed as a method to meet parking requirements for development. Eligibility criteria may be adopted regarding proximity of sites, timing of peak parking demand, requirements for a written and recorded parking agreement, availability of parking spaces, availability transit amenities, and other criteria that ensure the effectiveness of shared parking arrangements.

Policy 6.8.5 – Parking Reduction for Certain Development Types (City of Tallahassee/Leon County):
City and County land development regulations, if adopting minimum or maximum parking requirements, shall provide for reduced minimum parking requirements for mixed use developments, Transit Oriented Development (TOD), Trail Oriented Development (TrOD), and other development types that have a reduced parking need. Reductions from standard parking requirements shall be based on the peak parking demand for the mix of uses and account for mode shift.

Policy 6.8.6 – Private Parking Lots (City of Tallahassee/Leon County):
City and County land development regulations shall include provisions for privately owned and operated parking lots as a principal use in urban center and urban mixed use land use categories. Development and design criteria shall be adopted with regard to minimum and/or maximum size, location relative to intersections or distance between such facilities, demonstration of parking demand within a walkable area, minimum landscaping requirements to reduce visual

impact and enhance aesthetics especially adjacent to public rights-of-way, lighting, and minimum requirements for safe and convenient pedestrian connections.

Policy 6.8.7 – Drop-Off & Pick-Up Zones (City of Tallahassee/Leon County):
The City and County shall adopt or maintain land development regulations through the planning timeframe for the provision of drop-off and pick-up zones to accommodate the increase in use of ride share services and autonomous vehicle use. Requirements shall apply to certain uses such as restaurants, bars, hotels, office parks, religious facilities, community facilities, sporting facilities, parks, and other uses with a high frequency of drop-off and pick-up activity. Criteria shall be with regard to size of the use, provide design standards, location on site, and the availability of porte cocheres or valet operations that meet the design requirements.

Policy 6.8.8 – Intelligent Transportation Systems (ITS) (City of Tallahassee/Leon County):
City and County transportation strategies, to the extent possible, shall incorporate intelligent transportation systems strategies including speed management programming, traffic signal control, and variable driver real-time messaging, to minimize environmental effects of congestion and improve safety.

Policy 6.8.9 – Traffic Operations Management (City of Tallahassee/Leon County):
The transportation management system in the land development code shall be maintained or revised to reduce demand for wider roads by evaluating traffic operations to maximize efficiency of the existing street system capacity and support modal shifts to public transit, bicycling, and walking.

Objective 6.9 – Transportation for the Disadvantaged (City of Tallahassee/Leon County):
Coordinate transportation options to empower members in the community who are unable to provide their own transportation to vital services, including seniors, and individuals with disabilities, people with low incomes, and children at risk.

Policy 6.9.1 – Human Services Transportation (City of Tallahassee/Leon County):
Through the planning timeframe, applicable projects shall comply with federal and state requirements regarding planning and coordination of human services transportation in meeting the needs of the Transportation Disadvantaged.

Policy 6.9.2 – Transport to Destinations (City of Tallahassee/Leon County):
Through the planning timeframe, the transit provider shall ensure Transportation Disadvantaged program services continue to provide transport to local goods and services, including medical services for all users.

Policy 6.9.3 – Affordable and Cost-Effective Service (City of Tallahassee/Leon County):
Transit providers, the Capital Region Transportation Planning Agency, Community Transportation Coordinator, and the Apalachee Regional Planning Council shall support innovative ways, such as utilizing emerging technology or negotiating fees and services with on-demand providers, to reduce costs and provide superior service for the transportation disadvantaged that also increases efficiency and provide local government savings.

Policy 6.9.4 – Transportation Disadvantaged Needs Assessment (City of Tallahassee/Leon County):

A needs assessment of the Transportation Disadvantaged shall be developed/updated every 5 years or as required by federal and state laws. This assessment of existing public and private transit programs shall be undertaken with an analysis to determine needs. A strategy to meet identified needs of the Transportation Disadvantaged shall be developed.

Objective 6.10 – Transit (City of Tallahassee/Leon County):

Ensure that the community is well-connected via transit to major employment and activity centers, that transit stops and waiting areas are safe and comfortable, and that transit is coordinated with other modes of transportation.

Policy 6.10.1 – Transit Development Plan (City of Tallahassee):

Through the planning timeframe, the Transit Development Plan shall identify transit improvements needs and capital improvements plans shall prioritize funding for transit projects that increase the availability, speed, frequency, duration, and reliability of transit. Development shall be consistent with and support the Transit Development Plan.

Policy 6.10.2 – Pedestrian Infrastructure Connectivity (City of Tallahassee/Leon County):

The annual infrastructure capital improvements list maintained by City and County shall prioritize sidewalks and pedestrian facilities that provide connectivity to transit stops.

Policy 6.10.3 – Southside Transit (City of Tallahassee/Leon County):

The City, County, and CRTPA shall prioritize improved transit service on the Southside by including, where appropriate and feasible, projects in the Transit Development Plan that would have a positive impact on the area.

Policy 6.10.4 – Employment and Activity Center Service (City of Tallahassee):

Systematically prioritize the extension and/or route modifications within the City limits to provide access to major employment, shopping, and business, recreational, and other activity centers. Transit service outside of City limits are not the responsibility of the City of Tallahassee.

Policy 6.10.5 – Transit Corridors (City of Tallahassee/Leon County):

Incentives shall be developed to encourage the donation of transit rights-of-way to establish and maintain transit corridors. Development agreements and land use regulations shall be used when available and in the best interest of transit service to preserve future transit corridors.

Objective 6.11 – Aviation (City of Tallahassee/Leon County):

Provide aviation facilities to meet the demand for commercial service, general aviation, freight and cargo, advanced air mobility, and military services and to enhance aviation and airport development opportunities.

Policy 6.11.1 – Adjacent Land Use Compatibility (City of Tallahassee/Leon County):

Protect the Tallahassee International Airport from the encroachment of incompatible land uses and the creation or establishment of airport hazards to ensure the continuation of normal airport operations, including landing and takeoff of aircraft, in order to promote public health, safety, and general welfare by implementing airport land use compatibility zoning regulations that include potential noise and safety impacts to surrounding land uses.

Policy 6.11.2 – Airport Master Plan (City of Tallahassee):

The Tallahassee International Airport shall maintain an airport master plan that establishes a logical set of development parameters and timelines that coincide with the airport's needs for general aviation, commercial service, freight and cargo, and advanced air mobility through the planning horizon.

Policy 6.11.3 – Compatibility of Land Use (City of Tallahassee/Leon County):

Airport land use compatibility zoning regulations shall include provisions for existing aviation facilities as well as planned aviation facilities identified in the airport master plan. The City and County shall coordinate with Airport staff to develop any additional regulations needed that are not identified in the airport master plan, such as for locations off-airport suitable for development under these categories and for advanced air mobility facilities and services.

Policy 6.11.4 – Compatibility for Noise and Safety (City of Tallahassee/Leon County):

Airport land use compatibility zoning regulations shall include potential noise and safety impacts to surrounding land uses.

Policy 6.11.5 – Advanced Air Mobility (City of Tallahassee/Leon County):

Advanced Air Mobility facilities, including any public-use vertiport facilities, shall be directed to appropriate areas and not located within areas that may create compatibility issues. Land development regulations shall identify zoning districts and/or areas where Advanced Air Mobility facilities are either prohibited or restricted uses and include appropriate development standards for Advanced Air Mobility facilities.

Objective 6.12 – Rail (City of Tallahassee/Leon County):

Accommodate and mitigate impacts of existing rail-based freight and cargo services, support opportunities for commercial passenger service, and coordinate with rail owners to enhance the safety of existing crossings and seek additional safe crossings for pedestrian and bicycle users.

Policy 6.12.1 – Railroad Crossings (City of Tallahassee/Leon County):

Coordinate with the Federal Highway Administration and railroad companies to ensure railroad crossings are constructed and maintained to ensure safe crossings for drivers, pedestrians, and cyclists. Pedestrian crossings shall be constructed and maintained to ensure compliance with the Americans with Disabilities Act and other Federal and State Standards. Deficient crossings and new crossings of railroads shall be inventoried and prioritized in programming of the transportation network and trail system.

Objective 6.13 – Intergovernmental Coordination (City of Tallahassee/Leon County):

Coordinate with neighboring jurisdictions, the Florida Department of Transportation, and the Capital Region Transportation Planning Agency to effectively plan and manage transportation systems that extend beyond jurisdictional boundaries.

Policy 6.13.1 – Consistency with State Transportation Plans (City of Tallahassee/Leon County):

Maintain consistency with and support state transportation plans, including the Florida Transportation Plan and the Strategic Intermodal System Plan.

Policy 6.13.2 – Consistency with Regional Transportation Plans (City of Tallahassee/Leon County):

Maintain consistency with and support regional transportation plans, including the Capital Region Transportation Planning Agency's Regional Mobility Plan, Transportation Improvement Plan, and any future regional transit plans.

Policy 6.13.3 – Consistency with Local Transportation Plans (City of Tallahassee/Leon County):

Maintain consistency with other transportation plans for Leon County and the City of Tallahassee, including the Bicycle and Pedestrian Master Plan.

Policy 6.13.4 – Signal Coordination Plans (City of Tallahassee/Leon County):

Require conformance of new signals with signal coordination plans and FDOT signal spacing standards for the state highway systems.

Policy 6.13.5 – Project Planning Partnerships (City of Tallahassee/Leon County):

Forge partnerships and effectively coordinate with modal providers, state and regional agencies, and other local governments in mobility planning and project development.

Policy 6.13.6 – Evacuation Routes (City of Tallahassee/Leon County):

Coordinate with the Florida Department of Transportation to ensure that the transportation network provides the capability to facilitate the evacuation of the coastal population in the event of an impending natural disaster.

Policy 6.13.7 – Emerging Technology (City of Tallahassee/Leon County):

New advancements in transportation and mobility technologies shall be monitored for identification of potential infrastructure and safety needs, and implementation of these emerging technologies shall be coordinated with federal, state, regional, and local transportation authorities.

County Status Update on Community Engagement 11/18/2025 Public Hearing Meeting*

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The State Agency Comments identical to those in the Leon County Agenda item above are not repeated in this item

Leon County
Board of County Commissioners
Agenda Item#18

November 18, 2025

To:	Honorable Chairman and Members of the Board
From:	Vincent S. Long, County Administrator
Title:	Status Report on the Tallahassee-Leon County Comprehensive Plan Land Use and Mobility Element Update

Review and Approval:	Vincent S. Long, County Administrator
Department/Division Review and Approval:	Ken Morris, Assistant County Administrator Nawfal Ezzagaghi, Assistant County Administrator Artie White, Director, Planning, Land Management & Community Enhancement (PLACE) Mike Alfano, Director, Planning Department
Lead Staff/ Project Team:	Susan Poplin, Administrator of Comprehensive Planning Tyler Maldonado, Principal Planner Adam Moran, Planner II

Statement of Issue:

This item provides a status report on the Tallahassee-Leon County Comprehensive Plan Land Use and Mobility Element (LME) update, including information about additional community engagement directed by the Board on July 8, 2025. This item also seeks Board direction on specific policy recommendations developed in response to community and state agency input and further supported by staff analysis, and requests that the Board schedule the adoption public hearing for December 9, 2025.

Fiscal Impact:

This item has no fiscal impact.

Staff Recommendation:

Option #1: Accept the status report and direct staff to update the proposed Land Use and Mobility Element with the thirteen policy recommendations detailed in this report.

Option #2: Schedule the adoption hearing to consider adopting the proposed Comprehensive Plan Land Use and Mobility Element for December 9, 2025, at 6:00 p.m.

Report and Discussion

Background:

This item provides a status report on the Tallahassee-Leon County Comprehensive Plan Land Use and Mobility Element (LME) update, including information about additional community engagement directed by the Board on July 8, 2025. This item also seeks Board direction on specific policy recommendations based on community input and additional staff analyses, and requests that the Board schedule the adoption public hearing for December 9, 2025.

This status report advances the following FY 2022 – FY 2026 Strategic Initiatives:

- *Complete a comprehensive review and revision to the Land Use Element of the Comprehensive Plan. (2022-13)*
- *Host community outreach events on the Vision 2025 Comprehensive Plan Land Use and Mobility Elements Update to share information and solicit input from citizens, advocacy groups, and neighborhood representatives. (2024-83)*

These particular Strategic Initiatives align with the Board's Environment and Governance Strategic Priorities:

- *(EN3) Promote orderly growth and sustainable practices.*
- *(G3) Inform and engage citizens through multiple outreach platforms to ensure consistent, high-value, transparent communication on our most important issues.*

The City of Tallahassee (City) and Leon County Commissions initiated an update to the Tallahassee-Leon County Comprehensive Plan (Plan), beginning with the Land Use and Mobility Elements (LME)—two of the most critical components guiding future growth, development, and transportation planning. Launched in late 2022, the update was to revise the Plan to reflect current conditions, comply with statutory requirements, and align with the community's shared values and long-term vision.

On February 25, 2025, the City and County Commissions held a Joint Workshop to review draft goals, objectives, and policies for the proposed LME update. Feedback from both Commissions was used to refine the draft documents in preparation for formal review.

The Leon County Local Planning Agency (LPA) held a public hearing on April 1, 2025, following several work sessions to review the proposed elements. The LPA voted to recommend transmittal of the draft Land Use and Mobility Elements to the Board of County Commissioners.

At its May 13, 2025 meeting, the Board held the required Transmittal Public Hearing and voted to transmit the draft amendments to the Florida Department of Commerce, the Florida Department of Environmental Protection, and other state and regional review agencies for the mandatory 30-day review period pursuant to Section 163.3184, Florida Statutes.

During this same period, the City Commission considered the companion transmittal on June 11, 2025. In response to citizen concerns regarding residential density, neighborhood compatibility, and growth patterns, the City Commission deferred transmittal and directed staff to conduct additional community engagement before proceeding.

Subsequently, at its July 8, 2025 meeting, the Board directed staff to undertake additional public engagement focused on the proposed Land Use and Mobility Elements, to compile and summarize community feedback, and to return to the Board with a status report, policy recommendations, and a revised project schedule for consideration prior to adoption. Following that direction, staff launched a countywide community engagement effort, as further detailed in the Analysis section.

While the County's engagement process was underway, the City continued its review of the proposed LME. In response to community concerns about the proposed Urban and Sub-Urban Residential Preservation Future Land Use Categories (FLUCs), the City held a community meeting on August 18, 2025, attended by representatives from numerous neighborhood associations. Based on feedback from that meeting, the City Commission voted on August 20, 2025, to retain the existing Residential Preservation FLUC, with revisions to address legally established nonconforming uses. The City Commission then held its Transmittal Hearing on September 17, 2025, and voted to transmit the proposed LME—incorporating the updated Residential Preservation policies—to the state review agencies.

Building on the Board direction described above and the extensive public engagement that followed, staff have compiled and evaluated feedback from the community and state review agencies to develop policy recommendations. This agenda item provides a status report summarizing the outcomes of that engagement, presents policy recommendations, and requests that the Board schedule the adoption public hearing for December 9, 2025, at 6:00 p.m.

Analysis:

Consistent with the Board's direction at the July 8, 2025 meeting, staff launched a countywide community engagement effort to gather public input on the Comprehensive Plan update. This included organizing open houses in various locations across the County, developing informational materials for public engagement, and coordinating outreach with Leon County Community and Media Relations (CMR). Public awareness was promoted through social media, press releases, community fliers, and local media coverage. Staff also attended community events and meetings to share information and encourage participation, and these included the following community open houses in unincorporated Leon County:

- Lake Jackson Community Center on Thursday, September 25, 2025
- Miccosukee Community Center on Monday, September 29, 2025
- Chaires Community Center on Tuesday, September 30, 2025
- Fort Braden Community Center on Wednesday, October 1, 2025
- Bradfordville Community Center on Wednesday, October 8, 2025
- Woodville Community Center on Wednesday October 15, 2025, and Tuesday, October 21, 2025*

**The two Woodville sessions were held in coordination with the ongoing Woodville Sense of Place Plan engagement to ensure consistency between that planning effort and the Comprehensive Plan Land Use and Mobility Element.*

The Public Engagement Summary Report, included as Attachment #1, includes details of the public input received and copies of the materials presented at the community open houses. The draft LME presented during these sessions is included as Attachment #2.

During the County's engagement process, the City finalized its review of the proposed LME (as referenced in the background section) and transmitted them to the state review agencies. The City's revisions to the Residential Preservation Future Land Use Category are reflected in Attachment #2.

Following the conclusion of the countywide engagement effort, staff compiled and analyzed feedback received from each community meeting. The following summaries provide an overview of the input gathered at each open house location, highlighting recurring themes and community-specific considerations relevant to the Land Use and Mobility Element update.

Lake Jackson Area

The Lake Jackson Community Center open house, held on September 25, 2025, drew strong participation, with more than 67 residents in attendance and 55 submitting written comments.

Summary of Lake Jackson Area Input:

Input received from both the Lake Jackson open house and other community engagement efforts, pertaining to the Lake Jackson area, was centered on the following subjects:

- Protection of the Lake Jackson Aquatic Preserve and surrounding natural resources.
- Opposition to extending the Urban Services Area (USA) near Lake Jackson, Meridian Road, Bannerman Road, and Orchard Pond Parkway.
- Preservation of canopy roads, particularly Meridian Road, and concerns about increasing traffic volumes in the area.
- Desire to limit suburban sprawl and maintain existing rural areas in the Rural FLUC.
- Concerns over increased allowed density, should areas designated Rural be changed to Lake Protection.

Analysis of Lake Jackson Area Topics:

The Land Use and Mobility Element (LME) transmitted by the Board to the state review agencies on May 13, 2025, included a proposed expansion of the Urban Services Area (USA) in the Lake Jackson area. The proposal included changing certain properties west of Meridian Road from Rural to Lake Protection on the Future Land Use Map (FLUM) and adding new policy language requiring a master plan for developments larger than 100 acres within the Lake Protection area. The proposed amendments also identified a Lake Protection Node at the intersection of Orchard Pond Parkway and Bannerman Road and included related revisions to maintain consistency within the Comprehensive Plan.

Following the Board's transmittal hearing, the proposed LME was submitted to state review agencies, including the Florida Department of Environmental Protection (FDEP), which provided comments primarily focused on the Lake Jackson Basin and the proposed Urban Services Area (USA) expansion. FDEP expressed concern that the expansion could increase development pressure within the basin and potentially elevate nutrient loading to Lake Jackson. The agency also raised concerns about the proposed Lake Protection Node at the intersection of Meridian Road and Bannerman Road/Orchard Pond Parkway, noting that additional impervious surfaces in that location could adversely affect water quality.

FDEP further recommended reevaluating the proposed Future Land Use Map (FLUM) changes from Rural to Lake Protection, emphasizing the need to ensure consistency with the Lake Jackson Aquatic Preserve management objectives and long-term water quality protection goals. In response to public input and comments received from the Florida Department of Environmental Protection (FDEP), staff conducted a comprehensive review of the transmitted Urban Services Area (USA) expansion in the Lake Jackson Basin, evaluating for environmental and transportation implications.

In response to the City's transmittal of the proposed LME, FDEP submitted a letter dated October 24, 2025 (Attachment #3). In this letter FDEP acknowledged text changes to the LME removing the previously proposed Lake Protection Node at the Meridian Road and Orchard Pond Parkway/Bannerman Road intersection and further acknowledged the efforts of the City and County to protect water quality through local regulations and compliance with state stormwater standards and indicated appreciation for the Planning Department's response to agency comments within the transmittal packet. FDEP also included their previously submitted comments to remain in consideration as the LME moves forward.

Environmental Review

The Lake Jackson Basin is one of Leon County's most environmentally sensitive areas and is protected under multiple layers of local and state regulation. The Leon County Environmental Management Act (EMA) contains development measures that are designed to prevent nutrient and sediment loading to Lake Jackson, which is an impaired waterbody under state criteria. In addition, other protections apply within the Lake Jackson Special Development Zones (SDZs). Within Zone A, which extends along the immediate shoreline and primary tributaries, disturbance is largely prohibited, and impervious surfaces and grading are restricted. Zone B provides an additional buffer where at least 50 percent of the land must remain in its natural state to protect vegetation, infiltration capacity, and surface-water quality. Together, these standards create a strong regulatory framework that limits the intensity and form of development around Lake Jackson.

However, the area west of Meridian Road presents heightened environmental risk even under these protective standards, especially during site clearing and construction when there is an increase potential for nutrient loading, sedimentation, and hydrologic disruption of the lake. Any expansion of the USA into this area would introduce greater potential for runoff and erosion that could challenge stormwater management systems during construction and compromise long-term water-quality objectives for the Lake Jackson Basin.

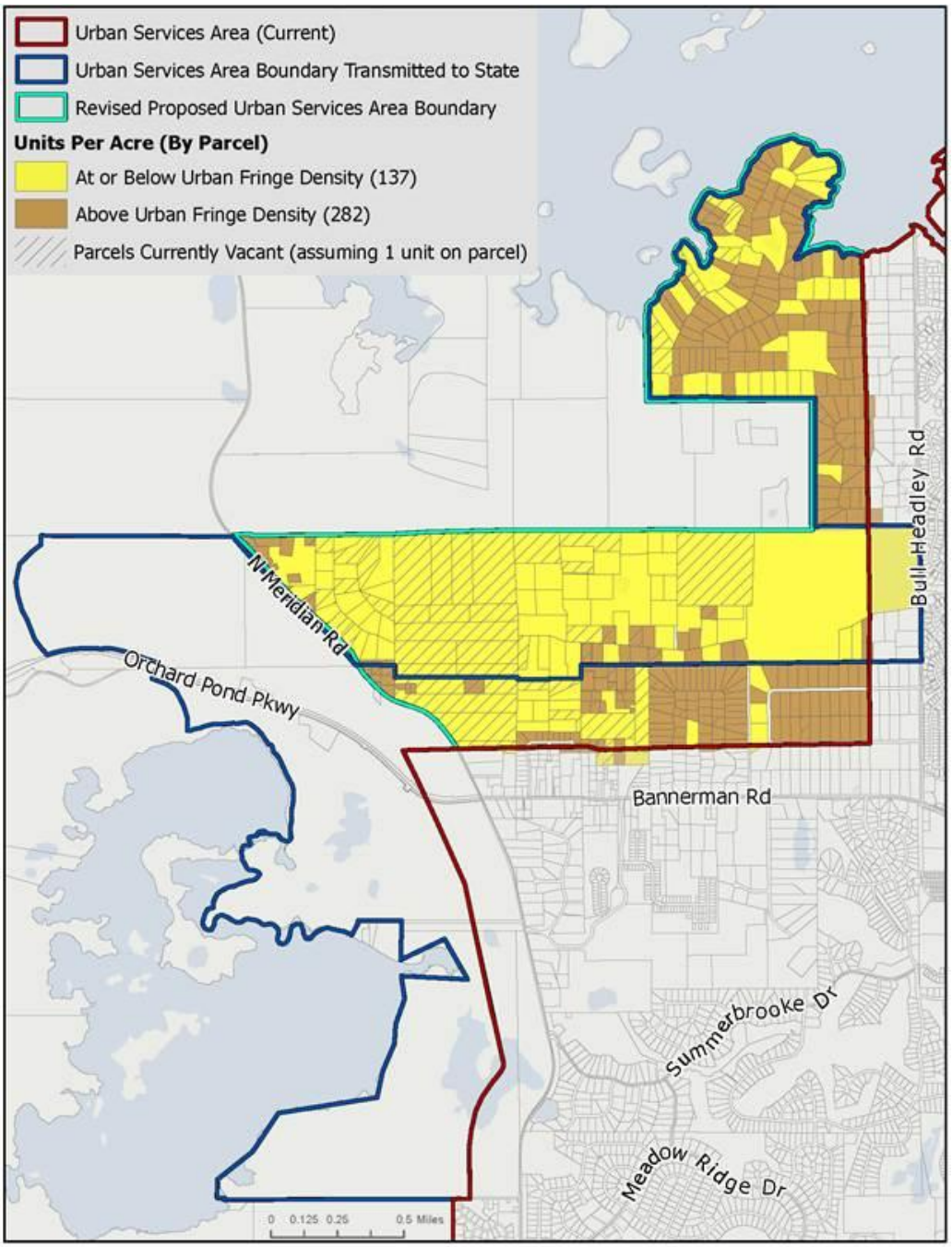
Transportation Review

From a transportation standpoint, North Meridian Road serves as a key north–south connector through the Lake Jackson Basin and is designated as a canopy road—a protected corridor defined by its continuous tree canopy that limit opportunities for widening or realignment. The corridor already experiences significant peak-hour congestion. Without major capacity improvements—which are impractical due to canopy protections, narrow right-of-way, and topographic limitations—additional development in the surrounding area would likely push the roadway to experience heavier congestion and longer travel times during commute periods. Such conditions would impact the local transportation network, increasing congestion at nearby intersections. Prolonged delays could also impede emergency vehicle response times and degrade the corridor's scenic and environmental qualities by prompting pressure for roadway modifications inconsistent with its canopy-road character.

In addition, staff analyzed and evaluated existing development patterns and densities within this area, more specifically east of Meridian Road, and north of Bannerman Road. This analysis reviewed current densities of developed properties in this area, and what densities would be on vacant parcels. The Urban Fringe (proposed to be renamed as Rural Residential) FLUC allows densities of 1 dwelling unit per 3 acres. This FLUC is intended to serve as a buffer between areas intended for urban services and the Rural lands. As such, properties largely having a density above 1 unit per 3 acres would not be appropriate for the Urban Fringe/Rural Residential FLUC. Moreover, there are existing subdivisions north of the USA boundary transmitted to the State that are included in the revised proposed USA boundary. Figure #1 depicts this analysis of existing densities and development patterns.

Privately-owned parcels that are currently within the USA should not be removed from the USA Boundary, as that could cause conflict with the recent State SB 180 legislation, which took effect July 1, 2025, or the Bert Harris Act. As such, a small area previously proposed for removal from the USA is proposed to remain in the USA as shown on Figure #1.

Figure #1. Densities In Proximity to Bannerman Road and Meridian Road.



Lake Jackson Area Policy Recommendations for Board Consideration:

Based on the evaluation of environmental and transportation factors, staff finds that maintaining the existing Rural Future Land Use Map (FLUM) designation west of Meridian Road—and not

expanding the Urban Services Area (USA) in that location—provides the most balanced and sustainable approach. This course of action preserves the County's established environmental and stormwater protections, while avoiding additional traffic demand on the already constrained North Meridian Road canopy corridor.

This recommendation does not preclude property owners from seeking future changes through the Comprehensive Plan amendment process, which remains the appropriate mechanism for considering site-specific development proposals.

To reflect existing conditions and promote logical service boundaries, staff further recommends adjusting the Urban Services Area boundary east of Meridian Road only, limited to areas where existing development patterns and previously subdivided parcels already demonstrate urban-scale characteristics.

Collectively, these actions provide a deliberate and balanced approach that aligns with community input and advances shared priorities: protecting Lake Jackson, preserving the environmental integrity of the basin, and maintaining the scenic and functional character of the Meridian Road corridor.

Miccosukee Area

The **Miccosukee Community Center** open house, held on **September 29, 2025**, had six residents participating and one submitting a written comment.

Summary of Miccosukee Area Input:

Input received from both the Miccosukee open house and other community engagement efforts, pertaining to the Miccosukee area, primarily focused on the following topics:

- Preserving lands in our Rural FLUC.
- Discussions about family heir subdivisions.
- The need for increasing economic development opportunities throughout the community.
- One citizen (who attended all the community engagement events) expressed concern for USA boundary expansion near Lake Jackson.

Analysis of Miccosukee Area Topics

The Miccosukee area is characterized by predominantly rural land uses with low-density residential and agricultural activities. The existing FLUC continues to provide an appropriate policy framework for this area by preserving environmentally sensitive lands and maintaining the community's rural character.

Feedback from residents regarding family heir subdivisions reflects the importance of maintaining flexibility for multigenerational land ownership while ensuring consistency with rural development

standards. These interests are already accommodated within existing subdivision and rural zoning provisions, which allow for limited divisions of land among family members without altering the broader Rural FLUC intent.

Similarly, the community's interest in expanded economic development opportunities are supported through compatible rural commercial and agricultural activities permitted under the current FLUC and zoning standards, without necessitating any boundary changes or increases in development intensity.

Concerns expressed about potential USA expansion near Lake Jackson are addressed in the Lake Jackson recommendations outlined earlier in this agenda.

Miccosukee Area Policy Recommendations for Board Consideration:

Staff recommends maintaining the existing policies and development standards for the Miccosukee Area, as they continue to align with the community's input. The current framework upholds the area's rural character while allowing for compatible, small-scale residential and economic activities.

This recommendation reflects and responds to the feedback received, which emphasized preserving rural character, supporting family heir subdivisions, and encouraging locally appropriate economic opportunities. Staff's review found that these priorities are already well-integrated into existing land use policies, ensuring continued protection of the Miccosukee community's distinctive rural identity and development patterns.

Chaires Area

The **Chaires Community Center** open house, held on **September 30, 2025**, had twelve residents in attendance, with three submitting written comments.

Summary of Chaires Area Input:

Input received from both the Chaires open house and other community engagement efforts, pertaining to the Chaires area, primarily focused on the following topics:

- The proposed change from the Urban Fringe FLUC to Rural Residential.
- The USA expansion near Lake Jackson and south of Old St. Augustine Road.
- A concern raised by a landowner with property adjacent to the City's Welaunee Toe-East Planned Unit Development (PUD), known as the Bexar property. The property had previously been amended on the Future Land Use Map (FLUM) from Urban Residential 2 to Suburban. The landowner expressed concern that the newly proposed FLUC of Sub-Urban Neighborhood would be more restrictive than the current Suburban designation and requested consideration for a designation to preserve his current zoning **entitlements.**

Analysis of Chaires Area Topics:

Rural Residential Land Use: The proposed LME renames the current Urban Fringe FLUC to the Rural Residential FLUC. This update ensures compliance with state requirements, which call for each land use category to include both a density standard (how many homes are allowed per acre) and an intensity standard (how much non-residential activity is allowed).

No change is proposed to the existing residential density limit—it remains the same as in the current plan. To meet the statutory requirement for an intensity standard, the proposed LME carries forward the same rule already in place under the existing zoning code for non-residential uses. This approach maintains consistency between the Comprehensive Plan and zoning regulations without changing what is currently permitted.

Urban Services Area (USA): During the development of the proposed LME, two Growth Scenarios to evaluate potential adjustments to the USA boundary south of Old St. Augustine Road and east of Southwood Plantation Road were developed. The intent of these adjustments was to align the boundary with existing parcel lines—rather than splitting parcels or subdivisions—and to accommodate logical, managed growth in areas where urban infrastructure can be efficiently extended.

Staff's analysis determined that the proposed USA adjustment, encompassing approximately 1,375 acres, lies adjacent to existing development that is already served or can reasonably be served by central water and sewer along the Southwood Plantation Road corridor. This area also connects to Southwood's transportation and trail networks, supporting integrated mobility and utility planning.

The proposed expansion is consistent with both the Growth Scenarios prepared by the LME consultant team and prior recommendations from the Residential Land Availability and Affordability Committee (2003), which identified a need for additional residential land to help stabilize housing supply and prices in Leon County. The proposed adjustment represents a scaled-down version of those earlier recommendations—targeting only the most suitable lands and excluding environmentally sensitive areas. No opposition was received from the public regarding the proposed USA expansion during community engagement.

Bexar Property: The Bexar property consists of approximately 39 acres of vacant land located east of Centerville Road and south of I-10, adjacent to the Welaunee Toe-East PUD. The property was the subject of a 2019 Comprehensive Plan amendment, which changed its FLUC from *Urban Residential-2* to *Suburban* to reflect its proximity to planned urban infrastructure. Although the land use designation was updated, the property retained its R-3 (Single-Family Detached and Attached Two-Family Residential) zoning because a rezoning was not pursued at that time. The owner indicated that a rezoning application would be submitted in the future once access via Welaunee Boulevard and public utilities became available.

Under the proposed LME, the property was designated as Sub-Urban Neighborhood when transmitted to the State for review in May 2025. This designation would reduce the potential development intensity compared to the existing *Suburban* FLUC, effectively limiting the flexibility

previously approved through the 2019 amendment. To address this concern, staff reviewed the property's planning history and determined that designating the site as Sub-Urban Mixed-Use Commercial would best preserve the development potential already recognized by the Board in 2019 while maintaining consistency with Florida Statute SB 180 (effective July 1, 2025), which prohibits publicly initiated plan amendments that impose more restrictive standards.

This designation would not alter the property's existing zoning, and any future request for higher-intensity development would still require a rezoning process, supported by evidence of available infrastructure and changed site conditions. The proposed change also ensures that adjacent and nearby properties would continue to receive notification and opportunity for input through the public hearing process.

Lake Jackson Area: The concern regarding the USA boundary expansion near Lake Jackson is addressed in the *Leon County Lake Jackson Area Community Input* section above.

Chaires Area Policy Recommendations for Board Consideration:

Input received from the Chaires Area focused on the proposed change from the *Urban Fringe* Future Land Use Category (FLUC) to *Rural Residential*; potential adjustments to the Urban Services Area (USA) boundary near Lake Jackson and south of Old St. Augustine Road; and a request from the owner of the Bexar property to maintain development potential consistent with the prior Comprehensive Plan amendment approved in 2019. Based on this input and staff's subsequent analysis, the following policy recommendations are provided for Board consideration:

- Maintain the proposed USA boundary in the Chaires Area as previously transmitted to the State Land Planning Agency and review agencies.
- Change the land use designation of the Bexar property from Sub-Urban Neighborhood to Sub-Urban Mixed-Use Commercial to reflect the comprehensive plan map amendment approved in 2019.

Fort Braden Area Community Input

The Fort Braden Community Center open house, held on Wednesday, October 1, 2025 had 10 residents sign in, with eight (8) submitting written comments.

Summary of Fort Braden Area Input:

Input received from both the Fort Braden open house and other community engagement efforts related to the Fort Braden area, primarily focused on the following topics:

- The proposed expansion of the Rural Community FLUC in Fort Braden.
- The increased base density of the Rural Community FLUC of 4 dwelling units per acre.

Analysis of Fort Braden Area Topics:

Rural Community Boundary: The proposed LME transmitted to the State Land Planning Agency and review agencies in May 2025, included expanding the existing Fort Braden Rural Community designation by approximately 1,000 acres to include nearby parcels, several of which are currently partially designated as Rural Community. The current Rural Community boundary for Fort Braden splits multiple parcels, causing those parcels to have two FLUC designations. The proposed Rural Community aligns with parcel boundaries to avoid the parcels having multiple FLUC designations.

The proposed expansion would provide increased opportunities for additional retail, such as a grocery store, or residential uses to be developed in close proximity to the Leon County Community Center, which serves as a focal point on the corridor.

Rural Community Density: The proposed LME transmitted to the State Land Planning Agency and review agencies in May 2025, included an increase in base density of Rural Community FLUC from 2 units per acre to 4 dwelling units per acre. The purpose of the increase was to further facilitate the creation of rural community hubs with increased access to services for the surrounding rural areas.

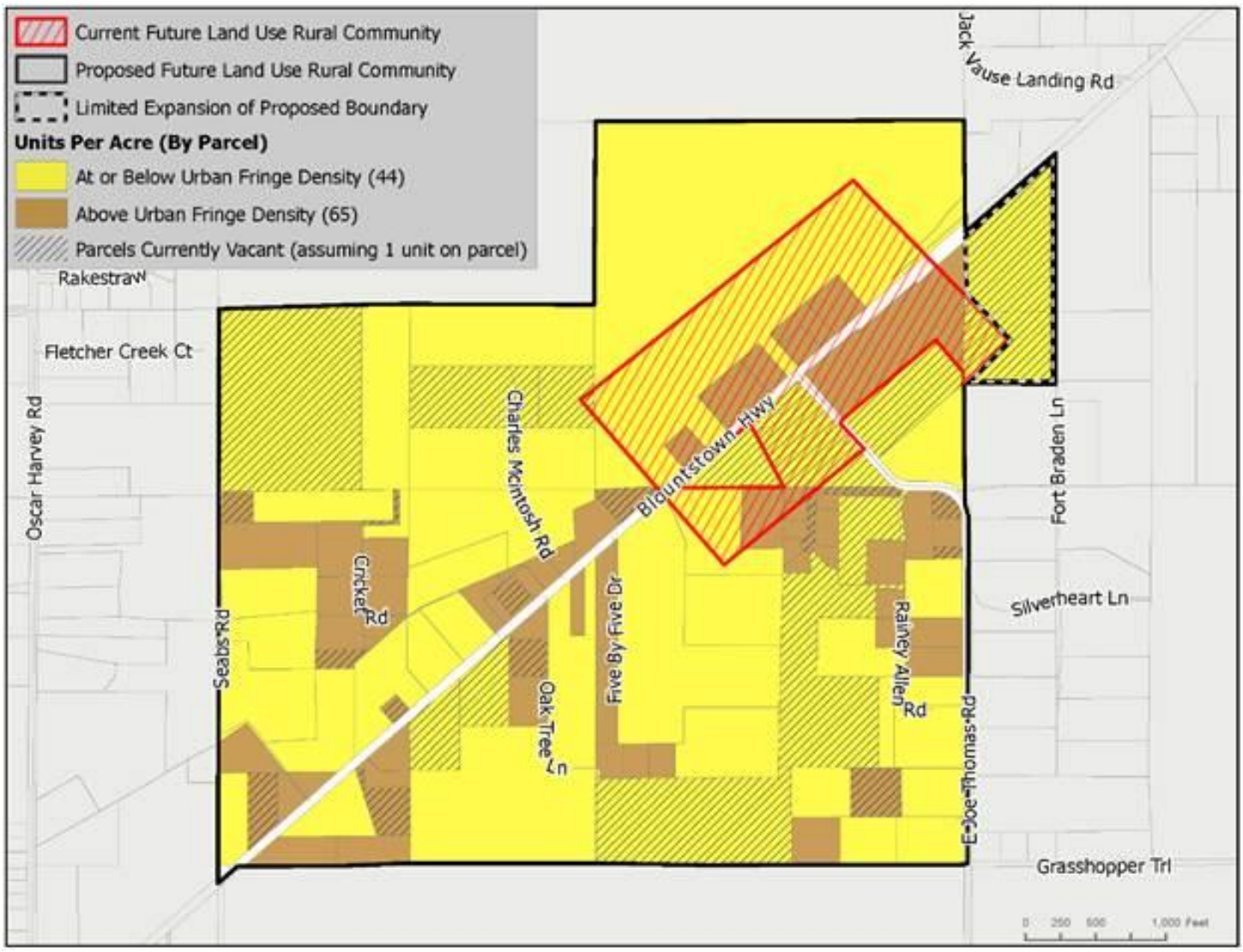
Rural Community Boundary: The proposed LME includes adjustments to the Fort Braden Rural Community designation to align with existing development patterns and correct split-parcel conditions. The updated boundary expands the Rural Community area by approximately 1,000 acres to include nearby parcels, several of which are currently only partially designated as Rural Community. This adjustment eliminates split Future Land Use Category (FLUC) designations within single parcels and ensures the boundary more accurately reflects existing lot configurations.

The proposed expansion is intended to strengthen the Fort Braden community center area by supporting a mix of residential and neighborhood-scale uses near existing public facilities such as the Leon County Community Center and nearby schools. These uses may include small-scale services—such as a grocery store or other neighborhood-serving businesses—that improve accessibility for residents of the surrounding rural area, while maintaining the area's overall rural character and development pattern.

Staff reviewed existing development densities within and surrounding the proposed expansion area. Many of the parcels proposed for inclusion currently have densities greater than those permitted under the *Urban Fringe* FLUC (proposed to be renamed *Rural Residential*), which allows one dwelling unit per three acres. Including these parcels within the Rural Community FLUC more accurately reflects existing conditions and avoids inconsistencies between existing development and future land use designations.

Additionally, the analysis (as depicted in Figure #2 below) identified two parcels currently designated partially as Rural Community that were not included in the expansion. Removing the Rural Community designation from these parcels could create conflicts with Florida Senate Bill 180 (2025), which prohibits publicly initiated Comprehensive Plan amendments that impose more restrictive standards. Therefore, staff recommends that these parcels remain within the Rural Community boundary.

Figure #2. Existing and Proposed Rural Community Designation with Densities



Rural Community Density: Staff reviewed the proposed base density of four dwelling units per acre established in draft LME Policy 2.8.6 and identified a conflict with Policy 1.2.1 [SS] of the Comprehensive Plan's Sanitary Sewer Sub-Element. Policy 1.2.1 [SS] requires that areas served by septic systems maintain a minimum lot size of one-half acre—or a maximum density of two dwelling units per acre—to ensure consistency with environmental and health standards.

Because the Fort Braden area is not served by central sewer, this density limitation applies. Accordingly, the maximum allowable density within the Fort Braden Rural Community FLUC should remain at two dwelling units per acre. This clarification aligns the proposed LME with existing utility policies and ensures development remains consistent with available infrastructure and environmental protection standards.

This limitation does not apply to the Woodville Rural Community, where urban services are available. In Woodville, the Rural Community FLUC continues to allow higher densities of up to eight dwelling units per acre where central sewer service is provided.

Fort Braden Area Policy Recommendations for Board Consideration:

Based on community input and further staff analysis, staff recommends the following policy approaches:

- Maintain the proposed Rural Community boundary in the Fort Braden Area as previously transmitted to the State Land Planning Agency and review agencies, with the minor expansion to include two parcels currently partially designated as Rural Community.
- Reduce the maximum allowed density in Rural Community from 4 units per acre to 2 units per acre for properties that do not have sewer available. Maintain the max allowed density of 8 units per acre for parcels where central sewer is available, which is primarily relevant to Woodville.

Bradfordville Area Community Input

The Bradfordville Community Center open house, held on Wednesday, October 8, 2025, had 34 residents sign in and staff received 30 exit surveys/written responses at this open house.

Summary of Bradfordville Area Input:

Input received from both the Bradfordville open house and other community engagement efforts related to the Bradfordville area primarily focused on the following topics:

- A concern for the Lake Jackson Aquatic Preserve.
- Opposition and concern for extending the Urban Services Area (USA) near Lake Jackson, Meridian Road, Bannerman Road, and Orchard Pond Parkway.
- Concerns over preservation of canopy roads (especially Meridian Road) and traffic volumes on Meridian Road.
- Concern about suburban sprawl and keeping rural areas in the Rural FLUC.
- Environmental concerns such as the importance of habitat preservation, water quality, and opposition to tree clearing.
- Concern over increased density allowed should areas designated Rural be changed to Lake Protection.
- A request from landowners with property north of the intersection of Meridian Road and Bannerman Road, east of Meridian Road, to be included within the Urban Services Area boundary. The landowners are members of a family that owns several adjacent parcels and wish to have their properties considered as part of the USA

Analysis of Bradfordville Area Topics:

Community input from the Bradfordville Area reflected the same key issues identified in the Lake Jackson Area, including protection of the Lake Jackson Aquatic Preserve, potential adjustments to the Urban Services Area (USA), preservation of canopy roads, and maintenance of rural character. These matters were evaluated as part of the Lake Jackson Area analysis and are fully addressed through the environmental and transportation evaluations and corresponding recommendations presented in that section of this report.

The request from a family owning multiple parcels north of the intersection of Meridian Road and Bannerman Road, east of Meridian Road, to be included within the USA boundary was also reviewed as part of that analysis. These parcels are small, mostly developed lots that currently exceed the density limits of the *Urban Fringe* Future Land Use Category (FLUC) and were determined to be appropriate for inclusion within the proposed USA boundary adjustment discussed in the Lake Jackson section.

Bradfordville Area Policy Recommendations for Board Consideration:

While information was shared with attendees, no additional policy recommendations resulted from the Bradfordville Area input. The policy recommendations addressing the Lake Jackson area are addressed in the *Lake Jackson Area Community Input* section above.

Woodville Area

The Woodville Community Center open houses were held on Wednesday October 15, 2025, and Tuesday, October 21, 2025. As noted above, these were in coordination with the ongoing Woodville Sense of Place Plan engagement to ensure consistency between that planning effort and the Comprehensive Plan's Land Use and Mobility Element. 43 residents signed into the Woodville Open Houses.

Summary of Woodville Area Input:

Prior to the Woodville Open Houses, a community survey was available to the public starting in mid-June. The survey gained input from Woodville residents on topics ranging from infrastructure improvement to beautification efforts. These topics and potential placemaking-related recommendations will come back to the Board with the Woodville Sense of Place Plan. Land use-related input received from the Woodville open houses, the community survey, and other community engagement efforts focused on the desire for additional restaurants, retail, shopping, and commercial opportunities that are currently designated as allowed uses by the adopted Woodville Rural Community FLUC and will continue to be allowed in the proposed Rural Community FLUC. Input related to transportation safety improvements and additional multi-use trail facilities was also received and will continue to be supported by the proposed Land Use and Mobility Element policies.

Analysis of Woodville Area Topics:

Community input from the Woodville Area related to the Land Use and Mobility Element Update included questions regarding the proposed Future Land Use Categories in Woodville, and questions related to proposed allowable uses and densities. No suggested changes related to the LME were provided by community members. Other input received, not related to the Land Use and Mobility Element Update, will be further analyzed and vetted with additional public engagement and included in the Woodville Sense of Place Plan.

Woodville Area Policy Recommendations for Board Consideration:

While information was shared with attendees, no additional policy recommendations resulted from the Woodville Area input. While no specific policy recommendations are included related to the Land Use and Mobility Element Update, the input received from the Woodville Area will result in recommendations for Board consideration as part of the Woodville Sense of Place Plan. The Woodville Sense of Place Plan will come before the Board in Early Spring 2026.

State Agencies Feedback

In addition to community engagement, the proposed Land Use and Mobility Element (LME) was reviewed by state and regional agencies pursuant to Section 163.3184, Florida Statutes. Formal comments were received from the following review partners:

- *Florida Department of Environmental Protection (FDEP):* Provided comments focused on the Lake Jackson Basin and the proposed Urban Services Area expansion. FDEP expressed concern regarding potential increases in nutrient loading and stormwater impacts and recommended maintaining the existing Rural Future Land Use designation west of Meridian Road.
- *Florida Department of Commerce (DOC):* Requested that the LME be supported by updated data and analysis on public facilities — including potable water, sewer, solid waste, stormwater, and recreation facilities — to ensure consistency with statewide planning standards. Staff prepared a supplemental report addressing these items for inclusion in the final adoption package.
- *Florida Department of Agriculture and Consumer Services (FDACS):* Commented that state-managed conservation lands within the Natural Areas FLUC should continue to follow approved management plans, including the use of prescribed fire. Policy 2.8.3 has been revised accordingly.

Staff has incorporated revisions addressing all substantive agency comments, as reflected in the recommended policy updates contained below.

Policy Recommendations for Board Consideration:

Based on community input, state agency feedback, and further staff analysis, the following updates to the proposed Land Use and Mobility Element (LME) are recommended:

1. **Adjust the Urban Services Area (USA)** east of Meridian Road where development patterns already reflect urban or previously subdivided parcels.
2. **Do not expand the USA** or change land use designations west of Meridian Road to protect the Lake Jackson Basin and maintain established rural and environmental protections.
3. **Maintain the USA boundary in the Chaires Area** as previously transmitted to the State Land Planning Agency and review agencies.
4. **Change the Bexar property designation** from *Sub-Urban Neighborhood* to *Sub-Urban Mixed-Use Commercial* to reflect the 2019 Comprehensive Plan amendment.
5. **Maintain the Fort Braden Rural Community boundary** as transmitted, with a minor expansion to include two parcels currently partially designated as Rural Community.
6. **Clarify Rural Community density standards** by limiting properties without sewer to a maximum of two dwelling units per acre and maintaining up to eight units per acre where central sewer service is available, primarily within the Woodville area.
7. **Clarify that public schools are directed to the USA**, while remaining allowable in all Future Land Use Categories (FLUCs) except Natural Areas.
8. **Confirm that existing Planned Developments**—Southwood, Colin English, and Welaunee—continue to be governed by their adopted master plans.
9. **Clarify the Lake Protection FLUC** to emphasize sewer connections and redevelopment of existing developed nodes, with central sewer required in Conservation Subdivisions and Lake Protection Nodes along U.S. Highway 27 to achieve maximum density.
10. **Confirm that Mahan Gateway Nodes** correspond to the Sub-Urban Mixed-Use Commercial FLUC and remain implemented through existing Mahan Corridor Node and Ring zoning districts.
11. **Standardize terminology** to ensure consistent use of "Community Facilities" and "Community Services" throughout the LME, aligned with the Comprehensive Plan glossary and implementing zoning districts.
12. **Remove the Urban and Sub-Urban Residential Preservation FLUCs** and replace them with updated language addressing non-conforming uses, as directed by the City Commission on August 20, 2025.
13. **Revise the Natural Areas FLUC** to recognize the State's authority to manage publicly owned lands consistent with approved management plans, including the use of prescribed fire.

Next Steps for LME Update

The Board approved the transmittal of the proposed LME to the State Land Planning Agency and review agencies on May 13, 2025. The review agencies provided comments on June 24, 2025, in response to the Board-approved transmittal. State statute dictates that local governments have 180 days to adopt amendments following the receipt of review comments, or may request an extension. As such, the current adoption deadline is December 15, 2025. Option #1 would direct staff to revise the proposed LME with the policy recommendations enumerated as 1 through 13 as described in this item, and Option #2 would schedule the adoption hearing for December 9, 2025, which would be within the 180 deadline.

Policy 1.8.1 of the Intergovernmental Coordination Element requires both the County and City to adopt amendments to the text of the Comprehensive Plan. As such, the proposed LME would not become effective unless or until both the Board and the City Commission adopt the Element.

Upon adoption by both the Board and City Commission, the adopted amendment will be submitted to the State Land Planning Agency. The proposed LME would then become effective 31 days after the State Land Planning Agency notifies the County and City that the plan adopted amendment package, which includes the proposed LME and any relevant data analysis, is complete.

Conclusion:

This item provides a status update on the Tallahassee–Leon County Comprehensive Plan Land Use and Mobility Element (LME) update, summarizing the results of the additional community engagement directed by the Board on July 8, 2025, and the follow-up analyses conducted in response to public input and agency review comments.

Based on that input and analysis, staff has identified thirteen recommended policy adjustments to the proposed LME. These include refining the Urban Services Area (USA) boundary near Lake Jackson and Meridian Road, maintaining the transmitted boundaries for the Chaires and Fort Braden areas with targeted updates, revising the Bexar property designation for consistency with prior Board action, clarifying the Rural Community density standards, and incorporating minor text and agency-related revisions for clarity and consistency.

To move the LME update toward completion within the statutory adoption period, the following actions are recommended:

- Option #1: Accept this status report and direct staff to update the proposed Land Use and Mobility Element with the thirteen policy recommendations detailed in this item.
- Option #2: Schedule the adoption hearing to consider adoption of the proposed Land Use and Mobility Element for December 9, 2025, at 6:00 p.m.

Together, these actions will complete the County's portion of the adoption process and advance the coordinated update of the Tallahassee–Leon County Comprehensive Plan.

Options:

1. Accept the status report and direct staff to update the proposed Land Use and Mobility Element with the thirteen policy recommendations detailed in this report.

2. Schedule the adoption hearing to consider adopting the proposed Comprehensive Plan Land Use and Mobility Element for December 9, 2025, at 6:00 p.m.

3. Board direction.

Recommendation:

Options #1 and #2

Attachments:

1. Public Engagement Summary Report
2. Draft LME Update from September 2025
3. State Agency Comments *

*Attachment #3 - State Agency Comments are identical to those provided in the Attachment #13 for the County Agenda 12/09/2025 and are not repeated here. All attachments are also available on-line on the Leon County Agenda Website: https://www2.leoncountyfl.gov/coadmin/agenda/view.asp?item_no=%2718%27&meeting_date=11/18/2025&meeting_id=1499



TALLAHASSEE LEON COUNTY

VISION 2050

A FOCUSED FUTURE

COMPREHENSIVE PLAN

COMMUNITY ENGAGEMENT SUMMARY REPORT

Fall 2025

PLANNING DEPARTMENT
a division of PLACE

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OVERVIEW, HISTORY, AND CONTEXT

COMMUNITY ENGAGEMENT SUMMARY REPORT

Fall 2025

TALLAHASSEE LEON COUNTY VISION 2050 A FOCUSED FUTURE

This report serves as a summary for community engagement efforts, which were directed by the Leon County Board of County Commissioners in summer and fall of 2025. The community engagement efforts summarized in this report were conducted in late September and early October 2025. The efforts consisted of meeting with neighborhoods and community groups, and open house community meetings.

On August 18, 2025, Planning staff attended a community meeting hosted by the Mayor's office held in response to concerns raised by the community to the proposed Urban and Sub-Urban Future Land Use Categories (FLUCs). This meeting was attended by nearly 30 individuals representing the following City neighborhoods: the Alliance of Tallahassee Neighborhoods, Woodland Drives, Greater Bond, Griffin Heights, Frenchtown, Wellswood-Suburban Hills, Jake Gaither, Oak Ridge Place, Richview Park, Ox Bottom Crest, Oak Grove Plantation Rd, Old Town, Southwood, Copper Creek, Summerbrooke, Breakwood Drive, Ventanas, Hillcrest Village, Grey's Run, Lafayette Park, Betton Hills, Myers Park, and Sherwood Park. After the Mayor presented the proposal to keep the existing Residential Preservation Future Land Use Category, with discussed revisions, the neighborhood representatives voiced strong support for this action and indicated they would come in support for the Land Use and Mobility Update.



OVERVIEW, HISTORY, AND CONTEXT

COMMUNITY ENGAGEMENT SUMMARY REPORT

Fall 2025

TALLAHASSEE LEON COUNTY VISION 2050 A FOCUSED FUTURE



At the August 20, 2025 City Commission Meeting, the City voted to direct staff to hold a Transmittal Hearing on September 17, 2025 with the Urban and Sub-Urban Residential Preservation FLUCs replaced with the existing Residential Preservation FLUC, with language addressing non-conforming uses. At the September 17, 2025 City Commission Meeting, the City Commission voted to transmit the Land Use and Mobility Element of the Comprehensive Plan to State reviewing agencies. This change to keep the existing Residential Preservation FLUC was incorporated into the materials presented at the Board-directed community engagement.

The emphasis of these community meetings was to inform and educate on the ongoing efforts and provide details about the proposed plan amendments. A secondary emphasis was to engage with neighborhood residents about the Comprehensive Plan update specifically, answering any questions and collecting feedback on the draft Plan as it moves towards adoption.

MEETING OUTREACH

COMMUNITY ENGAGEMENT SUMMARY REPORT

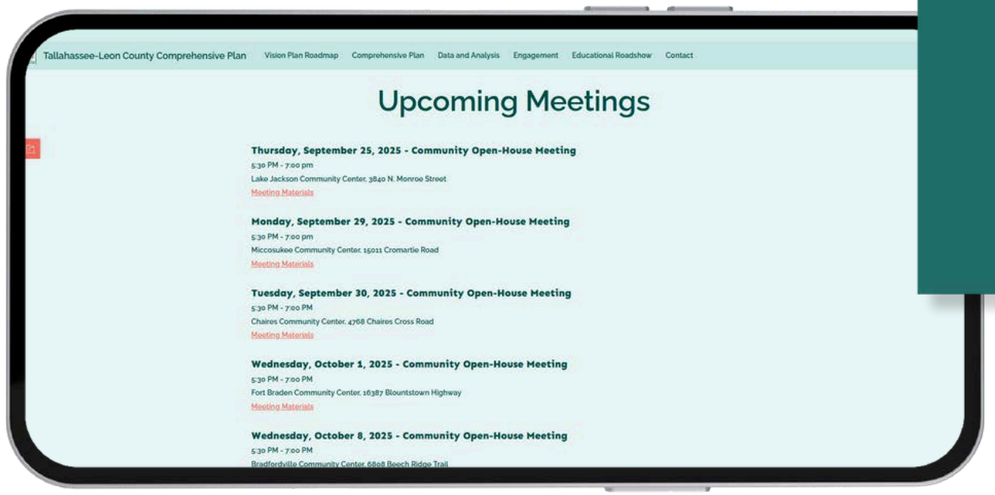
Fall 2025

TALLAHASSEE LEON COUNTY VISION 2050 A FOCUSED FUTURE

For these five meetings conducted at the direction of the Board of County Commissioners, the targeted population was the unincorporated areas of the County. Planning Department staff coordinated with the Leon County Community and Media Relations Office (CMR) to share information on their social media accounts, put up fliers, and undertake other promotional efforts to inform the community of these meetings in the weeks leading up to them.

Planning staff also visited the five locations where the meetings were scheduled to occur to let citizens know about the upcoming meetings at each of the community centers. Local activity groups regularly meet at the Community Centers for monthly luncheons. These events were a great opportunity to let people know about the upcoming meetings.

Local news also covered the engagement efforts with articles and reporting in print, online, and on television broadcasts. Please see examples on the following pages of media coverage leading up to and during the engagement efforts.





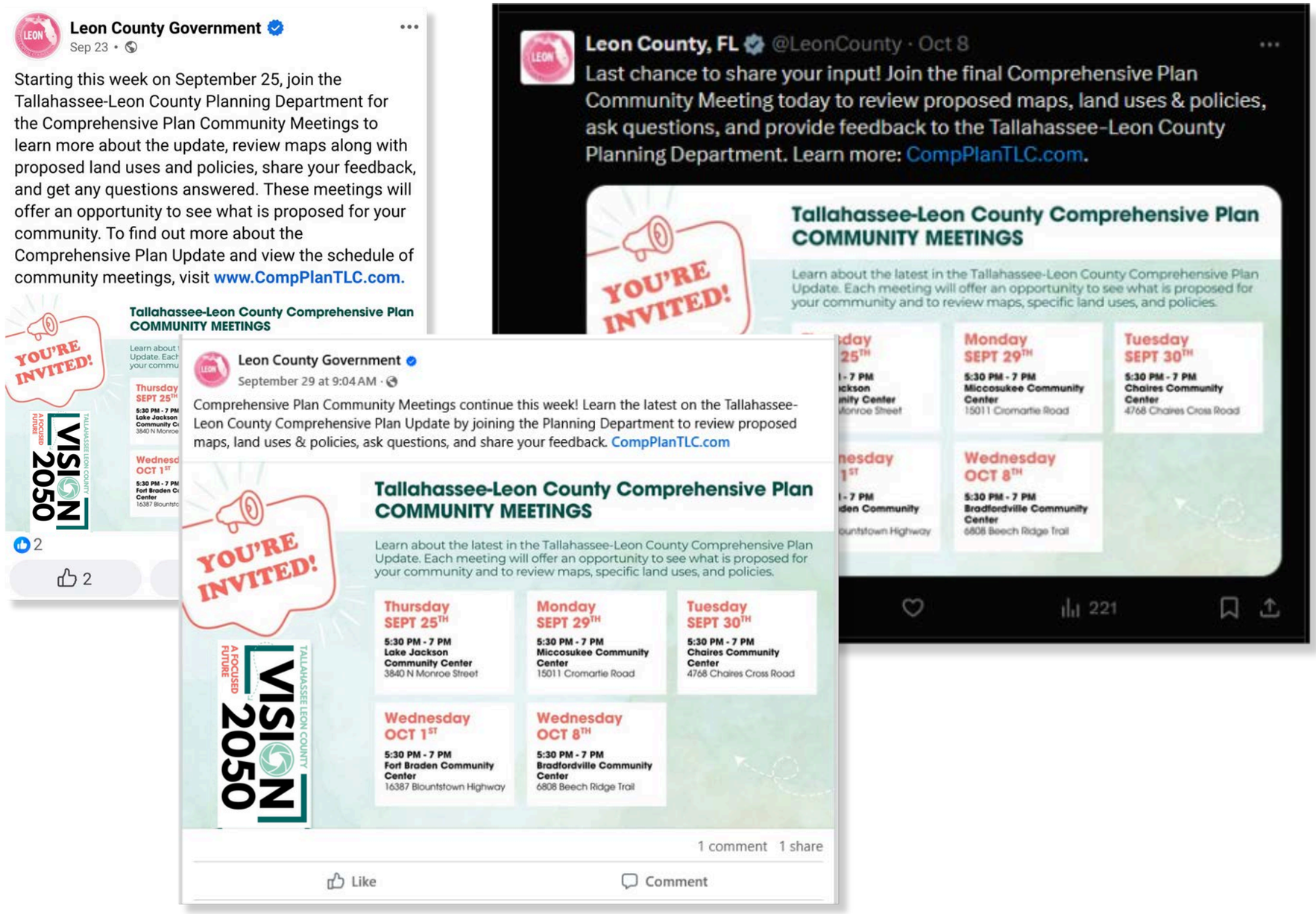
MEETING OUTREACH

COMMUNITY ENGAGEMENT SUMMARY REPORT

Fall 2025

TALLAHASSEE LEON COUNTY VISION 2050 A FOCUSED FUTURE

Leon County Community and Media Relations Social Media Posts



MEETING OUTREACH

COMMUNITY ENGAGEMENT SUMMARY REPORT

Fall 2025

Local News Media Coverage Examples

Tallahassee-Leon County Planning Department hosts information session on comprehensive plan

The meeting starts at 5:30 p.m. Wednesday at the Bradfordville Community Center



This is the final open house in a series of public meetings on the Tallahassee-Leon Coun

By Brianna Shaw
Published: Oct. 8, 2025 at 2:36 PM EDT

TALLAHASSEE, Fla. (WCTV) - The Tallahassee-Leon County Planning Departme
out a long-term strategy for managing growth in the capital city and through

This is the final open house in a series of public meetings on the Tallahassee-L

The plan outlines goals in key areas like affordable housing, economic develo
sustainability. Planning officials say it will help shape decisions for the next 25

"The things we are trying to accomplish with this comp plan update is ensurin
a responsible manner that promotes infill development," said Mike Alfano, dir
Department.

Tallahassee-Leon County Planning Department to host meetings on revised Comprehensive Plan starting Thursday

The meetings primarily focus on revisions made to its "Land Use and Mobility" for unincorporated areas of Leon County



IN YOUR NEIGHBORHOOD ON THE ROAD

More News In Your Neighborhood

By: Brieanna Smith

Posted 10:39 AM, Sep 24, 2025

TALLAHASSEE LEON COUNTY
VISION 2050
A FOCUSED FUTURE

ABOUT THE MEETINGS

COMMUNITY ENGAGEMENT SUMMARY REPORT

Fall 2025

Five meetings were scheduled from September 25th to October 8th where Planning Department staff conducted open house style community meetings. The meetings were conducted at the following dates, times, and locations. All meetings were open to the public from 5:30 PM to 7:00 PM.

Lake Jackson Community Center
- 3840 N Monroe Street
- Thursday, September 25th

Miccosukee Community Center
- 15011 Cromartie Road
- Monday, September 29th

Chaires Community Center
- 4768 Chaires Cross Road
- Tuesday, September 30th

Fort Braden Community Center
- 16387 Blountstown Highway
- Wednesday, October 1st

Bradfordville Community Center
- 6808 Beech Ridge Trail
- Wednesday, October 8th





TALLAHASSEE LEON COUNTY
VISION 2050
A FOCUSED FUTURE

ABOUT THE MEETINGS

COMMUNITY ENGAGEMENT SUMMARY REPORT

Fall 2025

TALLAHASSEE LEON COUNTY VISION 2050 A FOCUSED FUTURE





The community engagement events on the Comprehensive Plan included an introduction station which allowed participants to sign-in. Posters displayed proposed Goals, Objectives, and Policies along with a series of related maps. A rolling visual presentation (PowerPoint) also provided a summarized version of the material. Staff were available to assist with explaining the planning process, what a comprehensive plan is, substantive changes being proposed in the updated Plan, and how it may impact conservation and development in the County over the next 25 years.

The informational boards and maps were clustered into stations relating to each of the six Goals of the Plan:

1. ***A Healthy Environment***
2. ***Distinct Urban and Rural Areas***
3. ***Healthy Neighborhoods and Vibrant Places***
4. ***Greater Housing Diversity***
5. ***A Robust Economy***
6. ***A Balanced Transportation Network***

Citizens were encouraged to sign-in, view the boards and maps, ask questions of staff, view the rolling visual presentation, leave written feedback on comment cards, and complete an exit questionnaire. Planning staff members were present to explain the material, answer questions, and receive feedback. This feedback has been collected for analysis and follow-up with citizens. After the meeting, staff followed up with attendees who requested additional information or explanations based on the material at the meetings.

ABOUT THE MEETINGS - MATERIALS

COMMUNITY ENGAGEMENT SUMMARY REPORT

Fall 2025

TALLAHASSEE LEON COUNTY VISION 2050 A FOCUSED FUTURE

The primary materials for the meetings consisted of 15 poster boards and maps that displayed the Goals, Objectives, and Policies of the Comprehensive Plan update as well as corresponding maps.

The following 15 pages consist of the boards and maps displayed at the community meetings.

List of Boards and Maps at the Community Engagement Meetings

- **Goal 1: A Healthy Environment** *(Goals, Objectives, and Policies (GOPs))*
- **Leon County Digital Elevation Model** *(topographic map)*
- **Conservation Features & Greenways** *(map)*

- **Goal 2: Distinct Urban and Rural Places** *(GOPs)*
- **DRAFT Urban Services Area Map**
- **Goal 2: Future Land Use Category Descriptions**
- **DRAFT Future Land Use Map**
- **CURRENT Future Land Use Map**

- **Goal 3: Healthy Neighborhoods and Vibrant Places** *(GOPs)*
- **Existing Land Use Inventory** *(map)*

- **Goal 4: Greater Housing Diversity &**
- **Goal 5: A Robust Economy** *(GOPs)*

- **Goal 6: A Balanced Transportation Network (1 of 2)** *(GOPs)*
- **What are Complete Streets?** *(infographic)*
- **Functional Classification System** *(roadway network map)*
- **Goal 6: A Balanced Transportation Network (2 of 2)** *(GOPs)*

MATERIALS: BOARDS AND MAPS

BOARD 1

GOAL 1 - A HEALTHY ENVIRONMENT

1

Our community will maintain a healthy environment with drinkable water, breathable air, unpolluted lakes, rivers, and soils, renewable energy sources, conservation areas that protect valuable or irreplaceable natural resources, and open spaces available and accessible to all residents and visitors to our community.

To achieve this goal, our community will:

- Identify natural resources that contribute to a healthy environment and human well-being. Prioritize the preservation of natural areas (including conservation areas, environmentally sensitive features, and water resources) when making land use and transportation decisions.
- Provide access and opportunities for passive and active open spaces that promote healthy active lifestyles for all citizens.
- Coordinate between the City and County, with neighboring jurisdictions, and with regional, state, and federal agencies to cooperatively support protection of natural resources that extend beyond jurisdictional boundaries.

OBJECTIVE 1.1

Identification of Natural Resources and Historic Features:
Identify natural, cultural, archaeological, and historic resources that contribute to human well-being and community character.

POLICY 1.1.1
Geographic Data:

Local governments shall maintain a geographic information system enabling mapping and spatial analyses that includes, at a minimum, the following data:

- Wetlands, waterbodies, watercourses
- Floodplains and floodways
- Significant and severe grades
- Drainage basins and related features
- High quality successional and native forests
- Active and other karst features
- Significant trees
- Canopy road corridors
- Local soil types and conditions
- Known operating and abandoned landfill sites
- Known active and former mining sites
- Historic resources of national, state and local significance
- Florida Ecological Greenway Network
- Primary Springs Protection Zone
- Perpetual conservation easements

POLICY 1.1.2
Designated Canopy Roads:

Local governments shall maintain a map and spatial data that identify and depict designated canopy roads.

POLICY 1.1.3
Historic District Boundaries and Historically Significant Properties:

Local governments shall maintain a map and spatial data that identify and depict historic district boundaries and historically significant properties meriting protection. This map shall be included in the Land Use Addendum and updated with current data during the Evaluation and Appraisal Review process or as needed.

POLICY 1.1.4
Soils and Water Features:

Local governments shall maintain a map and spatial data that identify and depict surface water features, the primary springs protection zone and soils. These maps shall be included in the Land Use and Mobility Element Addendum and updated with current data during the Evaluation and Appraisal Review process or as needed.

OBJECTIVE 1.2

Preservation of Natural Areas:
Preserve important natural areas, including conservation areas, environmentally sensitive features, and water resources through a combination of identification, analysis, designation of resources on the Future Land Use Map, policies in the Conservation Element, land development regulations, and acquisition. Prioritize the protection of these areas when making decisions regarding land use,transportation, and infrastructure location and expansion.

POLICY 1.2.1
Acquisition of Conservation and Preservation Lands:

The City and County shall monitor existing and potential funding sources for the acquisition of land to restore, connect, and protect natural habitats and sensitive lands. The Planning Department shall coordinate with the appropriate departments, agencies, or partners to support application and securing of funding for priority acquisition areas.

POLICY 1.2.2
Environmental Analysis:

Planning Department staff shall conduct an environmental analysis when amendments to the Comprehensive Plan are proposed. The analysis shall include natural resources and geographic features, including those listed in Policy 1.1.1, that contribute to human well-being and community character and identify the potential impacts to environmental and human health.

POLICY 1.2.3
Transportation Impact Mitigation:

The planning and design of new or the expansion of existing local transportation facilities shall account for natural, cultural, and historic resources and existing neighborhoods. These projects shall prioritize avoiding and minimizing impacts to those features. Where avoidance and minimization are not feasible or practical, impacts to the features shall be mitigated.

POLICY 1.2.4
Transportation Corridor Environmental Features:

The City and the County shall consider context-based beautification, landscaping, and stormwater facility and land development regulations that provide environmental protection measures for transportation corridors, where feasible by: Increasing the amount of site and adjacent green spaces/open spaces; Utilizing native or adapted vegetation and natural systems, such as bioswales, to control runoff; Maintaining and/or enhancing ground cover, canopy, and understory vegetation where new roads are built; Protecting designated canopy roads by designing public infrastructure improvements to minimize development impacts consistent with the Conservation Element and Canopy Roads Management Plan; Enhancing the character of transportation corridors and gateways to the community through access management strategies, preserved green space for landscaping, and consolidated signage.

POLICY 1.2.5
Connected Open Space:

Open space that is proposed in a development application shall be organized in a manner that prioritizes natural areas with sensitive onsite environmental features and creates continuous and contiguous open space areas to the greatest extent possible to minimize habitat fragmentation. Where feasible, the siting of open space shall occur in a manner that creates cohesive and connected open space across property boundaries to ensure interconnected green spaces.

POLICY 1.2.6
Conservation Element:

Should conflicts arise between implementation of policies in the Land Use and Mobility Element and the Conservation Element on matters of natural resources, the Conservation Element policies shall take precedent.

OBJECTIVE 1.3

Access to Parks and Recreation:
Provide equitable public access to existing and future recreation areas, open spaces, greenways, and parks.

POLICY 1.3.1
Greenways and Trails Master Plan:

The Planning Department shall maintain a Greenways and Trails Master Plan that identifies opportunities to expand or create a network of shared use paths that connect areas of the City and County. The master plan shall guide the implementation of the local greenway system, in coordination with the State of Florida and other conservation funding, managing, and landholding entities. The master plan shall be updated at least every 10 years to reflect completed projects, new additions and opportunities, and other changes to the greenway system.

POLICY 1.3.2
Urban Recreation Spaces:

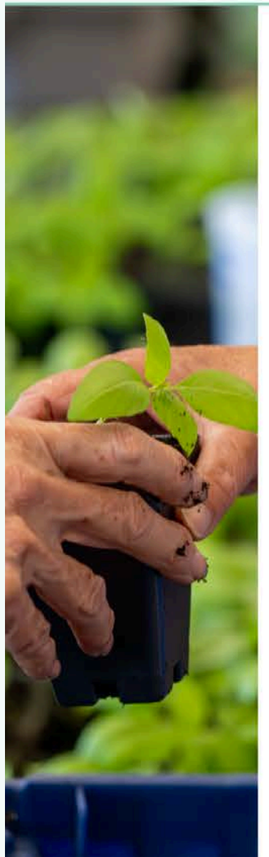
Urban recreation spaces shall be developed and maintained to provide accessible opportunities for skateboarding, art installations and exhibitions, and nature-based experiences. These spaces may include educational elements such as signage or kiosks.

POLICY 1.3.3
Bicycle Parking at Parks and Civic Spaces:

All parks shall have bicycle parking facilities co-located with park amenities. Local government land development regulations shall specify requirements, including amount and location, for bicycle parking.

POLICY 1.3.4
Multimodal Access to Parks and Recreation:

All new and substantial improvements to parks and recreational facilities within the Urban Services Area shall provide public sidewalks in accordance with applicable streetscaping requirements, accessible pedestrian connections, for users of varying abilities, from amenities to all adjacent public street frontages, and pathway, trail and bicycle facility interconnections to all adjacent trails, public facilities, and neighborhoods. Coordination with StarMetro for evaluating new stop facilities or improving existing bus stop facilities shall be required within the City limits.



OBJECTIVE 1.4

Urban Forests:
Using the best available data, manage urban forests through strategies that address preservation of trees, planting of new trees, removal of unhealthy trees or trees in unsuitable locations for that species, maintenance of existing trees, and minimization of infrastructure conflicts.

POLICY 1.4.1
Priority Planting Sites:

The City and County shall identify priority planting sites to guide the planting of trees to improve wildlife habitat by reducing urban forest fragmentation, and provide for the preservation or creation of connected, wooded, and environmental corridors. The general recommendations of the Urban Forest Master Plan shall be used to inform the priority planting sites.

POLICY 1.4.2
Species Suitability:

The City and County shall maintain lists of tree species that are not invasive, nonindigenous species, that minimize hardscape conflicts, minimize overhead utility conflicts, and are wind resistant. These lists will be used to guide and promote the planting of suitable and preferably native species for different site locations and scenarios.

POLICY 1.4.3
Public Tree Inventory:

The City shall support the maintenance and updating of the Public Tree Inventory to gain data to better manage urban forests, including through identifying and securing funding opportunities.

POLICY 1.4.4
Public Development Tree Prioritization:

Public transportation projects shall prioritize the protection of existing high-quality trees during transportation systems planning, development, and maintenance without compromising transportation safety. Protected and preserved trees should be of a suitable species for their location, be in good health, and provide screening, landscape, runoff control, and shade without compromising safety or urban forest quality.

POLICY 1.4.5
Private Development Tree Standards:

Local government land development regulations shall prioritize and incentivize protection of high-quality trees through requirements for tree preservation and removal. Regulations shall include methods of relief from other development standards that commonly conflict with preservation of existing trees to reduce the need for deviations when preserving qualifying trees.

OBJECTIVE 1.5

Green infrastructure:
Implement green infrastructure strategies, where feasible, as a cost-effective, resilient approach to reduce flooding and treat stormwater while delivering environmental, social, and economic benefits.

POLICY 1.5.1
Community Wide Green Infrastructure:

The City and County shall incorporate the use of green infrastructure into their land development regulations as a viable and preferred option for achieving a connected network of natural areas that provide habitat, flood protection, cleaner air, and cleaner water. Strategies include those that: Create green streets and alleys by retrofitting streets and alleys as part of any repair, maintenance, or other disturbance to the road, sidewalk, or transportation right-of-way that would provide a feasible opportunity for street-level stormwater management; Implement green parking standards such as requiring parking facilities to have certain percentages of shaded parking; Ensure a robust urban tree canopy through implementation of the Urban Forest Master Plan and Canopy Road Management Plan, or their successors; Support off-site regional stormwater solutions for new or infill walkable development; Reference national models, including the Green Infrastructure standards of the United States Green Building Council (USGBC); Supporting transit and alternative transportation modes.

POLICY 1.5.2
Site Specific Green Infrastructure:

Local governments shall incentivize the use of green infrastructure stormwater management systems in the land development regulations and/or form-based code by reducing minimum green space requirements or offering other incentives in exchange for the provision of green infrastructure. Green infrastructure mimics nature to soak up and store water and may include strategies such as rain gardens, planter boxes, bioswales, and green roofs.

POLICY 1.5.3
Design Guidelines for Green Infrastructure:

Local governments shall establish guidelines for incorporating the use of green infrastructure techniques in public infrastructure and private development applications. Guidelines should identify the appropriate conditions for applying green infrastructure techniques, minimum and maximum design thresholds, and contemplate variations in design for urban/suburban/rural contexts.

OBJECTIVE 1.6

Community Resilience:
Foster community resilience by strengthening the reliability of our infrastructure and encouraging sustainable building practices, protecting a robust natural environment and local economy, and empowering self-sufficiency across the community.

POLICY 1.6.1
Energy Efficiency:

The City and County shall develop regulations and design standards for compact development and encourage green building techniques to reduce greenhouse gas emissions from energy generation and transportation. These regulations shall be implemented as prescribed in the land development codes to conserve land; to promote livability, walkability, and transportation efficiency, including reduced vehicle distance traveled; to leverage and support transit investments; and to reduce public health risks by encouraging daily physical activity associated with walking and bicycling.

POLICY 1.6.2
Multimodal Connectivity:

Within the Urban Services Area, the City and County shall use zoning and development standards for subdivision and planned unit developments to promote the location of homes, jobs, stores, parks, schools, and other destinations within 20 minutes walking distance of each other so that people can easily walk, bike, use public transit, or drive shorter distances. Development standards shall provide for interconnected pedestrian, bicycle, and transit amenities and account for the potential for future connection and expansion of pedestrian and bicycle networks on adjacent properties.

POLICY 1.6.3
Smart Growth Strategies for Community Resilience:

The City and County shall develop smart growth strategies to help our community adapt to the effects of climate change, natural disasters, and other events that may challenge the resilience of the City of Tallahassee and Leon County. Such strategies may include hardening infrastructure; constructing stormwater conveyance systems with greater capacity; developing complete, walkable streets; supporting agriculture and local food production; reducing indoor and outdoor water use; reducing pollutant emissions; supporting transit; and increasing renewable energy production.

POLICY 1.6.4
Urban Heat Islands:

The local governments shall develop strategies that minimize effects of heat islands with strategies that may include tree and vegetation cover, green roofs and rooftop gardens, roof coatings or materials with high albedo that significantly reflect heat away from a building, and/or alternative pavements that mitigate heat island effects.

POLICY 1.6.5
Resiliency of Transportation Facilities:

Design, construct, and maintain transportation facilities to prevent flooding, minimize pollution, and maintain natural stormwater runoff volume, timing, rate, and direction of flow characteristics consistent with the adopted Stormwater Level of Service Standard.

POLICY 1.6.6
Urban Forests and Climate Resilience:

Ensure the urban forest is managed within the urban core to balance and reduce conflicts, when feasible, between long-term urban forest health and coverage and above-ground utilities.

OBJECTIVE 1.7

Intergovernmental Coordination:
Coordinate with neighboring jurisdictions to effectively address and support the protection of natural resources that extend beyond jurisdictional boundaries.

POLICY 1.7.1
Key Regional Partners:

Coordinate with key partners, such as the Northwest Florida Water Management District (NWFWMD), and Florida Department of Environmental Protection (FDEP) on the protection and management of water resources and other environmentally sensitive features.

POLICY 1.7.2
Colleges and Universities:

Florida State University, Florida A&M University, and Tallahassee State College shall be subject to environmental protections identified within the Comprehensive Plan. This will be accomplished through the statutorily required campus master planning process for Florida State University and Florida Agricultural and Mechanical University.

TALLAHASSEE LEON COUNTY VISION 2050 A FOCUSED FUTURE

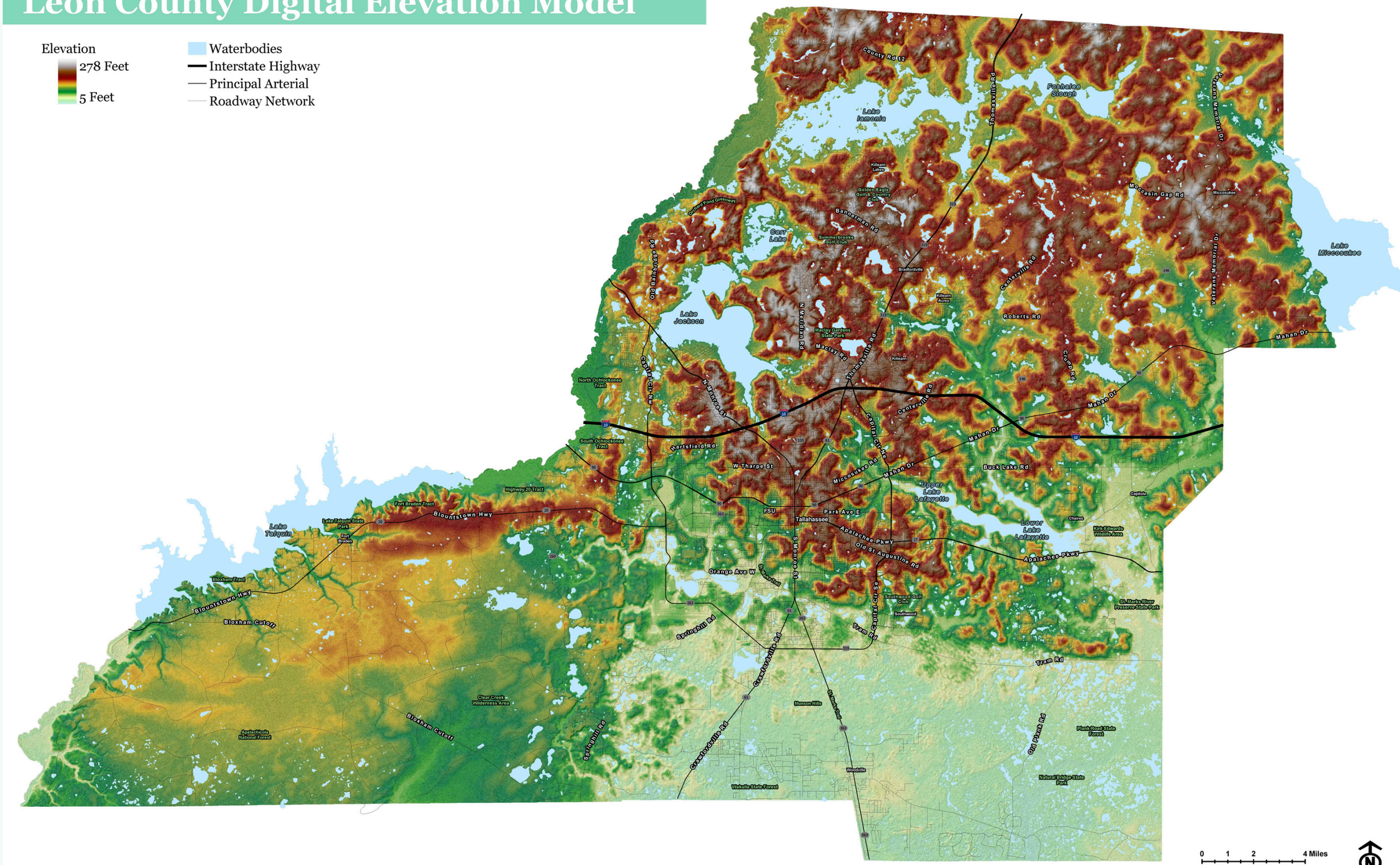
MATERIALS: BOARDS AND MAPS

BOARD 2

Leon County Digital Elevation Model

Elevation
278 Feet
5 Feet

Waterbodies
Interstate Highway
Principal Arterial
Roadway Network



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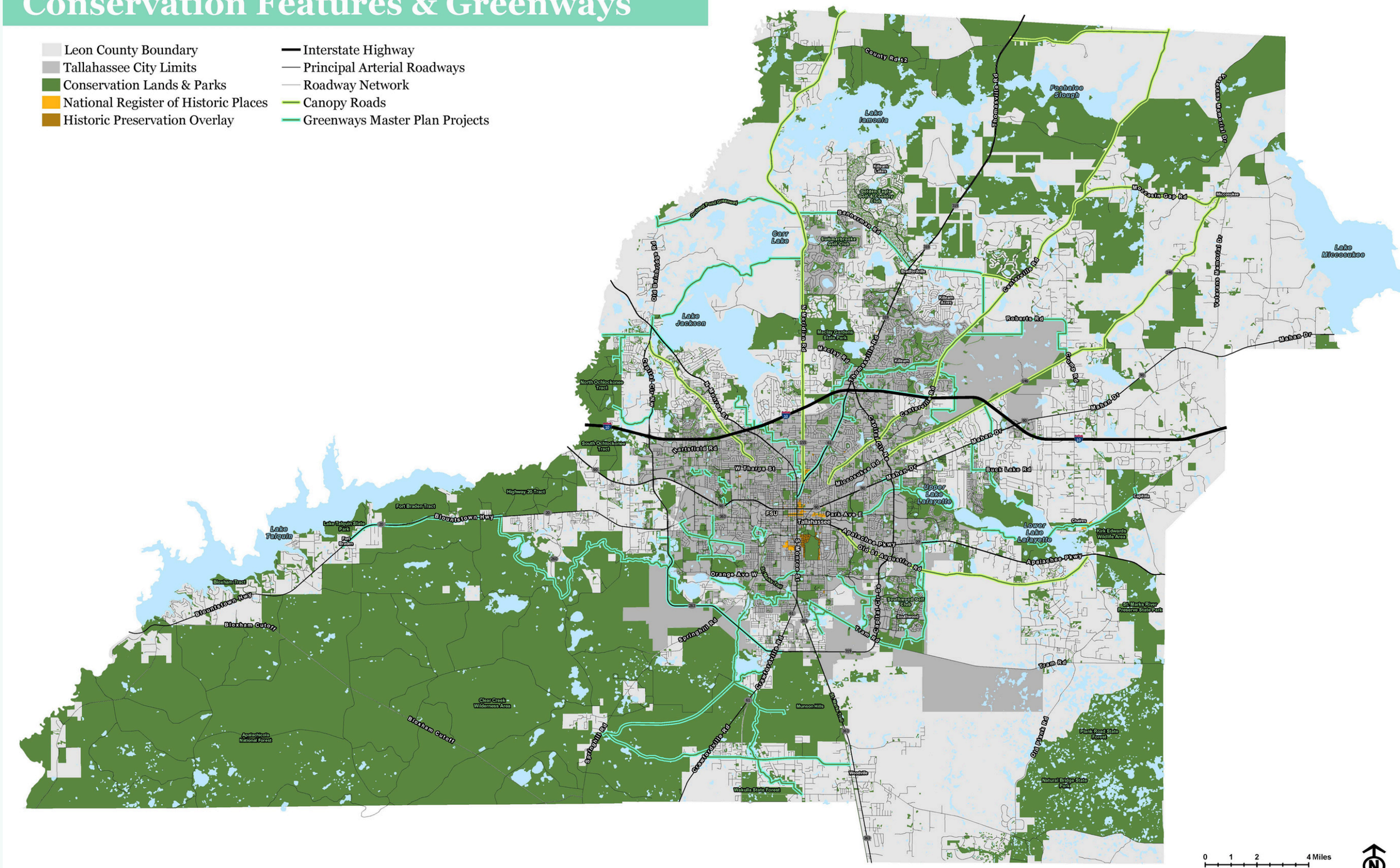
TALLAHASSEE LEON COUNTY VISION 2050 A FOCUSED FUTURE

MATERIALS: BOARDS AND MAPS

BOARD 3

Conservation Features & Greenways

- Leon County Boundary
- Tallahassee City Limits
- Conservation Lands & Parks
- National Register of Historic Places
- Historic Preservation Overlay
- Interstate Highway
- Principal Arterial Roadways
- Roadway Network
- Canopy Roads
- Greenways Master Plan Projects



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TALLAHASSEE LEON COUNTY VISION 2050 A FOCUSED FUTURE

MATERIALS: BOARDS AND MAPS

BOARD 4

GOAL 2 – DISTINCT URBAN AND RURAL AREAS

2

Our community will provide residents with diverse options for where they live or visit by maintaining a distinction between rural, sub-urban, and urban areas.

By maintaining a distinction between these areas, our community will:

- Provide a variety of lifestyle and housing choices while reducing sprawl.
- Foster economic development in urban areas and identified activity centers.
- Promote efficient development patterns.
- Support revitalization and redevelopment efforts within the Urban Services Area.
- Reduce infrastructure costs.
- Protect agricultural and forest management uses.
- Preserve and create natural resource-based activities, ecosystem functions and ecosystem services, and scenic vistas and pastoral landscapes.

OBJECTIVE 2.1

Growth and Population Accommodation: Tallahassee and Leon County will accommodate our population growth in a responsible manner. A growth and development strategy that provides for well-managed, orderly growth that preserves natural resources and promotes fiscal responsibility shall be leveraged to maximize economic and environmental stewardship while accommodating the increased population.

POLICY 2.1.1
Comprehensive Planning Periods:

The comprehensive plan shall have two planning periods.The short-term planning period shall be for a 10-year horizon from 2025 to 2035. The long-term planning period shall be the year 2050. The long-term planning period shall be amended during the Evaluation and Appraisal Review (EAR) process to reflect available population projections and relevant data and analysis of public facilities.

POLICY 2.1.2
Population Projections:

Population growth for the long-term planning period shall be based on University of Florida's Bureau of Economic and Business Research (BEBR) medium population projections.

OBJECTIVE 2.2

Efficient Growth: To support the projected population growth, infrastructure shall be provided economically and efficiently while protecting surrounding forestry uses and agricultural lands from unwarranted and premature conversion to urban land uses. Growth and development shall be directed toward areas with existing or planned infrastructure in a manner that maintains distinct natural, rural, sub-urban, and urban areas.

POLICY 2.2.1
Urban Services Area (USA):

To provide for well-managed, orderly growth that preserves natural resources and promotes fiscal responsibility, the City and County's growth management strategy shall include an Urban Services Area (USA). The USA shall include all areas where public facilities and services, including central water and sewer, are available or are identified in the 5-year schedule of capital improvements. The USA will be sized to include approximately 50% more vacant and developable land than is necessary to accommodate the projected population growth expected within the USA by the long-term planning horizon and will account for both the ability to provide urban infrastructure and the presence of environmentally sensitive lands and water bodies.

POLICY 2.2.2
Improvement of Capital Infrastructure:

Capital infrastructure improvements shall be targeted for areas within the Urban Services Area within the long-term planning period. These improvements shall be phased incrementally through annual updates to the Capital Improvements Schedule.

POLICY 2.2.3
Planning for Urban Services:

Local government infrastructure master plans, and updates to master plans, shall account for the Urban Services Area when determining where to provide sewer, water, electricity, paved streets, sidewalks, and other related urban services.

POLICY 2.2.4
Urban Services Outside of the Urban Services Area:

Urban services may be provided outside of the Urban Services Area where necessary to address critical environmental issues, critical public health issues, and/or other critical hazard vulnerabilities. Exceptions shall be substantiated in the capital improvement planning process. Emergency repairs and improvements necessary to maintain the public health, safety, and well- being shall be allowed without inclusion in the capital improvement planning process.

POLICY 2.2.5
Densities and Intensities:

Residential densities and non-residential intensities are established in the Future Land Use Categories and reflected on the Future Land Use Map and are supported by available capital infrastructure. New growth shall be directed to areas within the Urban Services Area. Residential density and/or non-residential intensity of development allowed for individual site shall be determined by the infrastructure capacity to serve each proposed development, adopted levels of service, and/or the ability to implement conditions of approval or mitigation of potential impacts for the proposed development.

POLICY 2.2.6
Exceptions to the Urban Services Area:

Properties in southern Leon County designated Rural or Rural Residential on the Future Land Use Map that are located either between the Urban Services Area and Rural Community in Woodville or west of the Rural Community in Woodville may be designated with a higher density land use when central sewer service is available without requiring an amendment to the Urban Services Area. Any development that utilizes this provision must connect to central sewer.

POLICY 2.2.7
Roadway Improvements:

The planning, design, and construction of new streets and roads and the widening of existing streets and roads shall be consistent with the priority of urban services, the Future Land Use Map, and the Urban Services Area.

POLICY 2.2.8
Adaptive Reuse, Infill Development, and Redevelopment:

The City of Tallahassee and Leon County shall incentivize brownfield reclamation, building reuse, and the adaptive reuse of existing structures through land development regulations. These measures will support efficient growth, preserve historic buildings, protect natural resources, maintain affordable housing, and prevent the premature conversion of rural and agricultural land into suburban and urban development. Incentives may include density and intensity bonuses of up to 25%, modified development review thresholds, prioritized permitting, and fee waivers to encourage redevelopment and sustainable land use as specified in the land development code.

POLICY 2.2.9
Greyfields & Brownfields:

The local governments may incentivize the redevelopment and/or restoration of value to contaminated or under-utilized land on greyfield, brownfield, or other adaptive reuse/infill sites through strategies including possible density bonuses, waiver of development fees or some combination of the two.

Policy 2.2.10
Transportation Corridors:

Identify right-of-way (ROW) needed for planned future transportation improvements—in accordance with Florida Statutes Section 163.3177(6)(b)1, Section 337.273, and Section 334.03(29)—and protect it from development encroachment as development occurs to preserve the corridor for transportation use, to maintain transportation level of service standards and ensure that infrastructure occurs concurrent with the impact of development, meet concurrency, to improve coordination between land use and transportation, and to minimize the adverse social, economic, and environmental impacts of transportation facilities.

The future right-of-way needs for selected transportation corridors designated for improvement in the Tallahassee-Leon County Comprehensive Plan are depicted in the table below. The Corridor Preservation map, table, and corresponding land development regulations are intended to provide a basis for coordinating new development with the provision of transportation facilities by designating corridors where the construction and improvement of transportation facilities is expected.

Widths represent maximum anticipated ROW needs for generalized corridors; not precise alignments. Actual road location and design will be determined by specific corridor alignment studies, engineering studies, or other design studies.

Alternative widths may be established by the local government, in consultation with other affected agencies, pursuant to an adopted Critical Area Plan or based upon an analysis of existing constraints, community planning objectives, and other considerations unique to the roadway or surrounding land development.

In addition to the number of travel lanes, the following are important considerations in the determination of right-of-way needs for future corridors: Space for sidewalks to provide safe and convenient movement of pedestrians; The provision of bike lanes or separate bike paths; Space for current or future location of utilities so that, when necessary, they can be safely maintained without undue interference with traffic. The utility strip needs to be of sufficient width to allow placement of a water main so that in the case of rupture, neither the roadway pavement nor adjacent property will be damaged; Accommodation of stormwater at the surface or in storm drains; Accommodation of auxiliary lanes at intersections; Placement of trees to improve the aesthetic qualities of the roadway, to shade pedestrians, and improve community appearance. The space needs to be adequate to accommodate tree growth without damaging sidewalks, abutting development, or curb and gutter; Allowing changes in the paved section, utilities, or other modifications that may be necessary to meet unseen changes in vehicle, pedestrian, bicycle, or other transportation needs resulting from changes in land use and activity patterns.

OBJECTIVE 2.3

Public Infrastructure: Provide public infrastructure, public facilities, and public services that are necessary for public health, safety, and well-being efficiently, effectively, and equitably.

POLICY 2.3.1
Public Facilities Siting:

Public facilities, including community services, light infrastructure, and post-high school educational uses that provide for the operation of and provision of services on property owned or operated by local, state, and federal government shall be allowable in any future land use category. Public infrastructure facilities may include public services and uses provided by private entities operating on property owned by the local, state, or federal government.

POLICY 2.3.2
Public Infrastructure Resilience:

To maintain resiliency and assist with post-disaster continuity of government, the siting of public infrastructure and facilities shall account for hazards by locating outside of hazard areas and evacuation zones or mitigating against potential impacts.

POLICY 2.3.3
School Siting Review & Criteria:

All proposals to site public or private schools shall be reviewed for consistency with the Comprehensive Plan.



OBJECTIVE 2.4

Preservation of Rural Areas: Protect and create agricultural and silvicultural uses, natural resource-based activities, ecosystems, scenic vistas, and pastoral landscapes by preserving rural areas of the community and preventing the premature conversion of rural lands into low density, single-use districts.

POLICY 2.4.1
Transfer of Development Rights:

A transfer of Development Rights program may be established to transfer development rights from areas designated Rural on the Future Land Use Map to areas designated Rural Community or Rural Residential on the Future Land Use Map where central sewer service is available. In no instance shall the level of development be inconsistent with the provisions of the Utilities and Conservation Elements.

POLICY 2.4.2
Criteria for Urban Service Area Expansion:

To avoid premature conversions of rural areas to higher density and intensity uses, expansions to the Urban Services Area shall be contiguous with the Urban Service Area boundary, shall demonstrate the availability of or ability to provide central water and sewer service, and shall be based on an analysis of population projections and growth trends and an analysis of developable vacant land currently within the Urban Services Area.

OBJECTIVE 2.5

Reconnecting Urban Sprawl: Mitigate the impacts of automobile-oriented, single-use developments by leveraging transportation connectivity, land use, and urban design principles that focus on reducing environmental impacts, incorporating a mix of uses, reducing vehicle miles traveled, and improving mobility, especially for people walking, riding bicycles, and using transit.

POLICY 2.5.1
Suburban retrofit:

The City of Tallahassee and Leon County shall develop and maintain land development regulations that encourage and incentivize redeveloping suburban areas to: Adaptively reuse vacant and underutilized buildings for new uses; Reconstruct degraded wetlands and watercourses to either "natural" functionality or repurpose them to complimentary functionality with additional community-use features; Build compact, walkable, mixed-use developments using Complete Streets design principles; Reduce block sizes to improve walkability; Establish more continuous streetscapes with liner buildings close to the street; Retrofit streets with appropriate design elements and sidewalks based on the designated Roadway Context Classification and available right-of-way; Interconnect street networks; Include more diversity in residential building types; Provide transit amenities.

OBJECTIVE 2.6

Recognizable Places: Foster and protect distinctive, attractive places that are recognizable and important to the community.

POLICY 2.6.1
Beautifying Public Spaces:

The local governments shall provide land use regulations that require investment in the streetscape by adding features such as benches, planters, bike racks, tree boxes with trees with a healthy canopy; and providing space for public art installations where appropriate for a given context.

POLICY 2.6.2
Gateway Corridors:

Encourage the redevelopment and improvement of Gateway Corridors by providing higher density and intensity land uses along with design standards that promote complete streets and require enhanced landscaping along the corridors. Where appropriate and feasible, Gateway Corridors shall be evaluated for other improvements, including regional stormwater, parking facilities, brownfield remediation, and infrastructure improvements. Gateway Corridors include South Monroe Street, North Monroe Street, West Pensacola Street, West Tennessee Street, Thomasville Road, Mahan Drive, Apalachee Parkway, Lake Bradford Road, South Adams Street, Orange Avenue, and Springhill Road.

POLICY 2.6.3
North Monroe Corridor:

In addition to the Gateway Corridor components identified in Policy 2.6.2, encourage the redevelopment of the North Monroe Corridor and by establishing and maintaining the Lake Protection Corridor zoning district for areas north of Interstate-10 that are within the Lake Jackson Basin. Land development regulations shall also provide provisions for non-conforming uses and properties in the Lake Protection land use category to be deemed conforming when redevelopment or site improvements result in the site meeting the design standards and water quality standards for the Lake Jackson basin established in land development regulations.

POLICY 2.6.4
Woodville Sense of Place:

Upon the adoption of the Woodville Sense of Place Plan by the Board of County Commissioners, the Tallahassee-Leon County Planning Department shall evaluate the need for updates to the Comprehensive Plan and land development regulations to implement the recommendations of the plan.

POLICY 2.6.5
Future Downtown Development:

The City of Tallahassee shall incorporate design standards in the land development regulations that require complementary development and redevelopment in the Downtown area, specifically with regard for the historic context and support for multi-modal transportation.

POLICY 2.6.6
Bradfordville Study Area:

The Bradfordville Study Area is defined in the Bradfordville Sector Plan, as adopted by the Leon County board of County Commissioners on July 11, 2000. Development in the unincorporated area of Leon County in the Bradfordville Study Area shall continue to be subject to the development standards for the area included in Leon County land development regulations based on the Bradfordville Area Plan.

OBJECTIVE 2.7

Multimodal Transportation District (MMTD): Facilitate the safe and comfortable use of multiple modes of transportation through the use of urban design standards to develop and maintain healthy neighborhoods and thriving businesses where travel by foot, bicycle, and transit will be easy and practical to reduce automobile reliance and vehicle miles traveled.

POLICY 2.7.1
MMTD Implementation:

The Multimodal Transportation District (MMTD), established in 2009 under the requirements of Florida Statute Section 163.3180(15) (2009) for the purpose of promoting walking, bicycling, and transit use, shall be maintained, updated, and implemented by relevant City and County departments through the Multimodal Transportation District Land Development Code and the project programming of the Capital Improvements Schedule.

POLICY 2.7.2
Land Use Within the MMTD:

The City of Tallahassee and Leon County shall periodically review the Future Land Use Map and land development regulations within the MMTD and modify them as necessary to facilitate appropriate densities, intensities, and mixture of land uses to support the goals of the district, based on the following targets: Central nodes consisting of employment and services, relatively high density residential, and public spaces all oriented around convenient access to public transit facilities; Areas designated primarily for residential uses should be no more than ½ mile from areas designated for shopping, services, and employment uses.

POLICY 2.7.3
Land Development Regulations in the MMTD:

Adopt and maintain context-based land development regulations that ensure new development and redevelopment will contribute to walkable urban development patterns. Additionally, these regulations shall address building placement, block size standards to encourage small blocks and an interconnected street network, sidewalks with widths based on context, facade transparency, and parking location.

POLICY 2.7.4
Minimum Parking Requirements:

Minimum parking requirements shall not be applied to areas designated Urban Center of the Future Land Use Map and shall be significantly reduced, removed, or made otherwise flexible for other areas in the MMTD.

POLICY 2.7.5
Transit in the MMTD:

The MMTD shall be well-connected via transit to major trip generators and attractors both inside and outside the areas where feasible; transit stops and waiting areas shall be safe, accessible, and comfortable, and intermodal connections shall be made.

POLICY 2.7.6
Transportation Mitigation:

Transportation mitigation funds collected within the MMTD shall be used for projects within the MMTD with priority given to bicycle, pedestrian, or transit projects.

POLICY 2.7.7
MMTD Evaluation:

The MMTD code shall be evaluated for opportunities to incorporate FDOT Context Classification along state roads, consideration of implementation through form-based code, and opportunities to streamline infill development and redevelopment within the Urban Center land use category.

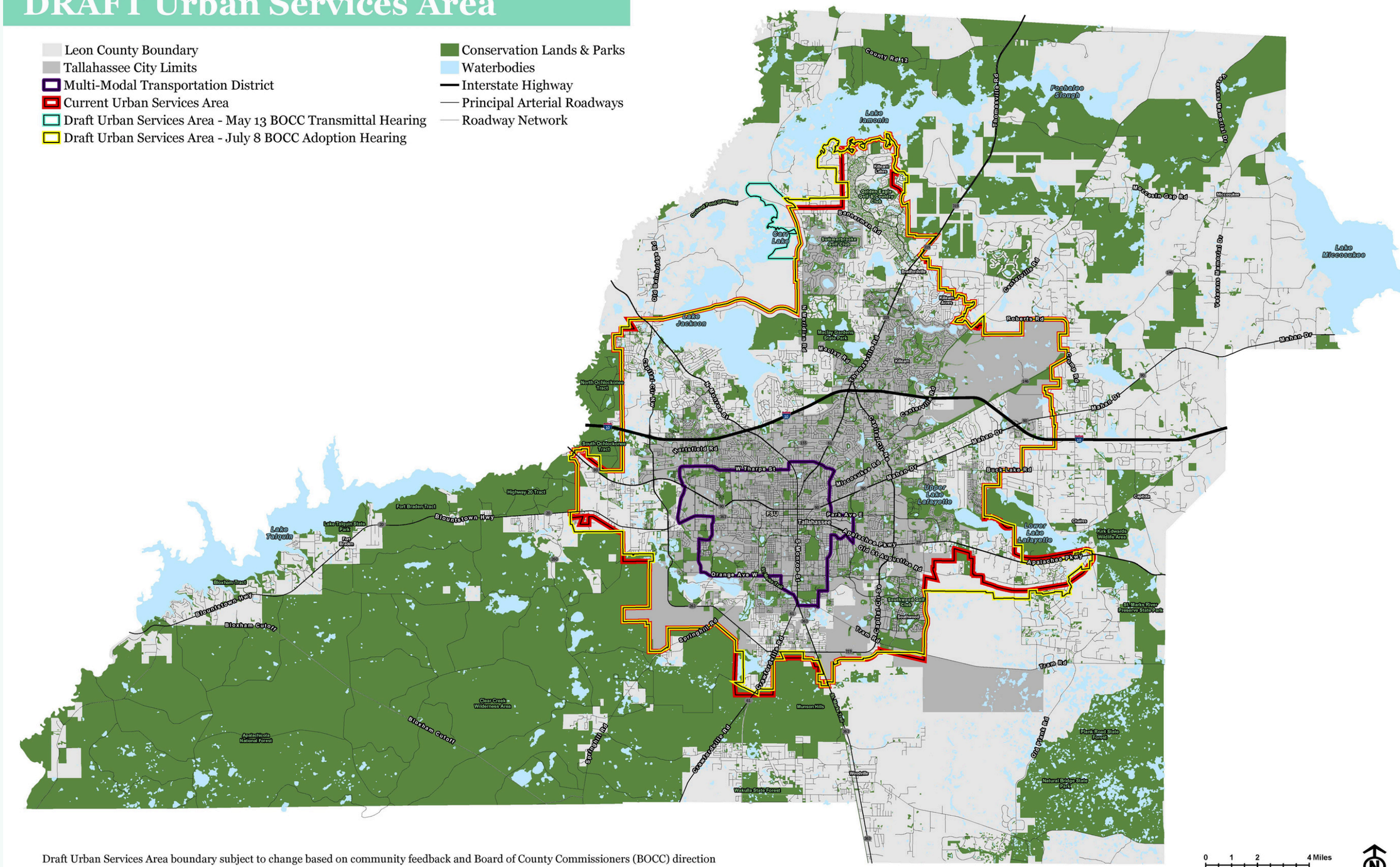
TALLAHASSEE LEON COUNTY VISION 2050 A FOCUSED FUTURE

MATERIALS: BOARDS AND MAPS

BOARD 5

DRAFT Urban Services Area

- Leon County Boundary
- Tallahassee City Limits
- Multi-Modal Transportation District
- Current Urban Services Area
- Draft Urban Services Area - May 13 BOCC Transmittal Hearing
- Draft Urban Services Area - July 8 BOCC Adoption Hearing
- Conservation Lands & Parks
- Waterbodies
- Interstate Highway
- Principal Arterial Roadways
- Roadway Network



Draft Urban Services Area boundary subject to change based on community feedback and Board of County Commissioners (BOCC) direction

0 1 2 4 Miles

TALLAHASSEE LEON COUNTY VISION 2050 A FOCUSED FUTURE

MATERIALS: BOARDS AND MAPS

BOARD 6

GOAL 2 – DISTINCT URBAN AND RURAL AREAS

2

Our community will provide residents with diverse options for where they live or visit by maintaining a distinction between rural, sub-urban, and urban areas.

By maintaining a distinction between these areas, our community will:

- Provide a variety of lifestyle and housing choices while reducing sprawl.
- Foster economic development in urban areas and identified activity centers.
- Promote efficient development patterns.
- Support revitalization and redevelopment efforts within the Urban Services Area.
- Reduce infrastructure costs.
- Protect agricultural and forest management uses.
- Preserve and create natural resource-based activities, ecosystem functions and ecosystem services, and scenic vistas and pastoral landscapes.

OBJECTIVE 2.8

Community Context:
Identify natural, rural, sub-urban, and urban context areas based on distinguishing characteristics of the different locations across the community. The distinguishing characteristics used to identify the context areas will include existing development patterns, future development patterns based on land use and zoning, natural features, access to infrastructure, adjacent roadway classifications and proximity to employment centers, universities and schools, transit lines, trails and multi-modal facilities. The context areas shall be used as the basis for planning and design of land uses, transportation facilities, public facilities, and infrastructure in the City of Tallahassee and Leon County.

POLICY 2.8.1
Tallahassee-Leon County Future Land Use Map:

Identify the distribution, extent, and location of the different uses of land in the City of Tallahassee and Leon County in a manner that reflects community context and the vision for the community's future.

POLICY 2.8.2
Context Area Densities, Intensities and Mix of Uses:

The Future Land Use Map and Zoning Atlas shall include uses, densities, and intensities consistent with concentrating development within the Urban Services Area. Land uses and zoning within the Urban Context Areas shall have higher allowable densities and intensities than the Sub-Urban Context Areas, which shall have higher allowable densities and intensities than the Rural Context Areas. To ensure a mixture of uses in mixed-use land use categories, a minimum of 5% open space (which may include landscaping and stormwater facilities subject to land development regulations) is required and residential or non-residential land uses may develop from a range of 5% up to 95%. Public Schools are an allowable use in all future land use categories with the exception of the Natural Areas land use. This provision is intended to provide sufficient lands proximate to residential areas to allow existing and future school siting considerations.

Natural Areas

State and national forests, wildlife management areas, and other managed natural areas serve to sustain the health, diversity, and productivity of valuable ecosystems while integrating public use of these resources. The Natural Areas land use category represents conservation and preservation areas protected from development.

Natural Areas consist of lands approximating or reverting to wilderness conditions, including lands unsuitable for settlement due to topography, hydrology, or vegetation. Areas designated as Natural Areas shall be protected from development except for community services, light infrastructure, and recreational uses that are compatible with the natural surroundings. Silviculture (the growth and cultivation of trees) shall be allowed.

Residential uses shall be limited to hosts and resident volunteers involved in the maintenance or operation of the managed natural areas. Ecotourism uses and structures ancillary to ecotourism uses (such as trailheads, interpretive kiosks, boat ramps, canoe/kayak launches, and campsite amenities) are allowable provided the structures preserve the scenic and natural character of this category.

Rural

The intent of the Rural land use category is to maintain and promote agriculture, silviculture, and natural resource-based systems and ecosystem functions, and to protect the scenic vistas and pastoral development patterns that typify Leon County's rural areas. Typical land uses within this category shall include agriculture, silviculture, and natural resource-based activities. Due to the very low intensity development pattern that is intended for the category, urban services are not planned or programmed for the area.

The Rural land use category shall allow single family residential uses at a maximum density of 1 unit per 10 acres. Non-residential uses functionally related to and directly in support of agriculture, the growth and cultivation of trees, and other natural resource-based activities, including ecotourism activities, may be permitted at a maximum intensity of 2,000 square feet per acre. The location of such uses shall be limited to the intersection of major collector and arterial or the intersection of two arterial designated roadways.

Rural Residential

The intent of the Rural Residential category is to provide the opportunity for very low-density residential areas mixed with open space and agricultural activity on the periphery of the Urban Services Area.

Residential land uses in Rural Residential shall be permitted at a density of up to 1 unit per 3 acres, except in Conservation Subdivisions developed in accordance with the special conditions for the Rural Residential land use.

Community facilities, minor commercial activities, and minor offices are permitted. The maximum allowable gross square footage in Rural Residential may not exceed 20,000 square feet per acre for minor commercial and 100,000 square feet per acre for neighborhood commercial.

Industrial, office, and more intensive commercial land uses are prohibited due to lack of present infrastructure services or potential negative environmental impacts. Present or future agricultural, silviculture and forestry activities may be allowed.

Rural Community

The intent of the Rural Community land use is to distinguish long-established unincorporated communities located outside of the urban service area. These unincorporated rural communities have historically grown independently as communities outside of the Tallahassee urban area and are not extensions of urban sprawl. The Rural Community land use represents geographically compact concentrations of developed areas, including many historic towns, immediately surrounded by rural and natural areas.

Residential uses within the Rural Community land use are allowed at a base maximum density of 4 units per acre. Where central sewer is available, the maximum density allowed is 8 units per acre.

Community facilities, minor offices, and commercial development that provide local and surrounding rural residents access to basic shopping opportunities are limited to a maximum intensity of 10,000 square feet per acre. Maximum building size shall not exceed 50,000 square feet. The Land Development Code shall incorporate standards to minimize potential adverse effects of non-residential uses on surrounding residential property, encourage clustering of businesses to discourage strip development, provide for utility space minimums to avoid traffic interference, limit building mass, and encourage pedestrian access.

Lake Protection

The intent of the Lake Protection category is to ensure that development within the Lake Jackson basin occurs in a sustainable and environmentally sound manner, achieving measurable reductions in nutrient pollutants and improving water quality. The bounds of this category are to be based on the Lake Jackson basin boundary.

The Lake Protection category shall allow for residential uses at a density of 1 unit per 2 acres. To encourage compact and efficient development, three density bonus options are available for properties within the category. A residential density of up to 4 units per acre may be permitted within developments designed as a Conservation Subdivision. A residential density of up to 8 units per acre may be permitted within the Lake Protection Corridor (LPC), where served by central water and sewer systems. A residential density of up to 20 units per acre may be permitted within the Lake Protection Node (LPN), where served by central water and sewer systems and where design standards established in the land development code are met.

Non-residential and mixed-use development within the Lake Protection category may only be permitted in areas designated LPC or LPN, with commercial intensities of 10,000 square feet per acre in LPC and 20,000 square feet per acre in LPN. Mixed-use commercial intensity bonuses may apply.

Residential Preservation

The intent of the Residential Preservation category is to protect existing stable and viable residential areas from incompatible land use intensities and density intrusions greater than 6 units per acre. Future development will primarily consist of infill housing due to the built-out nature of the areas.

Commercial use, including office as well as any industrial land uses, are prohibited. Future arterials roadways and expressways should be planned to minimize impacts within this category. Single family, townhouse, and cluster housing may be permitted within a range of up to 6 units per acre.

Existing legally established residential uses exceeding 6 units per acre shall be deemed conforming; however, expansion of residential uses exceeding 6 units per acre or other non-conforming uses are prohibited. Non-residential uses, other than community facilities and recreational facilities, are not permitted.

Sub-Urban Neighborhood

The intent of the Sub-Urban Neighborhood land use category is to allow for neighborhood-scale development that provides a mix of housing types and neighborhood scale commercial within a walkable and bikeable area It is not intended to be applied within the interior of an existing established low-density neighborhood, unless to correct, legal non-conforming uses and/or densities.

The Sub-Urban Neighborhood category shall allow for residential uses at a maximum density of 20 units per acre. Allowed residential building types are single-family detached, single-family attached, duplexes, triplexes, fourplexes, multiplexes, multi-family, and live-work units.

Office, commercial, and community service uses are allowed up to 20,000 square feet per acre. The intensity of all non-residential land uses shall be kept minimal to reduce the intrusive impact upon the predominant residential land use. Land development regulations shall include development standards to maintain low traffic volumes, vehicular speeds, and parking for non-residential uses.

Sub-Urban Mixed-Use Commercial

The intent of the Sub-Urban Mixed Use Commercial Land Use Category is to establish activity centers and mixed-use nodes that provide community wide or regional commercial activities and housing. This land use category promotes the efficiency of the transportation system through consolidation of trips and discouragement of the unabated sprawl of commercial activities.

Residential land uses at a maximum density of up to 45 units per acre shall be allowed in the Sub-Urban Mixed Commercial Land Use Category. Recreational opportunities, cultural activities, commercial goods and services should be located nearby to complement residential uses. For infill development and redevelopment projects, a variety of residential types, employment, office, and commercial uses should be incorporated. Non-residential uses including office, recreation, light infrastructure, community services, and educational facilities shall be allowed up to 25,000 square feet per acre. Established by the special conditions of this policy, additional commercial intensity may be allowed.

Urban Neighborhood

The intent of the Urban Neighborhood Land Use is to provide medium density housing, live/work housing, and a mix of uses set within small to medium blocks that are defined by walkable streets characterized by narrow travel lanes, on-street parking, sidewalks, and planter strips. It is not intended to be applied within the interior of an existing established low-density neighborhood, unless to correct legal non-conforming uses and/or densities.

Allowed land uses include residential and neighborhood-scale non-residential uses. The scale of all non-residential land uses shall remain accessible to pedestrians living in surrounding residences. Emphasis on commercial uses shall be limited to convenience goods and services, small to moderate scale grocery stores, and small pharmacies and offices. Community facilities, office, and commercial development in scale with surrounding residential areas are appropriate.

A maximum density of 26 units per acre is allowed. Residential development should include a mix of densities and housing types and be located to maximize pedestrian access to shops, public facilities and recreational opportunities that are passive or active. A maximum commercial intensity of 30,000 square feet per acre is allowed.

Urban General

The intent of the Urban General Land Use is to provide a mixture of uses including a variety of residential land uses, employment (including light manufacturing), office and commercial activities. This category includes a variety of building types, short setbacks, wide sidewalks, and a street scape with trees, typically defining medium-sized blocks within walking distance of a high activity or employment centers; essentially a walkable urban area with a mix of housing options and significant non-residential uses related to and supporting housing. The land use category provides higher density residential opportunities near university campuses and the downtown area. Infill and potential redevelopment and/or rehabilitation activity are encouraged.

Allowed land uses include residential, commercial, office, and community facilities. A maximum residential density of 50 units per acre is allowed, and a maximum commercial intensity of 60,000 square feet per acre is allowed.

Urban Center

The intent of the Urban Center land use category is to be a vibrant, 18-hour urban activity center with quality development that includes a variety of residential and nonresidential uses at high densities and intensities. The land use is characterized by buildings in close proximity to one another, featuring retail on the ground floor and residential units above, wide sidewalks, consistent street trees, and a strong emphasis on pedestrian activity. The emphasis in this area, which is within the Multimodal Transportation District, is to facilitate a shift from cars to pedestrian, bike, and transit modes of transportation. The land use intends to promote a mix of uses and higher densities and intensities within its Urban Center, while promoting multiple modes of transportation.

Allowed land uses include residential, commercial, office and community facilities. A maximum residential density of 150 units per acre is allowed. Commercial development intensity in Urban Center is allowed with up to 100% lot coverage. Land development regulations may establish more restrictive lot coverage, building heights, and design standards for different locations, neighborhoods, and special character districts within the Urban Center land use. Intensity for non-residential uses shall be identified in the Downtown regulating land development code that shall include lot coverage and maximum building height.

Parks and Civic Spaces

The Parks and Civic Spaces Special District may be applied to publicly or privately owned lands and is intended to provide areas within the community for the resource conservation and recreational facility needs of the community. Non-residential uses that enhance parks with active recreational facilities, such as a clubhouse at a golf course or restaurant and retail uses at parks in urban areas, are allowed if designed to complement the park's intended use.

The maximum intensity for non-residential uses in areas designated Parks and Civic Spaces Special District is 1,000 square feet per acre. Residential uses shall be limited to hosts and resident volunteers involved in the maintenance or operation of the parks and civic spaces. Additional special conditions may apply to parks and recreational lands established through the Planned Unit Development process.

Institutional

The purpose of the Institutional Special District is to provide lands for heavy infrastructure community facilities that must obtain federal and/or state approvals to be located, modified and/or expanded within the community. Institutional facilities and uses may be public or privately owned or established but must provide significant public benefit.

Principal uses for institutional facilities and uses may not have a defined density or intensity. Generally, facilities and accessory uses shall not occupy more than 90% of the entire site when located within the Urban Service Boundary or 75% of the entire site when located outside of the Urban Services Boundary. Primary buildings for institutional uses shall be permitted at a maximum intensity of 30,000 square feet of gross building floor area per acre.

Given that Institutional land uses have the potential to create offsite impacts, performance and locational criteria shall be established in the land development code. In cases where the impacts cannot be prevented, they shall be mitigated to avoid negative impacts on properties in the vicinity of these uses.

Manufacturing and Mining

Advanced manufacturing and mining are important parts of the economy in the City of Tallahassee and Leon County. Dramatic shifts in the technologies used by these sectors are resulting in operations that are often cleaner, quieter, and less noxious to neighboring uses than traditional heavy industrial uses. Manufacturing and mining uses in appropriate locations provide necessary jobs and the raw materials needed to support growth and development in the community.

Manufacturing and mining uses intended for the distribution of manufactured goods should be encouraged in areas with access to the Tallahassee International Airport or the Florida Department of Transportation's (FDOT) Strategic Intermodal System (SIS) facilities. The Manufacturing and Mining Special District shall not be applied to areas outside the Urban Services Area.

Because heavy industrial uses vary in their operations and potential for offsite impacts, performance and locational criteria shall be established in the land development codes. The Manufacturing and Mining Special District accommodates a variety of uses that may have similar demands on public infrastructure. Light industrial, mining, and heavy industrial uses are allowable in the Manufacturing and Mining Land Use.

Planned Development

The Planned Development Special District is intended to identify large, undeveloped land holdings that will be developed with various mixes of land uses for which more detailed planning is required to establish the appropriate mixture and arrangement of uses. Undeveloped areas within the Urban Service Area that, as of January 1, 2007, are predominantly in the same ownership or control and encompassing more than 200 acres shall be defined as a Planned Development Special District. These Planned Development Special Districts shall require, prior to subdivision or development, a Master Plan approved by the jurisdiction in which the Planned Development Special District is located.

Master Plans shall show the location, intensity and mix of proposed land uses, as well as the transportation network necessary to serve the proposed development. Master plans shall include at least 4 different land uses.

The Planned Development Special District allows intensities of 25,000 square feet per acre and densities shall not exceed 20 dwelling units per acre. Storage areas within buildings, warehouses, mini-warehouses and self-storage facilities may have a gross floor area up to 50,000 square feet per acre.

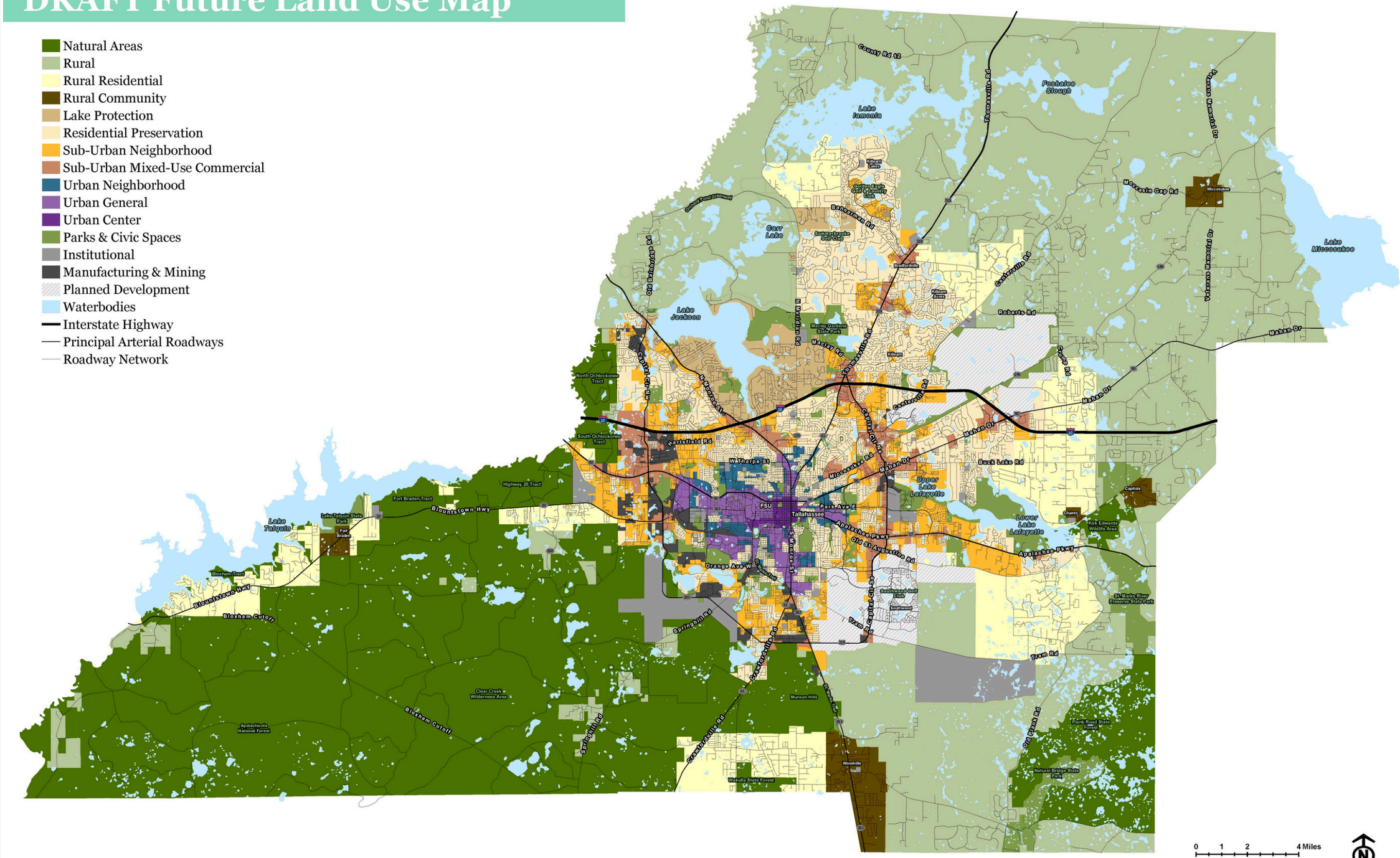
TALLAHASSEE LEON COUNTY VISION 2050 A FOCUSED FUTURE

MATERIALS: BOARDS AND MAPS

BOARD 7

DRAFT Future Land Use Map

- Natural Areas
- Rural
- Rural Residential
- Rural Community
- Lake Protection
- Residential Preservation
- Sub-Urban Neighborhood
- Sub-Urban Mixed-Use Commercial
- Urban Neighborhood
- Urban General
- Urban Center
- Parks & Civic Spaces
- Institutional
- Manufacturing & Mining
- Planned Development
- Waterbodies
- Interstate Highway
- Principal Arterial Roadways
- Roadway Network



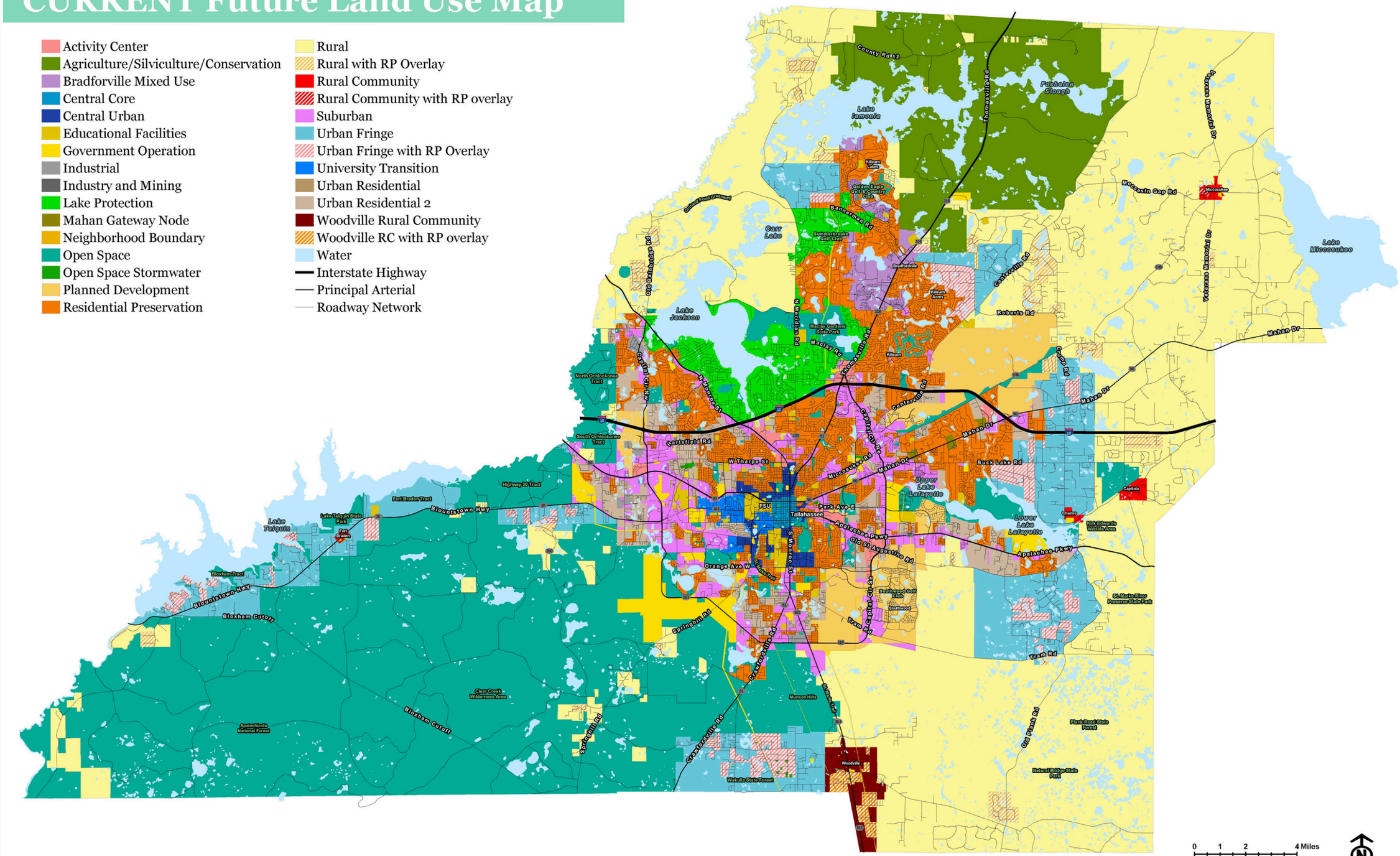
TALLAHASSEE LEON COUNTY VISION 2050 A FOCUSED FUTURE

MATERIALS: BOARDS AND MAPS

BOARD 8

CURRENT Future Land Use Map

- Activity Center
- Agriculture/Silviculture/Conservation
- Bradforville Mixed Use
- Central Core
- Central Urban
- Educational Facilities
- Government Operation
- Industrial
- Industry and Mining
- Lake Protection
- Mahan Gateway Node
- Neighborhood Boundary
- Open Space
- Open Space Stormwater
- Planned Development
- Residential Preservation
- Rural
- Rural with RP Overlay
- Rural Community
- Rural Community with RP overlay
- Suburban
- Urban Fringe
- Urban Fringe with RP Overlay
- University Transition
- Urban Residential
- Urban Residential 2
- Woodville Rural Community
- Woodville RC with RP overlay
- Water
- Interstate Highway
- Principal Arterial
- Roadway Network



TALLAHASSEE LEON COUNTY VISION 2050 A FOCUSED FUTURE

MATERIALS: BOARDS AND MAPS

BOARD 9

GOAL 3 – HEALTHY NEIGHBORHOODS AND VIBRANT PLACES:

3

Our community will plan for the development of healthy neighborhoods, vibrant places, and places of employment that are designed and built to be lively, inclusive, safe, and sustainable to ensure the equitable treatment and involvement of all citizens, recognize the importance of public spaces and private property, address the importance of civic and institutional uses, and account for community context.

These places will provide for:

- Recreational opportunities.
- Pedestrian and bicycle facilities.
- Healthy food options.
- Health services.
- Community facilities, including schools, community centers, and libraries.

OBJECTIVE 3.1

Residential Character: Provide for connectivity and a balanced mix of residential uses that allow for greater housing diversity while protecting the character of existing, viable residential areas and neighborhoods.

POLICY 3.1.1
Residential Character Criteria:

Maintain land development code regulations that protect existing residential areas from encroachment of incompatible uses. These regulations shall include context-based requirements for setbacks, buffering, open space, landscaping, tree protection, stormwater, and access management. Development proposals shall be reviewed for compliance with these requirements during the site plan review process.

POLICY 3.1.2
Housing Diversity:

Maintain a viable mix of available residential densities to accommodate a variety of housing types.

POLICY 3.1.3
Healthy Food Options:

The land development regulations shall foster healthy food options by promoting community public gardens and supporting neighborhood scale grocery uses within and adjacent to residential areas.

OBJECTIVE 3.2

Southside Action Plan: Develop and monitor the Southside Action Plan to align with the community's desire for a framework of action in the southern part of the Tallahassee urban area. To achieve this objective, the local governments shall develop a Southside Action Plan that complements long term public and private investment with small scale visible improvements that are relatable and community driven. This approach recognizes that the vision of Southside citizens is essential to guiding the development, redevelopment, and rehabilitation of the Southside; and that the community's vision focuses on three main areas of improvement: Beautification, Investment, and Engaged and Activated Citizens.

POLICY 3.2.1
Southside Action Plan Area:

The objective and policies for the Southside Investment Strategy apply to the designated Southside Action Plan area.

POLICY 3.2.2
Beautification:

Focus local government beautification efforts in shared public spaces by frequently maintaining and enhancing existing public areas. Support citizen and business investment on private property and shared spaces.

POLICY 3.2.3
Investment:

Identify projects that initiate further investment opportunities in the Southside Community. Support partnerships across federal, state, city, and county governments with non-profits and private organizations to identify resources for housing, homeownership, business, and infrastructure for the public. Investment within the Southside Action Plan area shall not occur at the expense of the natural environment or water quality in a manner which is found to be inconsistent with local government initiatives, policies, rules or regulations.

POLICY 3.2.4
Active and Engaged Citizens:

Encourage citizens, neighborhoods, and businesses in the Southside to be engaged and actively involved in community-led projects. Promote projects, empower residents, and connect efforts with resources.

POLICY 3.2.5
Southside Action Plan Evaluation and Update:

The local governments will monitor project implementation of the Southside Action Plan by reporting annually, or as requested by the City Commission or County Commission, on Southside Action Plan policies.

OBJECTIVE 3.3

Connectivity Access Management: Require effective interconnectivity and access management to reduce vehicle trip demand, increase access and safety for bicyclists and pedestrians, and preserve the integrity of the transportation system.

POLICY 3.3.1
Access Management Design:

The City of Tallahassee and Leon County shall adopt and maintain access management standards and supporting design guidelines to control the location, spacing, operation, and design of access connections and median openings. Development access shall be designed to protect the maximum service volume, safety, and operating characteristics of transportation facilities that it impacts, taking into account impacts to all modes and users of transportation.

POLICY 3.3.2
Intersection and Interchange Restrictions:

Restrict vehicular access connections (e.g., driveways) close to the intersection of streets, roads, and highway interchanges. Regulations specifying the appropriate location and spacing of access connections from intersections and interchanges will be provided in the land development regulations or local policies.

POLICY 3.3.3
Unified Access and Circulation Plans:

Alternative access connections and unified access and circulations plans shall be used to minimize access connections on arterial roadways. All development plans shall provide circulation systems that create multimodal access to and from the proposed development, as well as access to surrounding developments.

POLICY 3.3.4
Access Management Improvements:

Improve access management to support the movement of through traffic, reduced crashes, and decrease vehicle conflicts by implementing standards and strategies that address the transition of vehicles from arterial roadways to internal circulation systems, prioritize the redesign of median openings that are inadequately designed, and require the closure or modification of excessive, overly wide, or unsafe driveway connections during resurfacing, repair, and rehabilitation projects.

POLICY 3.3.5
State Road Access Management:

The local governments shall coordinate with the Florida Department of Transportation and utilize access management and permitting policies adopted, or recommended, by FDOT on state highways.

POLICY 3.3.6
Neighborhood Through-Traffic:

Utilize context-sensitive roadway design and traffic calming to allow connectivity while mitigating the effects of through-traffic on neighborhoods and supporting complete streets policies.

POLICY 3.3.7
Consolidated Properties:

Properties under the same ownership, consolidated for development, or part of phased development plans shall be considered one property for the purposes of access management. Access points to such developments shall be the minimum necessary to provide reasonable access.

POLICY 3.3.8
Development Near Interchanges:

Circulation systems for new development and redevelopment at interstate interchange areas shall be designed to provide safe and efficient multimodal traffic flow through the implementation of strategies and standards such as access spacing or the utilization of service roads.

POLICY 3.3.9
Access Management Deviations:

Flexibility shall be provided in the administration of access spacing standards to accommodate minor deviations, where safe and appropriate, and to ensure that no property is denied reasonable access to the transportation system. Major deviations from access spacing standards shall not be granted until every feasible option for meeting access management standards has been explored and deemed impractical.

OBJECTIVE 3.4

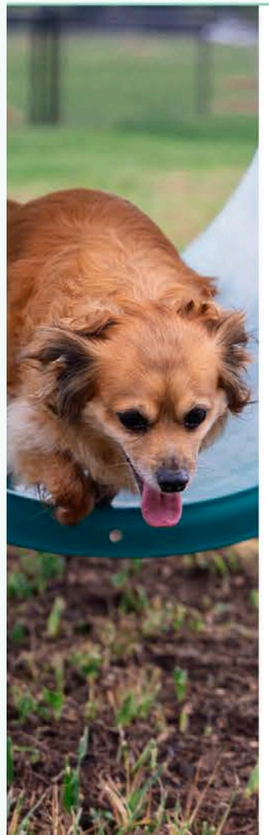
Equitable Distribution of Land Uses: Provide for the geographic distribution of land uses in a manner that meets the needs of a growing and diverse population while ensuring that the benefits and burdens of public sector projects are shared across the community equitably.

POLICY 3.4.1
Distribution of Land Uses:

The Future Land Use Map shall provide for the balanced and orderly growth and development of the community with a distribution of land uses that allow residential, commercial, office, institutional, and manufacturing uses throughout the community while accounting for natural resources, the geology and geography of the community, and available transportation facilities.

POLICY 3.4.2
Public Investments:

The City and County will strive to distribute major infrastructure projects and other public investments geographically across the community with consideration given to the unique and specific infrastructure needs of different areas.



OBJECTIVE 3.5

Safety: Prioritize safety as a foundational principle in the development and amendment of policies and guidelines. Apply best practices and best available data to land development regulations, street design, and urban design to enhance and promote the safety of all people regardless of age or ability.

POLICY 3.5.1
Public Infrastructure Design:

Public infrastructure, relevant to transportation, shall be designed to increase the safety of its users through strategies such as the application of context-based design and design speed, Complete Streets principles, Crime Prevention through Environmental Design (CPTED), and other nationally recognized strategies. This infrastructure design shall include sidewalks, street trees, and on-street parking. For roadways, public infrastructure including signalization, pedestrian facilities, on-street parking, and associated streetscaping elements such as lighting, pavement markings, and crosswalks shall follow design principles that increase the safety of its users. To support the goal for zero deaths and serious injuries on our roadways, design shall follow a Safe System Approach and utilize Proven Safety Countermeasures.

OBJECTIVE 3.6

Land Development Regulations: Maintain specific and detailed land development regulations that implement and are consistent with the goals, objectives, and policies of the Tallahassee-Leon County Comprehensive Plan.

POLICY 3.6.1
Criteria for Amendments to Land Development Regulations:

Proposed amendments to the City of Tallahassee and Leon County Land Development Regulations shall be evaluated for consistency with the overall intent of the adopted Goals, Objectives, and Policies of each Element of the Comprehensive Plan.

POLICY 3.6.2
Implementing Zoning Districts:

Each Future Land Use Map Category shall be implemented by one or more zoning districts that are consistent with the intent of that respective land use category. Each zoning district shall specify allowable land uses and activities with appropriate development and design standards, including density and intensity of development, as applicable.

POLICY 3.6.3
Site Requirements:

Land development regulations shall include requirements for context-based stormwater management, open space, setbacks, buffers, screening, on-site traffic circulation, roadway access, context-based transit amenities, land uses, subdivision of land, signage, standards for the regulation of development within and adjacent to areas subject to seasonal or periodic flooding compliant with state and federal regulations, areas known to be vulnerable to natural or human-caused hazards, lighting, and noise mitigation.

POLICY 3.6.4
Density and Intensity Incentives:

Land development regulations shall include incentives for greater development density and intensity to facilitate growth in areas that minimize and/or mitigate impacts on the natural environment or community character. These incentives shall allow densities or intensities that exceed un incentivized limits set out in the Future Land Use Category by up to 20%. Incentives for greater density and intensity up to 25% will be permitted for developments along Gateway Corridors as defined in Policy 2.6.2 of this Element within the Urban Services Area for developments that incorporate urban design standards resulting in more attractive developments.

POLICY 3.6.5
Planned Unit Developments:

The City of Tallahassee or Leon County Land Development Regulations shall provide for the creation of Planned Unit Developments (PUD) zoning districts to accommodate development proposals that are consistent with the Comprehensive Plan but are not provided for or allowed in the zoning districts otherwise established. Planned Unit Developments may establish site-specific standards by ordinance.

POLICY 3.6.6
Non-Conforming Uses:

The City of Tallahassee and Leon County Land Development Regulations shall provide a procedure to substantially mitigate or eliminate legally established non-conforming land uses or deem an existing use to be conforming. These procedures shall include a process for evaluating and determining eligibility for a waiver of non-conforming status based on the impact of the non-conformity to conforming land uses adjacent to the nonconformity, a determination that the non-conformity is not detrimental to public health, safety, and welfare, and the ability to prevent or substantially mitigate impacts of the non-conformity.

The development regulations shall distinguish between non-conforming uses which are to be terminated or amortized, and legally established non-conforming uses in nonresidential designations which may continue but not be expanded.

POLICY 3.6.7
Previously Vested Development:

Any development approved under earlier comprehensive plan versions, but not yet commenced, shall still have that approval vested as such until the expiration of the approved development or until development is approved under the current comprehensive plan.

POLICY 3.6.8
Landfill Redevelopment:

Local governments shall adopt and maintain land development regulations that ensure redevelopment of mapped landfill sites will not adversely impact health, safety, or welfare.

OBJECTIVE 3.7

Urban Design: Incorporate urban design standards and design guidelines into the City of Tallahassee and Leon County Land Development Regulations to support distinctive and adaptable places that promote engaging, accessible, and safe public spaces.

POLICY 3.7.1
Design Principles and Priorities:

General urban design principles included in land development regulations shall prioritize pedestrian safety and comfort within an interconnected network of small blocks supported by a mixture of land uses and housing types in urban areas. Outside of urban areas, design principles shall prioritize conservation and preservation of natural resources.

POLICY 3.7.2
Crime Prevention through Environmental Design:

Land development regulations shall incorporate principles of Crime Prevention Through Environmental Design (CPTED) to achieve the following: Incorporate landscaping, walkways, fencing, signage, and/or other design elements that are intended to provide visual cues on whether property is public, semi-public, or private; Selectively place entrances and exits, fencing, lighting, and landscaping to control access to private spaces; Place physical features, activities, and amenities in ways that maximize the visibility of public spaces and their users; Standards shall be designed taking all people into consideration, regardless of age, physical ability, or mental ability; CPTED principles shall be applied thoughtfully and equitably so that the implementation of the principles does not reduce quality of life or inequitably burden any part of the community.

POLICY 3.7.3
Design Criteria for Mobility Hubs:

New developments or redevelopment projects shall contribute to providing a safe, convenient, comfortable, and aesthetically pleasing transportation environment that promotes walking, cycling, and transit use. Mobility Hubs, that offer multiple transportation options in a centralized area, promoting the use of public transit, cycling, car-sharing, micro-mobility, and other sustainable modes of transportation available to users of all ages and abilities, will be encouraged through incentives to increase access to community facilities and employment opportunities, including those for underserved communities. Design standards and incentives for including mobility hubs shall be adopted into land development regulations.

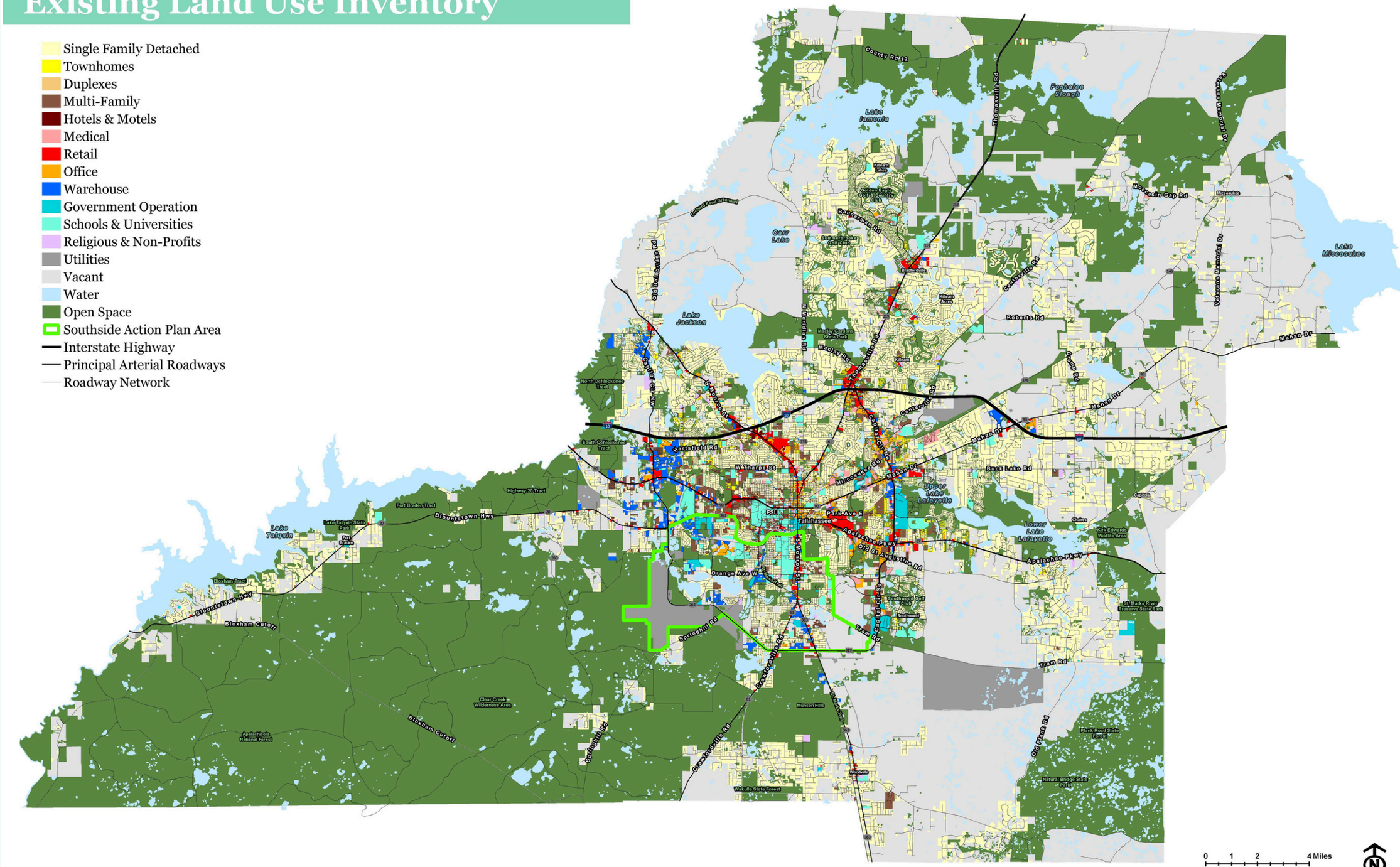
TALLAHASSEE LEON COUNTY VISION 2050 A FOCUSED FUTURE

MATERIALS: BOARDS AND MAPS

BOARD 10

Existing Land Use Inventory

- Single Family Detached
- Townhomes
- Duplexes
- Multi-Family
- Hotels & Motels
- Medical
- Retail
- Office
- Warehouse
- Government Operation
- Schools & Universities
- Religious & Non-Profits
- Utilities
- Vacant
- Water
- Open Space
- Southside Action Plan Area
- Interstate Highway
- Principal Arterial Roadways
- Roadway Network


County Rd 12
Lake Iamonia
Thomasville Rd
Pochaloo Slough
Veterans Memorial Dr
Moccasin Gap Rd
Miccosukee
Lake Miccosukee
Bannerman Rd
Golden Eagle Golf & Country Club
Quitman Trail Network
Old Bainbridge Rd
Carr Lake
Quitman Rd
Centerville Rd
Roberts Rd
Lake Jackson
Mahan Dr
Capitola Rd
Meridian Rd
Mosley Rd
Thomasville Rd
Capitola Rd
Capitola Rd W
Hartsfield Rd
Monroe St
Monroe St
Capitola Rd
Buck Lake Rd
W Tharpe St
Upper Lake Lafayette
Lower Lake Lafayette
Apalachee Pkwy
Old St Augustine Rd
FSU
Tallahassee
Park Ave E
Orange Ave W
Monroe St
Springhill Rd
Springhill Rd
Tram Rd
Tram Rd
Old Plank Rd
Blountstown Hwy
Lake Talquin
Fort Braden Tract
Lake Talquin State Park
Fort Braden
Bloxham Tract
Bloxham Cutoff
Bloxham Cutoff
Clear Creek Wilderness Area
Apalachicola National Forest
Munson Hills
Woodville
Natural Bridge State Park
Plank Road State Forest
St Marks River Preserve State Park
Southwood Golf Club
Southwood
Chaires
Capitola
Kirk-Edwards Wildlife Area
Natural Bridge Battlefield Historic Site
Miccosukee
Miccosukee Rd
Miccosukee Rd
Miccosukee Rd

MATERIALS: BOARDS AND MAPS

BOARD 11



GOAL 4 – GREATER HOUSING DIVERSITY

4

Our community will strive for greater housing diversity that expands affordable housing opportunities and housing options for people with varying income levels, offers more flexibility for people in different stages of life and with different abilities, and promotes options that are supported by transit, on-demand transportation, and non-motorized forms of transportation.

While working toward greater housing diversity, our community will:

- Protect the character of existing, viable residential areas through neighborhood design, building types, buffering, and screening.
- Promote development practices to support:
- Neighborhoods that are diverse in use and population.
- Communities that are designed for people walking, riding bicycles, and using transit as well as driving motorized vehicles.
- Places that offer inclusive access to public spaces and community institutions.

OBJECTIVE 4.1

Missing Middle Housing: Ensure diverse housing options along a spectrum of affordability and housing types in residential areas to support walkable neighborhoods, neighborhood commercial uses, and multimodal transportation options. Allow for diverse housing options in new and existing neighborhoods to ensure that the housing types are not homogeneous and provide a solution to the mismatch between the available housing stock, shifting demographics, and growing demand for walkability.

POLICY 4.1.1
Accessory Dwelling Units (ADUs):

Maintain land development regulations that allow and encourage the development of accessory dwelling units in most residential and mixed-use zoning districts to attract young graduates, support families with aging parents and grandparents, and provide additional income for homeowners.

POLICY 4.1.2
Missing Middle Housing as Conforming Uses:

Existing, legally established single-family detached dwellings, accessory dwelling units, single-family attached dwellings or townhomes, and two-family homes or duplexes shall be deemed conforming uses notwithstanding any density or permitted use provisions of the Comprehensive Plan or land development regulations.

POLICY 4.1.3
Community Character Analysis:

In order to facilitate the development of diverse housing options, form-based zoning districts may be developed indicating a specific range of housing types that are permitted. Form-based zoning districts will be based on a Community Character Analysis to identify a range of housing types appropriate accounting for the existing physical development patterns.

POLICY 4.1.4
Pattern Books:

Pattern books shall be developed to identify a specific range of housing types allowed for different land use categories. These pattern books would serve as a tool to provide predictability of the housing types allowed in various areas of the community and to provide residents, developers, and homebuilders with an understanding of allowable housing types in the community.

OBJECTIVE 4.2

Mobility-Based Housing Incentives: Provide density bonuses and other incentives that encourage compact, mixed-use communities near transit and trail corridors and mobility hubs.

POLICY 4.2.1
Coordinate Transit with Land Use:

As transit centers are planned, the Planning Department shall evaluate adjacent land uses for opportunities to implement Transit-Oriented Development.

POLICY 4.2.2
Transit-Oriented Development (TOD) Design Standards:

Land development regulations shall include design standards to encourage the following principles around transit centers: Site centers in locations with highest ridership potential and development opportunities; Designate 0.5-mile radius around centers as higher density, mixed-use, walkable development; Create a range of densities with highest at centers, tapering down to existing neighborhoods; Design centers for seamless pedestrian connections to surrounding development; Create public plaza directly fronting one or more sides of the center building where feasible; Create retail and cafe streets leading to center entrances along main pedestrian connections where feasible; Reduce parking at centers and locate parking in areas that direct pedestrian flow along retail streets; Enhance multi-modal connections, making transfers easy, direct, and comfortable; Incorporate bikeshare, a comprehensive bikeway network, and large ride-in bike parking areas; Use centers as catalysts for major redevelopment of area and create placemaking around centers.

POLICY 4.2.3
Transit-Oriented Development (TOD) Density Bonus:

Land development regulations may include provisions that allow for densities up to 20% higher than otherwise allowable in a given land use category with a minimum density bonus of one additional unit for development located within 0.25 mile of a transit stop. This density bonus shall not apply to the Residential Preservation land use category. This density bonus may be applied in addition to other eligible density bonuses. Total density bonuses shall not exceed 30% of the residential density allowed in the underlying land use category.

Policy 4.2.4
Coordinate Trails with Land Use:

As shared use paths and protected bike lanes are planned and designed, adjacent land uses shall be evaluated by the Planning Department for opportunities to implement trail-oriented development.

POLICY 4.2.5
Trail-Oriented Development (TrOD) Design Standards:

Trail Oriented Development shall be mixed-use areas and feature a Mobility Hub connected to the trail network to serve as a focal point that brings multiple modes of personal mobility together.

POLICY 4.2.6
Trail-Oriented Development (TrOD) Density Bonus:

Land development regulations shall include provisions that allow for densities up to 20% higher than otherwise allowable in a given land use category with a minimum density bonus of one additional unit for development located within 0.5 miles of a trailhead. This density bonus may be applied in addition to other eligible density bonuses. Total density bonuses shall not exceed 30% of the residential density allowed in the underlying land use category.

OBJECTIVE 4.3

Affordability: Provide density bonuses and other incentives that expand affordable housing opportunities and options for people with varying income levels, including opportunities and options not adequately supplied by the market.

POLICY 4.3.1
Inclusionary Housing Policy:

As part of an overall affordable housing strategy, the City and County shall develop and maintain inclusionary housing policies in their respective land development regulations in order to increase private development of affordable housing. The inclusionary housing policies may include a range of incentives, including density bonuses up to 30% greater density than otherwise provided by the applicable zoning district.

POLICY 4.3.2
Establishing Community Land Trusts:

To support long-term affordable homeownership, prioritize the use of Community Land Trusts (CLTs) when possible. In doing so, give preference to CLTs over other affordable housing models that do not include resale restrictions, include resale restrictions that are temporary, forgiven, or set to expire over time, or rely on local government land donations without long-term affordability guarantees.

POLICY 4.3.3
Requirements of Community Land Trusts:

To qualify for local government assistance, Community Land Trusts shall require permanent affordability, require that owners live in the homes as their primary residence, and include resale formulas in land leases.

POLICY 4.3.4
Affordable Housing Design Standards:

Develop design standards for affordable housing, including Aging in Place design that could be incorporated into the County and City's Housing Programs.

POLICY 4.3.5
Affordable Housing Density Bonus:

Land development regulations shall include provisions that allow for densities up to 25% higher than otherwise allowable in a given land use category with a minimum density bonus of one additional unit for the provision of affordable housing units. Land development regulations may include qualifying criteria, design standards, and site design flexibility for the implementation of the density bonus.

OBJECTIVE 4.4

Family Heir Subdivisions: Provide a hardship provision by which owners of property outside of the Urban Boundary who meet defined eligibility requirements may have the ability to create smaller parcels of land for family members for use as homesteads.

POLICY 4.4.1
Family Heir Subdivision Eligibility:

The use of a parcel of property solely as a homestead by an individual who is the grandparent, parent, stepparent, adopted parent, sibling, child, stepchild, adopted child, or grandchild of the person who conveyed the parcel is permitted per this policy, notwithstanding the density or intensity of use assigned to the parcel by the Future Land Use Map and official zoning atlas. The parcel to be subdivided must be in the same configuration as it was on February 1, 1990, or the parcel must have been created through subdivision pursuant to the family heir provision and the applicant is an originally intended heir or an heir through successive generations of the originally intended heir. The parcel shall be conveyed within 90 days of subdivision approval to the intended heir, who shall hold uninterrupted title for at least two years.



GOAL 5 – A ROBUST ECONOMY

5

Our community will facilitate the development, attraction, and cultivation of innovative businesses and associated job creation to position the local economy for sustained, directed growth, raise the quality of life for residents, and alleviate poverty in the community.

Our community will foster a robust economy by:

- Supporting target industry cluster development and innovation districts.
- Retaining and creating new employment opportunities emphasizing Tallahassee-Leon County's target industries.
- Reducing barriers to starting and growing businesses.
- Increasing access to job opportunities and training.
- Ensuring adequate and suitable lands are designated for commercial and industrial uses.

OBJECTIVE 5.1

Economic Health: Initiate community planning, urban development, and redevelopment strategies that prepare businesses, production facilities, trades, and related activities that provide the livelihoods of the population to take advantage of positive opportunities and withstand negative changes in the economy and to continue providing jobs and incomes to support the community.

POLICY 5.1.1
Economic Development Strategic Plan:

The Tallahassee-Leon County Office of Economic Vitality (OEV) shall maintain a strategic plan that includes, at a minimum, target industries and objectives for business development and job creation. During development project reviews, the Planning Department and OEV shall coordinate on issues of land use and development to support economic health consistent with the OEV strategic plan.

OBJECTIVE 5.2

Airport Access: Provide access to the Tallahassee International Airport to ensure the movement of people and commerce while maintaining the safety and security of the airport.

POLICY 5.2.1
Airport Master Plan:

The airport master plan developed for the Tallahassee International Airport shall account for transportation facilities and access to both the General Aviation and the Commercial Service facilities at the airport. The airport master plan shall be coordinated with the plans of the US Army Corps of Engineers, the Federal Aviation Administration, FDOT, and the CRTPA. The planning, design, and construction of transportation facilities in the vicinity of the Tallahassee International Airport shall account for existing airport access as well as planned development at the airport.

OBJECTIVE 5.3

Freight and Cargo: Provide a network of transportation facilities that are coordinated across different modes of travel to support the movement of freight and cargo.

POLICY 5.3.1
Intermodal Centers:

The City of Tallahassee and Leon County shall maintain an inventory of intermodal centers, including the locations, types of facilities, and activities of the centers.

POLICY 5.3.2
Tallahassee International Airport:

Coordinate land uses adjacent to the Tallahassee International Airport, access to the airport, and access to other transportation facilities to enhance the express shipment, transfer, and movement of air cargo, including air freight and mail.

POLICY 5.3.3
Transportation Access:

Industrial uses and other freight-related uses shall be located in proximity to and have direct access to major transportation routes and intermodal stations, orother freight transfer locations.

OBJECTIVE 5.4

Resilience Planning: Plan for post-disaster recovery and redevelopment to help resume economic activities following damage or destruction by a natural or human-made disaster.

POLICY 5.4.1
Post Disaster Redevelopment Plan:

The community shall maintain a countywide post-disaster redevelopment plan to better prepare the community for long-term recovery and redevelopment after a disaster. The post-disaster redevelopment plan shall address business resumption and economic redevelopment; infrastructure restoration and mitigation; housing repair and reconstruction; sustainment of services; sustainable land use; and financial management.

POLICY 5.4.2
Local Mitigation Strategy:

The community shall maintain the Local Mitigation Strategy to identify those strategies and projects that improve the resiliency of critical public infrastructure assets of the community based on potential hazards.

OBJECTIVE 5.5

Intergovernmental Coordination: Increase the economic strength of the Tallahassee Metropolitan Statistical Area (MSA) by leveraging opportunities, programs, land uses, and transportation facilities across the region to grow existing businesses and attract new businesses.

POLICY 5.5.1
Regional Economic Development Coordination:

The Department of PLACE shall coordinate economic development projects and programs with the State of Florida, Apalachee Regional Planning Council, Capital Region Transportation Planning Agency, and/or appropriate neighboring jurisdictions to leverage opportunities, programs, land uses, and transportation facilities across the region to support business retention and expansion, and to attract new businesses.

POLICY 5.5.2
Grant Funding Opportunities:

Local governments shall pursue grant opportunities for projects or programs of regional significance.

TALLAHASSEE LEON COUNTY VISION 2050 A FOCUSED FUTURE

MATERIALS: BOARDS AND MAPS

BOARD 12

GOAL 6 – A BALANCED TRANSPORTATION NETWORK

6

Our community will support a balanced and viable transportation network with convenient and context-sensitive options, so pedestrians, bicyclists, motorists, and public transportation users of all ages and abilities can travel safely around the community.

The transportation network shall:

- Include streets, sidewalks, bicycle lanes, shared use paths, trails, aviation facilities, rail lines, transit, and on-demand transportation options.
- Account for land use context, right-of-way constraints, and the short-term and long-term costs of transportation infrastructure.
- Account for emerging technologies and best practices.
- Discourage the negative effects roadway widening can have on neighborhoods and community character.
- Provide safe routes to schools and options for the transportation disadvantaged and vulnerable road users.
- Maintain adopted roadway level of service (LOS) measures and retain multimodal level of service targets.
- Be coordinated between the local governments, with neighboring jurisdictions, and with regional, state, and federal agencies to cooperatively plan and manage transportation systems that are within the community but managed by FDOT.

OBJECTIVE 6.1

Land Use and Transportation Coordination for Livability: Coordinate land use and transportation systems that foster vibrant communities with compact urban forms and a mixture of uses to minimize travel distances, reduce greenhouse gas emissions, and enhance pedestrian, bicycle, and transit mobility.

POLICY 6.1.1
Mitigate Sprawl:

New and substantial improvements to roadways, shall be identified and programmed consistent with the context (Context Classification) where design and environmental constraints allow that supports the Urban Services Area policies to promote efficient growth and urban infill, and discourage urban sprawl.

POLICY 6.1.2
Context-Based On-Site Facilities:

Development projects shall contribute to a safe, convenient, and comfortable transportation environment that promotes walking, cycling, and transit use consistent with the development's context-classification. Land development regulations shall specify the conditions and standards for provision of on- and off-site roadway extensions, sidewalk and trail connections, and transit facilities. Context-appropriate improvements or enhancements shall be required as a condition of development approval, such as, but not limited to sidewalks and bicycle facilities, plantings, and building configuration, buffers, setbacks and stepbacks. Development shall mitigate impacts on the multi-modal transportation network.

POLICY 6.1.3
Tallahassee-Leon County Transportation Corridors:

Transportation corridor maps showing the future land uses shall be developed and maintained to reflect the enhanced coordination between land use and transportation including new construction and improvements, reflecting the intended context classification.

POLICY 6.1.4
Retrofit for Livability:

Roadways with design characteristics inconsistent with their assigned Context-Classification shall be inventoried and prioritized for retrofit including but not to limited lane width adjustments, street lighting, stormwater management retrofits, and streetscape improvements such as sidewalks, bicycle lanes, shared-use paths, transit amenities, and plantings to improve livability for the adjacent land uses consistent with the Future Land Use Map.

OBJECTIVE 6.2

Network Connectivity Improvement: Improve the balance of transportation options, connectivity, and capacity of the multimodal transportation network.

POLICY 6.2.1
Enhance Connectivity:

Local governments shall identify, prioritize, and engage in the necessary collaboration to establish crossings that connect road and trail networks across interstates, railroads, and other dividing features such as stormwater ditches. Locations where informal crossing regularly occurs shall be prioritized and where appropriate mid-block crossing may be assessed and implemented. Locations where high-quality and/or sensitive natural features exist shall be deprioritized.

POLICY 6.2.2
Future Right-of-Way Needs:

Local governments shall secure anticipated right-of-way needs, including supporting stormwater management, for additional travel lanes and/or turn lanes, as well as multimodal facilities, through the development review process, targeted acquisitions, or other suitable means to address motor vehicle traffic volume on roadway segments that will be impacted by targeted development areas within the long-term planning period. Roadways shall not be constructed to accommodate development anticipated beyond the long-term planning period.

POLICY 6.2.3
Build and Enhance the Network:

Where appropriate, create new minor and major collector roadways to relieve motor vehicle traffic congestion and increase network connectivity. Additionally, include network-enhancing local and minor collector street projects.

All development plans shall contribute to developing a local and collector street and unified circulation system that will allow multimodal access to and from the proposed development, as well as access to surrounding developments.

POLICY 6.2.4
Corridor Management and Preservation:

Transportation corridors requiring additional right of way and/or corridor management are designated for preservation and management as provided in §337.273, F.S.

POLICY 6.2.5
Interconnectivity for Development:

Require vehicle, pedestrian, and bicycle interconnections between adjacent, compatible development; and require these interconnections between adjacent, incompatible developments when such connection has the potential to reduce the vehicular traffic on the external street system.

POLICY 6.2.6
Continuation of Streets:

All development plans shall incorporate and continue all collectors and local streets stubbed to the boundary of the development plan by previously approved development plans or existing development, unless deemed infeasible by the respective local government.

POLICY 6.2.7
Interconnectivity to Adjacent Uses:

Require private developers within the Urban Service Area to include bikeways, pathways, or sidewalks in their proposed developments, with connections to nearby properties and land uses.

OBJECTIVE 6.3

Context Based Mobility: Plan, design, and build the transportation system to reflect the existing context areas and what the context areas will be based on future land use and zoning.

POLICY 6.3.1
Context Classification and Safe Systems:

A Local Context Classification system shall be implemented for all publicly maintained streets and roads that reflects Future Land Use and zoning and follows nationally accepted professional guidelines to best identify and classify facilities. Additional criteria shall be developed for local streets. The Context Classification system shall incorporate design characteristics that reflect Safe Systems approaches using proven safety countermeasures and complete streets design principles. These measures shall aim for zero deaths and serious injuries along roadways and recognize that transportation systems users inherently make mistakes and ensure that the transportation system will be constructed in a manner that mitigates frequency and severity of crashes when errors occur.

POLICY 6.3.2
Context Classification Application:

The context classification system shall be applied to City and County roadway resurfacing and enhancement projects in a manner that reflects the future vision and context of the area and considers available rights-of-way and environmental constraints where the project is located by accounting for the Future Land Use map, zoning, and Context Classification. Land Development Regulations shall provide for the implementation of context classification design standards as a requirement or condition of development approval.

POLICY 6.3.3
Context Classification Map :

By 2030, a Local Context Classification map shall be developed and maintained through the planning timeframe that recognizes local roadway functional classification and context classification in addition to land use context. The Local Context Classification map shall be updated concurrently with amendments to the Local Functional Classification Map and the Future Land Use Map. As part of map series, the FDOT context classification and functional classification maps are included as a reference and resource document.

POLICY 6.3.4
Downtown Traffic:

By 2035, in alignment with the vision of a vibrant 18-hour Downtown, strategies to reduce the negative effect of high-volume multi-lane through traffic in the Urban Core including managing speed and streetscaping shall be implemented.

POLICY 6.3.5
Lane Repurposing:

Evaluate the need for road lane repurposing to accommodate existing and future capacity, land uses, and multi-modal demand through the planning timeframe. Reducing, narrowing, or repurposing automobile lanes to support multimodal or travel by modes other than by automobile will not require transportation concurrency mitigation. Outside of the Multimodal Transportation District (MMTD), an analysis of transportation and land use impacts on parallel roadways must be conducted prior to implementation.

POLICY 6.3.6
One-Way Pair Studies:

Studies completed by the City and/or County for one-way pairs shall evaluate potential safety, operational, and aesthetic improvements. Improvements considered in the studies may include pedestrian crossings, speed reduction, one-way pair conversions, landscaping, and other potential improvements.The policy aims to strengthen neighborhood connectivity, support local businesses, and foster a more livable urban environment. Reduced levels of service due to improvements shall be acceptable within the Multimodal Transportation District (MMTD), prioritizing safety and complete networks for pedestrians and bicyclists over traffic efficiency.

POLICY 6.3.7
Speed Management:

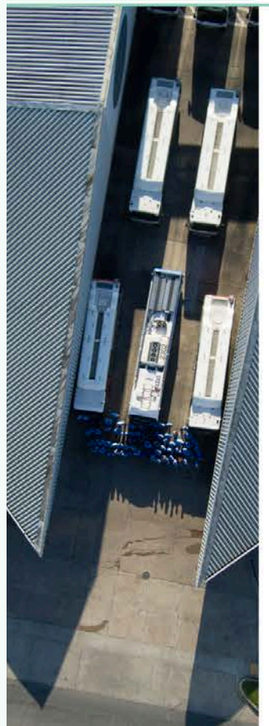
By 2035, the City and County shall implement speed management programming based on the most recent American Association of State Highway and Transportation Officials (ASHTO), Federal Highway Administration (FHWA), Florida Department of Transportation (FDOT), and National Association of City Transportation Officials (NACTO) guidelines to reduce the frequency and severity of crashes and collisions. Additional speed management criteria shall be established in the land development code for local streets.

POLICY 6.3.8
Level of Service (LOS):

Peak Hour Roadway Level of Service shall be established and shall be assessed during the Evaluation and Appraisal Report every 7 years. For Minor Arterials, and for Major and Minor Collectors located inside the Urban Service Area and south of U.S. 90, the Level of Service shall be "D" for purposes of establishing priorities for programming transportation improvements, and "E" for meeting concurrency requirements, to support the Southside Action Plan. Roads north of U.S. 90 shall be LOS D for both programming improvement and concurrency purposes.

POLICY 6.3.9
Multimodal Transportation District Area Wide Level of Service (LOS):

In order to create community design that supports mobility and prioritizes a safe, comfortable and attractive pedestrian environment with convenient interconnection to transit, the performance standards targeted for the Multimodal Transportation District shall be LOS C for Pedestrian, LOS C for Transit, LOS D for Bicycle, and LOS E+50% for Automobile. By 2030, assess MMTD Areawide LOS standards to determine if revisions to the measures should be made.



OBJECTIVE 6.4

Complete Streets: Design, construct, and operate streets and roads, consistent with context-sensitive design principles, to provide safe and convenient facilities, and access for pedestrians, bicyclists, motorists, and public transportation users of all ages and abilities.

POLICY 6.4.1
Project Evaluation:

Road projects, including resurfacing projects, shall be evaluated for the inclusion of bicycle lanes or paved shoulders, sidewalks, shared use paths, appropriate sidewalk shade plantings, right-sized traffic lanes, on-street parking, stormwater management, street lighting, utility improvements, and transit amenities where they did not previously exist. Where design criteria allow, bicycle and pedestrian facilities shall be separated from vehicular traffic.

POLICY 6.4.2
Share Transportation Information:

The City and County shall share information across departments and with policy makers and the general public regarding the health benefits and existing laws related to motor vehicle, bicycle and pedestrian operation and interaction.

POLICY 6.4.3
Bicycle and Pedestrian Network:

The City and County shall maintain and enhance the local system of bicycle lanes, sidewalks, and shared-use paths in conjunction with the Greenways and Trails Master Plan. Enhancements shall be prioritized in the vicinity of schools, community facilities, parks, recreation facilities, and mixed-use areas with a retail and service focus.

POLICY 6.4.4
Bicycle and Pedestrian Master Plan:

In coordination with the Capital Region Transportation Planning Agency, the City and County shall maintain a bicycle and pedestrian master plan through the planning timeframe that identifies projects to address bicycle and pedestrian network connectivity and safety feature upgrades, and pursue implementation funding. The bicycle and pedestrian master plan shall identify gaps where facilities do not exist in the bicycle and sidewalk networks.

POLICY 6.4.5
Safe Routes to Schools:

Provide a safe, accessible environment and support active living for students by developing and maintaining programs to increase biking, walking, and transit to schools, prioritizing sidewalk and bicycle infrastructure within a two-mile radius of schools, and continuing to identify, fund and build Safe Routes to Schools projects.

POLICY 6.4.6
Community Gateways:

Designate preferred entrance corridors into and connecting Tallahassee and Leon County. City and County departments with interests in the public right-of-way shall identify funding sources to convert these corridors into shaded bicycle and pedestrian ways to create attractive gateways into the community. These entrance corridor gateways shall include an appropriate gateway from the airport to Downtown, the Capitol Center, and University destinations.

POLICY 6.4.7
Scenic Roadway Assessments:

In the planning and construction of new roads in the suburban and rural areas and for needed improvement of existing roads, the City and County shall require a scenic roadway assessment, environmental assessment, and landscape component for the purposes of preserving those scenic features, protecting natural resources and providing interesting and aesthetically preferred places.

POLICY 6.4.8
Maintenance of Traffic:

When construction or repair work infringes on regular corridor operation, a project specific Maintenance of the Traffic Plan shall be developed that specifies one or more alternate routes accounting for all modes of transportation, including vehicles, bicycles, pedestrians, transit and freight.

POLICY 6.4.9
Multi-Modal Safety and Access:

Development shall provide safe and convenient access to transportation facilities for pedestrians, cyclists, and transit users, with the following exceptions: For emergency repair and routine maintenance; In locations where specific users are prohibited, such as interstate freeways or pedestrian malls (In these instances, a safe and convenient alternate route shall be identified and, if needed, prioritized for improvement or construction); A documented absence of current or future need. Procedures and criteria for approving exceptions will be identified in the Land Development Code.

New transportation facilities shall follow generally accepted or adopted design standards when implementing improvements intended to fulfill this Complete Streets policy and shall use innovative or non-traditional design options where a comparable level of safety for users is present.

POLICY 6.4.10
Applicability:

All new roadway facilities, whether publicly or privately designed and constructed, shall comply with this Complete Streets Objective and associated policies, in coordination with standards of the designated Context Classification, shall follow nationally accepted or recommended Complete Street design standards as specified in Policy 6.4.12. When circumstances do not allow for full compliance, innovative or nontraditional design options may be utilized, provided a comparable level of safety for users is present.

POLICY 6.4.11
Equity:

The implementation of Complete Streets shall reflect equity by facilitating safe streets for all users, regardless of ability or income, and that enables travel to destinations with or without a car.

POLICY 6.4.12
Design Standards:

Land Development Codes that apply to all development policies and programs shall be revised by 2030 to use the latest professionally accepted design guidance, standards, and recommendations for Complete Streets in coordination with the designated context classification. Guidance resources shall include, but need not be limited to: Federal Highway Administration's Manual on Uniform Traffic Control Devices, Florida Department of Transportation (FDOT) Context Classification Guide, Complete Streets Handbook, FDOT Design Manual, and Manual of Uniform Minimum Standards for Design, Construction and Maintenance for Streets and Highways (the Florida Greenbook), National Association of City Transportation (NACTO) published guidelines, American Association of State Highway and Transportation Official (AASHTO) published guidelines, and U.S. Department of Transportation's National Roadway Safety Strategy (NRSS), including the Safe System Approach.

POLICY 6.4.13
Pavement Markings and Signage:

All projects, whether public or private, that provide vehicle, bicycle, and/or pedestrian infrastructure shall provide proper pavement markings and signage to enhance recognition of infrastructure elements such as bicycle lanes, neighborhood bikeways, and pedestrian crossings. The City and County shall identify, prioritize, and install or update any such pavement markings or signage that are absent or out of date with current practices during the course of required maintenance.

POLICY 6.4.14
Two-Way Left Turn Lane Replacement:

Identify and prioritize replacement of existing continuous two-way left turn lanes with raised medians and exclusive turn lanes on multi-lane arterials. Replacement shall be contingent upon funding availability.

POLICY 6.4.15
Measuring Progress:

The success of this Complete Streets Objective shall be measured by the Planning Department with assistance by the City and County during the Evaluation and Appraisal Review process using, but not limited to, the following performance measures: Total miles of new designated bike lanes; Total miles of new shared-use paths (paved and natural surface); Total miles of neighborhood bikeways signed, marked, or constructed; Linear feet of new and repaired sidewalk and other pedestrian accommodations (paths, trails, etc.); Number and type of crosswalk and intersection improvements and new installations; Number of revenue service miles traveled by transit vehicles; Rates of crashes, injuries, and fatalities by mode, as available; Identification and updates to existing codes, policies, or programs to incorporate updated guidance from FDOT, FHWA, NACTO, AASHTO, and other best practices; Number of exceptions to this policy granted. The Joint City-County Bicycle Working Group and Advisory Committee for Quality Growth may review these measures and make recommendations annually.

POLICY 6.4.16
Coordination with Placemaking Plans:

Implementation of Complete Streets policies for development shall be coordinated with the existing placemaking plans by including reference to those that are applicable.

OBJECTIVE 6.5

Bicycle Facilities: Develop a network of bicycle facilities that provides safe, comfortable, and direct connections for all users throughout the community.

POLICY 6.5.1
Build Bike Facilities Concurrent with Maintenance:

All roadway or trail resurfacing, restoration, and rehabilitation projects shall be evaluated for the ability to add bicycle facilities where they currently do not meet bicycle facility selection and design standards.

POLICY 6.5.2
Bicycle Facilities in New Development:

New development shall prioritize the provision of and maintain continuous bicycle networks, including connections to transit stops and adjacent properties, and to provide bicycle parking at all non-residential uses, multi-family uses and other key destinations. Bicycle and trail connections shall be required consistent with and coordinated with the Leon County Greenways Master Plan per the City or the County when development contains or is adjacent to planned greenway projects.

TALLAHASSEE LEON COUNTY VISION 2050 A FOCUSED FUTURE

MATERIALS: BOARDS AND MAPS

BOARD 13

WHAT ARE COMPLETE STREETS?

PLANNING DEPARTMENT



SPACE FOR PEOPLE

A well-connected network of sidewalks, curb ramps, crosswalks, and curb extensions promote safety and comfort for pedestrians

SPACE FOR BIKES

Shared-use paths and bike lanes support alternative transportation options and encourage active lifestyles that benefit community health

SPACE FOR CARS

Roadway safety measures and complete street design principles aim for zero traffic casualties and serious injuries for all users

SPACE FOR TRANSIT

The availability, speed, frequency, duration, and reliability of public transit provides access to employment and activity centers

SPACE FOR MICROMOBILITY

Drop-off, pick-up, and dedicated parking zones for ride sharing, e-bikes, and scooters facilitate additional micromobility options

SPACE FOR INTERACTION

Context-based roadway systems ensure that street design, streetscaping, and land uses work together to create vibrant public spaces

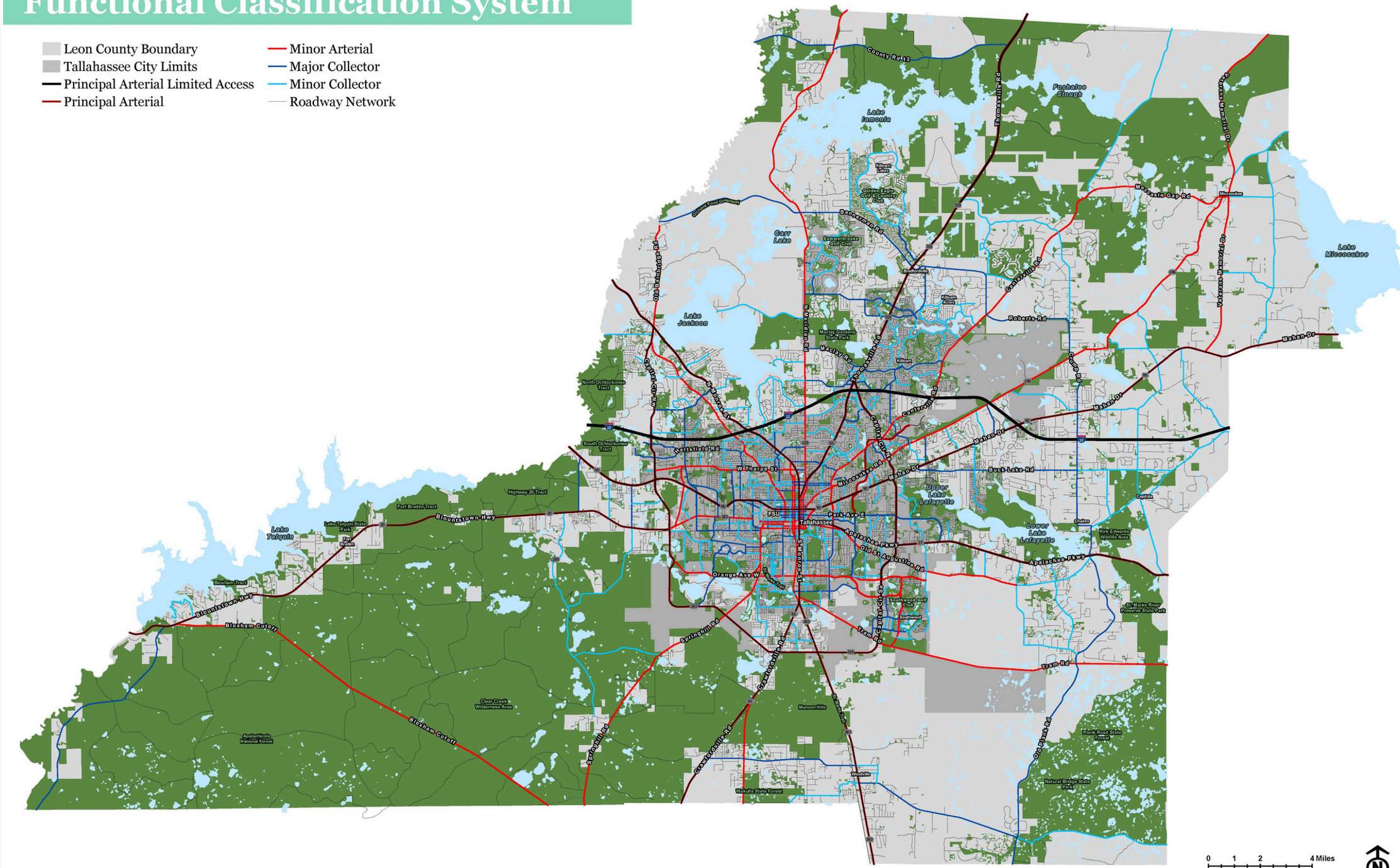
TALLAHASSEE LEON COUNTY VISION 2050 A FOCUSED FUTURE

MATERIALS: BOARDS AND MAPS

BOARD 14

Functional Classification System

- Leon County Boundary
- Tallahassee City Limits
- Principal Arterial Limited Access
- Principal Arterial
- Minor Arterial
- Major Collector
- Minor Collector
- Roadway Network



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TALLAHASSEE LEON COUNTY VISION 2050 A FOCUSED FUTURE

MATERIALS: BOARDS AND MAPS

BOARD 15

GOAL 6 – A BALANCED TRANSPORTATION NETWORK

6

Our community will support a balanced and viable transportation network with convenient and context-sensitive options, so pedestrians, bicyclists, motorists, and public transportation users of all ages and abilities can travel safely around the community.

The transportation network shall:

- Include streets, sidewalks, bicycle lanes, shared use paths, trails, aviation facilities, rail lines, transit, and on-demand transportation options.
- Account for land use context, right-of-way constraints, and the short-term and long-term costs of transportation infrastructure.
- Account for emerging technologies and best practices.
- Discourage the negative effects roadway widening can have on neighborhoods and community character.
- Provide safe routes to schools and options for the transportation disadvantaged and vulnerable road users.
- Maintain adopted roadway level of service (LOS) measures and retain multimodal level of service targets.
- Be coordinated between the local governments, with neighboring jurisdictions, and with regional, state, and federal agencies to cooperatively plan and manage transportation systems that are within the community but managed by FDOT.

OBJECTIVE 6.6

Pedestrian Facilities:
Improve walkability by designing and providing facilities that create an environment where walking is useful, safe, comfortable, and aesthetically interesting. Prioritize the pedestrian network over other transportation modes in the Multimodal Transportation District within the most urbanized and densely populated areas of the community.

POLICY 6.6.1
Pedestrian Level of Comfort:

As part of development review and approval, pedestrian level of comfort shall be enhanced through planting of shade trees and other amenitization including but not limited to installation of water fountains, benches, overhead pavilions, street and trail lighting, and installation of wayfinding signage.

POLICY 6.6.2
Crosswalks:

Programming of sidewalks projects in the budget and capital improvement schedule shall include provisions for crosswalk installations to provide regular crossings that align with the roadway's Context Classification.

POLICY 6.6.3
Pedestrian Infrastructure for New Development:

New development shall maintain continuous pedestrian networks, including connections to transit stops, adjacent lots, and between building entrances and the internal and external sidewalk network. Land development regulations shall include alternative options such as payment in lieu, the dedication of easements, and the dedication of right-of-way and shall identify when the alternative scenarios may apply.

OBJECTIVE 6.7

Mobility Hubs:
Support and incentivize the creation of mobility hubs to serve as connection points between public and private shared mobility services and multimodal options.

POLICY 6.7.1
Implementation of Mobility Hubs:

Implement a network of mobility hubs in partnership with transit providers, incorporating transit with other shared mobility services, such as bikeshare and car-share where feasible.

POLICY 6.7.2
Mobility Hubs Location Coordination:

The City and County shall work with community-based organizations to ensure the appropriate geographic placement of mobility hubs and outreach regarding transportation options.

POLICY 6.7.3
Mobility Hubs Design Guidelines Requirements:

Amend the land development regulations by 2028 to provide mobility hub design guidelines to support mobility hub implementation and provide flexibility for change as technology and travel behavior and patterns evolve over time.

OBJECTIVE 6.8

Transportation Demand Management:
Leverage transportation and parking demand management strategies to promote system efficiencies and alternate modes of travel and to spread the travel demand across more hours of the day that result in minimizing impacts on natural resources and neighborhoods and reducing vehicle miles traveled.

POLICY 6.8.1
Encourage Alternate Transportation Modes:

Through the planning timeframe, the use of alternate transportation modes through the promotion of public transit, provision of or coordination with on-demand, micromobility or car- share and van-share or pool programs, investment in bicycle and pedestrian infrastructure, and support for telecommuting policies shall be encouraged by public and private sector transportation entities.

POLICY 6.8.2
Enhance Bicycle and Pedestrian Infrastructure:

City and County shall prioritize bicycle and pedestrian enhancements in high-traffic areas, mixed use areas, and near transit stops for both public and private projects to ensure biking and walking are a safe, comfortable, and convenient alternative to driving.

POLICY 6.8.3
Land Development Patterns:

The City and County shall propose or maintain land development regulations that promote development patterns that reduce the need for personal automobile ownership including mixed use development, Transit Oriented Development (TOD), and pedestrian friendly design strategies.

POLICY 6.8.4
Shared Parking Criteria:

Private shared parking arrangements may be allowed as a method to meet parking requirements for development. Eligibility criteria may be adopted regarding proximity of sites, timing of peak parking demand, requirements for a written and recorded parking agreement, availability of parking spaces, availability transit amenities, and other criteria that ensure the effectiveness of shared parking arrangements.

POLICY 6.8.5
Parking Reduction for Certain Development Types:

City and County land development regulations, if adopting minimum or maximum parking requirements, shall provide for reduced minimum parking requirements for mixed use developments, Transit Oriented Development (TOD), Trail Oriented Development (TrOD), and other development types that have a reduced parking need. Reductions from standard parking requirements shall be based on the peak parking demand for the mix of uses and account for mode shift.

POLICY 6.8.6
Private Parking Lots:

City and County land development regulations shall include provisions for privately owned and operated parking lots as a principal use in urban center and urban mixed use land use categories. Development and design criteria shall be adopted with regard to minimum and/or maximum size, location relative to intersections or distance between such facilities, demonstration of parking demand within a walkable area, minimum landscaping requirements to reduce visual impact and enhance aesthetics especially adjacent to public rights-of-way, lighting, and minimum requirements for safe and convenient pedestrian connections.

POLICY 6.8.7
Drop-Off & Pick-Up Zones:

The City and County shall adopt or maintain land development regulations through the planning timeframe for the provision of drop-off and pick-up zones to accommodate the increase in use of ride share services and autonomous vehicle use. Requirements shall apply to certain uses such as restaurants, bars, hotels, office parks, religious facilities, community facilities, sporting facilities, parks, and other uses with a high frequency of drop-off and pick-up activity. Criteria shall be with regard to size of the use, provide design standards, location on site, and the availability of porte cocheres or valet operations that meet the design requirements.

POLICY 6.8.8
Intelligent Transportation Systems (ITS):

City and County transportation strategies, to the extent possible, shall incorporate intelligent transportation systems strategies including speed management programming, traffic signal control, and variable driver real-time messaging, to minimize environmental effects of congestion and improve safety.

POLICY 6.8.9
Traffic Operations Management:

The transportation management system in the land development code shall be maintained or revised to reduce demand for wider roads by evaluating traffic operations to maximize efficiency of the existing street system capacity and support modal shifts to public transit, bicycling, and walking.

OBJECTIVE 6.9

Transportation for the Disadvantaged:
Coordinate transportation options to empower members in the community who are unable to provide their own transportation to vital services, including seniors, and individuals with disabilities, people with low incomes, and children at risk.

POLICY 6.9.1
Human Services Transportation:

Through the planning timeframe, applicable projects shall comply with federal and state requirements regarding planning and coordination of human services transportation in meeting the needs of the Transportation Disadvantaged.

POLICY 6.9.2
Transport to Destinations:

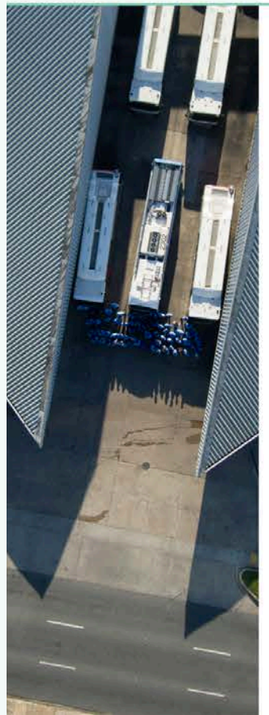
Through the planning timeframe, the transit provider shall ensure Transportation Disadvantaged program services continue to provide transport to local goods and services, including medical services for all users.

POLICY 6.9.3
Affordable and Cost-Effective Service:

Transit providers, the Capital Region Transportation Planning Agency, Community Transportation Coordinator, and the Apalachee Regional Planning Council shall support innovative ways, such as utilizing emerging technology or negotiating fees and services with on- demand providers, to reduce costs and provide superior service for the transportation disadvantaged that also increases efficiency and provide local government savings.

POLICY 6.9.4
Transportation Disadvantaged Needs Assessment:

A needs assessment of the Transportation Disadvantaged shall be developed/updated every 5 years or as required by federal and state laws. This assessment of existing public and private transit programs shall be undertaken with an analysis to determine needs. A strategy to meet identified needs of the Transportation Disadvantaged shall be developed.



OBJECTIVE 6.10

Transit:
Ensure that the community is well-connected via transit to major employment and activity centers, that transit stops and waiting areas are safe and comfortable, and that transit is coordinated with other modes of transportation.

POLICY 6.10.1
Transit Development Plan:

Through the planning timeframe, the Transit Development Plan shall identify transit improvements needs and capital improvements plans shall prioritize funding for transit projects that increase the availability, speed, frequency, duration, and reliability of transit. Development shall be consistent with and support the Transit Development Plan.

POLICY 6.10.2
Pedestrian Infrastructure Connectivity:

The annual infrastructure capital improvements list maintained by City and County shall prioritize sidewalks and pedestrian facilities that provide connectivity to transit stops.

POLICY 6.10.3
Southside Transit:

The City, County, and CRTPA shall prioritize improved transit service on the Southside by including, where appropriate and feasible, projects in the Transit Development Plan that would have a positive impact on the area.

POLICY 6.10.4
Employment and Activity Center Service:

Systematically prioritize the extension and/or route modifications within the City limits to provide access to major employment, shopping, and business, recreational, and other activity centers. Transit service outside of City limits are not the responsibility of the City of Tallahassee.

POLICY 6.10.5
Transit Corridors:

Incentives shall be developed to encourage the donation of transit rights-of-way to establish and maintain transit corridors. Development agreements and land use regulations shall be used when available and in the best interest of transit service to preserve future transit corridors.

OBJECTIVE 6.11

Aviation:
Provide aviation facilities to meet the demand for commercial service, general aviation, freight and cargo, advanced air mobility, and military services and to enhance aviation and airport development opportunities.

POLICY 6.11.1
Adjacent Land Use Compatibility:

Protect the Tallahassee International Airport from the encroachment of incompatible land uses and the creation or establishment of airport hazards to ensure the continuation of normal airport operations, including landing and takeoff of aircraft, in order to promote public health, safety, and general welfare by implementing airport land use compatibility zoning regulations that include potential noise and safety impacts to surrounding land uses.

POLICY 6.11.2
Airport Master Plan:

The Tallahassee International Airport shall maintain an airport master plan that establishes a logical set of development parameters and timelines that coincide with the airport's needs for general aviation, commercial service, freight and cargo, and advanced air mobility through the planning horizon.

POLICY 6.11.3
Compatibility of Land Use:

Airport land use compatibility zoning regulations shall include provisions for existing aviation facilities as well as planned aviation facilities identified in the airport master plan. The City and County shall coordinate with Airport staff to develop any additional regulations needed that are not identified in the airport master plan, such as for locations off-airport suitable for development under these categories and for advanced air mobility facilities and services.

POLICY 6.11.4
Compatibility for Noise and Safety:

Airport land use compatibility zoning regulations shall include potential noise and safety impacts to surrounding land uses.

POLICY 6.11.5
Advanced Air Mobility:

Advanced Air Mobility facilities, including any public-use vertiport facilities, shall be directed to appropriate areas. Land development regulations shall identify zoning districts and/or areas where Advanced Air Mobility facilities are either prohibited or restricted uses and include appropriate development standards for Advanced Air Mobility facilities.

OBJECTIVE 6.12

Rail:
Accommodate and mitigate impacts of existing rail-based freight and cargo services, support opportunities for commercial passenger service, and coordinate with rail owners to enhance the safety of existing crossings and seek additional safe crossings for pedestrian and bicycle users.

POLICY 6.12.1
Railroad Crossings:

Coordinate with the Federal Highway Administration and railroad companies to ensure railroad crossings are constructed and maintained to ensure safe crossings for drivers, pedestrians, and cyclists. Pedestrian crossings shall be constructed and maintained to ensure compliance with the Americans with Disabilities Act and other Federal and State Standards. Deficient crossings and new crossings of railroads shall be inventoried and prioritized in programming of the transportation network and trail system.

OBJECTIVE 6.13

Intergovernmental Coordination:
Coordinate with neighboring jurisdictions, the Florida Department of Transportation, and the Capital Region Transportation Planning Agency to effectively plan and manage transportation systems that extend beyond jurisdictional boundaries.

POLICY 6.13.1
Consistency with State Transportation Plans:

Maintain consistency with and support state transportation plans, including the Florida Transportation Plan and the Strategic Intermodal System Plan.

POLICY 6.13.2
Consistency with Regional Transportation Plans:

Maintain consistency with and support regional transportation plans, including the Capital Region Transportation Planning Agency's Regional Mobility Plan, Transportation Improvement Plan, and any future regional transit plans.

POLICY 6.13.3
Consistency with Local Transportation Plans:

Maintain consistency with other transportation plans for Leon County and the City of Tallahassee, including the Bicycle and Pedestrian Master Plan.

POLICY 6.13.4
Signal Coordination Plans:

Require conformance of new signals with signal coordination plans and FDOT signal spacing standards for the state highway systems.

POLICY 6.13.5
Project Planning Partnerships:

Forge partnerships and effectively coordinate with modal providers, state and regional agencies, and other local governments in mobility planning and project development.

POLICY 6.13.6
Evacuation Routes:

Coordinate with the Florida Department of Transportation to ensure that the transportation network provides the capability to facilitate the evacuation of the coastal population in the event of an impending natural disaster.

POLICY 6.13.7
Emerging Technology:

New advancements in transportation and mobility technologies shall be monitored for identification of potential infrastructure and safety needs, and implementation of these emerging technologies shall be coordinated with federal, state, regional, and local transportation authorities.

TALLAHASSEE LEON COUNTY VISION 2050 A FOCUSED FUTURE

ABOUT THE MEETINGS - MATERIALS

COMMUNITY ENGAGEMENT SUMMARY REPORT

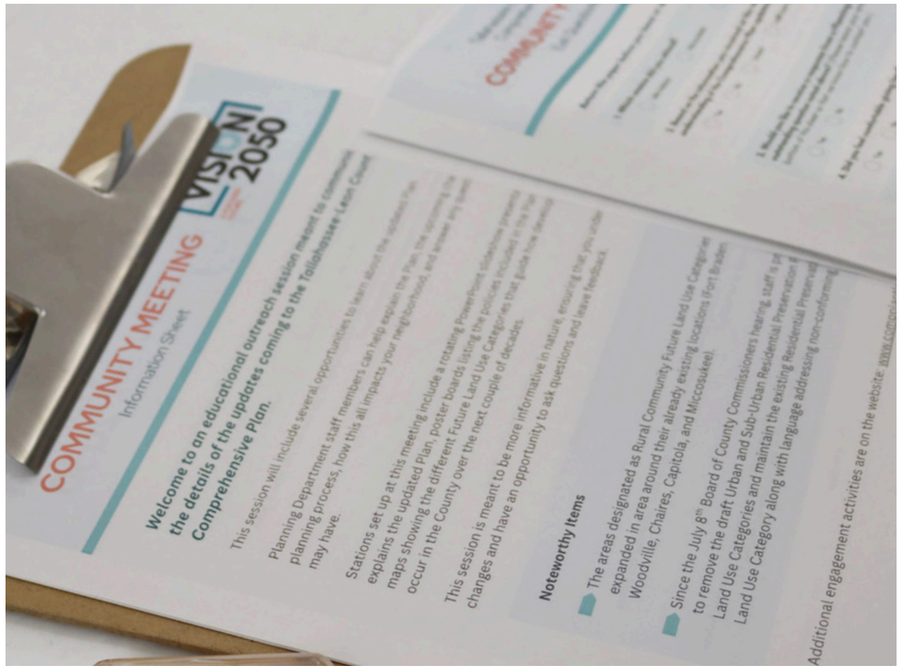
Fall 2025

TALLAHASSEE LEON COUNTY VISION 2050 A FOCUSED FUTURE



PowerPoint Presentation

This presentation showed the highlights of the six goals of the Land Use and Mobility Element comprehensive plan update and maps illustrating the areas most directly impacted by the goals. It also provided a brief description of the planning process and anticipated next steps. Information about where to find more details on the Plan and plan update were provided as well. The plan website, **www.compplantlc.com**, was highlighted in the PowerPoint presentation, and promoted in discussions by staff, to give citizens a way to find out more details about the Plan.



Opportunities for Comment and Feedback

Opportunities to provide feedback consisted of an exit questionnaire distributed at the sign-in table. The exit questionnaires consisted of 7 questions primarily focused on assessing the community meetings. These questionnaires were collected as attendees exited the meeting. Additionally, comment cards were available around the room and at tables with chairs to allow citizens to leave written feedback or comments if desired.

ABOUT THE MEETINGS - MATERIALS

COMMUNITY ENGAGEMENT SUMMARY REPORT

Fall 2025

TALLAHASSEE LEON COUNTY VISION 2050 A FOCUSED FUTURE

Information Sheet and Exit Questionnaire

Tallahassee-Leon County Comprehensive Plan
COMMUNITY MEETING
Information Sheet

TALLAHASSEE LEON COUNTY VISION 2050 A FOCUSED FUTURE

Welcome to an educational outreach session meant to communicate the details of the updates coming to the Tallahassee-Leon County Comprehensive Plan.

This session will include several opportunities to learn about the updated Plan.

Planning Department staff members can help explain the Plan, the upcoming changes, the planning process, how this all impacts your neighborhood, and answer any questions you may have.

Stations set up at this meeting include a rotating PowerPoint slideshow presentation that explains the updated Plan, poster boards listing the policies included in the Plan, and maps showing the different Future Land Use Categories that guide how development will occur in the County over the next couple of decades.

This session is meant to be more informative in nature, ensuring that you understand the changes and have an opportunity to ask questions and leave feedback.

Noteworthy Items

- The areas designated as Rural Community Future Land Use Categories have expanded in area around their already existing locations (Fort Braden, Woodville, Chaires, Capitola, and Miccosukee).
- Since the July 8th Board of County Commissioners hearing, staff is proposing to remove the draft Urban and Sub-Urban Residential Preservation Future Land Use Categories and maintain the existing Residential Preservation Future Land Use Category along with language addressing non-conforming uses.

Additional engagement activities are on the website: www.compplantlc.com.

Tallahassee-Leon County Comprehensive Plan
COMMUNITY MEETING
Exit Questionnaire

TALLAHASSEE LEON COUNTY VISION 2050 A FOCUSED FUTURE

Return this paper before you leave or send your responses to Planning@Talgov.com.

1. Which session did you attend?
◯ Lake Jackson ◯ Miccosukee ◯ Chaires ◯ Bradfordville ◯ Fort Braden

2. Based on the information you received at the meeting today, do you feel like you have a good understanding of the Comprehensive Plan updates?
◯ Yes ◯ No ◯ Unsure ◯ I still have a question about: _____

3. Would you like to receive a response from a Planning Department staff member about your outstanding question noted above? (Please leave your email address or phone number at the bottom of this sheet so that we know how to contact you.)
◯ Yes ◯ No

4. Did you feel comfortable giving feedback at the community meeting today?
◯ Yes ◯ No

5. Was there anything about this session that could be improved?
◯ Yes ◯ No ◯ If Yes, please provide more details: _____

6. Are you interested in receiving updates about the Comprehensive Plan, including any future public engagement opportunities?
◯ Yes ◯ No

7. OPTIONAL: If you would like to receive updates, please provide your contact information below.
(Your information will only be used to send updates related to the Comprehensive Plan.)

Name: _____ Phone Number: _____

Email Address: _____

Mailing Address: _____

COMMUNITY FEEDBACK

COMMUNITY ENGAGEMENT SUMMARY REPORT

Fall 2025

TALLAHASSEE LEON COUNTY VISION 2050 A FOCUSED FUTURE

The purpose of this engagement effort was to educate and inform the public on the update to the Land Use and Mobility Elements of the Comprehensive Plan. Much of the interaction at the meetings consisted of citizens reviewing the provided material and Planning staff providing explanations of the ongoing planning process and how the Plan will guide development in the County for the next 25 years.

Feedback was received in the form of comment cards and exit questionnaires. Summaries of each meeting including the primary topics of discussion at each meeting are included later in this report. Additionally, information regarding the broad themes of the cumulative feedback, attendance numbers, and analysis of the exit questionnaires and comment cards are also provided.



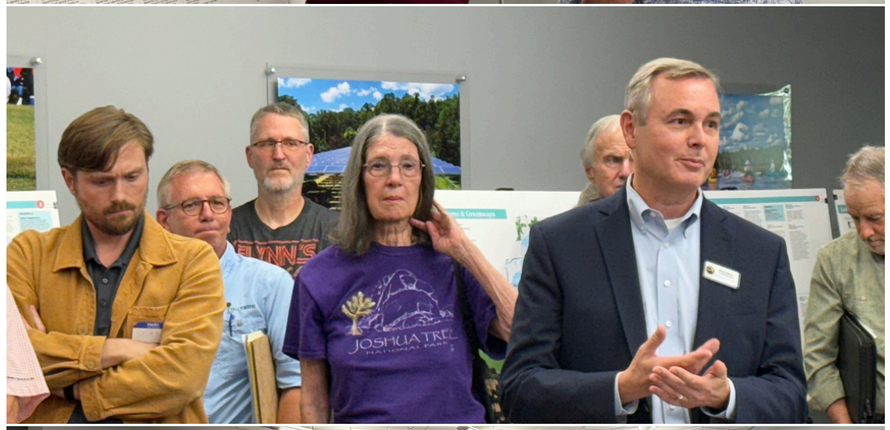
COMMUNITY FEEDBACK

LAKE JACKSON COMMUNITY CENTER

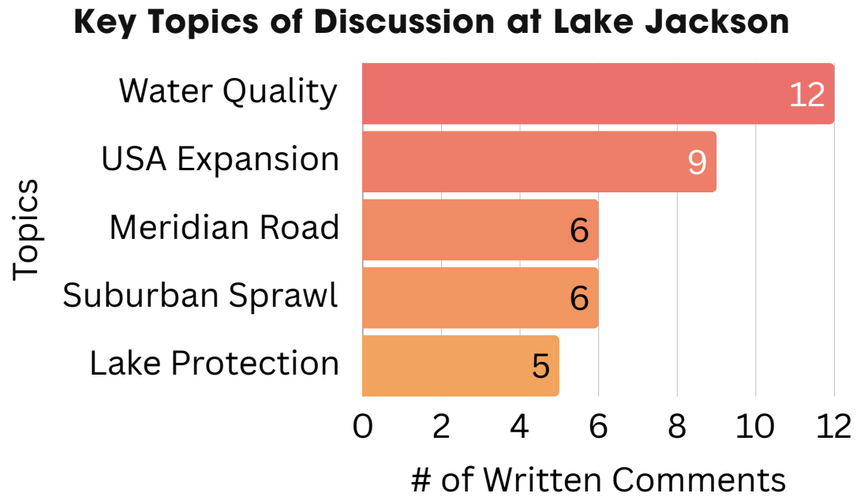
Thursday, September 25th

The first meeting, at the Lake Jackson Community Center, had 58 attendees. Community feedback primarily consisted of questions regarding the Lake Protection Future Land Use Category and the proposed boundary of the Urban Services Area (USA) around Lake Jackson, Meridian Road, and Orchard Pond Parkway. Discussion surrounding the USA included the comparison of the environmental impacts of very-low-density development served by septic systems as compared to low- to medium-density development served by centralized sewer and water service. Concerns related to future development along the Meridian Road corridor included the preservation and protection of canopy roads and impacts to traffic volumes created by future development. The US 27 – North Monroe Street corridor was another topic of conversation in relation to commercial redevelopment and the Lake Protection future land use category.









TALLAHASSEE LEON COUNTY VISION 2050 A FOCUSED FUTURE

COMMUNITY FEEDBACK

MICCOSUKEE COMMUNITY CENTER

Monday, September 29th







The second meeting, at the Miccosukee Community Center, had 4 attendees. Community feedback at this meeting primarily consisted of questions regarding the Rural Community future land use category and policies regarding the subdivision of family heirs' property. Staff explained the expansion of the Rural Community future land use category, that parcels were previously split between two categories, but the updated Future Land Use Map helped to alleviate that complication. No written comments were received.

Key Topics of Discussion at Miccosukee

- Rural Community Expansion
- Urban Services Area Near Lake Jackson
- Family Heir Property Subdivision and Use



TALLAHASSEE LEON COUNTY VISION 2050 A FOCUSED FUTURE

COMMUNITY FEEDBACK

CHAIRES COMMUNITY CENTER

Tuesday, September 30th

The third meeting, at the Chaires Community Center, had 9 attendees. Community feedback primarily consisted of questions regarding the Rural Community future land use category, traffic along Benjamin Chaires Road, and ongoing development in the area (a conservation subdivision on Hidden Pond Road). No written comments were received.

Key Topics of Discussion at Chaires

- Rural Community Future Land Use Category
- Traffic on Benjamin Chaires Road
- Nearby Conservation Subdivision







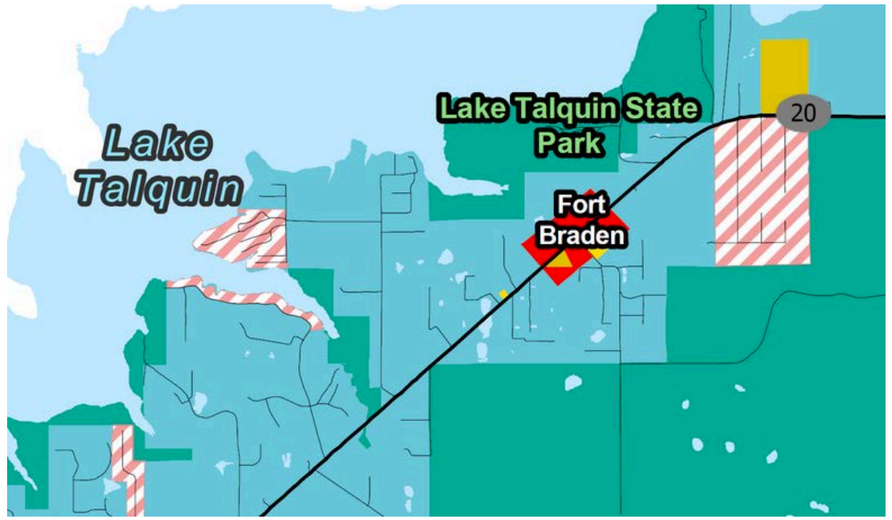


TALLAHASSEE LEON COUNTY VISION 2050 A FOCUSED FUTURE

COMMUNITY FEEDBACK

FORT BRADEN COMMUNITY CENTER

Wednesday, October 1st



*The **Current** Future Land Use Map (above) shows the smaller, existing Rural Community future land use category in red. The **Draft** Future Land Use Map (below) shows the expanded, proposed Rural Community future land use category in brown.*



The fourth meeting, at the Fort Braden Community Center, had 10 attendees. Community feedback primarily consisted of questions regarding the expansion and density of the Rural Community future land use category, the desire to keep the Fort Braden area as a low-density, rural land use pattern, and traffic and potential adjustments along State Road 20 – Blountstown Highway. The need for a small grocery store was also conveyed through comments. The specific request, echoed by multiple residents, is to keep the Rural Community future land use category the same size as it is on the current Future Land Use Map.

Key Topic of Discussion at Fort Braden

Rural Community Future Land Use Category



Credit: Leon County

TALLAHASSEE LEON COUNTY VISION 2050 A FOCUSED FUTURE

COMMUNITY FEEDBACK

BRADFORDVILLE COMMUNITY CENTER

Wednesday, October 8th

The fifth and final meeting, at the Bradfordville Community Center, had 34 attendees. Community feedback primarily consisted of questions and concerns regarding the potential expansion of the Urban Services Area (USA) boundary near Lake Jackson, Carr Lake, and the intersection of Meridian Road, Bannerman Road, and Orchard Pond Parkway. Discussion surrounding the USA included the comparison of the environmental impacts of low-density development served by septic systems as compared to higher density development served by centralized sewer and water service. Concerns related to future development along the Meridian Road corridor included the preservation and protection of canopy roads and impacts to traffic volumes created by future development. Concern over continued development in the Bannerman Road corridor was also discussed in relation to environmental and traffic impacts and the Lake Protection future land use category. Environmental concerns over habitat corridor preservation and impaired water quality were also frequent topics of public comment. Attendees noted that one solution for sprawl that should be considered is increasing density and promoting infill in the urban core of Tallahassee.

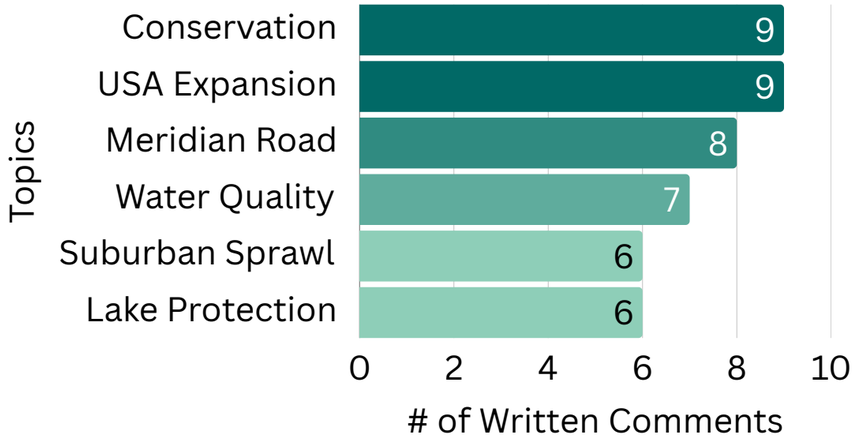






Credit: Bannerman Baptist Church Facebook Page

Key Topics of Discussion at Bradfordville



TALLAHASSEE LEON COUNTY VISION 2050 A FOCUSED FUTURE

COMMUNITY FEEDBACK

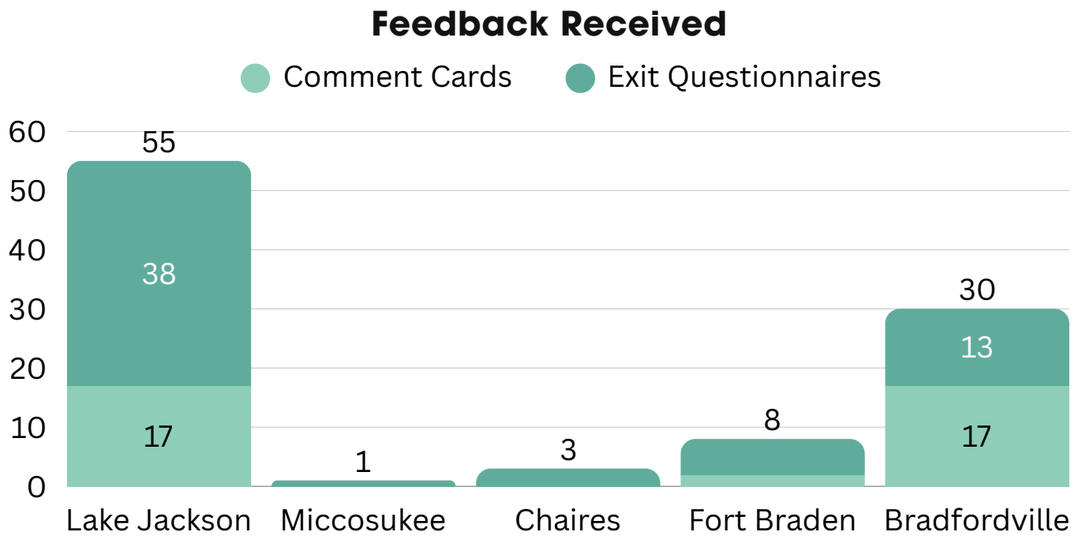
COMMUNITY ENGAGEMENT SUMMARY REPORT

Fall 2025

TALLAHASSEE LEON COUNTY
VISION 2050
A FOCUSED FUTURE

For respondents who requested follow-up from Planning staff about a particular question, staff called or emailed each resident to ensure any remaining questions were addressed and to encourage future citizen engagement in the comprehensive planning process.

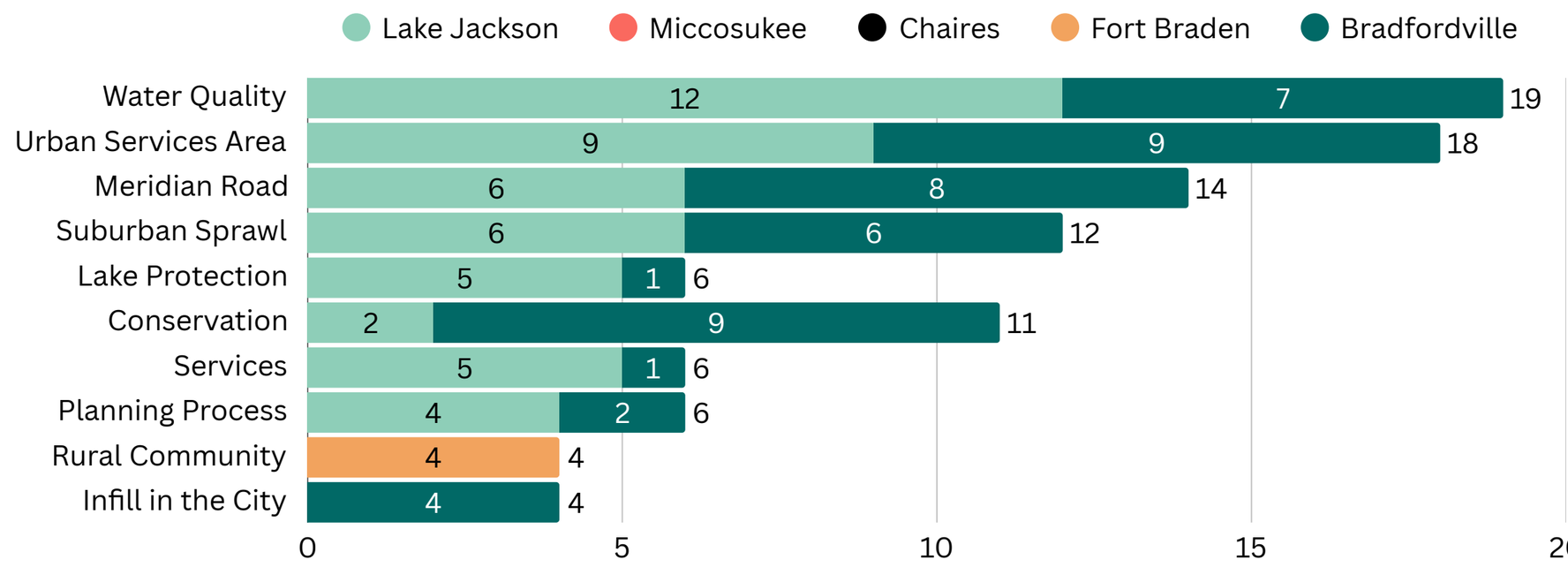
Written feedback from members of the public at the community engagement meetings were gathered via two methods. The exit questionnaires consisted of 7 questions primarily focused on gauging the effectiveness of the meeting itself in terms of the goal of helping the public better understand both the comprehensive planning process and the specific policies laid out in the draft comprehensive plan update being prepared for adoption currently by Planning staff. Comment cards were also available to allow citizens to leave specific feedback related to policies and the substance of the Plan itself. Some respondents left feedback related to the Plan on the exit questionnaires and others left feedback on the comment cards. There were some attendees who filled out exit questionnaires, but did not leave written comments related to the Plan.





WRITTEN FEEDBACK RECEIVED

CHART SHOWING THE MAJOR TOPICS NOTED IN WRITTEN FEEDBACK



NOTES*:

- **Water Quality**
  - Concern for the water quality of lakes (especially Lake Jackson) due to impacts of future development
- **Urban Services Area (USA)**
  - Opposition and concern about the expansion of the USA near Lake Jackson, Meridian Rd, Bannerman Rd, and Orchard Pond Parkway
- **Meridian Road**
  - Concerns over traffic and roadway capacity; desire to protect Canopy Roads
- **Suburban Sprawl**
  - Opposition and concern about sprawl; desire to keep rural areas rural (1 dwelling unit per acre); and the fiscal impact of sprawl
- **Lake Protection (Future Land Use Category)**
  - Opposition to the density that an amended Lake Protection category could bring
- **Environmental Conservation**
  - Concern over development's impact on habitat, water quality, and opposition to tree clearing
- **Services**
  - Expressed the need for increased fire coverage, access to medical offices, ensuring adequate fresh water access; desire for development impact fees
- **Comprehensive Planning & Development Processes**
  - The process is confusing or lacks transparency to citizens; local governments should coordinate more
- **Rural Community (Future Land Use Category)**
  - Opposition to expanding the Rural Community FLU category and allowing increased density
- **Residential Infill in the City**
  - Support for the densification of the urban core to allow for habitat preservation on the urban fringe

***Please see Appendix for a complete record of feedback.**

TALLAHASSEE LEON COUNTY VISION 2050 A FOCUSED FUTURE

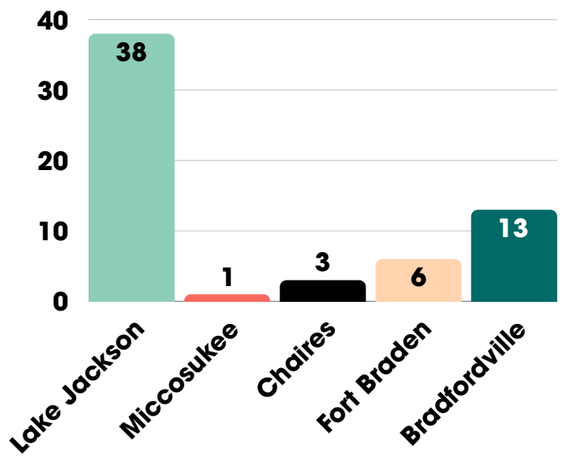
COMMUNITY FEEDBACK

EXIT QUESTIONNAIRE SUMMARY OF FEEDBACK

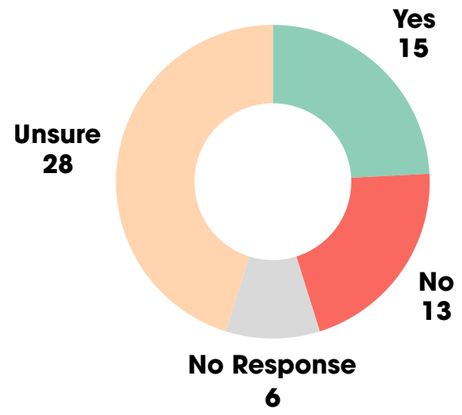
For respondents who requested follow-up from Planning staff about a particular question, staff called or emailed each resident to ensure any remaining questions were addressed and to encourage future citizen engagement in the comprehensive planning process.

TALLAHASSEE LEON COUNTY VISION 2050 A FOCUSED FUTURE

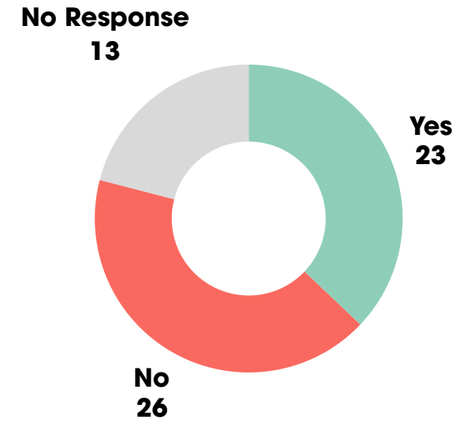
QUESTION 1
Which session did you attend?



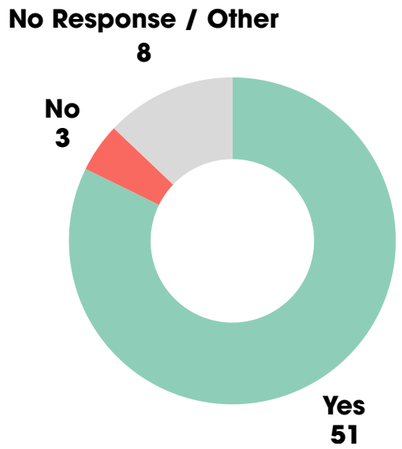
QUESTION 2
Based on the information you received at the meeting today, do you feel like you have a good understanding of the Comprehensive Plan update?



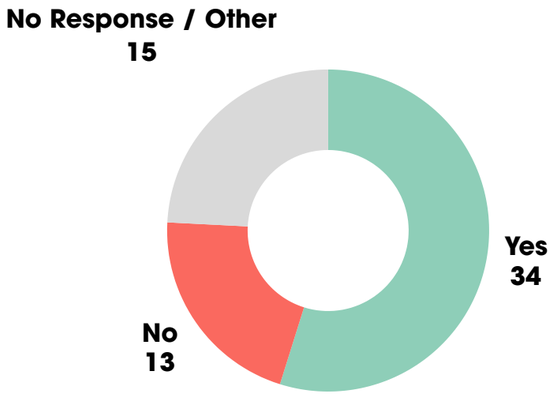
QUESTION 3
Would you like to receive a response from a Planning Department staff member about your outstanding question noted above?



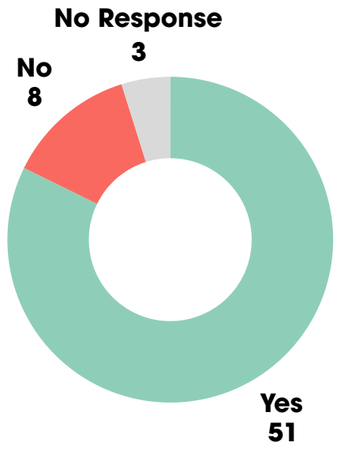
QUESTION 4
Did you feel comfortable giving feedback at the community meeting today?



QUESTION 5
Was there anything about this session that could be improved?



QUESTION 6
Are you interested in receiving updates about the Comprehensive Plan, including any future public engagement opportunities?



***Please see Appendix for a complete record of feedback.**

NEXT STEPS

COMMUNITY ENGAGEMENT SUMMARY REPORT

Fall 2025

TALLAHASSEE LEON COUNTY VISION 2050 A FOCUSED FUTURE

NEXT STEPS FOR COMMUNITY ENGAGEMENT

Based on the feedback received from citizens during these five meetings and the follow-up and additional interactions afterward through email or phone call, the following are potential next steps:

1. Continue to analyze the received feedback and data to assess the need for additional public outreach efforts such as the ones described in this report.
2. Use the contact information voluntarily provided by citizens during this engagement effort to create a community contact list that will allow staff to continue to receive feedback throughout the planning process and encourage these residents who have been involved in the process during this engagement effort to stay involved in the process moving forward towards Plan adoption and in the next stage of implementation of the Plan.



NEXT STEPS FOR THE COMPREHENSIVE PLAN

This report will be provided to the Board at their November 18, 2025 meeting as part of a status update on the Land Use and Mobility Elements (LME). Included in their status report will be options for Board consideration and direction on moving this project forward. Among these options will be the option to direct staff to schedule an adoption public hearing on December 9, 2025. The County transmitted the proposed LME amendment on May 20th and received comments from reviewing state agencies June 18th. The City transmitted the proposed amendment on September 19th and received comments from reviewing state agencies October 18th.

Between transmittal and adoption, the Plan may be updated to respond to state agency and community comments (community comments such as the ones received during this engagement process), and as directed by the governing board. Leon County is required to adopt amendments within 180 days of receipt of comments, but may request an additional 180 days in agreement with the State Land Planning Agency. The current adoption due date is December 15, 2025.

Policy 1.8.1 of the Intergovernmental Coordination Element requires both the County and City to adopt amendments to the text of the Plan, which would include clear designations of whether policies apply to the County, the City, or both. Accordingly, the amendment will become effective only after adoption by both the Board and the City Commission.

CONCLUSION

COMMUNITY ENGAGEMENT SUMMARY REPORT

Fall 2025

These five community engagement meetings touched on a broad cross-section of concerns of the unincorporated areas of the County. Environmental and water quality concerns, preservation of rural and low-density areas, family heir subdivisions, traffic, and the provision of community services (including centralized sewer and water service) were among the primary topics of discussion.

Over 110 citizens engaged with the planning process through these meetings and the interactions between the public and the Planning Department staff initiated or continued an open dialogue that encourages residents to be involved in the comprehensive planning process now and into the future as implementation of the Plan commences.



TALLAHASSEE LEON COUNTY VISION 2050 A FOCUSED FUTURE

APPENDIX

COMMUNITY ENGAGEMENT SUMMARY REPORT

Fall 2025

This page and the following pages include the raw data that was offered as feedback from citizens at the five meetings summarized in this report. The means of feedback were written comments on comment cards and comments written on exit questionnaires. There were 61 exit questionnaires and 36 comment cards completed at the five meetings.

QUESTION 1: Which session did you attend?

Participant 1	Lake Jackson	Participant 17	Lake Jackson	Participant 33	Lake Jackson	Participant 49	Bradfordville
Participant 2	Lake Jackson	Participant 18	Lake Jackson	Participant 34	Lake Jackson	Participant 50	Bradfordville
Participant 3	Lake Jackson	Participant 19	Lake Jackson	Participant 35	Lake Jackson	Participant 51	Bradfordville
Participant 4	Lake Jackson	Participant 20	Lake Jackson	Participant 36	Lake Jackson	Participant 52	Bradfordville
Participant 5	Lake Jackson	Participant 21	Lake Jackson	Participant 37	Lake Jackson	Participant 53	Bradfordville
Participant 6	Lake Jackson	Participant 22	Lake Jackson	Participant 38	Lake Jackson	Participant 54	Bradfordville
Participant 7	Lake Jackson	Participant 23	Lake Jackson	Participant 39	Miccosukee	Participant 55	Bradfordville
Participant 8	Lake Jackson	Participant 24	Lake Jackson	Participant 40	Chaires	Participant 56	Bradfordville
Participant 9	Lake Jackson	Participant 25	Lake Jackson	Participant 41	Chaires	Participant 57	Bradfordville
Participant 10	Lake Jackson	Participant 26	Lake Jackson	Participant 42	Chaires	Participant 58	Bradfordville
Participant 11	Lake Jackson	Participant 27	Lake Jackson	Participant 43	Fort Braden	Participant 59	Bradfordville
Participant 12	Lake Jackson	Participant 28	Lake Jackson	Participant 44	Fort Braden	Participant 60	Bradfordville
Participant 13	Lake Jackson	Participant 29	Lake Jackson	Participant 45	Fort Braden	Participant 61	Bradfordville
Participant 14	Lake Jackson	Participant 30	Lake Jackson	Participant 46	Fort Braden		
Participant 15	Lake Jackson	Participant 31	Lake Jackson	Participant 47	Fort Braden		
Participant 16	Lake Jackson	Participant 32	Lake Jackson	Participant 48	Fort Braden		

TALLAHASSEE LEON COUNTY VISION 2050 A FOCUSED FUTURE

APPENDIX

COMMUNITY ENGAGEMENT SUMMARY REPORT

Fall 2025

QUESTION 2: Based on the information you received at the meeting today, do you feel like you have a good understanding of the Comprehensive Plan update?

Participant 1	Yes	Participant 17	Unsure	Participant 33	No	Participant 49	Unsure
Participant 2	No	Participant 18	No	Participant 34	Unsure	Participant 50	Unsure
Participant 3	No	Participant 19	Yes	Participant 35	Yes	Participant 51	Yes
Participant 4	Yes	Participant 20	Unsure	Participant 36	No	Participant 52	Unsure
Participant 5	No	Participant 21	No	Participant 37	Unsure	Participant 53	Yes
Participant 6	Unsure	Participant 22	Unsure	Participant 38	No	Participant 54	Yes
Participant 7	Unsure	Participant 23	Unsure	Participant 39	Yes	Participant 55	No Response
Participant 8	No Response	Participant 24	Unsure	Participant 40	Yes	Participant 56	No Response
Participant 9	No Response	Participant 25	No	Participant 41	Yes	Participant 57	Unsure
Participant 10	Unsure	Participant 26	Unsure	Participant 42	Yes	Participant 58	Unsure
Participant 11	No	Participant 27	Unsure	Participant 43	No Response	Participant 59	Yes
Participant 12	Unsure	Participant 28	Unsure	Participant 44	No	Participant 60	Yes
Participant 13	No Response	Participant 29	Unsure	Participant 45	Yes	Participant 61	Unsure
Participant 14	Unsure	Participant 30	Unsure	Participant 46	Unsure		
Participant 15	Unsure	Participant 31	No	Participant 47	Unsure		
Participant 16	Unsure	Participant 32	No	Participant 48	Unsure		

TALLAHASSEE LEON COUNTY VISION 2050 A FOCUSED FUTURE

NOTE: Additional written responses are listed on the next page.

APPENDIX

COMMUNITY ENGAGEMENT SUMMARY REPORT

Fall 2025

QUESTION 2: Based on the information you received at the meeting today, do you feel like you have a good understanding of the Comprehensive Plan update?

I Still have a question about:

Participant 1	I learned a lot, but it was hard to see what changes are being proposed for land use categories especially.	Participant 32	Lake pollution from septic tanks, classification of property at 3892 N. Montoe
Participant 2	Financial Impact: Will this bring revenue to us? How? Q2: How much additional water demand will this create? Is there a plan to provide water w/o harming existing sources?	Participant 33	Future development of the phipps property
Participant 6	Revising multi-modal district to support street trees, will require building set backs	Participant 34	What this means in 25 years & is Lake Jackson a prairie in 25 years? Is the aquifer a bismol (sp? Abysmal?)? Do we still have a canopy road on Meridian?
Participant 10	Need to read the plan	Participant 35	The May draft USA expansion of Carr Lake, possibility does not show on the draft FLUM map
Participant 20	Would like to review materials in a quiet place	Participant 36	Too much information, too many people standing in front of boards, noise
Participant 22	For Lake Protection areas; what are the options for Grants to improve current septic systems around the Lake Jackson area.	Participant 38	Not enough time to review last minute changes
Participant 26	The differences in the USA between the May Map & the July Map.	Participant 46	I'll email my question.
Participant 27	Info at meeting was too vague	Participant 51	Why isn't a traffic impact and environmental impact study being done to measure these proposed changes BEFORE the CP is approved? That seems to be a fatal flaw. Once approved, the CP is a rubber stamp.
Participant 28	How adding more opportunities for development in a Lake Protection Area won't harm Lake Jackson due to increased runoff & how Meridian Road could possibly accommodate more traffic.	Participant 55	# of units proposed or allowable
Participant 29	How to protect lake Jackson from pollution, traffic concerns, Will developer be required to build affordable housing	Participant 56	Lake Jackson > Over Use MERIDIAN TRAFFIC
Participant 30	Light Rail/Mass Transit	Participant 58	Still learning, confused why city/county have 2 different plans
Participant 31	USA		

TALLAHASSEE LEON COUNTY VISION 2050 A FOCUSED FUTURE

APPENDIX

COMMUNITY ENGAGEMENT SUMMARY REPORT

Fall 2025

QUESTION 3: Would you like to receive a response from a Planning Department staff member about your outstanding question noted above? (Please leave your email address or phone number at the bottom of this sheet so that we know how to contact you.)

Participant 1	Yes	Participant 17	No Response	Participant 33	Yes	Participant 49	No
Participant 2	Yes	Participant 18	Yes	Participant 34	Yes	Participant 50	No
Participant 3	No	Participant 19	No Response	Participant 35	Yes	Participant 51	Yes
Participant 4	No	Participant 20	No	Participant 36	No	Participant 52	No Response
Participant 5	Yes	Participant 21	No	Participant 37	Yes	Participant 53	No Response
Participant 6	Yes	Participant 22	No Response	Participant 38	No	Participant 54	No
Participant 7	No	Participant 23	Yes	Participant 39	No Response	Participant 55	Yes
Participant 8	No Response	Participant 24	No	Participant 40	No	Participant 56	Yes
Participant 9	No Response	Participant 25	No	Participant 41	No	Participant 57	Yes
Participant 10	No	Participant 26	No	Participant 42	No	Participant 58	Yes
Participant 11	No Response	Participant 27	No	Participant 43	Yes	Participant 59	No Response
Participant 12	No	Participant 28	Yes	Participant 44	Yes	Participant 60	No
Participant 13	No Response	Participant 29	Yes	Participant 45	No	Participant 61	Yes
Participant 14	No	Participant 30	No	Participant 46	No Response		
Participant 15	No Response	Participant 31	Yes	Participant 47	No		
Participant 16	No	Participant 32	Yes	Participant 48	No		

Additional Comments:
Participant 20 said: "Has Mike's card, will email him"
Participant 43 said: "Like a blow up map of Ft. Braden Rural Area Proposal"

TALLAHASSEE LEON COUNTY VISION 2050 A FOCUSED FUTURE

APPENDIX

COMMUNITY ENGAGEMENT SUMMARY REPORT

Fall 2025

QUESTION 4: Did you feel comfortable giving feedback at the community meeting today?

Participant 1	Yes	Participant 17	No Response	Participant 33	Yes	Participant 49	Yes
Participant 2	Yes	Participant 18	No Response	Participant 34	Yes	Participant 50	Yes
Participant 3	Yes	Participant 19	No Response	Participant 35	Yes	Participant 51	Yes
Participant 4	Yes	Participant 20	Yes	Participant 36	Yes	Participant 52	Yes
Participant 5	Yes	Participant 21	No Response	Participant 37	Yes	Participant 53	Yes
Participant 6	Yes	Participant 22	Yes	Participant 38	No	Participant 54	Yes
Participant 7	Yes	Participant 23	No	Participant 39	Yes	Participant 55	Yes
Participant 8	No Response	Participant 24	Yes	Participant 40	Yes	Participant 56	Yes
Participant 9	Yes	Participant 25	Yes	Participant 41	Yes	Participant 57	Yes
Participant 10	Yes	Participant 26	Yes	Participant 42	Yes	Participant 58	Yes
Participant 11	No Response	Participant 27	Yes	Participant 43	No Response	Participant 59	Yes
Participant 12	Yes	Participant 28	Yes	Participant 44	Yes	Participant 60	Yes
Participant 13	No Response	Participant 29	Yes	Participant 45	Yes	Participant 61	Yes
Participant 14	Yes	Participant 30	Yes	Participant 46	Yes		
Participant 15	Yes	Participant 31	Yes	Participant 47	Yes		
Participant 16	Yes	Participant 32	Yes	Participant 48	No		

Additional Comments:
Participant 18 said: "Got here late"
Participant 21 said: "Sorta"
Participant 38 said: "Opportunity was not provided at the meeting"

TALLAHASSEE LEON COUNTY VISION 2050 A FOCUSED FUTURE

APPENDIX

COMMUNITY ENGAGEMENT SUMMARY REPORT

Fall 2025

QUESTION 5: Was there anything about this session that could be improved?

Participant 1	Yes	Participant 17	Yes	Participant 33	Yes	Participant 49	Yes
Participant 2	Yes	Participant 18	No Response	Participant 34	Yes	Participant 50	Yes
Participant 3	Yes	Participant 19	Yes	Participant 35	No	Participant 51	Yes
Participant 4	Yes	Participant 20	Yes	Participant 36	Yes	Participant 52	Yes
Participant 5	Yes	Participant 21	Yes	Participant 37	No	Participant 53	No Response
Participant 6	Yes	Participant 22	No Response	Participant 38	Yes	Participant 54	No
Participant 7	Yes	Participant 23	No	Participant 39	No Response	Participant 55	No Response
Participant 8	No Response	Participant 24	Yes	Participant 40	No	Participant 56	Yes
Participant 9	No Response	Participant 25	Yes	Participant 41	No	Participant 57	No Response
Participant 10	Yes	Participant 26	Yes	Participant 42	No	Participant 58	No Response
Participant 11	Yes	Participant 27	Yes	Participant 43	Yes	Participant 59	No Response
Participant 12	Yes	Participant 28	Yes	Participant 44	Yes	Participant 60	No
Participant 13	No Response	Participant 29	No	Participant 45	No	Participant 61	No Response
Participant 14	Yes	Participant 30	No	Participant 46	No Response		
Participant 15	No	Participant 31	Yes	Participant 47	No Response		
Participant 16	No	Participant 32	Yes	Participant 48	No Response		

TALLAHASSEE LEON COUNTY VISION 2050 A FOCUSED FUTURE

NOTE: Additional written responses are listed on the next page.

APPENDIX

COMMUNITY ENGAGEMENT SUMMARY REPORT

Fall 2025

QUESTION 5: Was there anything about this session that could be improved?

If Yes, please provide more details:

Participant 1	I appreciated the staff answering questions & having small conversations. However, a short overview presentation would have served as a good introduction to the detailed information.	Participant 19	Better Planning for Road Development before Building
Participant 2	More handouts about possible impact: forestry, water, taxes, etc.	Participant 20	Would have liked an outline presented instead of having to read everything
Participant 4	High-level crosswalk. Whare are the main 3-4 changes in each area?	Participant 21	Short explanations at each station so one could understand what we're looking at
Participant 5	Allow for public speakers	Participant 25	Expected more of a presentation
Participant 6	Great location, but we need more space, a bit loud.	Participant 26	A planning staff presentation on the proposed changes.
Participant 7	Have current & future maps side by side	Participant 27	Explain the proposals a little more at the start so everyone has more context for the meeting
Participant 10	Provide comment cards at sign in desk	Participant 28	More answers. Most of the answers I was given were "We won't know that until we get an application for development," but that seems backwards i.e. Meridian can't accommodate more traffic, but you can't say that until you've opened the door for development which would add more traffic.
Participant 11	More Chairs	Participant 31	More info about the benefits to the community related to USA & rural areas.
Participant 12	More seating	Participant 32	More space, colder
Participant 14	Better seating, USA is very scary, developers finger prints all over it.	Participant 33	Traffic information related to the development of the phipps property
Participant 17	Larger Space	Participant 34	More than one "vote" should have been present and accountable
Participant 18	N/A got here late		

TALLAHASSEE LEON COUNTY VISION 2050 A FOCUSED FUTURE

NOTE: Additional written responses are listed on the next page.

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COMMUNITY ENGAGEMENT SUMMARY REPORT

Fall 2025

QUESTION 5: Was there anything about this session that could be improved?

If Yes, please provide more details:

Participant 36	Easier access to all information provided at the meeting online	Participant 51	Better Publicity!
Participant 38	Disclosure of stakeholders for development	Participant 52	Increased advertising of events such as these
Participant 43	Better Advertisement	Participant 53	More Commissioner Present at the Meeting
Participant 44	Big area maps so you can see the Ft. Braden area	Participant 56	PLEASE BE TRANSPARENT
Participant 47	Absolutely no advertisement meaningful to us.	Participant 57	A little more space for people inside & parking; quiter, loud crowd; Nice & convenient otherwise
Participant 48	Need more local people to attend w/ announcements	Participant 58	INFILL into the city is Good; EVERYONE at the meeting was really talking about Lake Jackson! Hugh intense concern about this.
Participant 49	Was loud & chaotic, so a formal sit down meeting w/ questions afterward.	Participant 61	?

TALLAHASSEE LEON COUNTY VISION 2050 A FOCUSED FUTURE

NOTE: Additional written responses are listed on the previous page.

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COMMUNITY ENGAGEMENT SUMMARY REPORT

Fall 2025

QUESTION 6: Are you interested in receiving updates about the Comprehensive Plan, including any future public engagement opportunities?

Participant 1	Yes	Participant 17	Yes	Participant 33	Yes	Participant 49	Yes
Participant 2	Yes	Participant 18	Yes	Participant 34	Yes	Participant 50	Yes
Participant 3	Yes	Participant 19	No Response	Participant 35	Yes	Participant 51	Yes
Participant 4	Yes	Participant 20	Yes	Participant 36	Yes	Participant 52	Yes
Participant 5	Yes	Participant 21	No	Participant 37	Yes	Participant 53	Yes
Participant 6	Yes	Participant 22	Yes	Participant 38	Yes	Participant 54	Yes
Participant 7	Yes	Participant 23	Yes	Participant 39	Yes	Participant 55	Yes
Participant 8	No Response	Participant 24	Yes	Participant 40	No	Participant 56	Yes
Participant 9	Yes	Participant 25	Yes	Participant 41	Yes	Participant 57	Yes
Participant 10	Yes	Participant 26	No	Participant 42	Yes	Participant 58	Yes
Participant 11	Yes	Participant 27	Yes	Participant 43	No Response	Participant 59	Yes
Participant 12	Yes	Participant 28	Yes	Participant 44	Yes	Participant 60	No
Participant 13	Yes	Participant 29	Yes	Participant 45	Yes	Participant 61	Yes
Participant 14	Yes	Participant 30	Yes	Participant 46	Yes		
Participant 15	Yes	Participant 31	No	Participant 47	No		
Participant 16	Yes	Participant 32	Yes	Participant 48	No		

QUESTION 7: OPTIONAL: If you would like to receive updates, please provide your contact information below. (Your information will only be used to send updates related to the Comprehensive Plan.)

Responses to Question 7 will not be shared in this document to maintain the privacy of citizens who engaged in the meetings.

TALLAHASSEE LEON COUNTY VISION 2050 A FOCUSED FUTURE

APPENDIX

COMMUNITY ENGAGEMENT SUMMARY REPORT

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TALLAHASSEE LEON COUNTY VISION 2050 A FOCUSED FUTURE

Comment Card Feedback

NOTE: Additional written responses are listed on the next page.

1	Staff mentioned specific areas with specific plans for encouraged development or change (e.g. Monroe corridor) but I didn't see that. Is that project specific information on the website? I am concerned about the method of development allowed at the Lake Protection Node @ Bannerman & Bull Headley. It appears that vegetation has been clearn to the edge of the lake at the bottom of the hill, so that waterbody was not protected from the development. Staff said there would be a vegetated buffer around the lake, but maintaining the existing buffer would give better protection & habitat.
2	We need a Fire House on Miller Landing Road.
3	Please look into the Brevard County Lagoon's successful plan that has provided improved water quality & increased marine life.
4	Florida Native Plant Society - Magnolia Group - Sign up on email list
5	A Parable for the Commission In parenting, if you give in once, to one concession, to one kid, to adjust the rules to please that child in that circumstance, then in the next circumstance, to the next kid, the rules no longer apply and the parent is no longer an enforcer but a figure head to be persuaded. Stick to the rules. Be the adult in the room. The family depends on it, the home depends on it, the title depends on it. Rules can't change overnight because one kid wants something for them. This is about all of us. Do the right thing. Live your title. Don't concede our town, our water, our identity.
6	Sidewalks on HWY 27. I why like to know when the various sidewalks between I-10 to Capital Circle North on HWY 27 will be connected to allow pedestrians to easily navigate North Monroe without having to walk in the grass or along the highway. This also applies to bikes so that people can safely ride along North Monroe & not next to trucks & cars on the road
7	How does upping density near Carr Lake square with city/county's own lake protection standards? Where is the capacity analysis proving Meridian Rd. can absorb thousands more daily trips without tree removal or canopy loss? Meridian is formally designated rd. Why convert 2,000 rural acres instead of directing growth to already planned urban areas? And how does this align with your own comp plan language about avoiding premature conversion of rural land?
8	As a resident of Crowder Rd and citizen who enjoys recreation on Lake Jackson we support efforts to responsibly allow redevelopment of existing commercial uses in Lake Protection. Commercial use should be allowed on N. Monroe St., residential uses do not make sense, allow improvements. Would be supportive of efforts to reduce septic that outfalls to Lake Jackson, but believe larger scale water quality and volume improvements would make a bigger impact than removing the small number of residential septic systems. Make Monroe Street beautiful and restore our local Aquatic Preserve. Thank you!
9	I wonder if there is a defined plan for Meridian Road in improving the rush hour traffic flow in the near future and with the projected development (4 now - to 10 new houses north of Miller Landing Rd) Is anyone planning to widen Meridian Road? (Little Thomasville Rd)?
10	Reminder: Ref Master Plan in Planned Development. How are current development restrictions around Buckhead enforceable in the new plan?

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TALLAHASSEE LEON COUNTY VISION 2050 A FOCUSED FUTURE

Comment Card Feedback

NOTE: Additional written responses are listed on the next page.

11	The Draft Urban Service Area expansionmap shows a may 2025 option to expand into the Lake Protection zone on land, just east of Carr lake. That option (which must still be on table since it's depicted) is NOT on the Draft Flum for the county-it should be. The land just east of Carr lake will need to be treated carefully since Carr-Lake is in the Aquatic Preserve is an OFW.
12	My neighborhood - Lake Breeze (off CROWDER RD) IS BEING REPAVED, ONCE THAT IS DONE, COULD WE PLEASE HAVE DAYGLO PAINTED LINES ON SIDE OF ROADS & MIDLINE and DOTS that GLO at nite?? It is a dark neighborhood, because we save our trees; We are not asking for more LIGHTS; just for Painted lines on our ROADS. Lake Breeze Neighborhood borders Lake Jackson, we are all on septic tanks that may effect the quality of the lake. When are we going to transferred to sewer? What will the cost to homeowners be? We have 87 houses on 100 lots in our neighborhood.
13	1) Limit expansive & urban service area boundary to protect Lake Jackson and Meridian Road (Canopy) 2) Create a text legend across all maps - label major landmarks (roads & lakes). Points (?) used for same land use survey change amongst maps 3) Focus on filling in gaps in bike/pednetwork & sidebars, bike lanes, paved shoulders, shared use paths. 4) Focus on providing urban services (sewer, water) to those areas already developed, not expanding Urban Service Area 5) Expand green necklace around Tallahassee by purchasing fee simple conservation easements fo existing natural areas, open space 6) great job in complete street policies
14	Hello friends, What will be used to monitor the increased nutrient load to the State Aquatic Preserve? I personally know only ONE family that is able to carpool to work. How are you all planning to encourage more carpooling should TENS OF THOUSANDS of additional commuters join regularly used thoroughfares??? What is the current method for quantify the baseline you expect to increase after mass developments? Most general practitioners of medicine are located near the center of Urban Tally; if these businesses felt there were a demand they might have already moved North to serve that area. Why do you believe they would do so post-dev? Then "affordable housing" will also need access to things like healthcare - is there any consideration being made to have a health dept or emergency medical facility? This falls under your coveted goal of a healthier community, yeah? If anything - We hope our leadership can find a way to develop (a bit!) and grow the city of their constituents WITHOUT decimating our special ecosystems. <3
15	Please provide community with reports on habitat connectivity + threatened species. Are our current water + sewage capacity sufficient? If not, where will it come from? Will it impact already existing systems? Provide traffic studies showing how future of transportation is affected. Tallahassee should focus on developing under used parcels in urban area - ie., Northwood Mall Tallahassee Mall. Access is much more available due to road size + transportation. There are very little opportunities to widen the roads around Meridian (Maclay, Ox Bottom, ex) We don't have the infrastructure to support growth off of Meridian Rd. I feel as if there is a push to expand North TLH + Bradfordville due to its reputation as a "good area", instead of investing in other areas of Tallahassee for Safety + education. Often, Suburban sprawl costs more in Public services than it generates in taxes. Therefore, Leon County residents Should not subsidize private profit. No to developing of of Meridian!
16	I think a power point presentation for everyone to explain all the posters would have been helpful because it was hard to talk to someone already engaged with someone and their concerns. I only got to one side of the room in 1hr and 15 min. Concerned about horrible traffic on N. Meridian. Trying to turn left to go North is very hard. Bumper to bumper and relying on Kindness for someone to let you in. Utility (electric) frequently shutting off sometimes short, sometimes hours. Cannot handle more developments using N. Meridian

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COMMUNITY ENGAGEMENT SUMMARY REPORT

Fall 2025

TALLAHASSEE LEON COUNTY VISION 2050 A FOCUSED FUTURE

Comment Card Feedback

NOTE: Additional written responses are listed on the next page.

17	I am very opposed to extending the USA to the 2000 acres adjacent to Lake Jackson. The vast amount of runoff from further development would outweigh adding sewer etc. Lake Jackson is already very impaired so adding more from the development on the southside of the lake so adding more opportunities to development to the north is nonsensical. Further, it is madness to add more traffic to Meridian Road. I also don't understand why you would propose opening this area up for development when there are other areas that are not environmentally sensitive. No one I've spoken to thinks this is a good idea and the damage it will cause is unrepairable. Please remove the amendment allowing this change.
18	We really do not need or want more people out here.
19	I do not agree to expand the 4 houses per acre. We don't want people out here. No developer.
20	In addition to traffic density, has anyone researched the impact of the elevated traffic emissions on the health of the canopy road (Meridian?)?
21	INFILL into the city is Good; EVERYONE at the meeting was really talking about Lake Jackson! Hugh intense concern about this.
22	Keep rural areas rural w/ 1 home per 10 acres and not allow any variances. Also protect our waterways & canopy roads.
23	I am deeply concerned by the proposed possible expansion of the Urban Service area in the ~2000 acre plot adjacent to Orchard Pond Rd, Meridian and Bannerman. The change in density from 1 home/10 acre to up to 20 homes/acre is appalling and environmentally shortsighted. Even with the addition of a sewer system, area water experts have said the impact to Lake Jackson and the connected waterways would be highly damaging. The runoff from fertilized yards, roads, parking lots as well as the addition emissions of countless vehicles on the Meridian Canopy cannot avoid a deleterious environmental impact. Additionally, human nature follows the most direct path for transit, which for the vast majority of new residents of that area and Meridian is already a mess in the am and pm (exacerbated by the school traffic of Maclay and NFC). The quality of life and home values of existing residents will be negatively impacted by the prospective traffic and the whole of Leon County will suffer from the impacts to the environment and watershed.
24	I am writing in opposition for the proposed development of land at the corner of Bannerman, Meridian and the Orchard Parkway on the northside of Leon County. This development would only increase traffic and ruin the appeal of this area of town. Meridian Road cannot be widened in general due to the canopy, so why increased development. The commercial need is also unnecessary. Natural features are better for the area.
25	Let’s leave it better than we found it. Adding more development around Tallahassee’s crown jewel of Lake Jackson Aquatic Preserve and the iconic canopy road of Meridian, will forfeit both. The lake will be a prairie and the road will be clear cut.

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Fall 2025

TALLAHASSEE LEON COUNTY VISION 2050 A FOCUSED FUTURE

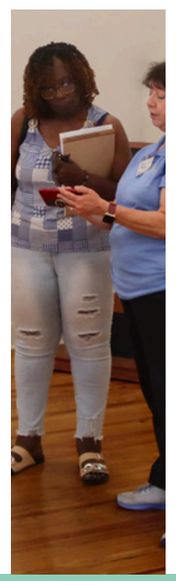
Comment Card Feedback

NOTE: Additional written responses are listed on the previous pages.

26	There is no demonstrated need for an increase to the urban service boundary. I oppose rezoning east of Carr Lake. As a city, we should be prioritizing increased density within the existing urban center.
27	The expansion of the USA should be a separate amendment. The Lake Jackson Aquatic Preserve should be protected at all costs. A wildlife corridor should be maintained if not improved.
28	The Orchard Pond rezoning by Meridian & Bannerman is the STUPIDEST idea I think you all can support. It will destroy everything that Tallahassee stands for as far as pristine beauty & nature. You will destroy this area both nature & community. The only way this can even be considered is pure inept or as a puppet. All this is, is a money grab without any consideration to who this impacts/harms. Shame on whoever voted to support this!
29	The development @ Orchard Pond is a horrible idea. Tallahassee is special because of its natural beauty. Once these are sacrificed there is no going back. I urge you to resist this zone change with the best interest of Tallahassee at heart. We deserve long term visions from our leaders, not short term agendas to fatten wallets. Please focus on infill development, revitalization of underutilized spaces, & sustainable planning that balances progress with preservation.
30	NO URBAN SPRAWL 2.8.7 LAKE PROTECTION OF LAKE JACKSON Don't hide behind "better water quality" to allow The Phipps to develop their property north of Lake Jackson. Sorry – we cannot allow Phipps to develop this precious resource. OUR WILD AREAS cannot be destroyed by more development. No more Welaunee sprawl.
31	*[No comment beyond contact info.]*
32	Leon County continues to allow high density development w/o the infrastructure to support. The developers should pay for the roads & impact to existing residents & property owners.
33	1. 1st priority — build transportation corridors (roads) before further development takes place. Include / expand bike lanes (wider) on new roads. Traffic up here is a nightmare. 2. Prohibit extensive tree cutting for any commercial or residential development. 3. Focus on development / affordable housing in lower-income areas in NE. I mean really affordable like new apt. complex on Orange Avenue. 4. Repair roads in Bradfordville, N. part of Killearn Acres; put center lines on above roads. Post more speed limit signs. 5. Limit wanton approval of junk food restaurants, gigantic gas stations, and convenience stores. More small Publixes + dedicated farmer's market locations.
34	The city seems to have not taken much regard to D.E.P.'s argument. That being said, has city planning taken any steps as to how they would protect the lake in the midst of this massive development project? Is it even possible to maintain the lake's "health" while building as many developments as has been proposed? We shouldn't sacrifice our home's beauty for the sake of money and projected population growth.
35	I am very opposed to the change in zoning for the area at Meridian and Bannerman Roads. Meridian can't take additional traffic and the only way to expand it is by cutting away Tallahassee's most majestic canopy road. Also, the detrimental impact this will have on Lake Jackson & Carr Lake would be irreversible. Please do not make this change to the Comp Plan.
36	One landowner should not be able to single-handedly control what part of our city/county gets rezoned for growth. This is shameful and bad for our community. Vote no on this change.

NOTE: Lake Jackson: Comments 1-17; Fort Braden: Comments 18-19; Bradfordville: Comments 20-36













TALLAHASSEE LEON COUNTY

VISION 2050

A FOCUSED FUTURE

PLANNING DEPARTMENT

a division of PLACE

LAND USE AND MOBILITY ELEMENT
GOALS, OBJECTIVES AND POLICIES

Goal 1 [LM] – A Healthy Environment:

Our community will maintain a healthy environment with drinkable water, breathable air, unpolluted lakes, rivers, and soils, renewable energy sources, conservation areas that protect valuable or irreplaceable natural resources, and open spaces available and accessible to all residents and visitors to our community.

To achieve this goal, our community will:

- Identify natural resources that contribute to a healthy environment and human well-being. Prioritize the preservation of natural areas (including conservation areas, environmentally sensitive features, and water resources) when making land use and transportation decisions.
- Provide access and opportunities for passive and active open spaces that promote healthy active lifestyles for all citizens.
- Coordinate between the City and County, with neighboring jurisdictions, and with regional, state, and federal agencies to cooperatively support protection of natural resources that extend beyond jurisdictional boundaries.

Objective 1.1 – Identification of Natural Resources and Historic Features (City of Tallahassee/Leon County):
Identify natural, cultural, archaeological, and historic resources that contribute to human well-being and community character.

Policy 1.1.1 – Geographic Data (City of Tallahassee/Leon County):
Local governments shall maintain a geographic information system enabling mapping and spatial analyses that includes, at a minimum, the following data:

- Wetlands, waterbodies, watercourses
- Floodplains and floodways
- Significant and severe grades
- Drainage basins and related features
- High quality successional and native forests
- Active and other karst features
- Significant trees
- Canopy road corridors
- Local soil types and conditions
- Known operating and abandoned landfill sites
- Known active and former mining sites
- Historic resources of national, state and local significance
- Florida Ecological Greenway Network Primary Springs Protection Zone
- Perpetual conservation easements

Policy 1.1.2 – Designated Canopy Roads (City of Tallahassee/Leon County):
Local governments shall maintain a map and spatial data that identify and depict designated canopy roads.

Policy 1.1.3 – Historic District Boundaries and Historically Significant Properties (City of Tallahassee/Leon County): Local governments shall maintain a map and spatial data that identify and depict historic district boundaries and historically significant properties meriting protection. This map shall be included in the Land Use Addendum and updated with current data during the Evaluation and Appraisal Review process or as needed.

Policy 1.1.4– Soils and Water Features (City of Tallahassee/Leon County):
Local governments shall maintain a map and spatial data that identify and depict surface water features, the primary springs protection zone and soils. These maps shall be included in the Land Use and Mobility Element Addendum and updated with current data during the Evaluation and Appraisal Review process or as needed.

Objective 1.2 – Preservation of Natural Areas (City of Tallahassee/Leon County):
Preserve important natural areas, including conservation areas, environmentally sensitive features, and water resources through a combination of identification, analysis, designation of resources on the Future Land Use Map, policies in the Conservation Element, land development regulations, and acquisition. Prioritize the protection of these areas when making decisions regarding land use, transportation, and infrastructure location and expansion.

Policy 1.2.1 – Acquisition of Conservation and Preservation Lands (City of Tallahassee/Leon County):
The City and County shall monitor existing and potential funding sources for the acquisition of land to restore, connect, and protect natural habitats and sensitive lands. The Planning Department shall coordinate with the appropriate departments, agencies, or partners to support application and securing of funding for priority acquisition areas.

Policy 1.2.2 – Environmental Analysis (City of Tallahassee/Leon County):
Planning Department staff shall conduct an environmental analysis when amendments to the Comprehensive Plan are proposed. The analysis shall include natural resources and geographic features, including those listed in Policy 1.1.1, that contribute to human well-being and community character and identify the potential impacts to environmental and human health.

Policy 1.2.3 – Transportation Impact Mitigation (City of Tallahassee/Leon County):
The planning and design of new or the expansion of existing local transportation facilities shall account for natural, cultural, and historic resources and existing neighborhoods. These projects shall prioritize avoiding and minimizing impacts to those features. Where avoidance and minimization are not feasible or practical, impacts to the features shall be mitigated.

Policy 1.2.4 – Transportation Corridor Environmental Features (City of Tallahassee/Leon County):
The City and the County shall consider context-based beautification, landscaping, and stormwater facility and land development regulations that provide environmental protection measures for transportation corridors, where feasible by:

a. Increasing the amount of site and adjacent green spaces/open spaces.
b. Utilizing native or adapted vegetation and natural systems, such as bioswales, to control runoff.
c. Maintaining and/or enhancing ground cover, canopy, and understory vegetation where new roads are built.
d. Protecting designated canopy roads by designing public infrastructure improvements to minimize development impacts consistent with the Conservation Element and Canopy Roads Management Plan.
e. Enhancing the character of transportation corridors and gateways to the community through access management strategies, preserved green space for landscaping, and consolidated signage.

Policy 1.2.5 – Connected Open Space (City of Tallahassee/Leon County):
Open space that is proposed in a development application shall be organized in a manner that prioritizes natural areas with sensitive onsite environmental features and creates continuous and contiguous open space areas to the greatest extent possible to minimize habitat fragmentation. Where feasible, the siting of open space shall occur in a manner that creates cohesive and connected open space across property boundaries to ensure interconnected greenspaces.

Policy 1.2.6 – Conservation Element (City of Tallahassee/Leon County):
Should conflicts arise between implementation of policies in the Land Use and Mobility Element and the Conservation Element on matters of natural resources, the Conservation Element policies shall take precedent.

Objective 1.3 – Access to Parks and Recreation (City of Tallahassee/Leon County):
Provide equitable public access to existing and future recreation areas, open spaces, greenways, and parks.

Policy 1.3.1 – Greenways and Trails Master Plan (City of Tallahassee/Leon County):
The Planning Department shall maintain a Greenways and Trails Master Plan that identifies opportunities to expand or create a network of shared use paths that connect areas of the City and County. The master plan shall guide the implementation of the local greenway system, in coordination with the State of Florida and other conservation funding, managing, and landholding entities. The master plan shall be updated at least every 10 years to reflect completed projects, new additions and opportunities, and other changes to the greenway system.

Policy 1.3.2 – Urban Recreation Spaces (City of Tallahassee/Leon County):
Urban recreation spaces shall be developed and maintained to provide accessible opportunities for skateboarding, art installations and exhibitions, and nature-based experiences. These spaces may include educational elements such as signage or kiosks.

Policy 1.3.3 – Bicycle Parking at Parks and Civic Spaces (City of Tallahassee/Leon County):
All parks shall have bicycle parking facilities co-located with park amenities. Local government land development regulations shall specify requirements, including amount and location, for bicycle parking.

Policy 1.3.4 – Multimodal Access to Parks and Recreation (City of Tallahassee/Leon County):
All new and substantial improvements to parks and recreational facilities within the Urban Services Area shall provide public sidewalks in accordance with applicable streetscaping requirements, accessible pedestrian connections, for users of varying abilities, from amenities to all adjacent public street frontages, and pathway, trail and bicycle facility interconnections to all adjacent trails, public facilities, and neighborhoods. Coordination with StarMetro for evaluating new stop facilities or improving existing bus stop facilities shall be required within the City limits.

Objective 1.4 – Urban Forests (City of Tallahassee/Leon County):
Using the best available data, manage urban forests through strategies that address preservation of trees, planting of new trees, removal of unhealthy trees or trees in unsuitable locations for that species, maintenance of existing trees, and minimization of infrastructure conflicts.

Policy 1.4.1 – Priority Planting Sites (City of Tallahassee/Leon County):
The City and County shall identify priority planting sites to guide the planting of trees to improve wildlife habitat by reducing urban forest fragmentation, and provide for the preservation or creation of connected, wooded, and environmental corridors. The general recommendations of the Urban Forest Master Plan shall be used to inform the priority planting sites.

Policy 1.4.2 – Species Suitability (City of Tallahassee/Leon County):
The City and County shall maintain lists of tree species that are not invasive, nonindigenous species, that minimize hardscape conflicts, minimize overhead utility conflicts, and are wind resistant. These lists will be used to guide and promote the planting of suitable and preferably native species for different site locations and scenarios.

Policy 1.4.3 – Public Tree Inventory (City of Tallahassee/Leon County):
The City shall support the maintenance and updating of the Public Tree Inventory to gain data to better manage urban forests, including through identifying and securing funding opportunities.

Policy 1.4.4 – Public Development Tree Prioritization (City of Tallahassee/Leon County):
Public transportation projects shall prioritize the protection of existing high-quality trees during transportation systems planning, development, and maintenance without compromising transportation safety. Protected and preserved trees should be of a suitable species for their location, be in good health, and provide screening, landscape, runoff control, and shade without compromising safety or urban forest quality.

Policy 1.4.5 – Private Development Tree Standards (City of Tallahassee/Leon County):
Local government land development regulations shall prioritize and incentivize protection of high-quality trees through requirements for tree preservation and removal. Regulations shall include methods of relief from other development standards that commonly conflict with preservation of existing trees to reduce the need for deviations when preserving qualifying trees.

Objective 1.5 – Green infrastructure (City of Tallahassee/Leon County):
Implement green infrastructure strategies, where feasible, as a cost-effective, resilient approach to reduce flooding and treat stormwater while delivering environmental, social, and economic benefits.

Policy 1.5.1 – Community Wide Green Infrastructure (City of Tallahassee/Leon County):
The City and County shall incorporate the use of green infrastructure into their land development regulations as a viable and preferred option for achieving a connected network of natural areas that provide habitat, flood protection, cleaner air, and cleaner water. Strategies include those that:

- Create green streets and alleys by retrofitting streets and alleys as part of any repair, maintenance, or other disturbance to the road, sidewalk, or transportation right-of-way that would provide a feasible opportunity for street-level stormwater management. Implement green parking standards such as requiring parking facilities to have certain percentages of shaded parking.
- Ensure a robust urban tree canopy through implementation of the Urban Forest Master Plan and Canopy Road Management Plan, or their successors.
- Support off-site regional stormwater solutions for new or infill walkable development.
- Reference national models, including the Green Infrastructure standards of the United States Green Building Council (USGBC).
- Supporting transit and alternative transportation modes.

Policy 1.5.2 – Site Specific Green Infrastructure (City of Tallahassee/Leon County):
Local governments shall incentivize the use of green infrastructure stormwater management systems in the land development regulations and/or form-based code by reducing minimum green space requirements or offering other incentives in exchange for the provision of green infrastructure. Green infrastructure mimics nature to soak up and store water and may include strategies such as rain gardens, planter boxes, bioswales, and green roofs.

Policy 1.5.3 – Design Guidelines for Green Infrastructure (City of Tallahassee/Leon County):
Local governments shall establish guidelines for incorporating the use of green infrastructure techniques in public infrastructure and private development applications. Guidelines should identify the appropriate conditions for applying green infrastructure techniques, minimum and maximum design thresholds, and contemplate variations in design for urban/suburban/rural contexts.

Objective 1.6 – Community Resilience (City of Tallahassee/Leon County):
Foster community resilience by strengthening the reliability of our infrastructure and encouraging sustainable building practices, protecting a robust natural environment and local economy, and empowering self-sufficiency across the community.

Policy 1.6.1 – Energy Efficiency (City of Tallahassee/Leon County):
The City and County shall develop regulations and design standards for compact development and encourage green building techniques to reduce greenhouse gas emissions from energy generation and transportation. These regulations shall be implemented as prescribed in the land development codes to conserve land; to promote livability, walkability, and transportation efficiency, including reduced vehicle distance traveled; to leverage and support transit

investments; and to reduce public health risks by encouraging daily physical activity associated with walking and bicycling.

Policy 1.6.2 – Multimodal Connectivity (City of Tallahassee/Leon County):
Within the Urban Services Area, the City and County shall use zoning and development standards for subdivision and planned unit developments to promote the location of homes, jobs, stores, parks, schools, and other destinations within 20 minutes walking distance of each other so that people can easily walk, bike, use public transit, or drive shorter distances. Development standards shall provide for interconnected pedestrian, bicycle, and transit amenities and account for the potential for future connection and expansion of pedestrian and bicycle networks on adjacent properties.

Policy 1.6.3 – Smart Growth Strategies for Community Resilience (City of Tallahassee/Leon County):
The City and County shall develop smart growth strategies to help our community adapt to the effects of climate change, natural disasters, and other events that may challenge the resilience of the City of Tallahassee and Leon County. Such strategies may include hardening infrastructure; constructing stormwater conveyance systems with greater capacity; developing complete, walkable streets; supporting agriculture and local food production; reducing indoor and outdoor water use; reducing pollutant emissions; supporting transit; and increasing renewable energy production.

Policy 1.6.4 – Urban Heat Islands (City of Tallahassee/Leon County):
The local governments shall develop strategies that minimize effects of heat islands, such strategies may include:

a. Tree and vegetation cover.
b. Green roofs and rooftop gardens.
c. Roof coatings or materials with high albedo that significantly reflect heat away from a building.
d. Alternative pavements that mitigate heat island effects.

Policy 1.6.5 – Resiliency of Transportation Facilities (City of Tallahassee/Leon County):
Design, construct, and maintain transportation facilities to prevent flooding, minimize pollution, and maintain natural stormwater runoff volume, timing, rate, and direction of flow characteristics consistent with the adopted Stormwater Level of Service Standard.

Policy 1.6.6 – Urban Forests and Climate Resilience (City of Tallahassee/Leon County):
Ensure the urban forest is managed within the urban core to balance and reduce conflicts, when feasible, between long-term urban forest health and coverage and above-ground utilities.

Objective 1.7 – Intergovernmental Coordination (City of Tallahassee/Leon County):
Coordinate with neighboring jurisdictions to effectively address and support the protection of natural resources that extend beyond jurisdictional boundaries.

Policy 1.7.1 – Key Regional Partners (City of Tallahassee/Leon County):
Coordinate with key partners, such as the Northwest Florida Water Management District (NWFWMD), and Florida Department of Environmental Protection (FDEP) on the protection and management of water resources and other environmentally sensitive features.

Policy 1.7.2 – Colleges and Universities (City of Tallahassee/Leon County):
Florida State University, Florida A&M University, and Tallahassee State College shall be subject to environmental protections identified within the Comprehensive Plan. This will be accomplished through the statutorily required campus master planning process for Florida State University and Florida Agricultural and Mechanical University.

Goal 2 [LM] – Distinct Urban and Rural Areas:

Our community will provide residents with diverse options for where they live or visit by maintaining a distinction between rural, sub-urban, and urban areas.

By maintaining a distinction between these areas, our community will:

- Provide variety of lifestyle and housing choices while reducing sprawl.
- Foster economic development in urban areas and identified activity centers.
- Promote efficient development patterns.
- Support revitalization and redevelopment efforts within the Urban Services Area.
- Reduce infrastructure costs.
- Protect agricultural and forest management uses.
- Preserve and create natural resource-based activities, ecosystem functions and ecosystem services, and scenic vistas and pastoral landscapes.

Objective 2.1 – Growth and Population Accommodation (City of Tallahassee/Leon County):
Tallahassee and Leon County will accommodate our population growth in a responsible manner. A growth and development strategy that provides for well-managed, orderly growth that preserves natural resources and promotes fiscal responsibility shall be leveraged to maximize economic and environmental stewardship while accommodating the increased population.

Policy 2.1.1 – Comprehensive Planning Periods (City of Tallahassee/Leon County):
The comprehensive plan shall have two planning periods. The short-term planning period shall be for a 10-year horizon from 2025 to 2035. The long-term planning period shall be the year 2050. The long-term planning period shall be amended during the Evaluation and Appraisal Review (EAR) process to reflect available population projections and relevant data and analysis of public facilities.

Policy 2.1.2 – Population Projections (City of Tallahassee/Leon County):
Population growth for the long-term planning period shall be based on University of Florida's Bureau of Economic and Business Research (BEBR) medium population projections.

Objective 2.2 – Efficient Growth (City of Tallahassee/Leon County):
To support the projected population growth, infrastructure shall be provided economically and efficiently while protecting surrounding forestry uses and agricultural lands from unwarranted and premature conversion to urban land uses. Growth and development shall be directed toward areas with existing or planned infrastructure in a manner that maintains distinct natural, rural, sub-urban, and urban areas.

Policy 2.2.1 – Urban Services Area (USA) (City of Tallahassee/Leon County):

Urban Services Area Map Placeholder

To provide for well-managed, orderly growth that preserves natural resources and promotes fiscal responsibility, the City and County's growth management strategy shall include an Urban Services Area (USA). The USA shall include all areas where public facilities and services, including central water and sewer, are available or are identified in the 5-year schedule of capital improvements. The USA will be sized to include approximately 50% more vacant and developable land than is necessary to accommodate the projected population growth expected within the USA by the long-term planning horizon and will account for both the ability to provide urban infrastructure and the presence of environmentally sensitive lands and water bodies.

Policy 2.2.2 – Improvement of Capital Infrastructure (City of Tallahassee/Leon County):
Capital infrastructure improvements shall be targeted for areas within the Urban Services Area within the long-term planning period. These improvements shall be phased incrementally through annual updates to the Capital Improvements Schedule.

Policy 2.2.3 – Planning for Urban Services (City of Tallahassee/Leon County):
Local government infrastructure master plans, and updates to master plans, shall account for the Urban Services Area when determining where to provide sewer, water, electricity, paved streets, sidewalks, and other related urban services.

Policy 2.2.4 – Urban Services Outside of the Urban Services Area (City of Tallahassee/Leon County):
Urban services may be provided outside of the Urban Services Area where necessary to address critical environmental issues, critical public health issues, and/or other critical hazard vulnerabilities. Exceptions shall be substantiated in the capital improvement planning process.

Emergency repairs and improvements necessary to maintain the public health, safety, and well-being shall be allowed without inclusion in the capital improvement planning process.

Policy 2.2.5 – Densities and Intensities (City of Tallahassee/Leon County):
Residential densities and non-residential intensities are established in the Future Land Use Categories and reflected on the Future Land Use Map, and are supported by available capital infrastructure. New growth shall be directed to areas within the Urban Services Area. Residential density and/or non-residential intensity of development allowed for individual site shall be determined by the infrastructure capacity to serve each proposed development, adopted levels of service, and/or the ability to implement conditions of approval or mitigation of potential impacts for the proposed development.

Policy 2.2.6 – Exceptions to the Urban Services Area (City of Tallahassee/Leon County):
Properties in southern Leon County designated Rural or Rural Residential on the Future Land Use Map that are located either between the Urban Services Area and Rural Community in Woodville or west of the Rural Community in Woodville may be designated with a higher density land use when central sewer service is available without requiring an amendment to the Urban Services Area. Any development that utilizes this provision must connect to central sewer.

Policy 2.2.7 – Roadway Improvements (City of Tallahassee/Leon County):
The planning, design, and construction of new streets and roads and the widening of existing streets and roads shall be consistent with the priority of urban services, the Future Land Use Map, and the Urban Services Area.

Policy 2.2.8 – Adaptive Reuse, Infill Development, and Redevelopment (City of Tallahassee/Leon County):
The City of Tallahassee and Leon County shall incentivize brownfield reclamation, building reuse, and the adaptive reuse of existing structures through land development regulations. These measures will support efficient growth, preserve historic buildings, protect natural resources, maintain affordable housing, and prevent the premature conversion of rural and agricultural land into suburban and urban development. Incentives may include density and intensity bonuses of up to 25%, modified development review thresholds, prioritized permitting, and fee waivers to encourage redevelopment and sustainable land use as specified in the land development code.

Policy 2.2.9 – Greyfields & Brownfields (City of Tallahassee/Leon County):
The local governments may incentivize the redevelopment and/or restoration of value to contaminated or under-utilized land on greyfield, brownfield, or other adaptive reuse/infill sites through strategies including possible density bonuses where appropriate, waiver of development fees or some combination of the two.

Policy 2.2.10 – Transportation Corridors (City of Tallahassee/Leon County):
Identify right-of-way (ROW) needed for planned future transportation improvements—in accordance with Florida Statutes Section 163.3177(6)(b)1., Section 337.273, and Section 334.03(29)—and protect it from development encroachment as development occurs to preserve the corridor for transportation use, to maintain transportation level of service standards and ensure that infrastructure occurs concurrent with the impact of development, meet concurrency, to improve coordination between land use and transportation, and to minimize the adverse social, economic, and environmental impacts of transportation facilities.

The future right-of-way needs for selected transportation corridors designated for improvement in the Tallahassee-Leon County Comprehensive Plan are depicted in the table below. This map, table and corresponding land development regulations are intended to provide a basis for coordinating new development with the provision of transportation facilities by designating corridors where the construction and improvement of transportation facilities is expected

Future Right-of-Way Needs WITHOUT an Existing Corridor Alignment	
Functional Classification	**ROW Width (ft.)[1-3]**
Blueprint Principal Arterial	230
Principal Arterial	200
Minor Arterial	176
Major Collector	146
Minor Collector	100

1) Widths represent maximum anticipated ROW needs for generalized corridors; not precise alignments. Actual road location and design will be determined by specific corridor alignment studies, engineering studies, or other design studies.

2) Alternative widths may be established by the local government, in consultation with other affected agencies, pursuant to an adopted Critical Area Plan or based upon an analysis of existing constraints, community planning objectives, and other considerations unique to the roadway or surrounding land development.

3) In addition to the number of travel lanes, the following are important considerations in the determination of right-of- way needs for future corridors:

   a. Space for sidewalks to provide safe and convenient movement of pedestrians.

   b. The provision of bike lanes or separate bike paths.

   c. Space for current or future location of utilities so that, when necessary, they can be safely maintained without undue interference with traffic. The utility strip needs to be of sufficient width to allow placement of a water main so that in the case of rupture, neither the roadway pavement nor adjacent property will be damaged.

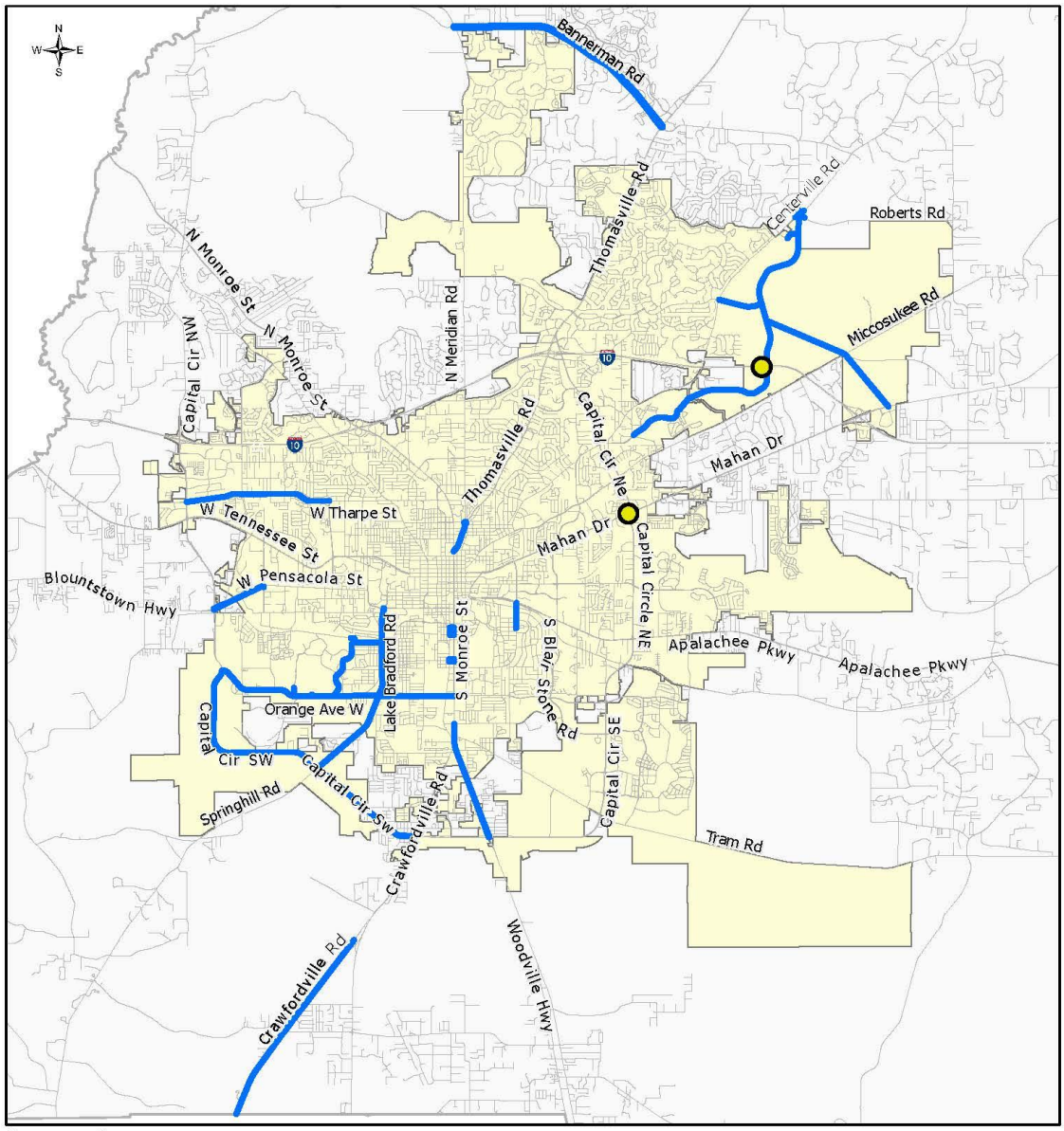
   d. Accommodation of stormwater at the surface or in storm drains.

   e. Accommodation of auxiliary lanes at intersections.

   f. Placement of trees to improve the aesthetic qualities of the roadway, to shade pedestrians, and improve community appearance. The space needs to be adequate to accommodate tree growth without damaging sidewalks, abutting development, or curb and gutter.

   g. Allowing changes in the paved section, utilities, or other modifications that may be necessary to meet unseen changes in vehicle, pedestrian, bicycle, or other transportation needs resulting from changes in land use and activity patterns.

Corridor Preservation Map



Legend

- Transportation Systems Management Projects
- Roadway Projects
- City of Tallahassee Limits

PLANNING DEPARTMENT

March 21, 2025

Objective 2.3 – Public Infrastructure (City of Tallahassee/Leon County):
Provide public infrastructure, public facilities, and public services that are necessary for public health, safety, and well-being efficiently, effectively, and equitably.

Policy 2.3.1 – Public Facilities Siting (City of Tallahassee/Leon County):
Public facilities, including community services, light infrastructure, and post-high school educational uses that provide for the operation of and provision of services on property owned or operated by local, state and federal government shall be allowable in any future land use category. Public infrastructure facilities may include public services and uses provided by private entities operating on property owned by the local, state, or federal government.

Policy 2.3.2 – Public Infrastructure Resilience (City of Tallahassee/Leon County):
To maintain resiliency and assist with post-disaster continuity of government, the siting of public infrastructure and facilities shall account for hazards by locating outside of hazard areas and evacuation zones or mitigating against potential impacts.

Policy 2.3.3 – School Siting Review & Criteria (City of Tallahassee/Leon County):
All proposals to site public or private schools shall be reviewed for consistency with the Comprehensive Plan.

Objective 2.4 – Preservation of Rural Areas (City of Tallahassee/Leon County):
Protect and create agricultural and silvicultural uses, natural resource-based activities, ecosystems, scenic vistas, and pastoral landscapes by preserving rural areas of the community and preventing the premature conversion of rural lands into low density, single-use districts.

Policy 2.4.1 – Transfer of Development Rights (City of Tallahassee/Leon County):
A transfer of Development Rights program may be established to transfer development rights from areas designated Rural on the Future Land Use Map to areas designated Rural Community or Rural Residential on the Future Land Use Map where central sewer service is available. In no instance shall the level of development be inconsistent with the provisions of the Utilities and Conservation Elements.

Policy 2.4.2 – Criteria for Urban Service Area Expansion (City of Tallahassee/Leon County):
To avoid premature conversions of rural areas to higher density and intensity uses, expansions to the Urban Services Area shall be contiguous with the Urban Service Area boundary, shall demonstrate the availability of or ability to provide central water and sewer service, and shall be based on an analysis of population projections and growth trends and an analysis of developable vacant land currently within the Urban Services Area.

Objective 2.5 – Reconnecting Urban Sprawl (City of Tallahassee/Leon County):
Mitigate the impacts of automobile-oriented, single-use developments by leveraging transportation connectivity, land use, and urban design principles that focus on reducing environmental impacts, incorporating a mix of uses, reducing vehicle miles traveled, and improving mobility, especially for people walking, riding bicycles, and using transit.

Policy 2.5.1 – Suburban retrofit (City of Tallahassee/Leon County):

The City of Tallahassee and Leon County shall develop and maintain land development regulations that encourage and incentivize redeveloping suburban areas to:

- Adaptively reuse vacant and underutilized buildings for new uses.
- Reconstruct degraded wetlands and watercourses to either "natural" functionality or repurpose them to complimentary functionality with additional community-use features.
- Build compact, walkable, mixed-use developments using Complete Streets design principles.
- Reduce block sizes to improve walkability.
- Establish more continuous streetscapes with liner buildings close to the street.
- Retrofit streets with appropriate design elements and sidewalks based on the designated Roadway Context Classification and available right-of-way.
- Interconnect street networks.
- Include more diversity in residential building types.
- Provide transit amenities.

Objective 2.6 – Recognizable Places (City of Tallahassee/Leon County):
Foster and protect distinctive, attractive places that are recognizable and important to the community.

Policy 2.6.1 – Beautifying Public Spaces (City of Tallahassee/Leon County):
The local governments shall provide land use regulations that require investment in the streetscape by adding features such as benches, planters, bike racks, tree boxes with trees with a healthy canopy; and providing space for public art installations where appropriate for a given context.

Policy 2.6.2 – Gateway Corridors (City of Tallahassee/Leon County):
Encourage the redevelopment and improvement of Gateway Corridors by providing higher density and intensity land uses along with design standards that promote complete streets and require enhanced landscaping along the corridors. Where appropriate and feasible, Gateway Corridors shall be evaluated for other improvements, including regional stormwater, parking facilities, brownfield remediation, and infrastructure improvements. Gateway Corridors include South Monroe Street, North Monroe Street, West Pensacola Street, West Tennessee Street, Thomasville Road, Mahan Drive, Apalachee Parkway, Lake Bradford Road, South Adams Street, Orange Avenue, and Springhill Road.

Policy 2.6.3 – North Monroe Corridor (City of Tallahassee/Leon County):
In addition to the Gateway Corridor components identified in Policy 2.6.2, encourage the redevelopment of the North Monroe Corridor and by establishing and maintaining the Lake Protection Corridor zoning district for areas north of Interstate-10 that are within the Lake Jackson Basin. Land development regulations shall also provide provisions for non-conforming uses and properties in the Lake Protection land use category to be deemed conforming when redevelopment or site improvements result in the site meeting the design standards and water quality standards for the Lake Jackson basin established in land development regulations.

Policy 2.6.4 – Woodville Sense of Place (Leon County):
Upon the adoption of the Woodville Sense of Place Plan by the Board of County Commissioners, the Tallahassee-Leon County Planning Department shall evaluate the need for updates to the Comprehensive Plan and land development regulations to implement the recommendations of the plan.

Policy 2.6.5 – Future Downtown Development (City of Tallahassee):
The City of Tallahassee shall incorporate design standards in the land development regulations that require complementary development and redevelopment in the Downtown area, specifically with regard for the historic context and support for multi-modal transportation.

Policy 2.6.6 – Bradfordville Study Area (Leon County):
The Bradfordville Study Area is defined in the Bradfordville Sector Plan, as adopted by the Leon County board of County Commissioners on July 11, 2000, and is depicted on the following map. Development in the unincorporated area of Leon County in the Bradfordville Study Area shall continue to be subject to the development standards for the area included in Leon County land development regulations based on the Bradfordville Area Plan.



Objective 2.7 (City of Tallahassee) – Multimodal Transportation District (MMTD):
Facilitate the safe and comfortable use of multiple modes of transportation through the use of urban design standards to develop and maintain healthy neighborhoods and thriving businesses where travel by foot, bicycle, and transit will be easy and practical to reduce automobile reliance and vehicle miles traveled.

Policy 2.7.1 – MMTD Implementation (City of Tallahassee):
The Multimodal Transportation District (MMTD), established in 2009 under the requirements of Florida Statute Section 163.3180(15) (2009) for the purpose of promoting walking, bicycling, and transit use, shall be maintained, updated, and implemented by relevant City and County

departments through the Multimodal Transportation District Land Development Code and the project programming of the Capital Improvements Schedule.

Policy 2.7.2 Land Use Within the MMTD (City of Tallahassee):
The City of Tallahassee and Leon County shall periodically review the Future Land Use Map and land development regulations within the MMTD and modify them as necessary to facilitate appropriate densities, intensities, and mixture of land uses to support the goals of the district, based on the following targets:

a. Central nodes consisting of employment and services, relatively high density residential, and public spaces all oriented around convenient access to public transit facilities.

b. Areas designated primarily for residential uses should be no more than ½ mile from areas designated for shopping, services, and employment uses.

Policy 2.7.3 – Land Development Regulations in the MMTD (City of Tallahassee):
Adopt and maintain context-based land development regulations that ensure new development and redevelopment will contribute to walkable urban development patterns. Additionally, these regulations shall include and/or address the following:

a. Building placement.

b. Block size standards shall encourage small blocks and an interconnected street network.

c. Sidewalks with widths based on context.

d. Facade transparency.

e. Parking location.

Policy 2.7.4 – Minimum Parking Requirements (City of Tallahassee):
Minimum parking requirements shall not be applied to areas designated Urban Center of the Future Land Use Map and shall be significantly reduced, removed, or made otherwise flexible for other areas in the MMTD.

Policy 2.7.5 – Transit in the MMTD (City of Tallahassee):
The MMTD shall be well-connected via transit to major trip generators and attractors both inside and outside the areas where feasible; transit stops and waiting areas shall be safe, accessible, and comfortable, and intermodal connections shall be made.

Policy 2.7.6 – Transportation Mitigation (City of Tallahassee):
Transportation mitigation funds collected within the MMTD shall be used for projects within the MMTD with priority given to bicycle, pedestrian, or transit projects.

Policy 2.7.7 – MMTD Evaluation (City of Tallahassee):
The MMTD code shall be evaluated for opportunities to incorporate FDOT Context Classification along state roads, consideration of implementation through form-based code, and opportunities to streamline infill development and redevelopment within the Urban Center land use category.

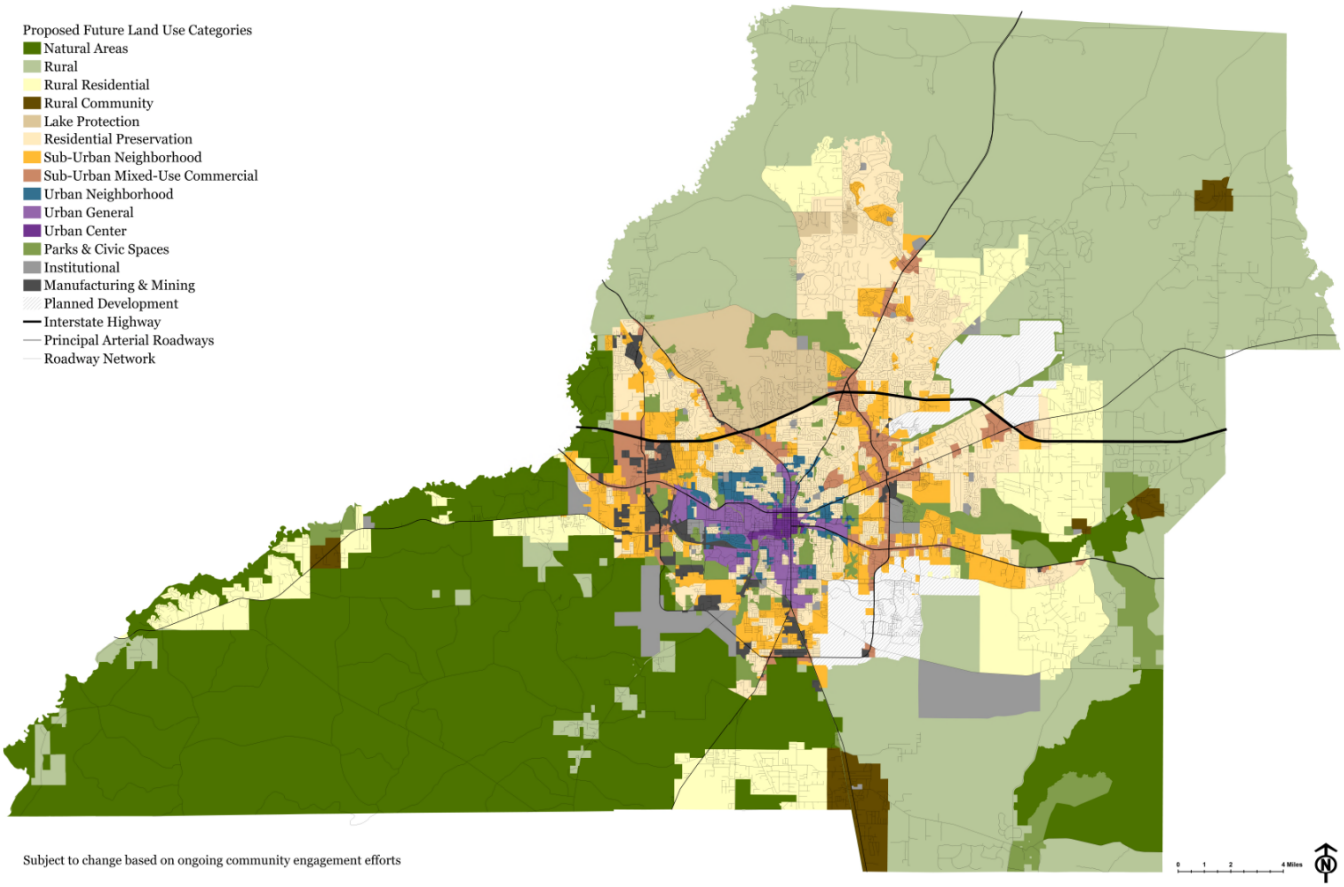
Objective 2.8 – Community Context (City of Tallahassee/Leon County):
Identify natural, rural, sub-urban, and urban context areas based on distinguishing characteristics of the different locations across the community. The distinguishing characteristics used to identify the

context areas will include existing development patterns, future development patterns based on land use and zoning, natural features, access to infrastructure, adjacent roadway classifications and proximity to employment centers, universities and schools, transit lines, trails and multi-modal facilities. The context areas shall be used as the basis for planning and design of land uses, transportation facilities, public facilities, and infrastructure in the City of Tallahassee and Leon County.

Policy 2.8.1 – Tallahassee-Leon County Future Land Use Map (City of Tallahassee/Leon County):
Identify the distribution, extent, and location of the different uses of land in the City of Tallahassee and Leon County in a manner that reflects community context and the vision for the community's future.

Policy 2.8.2 – Context Area Densities, Intensities and Mix of Uses (City of Tallahassee/Leon County):
The Future Land Use Map and Zoning Atlas shall include uses, densities, and intensities consistent with concentrating development within the Urban Services Area. Land uses and zoning within the Urban Context Areas shall have higher allowable densities and intensities than the Sub-Urban Context Areas, which shall have higher allowable densities and intensities than the Rural Context Areas. To ensure a mixture of uses in mixed-use land use categories, a minimum of 5% open space (which may include landscaping and stormwater facilities subject to land development regulations) is required and residential or non-residential land uses may develop from a range of 5% up to 95%. Public Schools are an allowable use in all future land use categories with the exception of the Natural Areas land use. This provision is intended to provide sufficient lands proximate to residential areas to allow existing and future school siting considerations.

Future Land Map



Future Land Use Categories (FLUCs)

Policy 2.8.3 – Natural Areas Future Land Use Category (City of Tallahassee/Leon County):

State and national forests, wildlife management areas, and other managed natural areas serve to sustain the health, diversity, and productivity of valuable ecosystems while integrating public use of these resources. The Natural Areas land use category represents conservation and preservation areas protected from development.

Natural Areas consist of lands approximating or reverting to wilderness conditions, including lands unsuitable for settlement due to topography, hydrology, or vegetation. Areas designated as Natural Areas shall be protected from development except for community services, light infrastructure, and recreational uses that are compatible with the natural surroundings. Silviculture (the growth and cultivation of trees) shall be allowed.

Residential uses shall be limited to hosts and resident volunteers involved in the maintenance or operation of the managed natural areas. No residential uses shall exceed a density of one dwelling unit per 10 acres.

The following special conditions shall apply to the Natural Areas future land use category:

1. Ecotourism uses and structures ancillary to ecotourism uses (such as trailheads, interpretive kiosks, boat ramps, canoe/kayak launches, and campsite amenities) are allowable provided the structures preserve the scenic and natural character of this category.
2. Accessory uses directly associated with the operation of silvicultural, wildlife conservation, and recreational hunting shall be allowed.
3. Light infrastructure shall be allowed within the Natural Areas future land use category, provided there is no reasonable alternative location outside of Natural Areas future land use areas that provide the same public benefit.

Policy 2.8.4 – Rural Future Land Use Category (City of Tallahassee/Leon County):

The intent of the Rural land use category is to maintain and promote agriculture, silviculture, and natural resource-based activities, to preserve natural systems and ecosystem functions, and to protect the scenic vistas and pastoral development patterns that typify Leon County's rural areas. Typical land uses within this category shall include agriculture, silviculture, and natural resource-based activities. Due to the very low intensity development pattern that is intended for the category, urban services are not planned or programmed for the area.

The Rural land use category shall allow single family residential uses at a maximum density of one dwelling unit per 10 acres.

Non-residential uses functionally related to and directly in support of agriculture, the growth and cultivation of trees, and other natural resource-based activities, including ecotourism activities, may be permitted at a maximum intensity of 2,000 square feet per acre. The location of such uses shall be limited to the intersection of major collector and arterial or the intersection of two arterial designated roadways with development standards provided in land development code regulations for these nodes, except for non-residential uses supporting ecotourism

activities, which shall be allowed near the waterbodies and natural features that are the focus of the ecotourism activity.

Community services, light infrastructure, and recreational uses may be permitted provided they are compatible with the natural and rural surroundings. Facilities associated with these uses may be permitted at a maximum intensity of 5,000 square feet per acre, with the primary structure not to exceed 7,500 square feet.

Active recreational uses not functionally related to or supportive of agriculture, silviculture, or natural resource-based ecotourism activities are prohibited. This includes, but is not limited to, golf course, drag strips, and racetracks.

To ensure that such uses are developed in a manner that is compatible with the rural nature of the area, additional design standards and limitations shall be included in the land development code.

The following special conditions shall apply to the Rural Land Use category:

1. Development proposals within the Rural Land Use category shall be evaluated for compatibility with adjacent agricultural and silvicultural uses and shall consider the land management activities associated with such uses, including prescribed fires which result in smoke. Development that is incompatible with agricultural uses, or has the potential to fragment, encroach upon, or displace such uses, shall not be permitted.
2. Property within the Rural Land Use category shall not be converted to a more intense land use category unless the subject site adjoins the Urban Services Area or a designated Rural Community.
3. Non-residential development shall be subject to design standards that preserve the scenic and rural character of this category and protect existing rural residential development from offsite impacts of non-residential development. Design standards shall include, but not be limited to, signage, lighting, parking, landscape buffers, and building materials.
4. Existing uses and structures listed on the local or national historic register as of July 6, 2015, shall be considered conforming.
5. Because urban services are not planned or programmed for areas within the Rural land use category, the Rural land use category shall not be applied to properties within the Urban Services Area.

Policy 2.8.5 – Rural Residential Future Land Use Category (Leon County):
The intent of the Rural Residential category is to provide the opportunity for very low-density residential areas mixed with open space and agricultural activity on the periphery of the Urban Services Area.

Residential land uses in Rural Residential shall be permitted at a density of up to one dwelling unit per three acres except in Conservation Subdivisions developed in accordance with the special conditions for the Rural Residential land use.

Community facilities, minor commercial activities, and minor offices are permitted. The maximum allowable gross square footage in Rural Residential may not exceed 20,000 square

feet per acre for minor commercial and 100,000 square feet per acre for neighborhood commercial and shall be further detailed in the land development code.

Industrial, office, and more intensive commercial land uses are prohibited due to lack of present infrastructure services or potential negative environmental impacts. Present or future agricultural, silviculture and forestry activities may be allowed.

The following special conditions shall apply to the Rural Residential Land Use category:

1. To promote a mix of residential areas and perpetually protected open space and agricultural lands, Conservation Subdivisions are allowed and encouraged. Conservation Subdivision design in the Rural Residential land use may be permitted at a gross density of up to one unit per three acres with units clustered on no more than 50% of the site. Conservation Subdivisions must also permanently set aside at least 50% of the total site as open space and restrict development to the least environmentally sensitive and otherwise significant portions of the land. Residential lot size shall be a minimum of 0.5 acre.
2. To protect rural areas from premature development, facilitate infill and redevelopment inside the Urban Services Area, and in recognition of the significant area already mapped as Rural Residential, no additional lands designated Rural or Rural Residential shall be converted to a more dense or intense land use category unless it is within the Urban Services Area and adjoining lands are also within the designated Urban Services Area.
3. Existing, lawfully established, non-residential uses within the Rural Residential land use category that are compatible with surrounding uses shall be considered permitted uses.
4. Existing lots of record shall be considered vested for the purposes of single-family residential use regardless of lot size or density provided all other development standards can be met.
5. Drive-in and drive-thru facilities are not permitted in Rural Residential.

Policy 2.8.6 – Rural Community Future Land Use Category (Leon County):
The intent of the Rural Community land use is to distinguish long-established unincorporated communities located outside of the urban service area. These unincorporated rural communities have historically grown independently as communities outside of the Tallahassee urban area and are not extensions of urban sprawl. The Rural Community land use represents geographically compact concentrations of developed areas, including many historic towns, immediately surrounded by rural and natural areas.

Residential uses within the Rural Community land use are allowed at a base maximum density of 4 dwelling units per acre. Where central sewer is available, the maximum density allowed is 8 dwelling units per acre.

Community facilities, minor offices and small to moderate-sized commercial development that provide local and surrounding rural residents access to basic shopping opportunities are limited to a maximum intensity of 10,000 square feet per acre. Maximum building size shall not exceed 50,000 square feet. The Land Development Code shall incorporate standards to minimize potential adverse effects of non-residential uses on surrounding residential property, encourage

clustering of businesses to discourage "strip" development, provide for utility space minimums to avoid traffic interference, limit building mass, and encourage pedestrian access.

The following special conditions shall apply to the Rural Community Land Use category:

1. Water and wastewater systems used to serve areas designated Rural Community shall be designated for lower density service as this category is not intended to create an area that attracts regional development.
2. Rural Communities within the Primary Springs Protection Zone shall implement development provisions per the Conservation and Utilities Elements.

Policy 2.8.7 – Lake Protection Future Land Use Category (City of Tallahassee/Leon County):

Lake Jackson, designated both an Outstanding Florida Water (OFW) and Aquatic Preserve, is one of the most unique waterways in Florida. The intent of the Lake Protection category is to ensure that development within the Lake Jackson basin occurs in a sustainable and environmentally sound manner, achieving measurable reductions in nutrient pollutants and improving water quality. The bounds of this category are to be based on the Lake Jackson basin boundary. The boundaries of the Lake Protection category may be applied to areas outside but adjacent to the Lake Jackson basin where application of the category promotes cohesive development patterns along a mixed-use corridor or node.

The Lake Protection category shall allow for residential uses at a density of one dwelling unit per two acres. To encourage compact and efficient development, three density bonus options are available for properties within the category:

- A residential density of up to 4 dwelling units per acre may be permitted within developments designed as a Conservation Subdivision.
- A residential density of up to 8 dwelling units per acre may be permitted within the Lake Protection Corridor (LPC) zoning district, where served by central water and sewer systems.
- A residential density of up to 20 dwelling units per acre may be permitted within the Lake Protection Node (LPN) zoning district, where served by central water and sewer systems, and where design standards, including buffering to adjacent low and density residential, as established in the land development code is met.

Non-residential and mixed-use development within the Lake Protection category may only be permitted within areas designated with the LPN and LPC zoning districts. Within these districts, single use, non-residential development shall be allowed at a maximum intensity of 10,000square feet per acre in the LPC zone and 20,000 square feet per acre in the LPN zone where buffering to low-density residential as established in the land development code is met. Projects containing a vertical mixture of uses, including any combination of office, commercial and residential uses, may receive a bonus of 2,500 square feet per acre in the LPC zone and a bonus of 10,000 square feet per acre in the LPN zone.

Community services, light infrastructure, and recreational uses shall be permitted. Facilities associated with these uses shall be allowed at a maximum intensity of 10,000 square feet per

acre.

The following special conditions shall apply to the Lake Protection Future Land Use category:

1. The local governments shall implement the Lake Protection Land Use Category with a minimum of three zoning districts, including Lake Protection, LPC, and LPN.
2. The LPN zoning district shall only be permitted at the following intersections:
    a. Highway 27 North and Sessions Road
    b. Highway 27 North and Capital Circle NW/Old Bainbridge Road
    c. Highway 27 North and Fred George Road
    d. Bannerman Road and Bull Headley Road

    The exact extent of these Nodes shall be specified in the City of Tallahassee and Leon County land development regulations but generally shall not extend beyond 0.25 miles from the respective intersection and shall not include areas within a Special Development Zone (SDZ) or existing single-family subdivisions.
3. The LPC zoning district shall only be permitted along Highway 27. The exact extent of the LPC shall be specified in the City of Tallahassee and Leon County land development regulations but generally shall not extend beyond 0.25 miles from the centerline of Highway 27 and shall not include areas within a Special Development Zone (SDZ).
4. As an alternative to large-lot developments, Conservation Subdivisions shall be permitted within the Lake Protection land use category and shall include the following:
    a. Contain a minimum of 60% open space preserved in perpetuity through a conservation easement and comprised of such things as preservation and conservation features, Special Development Zones, undeveloped uplands, passive recreation areas, and storm water facilities designed as a community amenity; and
    b. Be developed at a maximum gross density of two dwelling units per acre or a maximum gross density of four dwelling units per acre when served by central water and sewer systems.
5. Land development regulations shall include stormwater treatment standards for all development and redevelopment within the Lake Protection land use category. To encourage redevelopment in the Lake Protection category, land development regulations may provide for a partial credit applied toward existing impervious surface on previously developed sites.
6. Minimum open space requirements, Low Impact Development strategies, and maximum building footprints shall be included as development standards for the zoning districts implementing the Lake Protection land use category. Additional development standards deemed necessary to protect Lake Jackson from further degradation and/or improve existing water quality may be included in the land development code.
7. The land development regulations shall provide provisions for legally established non-conforming uses and properties in the Lake Protection land use category to be deemed conforming when redevelopment or site improvements result in the site meeting the

design standards, including buffering to adjacent low-density uses, and water quality standards for the Lake Jackson basin established in land development regulations.

Policy 2.8.8 – Residential Preservation Future Land Use Category (City of Tallahassee/Leon County):

Characterized by existing homogeneous residential areas within the community that are predominantly accessible by local streets. The primary function is to protect existing stable and viable residential areas from incompatible land use intensities and density intrusions greater than 6 units per acre. Future development primarily will consist of infill due to the built-out nature of the areas. Commercial, including office as well as any industrial land uses, are prohibited. Future arterials and expressways should be planned to minimize impacts within this category. Single family, townhouse and cluster housing may be permitted within a range of up to six units per acre. Notwithstanding the maximum densities in this policy, existing legally established residential uses exceeding 6 units per acre shall be deemed conforming; and expansion of residential uses exceeding 6 units per acre or other non-conforming uses are prohibited. Nonresidential uses, other than community facilities and recreational facilities are not permitted. Community facilities are limited to a maximum of 60% impervious surface.

The Residential Preservation category shall be based on the following general criteria. For inclusion, a residential area should meet most, but not necessarily all of these criteria:

1) Existing land use within the area is predominantly residential
2) Majority of traffic is local in nature
    a) Predominance of residential uses front on local street
    b) Relatively safe internal pedestrian mobility
3) Densities within the area generally of six units per acre or less
4) Existing residential type and density exhibits relatively homogeneous patterns
5) Assessment of stability of the residential area, including but not limited to:
    a) Degree of home ownership
    b) Existence of neighborhood organizations

In order to preserve existing stable and viable residential neighborhoods within the Residential Preservation land use category, development and redevelopment activities in and adjoining Residential Preservation areas shall be guided by the following principles:

a) Limitation on future commercial intensities adjoining low-density residential preservation neighborhoods.

New or redeveloped commercial uses adjoining residential preservation designated areas shall mitigate potential impacts by meeting land development regulation requirements for buffers, screenings, landscaping, noise, setbacks and stepbacks to be compatible with low density residential development in terms of size and appearance. The factors cited in paragraph (d) below shall be used when determining the compatibility and design techniques. The design and layout of adjoining commercial uses shall be oriented to place the section of the development with the least potential negative impacts next to the residential preservation area.

b) Limitations on existing light industry adjoining residential preservation neighborhoods.

Expanding or redeveloped light industrial uses adjoining low-density residential areas within the residential preservation land use category shall mitigate potential negative impacts and provide

screening or buffering between the light industrial uses and the low and medium density residential uses. The factors cited in paragraph (d) below shall be considered when determining compatibility and design techniques.

The design and layout of expanding or redeveloping light industrial uses adjoining residential preservation areas shall be oriented to place the section of the development with the least potential negative impacts in the area next to the existing and/or future low density residential area in the residential preservation land use category. New light industrial uses shall prevent or mitigate off-site impacts in accordance with the Institutional Special District or the Manufacturing and Mining Special District t and applicable Land Development Regulations.

c) Additional development requirements for allowed community facilities when adjoining low density residential areas, except for cemeteries or religious facilities to be used solely for religious functions.

Such development requirements will also apply to ancillary facilities when proposed in conjunction with religious facilities and are to result in effective visual and sound buffering (either through vegetative buffering or other design techniques) between the community facilities and the adjoining residential preservation area.

d) Land use compatibility with low-density residential preservation neighborhoods

A number of factors shall be considered when determining a land use compatible with the residential preservation land use category. The following factors shall continue be maintained in the land development regulations used to determine whether a new development is compatible with existing low density residential uses and with the intensity, density, and scale of surrounding development within residential preservation areas: proposed use(s); intensity; density; scale; building size, mass, bulk, height and orientation; lot coverage; lot size/ configuration; architecture; screening; buffers, including vegetative buffers; setbacks; signage; lighting; traffic circulation patterns; loading area locations; operating hours; noise; and odor.

e) Limitations on Planned Unit Developments in the Residential Preservation land use category.
Planned Unit Developments proposed within the interior of a Residential Preservation area designated recorded or unrecorded subdivisions shall be generally consistent with the density of the existing residential development in the recorded or unrecorded subdivision. Parcels abutting arterial roadways and/or major collectors may be permitted to achieve six dwelling units per acre.

Policy 2.8.9 – Sub-Urban Neighborhood Future Land Use Category (City of Tallahassee/Leon County):

The intent of the Sub-Urban Neighborhood land use category is to allow for neighborhood-scale development that provides a mix of housing types and neighborhood scale commercial within a walkable and bikeable area It is not intended to be applied within the interior of an existing established low-density neighborhood, unless to correct, legal non-conforming uses and/or densities. Principal uses within the district shall include residential development, neighborhood commercial, and neighborhood supportive facilities such as community facilities, recreational amenities, and light infrastructure.

The Sub-Urban Neighborhood category shall allow for residential uses at a maximum density of 20 dwelling units per acre. Allowed residential building types are single-family detached, single-

family attached, duplexes, triplexes, fourplexes, multiplexes, multi-family, and live-work units.

Office, commercial, and community service uses are allowed up to 20,000 square feet per acre. The intensity of all non-residential land uses shall be kept minimal to reduce the intrusive impact upon the predominant residential land use. Land development regulations shall include development standards to maintain low traffic volumes, vehicular speeds, and parking for non-residential uses.

The following special conditions shall apply to the Sub-Urban Neighborhood Future Land Use category:

1. Urban design standards, buffering standards, and screening standards shall be included in the City of Tallahassee and Leon County land development regulations to ensure compatibility between residential and non-residential uses within the Sub-Urban Neighborhood land use.
2. If central sanitary sewer is not available, non-residential development is limited to a maximum of 900 gallons of wastewater flow per day. Community service facilities are limited to no more than 5,000 square feet, or a sewage flow not to exceed 900 gallons per day. Also, refer to Sanitary Sewer Policies 1.2.3 and 2.1.2 of the Utilities Element of the Comprehensive Plan for additional requirements.

Policy 2.8.10 – Sub-Urban Mixed-Use Commercial Future Land Use Category (City of Tallahassee/Leon County):

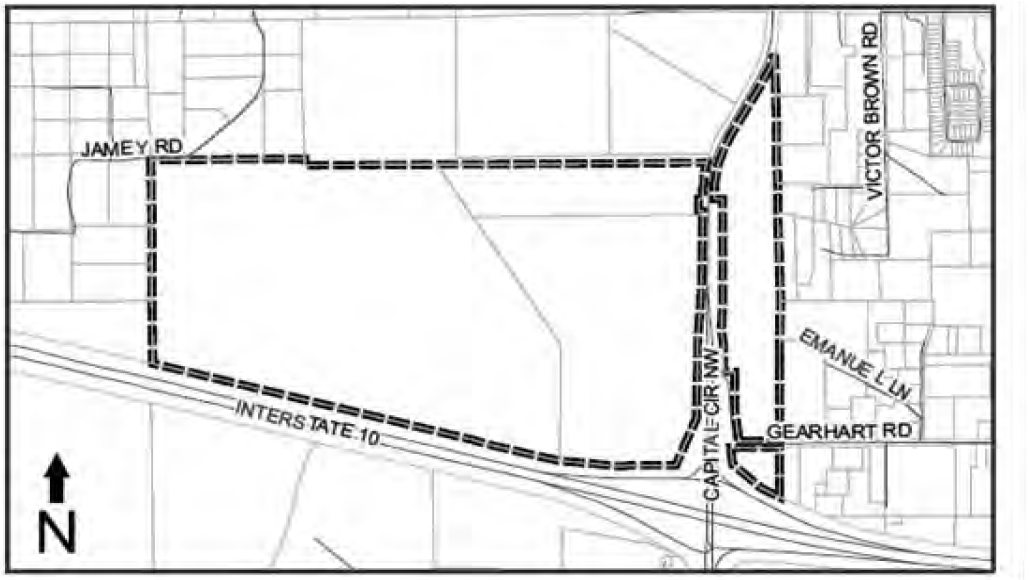
The intent of the Sub-Urban Mixed Use Commercial Land Use Category is to establish activity centers and mixed-use nodes that provide community wide or regional commercial activities and housing. This land use category promotes the efficiency of the transportation system through consolidation of trips and discouragement of the unabated sprawl of commercial activities. An integrated pedestrian and bicycle access system shall be provided to afford safe and accessible foot and bike travel between the land uses. The district is intended to facilitate efficient traffic flow by allowing only land uses developed with comprehensively planned access, egresses, and internal circulation systems through the land development review and approval process.

Residential land uses at a maximum density of up to 45 dwelling units per acre shall be allowed in the Sub-Urban Mixed Commercial Land Use Category. Recreational opportunities, cultural activities, commercial goods and services should be located nearby to complement residential uses. Mass transit stops should be located at large commercial centers with appropriate connections established between commercial and residential areas to reduce the automobile dependency of residents and employers. For infill development and redevelopment projects, a variety of residential types, employment, office, and commercial uses should be incorporated.

Non-residential uses including office, recreation, light infrastructure, community services, and educational facilities shall be allowed up to 25,000 square feet per acre except for in the scenarios outlined in the special conditions below.

The following special conditions shall apply in the Sub-Urban Mixed Use Commercial Land Use Category:

1. Except within mixed-use centers, larger-scale commercial development shall be buffered from residential neighborhoods.
2. If development within the Sub-Urban Mixed Use Commercial Land Use Category only contains residential land uses, at least 5% of the gross site must be used for passive or active open space such as pocket parks, green space, or trails. The required 5% of the site shall be contiguous.
3. Non-residential development that is a part of a mixed-use development that includes medical centers may have an intensity of up to 80,000 square feet per acre, and up to 176,000 square feet per acre if it includes a hospital.
4. Park Place is a designated Regional Activity Center subject to the increased Development of Regional Impact guidelines and standards consistent with Rule 28-24.014(10)(a), Florida Administrative Code.



Park Place meets the parameters for a Regional Activity Center as defined in Rule 28-24.014(10)(c)2, Florida Administrative Code, and is depicted on the map above. Multi-use land uses for a Regional Activity Center can be accommodated by the currently designated Planned Development future land use category and development shall occur consistent with the guiding land use policies within the local comprehensive plan and the land development code.

Policy 2.8.11 – Urban Neighborhood Future Land Use Category (City of Tallahassee): The intent of the Urban Neighborhood Land Use is to provide medium density housing, live/work housing, and a mix of uses set within small to medium blocks that are defined by walkable streets characterized by narrow travel lanes, on-street parking, sidewalks, and planter strips. It is not intended to be applied within the interior of an existing established low-density neighborhood, unless to correct legal non-conforming uses and/or densities. The Urban Neighborhood area shall be characterized by a mix of uses on small lots, with residential uses

being the predominant type, and a street network that generally connects to residential neighborhoods along corridors or behind the uses fronting major collectors or arterial roadways. Non-residential neighborhood-scale uses are allowed and intended to integrate into the surrounding neighborhood. Pedestrian safety and comfort shall be prioritized over vehicle speed.

Allowed land uses include residential and neighborhood-scale non-residential uses. The scale of all non-residential land uses shall remain accessible to pedestrians living in surrounding residences. Emphasis on commercial uses shall be limited to convenience goods and services, small to moderate scale grocery stores, and small pharmacies and offices. Community facilities, office, and commercial development in scale with surrounding residential areas are appropriate.

A maximum gross density of 26 dwelling units per acre is allowed. Residential development should include a mix of densities and housing types and be located to maximize pedestrian access to shops, public facilities and recreational opportunities that are passive or active.

A maximum intensity for commercial uses of 30,000 square feet per acre and a maximum intensity for office uses of 30,000 square feet per acre are allowed. Traffic volumes and speeds shall be kept low, and parking for nonresidential uses shall be small in scale. The number of parking spaces may be reduced to reflect increased pedestrian access.

The following special conditions shall apply to the Urban Neighborhood Land Use Category:

1. Design and development standards for the Urban Neighborhood area shall detail the placement, scale, and relationship between buildings and the street, including landscaping standards, to support an area of high pedestrian comfort and a continuous walkable street network throughout the district.
2. Urban design standards, buffering standards, and screening standards shall be included in the City of Tallahassee and Leon County land development regulations to ensure compatibility between residential and non-residential uses within the Urban Neighborhood land use category.

Policy 2.8.12 – Urban General Future Land Use Category (City of Tallahassee):
The intent of the Urban General Land Use is to provide a mixture of uses including a variety of residential land uses, employment (including light manufacturing), office and commercial activities. This category includes a variety of building types, short setbacks, wide sidewalks, and a street scape with trees, typically defining medium-sized blocks within walking distance of a high activity or employment centers; essentially a walkable urban area with a mix of housing options and significant non-residential uses related to and supporting housing. The land use category provides higher density residential opportunities near university campuses and the downtown area. Infill and potential redevelopment and/or rehabilitation activity are encouraged.

Allowed land uses include residential, commercial, office, and community facilities.

A maximum gross density of 50 dwelling units per acre is allowed.

A maximum intensity for commercial uses of 60,000 square feet per acre and a maximum

intensity for office uses of 60,000 square feet per acre are allowed.

The following special conditions shall apply to the Urban General Land Use Category:

1. Design and development standards for the Urban General area shall detail the placement, scale, and relationship between buildings and the street to support an area of high pedestrian comfort and a continuous walkable street network throughout the district.
2. Development standards in the Tallahassee Land Development Code may not require minimum parking requirements for uses in the Urban General land use category.
3. Street access by nonresidential uses may be permitted within the City limits of Tallahassee so long as site design complies with land development regulations to mitigate potential incompatibility with residential uses within the land use district.
4. Development at universities and colleges shall be regulated by the respective campus master plans and development agreements. Coordination on development in the proximity of universities and colleges shall be subject to development agreements.

Policy 2.8.13 – Urban Center Future Land Use Category (City of Tallahassee):
The intent of the Urban Center land use category is to be a vibrant, 18-hour urban activity center with quality development that includes a variety of residential and nonresidential uses at high densities and intensities. The land use is characterized by buildings in close proximity to one another, featuring retail on the ground floor and residential units above, wide sidewalks, consistent street trees, and a strong emphasis on pedestrian activity. The emphasis in this area, which is within the Multimodal Transportation District, is to facilitate a shift from cars to pedestrian, bike and transit modes of transportation. The land use intends to promote a mix of uses and higher densities and intensities within its Urban Center, while promoting multiple modes of transportation.

Allowed land uses include residential, commercial, office and community facilities.

A maximum gross residential density of 150 dwelling units per acre is allowed. Development intensity in Urban Center is up to 100% lot coverage. Land development regulations may establish more restrictive lot coverage, building heights, and design standards for different locations, neighborhoods, and special character districts within the Urban Center land use.

Intensity for nonresidential uses shall be identified in the Downtown regulating land development code that shall include lot coverage and maximum building height.

The following special conditions shall apply to the Urban Center Land Use Category:

1. The development regulations within the Urban Center area shall establish Design Guidelines for the land use in order to allow for more mixed-use, pedestrian, bike and transit- oriented development.
2. Future Expansion of the Urban Center land use shall be subject to the following requirements.
    a. The proposed parcels shall be:
        i. Within the existing Downtown Overlay; and

ii. Contiguous to the existing Urban Center FLUM area.

iii. Served by available and adequate infrastructure to support the densities and intensities allowed in the Urban Center land use.

iv. Demonstrated to exhibit a need for the expansion (e.g.: parcel of sufficient size not available in the Central Core FLUM for the proposed development).

Policy 2.8.14 – Special Development Districts (City of Tallahassee/Leon County):
The following Special Development Districts are created to address unique uses and areas throughout the community:

- Manufacturing and Mining – Heavy industrial land uses that do not, typically, have a defined intensity or density and may have the potential to create significant offsite impacts to surrounding areas, have specific federal and/or state requirements and must receive federal and/or state approval in addition to local government approval. Impacts such as noise, lighting, traffic, and vibrations that are not regulated by federal and/or state laws shall be regulated by the City and County.
- Institutional - Heavy infrastructure community facilities which may be public or privately owned or established that provide significant public benefit but may have the potential to create off-site impacts.
- Parks and Civic Spaces – City, County, State and Federal areas utilized for passive and/or active recreation uses. The principal land use will not, typically, have a defined density or intensity.
- Planned Development – Large, undeveloped land areas within the Urban Services Boundary that are generally under single ownership that are required to be master planned prior to development.

Special Development Districts shall be subject to the provisions of the Comprehensive Plan except where otherwise specified by federal and state laws.

Policy 2.8.15 – Manufacturing and Mining Special District (City of Tallahassee/Leon County):
Advanced manufacturing and mining are important parts of the economy in the City of Tallahassee and Leon County. Dramatic shifts in the technologies used by these sectors are resulting in operations that are often cleaner, quieter, and less noxious to neighboring uses than traditional heavy industrial uses. Manufacturing and mining uses in appropriate locations provide necessary jobs and the raw materials needed to support growth and development in the community.

Manufacturing and mining uses intended for the distribution of manufactured goods should be encouraged in areas with access to the Tallahassee International Airport or the Florida Department of Transportation's (FDOT) Strategic Intermodal System (SIS) facilities. The Manufacturing and Mining Special District shall not be applied to areas outside the Urban Services Area.

Because heavy industrial uses vary in their operations and potential for offsite impacts, performance and locational criteria shall be established in the City and County land development codes for the implementing zoning districts.

The Manufacturing and Mining Special District accommodates a variety of uses that may have similar demands on public infrastructure. Light industrial, mining, and heavy industrial uses are allowable in the Manufacturing and Mining Land Use.

- Light Industrial – Light Industrial uses shall be permitted at a maximum intensity of 30,000 square feet of gross building floor area per acre. Ancillary residential uses (intended for caretaking, maintenance, the temporary lodging of employees, or security) may not exceed two units per acre.
- Mining – Mining uses shall be permitted subject to applicable landscaping and natural area requirements and the dimensional standards included in land development regulations. A land reclamation plan shall be submitted demonstrating that upon termination of the activity, the land shall be returned to a condition that will allow an effective reuse compatible with surrounding properties.
- Heavy Industrial – Heavy Industrial uses shall be permitted at a maximum intensity of 30,000 square feet of gross building floor area per acre. These areas shall have stringent locational criteria and require extensive buffering and/or relative distance from other land uses. These uses may require employment of techniques to prevent impacts offsite or require mitigation and/or minimization techniques for impacts. Ancillary commercial uses designed to serve adjacent workers may be permitted.

The following special conditions shall apply to the Manufacturing and Mining Special District:

1. Noise, vibrations, smoke, dust and particulate matter, odor, and lighting resulting from industry and mining uses shall be prevented or mitigated to avoid negative impacts on properties in the vicinity of these uses. The City and Leon County Land Development Code shall provide minimum mitigation standards.
2. Administrative offices that support and are functionally related to onsite activities are allowed in any of the implementing zoning districts for the Industry and Mining Special District.
3. Site plans must demonstrate the protection of adjacent non-industry and non-mining properties through development standards outlined in the land development codes.
4. A plan for vehicular access to and from the site addressing heavy trucks and equipment must be submitted with site plans and must demonstrate compatibility with adjacent land uses.
5. Hydraulic fracturing, proppant fracturing, acid fracturing, matrix acidizing, and similar activities, commonly referred to as fracking, are not permitted uses in the Industry and Mining Land Use.

Policy 2.8.16 – Institutional Special District (City of Tallahassee/Leon County):
The purpose of this Special District is to provide lands for heavy infrastructure community facilities that must obtain federal and/or state approvals to be located, modified and/or

expanded within the community. Institutional facilities and uses may be public or privately owned or established but must provide significant public benefit.

Principal uses for institutional facilities and uses may not have a defined density or intensity. Generally, facilities and accessory uses shall not occupy more than 90 percent of the entire site when located within the Urban Service Boundary or 75 percent of the entire site when located outside of the Urban Services Boundary. Primary buildings for institutional uses shall be permitted at a maximum intensity of 30,000 square feet of gross building floor area per acre.

The following special conditions shall apply to the Institutional Special District:

1. Institutional land uses have the potential to create offsite impacts to surrounding areas. Because institutional uses vary in their operations and their potential offsite impacts, performance and locational criteria shall be established in the City and County land development codes for the implementing zoning districts.
2. Whenever possible, noise, vibrations, smoke, dust and particulate matter, odor, and lighting resulting from institutional uses shall be prevented. In cases where the impacts cannot be prevented, they shall be mitigated to avoid negative impacts on properties in the vicinity of these uses.

Policy 2.8.17 – Parks and Civic Spaces Special District (City of Tallahassee/Leon County):

The Parks and Civic Spaces Special District may be applied to publicly or privately owned lands and is intended to provide areas within the community for the resource conservation and recreational facility needs of the community. Non-residential uses that enhance parks with active recreational facilities, such as a clubhouse at a golf course or restaurant and retail uses at parks in urban areas, are allowed if designed to complement the park's intended use.

The maximum intensity for non-residential uses in areas designated Parks and Civic Spaces Special District is 1,000 square feet per acre. Residential uses shall be limited to hosts and resident volunteers involved in the maintenance or operation of the parks and civic spaces.

The following special conditions shall apply to the Parks and Civic Spaces Special District:

1. Commercial active recreation land uses shall be established through the Planned Unit Development process.
2. Because commercial active recreation land uses vary in their operations and potential offsite impacts, the Planned Unit Development shall establish standards to address the potential offsite impacts, including, but not limited to noise, lighting, and traffic access and congestion.

Policy 2.8.18 – Planned Development Special District (City of Tallahassee/Leon County):

The Planned Development Special District is intended to identify large, undeveloped land holdings that will be developed with various mixes of land uses for which more detailed planning is required to establish the appropriate mixture and arrangement of uses. Undeveloped areas within the Urban Service Area that, as of January 1, 2007, are predominantly in the same ownership or control and encompassing more than 200 acres shall be defined as a Planned Development Special District. These Planned Development Special Districts shall require, prior to subdivision or development, a Master Plan approved by the jurisdiction in which the Planned

Development Special District is located.

The Planned Development Special District allows intensities of 25,000 square feet per acre and densities shall not exceed 20 dwelling units per acre. Storage areas within buildings, warehouses, mini-warehouses and self-storage facilities may have a gross floor area up to 50,000 square feet per acre.

The following special conditions shall apply to the Planned Development Special District:

1. Master Plans shall show the location, intensity and mix of proposed land uses, as well as the transportation network necessary to serve the proposed development. To provide for a more self-supporting development pattern that is less oriented to the use of automobiles, the Master Plan area shall include at least four different land uses (e.g., residential, office, commercial, recreation, light industrial, public or private open space) that are integrated with each other, as well as with the unique characteristics of the development area.
2. Master Plans shall identify the following:
    a. Boundary of area subject to Planned Development.
    b. General depiction of mix, location and intensities of future land uses.
    c. Activities permitted within each land use.
    d. Total dwelling units.
    e. Total square footage of non-residential development.
    f. How natural resources on-site will be protected.
    g. Major transportation system improvements that are consistent with adopted transportation plans.
    h. Capacity maintenance, bicycle, and pedestrian accessibility, impacts to surrounding areas and protection of canopy roads, if applicable.
    i. Address mass transit, if transit facilities are available or planned within the plan horizon for the Tallahassee-Leon County Comprehensive Plan to serve the Planned Development.
    j. Facilities and development requirements to provide alternative modes of transportation, such as bicycle and pedestrian mobility and, if available, mass transit.
    k. An infrastructure plan which identifies the type, demand, and general location of needed utilities in relation to existing and scheduled utilities in the areas of the development.
    l. The location and adequacy of proposed schools, parks, and open space.
    m. How the development will reduce transportation demand by allowing for internal trip capture at project build-out through a mixture of land uses.
    n. How the development will comply with applicable affordable housing policies and/ordinances.
    o. How the unique characteristics of the area, including cultural and historic resources, preservation and conservation features, and greenways, will be addressed.
    p. A set of development guidelines that will direct the development of implementing PUD/PUDs. These guidelines shall address, but not be limited to, building height,

setbacks, the interrelationships of uses, energy efficiency, pedestrian access. The guidelines shall include basic design elements that generally address crime prevention, such as landscaping and lighting considerations, Crime Prevention through Environmental Design (CTPED) principles, or other design concepts intended to improve safety and deter crime.

3. Previous approved Comprehensive Plan Area Plans shall constitute a Master Plan as required by this policy.
4. Approved Master Plans are to be implemented by one or more Planned Unit Developments. Minimum size requirements for Planned Unit Developments within the district shall be established in the land development code. Minor and major amendments to the Master Plan may be approved through the Planned Unit Development requirements and procedures. The Planned Unit Development may serve as the Master Plan if it meets the requirements for a Master Plan enumerated in this policy.
5. Easements, right-of-way and other improvements located throughout the Planned Development District boundary may be required to be dedicated in conjunction with proposed development applications to ensure adequate facilities can be constructed consistent with the Master Plan.
6. Subdivision of a portion of a Planned Development District for sale or donation to a public or quasi-public entity for the purpose of conservation, preservation, or passive resource-based recreation use shall not be contingent upon the adoption of a Master Plan or PUD.
7. Subdivision and development of a portion of a Planned Development area for sale or donation for the purpose of providing schools (pre-kindergarten through twelfth grade) and/or infrastructure to serve primarily offsite needs shall not, likewise, be contingent upon the adoption of a Master Plan or PUD. The land development code shall establish the process and requirements for siting and development of new schools and the expansion of existing schools. The conservation, preservation, passive recreation, educational facilities and types of infrastructure that are intended to be accessible by the public shall be designed for integrated auto, pedestrian and bicycle access, and shared access. The school facilities and infrastructure shall include adequate buffering for the remainder of the Planned Development. If any of these public acquisitions reduce the remaining acreage of the Planned Development below 200 acres, the Planned Development provisions of this Plan shall apply to all remaining acreage.
8. Separate Master Plans may be approved for each Planned Development District that is divided by an interstate or arterial highway that limits integration across the entire development.
9. As demands from a rapidly increasing population may require the expansion of the Urban Service Boundary in the future, additional areas will be identified as Planned Development Areas upon their inclusion within the Urban Service Area.
10. Upon expansion of the Urban Service Area, properties that meet the definitions for Planned Development areas shall be designated as Planned Development on the adopted Future Land Use Map and Zoning Map.

Goal 3 [LM] – Healthy Neighborhoods and Vibrant Places:

Our community will plan for the development of healthy neighborhoods, vibrant places, and places of employment that are designed and built to be lively, inclusive, safe, and sustainable to ensure the equitable treatment and involvement of all citizens, recognize the importance of public spaces and private property, address the importance of civic and institutional uses, and account for community context.

These places will provide for:

- Recreational opportunities.
- Pedestrian and bicycle facilities.
- Healthy food options.
- Health services.
- Community facilities, including schools, community centers, and libraries.

Objective 3.1 – Residential Character (City of Tallahassee/Leon County):
Provide for connectivity and a balanced mix of residential uses that allow for greater housing diversity while protecting the character of existing, viable residential areas and neighborhoods.

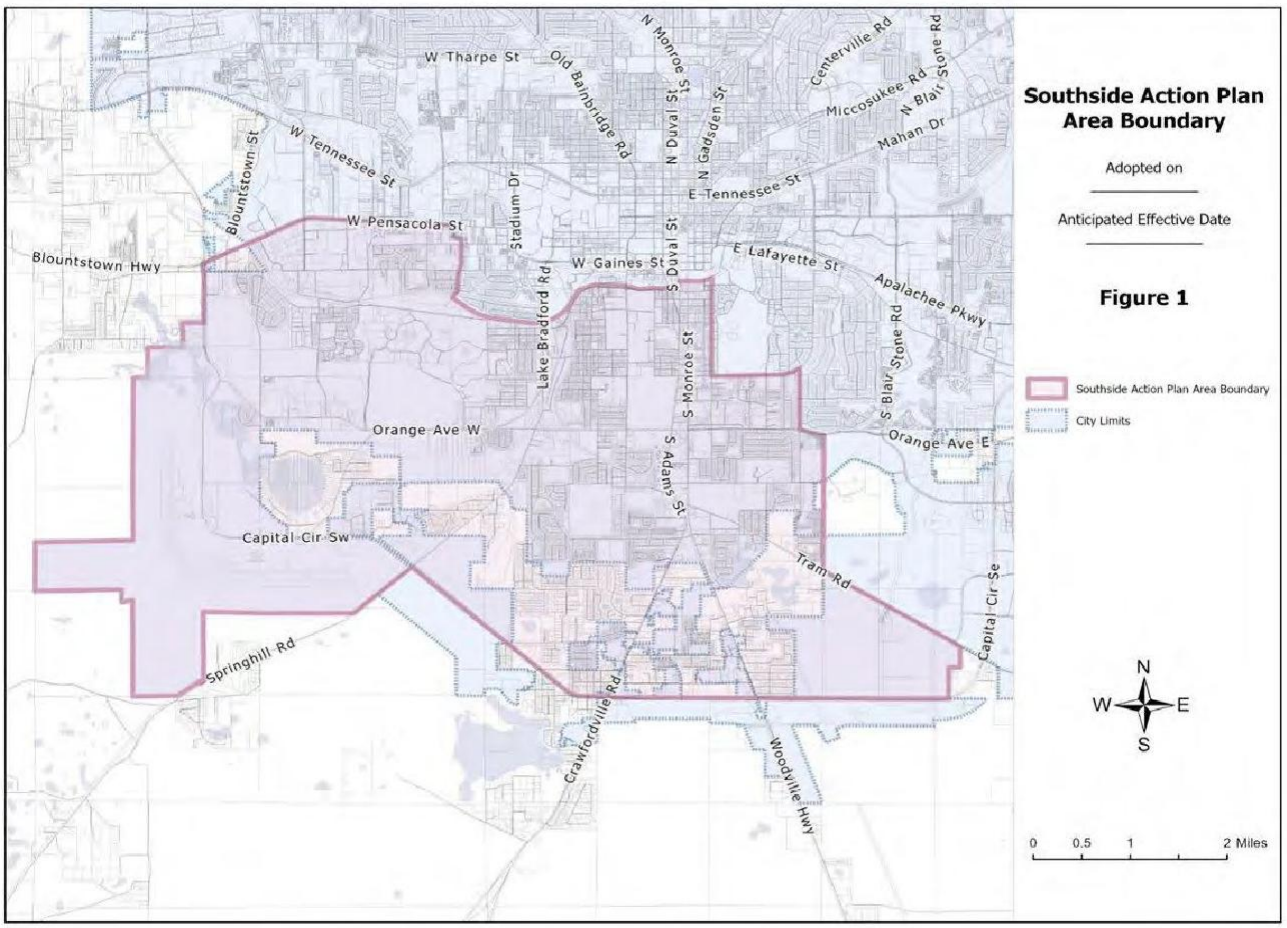
Policy 3.1.1 – Residential Character Criteria (City of Tallahassee/Leon County):
Maintain land development code regulations that protect existing residential areas from encroachment of incompatible uses. These regulations shall include context-based requirements for setbacks, buffering, open space, landscaping, tree protection, stormwater, and access management. Development proposals shall be reviewed for compliance with these requirements during the site plan review process.

Policy 3.1.2 – Housing Diversity (City of Tallahassee/Leon County):
Maintain a viable mix of available residential densities to accommodate a variety of housing types.

Policy 3.1.3 – Healthy Food Options (City of Tallahassee/Leon County):
The land development regulations shall foster healthy food options by promoting community public gardens and supporting neighborhood scale grocery uses within and adjacent to residential areas.

Objective 3.2 – Southside Action Plan (City of Tallahassee/Leon County):
Develop and monitor the Southside Action Plan to align with the community's desire for a framework of action in the southern part of the Tallahassee urban area. To achieve this objective, the local governments shall develop a Southside Action Plan that complements long term public and private investment with small scale visible improvements that are relatable and community driven. This approach recognizes that the vision of Southside citizens is essential to guiding the development, redevelopment, and rehabilitation of the Southside; and that the community's vision focuses on three main areas of improvement: Beautification, Investment, and Engaged and Activated Citizens.

Policy 3.2.1 – Southside Action Plan Area (City of Tallahassee/Leon County):
The objective and policies for the Southside Investment Strategy apply to the designated Southside Action Plan area.



Policy 3.2.2 – Beautification (City of Tallahassee/Leon County):
Focus local government beautification efforts in shared public spaces by frequently maintaining and enhancing existing public areas. Support citizen and business investment on private property and shared spaces.

Policy 3.2.3 – Investment (City of Tallahassee/Leon County):
Identify projects that initiate further investment opportunities in the Southside Community. Support partnerships across federal, state, city and county governments with non-profits and private organizations to identify resources for housing, homeownership, business, and infrastructure for the public. Investment within the Southside Action Plan area shall not occur at the expense of the natural environment or water quality in a manner which is found to be inconsistent with local government initiatives, policies, rules or regulations.

Policy 3.2.4 – Active and Engaged Citizens (City of Tallahassee/Leon County):
Encourage citizens, neighborhoods, and businesses in the Southside to be engaged and actively involved in community-led projects. Promote projects, empower residents, and connect efforts with resources.

Policy 3.2.5 – Southside Action Plan Evaluation and Update (City of Tallahassee/Leon County):
The local governments will monitor project implementation of the Southside Action Plan by reporting annually, or as requested by the City Commission or County Commission, on Southside Action Plan policies.

Objective 3.3 – Connectivity Access Management (City of Tallahassee/Leon County):
Require effective interconnectivity and access management to reduce vehicle trip demand, increase access and safety for bicyclists and pedestrians, and preserve the integrity of the transportation system.

Policy 3.3.1 – Access Management Design (City of Tallahassee/Leon County):
The City of Tallahassee and Leon County shall adopt and maintain access management standards and supporting design guidelines to control the location, spacing, operation and design of access connections and median openings. Development access shall be designed to protect the maximum service volume, safety, and operating characteristics of transportation facilities that it impacts, taking into account impacts to all modes and users of transportation.

Policy 3.3.2 – Intersection and Interchange Restrictions (City of Tallahassee/Leon County):
Restrict vehicular access connections (e.g., driveways) close to the intersection of streets, roads, and highway interchanges. Regulations specifying the appropriate location and spacing of access connections from intersections and interchanges will be provided in the land development regulations or local policies.

Policy 3.3.3 – Unified Access and Circulation Plans (City of Tallahassee/Leon County):
Alternative access connections and unified access and circulations plans shall be used to minimize access connections on arterial roadways. All development plans shall provide circulation systems that create multimodal access to and from the proposed development, as well as access to surrounding developments.

Policy 3.3.4 – Access Management Improvements (City of Tallahassee/Leon County):
Improve access management to support the movement of through traffic, reduced crashes, and decrease vehicle conflicts by implementing standards and strategies that:

1. Address the transition of vehicles from arterial roadways to internal circulation systems.
2. Prioritize the redesign of median openings that are inadequately designed.
3. Require the closure or modification of excessive, overly wide, or unsafe driveway connections during resurfacing, repair, and rehabilitation projects.

Policy 3.3.5 – State Road Access Management (City of Tallahassee/Leon County):
The local governments shall coordinate with the Florida Department of Transportation and utilize access management and permitting policies adopted, or recommended, by FDOT on state highways.

Policy 3.3.6 – Neighborhood Through-Traffic (City of Tallahassee/Leon County):
Utilize context sensitive roadway design and traffic calming to allow connectivity while mitigating the effects of through-traffic on neighborhoods and supporting complete streets

policies.

Policy 3.3.7 – Consolidated Properties (City of Tallahassee/Leon County):
Properties under the same ownership, consolidated for development, or part of phased development plans shall be considered one property for the purposes of access management. Access points to such developments shall be the minimum necessary to provide reasonable access.

Policy 3.3.8 – Development Near Interchanges (City of Tallahassee/Leon County):
Circulation systems for new development and redevelopment at interstate interchange areas shall be designed to provide safe and efficient multimodal traffic flow through the implementation of strategies and standards such as access spacing or the utilization of service roads.

Policy 3.3.9 – Access Management Deviations (City of Tallahassee/Leon County):
Flexibility shall be provided in the administration of access spacing standards to accommodate minor deviations, where safe and appropriate, and to ensure that no property is denied reasonable access to the transportation system. Major deviations from access spacing standards shall not be granted until every feasible option for meeting access management standards has been explored and deemed impractical.

Objective 3.4 – Equitable Distribution of Land Uses (City of Tallahassee/Leon County):
Provide for the geographic distribution of land uses in a manner that meets the needs of a growing and diverse population while ensuring that the benefits and burdens of public sector projects are shared across the community equitably.

Policy 3.4.1 – Distribution of Land Uses (City of Tallahassee/Leon County):
The Future Land Use Map shall provide for the balanced and orderly growth and development of the community with a distribution of land uses that allow residential, commercial, office, institutional, and manufacturing uses throughout the community while accounting for natural resources, the geology and geography of the community, and available transportation facilities.

Policy 3.4.2 – Public Investments (City of Tallahassee/Leon County):
The City and County will strive to distribute major infrastructure projects and other public investments geographically across the community with consideration given to the unique and specific infrastructure needs of different areas.

Objective 3.5 – Safety (City of Tallahassee/Leon County):
Prioritize safety as a foundational principle in the development and amendment of policies and guidelines. Apply best practices and best available data to land development regulations, street design, and urban design to enhance and promote the safety of all people regardless of age or ability.

Policy 3.5.1 – Public Infrastructure Design (City of Tallahassee/Leon County):
Public infrastructure, relevant to transportation, shall be designed to increase the safety of its users through strategies such as the application of context-based design and design speed, Complete Streets principles, Crime Prevention through Environmental Design (CPTED), and other nationally recognized strategies. This infrastructure design shall include sidewalks, street trees, and on-street parking. For roadways, public infrastructure including signalization,

pedestrian facilities, on-street parking, and associated streetscaping elements such as lighting, pavement markings, and crosswalks shall follow design principles that increase the safety of its users. To support the goal for zero deaths and serious injuries on our roadways, design shall follow a Safe System Approach and utilize Proven Safety Countermeasures

Objective 3.6 – Land Development Regulations (City of Tallahassee/Leon County):
Maintain specific and detailed land development regulations that implement and are consistent with the goals, objectives, and policies of the Tallahassee-Leon County Comprehensive Plan.

Policy 3.6.1 – Criteria for Amendments to Land Development Regulations (City of Tallahassee/Leon County): Proposed amendments to the City of Tallahassee and Leon County Land Development Regulations shall be evaluated for consistency with the overall intent of the adopted Goals, Objectives, and Policies of each Element of the Comprehensive Plan.

Policy 3.6.2 – Implementing Zoning Districts (City of Tallahassee/Leon County):
Each Future Land Use Map Category shall be implemented by one or more zoning districts that are consistent with the intent of that respective land use category. Each zoning district shall specify allowable land uses and activities with appropriate development and design standards, including density and intensity of development, as applicable.

Policy 3.6.3 – Site Requirements (City of Tallahassee/Leon County):
Land development regulations shall include requirements for:

- Context-based stormwater management
- Open space
- Setbacks
- Buffers
- Screening
- On-site traffic circulation
- Roadway access
- Context-based transit amenities
- Land uses
- Subdivision of land
- Signage
- Standards for the regulation of development within and adjacent to areas subject to seasonal or periodic flooding compliant with state and federal regulations
- Areas known to be vulnerable to natural or human-caused hazards
- Lighting
- Noise mitigation

Policy 3.6.4 – Density and Intensity Incentives (City of Tallahassee/Leon County):
Land development regulations shall include incentives for greater development density and intensity to facilitate growth in areas that minimize and/or mitigate impacts on the natural

environment or community character. These incentives shall allow densities or intensities that exceed unincentivized limits set out in the respective Future Land Use Category by up to 20%. Incentives for greater density and intensity up to 25% will be permitted for developments along Gateway Corridors as defined in Policy 2.6.2 of this Element within the Urban Services Area for developments that incorporate urban design standards resulting in more attractive developments.

Policy 3.6.5 – Planned Unit Developments (City of Tallahassee/Leon County):
The City of Tallahassee or Leon County Land Development Regulations shall provide for the creation of Planned Unit Developments (PUD) zoning districts to accommodate development proposals that are consistent with the Comprehensive Plan but are not provided for or allowed in the zoning districts otherwise established. Planned Unit Developments may establish site-specific standards by ordinance.

Policy 3.6.6 – Non-Conforming Uses (City of Tallahassee/Leon County):
The City of Tallahassee and Leon County Land Development Regulations shall provide a procedure to substantially mitigate or eliminate legally established non-conforming land uses or deem an existing use to be conforming. These procedures shall include a process for evaluating and determining eligibility for a waiver of non-conforming status based on:

- The impact of the non-conformity to conforming land uses adjacent to the non-conformity.
- A determination that the non-conformity is not detrimental to public health, safety, and welfare.
- The ability to prevent or substantially mitigate impacts of the non-conformity.

The development regulations shall distinguish between non-conforming uses which are to be terminated or amortized, and legally established non-conforming uses in nonresidential designations which may continue, but not be expanded.

Policy 3.6.7 – Previously Vested Development (City of Tallahassee/Leon County):
Any development approved under earlier comprehensive plan versions, but not yet commenced, shall still have that approval vested as such until the expiration of the approved development or until development is approved under the current comprehensive plan.

Policy 3.6.8 – Landfill Redevelopment (City of Tallahassee/Leon County):
Local governments shall adopt and maintain land development regulations that ensure redevelopment of mapped landfill sites will not adversely impact health, safety, or welfare.

Objective 3.7 – Urban Design (City of Tallahassee/Leon County):
Incorporate urban design standards and design guidelines into the City of Tallahassee and Leon County Land Development Regulations to support distinctive and adaptable places that promote engaging, accessible, and safe public spaces.

Policy 3.7.1 – Design Principles and Priorities (City of Tallahassee/Leon County):
General urban design principles included in land development regulations shall prioritize pedestrian safety and comfort within an interconnected network of small blocks supported by a

mixture of land uses and housing types in urban areas. Outside of urban areas, design principles shall prioritize conservation and preservation of natural resources.

Policy 3.7.2 – Crime Prevention through Environmental Design (City of Tallahassee/Leon County):
Land development regulations shall incorporate principles of Crime Prevention Through Environmental Design (CPTED) to:

- Incorporate landscaping, walkways, fencing, signage, and/or other design elements that are intended to provide visual cues on whether property is public, semi-public, or private.
- Selectively place entrances and exits, fencing, lighting, and landscaping to control access to private spaces.
- Place physical features, activities, and amenities in ways that maximize the visibility of public spaces and their users.
- Standards shall be designed taking all people into consideration, regardless of age, physical ability, or mental ability.
- CPTED principles shall be applied thoughtfully and equitably so that the implementation of the principles does not reduce quality of life or inequitably burden any part of the community.

Policy 3.7.3 – Design Criteria for Mobility Hubs (City of Tallahassee/Leon County):
New developments or redevelopment projects shall contribute to providing a safe, convenient, comfortable, and aesthetically pleasing transportation environment that promotes walking, cycling, and transit use. Mobility Hubs, that offer multiple transportation options in a centralized area, promoting the use of public transit, cycling, car-sharing, micro-mobility and other sustainable modes of transportation available to users of all ages and abilities, will be encouraged through incentives to increase access to community facilities and employment opportunities, including those for underserved communities. Design standards and incentives for including mobility hubs shall be adopted into land development regulations.

Goal 4 [LM] – Greater Housing Diversity:

Our community will strive for greater housing diversity that expands affordable housing opportunities and housing options for people with varying income levels, offers more flexibility for people in different stages of life and with different abilities, and promotes options that are supported by transit, on-demand transportation, and non-motorized forms of transportation.

While working toward greater housing diversity, our community will:

- Protect the character of existing, viable residential areas through neighborhood design, building types, buffering, and screening.
- Promote development practices to support:
    - Neighborhoods that are diverse in use and population.
    - Communities that are designed for people walking, riding bicycles, and using transit as well as driving motorized vehicles.
    - Places that offer inclusive access to public spaces and community institutions.

Objective 4.1 – Missing Middle Housing (City of Tallahassee/Leon County):
Ensure diverse housing options along a spectrum of affordability and housing types in residential areas to support walkable neighborhoods, neighborhood commercial uses, and multimodal transportation options. Allow for diverse housing options in new and existing neighborhoods to ensure that the housing types are not homogeneous and provide a solution to the mismatch between the available housing stock, shifting demographics, and growing demand for walkability.

Policy 4.1.1 – Accessory Dwelling Units (ADUs) (City of Tallahassee/Leon County):
Maintain land development regulations that allow and encourage the development of accessory dwelling units in most residential and mixed-use zoning districts to attract young graduates, support families with aging parents and grandparents, and provide additional income for homeowners.

Policy 4.1.2 – Missing Middle Housing as Conforming Uses (City of Tallahassee/Leon County):
Existing, legally established single-family detached dwellings, accessory dwelling units, single-family attached dwellings or townhomes, and two-family homes or duplexes shall be deemed conforming uses notwithstanding any density or permitted use provisions of the Comprehensive Plan or land development regulations.

Policy 4.1.3 – Community Character Analysis (City of Tallahassee/Leon County):
In order to facilitate the development of diverse housing options, form-based zoning districts may be developed indicating a specific range of housing types that are permitted. Form-based zoning districts will be based on a Community Character Analysis to identify a range of housing types appropriate accounting for the existing physical development patterns.

Policy 4.1.4 – Pattern Books (City of Tallahassee/Leon County):
Pattern books shall be developed to identify a specific range of housing types allowed for different land use categories. These pattern books would serve as a tool to provide predictability

of the housing types allowed in various areas of the community and to provide residents, developers, and homebuilders with an understanding of allowable housing types in the community.

Objective 4.2 – Mobility-Based Housing Incentives (City of Tallahassee/Leon County):
Provide density bonuses and other incentives that encourage compact, mixed-use communities near transit and trail corridors and mobility hubs.

Policy 4.2.1 – Coordinate Transit with Land Use (City of Tallahassee):
As transit centers are planned, the Planning Department shall evaluate adjacent land uses for opportunities to implement Transit-Oriented Development.

Policy 4.2.2 – Transit-Oriented Development (TOD) Design Standards (City of Tallahassee/Leon County):
Land development regulations shall include design standards to encourage the following principles around transit centers:

- Site centers in locations with highest ridership potential and development opportunities.
- Designate 0.5-mile radius around centers as higher density, mixed-use, walkable development.
- Create a range of densities with highest at centers, tapering down to existing neighborhoods.
- Design centers for seamless pedestrian connections to surrounding development.
- Create public plaza directly fronting one or more sides of the center building where feasible.
- Create retail and cafe streets leading to center entrances along main pedestrian connections where feasible.
- Reduce parking at centers and locate parking in areas that direct pedestrian flow along retail streets.
- Enhance multi-modal connections, making transfers easy, direct, and comfortable.
- Incorporate bikeshare, a comprehensive bikeway network, and large ride-in bike parking areas.
- Use centers as catalysts for major redevelopment of area and create placemaking around centers.

Policy 4.2.3 – Transit-Oriented Development (TOD) Density Bonus (City of Tallahassee/Leon County):
Land development regulations may include provisions that allow for densities up to 20% higher than otherwise allowable in a given land use category with a minimum density bonus of one additional unit for development located within ¼ mile of a transit stop. This density bonus shall not apply to the Residential Preservation land use category. This density bonus may be applied in addition to other eligible density bonuses. Total density bonuses shall not exceed 30% of the residential density allowed in the underlying land use category.

Policy 4.2.4 – Coordinate Trails with Land Use (City of Tallahassee/Leon County):
As shared use paths and protected bike lanes are planned and designed, adjacent land uses shall be evaluated by the Planning Department for opportunities to implement trail-oriented development.

Policy 4.2.5 – Trail-Oriented Development (TrOD) Design Standards (City of Tallahassee/Leon County):
Trail Oriented Development shall be mixed-use areas and feature a Mobility Hub connected to the trail network to serve as a focal point that brings multiple modes of personal mobility together.

Policy 4.2.6 – Trail-Oriented Development (TrOD) Density Bonus (City of Tallahassee/Leon County):
Land development regulations shall include provisions that allow for densities up to 20% higher than otherwise allowable in a given land use category with a minimum density bonus of one additional unit for development located within 1/2 miles of a trailhead. This density bonus may be applied in addition to other eligible density bonuses. Total density bonuses shall not exceed 30% of the residential density allowed in the underlying land use category.

Objective 4.3 – Affordability (City of Tallahassee/Leon County):
Provide density bonuses and other incentives that expand affordable housing opportunities and options for people with varying income levels, including opportunities and options not adequately supplied by the market.

Policy 4.3.1 – Inclusionary Housing Policy (City of Tallahassee/Leon County):
As part of an overall affordable housing strategy, the City and County shall develop and maintain inclusionary housing policies in their respective land development regulations in order to increase private development of affordable housing. The inclusionary housing policies may include a range of incentives, including density bonuses up to 30% greater density than otherwise provided by the applicable zoning district.

Policy 4.3.2 – Establishing Community Land Trusts (City of Tallahassee/Leon County):
To support long-term affordable homeownership, prioritize the use of Community Land Trusts (CLTs) when possible. In doing so, give preference to CLTs over other affordable housing models that:

- Do not include resale restrictions, or
- Include resale restrictions that are temporary, forgiven, or set to expire over time, or
- Rely on local government land donations without long-term affordability guarantees.

Policy 4.3.3 – Requirements of Community Land Trusts (City of Tallahassee/Leon County):
To qualify for local government assistance, Community Land Trusts shall:

- Require permanent affordability.
- Require that owners live in the homes as their primary residence.
- Include resale formulas in land leases.

Policy 4.3.4 – Affordable Housing Design Standards (City of Tallahassee/Leon County):
Develop design standards for affordable housing, including Aging in Place design that could be incorporated into the County and City's Housing Programs.

Policy 4.3.5 – Affordable Housing Density Bonus (City of Tallahassee/Leon County):
Land development regulations shall include provisions that allow for densities up to 25% higher than otherwise allowable in a given land use category with a minimum density bonus of one additional unit for the provision of affordable housing units. Land development regulations may include qualifying criteria, design standards, and site design flexibility for the implementation of the density bonus.

Objective 4.4 – Family Heir Subdivisions (City of Tallahassee/Leon County):
Provide a hardship provision by which owners of property outside of the Urban Services Area who meet defined eligibility requirements may have the ability to create smaller parcels of land for family members for use as homesteads.

Policy 4.4.1 – Family Heir Subdivision Eligibility (City of Tallahassee/Leon County):
The use of a parcel of property solely as a homestead by an individual who is the grandparent, parent, stepparent, adopted parent, sibling, child, stepchild, adopted child, or grandchild of the person who conveyed the parcel is permitted per this policy, notwithstanding the density or intensity of use assigned to the parcel by the Future Land Use Map and official zoning atlas. The parcel to be subdivided must be in the same configuration as it was on February 1, 1990; or the parcel must have been created through subdivision pursuant to the family heir provision and the applicant is an originally intended heir or an heir through successive generations of the originally intended heir. The parcel shall be conveyed within 90 days of subdivision approval to the intended heir, who shall hold uninterrupted title for at least two years.

Goal 5 [LM] – A Robust Economy:

Our community will facilitate the development, attraction, and cultivation of innovative businesses and associated job creation to position the local economy for sustained, directed growth, raise the quality of life for residents, and alleviate poverty in the community.

Our community will foster a robust economy by:

- Supporting target industry cluster development and innovation districts.
- Retaining and creating new employment opportunities emphasizing Tallahassee-Leon County's target industries.
- Reducing barriers to starting and growing businesses.
- Increasing access to job opportunities and training.
- Ensuring adequate and suitable lands are designated for commercial and industrial uses.

Objective 5.1 – Economic Health (City of Tallahassee/Leon County):
Initiate community planning, urban development, and redevelopment strategies that prepare businesses, production facilities, trades, and related activities that provide the livelihoods of the population to take advantage of positive opportunities and withstand negative changes in the economy and to continue providing jobs and incomes to support the community.

> **Policy 5.1.1 – Economic Development Strategic Plan (City of Tallahassee/Leon County):**
> The Tallahassee-Leon County Office of Economic Vitality (OEV) shall maintain a strategic plan that includes, at a minimum, target industries and objectives for business development and job creation. During development project reviews, the Planning Department and OEV shall coordinate on issues of land use and development to support economic health consistent with the OEV strategic plan.

Objective 5.2 – Airport Access (City of Tallahassee):
Provide access to the Tallahassee International Airport to ensure the movement of people and commerce while maintaining the safety and security of the airport.

> **Policy 5.2.1 – Airport Master Plan (City of Tallahassee):**
> The airport master plan developed for the Tallahassee International Airport shall account for transportation facilities and access to both the General Aviation and the Commercial Service facilities at the airport. The airport master plan shall be coordinated with the plans of the US Army Corps of Engineers, the Federal Aviation Administration, FDOT, and the CRTPA. The planning, design, and construction of transportation facilities in the vicinity of the Tallahassee International Airport shall account for existing airport access as well as planned development at the airport.

Objective 5.3 – Freight and Cargo (City of Tallahassee/Leon County):
Provide a network of transportation facilities that are coordinated across different modes of travel to support the movement of freight and cargo.

Policy 5.3.1 – Intermodal Centers (City of Tallahassee/Leon County):
The City of Tallahassee and Leon County shall maintain an inventory of intermodal freight centers, including the locations, types of facilities, and activities of the centers.

Policy 5.3.2 – Tallahassee International Airport (City of Tallahassee/Leon County):
Coordinate land uses adjacent to the Tallahassee International Airport, access to the airport, and access to other transportation facilities to enhance the express shipment, transfer, and movement of air cargo, including air freight and mail.

Policy 5.3.3 – Transportation Access (City of Tallahassee/Leon County):
Industrial uses and other freight-related uses shall be located in proximity to and have direct access to major transportation routes and intermodal freight centers, or other freight transfer locations.

Objective 5.4 – Resilience Planning (City of Tallahassee/Leon County):
Plan for post-disaster recovery and redevelopment to help resume economic activities following damage or destruction by a natural or human-made disaster.

Policy 5.4.1 – Post Disaster Redevelopment Plan (City of Tallahassee/Leon County):
The community shall maintain a countywide post-disaster redevelopment plan to better prepare the community for long-term recovery and redevelopment after a disaster. The post-disaster redevelopment plan shall address business resumption and economic redevelopment; infrastructure restoration and mitigation; housing repair and reconstruction; sustainment of services; sustainable land use; and financial management.

Policy 5.4.2 – Local Mitigation Strategy (City of Tallahassee/Leon County):
The community shall maintain the Local Mitigation Strategy to identify those strategies and projects that improve the resiliency of critical public infrastructure assets of the community based on potential hazards.

Objective 5.5 – Intergovernmental Coordination (City of Tallahassee/Leon County):
Increase the economic strength of the Tallahassee Metropolitan Statistical Area (MSA) by leveraging opportunities, programs, land uses, and transportation facilities across the region to grow existing businesses and attract new businesses.

Policy 5.5.1 – Regional Economic Development Coordination (City of Tallahassee/Leon County):
The Department of PLACE shall coordinate economic development projects and programs with the State of Florida, Apalachee Regional Planning Council, Capital Region Transportation Planning Agency, and/or appropriate neighboring jurisdictions to leverage opportunities, programs, land uses, and transportation facilities across the region to support business retention and expansion, and to attract new businesses.

Policy 5.5.2 – Grant Funding Opportunities (City of Tallahassee/Leon County):
Local governments shall pursue grant opportunities for projects or programs of regional significance.

Goal 6 [LM] – A Balanced Transportation Network:

Our community will support a balanced and viable transportation network with convenient and context-sensitive options, so pedestrians, bicyclists, motorists, and public transportation users of all ages and abilities can travel safely around the community.

The transportation network shall:

- Include streets, sidewalks, bicycle lanes, shared use paths, trails, aviation facilities, rail lines, transit, and on-demand transportation options.
- Account for land use context, right-of-way constraints, and the short-term and long-term costs of transportation infrastructure.
- Account for emerging technologies and best practices.
- Discourage the negative effects roadway widening can have on neighborhoods and community character.
- Provide safe routes to schools and options for the transportation disadvantaged and vulnerable road users.
- Maintain adopted roadway level of service (LOS) measures and retain multimodal level of service targets.
- Be coordinated between the local governments, with neighboring jurisdictions, and with regional, state, and federal agencies to cooperatively plan and manage transportation systems that are within the community but managed by FDOT.

Objective 6.1 – Land Use and Transportation Coordination for Livability (City of Tallahassee/Leon County):

Coordinate land use and transportation systems to foster vibrant communities across context areas with compact urban forms and a mixture of uses to minimize travel distances, reduce greenhouse gas emissions, and enhance pedestrian, bicycle, and transit mobility.

Policy 6.1.1 – Mitigate Sprawl (City of Tallahassee/Leon County):

New and substantial improvements to roadways, shall be identified and programmed consistent with the context (Context Classification) where design and environmental constraints allow that supports the Urban Services Area policies to promote efficient growth and urban infill, and discourage urban sprawl.

Policy 6.1.2 – Context-Based On-Site Facilities (City of Tallahassee/Leon County):

Development projects shall contribute to a safe, convenient, and comfortable transportation environment that promotes walking, cycling, and transit use consistent with the development's context-classification. Land development regulations shall specify the conditions and standards for provision of on- and off-site roadway extensions, sidewalk and trail connections, and transit facilities. Context-appropriate improvements or enhancements shall be required as a condition of development approval, such as, but not limited to sidewalks and bicycle facilities, plantings, and building configuration, buffers, setbacks and stepbacks. Development shall mitigate impacts to the multi-modal transportation network.

Policy 6.1.3 – Tallahassee-Leon County Transportation Corridors (City of Tallahassee/Leon County):
Transportation corridor maps showing the future land uses shall be developed and maintained to reflect the enhanced coordination between land use and transportation including new construction and improvements, reflecting the intended context classification.

Policy 6.1.4 (City of Tallahassee/Leon County) – Retrofit for Livability:
Roadways with design characteristics inconsistent with their assigned Context-Classification shall be inventoried and prioritized for retrofit including but not to limited lane width adjustments, street lighting, stormwater management retrofits, and streetscape improvements such as sidewalks, bicycle lanes, shared-use paths, transit amenities, and plantings to improve livability for the adjacent land uses consistent with the Future Land Use Map.

Objective 6.2 – Network Connectivity Improvement (City of Tallahassee/Leon County) :
Improve the balance of transportation options, connectivity, and capacity of the multimodal transportation network.

Policy 6.2.1 – Enhance Connectivity (City of Tallahassee/Leon County):
Local governments shall identify, prioritize, and engage in the necessary collaboration to establish crossings that connect road and trail networks across interstates, railroads, and other dividing features such as stormwater ditches. Locations where informal crossing regularly occurs shall be prioritized and where appropriate mid-block crossing may be assessed and implemented. Locations where high-quality and/or sensitive natural features exist shall be deprioritized.

Policy 6.2.2 – Future Right-of-Way Needs (City of Tallahassee/Leon County):
Local governments shall secure anticipated right-of-way needs, including supporting stormwater management, for additional travel lanes and/or turn lanes, as well as multimodal facilities, through appropriate development review and other processes, targeted acquisitions, or other suitable means to address motor vehicle traffic volume on roadway segments that will be impacted by targeted development areas within the long-term planning period. Roadways shall not be constructed to accommodate development anticipated beyond the long-term planning period.

Policy 6.2.3 – Build and Enhance the Network (City of Tallahassee/Leon County):
Where appropriate, create new minor and major collector roadways to relieve motor vehicle traffic congestion and increase network connectivity. Additionally, include network-enhancing local and minor collector street projects. All development plans shall contribute to developing a local and collector street and unified circulation system that will allow multimodal access to and from the proposed development, as well as access to surrounding developments.

Policy 6.2.4 – Corridor Management and Preservation (City of Tallahassee/Leon County):
Transportation corridors requiring additional right of way and/or corridor management are designated for preservation and management as provided in §337.273, F.S.

Policy 6.2.5 – Interconnectivity for Development (City of Tallahassee/Leon County):
Require vehicle, pedestrian, and bicycle interconnections between adjacent, compatible development; and require these interconnections between adjacent, incompatible developments

when such connection has the potential to reduce the vehicular traffic on the external street system.

Policy 6.2.6 – Continuation of Streets (City of Tallahassee/Leon County):
All development plans shall incorporate and continue all collectors and local streets stubbed to the boundary of the development plan by previously approved development plans or existing development, unless deemed infeasible by the respective local government.

Policy 6.2.7 – Interconnectivity to Adjacent Uses (City of Tallahassee/Leon County):
Require private developers within the Urban Service Area to include bikeways, pathways, or sidewalks in their proposed developments, with connections to nearby properties and land uses.

Objective 6.3 – Context Based Mobility (City of Tallahassee/Leon County):
Plan, design, and build the transportation system to reflect the existing context areas and what the context areas will be based on future land use and zoning.

Policy 6.3.1 – Local Context Classification and Safe Systems (City of Tallahassee/Leon County):
A Local Context Classification system shall be implemented for all publicly maintained streets and roads that reflects Future Land Use and zoning, and follows nationally accepted professional guidelines to best identify and classify facilities. Additional criteria shall be developed for local streets. The Context Classification system shall incorporate design characteristics that reflect Safe Systems approaches using proven safety countermeasures and complete streets design principles. These measures shall aim for zero deaths and serious injuries along roadways and recognize that transportation systems users inherently make mistakes and ensure that the transportation system will be constructed in a manner that mitigates frequency and severity of crashes when errors occur.

Policy 6.3.2 – Context Classification Application (City of Tallahassee/Leon County):
The context classification system shall be applied to City and County roadway resurfacing and enhancement projects in a manner that reflects the future vision and context of the area, and considers available rights-of-way and environmental constraints where the project is located by accounting for the Future Land Use map, zoning, and Context Classification. Land Development Regulations shall provide for the implementation of context classification design standards as a requirement or condition of development approval.

Policy 6.3.3 – Context Classification Map (City of Tallahassee/Leon County):
By 2030, a Local Context Classification map shall be developed and maintained through the planning timeframe that recognizes local roadway functional classification and context classification in addition to land use context. The Local Context Classification map shall be updated concurrently with amendments to the Local Functional Classification Map and the Future Land Use Map. As part of map series, the FDOT context classification and functional classification maps are included as a reference and resource document.

Policy 6.3.4 – Downtown Traffic (City of Tallahassee/Leon County):
By 2035, in alignment with the vision of a vibrant 18-hour Downtown, strategies to reduce the negative effect of high-volume multi-lane through traffic in the Urban Core including managing speed and streetscaping shall be implemented.

Policy 6.3.5 – Lane Repurposing (City of Tallahassee/Leon County):
Evaluate the need for road lane repurposing to accommodate existing and future capacity, land uses, and multi-modal demand through the planning timeframe. Reducing, narrowing, or repurposing automobile lanes to support multimodal or travel by modes other than by automobile will not require transportation concurrency mitigation. Outside of the Multimodal Transportation District (MMTD), an analysis of transportation and land use impacts on parallel roadways must be conducted prior to implementation.

Policy 6.3.6 – One-Way Pair Studies (City of Tallahassee/Leon County):
Studies completed by the City and/or County for one-way pairs shall evaluate potential safety, operational, and aesthetic improvements. Improvements considered in the studies may include pedestrian crossings, speed reduction, one-way pair conversions, landscaping, and other potential improvements. The policy aims to strengthen neighborhood connectivity, support local businesses, and foster a more livable urban environment. Reduced levels of service due to improvements shall be acceptable within the Multimodal Transportation District (MMTD), prioritizing safety and complete networks for pedestrians and bicyclists over traffic efficiency.

Policy 6.3.7 – Speed Management (City of Tallahassee/Leon County):
By 2035, the City and County shall implement speed management programming based on the most recent American Association of State Highway and Transportation Officials (ASHTO), Federal Highway Administration (FHWA), Florida Department of Transportation (FDOT), and National Association of City Transportation Officials (NACTO) guidelines to reduce the frequency and severity of crashes and collisions. Additional speed management criteria shall be established in the land development code for local streets.

Policy 6.3.8 – Level of Service (LOS) (City of Tallahassee/Leon County):
Peak Hour Roadway Level of Service is established below and shall be assessed during the Evaluation and Appraisal Report every 7 years.

Functional Classification	Inside the Urban Service Area	Outside the Urban Services Area
Interstate, Intrastate, Limited Access Parkways	C	B
Principal Arterials	D	C
Minor Arterials	D/E*	C
Major and Minor Collectors	D/E*	C
Local Streets	D	D

*For Minor Arterials, and Major and Minor Collectors located inside the Urban Service Area and south of U.S. 90, the Level of Service shall be "D" for purposes of establishing priorities for programming transportation improvements, and "E" for meeting concurrency requirements, to

support the Southside Action Plan. Roads north of U.S. 90 shall be LOS D for both programming improvement and concurrency purposes.

Policy 6.3.9 – Multimodal Transportation District Area Wide Level of Service (LOS) (City of Tallahassee):
In order to create community design that supports mobility and prioritizes a safe, comfortable and attractive pedestrian environment with convenient interconnection to transit, the following performance standards are targeted for the Multimodal Transportation District:

MMTD Areawide Multimodal Level of Service Standards

Areawide Multimodal Level of Service Standards Pursuant to F.S. 163.3180(5)(f)2			
Pedestrian	**Transit**	**Bicycle**	**Automobile**
C	C	D	E+50%

By 2030, assess MMTD Areawide LOS standards to determine if revisions to the measures should be made.

Objective 6.4 – Complete Streets (City of Tallahassee/Leon County):
Design, construct, and operate streets and roads, consistent with context-sensitive design principles, to provide safe and convenient facilities, and access for pedestrians, bicyclists, motorists, and public transportation users of all ages and abilities.

Policy 6.4.1 – Project Evaluation (City of Tallahassee/Leon County):
Road projects, including resurfacing projects, shall be evaluated for the inclusion of bicycle lanes or paved shoulders, sidewalks, shared use paths, appropriate sidewalk shade plantings, right-sized traffic lanes, on-street parking, stormwater management, street lighting, utility improvements, and transit amenities where they did not previously exist. Where design criteria allow, bicycle and pedestrian facilities shall be separated from vehicular traffic.

Policy 6.4.2 – Share Transportation Information (City of Tallahassee/Leon County):
The City and County shall share information across departments and with policy makers and the general public regarding the health benefits and existing laws related to motor vehicle, bicycle and pedestrian operation and interaction.

Policy 6.4.3 – Bicycle and Pedestrian Network (City of Tallahassee/Leon County):
The City and County shall maintain and enhance the local system of bicycle lanes, sidewalks, and shared-use paths in conjunction with the Greenways and Trails Master Plan. Enhancements shall be prioritized in the vicinity of schools, community facilities, parks, recreation facilities, and mixed-use areas with a retail and service focus.

Policy 6.4.4 – Bicycle and Pedestrian Master Plan (City of Tallahassee/Leon County):
In coordination with the Capital Region Transportation Planning Agency, the City and County shall maintain a bicycle and pedestrian master plan through the planning timeframe that identifies projects to address bicycle and pedestrian network connectivity and safety feature

upgrades, and pursue implementation funding. The bicycle and pedestrian master plan shall identify gaps where facilities do not exist in the bicycle and sidewalk networks.

Policy 6.4.5 – Safe Routes to Schools (City of Tallahassee/Leon County):
Provide a safe, accessible environment and support active living for students by developing and maintaining programs to increase biking, walking, and transit to schools, prioritizing sidewalk and bicycle infrastructure within a two-mile radius of schools, and continuing to identify, fund and build Safe Routes to Schools projects.

Policy 6.4.6 – Community Gateways (City of Tallahassee/Leon County):
Designate preferred entrance corridors into and connecting Tallahassee and Leon County. City and County departments with interests in the public right-of-way shall identify funding sources to convert these corridors into shaded bicycle and pedestrian ways to create attractive gateways into the community. These entrance corridor gateways shall include an appropriate gateway from the airport to Downtown, the Capitol Center, and University destinations.

Policy 6.4.7 – Scenic Roadway Assessments (City of Tallahassee/Leon County):
In the planning and construction of new roads in the suburban and rural areas and for needed improvement of existing roads, the City and County shall require a scenic roadway assessment, environmental assessment, and landscape component for the purposes of preserving those scenic features, protecting natural resources and providing interesting and aesthetically preferred places.

Policy 6.4.8 – Maintenance of Traffic (City of Tallahassee/Leon County):
When construction or repair work infringes on regular corridor operation, a project specific Maintenance of the Traffic Plan shall be developed that specifies one or more alternate routes accounting for all modes of transportation, including vehicles, bicycles, pedestrians, transit and freight.

Policy 6.4.9 – Multi-Modal Safety and Access (City of Tallahassee/Leon County):
Development shall provide safe and convenient access to transportation facilities for pedestrians, cyclists, and transit users, with the following exceptions:

- For emergency repair and routine maintenance.
- In locations where specific users are prohibited, such as interstate freeways or pedestrian malls. In these instances, a safe and convenient alternate route shall be identified and, if needed, prioritized for improvement or construction.
- A documented absence of current or future need.
- Procedures and criteria for approving exceptions will be identified in the Land Development Code.

New transportation facilities shall follow generally accepted or adopted design standards when implementing improvements intended to fulfill this Complete Streets policy and shall use innovative or non-traditional design options where a comparable level of safety for users is present.

Policy 6.4.10 – Applicability (City of Tallahassee/Leon County):
All new roadway facilities, whether publicly or privately designed and constructed, shall comply with this Complete Streets Objective and associated policies, in coordination with standards of the designated Context Classification, shall follow nationally accepted or recommended Complete Street design standards as specified in Policy 6.4.12. When circumstances do not allow for full compliance, innovative or nontraditional design options may be utilized, provided a comparable level of safety for users is present. .

Policy 6.4.11 – Equity (City of Tallahassee/Leon County):
The implementation of Complete Streets shall reflect equity by facilitating safe streets for all users, regardless of ability or income, and that enables travel to destinations with or without a car.

Policy 6.4.12 – Design Standards (City of Tallahassee/Leon County):
Land Development Codes that apply to all development policies and programs shall be revised by 2030 to use the latest professionally accepted design guidance, standards, and recommendations for Complete Streets in coordination with the designated context classification Guidance resources shall include, but need not be limited to:

- Federal Highway Administration's Manual on Uniform Traffic Control Devices
- Florida Department of Transportation (FDOT) Context Classification Guide, Complete Streets Handbook, FDOT Design Manual, and Manual of Uniform Minimum Standards for Design, Construction and Maintenance for Streets and Highways (the Florida Greenbook)
- National Association of City Transportation (NACTO) published guidelines
- American Association of State Highway and Transportation Official (AASHTO) published guidelines
- U.S. Department of Transportation's National Roadway Safety Strategy (NRSS), including the Safe System Approach

Policy 6.4.13 – Pavement Markings and Signage (City of Tallahassee/Leon County):
All projects, whether public or private, that provide vehicle, bicycle, and/or pedestrian infrastructure shall provide proper pavement markings and signage to enhance recognition of infrastructure elements such as bicycle lanes, neighborhood bikeways, and pedestrian crossings. The City and County shall identify, prioritize, and install or update any such pavement markings or signage that are absent or out of date with current practices during the course of required maintenance.

Policy 6.4.14 – Two-Way Left Turn Lane Replacement (City of Tallahassee/Leon County):
Identify and prioritize replacement of existing continuous two-way left turn lanes with raised medians and exclusive turn lanes on multi-lane arterials. Replacement shall be contingent upon funding availability.

Policy 6.4.15 – Measuring Progress (City of Tallahassee/Leon County):
The success of this Complete Streets Objective shall be measured by the Planning Department with assistance by the City and County during the Evaluation and Appraisal Review process, using but not limited to, the following performance measures:

- Total miles of new designated bike lanes
- Total miles of new shared-use paths (paved and natural surface)
- Total miles of neighborhood bikeways signed, marked, or constructed
- Linear feet of new and repaired sidewalk and other pedestrian accommodations (paths, trails, etc.)
- Number and type of crosswalk and intersection improvements and new installations
- Number of revenue service miles traveled by transit vehicles
- Rates of crashes, injuries, and fatalities by mode, as available
- Identification and updates to existing codes, policies, or programs to incorporate updated guidance from FDOT, FHWA, NACTO, AASHTO, and other best practices.
- Number of exceptions to this policy granted

The Joint City-County Bicycle Working Group and Advisory Committee for Quality Growth may review these measures and make recommendations annually.

Policy 6.4.16 – Coordination with Placemaking Plans (City of Tallahassee/Leon County):
Implementation of Complete Streets policies for development shall be coordinated with the existing placemaking plans by including reference to those that are applicable.

Objective 6.5 – Bicycle Facilities (City of Tallahassee/Leon County):
Develop a network of bicycle facilities that provides safe, comfortable, and direct connections for all users throughout the community.

Policy 6.5.1 – Build Bike Facilities Concurrent with Maintenance (City of Tallahassee/Leon County):
All roadway or trail resurfacing, restoration, and rehabilitation projects shall be evaluated for the ability to add bicycle facilities where they currently do not meet bicycle facility selection and design standards.

Policy 6.5.2 – Bicycle Facilities in New Development (City of Tallahassee/Leon County):
New development shall prioritize the provision of and maintain continuous bicycle networks, including connections to transit stops and adjacent properties, and to provide bicycle parking at all non-residential uses, multi-family uses and other key destinations. Bicycle and trail

connections shall be required consistent with and coordinated with the Leon County Greenways Master Plan per the City or the County when development contains or is adjacent to planned greenway projects.

Objective 6.6 – Pedestrian Facilities (City of Tallahassee/Leon County):
Improve walkability by designing and providing facilities that create an environment where walking is useful, safe, comfortable, and aesthetically interesting. Prioritize the pedestrian network over other transportation modes in the Multimodal Transportation District within the most urbanized and densely populated areas of the community.

Policy 6.6.1 – Pedestrian Level of Comfort (City of Tallahassee/Leon County):
As part of development review and approval, pedestrian level of comfort shall be enhanced through planting of shade trees and other amenitization including but not limited to installation of water fountains, benches, overhead pavilions, street and trail lighting, and installation of wayfinding signage.

Policy 6.6.2 – Crosswalks (City of Tallahassee/Leon County):
Programming of sidewalks projects in the budget and capital improvement schedule shall include provisions for crosswalk installations to provide regular crossings that align with the roadway's Local Context Classification.

Policy 6.6.3 – Pedestrian Infrastructure for New Development (City of Tallahassee/Leon County):
New development shall maintain continuous pedestrian networks, including connections to transit stops, adjacent lots, and between building entrances and the internal and external sidewalk network. Land development regulations shall include alternative options such as payment in lieu, the dedication of easements, and the dedication of right-of-way and shall identify when the alternative scenarios may apply.

Objective 6.7 – Mobility Hubs (City of Tallahassee/Leon County):
Support and incentivize the creation of mobility hubs to serve as connection points between public and private shared mobility services and multimodal options.

Policy 6.7.1 – Implementation of Mobility Hubs (City of Tallahassee/Leon County):
Implement a network of mobility hubs in partnership with transit providers, incorporating transit with other shared mobility services, such as bikeshare and car-share where feasible.

Policy 6.7.2 – Mobility Hubs Location Coordination (City of Tallahassee/Leon County):
The City and County shall work with community-based organizations to ensure the appropriate geographic placement of mobility hubs and outreach regarding transportation options.

Policy 6.7.3 – Mobility Hubs Design Guidelines Requirements (City of Tallahassee/Leon County):
Amend the land development regulations by 2028 to provide mobility hub design guidelines to support mobility hub implementation and provide flexibility for change as technology and travel behavior and patterns evolve over time.

Objective 6.8 – Transportation Demand Management (City of Tallahassee/Leon County):
Leverage transportation and parking demand management strategies to promote system efficiencies and alternate modes of travel and to spread the travel demand across more hours of the day that result in minimizing impacts on natural resources and neighborhoods and reducing vehicle miles traveled.

Policy 6.8.1 – Encourage Alternate Transportation Modes (City of Tallahassee/Leon County):
Through the planning timeframe, the use of alternate transportation modes through the promotion of public transit, provision of or coordination with on-demand, micromobility or car-share and van-share or pool programs, investment in bicycle and pedestrian infrastructure, and support for telecommuting policies shall be encouraged by public and private sector transportation entities.

Policy 6.8.2 – Enhance Bicycle and Pedestrian Infrastructure (City of Tallahassee/Leon County):
City and County shall prioritize bicycle and pedestrian enhancements in high-traffic areas, mixed use areas, and near transit stops for both public and private projects to ensure biking and walking are a safe, comfortable, and convenient alternative to driving.

Policy 6.8.3 – Land Development Patterns (City of Tallahassee/Leon County):
The City and County shall propose or maintain land development regulations that promote development patterns that reduce the need for personal automobile ownership including mixed use development, Transit Oriented Development (TOD), and pedestrian friendly design strategies.

Policy 6.8.4 – Shared Parking Criteria (City of Tallahassee/Leon County):
Private shared parking arrangements may be allowed as a method to meet parking requirements for development. Eligibility criteria may be adopted regarding proximity of sites, timing of peak parking demand, requirements for a written and recorded parking agreement, availability of parking spaces, availability transit amenities, and other criteria that ensure the effectiveness of shared parking arrangements.

Policy 6.8.5 – Parking Reduction for Certain Development Types (City of Tallahassee/Leon County):
City and County land development regulations, if adopting minimum or maximum parking requirements, shall provide for reduced minimum parking requirements for mixed use developments, Transit Oriented Development (TOD), Trail Oriented Development (TrOD), and other development types that have a reduced parking need. Reductions from standard parking requirements shall be based on the peak parking demand for the mix of uses and account for mode shift.

Policy 6.8.6 – Private Parking Lots (City of Tallahassee/Leon County):
City and County land development regulations shall include provisions for privately owned and operated parking lots as a principal use in urban center and urban mixed use land use categories. Development and design criteria shall be adopted with regard to minimum and/or maximum size, location relative to intersections or distance between such facilities, demonstration of parking demand within a walkable area, minimum landscaping requirements to reduce visual

impact and enhance aesthetics especially adjacent to public rights-of-way, lighting, and minimum requirements for safe and convenient pedestrian connections.

Policy 6.8.7 – Drop-Off & Pick-Up Zones (City of Tallahassee/Leon County):
The City and County shall adopt or maintain land development regulations through the planning timeframe for the provision of drop-off and pick-up zones to accommodate the increase in use of ride share services and autonomous vehicle use. Requirements shall apply to certain uses such as restaurants, bars, hotels, office parks, religious facilities, community facilities, sporting facilities, parks, and other uses with a high frequency of drop-off and pick-up activity. Criteria shall be with regard to size of the use, provide design standards, location on site, and the availability of porte cocheres or valet operations that meet the design requirements.

Policy 6.8.8 – Intelligent Transportation Systems (ITS) (City of Tallahassee/Leon County):
City and County transportation strategies, to the extent possible, shall incorporate intelligent transportation systems strategies including speed management programming, traffic signal control, and variable driver real-time messaging, to minimize environmental effects of congestion and improve safety.

Policy 6.8.9 – Traffic Operations Management (City of Tallahassee/Leon County):
The transportation management system in the land development code shall be maintained or revised to reduce demand for wider roads by evaluating traffic operations to maximize efficiency of the existing street system capacity and support modal shifts to public transit, bicycling, and walking.

Objective 6.9 – Transportation for the Disadvantaged (City of Tallahassee/Leon County):
Coordinate transportation options to empower members in the community who are unable to provide their own transportation to vital services, including seniors, and individuals with disabilities, people with low incomes, and children at risk.

Policy 6.9.1 – Human Services Transportation (City of Tallahassee/Leon County):
Through the planning timeframe, applicable projects shall comply with federal and state requirements regarding planning and coordination of human services transportation in meeting the needs of the Transportation Disadvantaged.

Policy 6.9.2 – Transport to Destinations (City of Tallahassee/Leon County):
Through the planning timeframe, the transit provider shall ensure Transportation Disadvantaged program services continue to provide transport to local goods and services, including medical services for all users.

Policy 6.9.3 – Affordable and Cost-Effective Service (City of Tallahassee/Leon County):
Transit providers, the Capital Region Transportation Planning Agency, Community Transportation Coordinator, and the Apalachee Regional Planning Council shall support innovative ways, such as utilizing emerging technology or negotiating fees and services with on-demand providers, to reduce costs and provide superior service for the transportation disadvantaged that also increases efficiency and provide local government savings.

Policy 6.9.4 – Transportation Disadvantaged Needs Assessment (City of Tallahassee/Leon County):

A needs assessment of the Transportation Disadvantaged shall be developed/updated every 5 years or as required by federal and state laws. This assessment of existing public and private transit programs shall be undertaken with an analysis to determine needs. A strategy to meet identified needs of the Transportation Disadvantaged shall be developed.

Objective 6.10 – Transit (City of Tallahassee/Leon County):

Ensure that the community is well-connected via transit to major employment and activity centers, that transit stops and waiting areas are safe and comfortable, and that transit is coordinated with other modes of transportation.

Policy 6.10.1 – Transit Development Plan (City of Tallahassee):

Through the planning timeframe, the Transit Development Plan shall identify transit improvements needs and capital improvements plans shall prioritize funding for transit projects that increase the availability, speed, frequency, duration, and reliability of transit. Development shall be consistent with and support the Transit Development Plan.

Policy 6.10.2 – Pedestrian Infrastructure Connectivity (City of Tallahassee/Leon County):

The annual infrastructure capital improvements list maintained by City and County shall prioritize sidewalks and pedestrian facilities that provide connectivity to transit stops.

Policy 6.10.3 – Southside Transit (City of Tallahassee/Leon County):

The City, County, and CRTPA shall prioritize improved transit service on the Southside by including, where appropriate and feasible, projects in the Transit Development Plan that would have a positive impact on the area.

Policy 6.10.4 – Employment and Activity Center Service (City of Tallahassee):

Systematically prioritize the extension and/or route modifications within the City limits to provide access to major employment, shopping, and business, recreational, and other activity centers. Transit service outside of City limits are not the responsibility of the City of Tallahassee.

Policy 6.10.5 – Transit Corridors (City of Tallahassee/Leon County):

Incentives shall be developed to encourage the donation of transit rights-of-way to establish and maintain transit corridors. Development agreements and land use regulations shall be used when available and in the best interest of transit service to preserve future transit corridors.

Objective 6.11 – Aviation (City of Tallahassee/Leon County):

Provide aviation facilities to meet the demand for commercial service, general aviation, freight and cargo, advanced air mobility, and military services and to enhance aviation and airport development opportunities.

Policy 6.11.1 – Adjacent Land Use Compatibility (City of Tallahassee/Leon County):

Protect the Tallahassee International Airport from the encroachment of incompatible land uses and the creation or establishment of airport hazards to ensure the continuation of normal airport operations, including landing and takeoff of aircraft, in order to promote public health, safety, and general welfare by implementing airport land use compatibility zoning regulations that include potential noise and safety impacts to surrounding land uses.

Policy 6.11.2 – Airport Master Plan (City of Tallahassee):

The Tallahassee International Airport shall maintain an airport master plan that establishes a logical set of development parameters and timelines that coincide with the airport's needs for general aviation, commercial service, freight and cargo, and advanced air mobility through the planning horizon.

Policy 6.11.3 – Compatibility of Land Use (City of Tallahassee/Leon County):

Airport land use compatibility zoning regulations shall include provisions for existing aviation facilities as well as planned aviation facilities identified in the airport master plan. The City and County shall coordinate with Airport staff to develop any additional regulations needed that are not identified in the airport master plan, such as for locations off-airport suitable for development under these categories and for advanced air mobility facilities and services.

Policy 6.11.4 – Compatibility for Noise and Safety (City of Tallahassee/Leon County):

Airport land use compatibility zoning regulations shall include potential noise and safety impacts to surrounding land uses.

Policy 6.11.5 – Advanced Air Mobility (City of Tallahassee/Leon County):

Advanced Air Mobility facilities, including any public-use vertiport facilities, shall be directed to appropriate areas. Land development regulations shall identify zoning districts and/or areas where Advanced Air Mobility facilities are either prohibited or restricted uses and include appropriate development standards for Advanced Air Mobility facilities.

Objective 6.12 – Rail (City of Tallahassee/Leon County):

Accommodate and mitigate impacts of existing rail-based freight and cargo services, support opportunities for commercial passenger service, and coordinate with rail owners to enhance the safety of existing crossings and seek additional safe crossings for pedestrian and bicycle users.

Policy 6.12.1 – Railroad Crossings (City of Tallahassee/Leon County):

Coordinate with the Federal Highway Administration and railroad companies to ensure railroad crossings are constructed and maintained to ensure safe crossings for drivers, pedestrians, and cyclists. Pedestrian crossings shall be constructed and maintained to ensure compliance with the Americans with Disabilities Act and other Federal and State Standards. Deficient crossings and new crossings of railroads shall be inventoried and prioritized in programming of the transportation network and trail system.

Objective 6.13 – Intergovernmental Coordination (City of Tallahassee/Leon County):

Coordinate with neighboring jurisdictions, the Florida Department of Transportation, and the Capital Region Transportation Planning Agency to effectively plan and manage transportation systems that extend beyond jurisdictional boundaries.

Policy 6.13.1 – Consistency with State Transportation Plans (City of Tallahassee/Leon County):

Maintain consistency with and support state transportation plans, including the Florida Transportation Plan and the Strategic Intermodal System Plan.

Policy 6.13.2 – Consistency with Regional Transportation Plans (City of Tallahassee/Leon County):

Maintain consistency with and support regional transportation plans, including the Capital Region Transportation Planning Agency's Regional Mobility Plan, Transportation Improvement Plan, and any future regional transit plans.

Policy 6.13.3 – Consistency with Local Transportation Plans (City of Tallahassee/Leon County):

Maintain consistency with other transportation plans for Leon County and the City of Tallahassee, including the Bicycle and Pedestrian Master Plan.

Policy 6.13.4 – Signal Coordination Plans (City of Tallahassee/Leon County):

Require conformance of new signals with signal coordination plans and FDOT signal spacing standards for the state highway systems.

Policy 6.13.5 – Project Planning Partnerships (City of Tallahassee/Leon County):

Forge partnerships and effectively coordinate with modal providers, state and regional agencies, and other local governments in mobility planning and project development.

Policy 6.13.6 – Evacuation Routes (City of Tallahassee/Leon County):

Coordinate with the Florida Department of Transportation to ensure that the transportation network provides the capability to facilitate the evacuation of the coastal population in the event of an impending natural disaster.

Policy 6.13.7 – Emerging Technology (City of Tallahassee/Leon County):

New advancements in transportation and mobility technologies shall be monitored for identification of potential infrastructure and safety needs, and implementation of these emerging technologies shall be coordinated with federal, state, regional, and local transportation authorities.

Additional Data

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COMMUNITY SERVICES



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The City of Tallahassee and Leon County value the adequate availability of public facilities and services to support the community. The Community Services section provides a description and analysis of the level of service for potable water, sanitary sewer, solid waste, and parks and recreation facilities and services in the community.

POTABLE WATER SERVICES

The City of Tallahassee owns and operates a potable water utility that serves both incorporated and unincorporated portions of the community. The City Potable Water Utility also serves some portions of adjacent Wakulla County where efficiency of services and lines provide that opportunity.

The utility is subject to a franchise agreement with the County and another entity, Talquin Electric Cooperative. It generally lays out by mutual agreement where the service providers are anticipated to operate.

Tallahassee's Potable Water service is subject to a Water Master Plan that is updated every five years. It assesses current and projected operating capacity, demand, and level of service (LOS). The plan includes general operating assessments and any recommendations for maintaining the high-quality provision of potable water that may include improvements for facilities or operations.

Tallahassee's water service, quality, and cost are one of the highest ranked in the state and the community prides itself on maintaining this status. Master planning for the service and local coordination ensure that this remains the case.

Design Capacity: The total well production capacity is 79.416 million gallons per day (MGD) with a permitted combined average annual withdrawal of 33.7 MGD (1,470.0 million gallons per month maximum).

Current Demand on the Facility Capacity: The annual average daily withdrawal for existing portable water service is 29.42 MGD.

Potable Water Level of Service Provided by the Facility(ies): The level of service refers to the amount and availability of the potable water service to the community. It is expressed in the number of gallons that are provided per person per day receiving service, and it is derived by dividing the total production by the service population.

The currently adopted level of service per the Tallahassee-Leon County Comprehensive Plan and the Tallahassee Water Master Plan for potable water systems in the Urban Service Area (USA) is 160 gallons per capita per day (GPCD). This level of service includes residential, commercial, institutional, and industrial and recreational demands, and also unaccounted or non-categorized uses for water. The currently adopted level of service for potable water systems outside of the Urban Service Area (USA) is 100 gallons per capita per day (GPCD). These adopted levels of service are to be used as the basis for determining the availability of facility capacity and the demand generated by a development.

ANALYSIS:

Capacity analysis, by geographic service area, indicating capacity surpluses or deficiencies:

- 2040 Water Master Plan shows that currently 27 production wells and 8 elevated storage tanks provide regional service to franchised area in Leon County and portions of east Wakulla County with no known deficiencies.

Existing conditions, based on the facility design capacity and the current demand on the facility capacity:

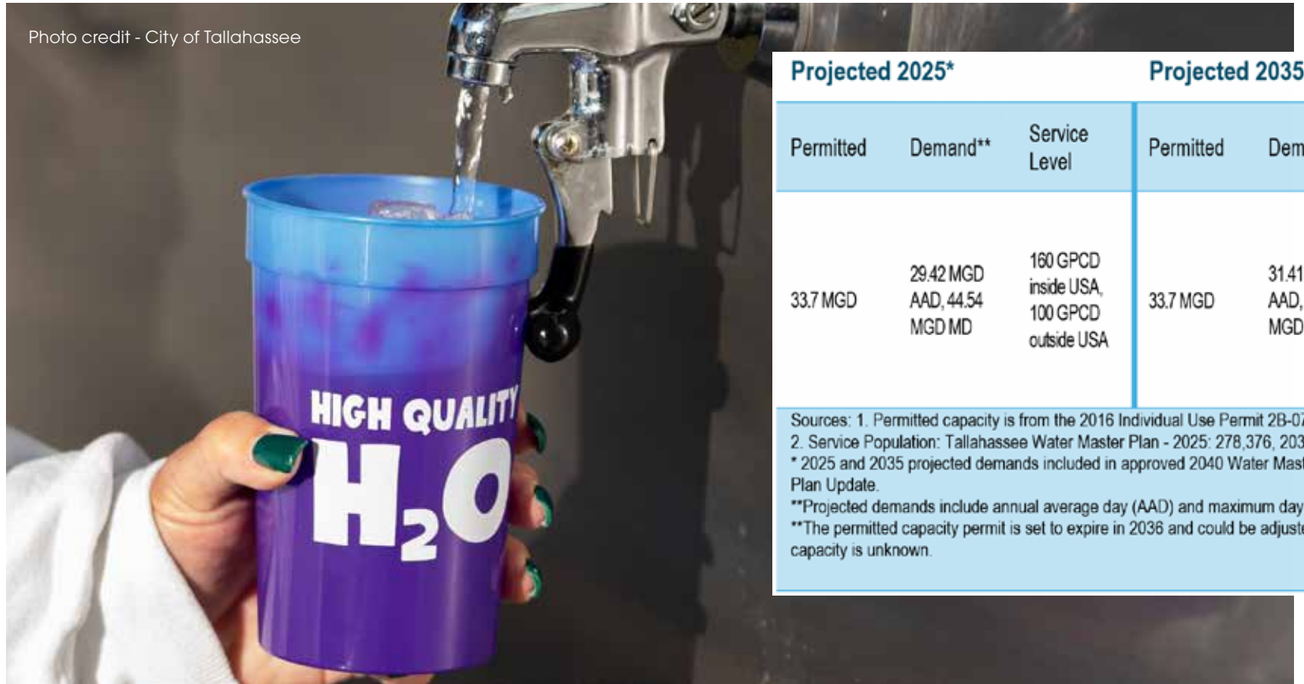
1. The current Individual Water Use Permit (Permit Number 2B-073-264-10), issued in 2016, authorizes a combined average annual withdrawal of 33.7 MGD (1,470.0 million gallons per month maximum) of groundwater from the Floridan aquifer for public supply use. The existing permit will expire in 2036.
2. Total well production capacity is 79.416 MGD.
3. Current projected 2025 water demands based on the approved 2040 Water Master Plan Update are 29.42 MGD for annual average daily (AAD) with a maximum day demand (MD) of 44.54 MGD.

General performance of existing facilities currently meets the adopted level of service and is projected, based on average flow identified in the Water Master Plan, to have adequate permitted capacity through master planning timeframe based on:

1. Demonstration of adequate permitted capacity to serve anticipated growth;
2. Adequate pressure ranges as recommended by the American Water Works Association; and
3. Continuation of City regulation including Aquifer/ Well Head Protection Ordinances that have been adopted to protect critical elements of the Water Supply System.

Long-term planning to maintain level of service and/or assess the level of service appropriateness into the future will be assessed as part of the water master planning efforts that may:

1. Analyze and adjust the adopted level of service in the master plan and comprehensive plan;
2. Identify and target permitted capacity adjustments;
3. Identify facility improvements through the capital planning process including the annually updated Capital Improvement Plan (CIP).



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Projected 2025*			Projected 2035*			Projected 2045*		
Permitted	Demand**	Service Level	Permitted	Demand**	Service Level	Permitted	Demand**	Service Level
33.7 MGD	29.42 MGD AAD, 44.54 MGD MD	160 GPCD inside USA, 100 GPCD outside USA	33.7 MGD	31.41 MGD AAD, 47.63 MGD MD	160 GPCD inside USA, 100 GPCD outside USA	TBD***	32.64 MGD AAD, 48.96 MGD MD	160 GPCD inside USA, 100 GPCD outside USA

Sources: 1. Permitted capacity is from the 2016 Individual Use Permit 2B-073-264-10 and as reported in the Evaluation and Appraisal Report 2021; and 2. Service Population: Tallahassee Water Master Plan - 2025: 278,376, 2035: 297,688, 2045: 313,333. .
* 2025 and 2035 projected demands included in approved 2040 Water Master Plan. 2045 projected demands to be included in the 2045 Water Master Plan Update.
**Projected demands include annual average day (AAD) and maximum day (MD)
**The permitted capacity permit is set to expire in 2036 and could be adjusted in a future permit to allow additional capacity. At this time the extent of the capacity is unknown.

Analysis of the problems and opportunities include facility replacement, expansion, and new facility siting.

Water master planning activities will continue to identify needed production well sites and elevated storage tank sites. These will continue to be put into the CIP as demands dictate and development and redevelopment activities occur.

Additionally, The level of service shall be analyzed during master plan update(s) and/or the next comprehensive plan Evaluation and Appraisal Report (EAR) to determine if adjustments to adopted levels of service in the comprehensive plan are needed and appropriate.

SANITARY SEWER SERVICES

The City of Tallahassee owns and operates a Sanitary Sewer Utility that serves both incorporated and unincorporated portions of the community. These areas include the Leon County Urban Services Area (USA) and suburban areas that are on the fringe of urban development as well as the Woodville Rural Community which is a priority for service.

The Thomas P. Smith Wastewater Treatment Facility is a primary facility for the utility and treats effluent to an Advanced Wastewater Treatment (AWT) level as a result of decisions, investments, and improvements in the early 2000s that were approved and completed in 2013. The AWT treatment commitment assists in reducing impacts from effluent including those to groundwater and natural resources.

The utility is subject to a franchise agreement with the County and another entity, Talquin Electric Cooperative. It generally lays out by mutual agreement where the service providers are anticipated to operate.

Tallahassee's sanitary sewer service is subject to the Sanitary Sewer Master Plan that is updated every five years. It assesses current and projected operating capacity, demand, and level of service (LOS). The plan includes general operating assessments and any recommendations for maintaining the existing system and connecting those areas that can benefit from sewer service to prevent further impacts to groundwater. It also includes recommendations for maintenance and any improvements for facilities and services.

Existing and Projected Sanitary Sewer Level of Service

Existing 2025			Projected 2035			Projected 2050		
Permitted	Demand	Service Level	Permitted	Demand	Service Level	Permitted	Demand	Service Level
26.5MGD	18.84 MGD	100 GPCD	26.5 MGD	21.8 MGD	100 GPCD	26.5 MGD	25.2 MGD	100 GPCD

Sources: 1. Permitted capacity is from the T P Smith Water Reclamation Facility Operating Permit FLA010139; and 2. Service Population: Tallahassee Water and Sewer Master Plan - 2025 283,972, 2035 302,033, 2050 317,964.

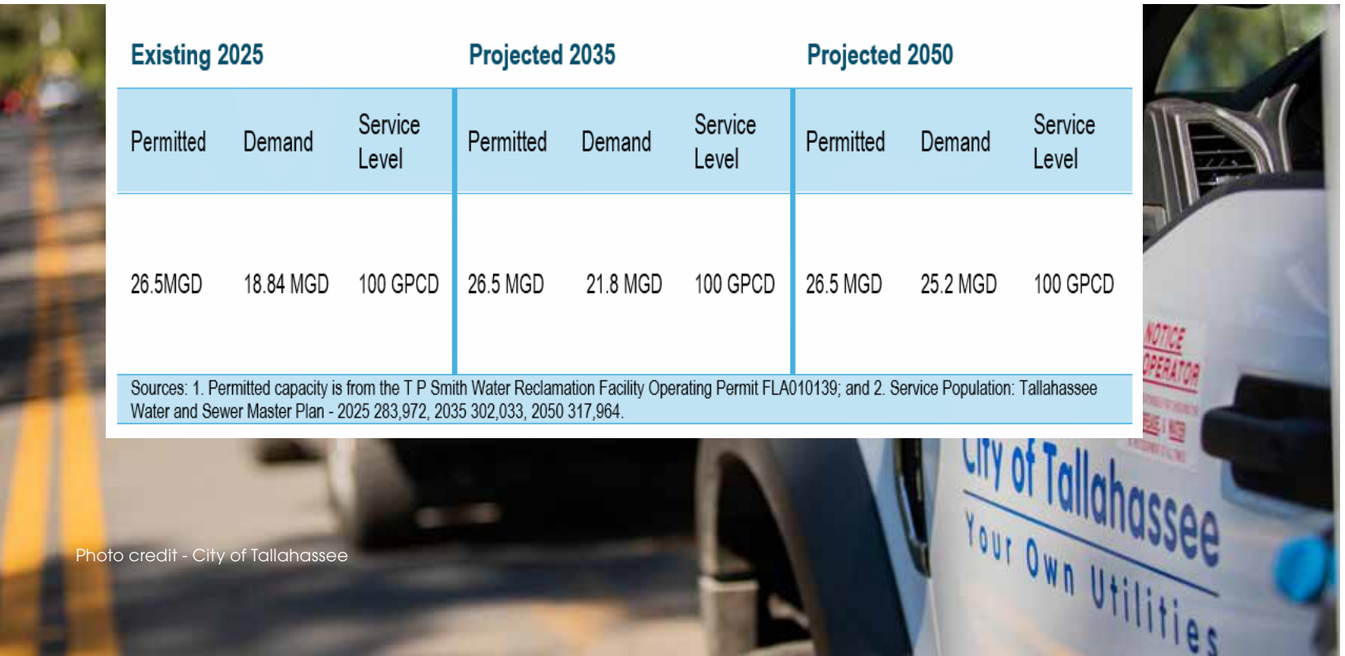


Photo credit - City of Tallahassee

Sewer is a priority in certain areas including the Primary Springs Protection Zone and the Woodville Rural Community. In coordination with Leon County, sanitary sewer is being provided through a "septic to sewer" initiative that has resulted in the conversion of homes and businesses from existing septic also referred to as On-Site Treatment Disposal Systems (OSTDS) to the City of Tallahassee Sewer System. It has also resulted in specific sewer related projects that are reflected in the City and County 5-Year Capital Improvements Plan.

These sewer connections and projects are intended to further protect groundwater, including the Floridan Aquifer and the water resources at Wakulla Springs, and to provide efficiency of service to new development and rural communities in the southern portion of the community.

Design Capacity: The current design capacity for sanitary sewer is 26.5 million gallons annual average daily flow.

Current Demand on the Facility Capacity: The current demand on the existing facility is 18.84 million gallons per day.

Level of Service Provided by the Facility(ies): The level of service refers to the ability to receive and treat wastewater. It is expressed in the number of gallons treated per person per day, and is derived by dividing the total amount of wastewater treated (in gallons) by the service population. The LOS for wastewater is 100 gallons per capita per day (GPCD).

ANALYSIS:

Capacity analysis, by geographic service area, indicating capacity surpluses or deficiencies:

- The City completed a 2040 Master Sewer Plan update for the collection, transport, treatment and assessment of effluent disposal systems. This plan includes current and projected population and system capacities, deficiencies, and required rehabilitation, replacement, and improvement projects for inclusion into the CIP.

Existing conditions, based on the facility design capacity and the current demand on the facility capacity:

1. Existing permitted capacity is 26.5 MGD while the current demand is 18.84 MGD.

2. Through 2040, the analysis of design capacity, current demand at adopted level of service standards vs. projected population, and Future Land Use Map distributions are addressed through the continued 5 Year Master Sewer Planning updates that identify needed sewer system improvements for inclusion into the annually updated CIP.

General performance of existing facilities through 2050 is anticipated to continue to meet the adopted level of service through the timeframe based on:

1. Demonstration of adequate permitted capacity to serve anticipated growth;

2. Demonstration of the general condition and expected life of existing facilities, and the impact of the facilities upon adjacent natural resources; and

3. Continuing maintenance has included several trunk line repairs or replacements; replacement of lines with heavy infiltration; pumping station replacement program has been underway for 5 years that replaces old stations with new stations with extended useful life and reduced operational and maintenance costs.

Reduction of extraneous waters entering the sewer system has created additional reserve sanitary sewer capacity to serve future growth in addition to improved system reliability and reduced potential for sewer system overflow. The current 2040 Master Sewer Plan update includes a detailed study of US EPA regulations regarding capacity, management, operations, and maintenance of the sewer system.

Analysis of the challenges and opportunities for facility replacement, expansion, and new facility siting include identification of the location of major facilities such as trunk lines, pumping stations, and force mains, as part of the Master Sewer Plan update(s). Needed facilities will be put into the CIP as demands dictate and as development or redevelopment activities occur.

TALQUIN ELECTRIC COOPERATIVE UTILITIES SERVICES

Talquin Electric Cooperative (TEC) has long been a contributor to ensuring services within the Community. Established in 1940 to serve rural areas, TEC is a member-owned, non-profit service distribution cooperative headquartered in Quincy, Florida.

TEC provides electricity to approximately 57,000 accounts and provides water and wastewater services to over 24,000 accounts. TEC provides services to homes and businesses across a four-county, 2,600 square mile service territory including Gadsden, Leon, Liberty, and Wakulla.

In Leon County, TEC provides electric, water, and sewer within a Franchise Agreement area that include suburban and rural areas. TEC continues to provide quality service to those areas within the community.

Leon Geographic Service Area: TEC serves specific areas per the Water and Sewer Agreement with the City of Tallahassee within the Urban Services Area (USA) and unincorporated Leon County for water and sewer services.

Predominant Types of Land Uses Served: TEC serves residential, commercial, industrial- heavy and light, institutional, and recreational uses.

Design Capacity: TEC has potable water design capacity of 14.1 million gallons per day (MGD). The permitted maximum daily operating capacity for sanitary sewer is 1.472 MGD permitted annual average daily flow.

Current Demand on the Facility Capacity: The current demand for potable water is 6.0 MGD. The maximum daily operating capacity for sanitary sewer is 0.9 MGD annual average daily flow.

Level of Service Provided by the Facility(ies): The currently adopted level of service for potable water systems in the Urban Services Area is 160 gallons per capita per day (GPCD) for average daily demand.

This level of service includes residential, commercial, institutional, and industrial demands, and also unaccounted for water. The currently adopted level of service for potable water systems outside of the Urban Service Area is 100 gallons per capita per day (GPCD). These adopted levels of service are to be used as the basis for determining the availability of facility capacity and the demand generated by a development.

The current level of service is derived by dividing the total production by the service population.

ANALYSIS:

Potable Water: Talquin Electric provides services as authorized under the existing Water and Sewer Service Agreement. Talquin provides potable water service to approximately 32,715 cooperative members in Leon County.

Sanitary Sewer: Talquin Electric provides services as authorized under the existing Water and Sewer Agreement. Talquin provides sanitary sewer service to approximately 4,982 cooperative members in Leon County.

Leon County: Talquin's projects include improvements and expansion at the Killearn Waste Water Treatment Plan to increase treatment to 1.2 MGD and add treatment wetlands for effluent disposal.



Photo credit - City of Tallahassee

SOLID WASTE SERVICES

The community is committed to ensuring efficient collection of solid waste and to recycling. The City contracts with a third-party for residential waste collection. Commercial waste collection in the City is handled by City collection crews. The County provides solid waste collection and disposal services to the unincorporated area of the County through a third-party contractor. Alternatively, unincorporated residents may utilize one of the County's four Rural Waste Service Centers. The County also operates drop-off Hazardous Waste Centers for household hazardous waste and electronics disposal for use by all residents.

Recycling services for the City and the County are provided through a contracted third-party, which processes both Class III (standard recyclables) and Construction & Demolition debris.

Leon County's landfill is undergoing regulatory closure. The County-operated Transfer Station is the central site where all local solid waste is consolidated and hauled to Springhill Regional Landfill in Jackson County for proper disposal.

The community continues to prioritize reduction of the solid waste stream through recycling and efficiency of services.

Predominant Types of Land Uses Served: Residential, commercial, heavy and light industrial, institutional, and recreational are served by solid waste providers.

Design Capacity: Service is provided by a third party, Waste Management, through an agreement to transfer the waste from Leon County's Transfer Station to the Jackson County Springhill landfill facility. In 2022, the Jackson County Comprehensive Plan Evaluation and Appraisal Report stated that the County expanded its landfill by 450 acres and has a current capacity in excess of 60+ years given the current LOS standard.

Current Demand on the Facility Capacity: The current demand is 2.2M lbs/capita per day (LCPD). The population data source to calculate demand is the Census Bureau Quick Facts 2024 for Leon County with a population of 300,488 people.

Level of Service Provided by the Facility(ies): The level of service is 7.4 LPCD.

Existing and Projected Solid Waste Level of Service

Existing 2025			Projected 2035			Projected 2050		
Capacity	Demand	Service Level	Capacity	Demand	Service Level	Capacity	Demand	Service Level
60+ yrs	2.2M LCPD	7.4 LPCD	**50+ yrs**	2.4M LCPD	7.4 LPCD	**35+ yrs**	2.5M LCPD	7.4 LPCD

Sources: 1. Census Quick facts 2024 total county population 300,488 people; 2. OEV Data Center, existing and projected population, 2035 326,100 and 2050 343,300.



Photo credit - City of Tallahassee

PARKS SERVICES

City, county, state, and federal entities own and/or operate parks, recreation, or forest facilities within the community.

Leon County and the City of Tallahassee are committed to high-quality parks and recreation facilities that include nationally recognized and premier facilities like the Apalachee Regional Park. Some of these facilities, like the above-mentioned park, host national, international, state, regional, and local events.

Both the City and the County maintain robust strategic initiatives to continue to maintain, improve, and add to a strong parks and recreation inventory and management system. The City recently reached its goal of providing 100 parks and the County has completed over 34 miles of a 90-mile goal of sidewalks and trails. Park facilities are where the community shines and shows its successes. Most residents rank the available parks high on the list of amenities and positive community attributes. Additionally, it is a facility set for which the capacity and features will serve citizens well into the future.

Predominant Types of Land Uses Served:
Residential, commercial, and recreational

Level of Service Provided by the Facility(ies):

Tallahassee:

- **Regional Parks:** 4 acres per 1,000 population
- **Area Parks:** 1 acre per 1,000 population

Leon County

- **Regional Parks:** 8 acres per 1,000 population
- **Area Parks:** 1 acre per 1,000 population

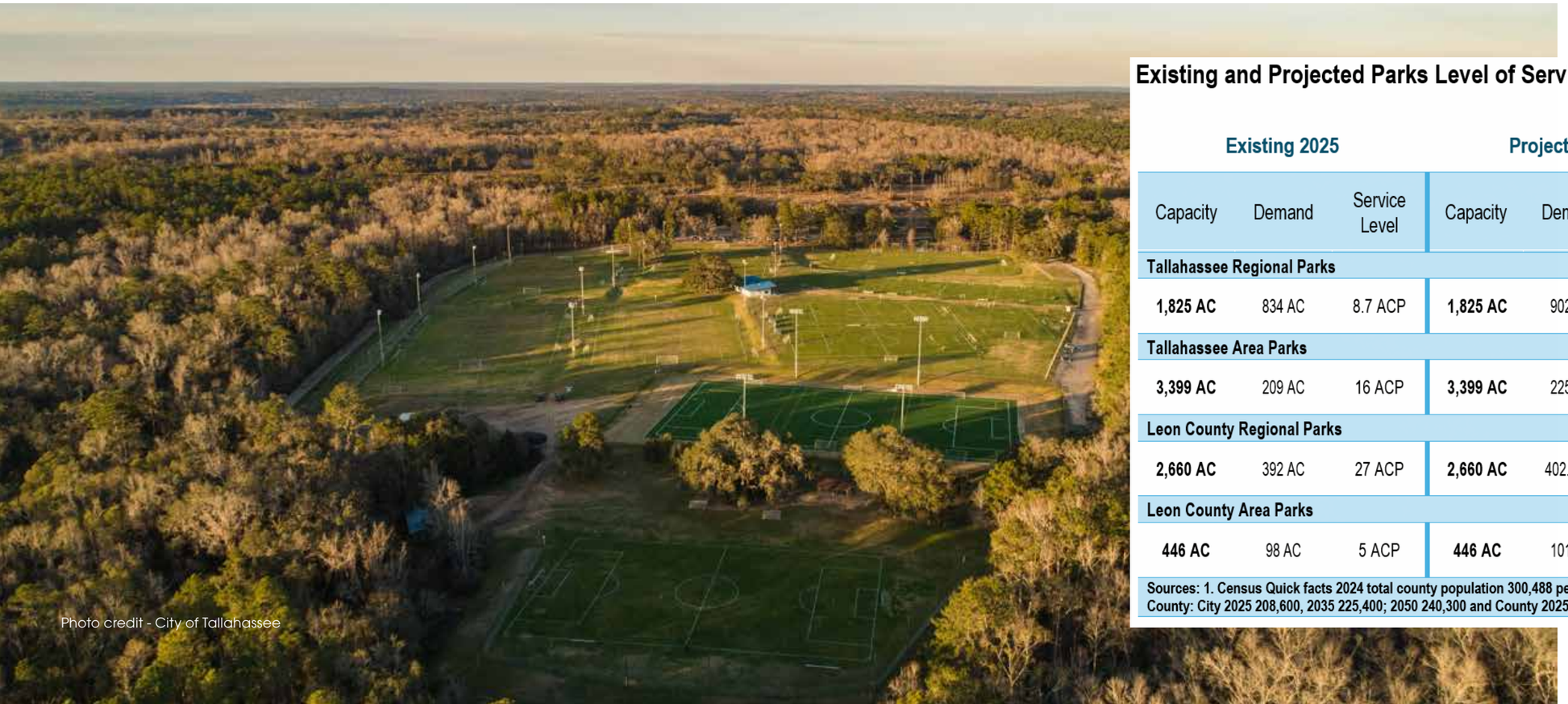


Photo credit - City of Tallahassee

ANALYSIS:

As identified in the 2022 Comprehensive Plan Evaluation and Appraisal Report (EAR), the City and County have far exceeded the adopted level of service for recreation and open space. Based on GIS data reflected in the table below, there are over 4,000 acres existing in regional and area parks in the City and 3,000 acres existing in regional and area parks in the County. These totals do not include significant state and federal parks managed by various entities that are available to Leon County residents. As mentioned above, the City owns and manages a number of parks and celebrated the "100-park" milestone that occurred in 2024. The City parks inventory includes the award-winning Cascades Park and a number of smaller, neighborhood-oriented parks.

The County is responsible for operation and maintenance of many parks, including the nationally recognized Apalachee Regional Park and locally enjoyed Miccosukee Greenway. The county also has 24 boat landings. Available boat ramp capacity stands at just over 6%. Boat ramp capacity has been reserved for all County and City residential demands.

No deficiencies exist for parks. Facilities to meet strategic objectives including new parks and trails in the County Parks system will be put into the CIP as demands dictate and as development or redevelopment activities occur. Sufficient capacity exists to meet the demands of the population for the next five years and well beyond.

Existing and Projected Parks Level of Service

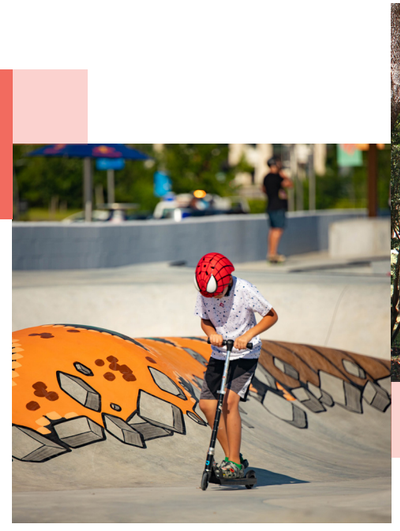
Existing 2025			Projected 2035			Projected 2050		
Capacity	Demand	Service Level	Capacity	Demand	Service Level	Capacity	Demand	Service Level
Tallahassee Regional Parks								
1,825 AC	834 AC	8.7 ACP	**1,825 AC**	902 AC	8 ACP	**1,825 AC**	961.2 AC	7.5 ACP
Tallahassee Area Parks								
3,399 AC	209 AC	16 ACP	**3,399 AC**	225 AC	15 ACP	**3,399 AC**	240 AC	14 ACP
Leon County Regional Parks								
2,660 AC	392 AC	27 ACP	**2,660 AC**	402.8 AC	27 ACP	**2,660 AC**	412 AC	26 ACP
Leon County Area Parks								
446 AC	98 AC	5 ACP	**446 AC**	101 AC	4.4 ACP	**446 AC**	103 AC	4.3 ACP

Sources: 1. Census Quick facts 2024 total county population 300,488 people; 2. OEV Data Center, existing and projected population for City and County: City 2025 208,600, 2035 225,400; 2050 240,300 and County 2025 98,000; 2035 100,700; 2050 103,000

MOBILITY AUDIT



Photo credit - City of Tallahassee

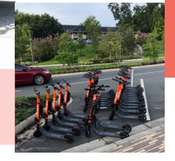












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INTRODUCTION AND REGULATORY FRAMEWORK

Mobility refers to the movement of people and goods from one place to another. Mobility is characterized by modes of transportation, the way in which people and goods move around. Modes include roadways, rail systems, infrastructure for airports as well as sidewalks and trails. These modes of transportation can serve people and freight. In January 2023, Tallahassee-Leon County received a response from the state review agency regarding their Evaluation Appraisal Report (EAR) notification letter. The letter stated that the Comprehensive Plan complied with Chapter 163,Florida Statures (F.S.), and Chapter 73C-49, Florida Administrative Code (FAC). The Tallahassee-Leon County submittal noted that the Land Use and Mobility Elements would be updated to reflect local conditions.

Tallahassee-Leon County is well represented by different modes of transportation. The region has a well-connected roadway network, with I-10 and US 90, 27, and SR 20 providing essential statewide links, along with a robust network of state and local roads. Tallahassee has a municipally-owned international airport supporting travelers and goods. The region also includes rail infrastructure, currently supporting area businesses and industrial locations with the transport of goods. The rail network previously supported commuter travel through Amtrak with the infrastructure present to resume service in the future.

A notable feature is the region's extensive trail network, which supports pedestrians, cyclists, and in some locations, equestrians. To provide for the equitable movement of people and to reduce congestion, the region is host to StarMetro, a public transport agency with a fleet of buses and routes throughout the City. Extra-regional bus transport is supported though the local Greyhound bus station located in the heart of Tallahassee, and various informal locations that serve as stops for other regional bus lines, including Red Bus.

The following data and analysis supports the updates and revisions to the Mobility Element goals, objectives, and policies of the Leon County-Tallahassee Comprehensive Plan. The forecast years are 2030 (to provide consistency with the Capital Improvements Element), and 2035 (to prepare for the first 10-year period after plan adoption) based upon Florida Statutory requirements (163.3177, F.S.). The data and analysis include:

- The levels of service of the existing transportation system services.
- Identification of transportation needs to support the projected transportation system.
- Existing and projected intermodal deficiencies and needs.
- The projected transportation system levels of service based on the historical and projected needs.
- Data supporting an integrated transportation system.

Tallahassee-Leon County is within the Capital Region Transportation Planning Agency (CRTPA) planning area under Chapter 339.175 F.S., hence, the analyses require the following:

- Alternative modes of travel, such as public transportation, trails, pedestrian, and bicycle travel.
- Aviation and rail facilities, access to those facilities, and intermodal terminals.
- Evacuation routes.
- Airports and projected airport and aviation development.
- Programs that promote public transportation systems in designated public transportation corridors.
- The needs of the transportation disadvantaged.

This background data and analysis report encourages the development of goals, objectives and policies aimed at:

- Pedestrian-friendly areas
- Improved access and connectivity
- Reduced vehicle miles traveled
- Healthier communities
- Mobility options for all users
- Energy-efficient development patterns
- Protection of the natural environment

FEDERAL, STATE, REGIONAL AND LOCAL AGENCIES

The section on existing conditions provides a portrayal of the current state of the community. The Mobility Element examines the data and analysis related to the usage and volume of the existing roadways, airports, transit services, rail lines, and trails. It also predicts future volumes based on development patterns.

Various government agencies budget, plan, maintain, and operate transportation systems. Understanding their statutory requirements for a comprehensive plan sets the stage for planning future needs and multi-jurisdictional collaboration.

AGENCIES



Photo credit - City of Tallahassee

FEDERAL

The region is traversed by the Interstate Highway System and receives federal funding for the maintenance of these roads. On November 15, 2022, the Bipartisan Infrastructure Law (BIL) was signed into law to rebuild transportation infrastructure including:

- Roads, bridges, and major projects
- Passenger and freight rail
- Public transportation to make public transportation accessible and replacing diesel buses with clean, electric buses across school bus and transit fleets
- Airports and Federal Aviation Administration facilities
- Ports and waterways
- Safety
- Electric vehicles, buses, and ferries

STATE

The Florida Department of Transportation (FDOT) is responsible for the planning, construction, maintenance, and access to the state highway system, as well as the State Rail Plan and the Florida Aviation System Plan. FDOT's primary statutory responsibility is to coordinate the planning and development of a safe, viable, and balanced state transportation system serving all regions of the state.

The state highway system is established by Florida Statutes and consists of all state and federally designated roadways.

FDOT is decentralized in accordance with legislative mandates which means each of the districts is managed by a District Secretary. The districts vary in organizational structure, but in general each has major divisions for Administration, Production, and Operations. Leon County is within District Three that is comprised of 16 counties: Escambia; Santa Rosa; Okaloosa; Walton; Holmes; Washington; Bay; Jackson; Calhoun; Gulf; Liberty; Franklin; Gadsden; Leon; Wakulla; and Jefferson Counties.

The Strategic Intermodal System (SIS) is vital to the state's economy and mobility and includes the railroad, I-10, and Capital Circle Northwest and Southwest.

FDOT has adopted the Florida Transportation Plan (FTP), which is part of the State Comprehensive Plan and guides major transportation planning for state facilities. Every year, the FDOT develops, with the cooperation of the County Commission, the Five-Year Work Program, which establishes priorities and funding for specific transportation improvement projects. FDOT establishes minimum Level of Service (LOS) targets and plans and funds for SIS facilities. The FDOT 5-Year Work Program, provided in Appendix A, provides the projects and associated funding allocations for Leon County through 2028.

REGIONAL

Transportation projects are initiated, managed, and constructed by various agencies within the Tallahassee-Leon County community including the City's Underground Utilities & Public Infrastructure and the County's Public Works Departments. The Capital Region Transportation Planning Agency (CRTPA) serves as a liaison for FDOT and plans regional projects. It is responsible for coordinating transportation planning within Florida's Capital Region. The CRTPA includes all of Gadsden, Jefferson, Leon, and Wakulla counties. The CRTPA Board is comprised of representatives from Gadsden, Jefferson, Leon, and Wakulla Counties. The CRTPA's committees are the Citizens Multimodal Advisory Committee and Technical Advisory Committee.

The CRTPA develops plans and programs to guide the region's transportation planning process including the Long-Range Transportation Plan (LRTP) and the Transportation Improvement Program (TIP). Chapter 163, F.S., requires the schedule of capital improvements (CIP) and transportation elements of the local comprehensive plan to be consistent with the adopted LRTP. The CRTPA, in conjunction with the City and County, is responsible for updating their schedule of Capital Improvement Projects on an annual basis. Annually, the CRTPA adopts a Project Priority List (PPL). The CRTPA's project priority list for Fiscal Year (FY) 2025 – FY 2029 was adopted and amended on June 19, 2023. The CRTPA conducts studies and provides a regional forum for identifying and addressing transportation issues, including planning impacts and opportunities for automated, connected, electric, and shared-use vehicles. In addition, this addresses immediate needs by overseeing the delivery of services to the transportation disadvantaged and providing direct services to commuters and employers.

LOCAL

Both the City and County are responsible for maintaining 713.97 centerline-miles of roadways, according to the Pavement Management Master Plan by Hanson Sept. 2023 Program Update. Out of the over 700 miles of roadways, 670 miles are maintained by Leon County. Both the City and County have the responsibility of preserving rights-of-ways and acquiring new ones to improve the transportation network for all users, whether they are motorized or non-motorized.

BLUEPRINT INTERGOVERNMENTAL AGENCY (BPIA)

The Blueprint Intergovernmental Agency, created pursuant to Section 163.01(7), F.S., is a City-County agency established to implement an ambitious plan funded by a local government one-cent sales surtax. Endorsed by the Tallahassee-Leon County voters who approved the surtax in 2000 and again in 2014 to efficiently execute large, transformative, and generational projects that are aimed to enhance the community through coordinated planning and construction of transportation, utilities, stormwater management, parks, greenways, and economic development programs.

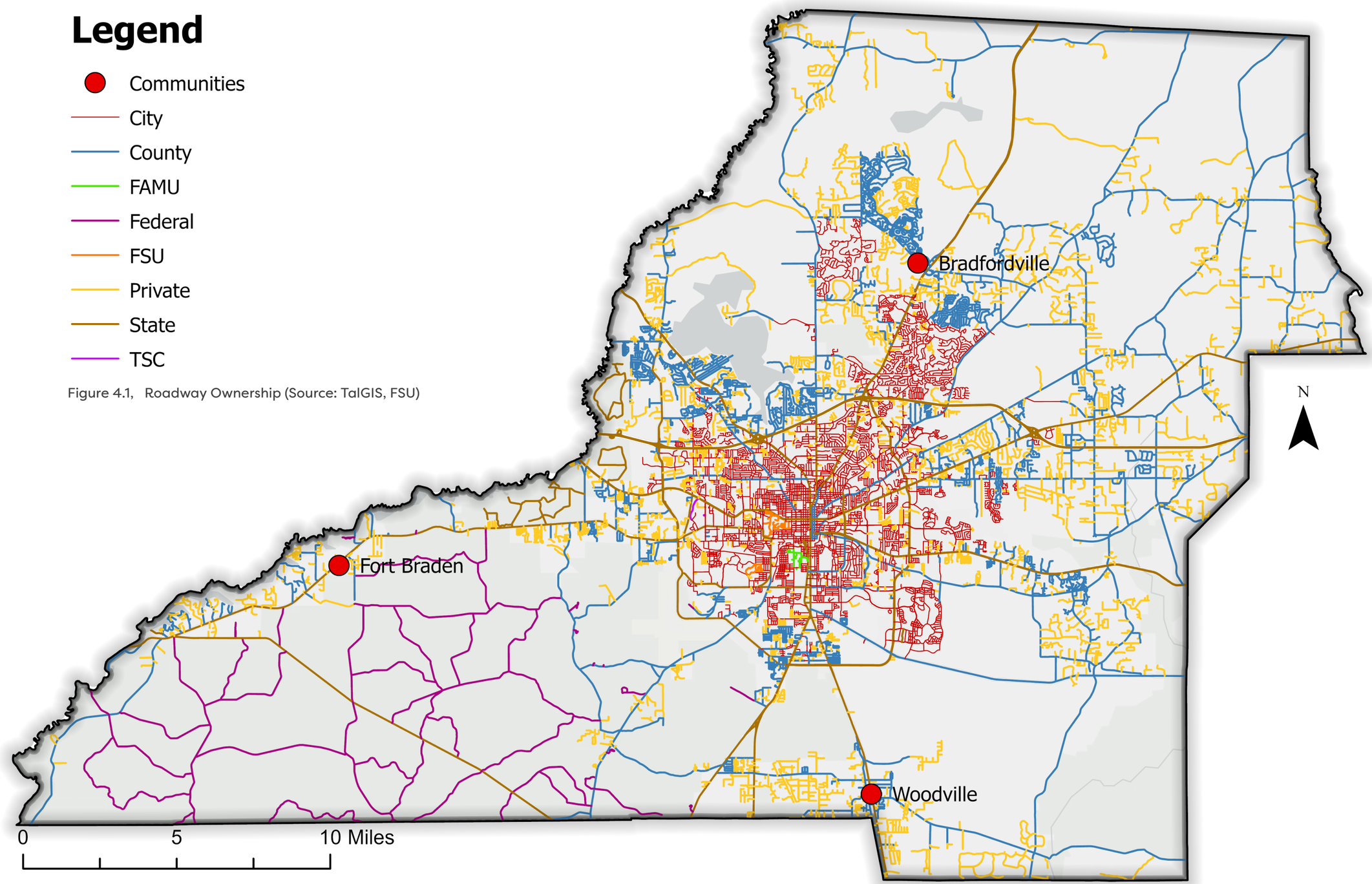
Comprised of two departments – Blueprint Infrastructure and the Office of Economic Vitality (OEV) – Blueprint operates with a clear mandate to drive progress and prosperity. Funded by the one-cent sales surtax, Blueprint Infrastructure receives 66 percent and the Office of Economic Vitality receives 12 percent. The City of Tallahassee and Leon County each receive 10 percent, while an additional 2 percent goes to Leon County for the "Livable Infrastructure for All" (LIFE) Program, highlighting a commitment to inclusive growth.

ROADWAY OWNERSHIP

Legend

- Communities
- City
- County
- FAMU
- Federal
- FSU
- Private
- State
- TSC

Figure 4.1, Roadway Ownership (Source: TalGIS, FSU)



FREIGHT

Trucking, railway, airport assets, and government and economic development leaders work together to enhance Tallahassee-Leon County's geographic advantages and ensure a favorable business climate for companies of all sizes. Of note is the large Amazon robotics fulfillment center in Tallahassee. The center is located on Mahan Drive, west of I-10 and east of Thornton Road. In addition to the fulfillment center, Amazon has also begun construction on a parcel of land off Capital Circle Northwest for a 123,000 square foot "Last Mile" facility. This facility will be used to transport goods from the fulfillment center directly to customers' doorsteps. The clustering of businesses in the major urbanized areas and along state routes in the region allows for a more in-depth review of potential transportation recommendations for the future. Both the clusters of businesses and the total number of employees highlight areas of increased freight policy considerations for existing and future transportation needs. The following sections contain recommendations from the CRTPA Capital Regional Freight Plan in 2024.

ROADWAY

Through coordination with municipalities, the development of delineated truck routes or exclusion zones may be beneficial. Communities may wish to route trucks away from narrow roadways that don't accommodate their size. The study did not identify major areas where routing or exclusion should be developed at this time; however, the Monticello Roundabout (US 90 and US 19) should be reviewed for design limitations due to reports of oversized loads having issues in the area.

SIS NETWORK

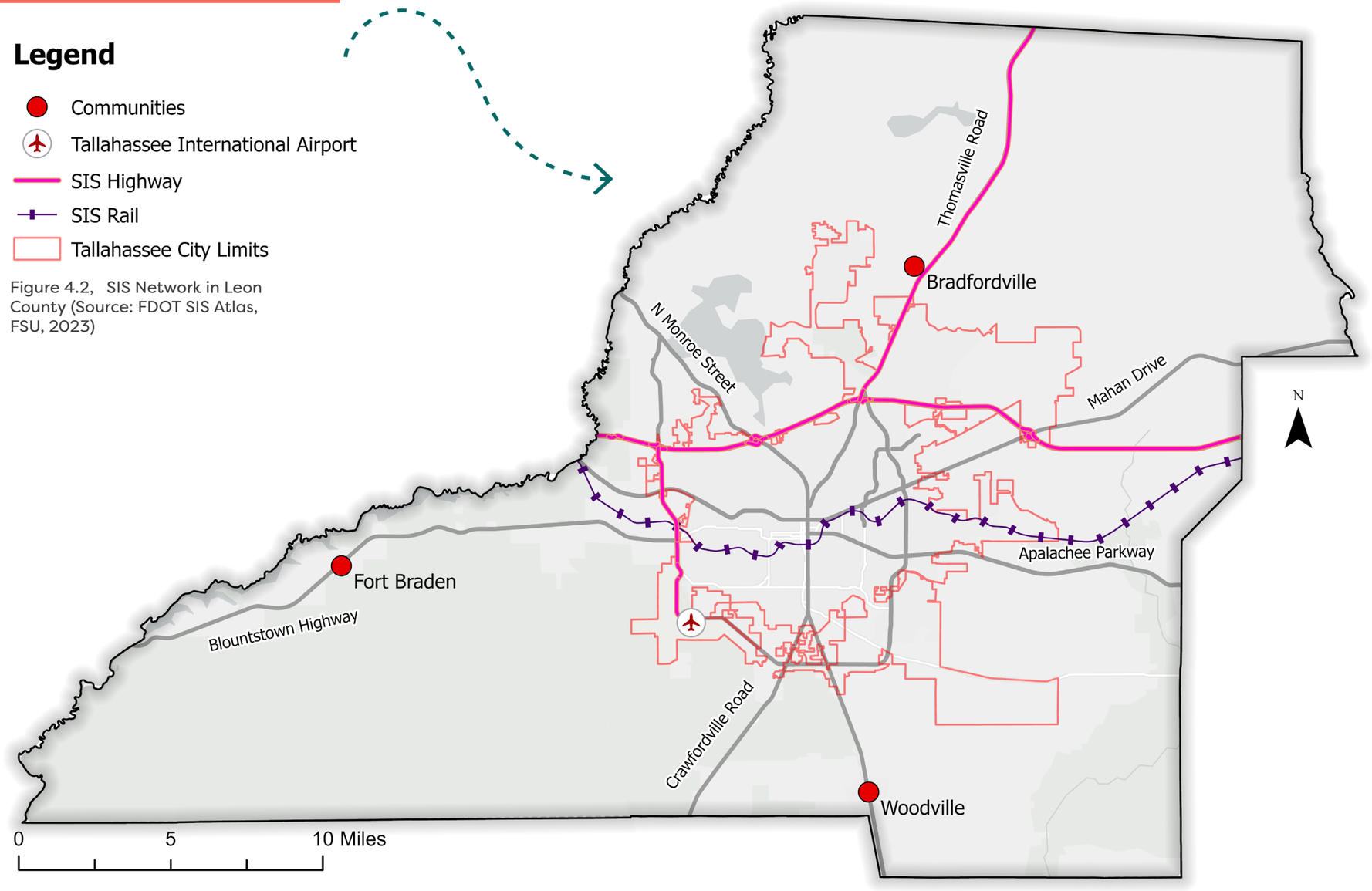
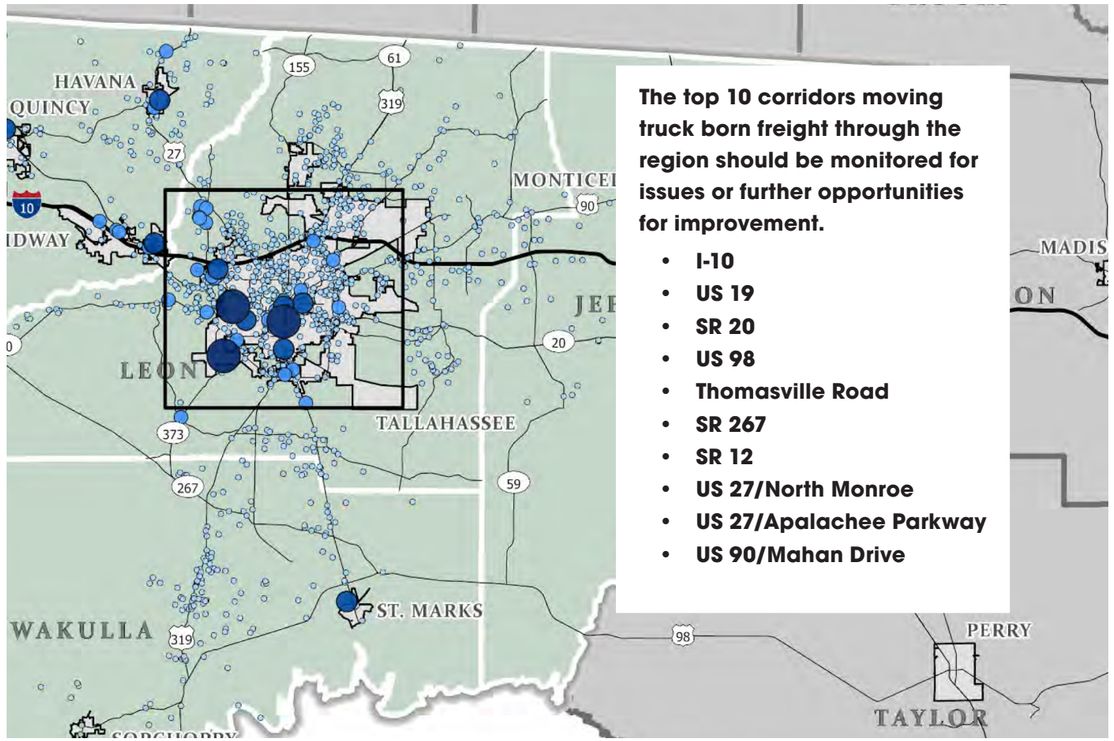


Figure 4.2, SIS Network in Leon County (Source: FDOT SIS Atlas, FSU, 2023)



Photo credit - City of Tallahassee



The top 10 corridors moving truck born freight through the region should be monitored for issues or further opportunities for improvement.

- **I-10**
- **US 19**
- **SR 20**
- **US 98**
- **Thomasville Road**
- **SR 267**
- **SR 12**
- **US 27/North Monroe**
- **US 27/Apalachee Parkway**
- **US 90/Mahan Drive**

Figure 4.3, Freight and Heavy Vehicle Related Businesses by Employee County (Source: ESRI Community Analyst, 2022)

The provision of truck parking spaces is largely being provided through private businesses such as Flying J and Pilot near Midway. These facilities often offer safe parking within amenities such as showers and restaurants for truck drivers. Though FDOT is working to add spaces to its existing rest areas, it is anticipated that the nationwide truck parking shortage will continue. Opportunities for public and private partnerships may efficiently generate additional truck parking without either group bearing the sole responsibility. Coordination on truck parking development and the possibility of partnerships is encouraged.

Coordination with law enforcement will be key to discouraging unauthorized parking.

As the nation continues to experience a truck parking shortage it is important to consider additional options for the development and safe parking of large trucks. Coordination with municipalities to development truck-driver friendly considerations is recommended. The development of zoning/design requirements which mandate the development of adequate internal truck parking for freight related businesses may help reduce unauthorized parking in the area. Additionally, the coordination with law enforcement officials on the enforcement of unauthorized parking may be beneficial to increase driver safety. Trucks parked in dark areas and/or along active roadways pose safety issues for both the drivers and other travelers.



Photo credit - City of Tallahassee

AIR

As TLH continues to grow and increase the cargo movement throughout the area, continued coordination on their foreign trade zone will be beneficial. The development of a foreign trade zone may have far-reaching impacts that could provide significant economic benefit to the entire region. Additionally, newer technology and use of Advanced Air Mobility vehicles, like drones, may facilitate the need to include servicing facilities at the airport.

SEA

Though the closest port, Port of Port St. Joe is not within the region, its future development may greatly impact the area. Increases in industry or freight movements supporting increased activity at the port will likely utilize major through routes in the region such as US 98 and I-10.

CARGO BUSINESS PORT

FREIGHT INTERMODAL

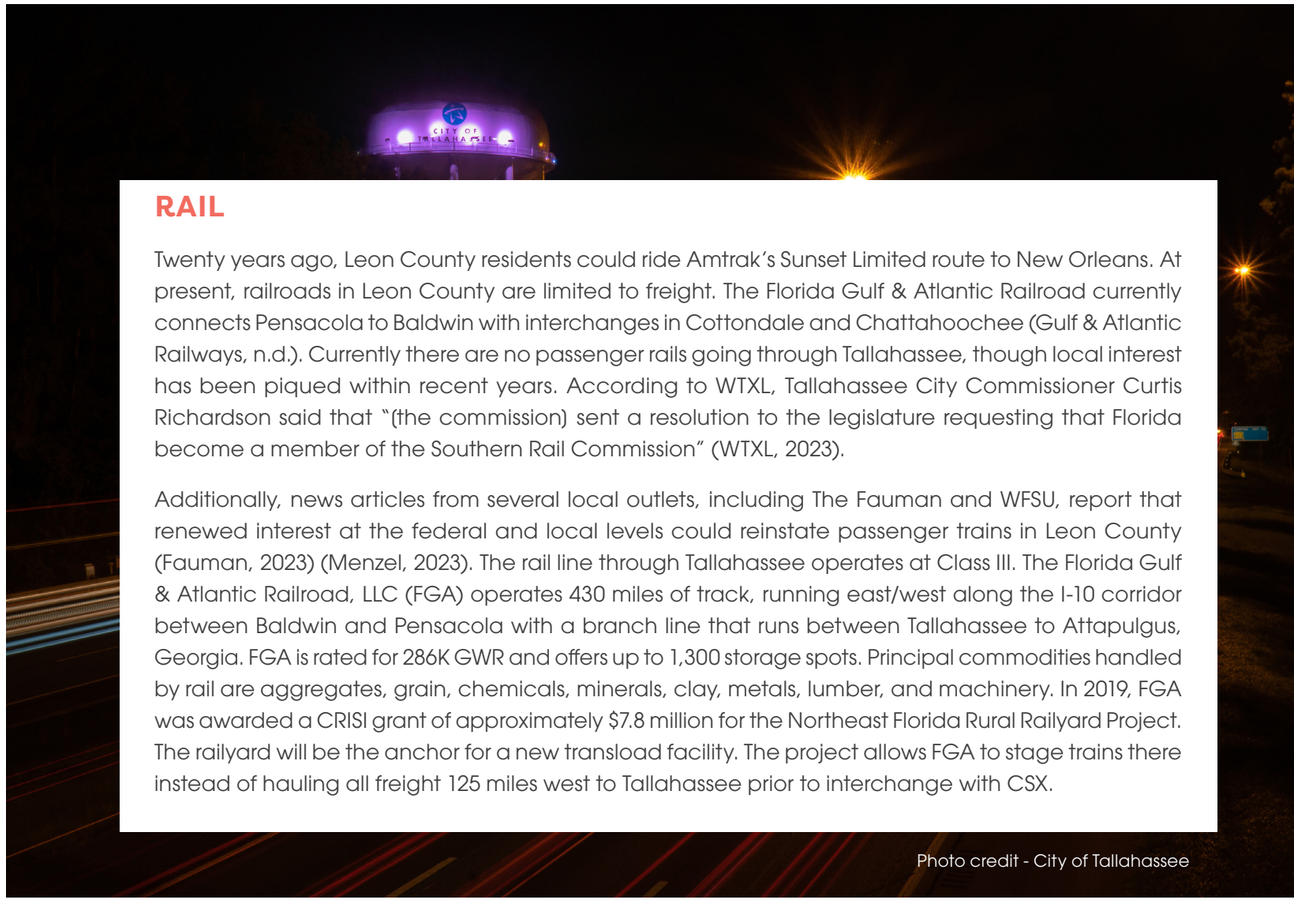
Similar to seaports, transload or intermodal facilities help transfer freight from one mode to another. (I.e. from freight train to freight truck). Though largely a land use and private sector industry driven condition, the region is encouraged to consider these development styles to support freight in the region. Other states are finding success in the development of "inland port" facilities which function to transition freight rail (often leaving seaports) onto trucks. The region's proximity to seaports, location along I-10, and existing rail network may provide opportunities for this development in the future.

Currently, the future land use plans for each of the CRTPA member counties have prioritized limited locations for the specific development of industries or freight centric businesses. Though the communities may not desire to encourage these development types, coordination with municipal partners in the future will help guide the development of freight related growth into desired areas. Management of this growth pattern will also allow for increased planning for the transportation network.

The identification of freight clusters can help guide development of comprehensive planning and future zoning/land use decisions. Working with municipalities on the development of freight clusters may help further improve safety and efficiency within the region. By clustering freight uses, more opportunities to reduce conflict and promote rapid access to vital networks will be available.

Coordination related to freight development should not be limited to municipal or MPO boundaries. Freight related movements are boundary agnostic and often traverse significant distances and as such, broad communication and awareness are key to continuing to understand trends and needs of the greater area.

FDOT staff will continue to be involved in conversations related to freight movements within the area. This cooperative engagement with FDOT Freight and Rail Office may help identify funding opportunities for the transportation network. Additionally, the pursuit of freight specific funding sources may increase project feasibilities into the future.



RAIL

Twenty years ago, Leon County residents could ride Amtrak's Sunset Limited route to New Orleans. At present, railroads in Leon County are limited to freight. The Florida Gulf & Atlantic Railroad currently connects Pensacola to Baldwin with interchanges in Cottondale and Chattahoochee (Gulf & Atlantic Railways, n.d.). Currently there are no passenger rails going through Tallahassee, though local interest has been piqued within recent years. According to WTXL, Tallahassee City Commissioner Curtis Richardson said that "(the commission) sent a resolution to the legislature requesting that Florida become a member of the Southern Rail Commission" (WTXL, 2023).

Additionally, news articles from several local outlets, including The Fauman and WFSU, report that renewed interest at the federal and local levels could reinstate passenger trains in Leon County (Fauman, 2023) (Menzel, 2023). The rail line through Tallahassee operates at Class III. The Florida Gulf & Atlantic Railroad, LLC (FGA) operates 430 miles of track, running east/west along the I-10 corridor between Baldwin and Pensacola with a branch line that runs between Tallahassee to Attapulgus, Georgia. FGA is rated for 286K GWR and offers up to 1,300 storage spots. Principal commodities handled by rail are aggregates, grain, chemicals, minerals, clay, metals, lumber, and machinery. In 2019, FGA was awarded a CRISI grant of approximately $7.8 million for the Northeast Florida Rural Railyard Project. The railyard will be the anchor for a new transload facility. The project allows FGA to stage trains there instead of hauling all freight 125 miles west to Tallahassee prior to interchange with CSX.

Photo credit - City of Tallahassee

INTERMODAL



AIRPORT

Aviation plays a vital role in supporting economic growth by attracting business and tourism, developing local economies, and retaining jobs that might otherwise be lost. Tallahassee International Airport (TLH) is a City-owned airport five miles southwest of downtown Tallahassee. In 2023, the airport had 74,363 aircraft operations, average 204 per day: 57 percent general aviation, 10 percent air taxi, 21 percent military and 13 percent airline. 207 aircraft are based at this airport: 178 single-engine, 7 multi-engine, 8 jet and 14 helicopters.

Data recently released from the Florida Department of Transportation (FDOT) reports Tallahassee International Airport's annual economic impact grew to $859 million, up 43 percent from $599 million in 2019.

Year	Total Cargo (lbs.)	Total Operations (Aircraft)
2015	19,045,447	1,370
2025	22,891,341	1,513
2035	25,286,281	1,672

Table 4.1, TLH Cargo Forecasts (Source: Tallahassee International Airport Master Plan Update, 2019)

PASSENGER

Current airlines operating at TLH are American Airlines, Delta Air Lines, and Silver Airways. Jet Blue began operations in January 2024 and discontinued all flights from Tallahassee in October 2024. In 2023 TLH saw an increase in passenger traffic of 7.3 percent from the previous year.

CARGO

The Tallahassee International Airport (TLH) recently updated its Master Plan to evaluate the airport's compliance, maintenance, and development needs in the short- and long-term. This update is particularly important as the airport has recently started the process of becoming eligible as a free trade zone and the master plan update highlights the path forward for TLH to become a more comprehensive facility for air travel, business development, and trade. One of the most relevant takeaways from the master plan update is the discussion of current and projected cargo activity. The cargo apron area at TLH contains facilities for Delta, DHL, FedEx, and USPS. FedEx is the primary cargo carrier at TLH, conducting regular flights between TLH and their hub at Memphis International Airport (MEM) using Boeing 757-200 freighter jets. Additionally, FedEx uses Cessna 208 Caravan turboprops for feeder routes to airports like Orlando International, Jacksonville International, and Mobile Downtown. Delta also carries some belly cargo on its scheduled passenger flights.

The master plan outlines preferred expansion of air cargo facilities that would include the eastward expansion of the current air cargo apron, development of three additional air cargo handling/processing facilities along the east side of the expanded apron and associated private vehicle/truck parking and access. Expanding the cargo apron approximately 8.3 acres would accommodate a variety of large and mid-sized aircraft.

In May 2022, construction began on an International Passenger Processing Facility (IPPF) at TLH that was described in the master plan update's Terminal Alternative section. The $28 million project that will be a major economic driver for the entire region when operational, is expected in 2025. The IPPF is a key project in the City of Tallahassee's Five-Year Strategic Plan to enhance and modernize infrastructure to enable capacity for continued growth and increase the airport's annual economic impact to $1.25 billion. The facility will allow TLH to accommodate international flights and give the ability for goods to be shipped to and received from worldwide destinations. In coordination with the passenger related improvements, TLH is currently expanding their cargo apron area by over eight acres. This improvement would allow additional aircraft to utilize the airport and the associated support structures are intended to support additional freight volumes and freight types. Related to these improvements TLH is pursuing Foreign Trade Zone (FTZ) Designation to promote additional economic development. Listed in Table 4.2 is Leon County's corridors with significant freight volumes (10 million tons). The freight truck volumes are high and highlight areas of increased maintenance needs that can be reflected in the Comprehensive Plan Goals, Objectives, and Policies.

TLH FORECASTS

The master plan provides forecasts for airline travel and cargo travel out to 2035 and show a continued growth in the airport operations. The continued growth and expansion will have a positive impact on travel accessibility and the movement of goods throughout Tallahassee and Leon County



Area	Freight 1k Tons
Gadsden	-
I-10	46,435
SR 12	10,020
Jefferson	-
I-10	40,268
US 19	28,065
RAMP I-10	16,450
US 98	16,223
Leon	-
I-10	46,435
SR 20	12,680
Thomasville Road	12,424
SR 267	11,149
Wakulla	-
US 98	16,223
SR 267	11,149

Table 4.2, FAFS Over 10 Million Tons of Truck Freight (Source: FAFS.4.1)

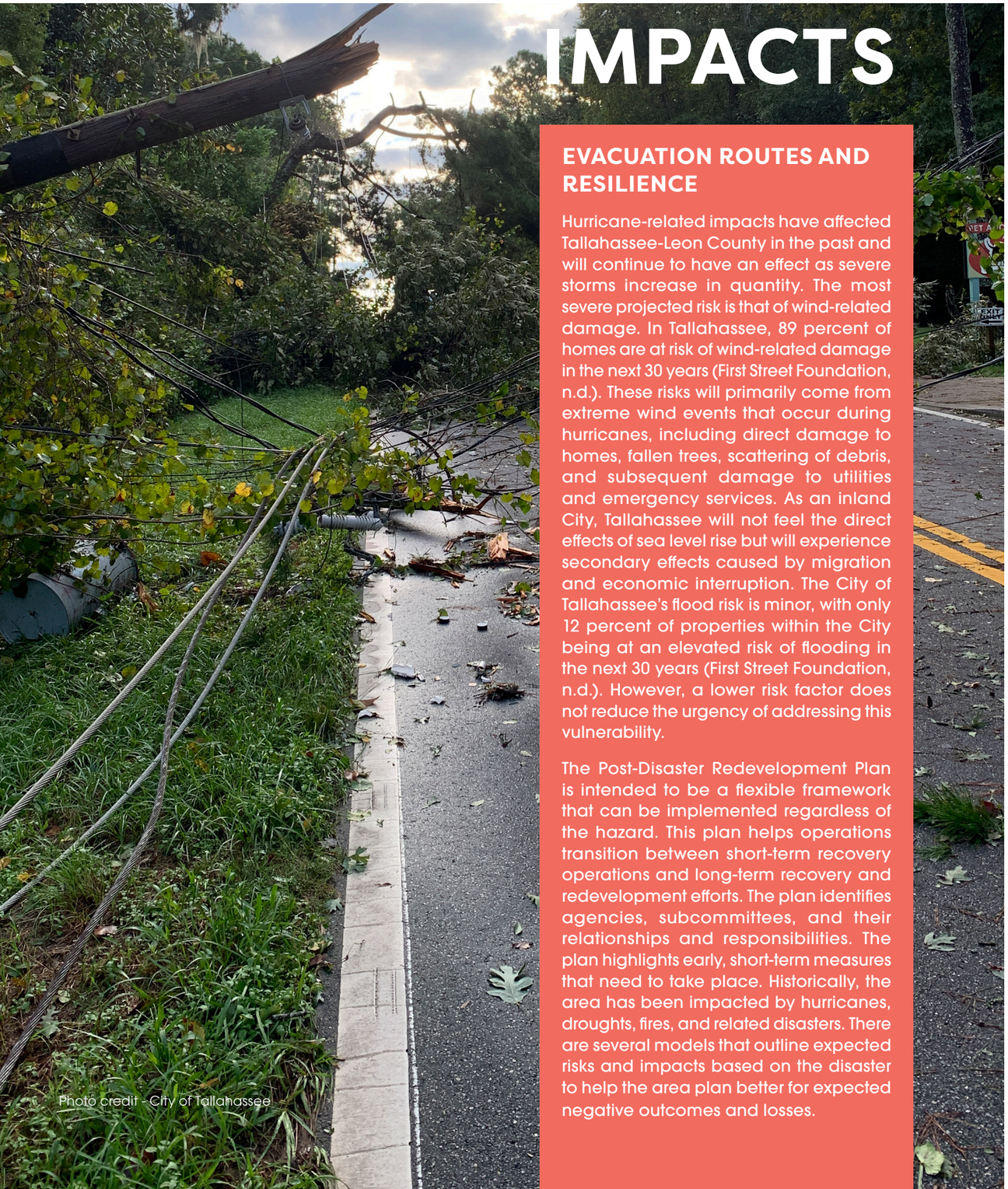


Photo credit - City of Tallahassee

IMPACTS

EVACUATION ROUTES AND RESILIENCE

Hurricane-related impacts have affected Tallahassee-Leon County in the past and will continue to have an effect as severe storms increase in quantity. The most severe projected risk is that of wind-related damage. In Tallahassee, 89 percent of homes are at risk of wind-related damage in the next 30 years (First Street Foundation, n.d.). These risks will primarily come from extreme wind events that occur during hurricanes, including direct damage to homes, fallen trees, scattering of debris, and subsequent damage to utilities and emergency services. As an inland City, Tallahassee will not feel the direct effects of sea level rise but will experience secondary effects caused by migration and economic interruption. The City of Tallahassee's flood risk is minor, with only 12 percent of properties within the City being at an elevated risk of flooding in the next 30 years (First Street Foundation, n.d.). However, a lower risk factor does not reduce the urgency of addressing this vulnerability.

The Post-Disaster Redevelopment Plan is intended to be a flexible framework that can be implemented regardless of the hazard. This plan helps operations transition between short-term recovery operations and long-term recovery and redevelopment efforts. The plan identifies agencies, subcommittees, and their relationships and responsibilities. The plan highlights early, short-term measures that need to take place. Historically, the area has been impacted by hurricanes, droughts, fires, and related disasters. There are several models that outline expected risks and impacts based on the disaster to help the area plan better for expected negative outcomes and losses.

MULTIMODAL TRANSPORTATION DISTRICT (MMTD)

A multimodal transportation district is an area where primary emphasis is placed on pedestrian, bicycle and transit mobility and secondary emphasis is placed on automobile mobility. The MMTD Code is a set of regulations that apply to all areas within the MMTD, particularly downtown. Its aim is to enhance the urban fabric of the Capital City by emphasizing urban design and the public realm, thereby creating a district that is friendly to pedestrians and supportive of transit. The standards set out in the code seek to achieve the following goals:

- Enhance urban design, like what has been done along Gaines Street.
- Improve mobility for cyclists and pedestrians.
- Increase the comfort of pedestrians by adding more sidewalks and street trees.
- Encourage the development of amenities and destinations within the district.
- Make it easier to build within the district.
- Support the efforts of StarMetro.

The new development standards contained in the MMTD Code were developed in response to feedback from the public over the last few years, which included comments made in various sector and neighborhood plans. The feedback highlighted the need for more attention to be paid to urban design and the mobility of cyclists and pedestrians.

According to the land use analysis conducted in this recent data and analysis update, the MMTD accounts for 2.6 percent of the total acreage of the designated future land use categories. Most of these acres are designated for Residential Preservation and Suburban use.

The City and Leon County partnered with FDOT to create a program, the Significant Benefit Program, that funds active transportation improvements by using mitigation fees from development. This program prioritizes transit, bicycle, and pedestrian projects over road widening, which is crucial in Tallahassee's core area since there is limited space to expand roads without negatively impacting the community. The Significant Benefit program was established by a MOU with FDOT and included the Capital Improvements Schedule. It is the community's concurrency approach which allows pipelining funds to certain pre-identified and agreed to transportation facilities. Projects are organized by the implementing agency and project statuses are updated biannually. There are currently five agencies funding and constructing multimodal improvements in Leon County:

1. City of Tallahassee
2. Leon County
3. Capital Region Transportation Planning Agency (CRTPA)
4. Blueprint 2000
5. Florida Department of Transportation (FDOT)

CONTEXT SENSITIVE SOLUTIONS

Context-Sensitive Solutions" refers to the approach in transportation planning and design where the needs of all users are taken into consideration. The goal is to create a transportation system that is safe, efficient, and accessible for everyone, including pedestrians, cyclists, transit riders, drivers, and freight handlers. The design should be context-sensitive to local land development patterns. Safety, quality of life, and economic development should be prioritized. The Multimodal Transportation District was created as a context- sensitive solution to the downtown area.

TRANSIT

The data and analysis should contain sufficient information and analysis to assist in developing policies that will create a well-connected transportation network. The policies should also support increased residential densities and commercial intensity, making walking more practical for short trips and enabling bicycling for both short- and long-distance trips. Additionally, improving transit to serve frequented destinations will conserve energy resources, reduce greenhouse gas emissions, and air pollution, while still maintaining vehicular access and circulation.

STARMETRO

StarMetro is the City of Tallahassee's public transportation system. It offers fixed route, demand response, and flex services. StarMetro services Tallahassee, as well as parts of the County that fall within the unincorporated Tallahassee Urban Service Area (USA) (StarMetro, 2021). As detailed in their 2022-2031 Transit Development Plan, StarMetro strives to improve the following: economic development, poverty, organizational effectiveness, public infrastructure, public safety, and public trust (StarMetro, 2021). Goals from previous plans focused primarily on multi-modal mobility and land use.

StarMetro provided over 3.48 million passenger trips in Fiscal Year (FY) 2019. StarMetro is currently engaging in two major projects to expand its services to residents of the City and County (StarMetro, 2023). The agency is currently creating a 10-year strategy for system development and is working on the Comprehensive Operational Analysis. The agency is also in the process of creating the Southside Transit Center, which will operate as a hub for public transit in the southern portion of the City. A groundbreaking ceremony for the new transit center was held on April 24, 2024.

STARMETRO ENERGY AND FLEET

The current fleet is a mix of gasoline, diesel, compressed natural gas (CNG), and electric powered vehicles. By 2035 the City Commission has mandated 100 percent of StarMetro's fleet be electric. Currently, they are replacing 2-4 diesel buses per year. Sustainable transportation is available through carpooling/vanpooling or emergency ride home services by Commuter Services of North Florida.

STARMETRO SERVICES

There are 967 bus stops in the StarMetro system. Express flex services are provided to Havana, Quincy, Gretna, Greensboro, Chattahoochee, and Monticello.

STARMETRO AND CAMPUS SERVICE

The City of Tallahassee provides special campus service to FSU branded as the Seminole Express (since 1973). StarMetro operates eight regular Seminole Express routes and one special event route (the Spirit Express) during home football games.

STARMETRO FLEX PROGRAMS.

StarMetro also offers two FLEX routes which connect residents in the Lake Jackson and Southside areas to available transit stops within the respective areas, including "superstops" like the Lake Jackson Town Center. Riders are able to use StarMetro provided transport to safely arrive at transit stops/centers. For the Lake Jackson FLEX route, the transit center at the Lake Jackson Town Center offers access to available fixed routes and facilitates transfers to other popular routes such as the Big Bend and Forest routes. The other FLEX route serves residents in the Southside, where riders can transfer to the Dogwood, Gulf, Live Oak, and Moss routes. Southside will also offer another transit facility on Orange Avenue in 2025 that will be a major hub and destination for transit riders. This FLEX route is a free service within the selected areas offering another option where automobile travel from the home may not be possible for the rider.



Photo credit - City of Tallahassee

STARMETRO DIAL A RIDE PROGRAM

Dial-A-Ride service began in 1984, and StarMetro currently operates a fleet of 23 accessible paratransit vehicles. Users with a qualifying disability can schedule a pick-up at their homes or another location online or via phone. Expenses for the service are rising since the demand for Dial-A-Ride services is increasing at a rate of 7 percent per year. However, StarMetro has received funding from federal, state, and local sources that have been able to cover the rising cost of providing the service. Rides cost $2.50 to the user, and StarMetro subsidizes the remaining cost of the service.

Achieving inclusivity requires addressing the needs of disabled populations as well as income and racial disparities. An interconnected and accessible transportation network facilitates the mobility of residents to access housing, essential health services, employment, parks, and recreational centers. Policies promoting accessibility-based measures ensure that residents have access to a variety of transportation modes. The Americans with Disabilities Act (ADA) has established guidelines to ensure that all residents facing disability-related transit challenges are accommodated.

The ADA requires public transit agencies to ensure the provision of paratransit service to people with disabilities who are unable to use a fixed route system (Disability Rights Florida, 2023). This promotes accessibility for those who, due to a disability, are unable to access public transit. The inability to access public transit can stem from difficulty in navigating the system independently, physical barriers to board vehicles, or obstacles that prevent the user from reaching a bus stop or transit center.

OTHER BUS SERVICES

Greyhound is a bus service operated by FlixBus in Tallahassee. Greyhound has five bus routes in Tallahassee with 39 bus stops.

TRANSPORTATION DISADVANTAGED PROGRAM

The Transportation Disadvantaged Service Plan is an annually updated tactical plan with components of development, service, and quality assurance. StarMetro offers Dial-A-Ride as part of the Transportation Disadvantaged program. The Apalachee REgional Planning Council (ARPC) serves as FDOT's Designated Official Planning Agency for the regional Transportation Disadvantaged program and those planning efforts are found on the agency's website.

FSU

FSU has the Seminole Express and Night Nole which provides bus services to, around, and from campus to surrounding Tallahassee areas for students, faculty and staff, and visitors. The transit lines, parking facilities, commuting options and maps are located at https://transportation.fsu.edu/bus.

FAMU

FAMU has the Venom Express Shuttle Line that provides three 25-passenger shuttle buses that leave campus every 15 minutes along the "orange and green" routes that circle the interior and perimeter of the campus. The Venom Shuttles can be tracked in the FAMU Mobil App or at https://www.famu.edu/students/bus-routes.

TSC

Tallahassee State College has partnered with the City of Tallahassee to offer TSC students, faculty, and staff discounted passes for unlimited StarMetro bus services during the Fall, Spring, and Summer semesters. The resource is provided at the TSC Police Department. Further information is available at https://www.tsc.fl.edu/admissions/ financial-aid;cashiers-office/student-bus-pass.



BUS SERVICE

Photo credit - City of Tallahassee

FSU

FSU has the Seminole Express and Night Nole which provides bus services to, around and from campus to surrounding Tallahassee areas for students, faculty and staff, and visitors. The transit lines, parking facilities, commuting options and maps are located at https://transportation.fsu.edu/bus.

MICRO MOBILITY

Micro-mobility is considered an efficient solution for transportation in cities. Increased micro-mobility options could ease traffic congestion and improve access to local businesses.

Tallahassee launched e-scooters as part of its micro-mobility program in 2019. The dockless scooters offer a flexible private sector transportation option for residents and visitors, reducing the number of cars on the roads. E-scooters are authorized for use on sidewalks, in bike lanes, and on the roadway. However, riders must follow the same rules as cyclists.

The City of Tallahassee has established slow zones (6 miles per hour) around Lake Ella to ensure safety between pedestrians and scooters. The City's micro-mobility services are not permitted on the campus of Florida State University, Florida Agricultural and Mechanical University, Tallahassee State College, the State Capitol, and Cascades Park. The program generated the following data 2023.

- Total Trips: 130,051
- Total Trip Distances: 151,997 miles
- Average Single Trip Distance: 1.14 miles
- Average Trip Duration: 14.01 minutes
- The most active month was October 2023 with 15,326 rides
- The least active month was December 2023 with 4,025 rides

TRANSPORTATION NETWORK COMPANIES

Transportation network company or "TNC" means an entity operating in the state pursuant to this section using a digital network to connect a rider to a TNC device who provides prearranged rides (Section

627.748, F.S.). TNCs may provide nonemergency medical transportation services under Chapters 409.905 and 409.973, F.S., to a Medicaid recipient and this program is administered by the Agency for Health Care Administration.

Numerous cities and transit agencies in the United States have established partnerships with Lyft, Uber, Via, and several other smaller transportation network companies (TNCs) to address mobility challenges. These partnerships often involve the provision of on-demand services that either supplement public transit, bridge mobility gaps, or replace under-performing bus routes.

ADA TRANSITION PLAN

An ADA Transition Plan identifies barriers to accessibility as outlined by the ADA and requires jurisdictions to self-assess and plan to bring their facilities up to federal standards; an ADA transition plan also protects municipalities from litigation regarding ADA issues. Tallahassee-Leon County's plan was written by Leon County Public Works Department but covers facilities within the City and County jurisdiction. The City's Underground Utilities and Public Infrastructure Department published an ADA Transition Plan in March 2024.

Current barriers to accessibility in Tallahassee-Leon County include uneven or cracked sidewalks, lack of curb ramps, and obstructions such as utility poles and parked cars that impede pedestrian traffic. ADA guidance also identifies strategies for removing these barriers, which include conducting a comprehensive inventory of all sidewalks and pedestrian rights-of-way in the County, prioritizing repairs and improvements based on need and public input, and implementing a regular maintenance schedule to ensure ongoing accessibility.

The ADA Transition Plan for Tallahassee-Leon County represents a comprehensive and proactive approach to allow individuals with disabilities equal access to the County's pedestrian right-of-way infrastructure. Achieving inclusivity requires addressing the needs of disabled populations as well as income and racial disparities. An interconnected and accessible transportation network facilitates the mobility of residents to access housing, essential health services, employment, parks, and recreational centers. StarMetro offers several services to make public transportation more accessible and more affordable. For example, StarMetro offers reduced fares for people with disabilities, for those that have a Medicare card, or for individuals over the age of 60, children under five and Kindergarten-12th grade students. FAMU and FSU partner with Moovit which allows users to plan their trips and track their buses in real time.

According to the 2021 decennial census, 8.4 percent of residents under the age of 65 identify as having a disability (U.S. Census Bureau, 2021). Residents with disabilities may encounter physical obstacles like inaccessible buildings, walkways, and transportation systems. While a significant percentage of Tallahassee is provided with transit access within a 10-minute walk to a stop, it does not necessarily mean the route to each stop is accessible for all. It is important to evaluate the pedestrian infrastructure for transit stops and address any obstacles to accessibility.

Additionally, individuals could come across social and economic hindrances that restrict their freedom of movement within their communities, such as prejudice and a lack of finances. Implementing infrastructure improvements, such as accessible sidewalks, ramps, and transportation systems will enable individuals with disabilities to move more freely through their communities.

Tallahassee-Leon County is supporting its commitment to accessibility by consistently planning for it as a priority in new development. This is to ensure pedestrian rights-of-way remain accessible for all citizens by supporting regular maintenance activities and asking the public for comment on these actions. One essential element tied to the ADA Transition Plan's overall success is the procedure included for gathering feedback from the public.

SAFETY AND CRASH ANALYSIS

A recent 2021 ACS 5-year estimate from the U.S. Census Bureau reported almost 8,000 occupied housing units in Tallahassee-Leon County lack access to motor vehicles (U.S. Census Bureau, 2021b). Bicycling and walking create alternatives to fill in transportation gaps in under-resourced neighborhoods and by students, urban commuters, and many other travelers. However, increased use of active transportation in both the City and the County depends on the safety of current facilities in addition to planned improvements expected on many local roads. The community's unique standing as a Silver Bicycle Friendly Community per the League of American Bicyclists emphasizes a strong commitment to addressing these concerns (CRTPA, 2019). The Capital Region Transportation Planning Agency also updated the Tallahassee- Leon County Bicycle and Pedestrian Master Plan (BPMP) in 2019. In conjunction with the Tallahassee- Leon County Comprehensive Plan, the BPMP has an overall vision and goals to continue to promote and enhance pedestrian and bicycle mobility. (Tallahassee-Leon County Comprehensive Plan, Land Use, Policy 2.1.5)

Road transport is the most prevalent mode of transportation in Tallahassee-Leon County. This mode includes cars for personal and micro transit use, buses for local and extra-regional transit, and freight-oriented trucking. Unfortunately, while the most common mode of transportation, road transport is also the most dangerous.



CAR-ON-CAR CRASHES

Car-on-car crashes account for 95 percent of road-related incidents in Leon County (Florida Department of Highway Safety and Motor Vehicles (FLHSMV), 2023). According to the Office of Economic Vitality (OEV), the total number of automobile crashes from 2017 to 2021 averaged 6,772 annually, with an average of 16,407 person involved incidents (OEV, 2023). Crash fatalities averaged 36 per year for that period. As stated in a recent 2021 FLHSMV crash report for Florida counties, Leon County experienced an 18.01 percent increase in its total crashes between 2020 to 2021.

This high rate of car crashes can be attributed to a multitude of factors. These may include a lack of adherence to posted speed limits, distracted driving, impaired driving, a disregard for appropriate safety measures, insufficient enforcement as well as the physical road infrastructure. According to FLHSMV, distracted driving and speeding are among the top causes of car crashes (FLHSMV, 2021). Additionally, according to National Highway Traffic Safety Administration (NHTSA) data, distracted driving resulted in six times more crashes than intoxicated driving (FLHSMV, 2020).

Along with car-related accident numbers, fatalities resulting from traffic crashes are similarly high. Between 2017 and 2021, there were a total of 33,858 car crashes in Leon County, with a total of 181 crashes resulting in fatalities (OEV, 2023). From 2018 to 2022, statewide data indicates that there were almost two million car crashes, with 16,868 of these resulting in fatalities (OEV, 2023). Findings from the NHTSA indicate that for the first half of 2022, Florida ranked the fifth highest in car-related fatalities, with an average of 1.58 traffic deaths per one hundred million vehicle miles traveled (NHTSA 2022). Given a high rate of car crashes and fatalities, local policy solutions in Tallahassee-Leon County should center on promoting infrastructure that reduces the rate of crashes and enforcing current regulations. Figure 4.4, shows where crashes within Leon County were most prevalent from 2007-2016.

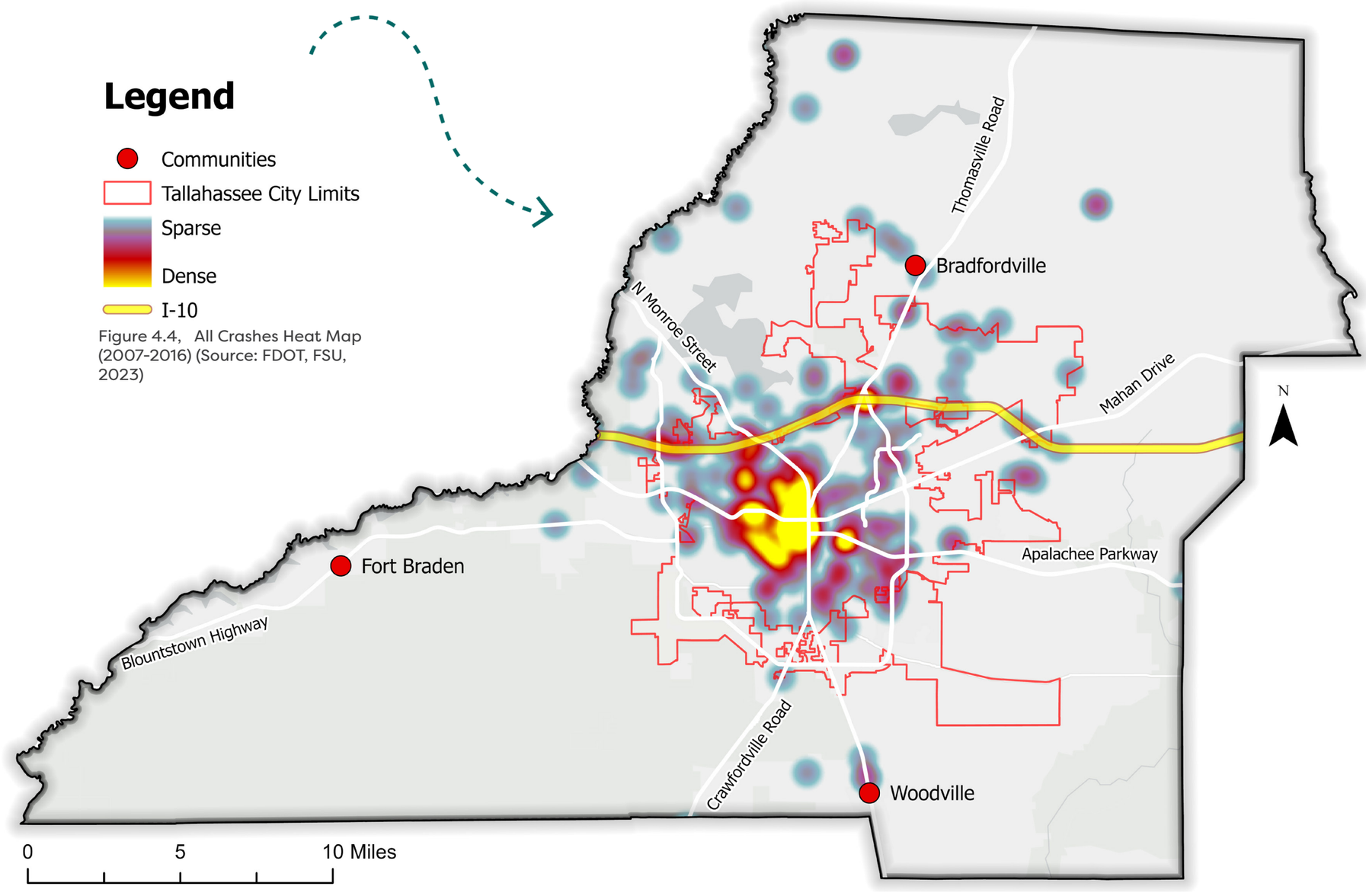


Figure 4.4, All Crashes Heat Map (2007-2016) (Source: FDOT, FSU, 2023)

BICYCLE AND PEDESTRIAN RELATED CRASHES

According to the FLHSMV report, there has been a noteworthy 20 percent increase in bicycle- related crashes from 2020 to 2021 in Leon County, increasing from 55 to 66 (FLHSMV, 2022). In this time, crash fatalities increased from one to two.

As identified in the Florida Crash Dashboard, there were 934 pedestrian-involved crashes in Leon County between January 1, 2018 and December 31, 2022 (FLHSMV, n.d.). The total number of pedestrian-involved crashes has remained constant over time, approximately 187 pedestrian-involved crashes on average during these years (FLHSMV, n.d.). The FLHSMV reports that in 2022, Leon County had 36 fatal crashes. Additionally, pedestrian fatalities made up 36 percent of the total fatal crashes in Tallahassee- Leon County. Figure 4.5 illustrates where there have been the greatest number of bicycle and pedestrian related crashes in Leon County from 2007 to 2016.

Bike crashes are densest around Tennessee Street from the intersection with Thomasville Road to Capital Circle Southwest. This is due to the amount of traffic and density on Tennessee Street and nearby and suggests that extra care be taken to prevent future crashes in this area.

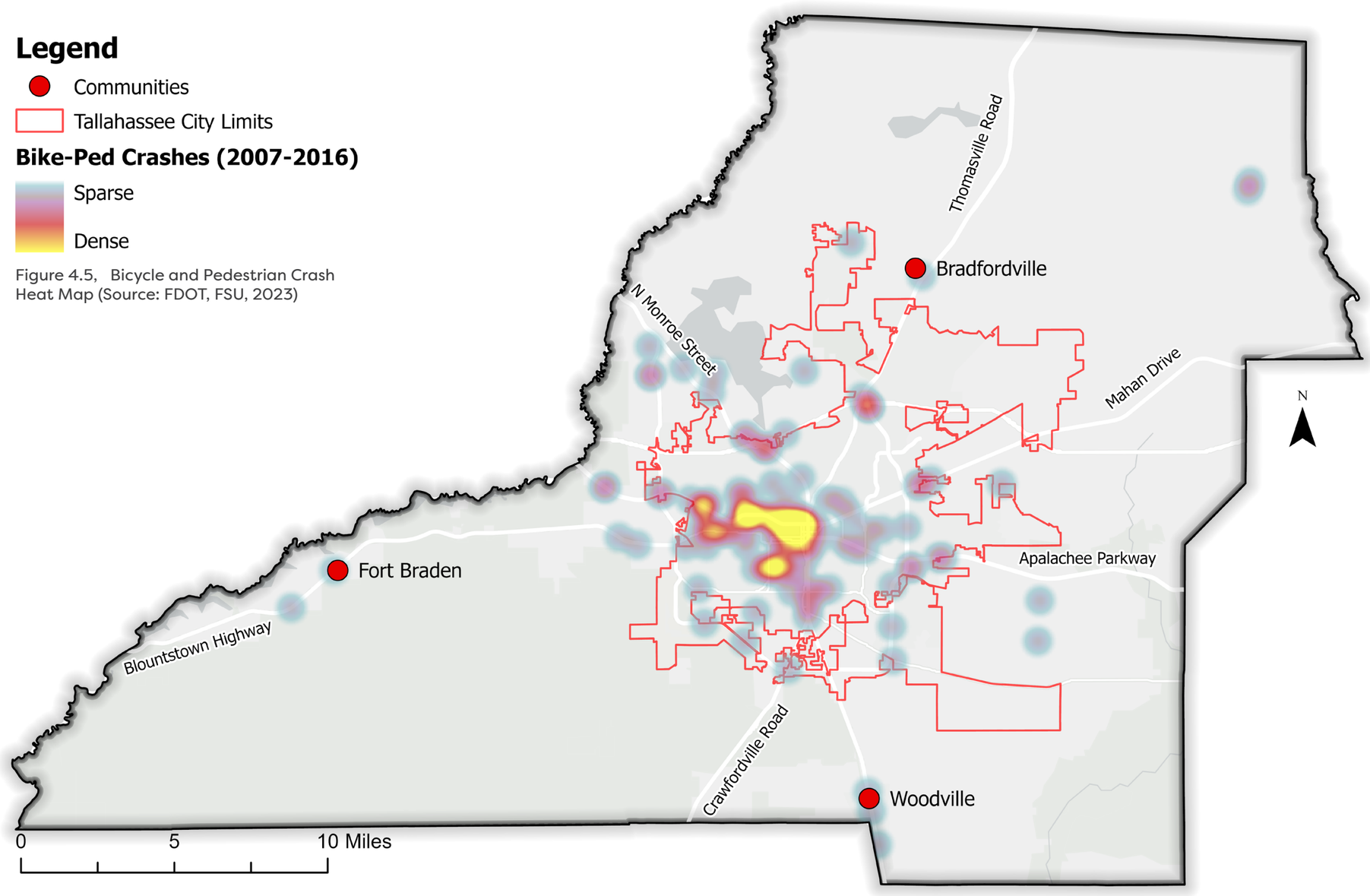


Figure 4.5, Bicycle and Pedestrian Crash Heat Map (Source: FDOT, FSU, 2023)

SAFETY



Photo credit - City of Tallahassee

PLANNED IMPROVEMENTS

Blueprint Intergovernmental Agency Projects are proposed to include the following activities within a "medium" timeframe: providing multimodal enhancements, landscaping, signage and lighting:

- Airport Gateway(numerous locations in SW Tallahassee-Leon County)
- Bike Route System - Downtown-University Protected Bike Lane (numerous locations between FSU, FAMU, and Downtown)
- Bike Route System – Ridge Road: Crawfordville Highway to Springsax Road
- Bike Route System: SW Area Connector (various locations)
- Greenways: Lake Jackson Greenway (various locations)
- Greenways: University Greenway (various locations)
- Magnolia Drive Trail (South Adams Street to Apalachee Parkway
- Northwest Connector Corridor: Tharpe Street (Capital Circle NW to Ocala Road)

Leon County Projects are proposed to include the following activities within a "short to medium" timeframe: providing multimodal enhancements and sidewalks:

- Old Bainbridge Road (I-10 to Laurel Trace Way)
- Old Bainbridge Road (West Georgia Street to West Brevard Street)
- Old Bainbridge Road (West Brevard Street to West 7th Avenue)
- Old St. Augustine Road (Paul Russell Road to Urban Service Area Boundary)
- Tennessee Street (Aenon Church Road to Lukeman Lane)
- Tram Road (Crossing Rocks Road to Capital Circle SE)
- Magnolia Drive Trail (South Adams Street to Apalachee Parkway)
- Northwest Connector Corridor: Tharpe Street (Capital Circle NW to Ocala Street)

City of Tallahassee CIP and PASS Projects are proposed to include the following activities within a "short" timeframe: providing multimodal enhancements:

- Bennett Street (Rollins Street to West 6th Avenue)
- Blountstown Street (West Tharpe Street to West Tennessee Street)
- Dent Street (Dewey Street to Old Bainbridge Road)
- Dun Street (North Woodward Avenue to Old Bainbridge Road)
- Gibbs Drive (Monticello Drive to West 10th Avenue)
- North Ridge Road (Springsax Road to Estates Road)
- Paul Russell Road (Apalachee Parkway to Monda Road)
- Rollins Street (Bennett Street to Old Bainbridge Road)
- West 6th Avenue (Bennett Street to North Monroe Street)

University's Projects are proposed to include the following activities within a "medium" timeframe: providing multimodal enhancements:

- Copeland Street (West Pensacola Street to West Call Street)
- Wahnish Way (Osceola Street to Robert and Trudie Perkins Way)

For further information on these and other items located in the SS4A 2023 Report, please go to crtpa.org.

FUTURE CONDITIONS

Major interstate highways and U.S. highways tend to experience the highest traffic density, as do roads located in Tallahassee proper. As per the Capital Region Transportation Planning Agency (CRTPA), many of these roads have remained consistently congested since 2020. Several road segments exhibit a high volume-to-capacity ratio, denoting the number of vehicles that use the road in comparison to the designed capacity (Capital Region Transportation Planning Agency, 2020). A substantial portion of the City of Tallahassee, and even some segments in Leon County more generally, score highly. A variety of factors impacted traffic and congestion in Tallahassee between 2015 and 2021, most notably rapid growth and the COVID-19 pandemic. A recent initiative aimed at mitigating traffic congestion includes infrastructure improvements that were identified under the Moving Florida Forward Infrastructure Initiative. The initiative allocates $90 million towards improvements for State Road 263, stretching from State Road 61 to County Road 2203. This includes widening the existing roadway, adding lighting, constructing stormwater management facilities, and implementing intersection improvements (Florida Department of Transportation, 2023).

The Department works with the local governments and establishes appropriate levels of service targets for its state facilities. The automobile mode level of service targets for the State Highway System during peak travel hours are "D" in urbanized areas and "C" outside urbanized areas. The targets are for all users, for context, roadway function, network design, and user safety.

The maximum number of vehicles that can pass through a point or a section of the road in one hour, considering the road, traffic, and control conditions is known as the level of service (LOS). Each road infrastructure has five levels of traffic service rates, ranging from A to E and is set for the peak during rush hour in the late afternoon/evening. Level F is not used because it is considered unstable as well as an infeasible standard. Table 9.2 in Appendix B shows the current and projected LOS for state facilities in tabular form.

FDOT has Annual Average Daily Trips (AADT) for the state highway system (SHS) roads on their website; however, Level of Service (LOS) has not been calculated or provided for every segment of roadways within Tallahassee or Leon County. The TLCGIS website provides LOS data for intersections that provide the following layers: Cameras, LOS Maintenance, Street Congestion, Traffic Signals, and Vehicle Crash Ratios. The following segments have the highest volumes of Annual Average Daily Trips (AADT) roadways in Leon County/Tallahassee. While I-10 and Northeast Tallahassee have the highest traffic volumes, FDOT references the AADT on the SHS link Florida Traffic Online.

- I-10: From US27 to Thomasville Road, AADT: **70,094**
- I-10: From Capital Circle Northwest to US 27, AADT: **60,500**
- Capital Circle Northeast: From Centerville Road to Raymond Diehl, AADT:57,000
- Thomasville Road: From Timberlane Road to Killarney Way, AADT: **55,500**
- Thomasville Road: From Killarney Way to Kerry Forest Parkway, AADT: **54,500**
- Capital Circle Northeast: From Miccosukee Road to Centerville Road, AADT: **50,000**

In addition, the City of Tallahassee's GIS Department, or TLCGIS, provides the Level Of Service for intersections that are measured as the worst performing/highest delay intersections in Leon County. Red representing failure ("F") with the highest Volume-to-Capacity (V/C) Ratio:

- Capital Circle NE and Park Avenue: V/C PM Peak = 1.86
- Capital Circle Northeast and Mahan Drive: V/C PM Peak = 1.37
- Apalachee Parkway and Blairstone Road: V/C Mid Peak = 1.2

These failing intersections would require a significant investment to address the delay such as urban interchange design, displaced lefts, Diverging Diamond Interchange (DDI), etc. or other major intersection redesign. Studies could be initiated to identify potential project solutions.

Functional classification is the process of grouping roads according to their service and connectivity. It is used for planning, budgeting, programming, and fiscal management.

The Regional Mobility Plan is a long-range plan with a minimum 20-year plan horizon. The plan must be reviewed and updated every five years. In addition, the plan must be fiscally constrained, meaning that CRTPA cannot plan to spend more money than the MPO can expect to receive for project implementation through the year 2045. A further consideration is that the eligibility of projects to receive federal funding is dependent on their inclusion in the RMP.

The Tallahassee-Leon County Planning Department has identified areas for placemaking initiatives. These areas include Frenchtown, Miccosukee, Huntington, Market District, Midtown, and Monroe Adams Corridor. These areas are consistent with quality growth scenarios. The CRTPA's Connection 2045 RMP includes several quality growth areas. The areas are consistent with quality growth scenarios identified with local placemaking efforts.

The southwest area of Tallahassee is undergoing planning efforts to improve transportation and development potential. New developments and roadway improvements are expected between the airport and FSU/FAMU campus areas. The Eastern Tallahassee Corridor along US 90 (Mahan Drive) is also undergoing improvements, serving as a direct route between Tallahassee and Monticello, with roadway widening, aesthetic improvements, and access management improvements to the area.

The Needs Plan is a comprehensive list of projects that will be further assessed to determine the most feasible ones in terms of cost. The Cost Feasible Plan is a list of financially viable projects that have been prioritized based on their regional importance when compared to others. The Unfunded Plan consists of the remaining projects that have been identified in the region which were found to be less important during the RMP analysis.

FUNCTIONAL CLASSIFICATION

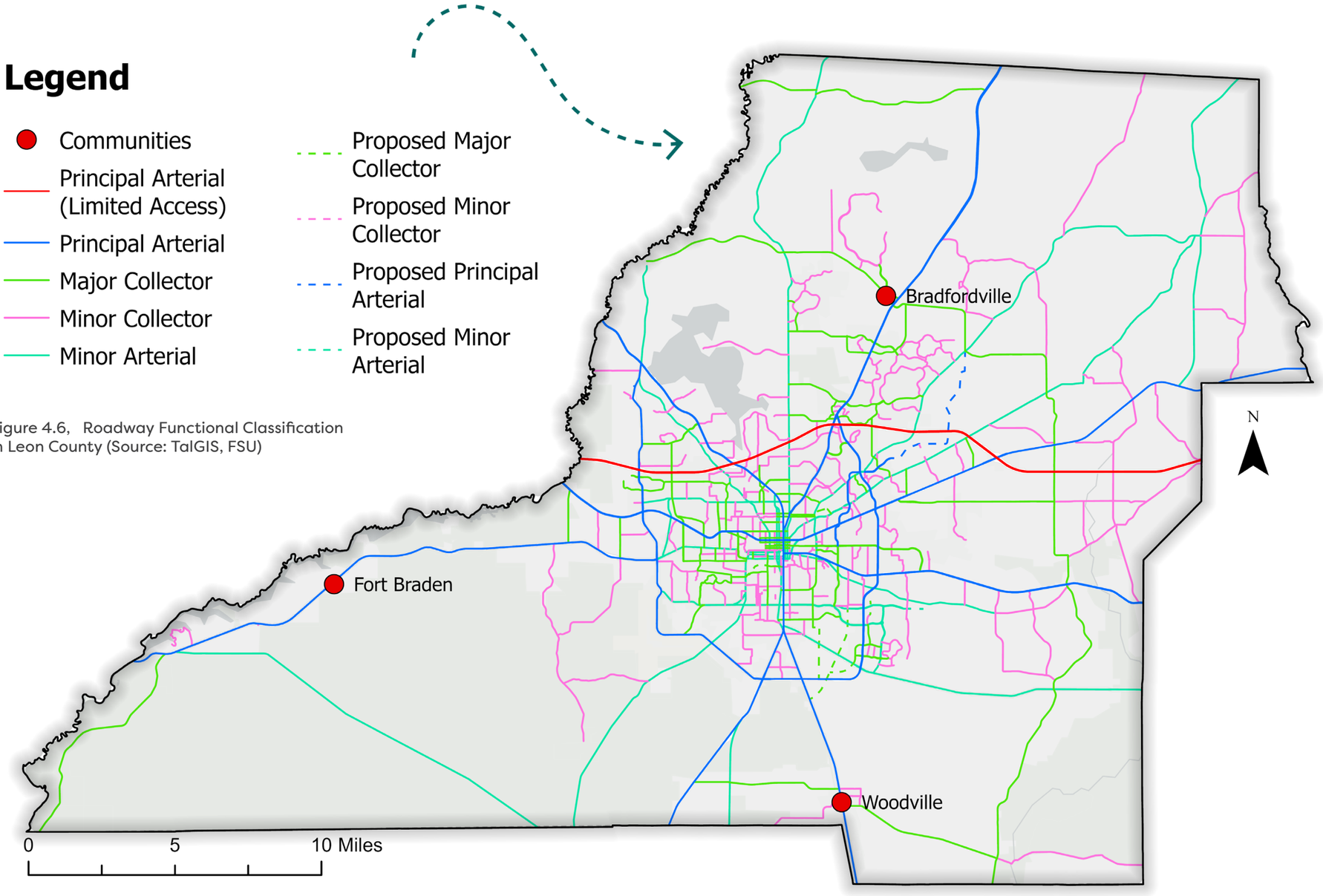


Figure 4.6, Roadway Functional Classification in Leon County (Source: TalGIS, FSU)

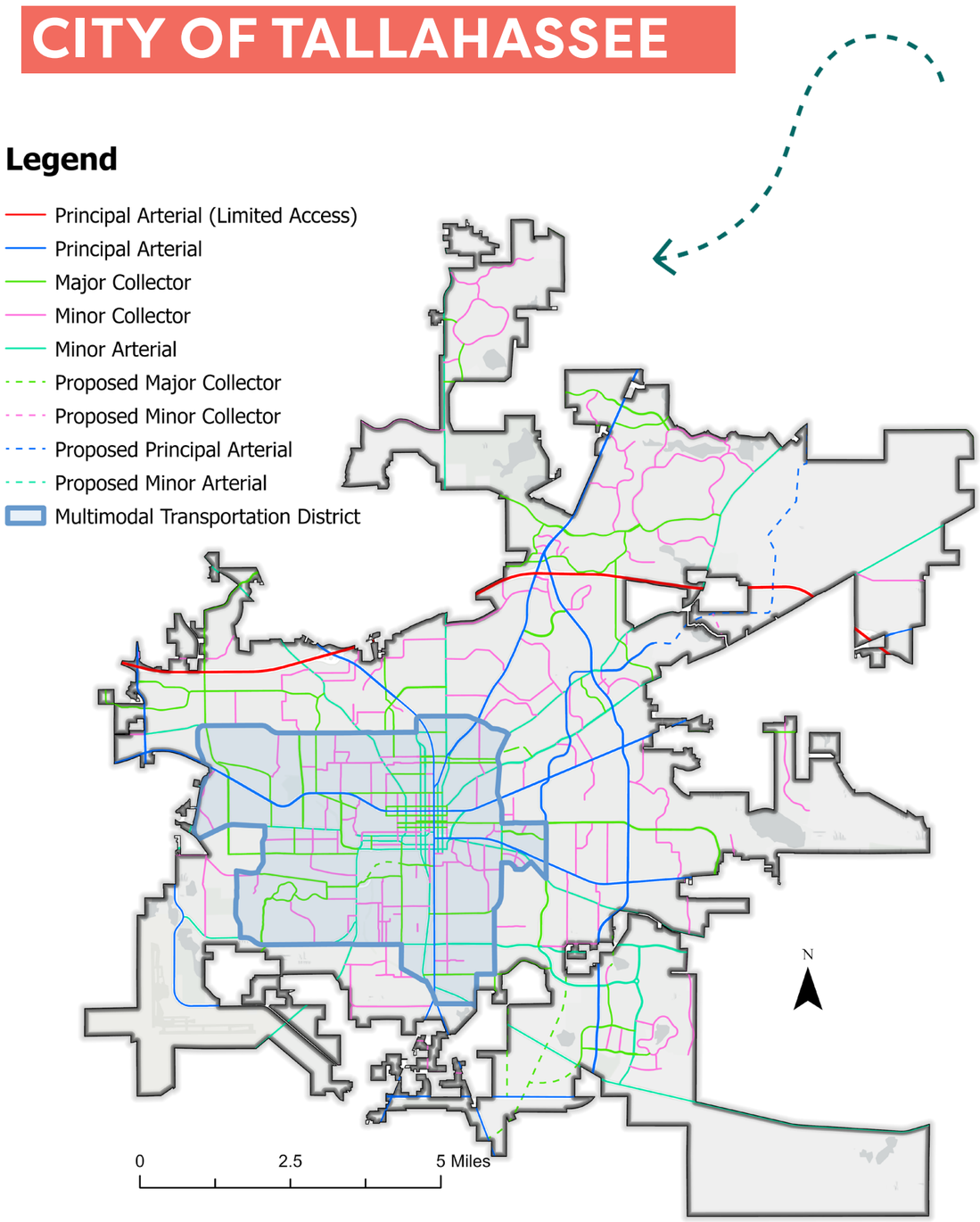


Figure 4.7, Roadway Functional Classification in City of Tallahassee (Source: TalGIS, FSU)

THE ALTERNATIVE MOBILITY SYSTEMS STUDY

The City of Tallahassee and Leon County have jointly funded an Alternative Mobility Funding Systems Study (AMFSS) to review and recommend potential mobility funding systems. The ultimate goal of the study is to identify recommendations and establish a legal basis for a continuous funding source to develop and maintain a multimodal transportation system that services the present and future residents of the City of Tallahassee and Leon County. The AMFSS study Phase I, which has been completed, included an analysis of the existing transportation concurrency system and evaluation of plans, programs, policies, land use patterns, travel characteristics, and infrastructure. The AMFSS is currently in Phase II.

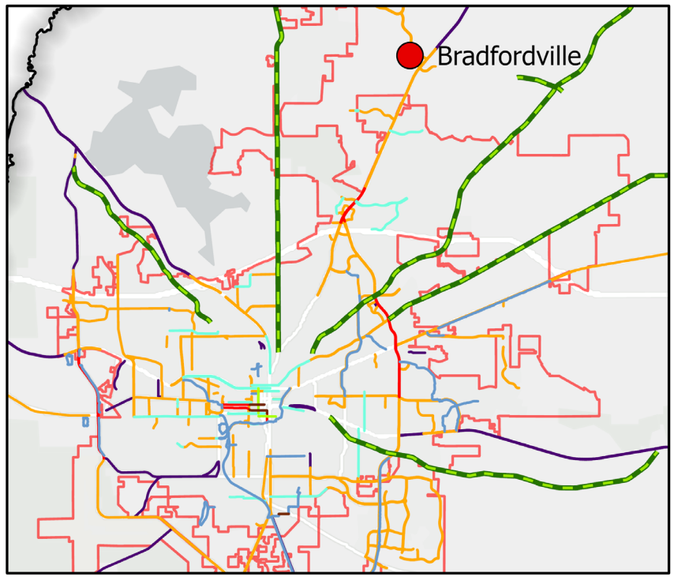
Phase II aims to fulfill specific requirements outlined in the Florida Impact Fee Act. These requirements include ensuring that the impact fee calculation uses recent and localized data and is connected to the need for additional facilities. The study will also evaluate the possibility of transitioning from a concurrency model to a mobility fee model to finance the transportation system.

Phase II will develop a Multimodal Transportation Plan for Tallahassee and Leon County, determining the necessary steps for future implementation of a Tiered Fee System. The AMFSS Phase IIA identifies priority multimodal transportation projects for the next 20 years and establishes a Tiered Fee System. The plan provided information on the funded improvements map, funded improvements needs, and unfunded improvements map. This categorization helped in understanding the state of funded and unfunded projects, and where the gaps in multimodal transportation might lie. Based on these lists of projects, an analysis was undertaken to identify gaps where corridors or intersections currently lack existing multimodal facilities and were not identified for a planned project. Following this gap analysis, an additional analysis was undertaken to identify all gaps on arterial and collector corridors that fall into the Level of Traffic Stress, or LTS, categories 3 and 4. Level of Traffic Stress classifies roads based on discomfort and stress that cyclists experience on different streets. Level of Traffic Stress was originally mapped for the City of Tallahassee and Leon County as part of the 2019 Bicycle and Pedestrian Master Plan. Projects from the Bicycle and Pedestrian Master Plan and transit improvements to StarMetro are included, as well as other projects already in the City, County, and state budgets. The CRTPA has produced an Annual Project Priority List that includes:

- REGIONAL MOBILITY PLAN ROADWAYS PROJECT PRIORITY LIST
- BICYCLE AND PEDESTRIAN PROJECT PRIORITY LIST
- REGIONAL TRAILS PROJECT PRIORITY LIST
- INTELLIGENT TRANSPORTATION SYSTEMS (ITS) PROJECT PRIORITY LIST
- TALLAHASSEE INTERNATIONAL AIRPORT PROJECT PRIORITY LIST
- STARMETRO PROJECT PRIORITY LIST
- URBAN ATTRIBUTABLE ALLOCATIONS PROJECT PRIORITY LIST



BIKE & PEDESTRIAN FACILITIES



Legend

- Communities
- Designated Canopy Roads
- Protected Bike Lanes
- Bike Boulevard
- Bike Trails
- Sharrow
- On Street Bike Lanes Buffered
- On Street Bike Lanes
- Paved Shoulders
- Tallahassee City Limits

Figure 4.8, Bicycle and Pedestrian Facilities (Source: TalGIS, FSU, 2023)

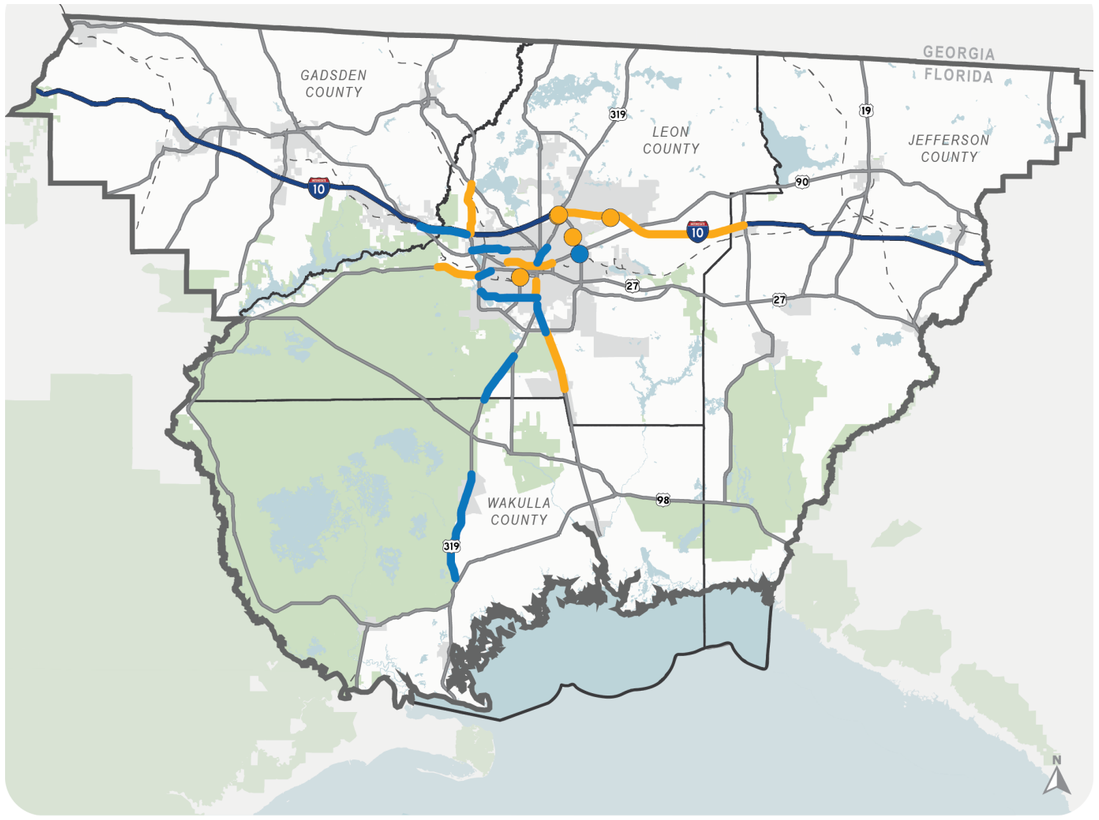


Figure 4.9, Roadway Needs Map (Source: CRTPA Regional Mobility Plan)

Legend

- Unfunded Intersection Recommendation
- Cost Feasible Plan Intersection Recommendation
- Cost Feasible Plan Roadway Recommendation
- Unfunded Roadway Recommendation
- Railroad
- Bodies of Water
- Municipal Boundaries
- County Boundary
- CRTPA Boundary

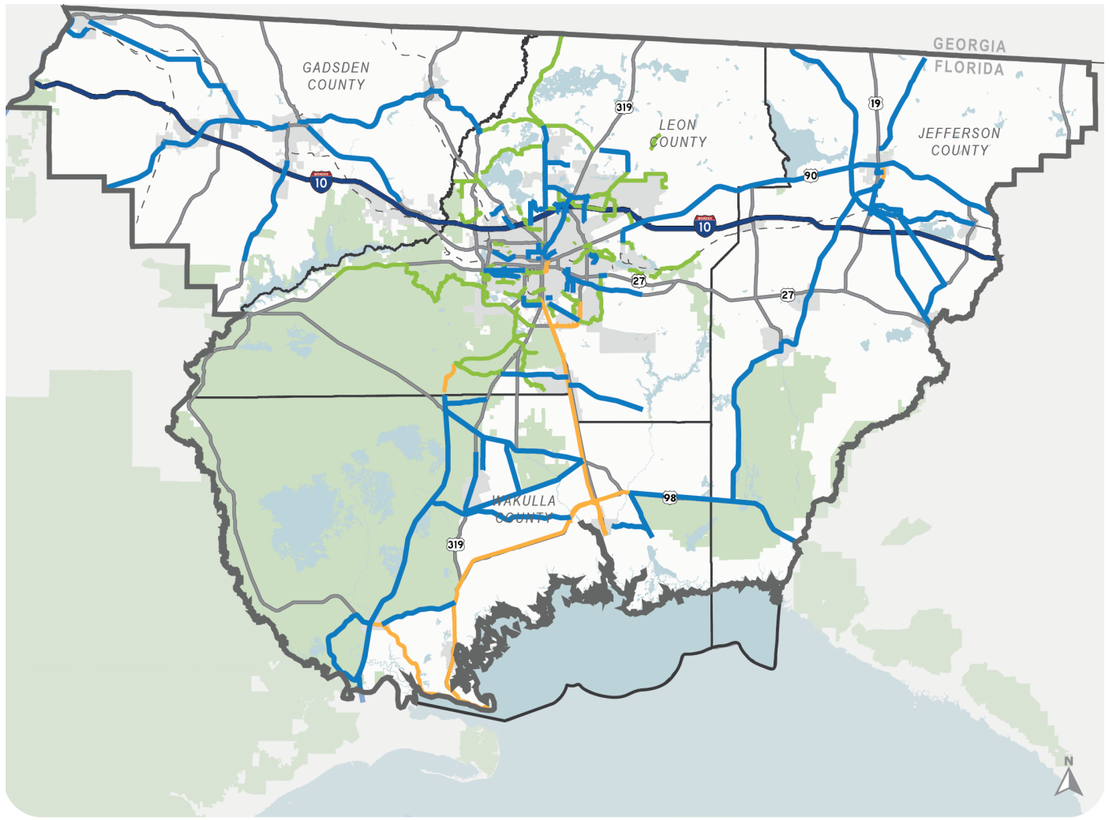


Figure 4.10, Bicycle and Pedestrian Needs Map (Source: CRTPA Regional Mobility Plan)

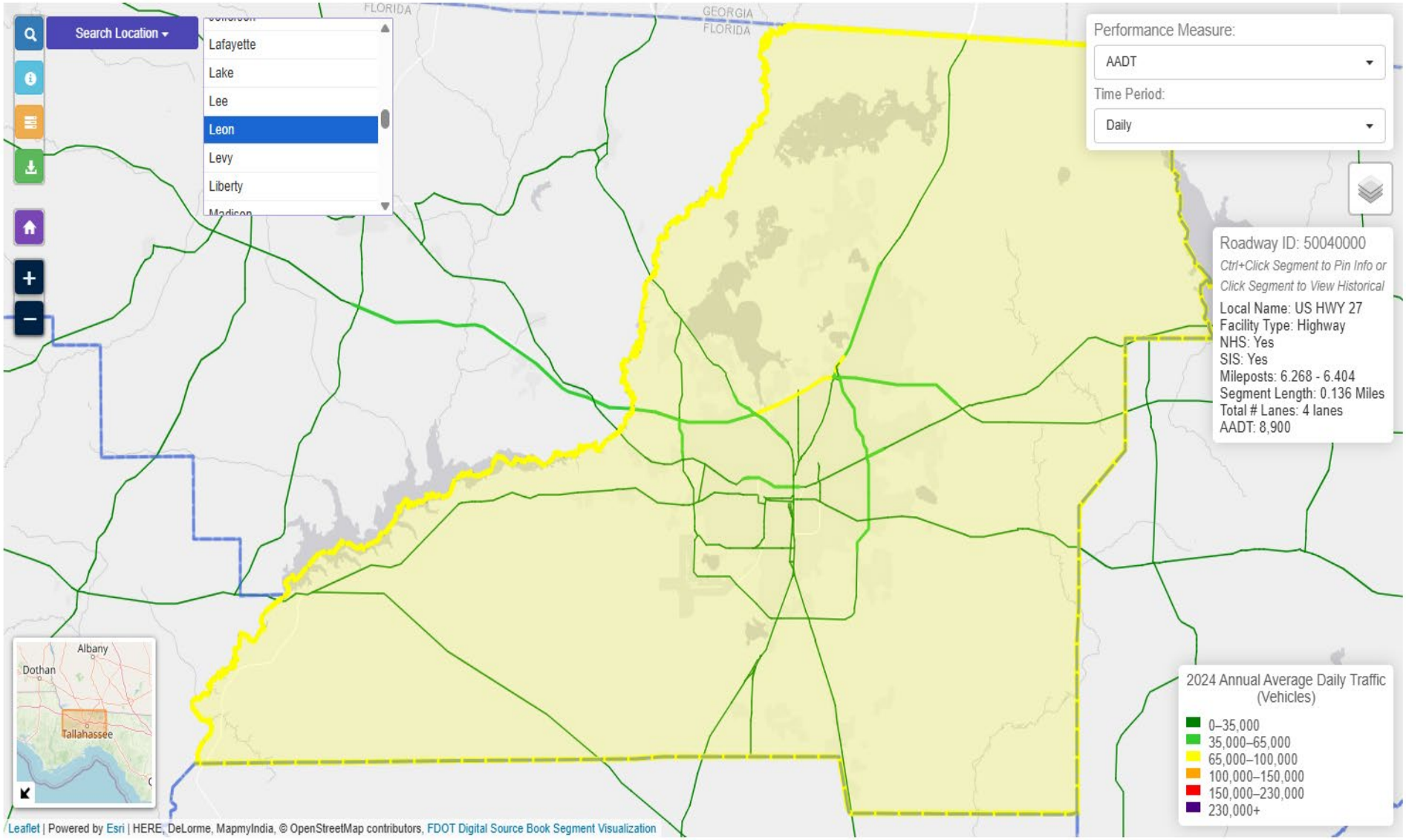
Legend

- Bike-Ped RMP Projects
- TLC Greenways Master Plan Projects
- Existing Trails
- Railroad
- Bodies of Water
- Municipal Boundaries
- County Boundary
- CRTPA Boundary

ROADWAYS NEEDS

BIKE PEDESTRIAN

FDOT Data Sourcebook: https://fdotsourcebook.com/performance-measures/segment-level-visualization



connections

regional mobility plan 2045

NOVEMBER 2020

Capital Region Transportation Planning Agency













State of the Region

Chapter 2

"This chapter provides a foundation for understanding the region's economy, its people, and infrastructure."

connections regional mobility plan 2045

State of the Region

The State of the Region chapter highlights and assesses demographic, economic, and transportation elements in the study area. The report also includes a review of previous plans, policies, and regulations that are related to the future growth and transportation of communities in the region. The existing conditions highlighted in this chapter inform the creation of regional transportation strategies as for the *RMP*.

The CRTPA study area is located directly south of the southwest Georgia border, east of Panama City Beach, and west of Jacksonville. The study area is approximately 2,388 square miles and incorporates all of Gadsden, Jefferson, Leon, and Wakulla Counties in the Florida Panhandle. It contains 10 municipalities and is home to more than 382,000 people.

People

Population Growth

With an increase of over 21,000 people between 2010 and 2019, the Capital Region grew approximately 6% during that time period. While less than the state's growth rate of 12% during that time period, this increase in population has affected the regional transportation network. This growth was not evenly distributed across the study area, with Leon and Wakulla Counties experiencing at least a 7% population increase from 2010 to 2019. Jefferson and Gadsden Counties saw their populations decline. Leon County added the most people overall, with an increase of over 19,000 people (a 7% increase). The 2019 population by county within the CRTPA region is shown in Figure 2-2.

Figure 2-2: CRTPA Population by County (2019)

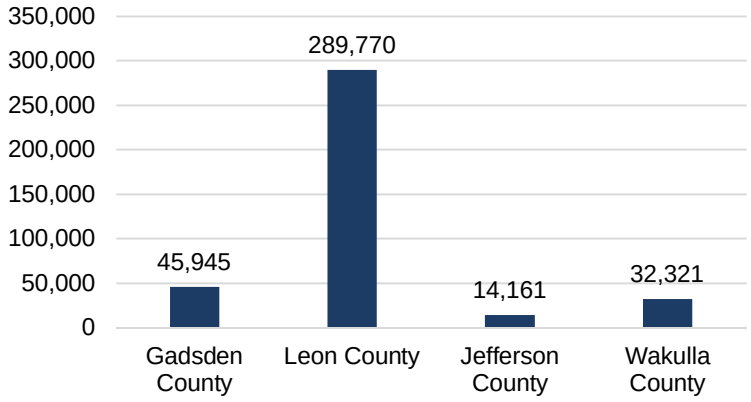


Figure 2-1: Population Information

382,197
2019 Population

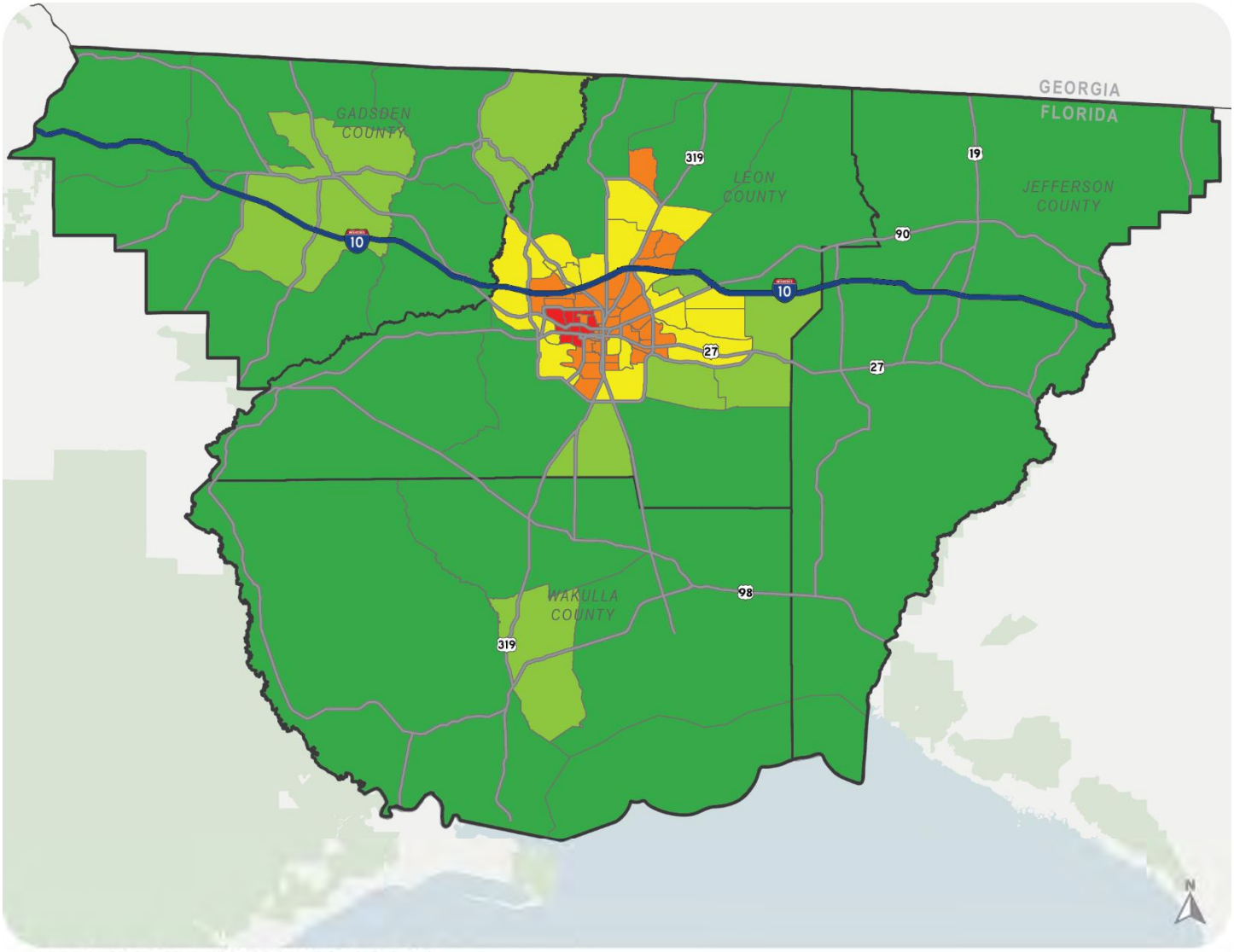
1.8%
of the state of Florida's population

360,391
2010 Population

Population Density

Population density varies throughout the study area, with the highest concentrations around Tallahassee and much lower densities in the outlying counties. It should be noted that Gadsden, Jefferson, and Wakulla Counties have very large census tract areas. Because of this, the population density is less granular than that in Leon County. Based on population growth and area trends, the densest areas of the region are in and around Tallahassee, where the built environment takes on a more urban development pattern. Rural, undeveloped areas around the edges of the study area are predictably those that are unincorporated and lack most urban services. The CRTPA region's population density as of 2017 is shown in Figure 2-3.

Figure 2-3: Population Density



Source: American Community Survey 5-Year Estimates, 2017

Legend

- Less than 100 persons/sq. mile
- 100 to 400 persons/sq. mile
- 400 to 1,600 persons/sq. mile
- 1,600 to 6,400 persons/sq. mile
- Greater than 6,400 persons/sq. mile
- County Boundary

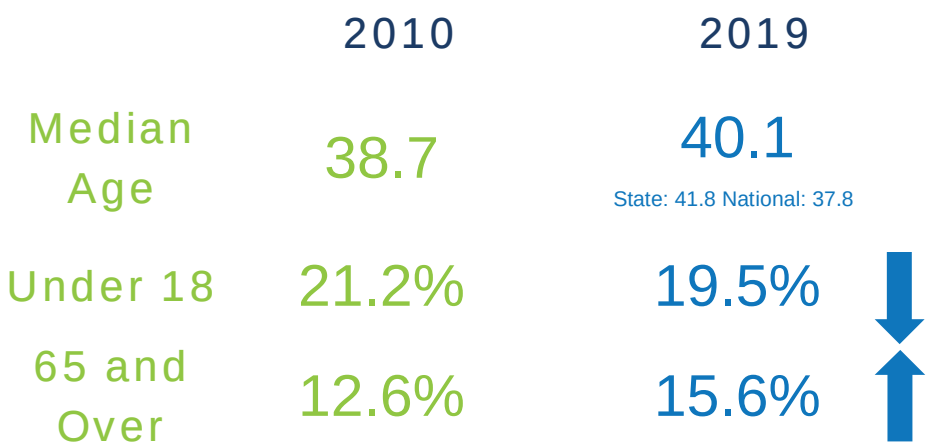
Note: Map generated October 2019

Demographic Trends

Aging Population

Reflecting state and national trends, the CRTPA community is aging. The study area's median age has increased from 38.7 years in 2010 to 40.7 years in 2017, reflecting an increased proportion of the population that is now retirement age or older. While the study area's population distribution is largely in balance with Florida and the United States as a whole, aging communities present significant mobility challenges in comparison with younger populations. Nearly 75% of older persons across the nation live in areas that require a high level of vehicular dependency, requiring the transportation system to be responsive to the needs of older residents particularly if residents choose to age in place. Maintaining the flexibility and foresight to accommodate a variety of lifestyles and ensuring that viable multimodal options exist for residents will be extremely important for the future health of the region.

Figure 2-4: 2010 vs. 2019 Age Trends



Source: American Community Survey 5-Year Estimates (2010, 2019)

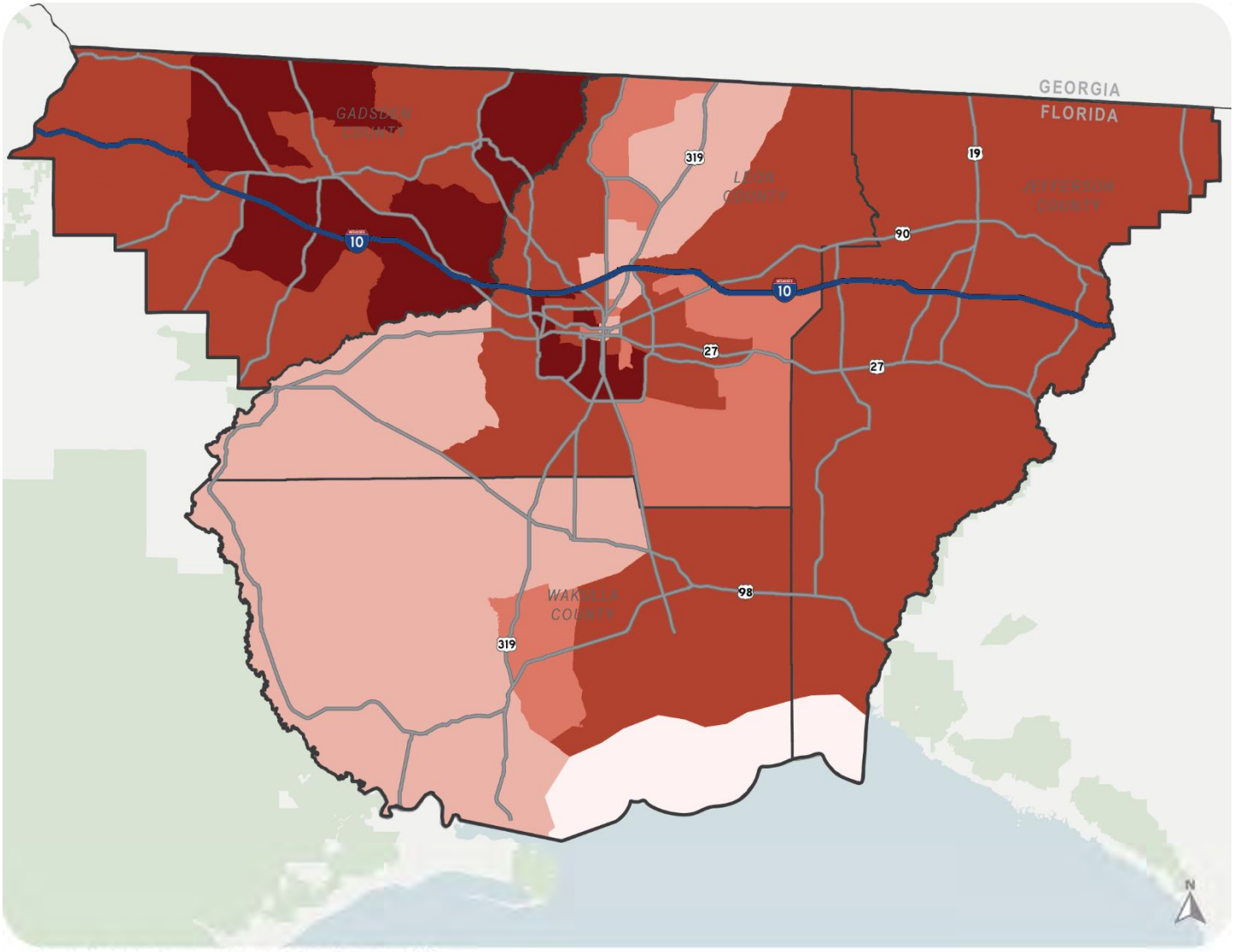
Minority Population

On average, 37.6% of the population within the CRTPA region identifies as a race other than white alone, with Gadsden County having the highest minority population. Figure 2-5 shows the percent minority population within the CRTPA region as of 2017. Gadsden County additionally has the highest concentration of people who identify as Hispanic/Latino. Areas around Greensboro and Gretna have the highest percentages with more than 50% of the population being Hispanic/Latino. Approximately 16.7% of the population within the CRTPA region was born outside of the United States, following both a state and national trend. The most common countries of origin are Cuba, Haiti, and Mexico. Figure 2-6 shows the percent Hispanic/Latino population within the CRTPA region as of 2017.

Community Resources

The CRTPA study area is adjacent to multiple national wildlife refuges and national forests. Connections to and from these locations are essential as they serve as focal points for recreational activities. Community resources (e.g., hospitals, schools, fire stations, etc.) often serve a different type of trip purpose but require special attention in terms of transportation. For example, approximately 20% of CRTPA's population are school-aged children and teenagers. Taking a look at how students travel to and from school can offer insight into whether safe routes exist for students to walk or bike. Having continued access to community facilities plays a vital role in maintaining and improving the quality of life for the residents. Figure 2-7 displays the community resources existing within the region.

Figure 2-5: Percent Minority Population



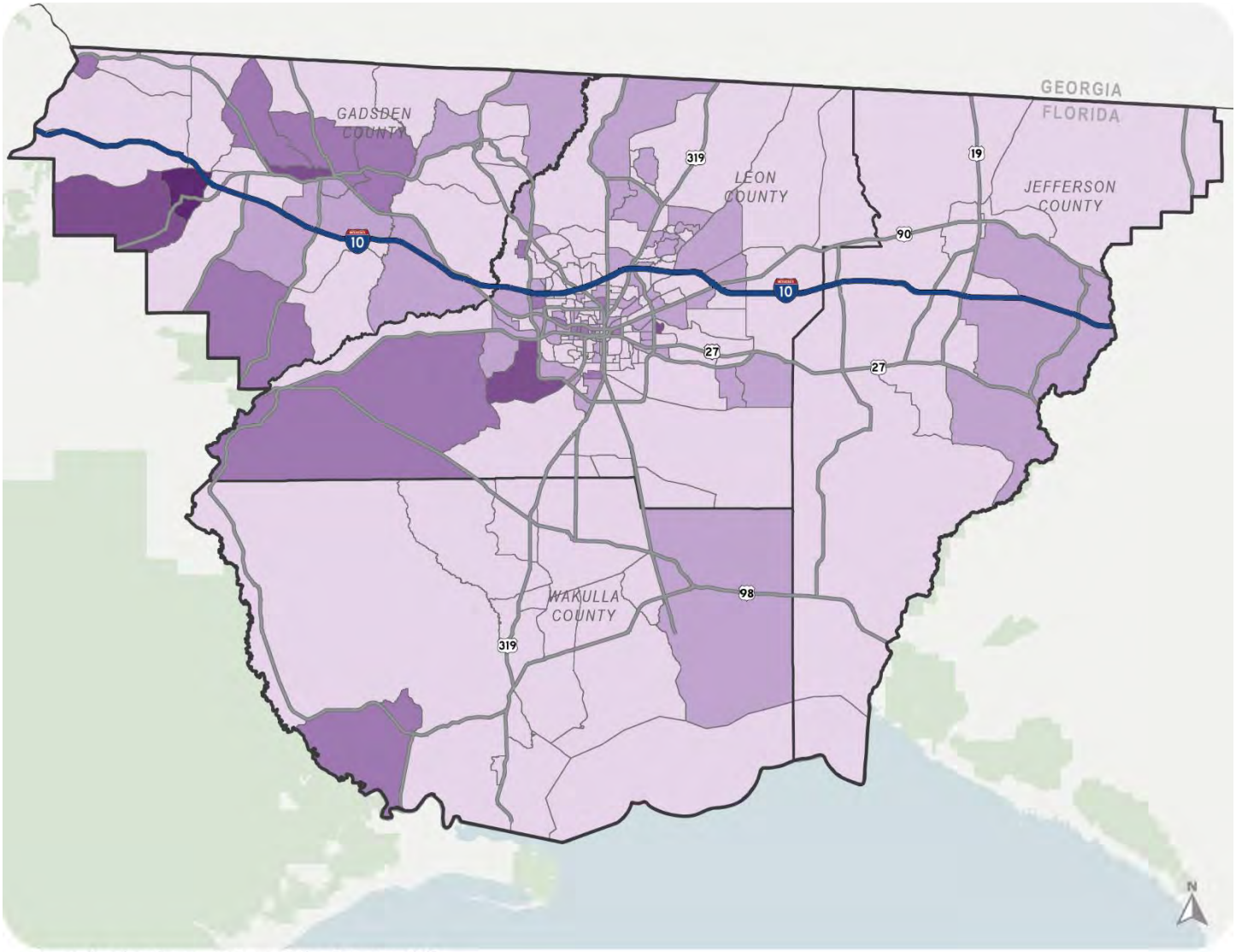
Source: American Community Survey 5-Year Estimates, 2017

Legend

- Less than 5%
- 5% to 14.9%
- 15% to 24.9%
- 25% to 50%
- More than 50%
- County Boundary

Note: Map generated October 2019

Figure 2-6: Percent Hispanic/Latino Population



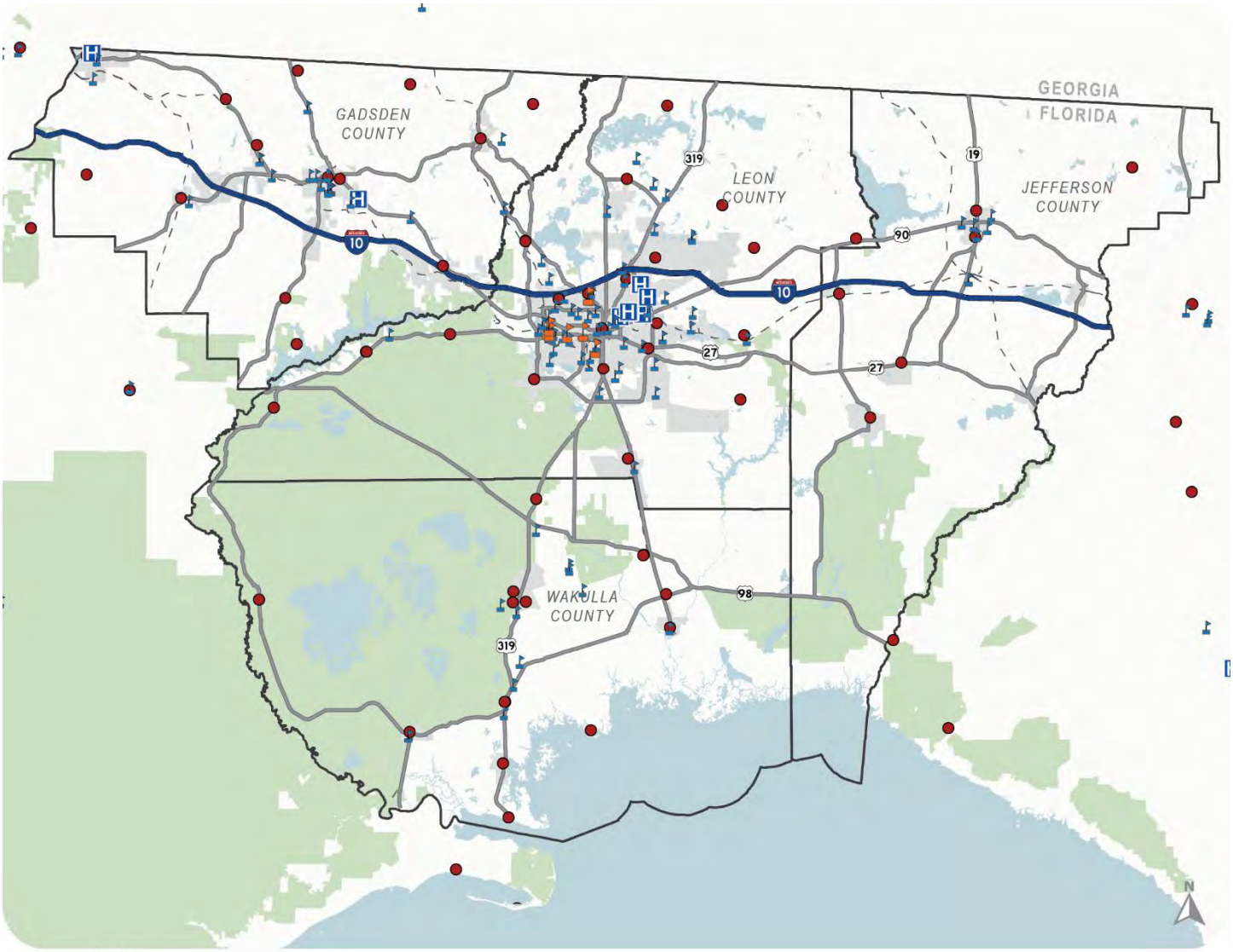
Source: American Community Survey 5-Year Estimates, 2017

Legend

- Less than 5%
- 5% to 14.9%
- 15% to 24.9%
- 25% to 50%
- More than 50%
- County Boundary

Note: Map generated October 2019

Figure 2-7: Community Resources



Source: FDOT

Legend

- Schools
- Colleges and Universities
- Hospitals
- Fire Stations
- Parks and Open Space
- Bodies of Water
- Municipal Boundaries
- County Boundary
- CRTPA Boundary

Prosperity

Employment Trends

Over the past several years, Leon, Wakulla, and Jefferson Counties have seen a 2% increase in job growth, while Gadsden County has seen a slight decrease. The region as a whole employs over 182,000 people. The top employers in the region are predominately composed of government, education, and health sectors. The State of Florida and Florida State University are the largest employers in the region, followed by Florida A&M University and the numerous medical facilities in the area. Table 1-1 provides an overview of the major employers in the Capital Region.

Table 1-1: Major Employers in the CRTPA Region

Employer
State of Florida
Florida State University
Florida A&M University
Capital Regional Medical Center
Coastal Plywood Company
Correction Department, Chattahoochee
Florida State Hospital

Education

Eighty-five percent of residents in the Capital Region have attained a high school diploma or higher, 2% lower than the state and national averages. Twenty-seven percent of residents have a bachelor's degree or higher, which is on par with the state average.

K-12 Education

There are over one hundred schools within the CRTPA region ranging from preschool to high school, and special academies to private institutions. With regard to public school, each county operates its own school system and together the four counties educate over 43,000 students. Adult education and home schooling is offered, as well as schools that specialize in particular subjects such as art or math.

Post-Secondary Education

There are six post-secondary institutions in the Capital Region: Florida State University, Florida A&M University, Flagler College (Tallahassee Campus), Keiser University, Lively Technical College, and Tallahassee Community College. Combined, close to 100,000 students are educated in a variety of fields. Both Florida State University and Florida A&M University are large employers in the region and contribute greatly to the economic vitality of the area.

Health

The Capital Region has two main hospitals, Tallahassee Memorial Hospital and Capital Regional Medical Center, both of which are located in Tallahassee. Both hospitals boast a wide variety of services ranging in everything from cancer care, cardiac rehabilitation, mental health, and robotic surgery. Additionally, Tallahassee Memorial Hospital, in partnership with Florida State University's College of Music, offers one of the most comprehensive and nationally recognized training programs for music therapy. The region as a whole has a high density of mental health and psychiatric clinics, the two most prominent being Florida State Hospital and Apalachee Center.

On average, 89% of the region has health care coverage, with Leon County having the highest percentage with 92.5% of the population having health care. When looking at health risks, Gadsden County has the highest prevalence of diabetes in the state, Leon County is the most at-risk county in the state for sexually transmitted diseases, and Jefferson County is the second most at risk county in the state for violent crimes.

Income and Housing

The poverty levels on average in the region are slightly higher than the Florida average, as shown in Figure 2-8. Generally, Gadsden County has the highest percentage of residents below the poverty line, while Wakulla County has the lowest. As shown in Figure 2-9, the median household income in the Capital Region is $49,234, while slightly lower than both the state and national average, the region overall has a moderate income level. Wakulla County has the highest median income with $57,866, followed by Leon County with $51,642.

Generally, a significant percentage of homes in the CRTPA region are rented. Wakulla County has the highest home ownership percentage at 80.4%, which is higher than both the state and national averages. Leon County has the lowest rate of home ownership, likely in part due to the number of university students in the area.

Figure 2-8: Percent Below Poverty Line

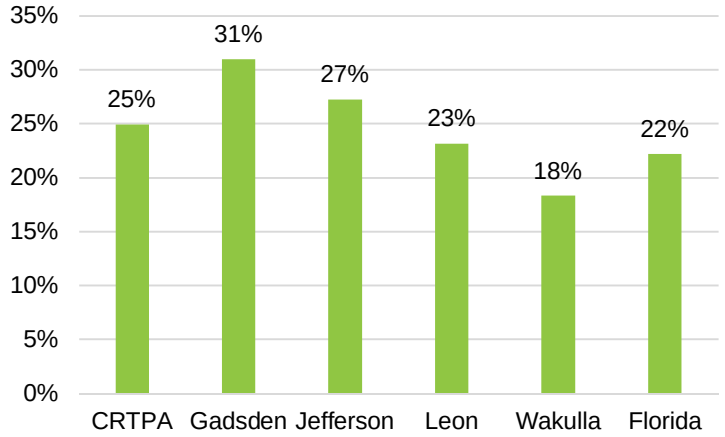
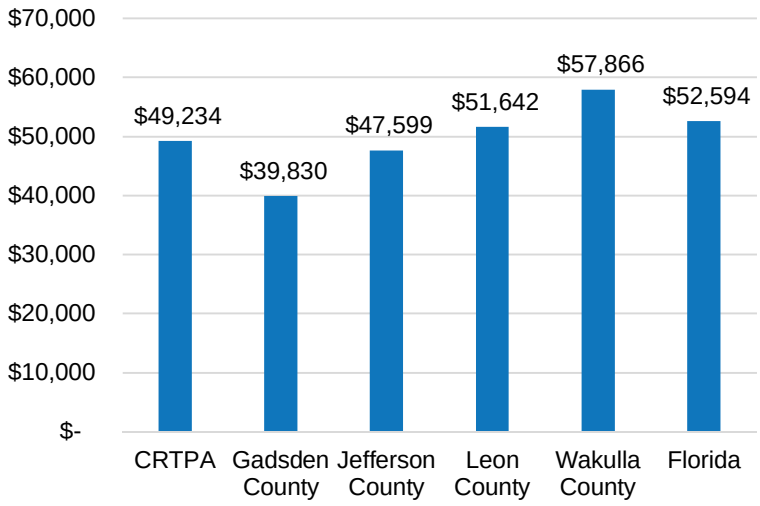


Figure 2-9: Median Household Income



Mobility

Commuting Patterns

The Interstate 10 (I-10) corridor runs through three of the four Capital region counties, which connects the area with the western half of the panhandle and Mobile, Alabama, as well as the northern part of the state to Jacksonville in the west. I-10 is a key corridor not only within the region but also the state, as it provides connection to multiple ports, acts as an emergency evacuation route, and provides a true east/west connection across the northern part of the state. Other essential corridors in the region are US 319, US 27, and US 90, which connect surrounding cities to Tallahassee.

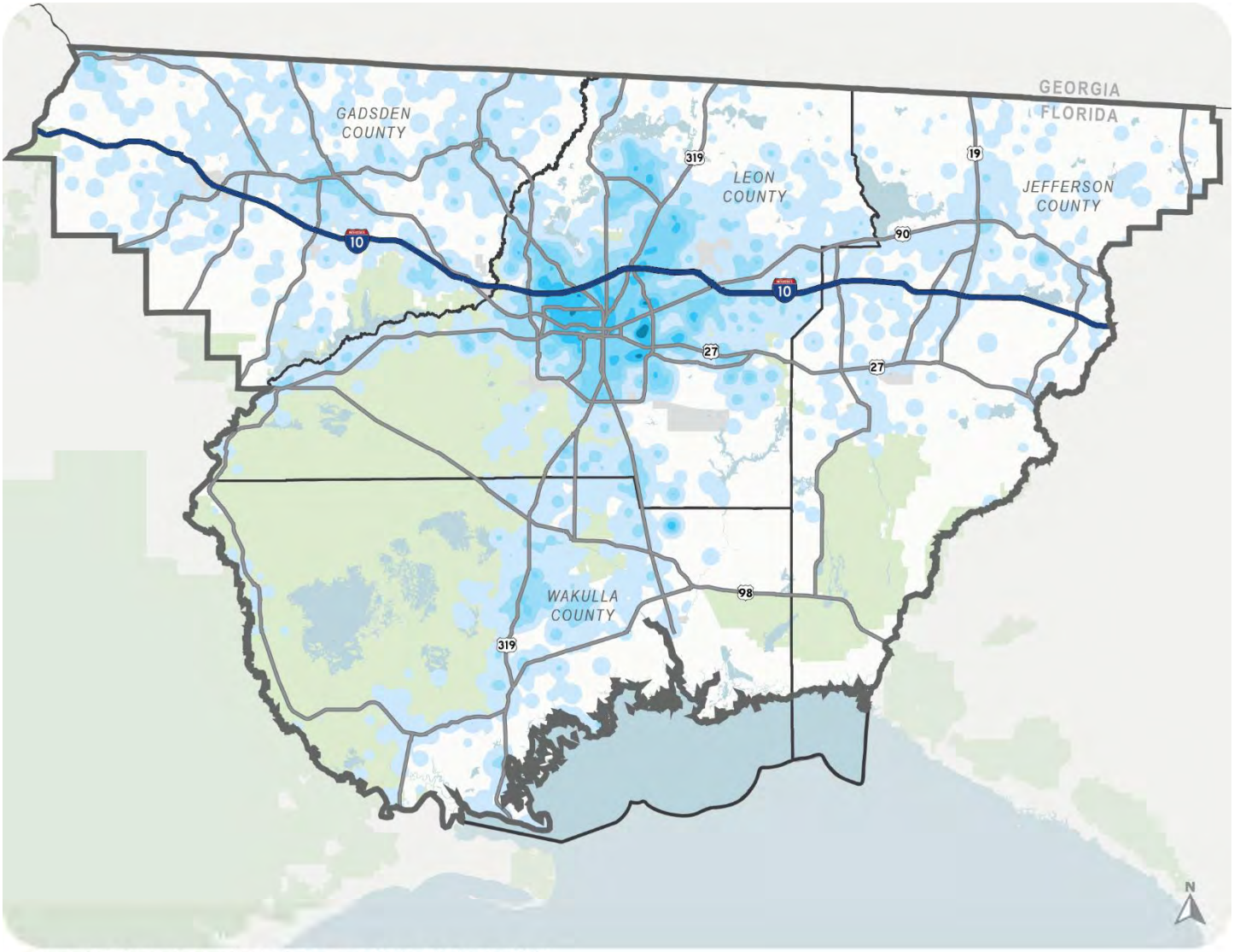
Travel Patterns

As of 2017, 52,945 people commute into the region for work, but live outside of the CRTPA boundary; 126,667 live and work within the CRTPA boundary; and 29,929 live within the CRTPA boundary but commute outside of the area for work. Figure 2-11 shows a regional outlook of where workers in the CRTPA area live, and Figure 2-12 depicts where CRTPA residents work.

Figure 2-10: Commute Flow



Figure 2-11: Where CRTPA Workers Live



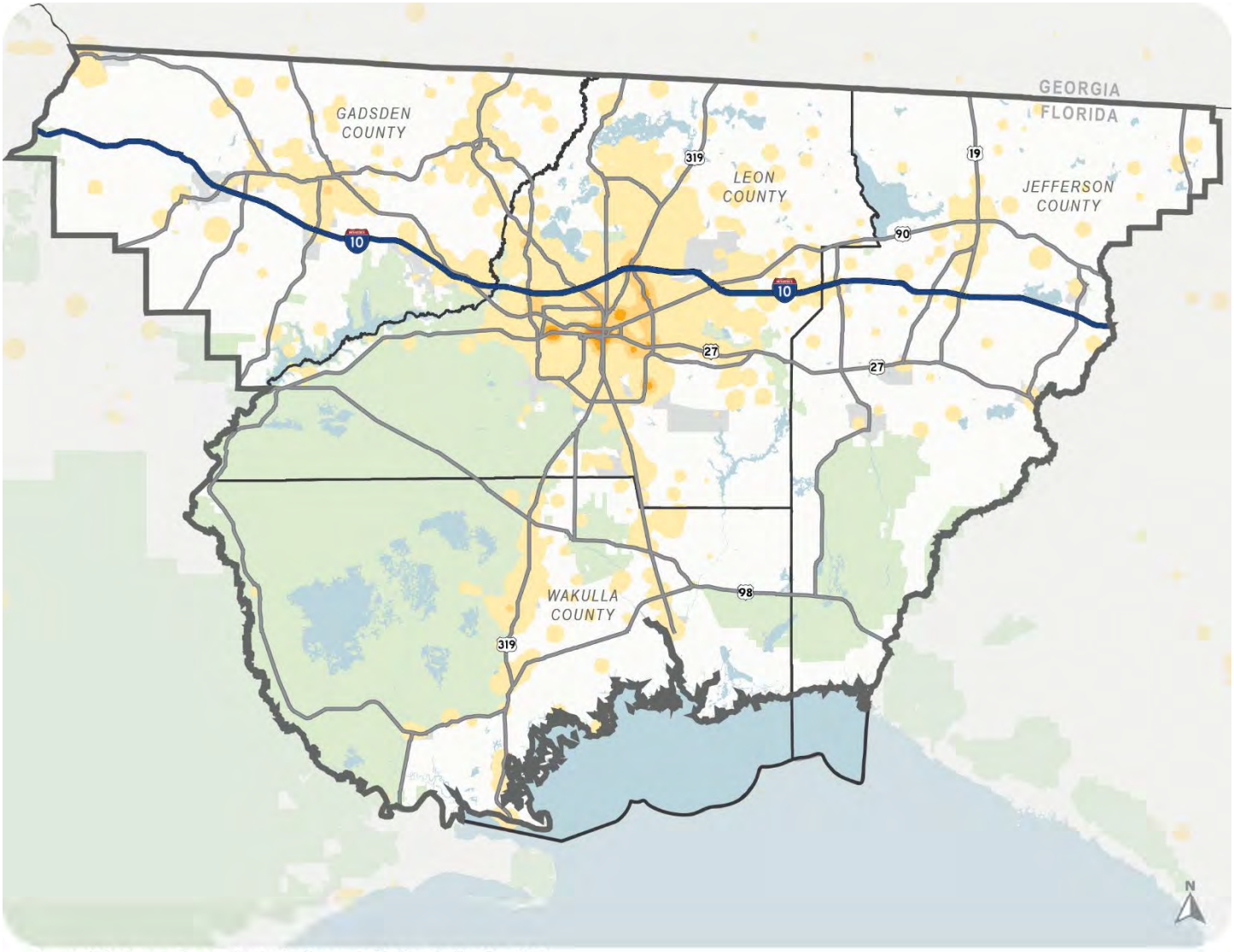
Source: U.S. Census Bureau, Center for Economic Studies, On the Map 2017

Legend
Homes per Sq. Mile

- 5 - 115
- 116 - 450
- 451 - 1,000
- 1,001 - 1,800
- 1,801 - 2,800
- County Boundary
- CRTPA Boundary

Note: Map generated October 2019

Figure 2-12: Where CRTPA Residents Work



Source: U.S. Census Bureau, Center for Economic Studies, On the Map 2017

Legend
Jobs per Sq. Mile

- 5 - 1,000
- 1,001 - 4,150
- 4,151 - 9,350
- 9,351 - 16,650
- 16,651 - 26,000
- County Boundary
- CRTPA Boundary

Note: Map generated October 2019

Getting to Work

The average commute time in the Capital Region is 27 minutes. This is slightly more than both the state and national averages (26.1 minutes for both). Residents of Wakulla County generally have a longer commute time at 31 minutes. Additionally, 1.76% of commuters in the area have what is known as a "super commute" or a commute in excess of 90 minutes. Capital Region residents predominately drive alone to work, but do carpool at a slightly higher precentage than the rest of the state. Additionally, most residents commute to work via auto (93.19%). This is higher than the statewide average of 88.4% commuting by auto. Figure 2-13 shows the means of transportation to work for residents of the CRTPA region.

Vehicle Access

The majority of households in the Capital Region have access to two cars, which is consistent with both state and national trends. Inversely, 2.46% of households within the region own no cars. Geographic areas with lower vehicle ownership generally coincide with the overall lower median income areas, indicating that low vehicle ownership may be out of necessity rather than by choice. The availability of travel options such as transit service should be considered as a high priority within these areas. Figure 2-14 provides more information on the households without access to vehicles in the CRTPA region.

Figure 2-13: CRTPA Region Means of Transportation to Work

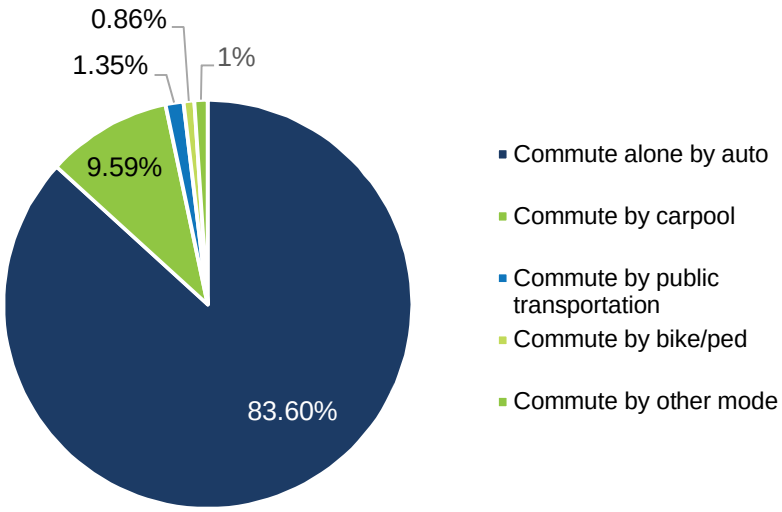
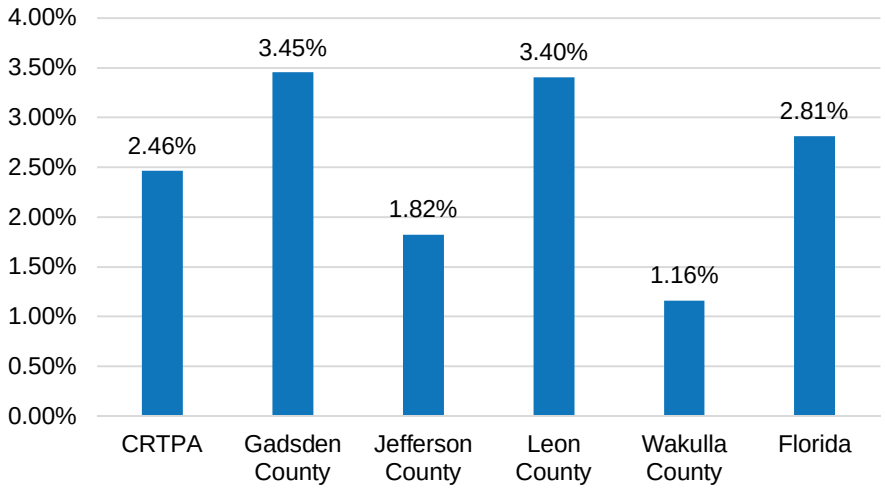


Figure 2-14: Households without Access to Vehicles



Network Characteristics

Annual Average Daily Traffic (AADT)

The corridors with the highest AADT, as shown in Figure 2-15, reflect the most frequently traveled roads in the area. AADT data for 2018 was obtained from FDOT. These roads include major freeways and arterials such as Interstate 10, US 319, US 90/Tennessee Street, Old Bainbridge Road, US 19, US 98. The roads with the most travelers per day all fall within Tallahassee city limits. The highest traffic volumes are experienced on Interstate 10 from US 27 to US 319 with an AADT of more than 69,500.

Congestion

Figure 2-16 below shows the existing 2015 Volume-to-Capacity (V/C) Ratios in the CRTPA region. Roadways considered to operating at or above capacity are shown in orange and red. It is important to note two things about travel demand model generated volume-to-capacity ratios. One, the map shows the daily volume-to-capacity, so travel in the peak hour may be worse than the aggregate full day. Second, the volume-to-capacity ratios depicted on this map represent links only. If the volume on the roadway exceeds the capacity (V/C >1.0), the link is considered to be congested. While also a contributing factor to congestion levels, delay associated with poorly operating intersections is not represented in this analysis. It is possible, therefore, for a road to operate at a higher V/C ratio than shown in the map if the intersections are not operating at full efficiency along a corridor.

Model Note: Small variabilities in the distribution of population and employment in the more rural areas can potentially lead to higher V/C rations being shown in the model. Additionally, more rural areas tend to have fewer traffic analysis zones (TAZs) with fewer loading points onto the network, which can sometimes lead to certain segments showing up higher than they are in real live conditions. The information in the model is used as a guide for recommendation development but is further vetted with local knowledge and available FDOT traffic data. The model used for existing conditions data and prioritization is an interim model. The final model is still under development.

Bridges

Bridges represent critical components of a safe and efficient transportation system. As a result, deficient bridges can introduce safety and congestion concerns along a properly operating corridor. The Federal Highway Administration (FHWA) requires bridge inspections every two years with updated bridge sufficiency ratings. The sufficiency rating is determined by evaluating factors that indicate a bridge's ability to maintain and remain in service. The ratings go from 0 to 100, where a score of 0 represents a bridge entirely deficient while a score of 100 represents a structurally acceptable bridge. A bridge with a score of under 50 is considered as a candidate for replacement. According to the FDOT Bridge Inventory – 2019 Annual Report, the relative percentage of bridges in need of repair or replacement within the CRTPA region is higher than percentages across the state. In 2019, FDOT reported that only 2.9% of all bridges were structurally poor and 7.7% were in fair condition, meaning they need maintenance. Figure 2-17 shows the bridge sufficiency ratings for the CRTPA region as of 2018.

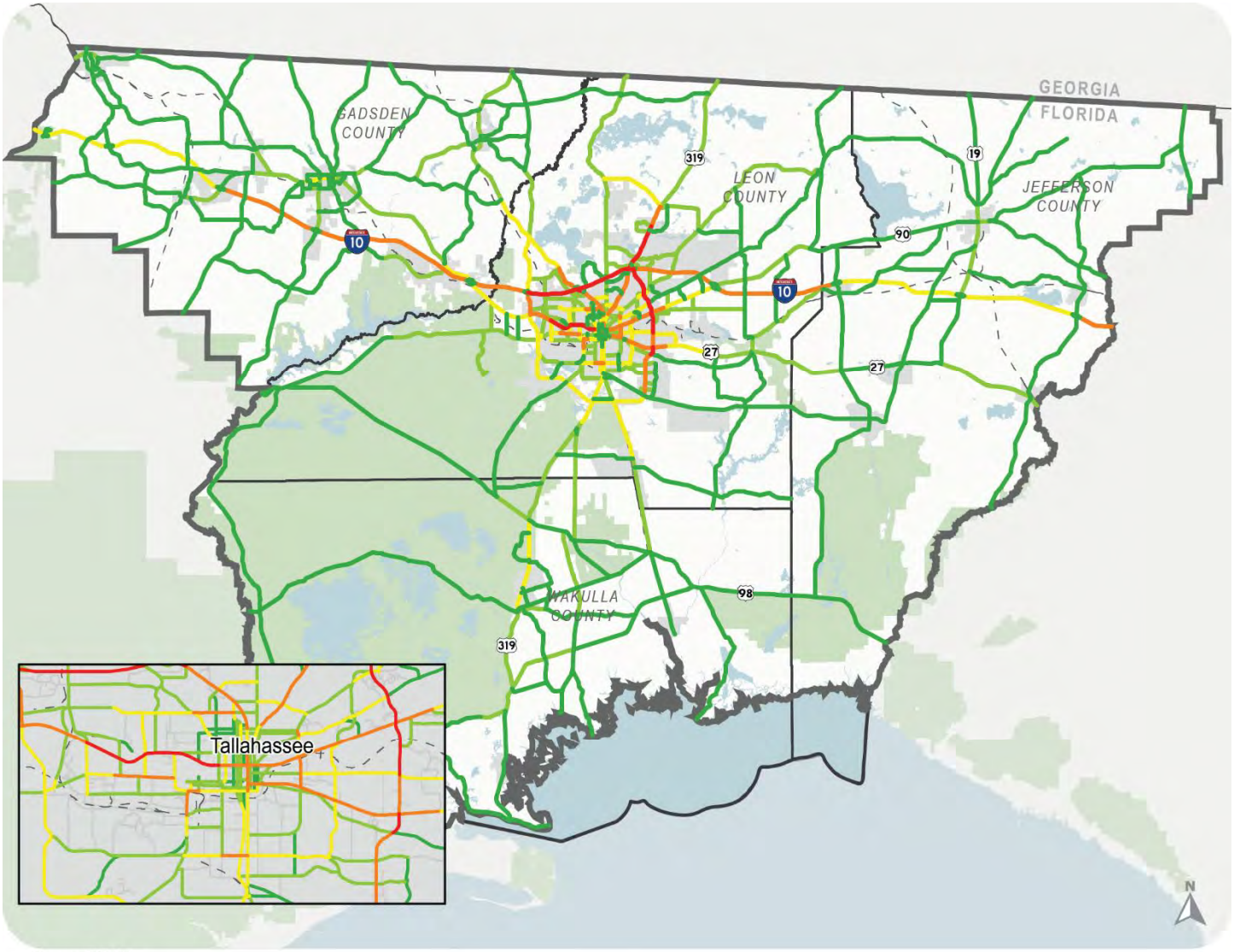
Out of 403 bridges:

19 (4.7%)
Candidate for replacement

91(22.5%)
Candidate for maintenance

293
Structurally acceptable

Figure 2-15: Annual Average Daily Traffic

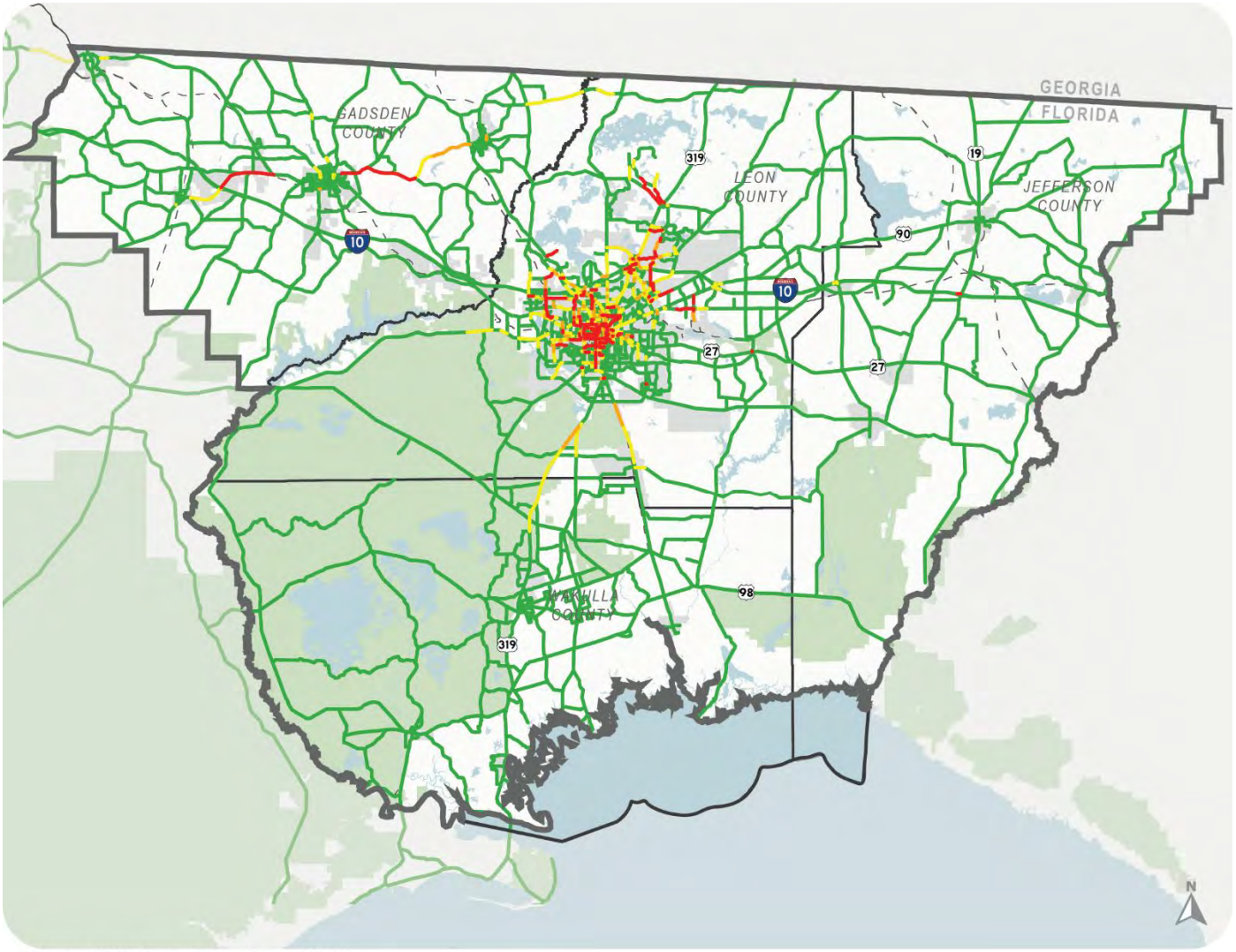


Source: FDOT

Legend

- Less than 5,000
- Between 5,000 and 15,000
- Between 15,000 and 25,000
- Between 25,000 and 40,000
- Greater than 40,000
- Municipal Boundaries
- County Boundary
- CRTPA Boundary

Figure 2-16: 2015 Volume-to-Capacity Ratio

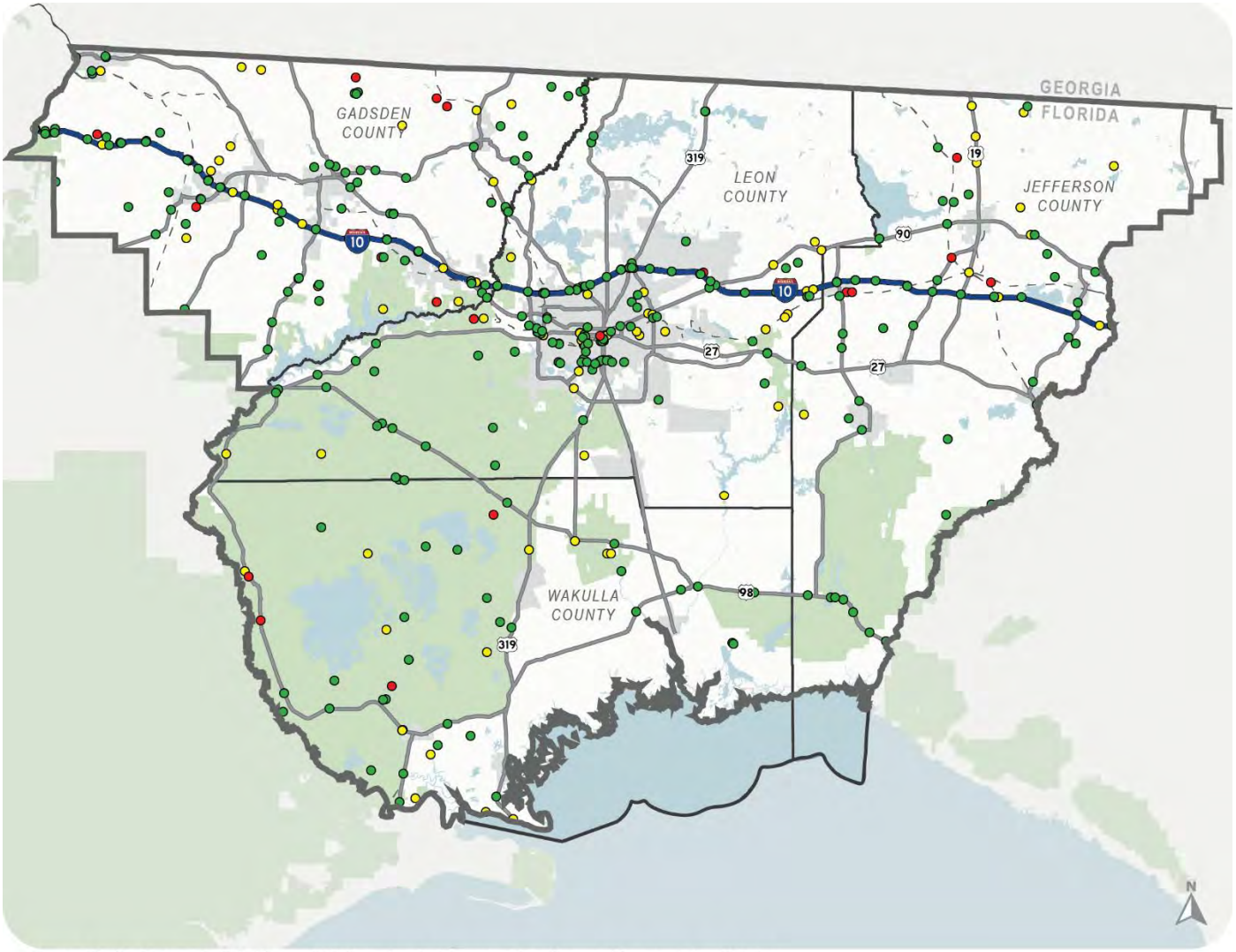


Source: CRTPA Regional Travel Demand Model

Legend

- Less than 0.80
- 0.81 - 1.00
- 1.01 - 1.20
- Greater than 1.20
- Municipal Boundaries
- County Boundary
- CRTPA Boundary

Figure 2-17: Bridges – Sufficiency Rating (2018)



Source: Florida Geographic Data Library - U.S. Department of Transportation, Bureau of Transportation Statistics

Legend

- Good (Not Eligible for Funding)
- Fair (Needs Repair)
- Poor (Needs Replacement)
- Municipal Boundaries
- County Boundary
- CRTPA Boundary

Safety



When assessing transportation safety within the CRTPA region, it is important to consider both the frequency and severity of crashes. The majority of crashes within the region are in and around Tallahassee, with particularly high crash frequencies on Apalachee Parkway, Capital Circle, Pensacola Street, and Tennessee Street. Other roads with high crash frequencies outside of Tallahassee include:

- US 90
- US 27
- US 319
- US 19

Total Number of Crashes by County (2016)

- Gadsden County 671
- Jefferson County 294
- Leon County 6,893
- Wakulla County 338

Most Common Causes of Crashes (2016)

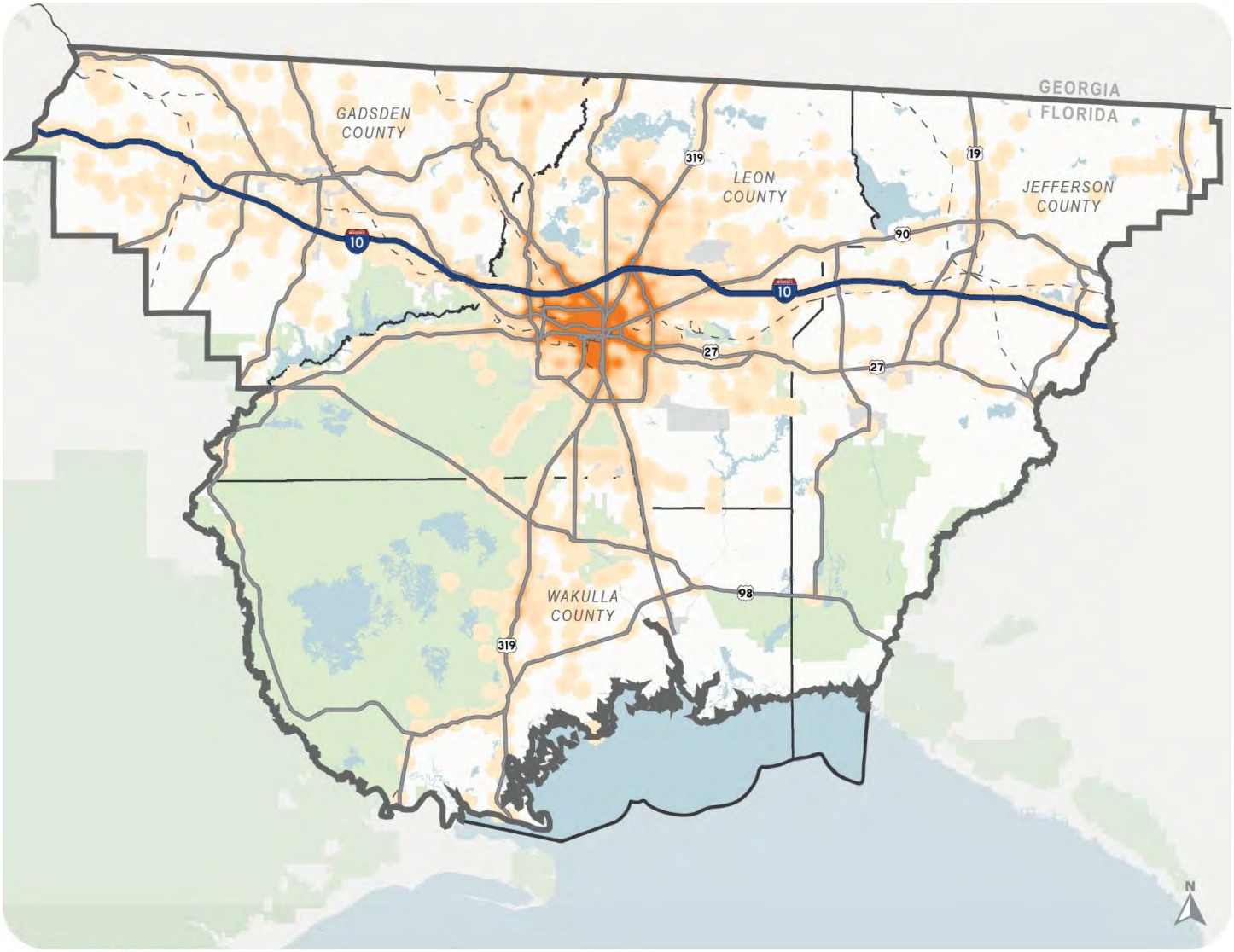
- Drove too fast for conditions (wet, icy, snow, etc. road surface)
- Failed to keep in proper lane
- Failed to yield right or way
- Followed too closely
- Operated vehicle in careless fashion
- Ran red light

Table 2-2 provides insight into the total crashes in each county that involved specific circumstances such as impaired or distracted driving, bicyclists or pedestrians, or teenage or older drivers. A better understanding of the areas of highest crash frequency within the CRTPA region can be found from the crash density map shown in Figure 2-18.

Table 2-2: Total Number of Crashes Involving Particular Circumstances (2016)

	Gadsden County	Jefferson County	Leon County	Wakulla County
Impaired Driving	36	17	148	18
Distracted Driving	103	36	984	75
Crashes Involving Bicyclist and/or Pedestrian	9	2	223	2
Crashes Involving Teen Driver	67	39	1,189	70
Crashes Involving 65+ Aged Driver	89	48	918	48

Figure 2-18: 2016 Crash Density



Source: FDOT

Legend

- High : 100
- Low : 0
- Railroad
- Bodies of Water
- County Boundary
- CRTPA Boundary

Transit

Several services provide public transportation within the Capital Region. StarMetro operates transit in and around Tallahassee with 15 routes operating on weekdays, 4 routes operating nights, and a variation thereupon during weekends. Additionally, StarMetro operates Florida State University's (FSU) Seminole Express transit. Eight routes that connect throughout the campus and into downtown Tallahassee are provided to students, faculty, and staff at no cost. FSU affiliates can ride on all regular StarMetro routes free of charge with a valid university ID. The existing transit routes in the region as of 2017 are showin in Figure 2-19.



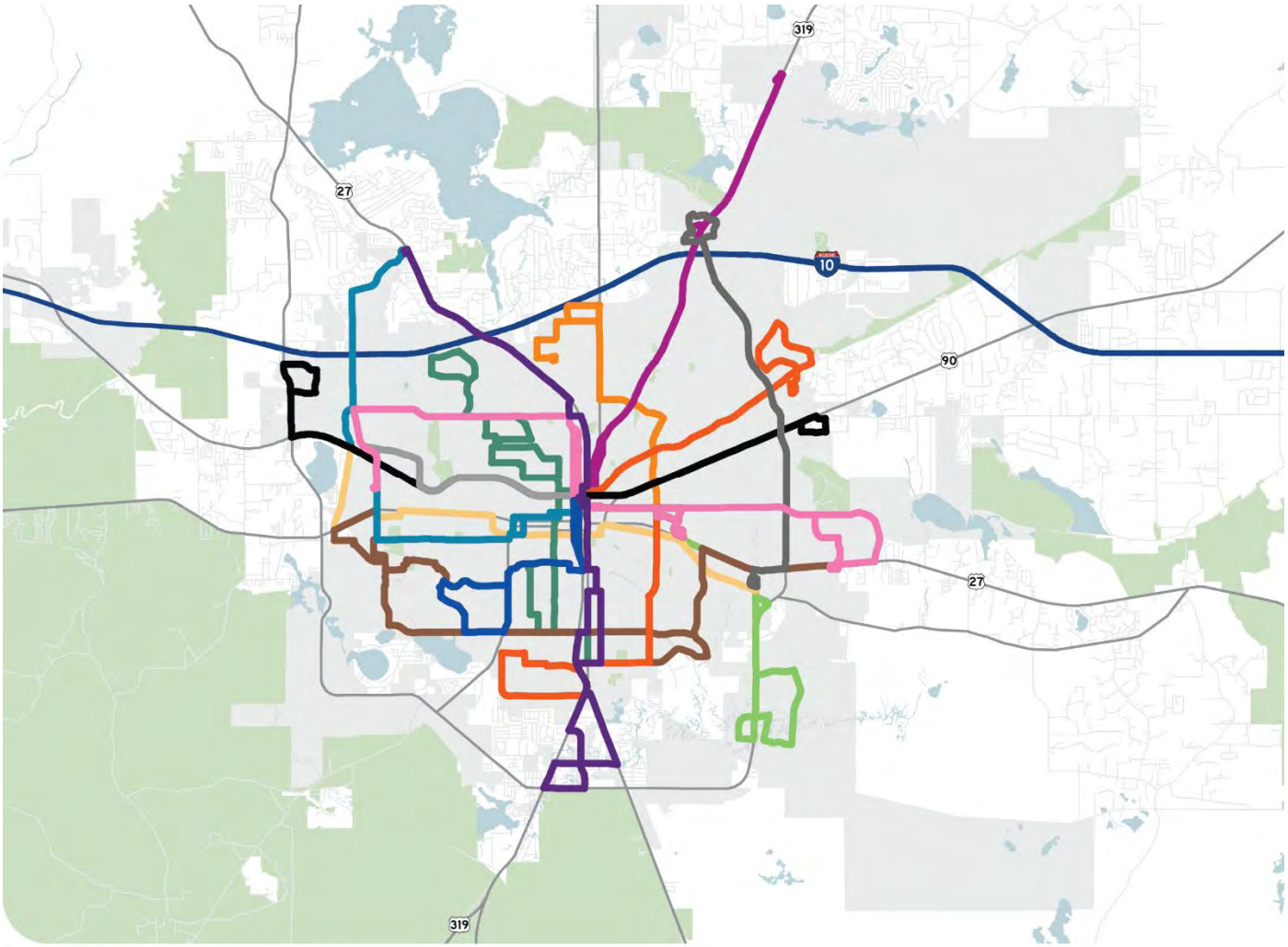
Outside of Tallahassee, Big Bend Transit, in coordination with Commuter Services of North Florida, provides transit services to more rural areas of Leon, Gadsden, and Jefferson Counties. In addition to paratransit and van pool amenities, Big Bend Transit operates the Quincy Shuttle (weekday service within the City of Quincy), the Gadsden Express (weekday and Saturday service between Quincy and Tallahassee), and the Gadsden Connector (weekday service between Havana and Chattahoochee). Each of these routes is $1 per trip, with Saturdays being $3 per trip on the Gadsden Express.

Active Transportation

The Capital Region has a relatively robust network of bicycle and pedestrian facilities. Dating back to the early 1990s, the region has planned for alternative networks to allow residents to connect to key destinations through non-motorized means. Most recently, the 2011 CRTPA Trails Plan and county-specific plans for all four counties (including the recently completed Tallahassee-Leon County Bicycle and Pedestrian Master Plan) addressed the creation of a network of hard-surface paths that focused on creating commuting routes.

In total, there are approximately 166 miles of bikeways, including designated bike lanes, buffered bike lanes, and sharrows. Additionally, there are over 1,600 miles of other shared bicycle and pedestrian facilities made up of trails and multi-use paths. Furthermore, there are over 400 miles of exclusive pedestrian facilities within the region. Figure 2-20 provides a map of the region's existing bicycle and pedestrian facilities.

Figure 2-19: Existing Transit (2017)

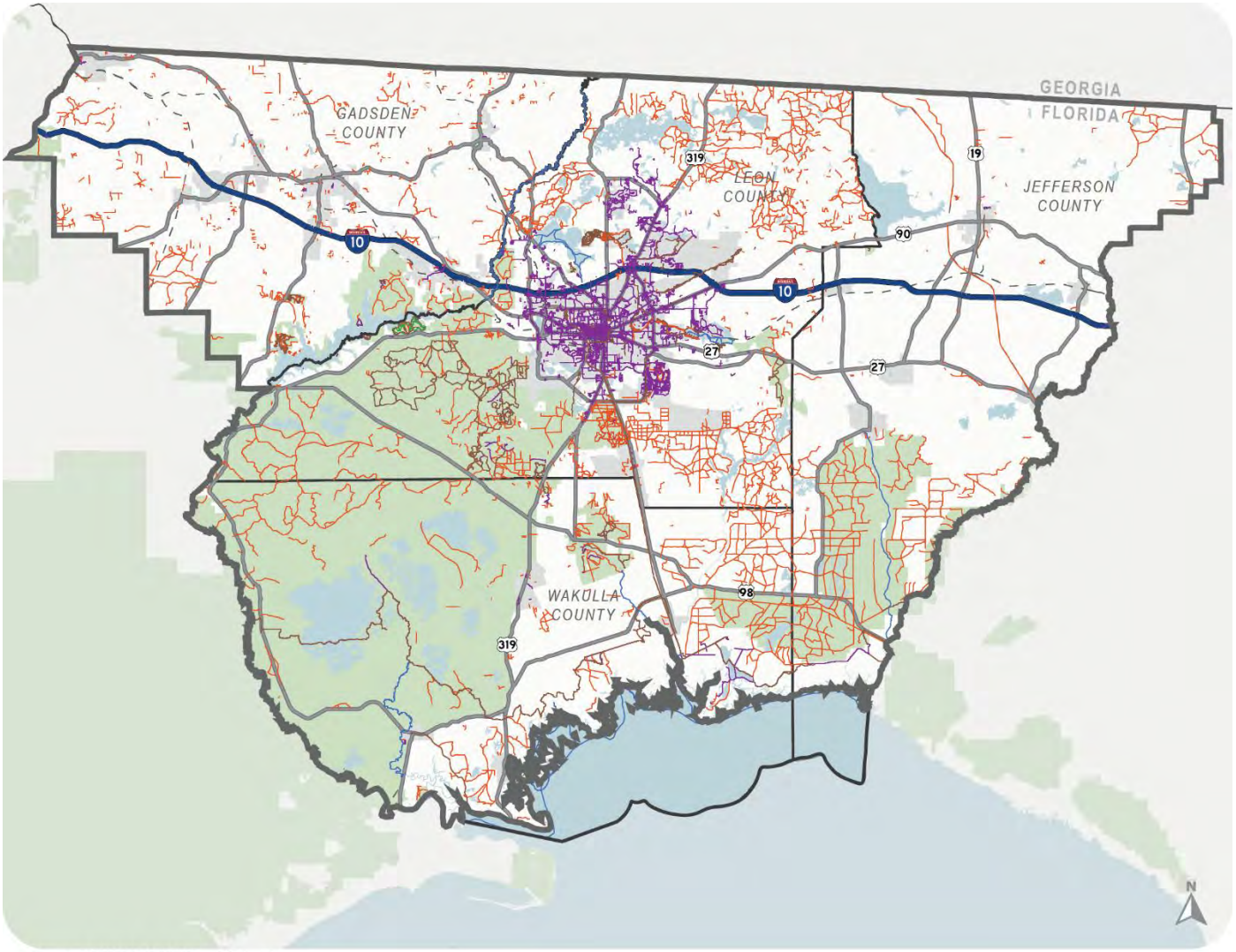


Source: StarMetro 2017

Legend

- Big Bend
- Dogwood
- Evergreen
- Red Hills
- Canopy
- Azalea
- Forest
- Gulf
- Killearn
- Live Oak
- Moss
- Park
- San Luis
- Tall Timbers
- SouthWood
- Bodies of Water
- Parks and Open Space
- Municipal Boundaries

Figure 2-20: Existing Bicycle and Pedestrian Facilities



Source: CRTPA, OSM Road Network

Legend

- Bicycle
- Equestrian
- Blueway
- Other
- Pedestrian
- Railroad
- Bodies of Water
- Municipal Boundaries
- County Boundary
- CRTPA Boundary

Air, Rail, and Freight

The CRTPA region offers several forms of travel with relation to freight. The area is home to one major airport with several auxiliary airports and airfields/landing strips scattered throughout the four counties. Tallahassee International Airport, located off Capital Circle SW (State Route 263) in Tallahassee, offers commercial flights to six major cities on three airlines. The airport additionally provides cargo services to FedEx with destinations in Memphis, Orlando, and Tampa. Generally, the airport has seen a significant uptick in traffic since 2014 with total enplanements and deplanements increasing by 13% in 2018. Figure 2-21 shows enplanement growth at the Tallahassee International Airport between 2014 and 2018.

Interstate 10 acts as the main freight route in the region, linking Gadsden, Leon, and Jefferson Counties to those in the east and west. The route leads to both the Port of Pensacola and Jaxport while also providing nearby access to the Port of Port St. Joe, making it a key corridor for freight transportation.

There are more than 150 miles of rail lines in the Capital Area. CSX Railroad runs services on these facilities through operating agreements or short line partnerships with smaller companies. There are no CSX commodity-handling facilities within the study area; however, there is a Georgia Pacific panel products facility outside of Lowry, not far from the study area boundary.

A map of the region's air, rail, and freight facilities is shown in Figure 2-22.

TALLAHASSEE
INTERNATIONAL AIRPORT

Figure 2-21: Enplanements Growth at the Airport

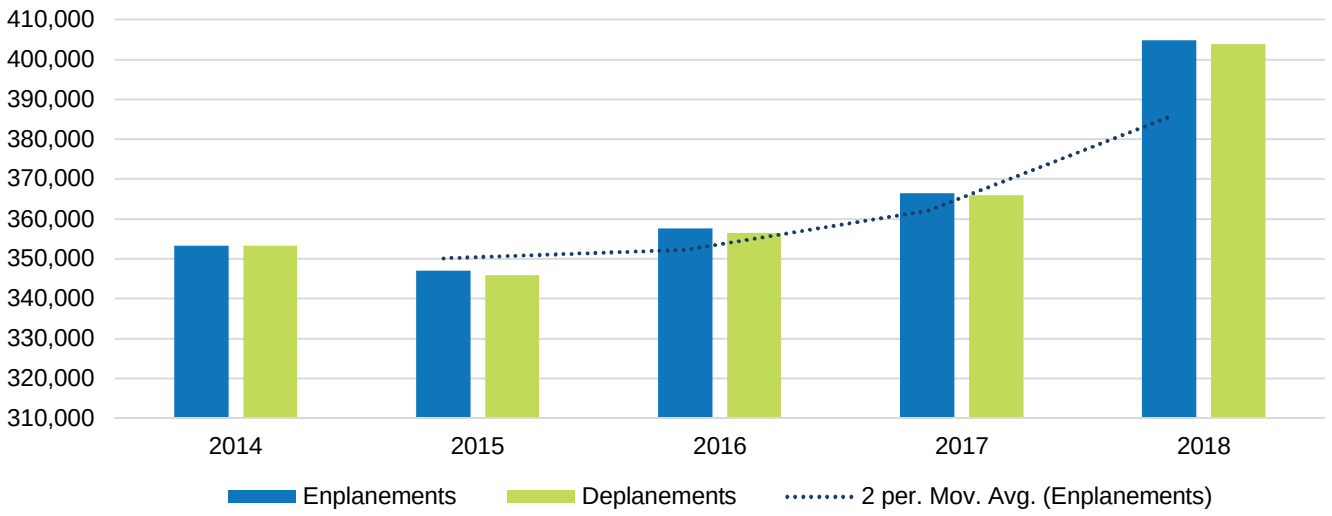


Figure 2-22 Existing Air, Freight, and Rail Facilities



Source: FDOT, USDOT

Legend

- Airports
- Railroad
- Freight Route
- Bodies of Water
- Municipal Boundaries
- County Boundary
- CRTPA Boundary

Environment

Like much of the state, the CRTPA region has a variety of environmental concerns. There is a high concentration of wetlands, particularly in the southern part of the study area moving toward the coast. Additionally, the area has several marine protected areas through the Florida Department of Environmental Protection, the Florida Fish and Wildlife Conservation Commission, and the U.S. Fish and Wildlife Service. Generally, these areas follow along the coastline, the Ochlockonee River, the Aucilla Wildlife Management Area, and the Aucilla River. Furthermore, near the Flint Rock Wildlife Management and Aucilla Wildlife Management Areas, Frosted Flatwoods Salamanders are listened as a threatened species. Special consideration should be taken for projects that fall within these areas as they are at a higher risk for general environmental endangerment. Figure 2-24 shows the areas of environmental consideration in the CRTPA region.

Figure 2-23: Key Environmental Characteristics

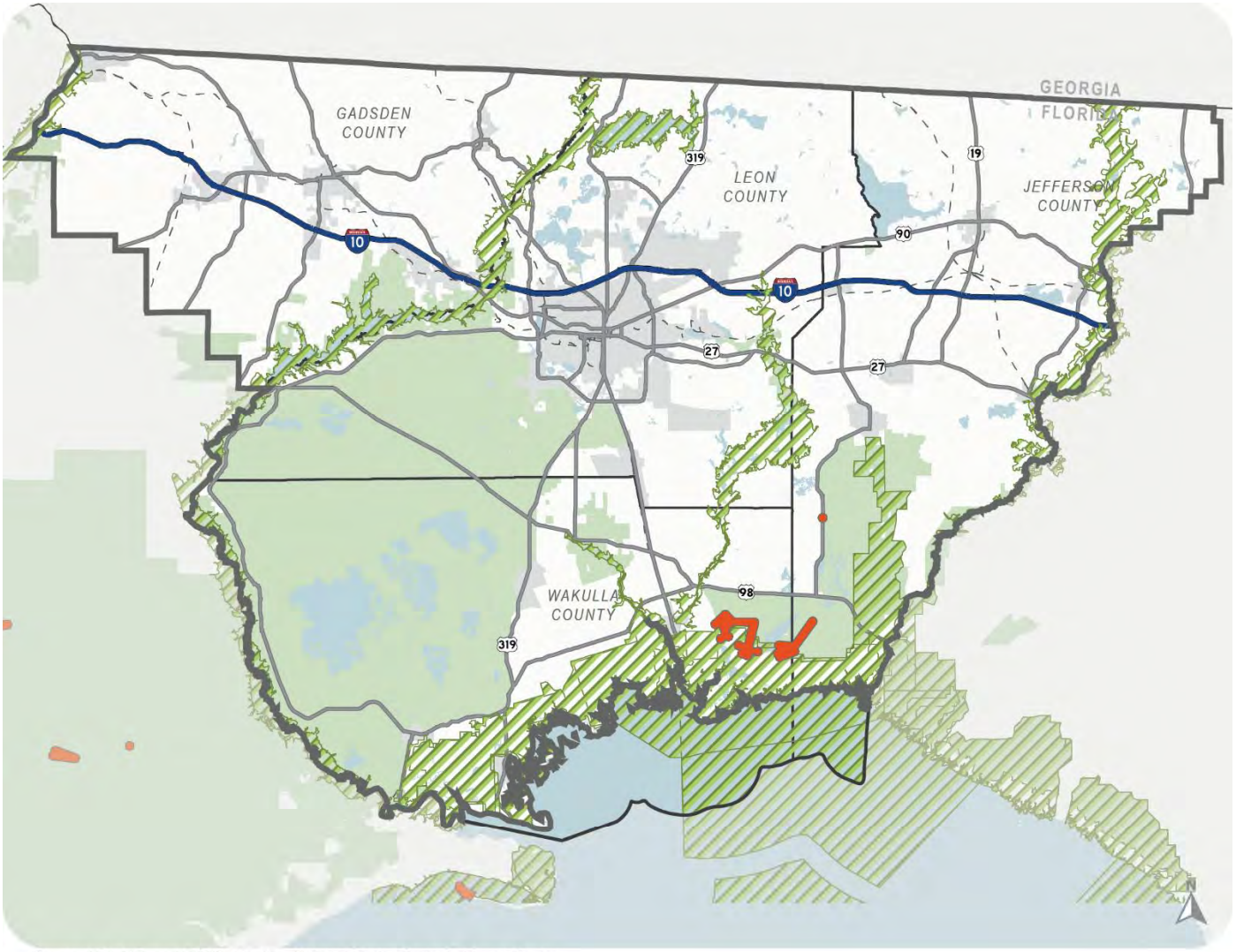
More than 147,200,000

acres of Marine Protected Areas in the CRTPA Region

More than 530,000

acres of wetlands in the CRTPA region

Figure 2-24: Environmental Considerations



Source: U.S. Fish and Wildlife Service, National Marina Protected Areas Center

Legend

- Endangered Species Critical Habitat Areas
- Marine Protected Areas
- Municipal Boundaries
- County Boundary
- CRTPA Boundary

Previous Planning Efforts

The *Connections 2045 Regional Mobility Plan* will build on previous planning efforts completed in the Capital Region. The many municipalities involved in this region have completed a wide range of planning efforts that will affect future transportation recommendations, including comprehensive plans, long range transportation plans, corridor studies, and transit plans. Table 2-3 below captures the most recent and major studies that affect the region.

Table 2-3: Previous Planning Efforts

Name	Date	Description
Crawfordville Town Plan	2006	The Crawfordville Town Plan identifies the steps to implement the town's overall vision. The plan is a consolidation of past visioning efforts with steps and suggestions for recommendations and implementation.
The Trails Plan	2011	The Trails Plan addresses the need for a connected hard-surface trail system within and throughout the CRTPA region. The plan describes a system that is intended to provide a commuting alternative for residents seeking alternative transportation options with an emphasis on limiting exposure to cars along the route.
Gadsden County Bicycle and Pedestrian Facilities Master Plan	2012	The Gadsden County Bicycle and Pedestrian Facilities Plan outlines projects that Gadsden County is interested in pursuing locally and through the CRTPA planning process. The plan focuses on improving the quality of existing and future facilities while creating connections to schools, jobs, and other key destinations.
Wakulla County Bicycle, Pedestrian, and Blueways Master Plan	2012	The Wakulla County Bicycle, Pedestrian, and Blueways Master Plan identifies specific project and policy recommendations that focus on improving the quality and quantity of multimodal facilities in Wakulla County. The plan was supplemented with the following: an engineering study, design guidelines, a marketing plan, a bicycle route map, and a mobile application to help provide the County with a ready-to-implement plan.
Comprehensive Plan 2025 Jefferson County Florida	2012	The Jefferson County Comprehensive Plan describes the policies and objectives for development in Jefferson County. The plan is separated into the following ten sections: Future Land Use, Traffic Circulation, Housing, Utilities, Conservation, Coastal Management, Recreation and Open Space, Intergovernmental Coordination, and Capital Improvement.
Jefferson County Bicycle, Pedestrian and Master Plan	2013	The Jefferson County Bicycle and Pedestrian Master Plan was developed in an effort to connect the City of Monticello with rural unincorporated areas of the County to key destinations in the area. It identifies desirable destinations, routes and facilities, priority projects for future funding, and consistent design guidelines for all bicycle and pedestrian infrastructure.
Connections 2040 Regional Mobility Plan	2015	The Connections 2040 RMP is the long range transportation plan for the region that addresses all modes of transportation including: road, bike, pedestrian, transit, and freight. The plan examines transportation opportunities in the four-county area (Gadsden, Jefferson, Leon, and Wakulla counties).
Tallahassee-Leon County Greenways Master Plan	2015	The Tallahassee-Leon County Greenways Master Plan identifies 29 separate greenway projects and proposes 139 miles of trails within the area. This plan builds off of previous planning efforts dating back to 1993.
Town of Havana: Main Street Assessment		US 27/Main Street is a four-lane divided Rural Principal Arterial that is the major north-south route through the Town of Havana. The Town of Havana was interested in identifying potential treatments within the downtown area between 9th Avenue and 5th Avenue to improve the pedestrian experience and manage traffic, as well as improving the aesthetics of the corridor in support of the overall goals of the Town.
Tallahassee-Leon County 2030 Comprehensive Plan	2017	The Comprehensive Plan is comprised of multiple Elements, each addressing certain aspects of the community. Each Element is made up of

Name	Date	Description
		aspirational goals, measurable objectives, and strategic policies. Goals are the long-term ends to which programs and activities are ultimately directed. Objectives are specific, measurable, intermediate ends that are achievable and mark progress towards goals. Policies are programs and activities conducted to achieve identified objectives and goals.
Wakulla County Comprehensive Plan	2018	The Wakulla County Comprehensive Plan lays out the policies and objectives for development in Wakulla County. The plan is separated into the following twelve sections: Future Land Use, Concurrency Management System, Housing, Infrastructure, Transportation, Coastal Management, Conservation, Recreation and Open Space, Intergovernmental Coordination, Capital Improvement, Economic Development, Public School Facilities.
Traffic and Operations Analysis – Corridor Studies		This effort was focused around the analyses of Pensacola Street, Tharpe Street, and Bannerman Road within the City of Tallahassee. Each of these corridors were identified for this technical analysis to identify potential projects to improve mobility and efficiency without major capacity expansions. Based on the safety and congestion analysis, a list of projects to address both safety and congestion issues, as well as pedestrian and bicycle accessibility and connectivity, was developed for each corridor. In addition to the identified projects, a broad range of strategies, policies, and engineering solutions were developed to address the identified needs.
CRTPA Congestion Management Process	2018	The Congestion Management Process (CMP) was developed to evaluate and address congestion in the MPO region with mitigation strategies designed to improve both recurring and non-recurring congestion on critical corridors within the Capital Region Transportation Planning Agency CRTPA boundary. The CMP update provided the development of tools and strategies focused on the reduction of peak hour vehicle miles of travel, reduction of congestion, safety improvements, the improvement of connectivity between employment centers and areas with concentrations of transportation disadvantaged populations, and support access to jobs. The final CMP included specific, project based solutions to address the areas of identified congestion and safety concerns.
Southwest Area Transportation Plan	2019	The purpose of this transportation plan was to study potential alternatives on Orange Avenue, Springhill Road, South Lake Bradford Road, and North Lake Bradford Road. Major areas of focus include improving student safety, improving bicycle and pedestrian travel, enhancing access management, protecting adjacent neighborhoods, and improving transit service.
Midtown Area Transportation Plan	2020	Located just north of downtown Tallahassee, the Midtown area provides a vibrant mixture of commercial uses surrounded by close-in neighborhoods. As the area has grown in vibrancy, increased private sector investment has occurred as has public sector transportation proposals to improve the mobility of the area. The Midtown Area Transportation Plan builds upon the above efforts by identifying and reviewing potential changes to the transportation network to enhance Midtown's mobility. The Plan has been completed in two phases to study traffic operations and multimodal needs while gathering public feedback.
Tallahassee-Leon County Bicycle and Pedestrian Master Plan	2020	The goal of the Tallahassee-Leon County Bicycle and Pedestrian Master Plan (BPMP) is to make traveling as a bicyclist or pedestrian safer and easier within Tallahassee and Leon County. Additionally, the Plan is to provide connectivity to other transportation systems, reduce vehicle conflicts, promote a healthier mode choice, and provide equity for transportation disadvantaged populations.



TALLAHASSEE-LEON COUNTY
Intelligent Transportation Systems Master Plan



SEPTEMBER
2020

CITY OF TALLAHASSEE

Kimley»Horn

CITY OF TALLAHASSEE

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Tallahassee Leon County ITS Master Plan

Executive Summary

97 CCTV Cameras

80 BlueTOAD Devices

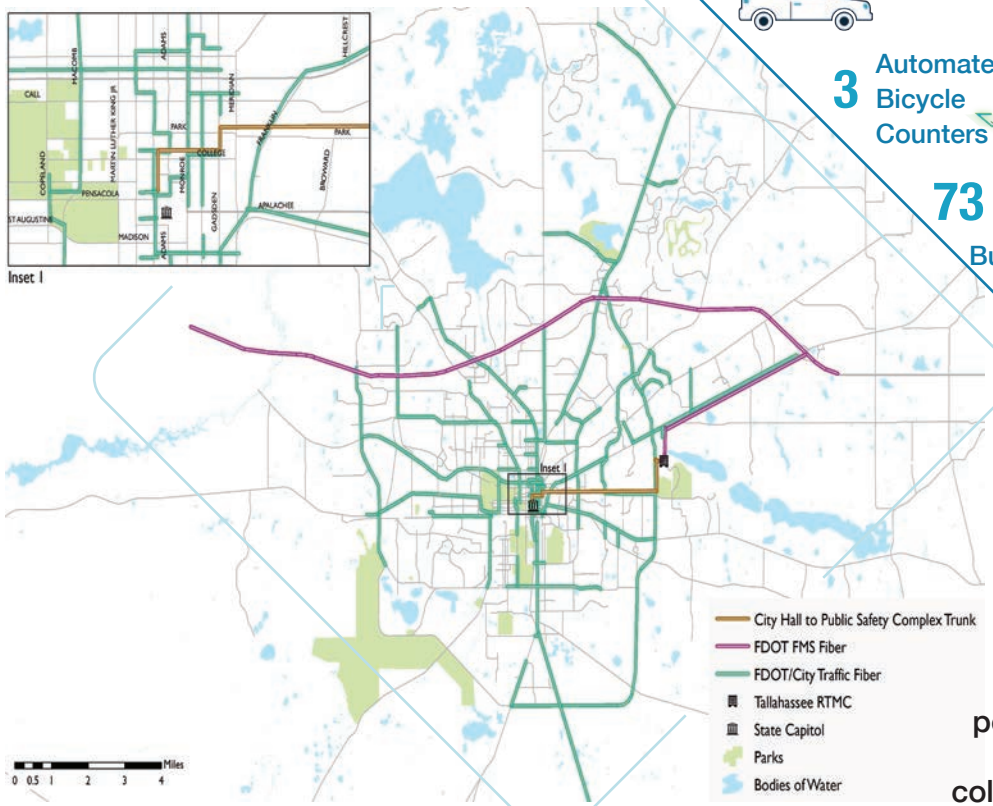
357 Traffic Signals

190 Miles of Fiber Optic Cable

22 DSRC Radios

3 Automated Bicycle Counters

73 Buses with AVL Systems



Overview

The goal of the ITS Master Plan is to identify strategies and tools to enable the City to manage the regional transportation network more efficiently. ITS includes communications and field technologies that are integrated into the transportation network such as traffic signals, cameras, fiber optic communications, and central management software. ITS technologies are widely deployed throughout the Tallahassee region and the City is in a unique position to create a plan to expand its ITS program as it continues to grow in population. As the largest city in the Panhandle Region and the only incorporated municipality in Leon County, Tallahassee continuously strives to innovate and integrate technology for the purpose of operating, improving, and managing the existing multi-modal transportation system.

Benefits

As the City continues this trend to be at the leading edge of traffic management it is important to recognize the benefits of an expanded ITS program:

- Improving the safety and reliability of the regional Tallahassee transportation network
- More travel information to the general public resulting in an elevated travel experience for motorists, transit riders, bicyclists, and pedestrians
- The opportunity to coordinate with City departments to share data and projects beneficial to each other's operations
- Leveraging the program to collaborate with agencies in the region on initiatives to provide quality services to the public

Vision

Maximize the transportation system efficiency and performance using innovative technologies and regional collaboration to promote reliable mobility throughout the vibrant capital city region.

Project Recommendations

The following series of ITS projects proposed for future deployment have been developed based on the needs assessment, stakeholder input, direction from the City, and industry best practices. These recommendations are envisioned to meet the needs and challenges of the City's transportation system. The established vision and objectives were used as guiding principles to develop the proposed projects.

The implementation plan shown in the table to the right provides guidance to assist the City in implementing the recommendations in a prioritized and efficient manner. The City's strategic approach includes a deployment implementation plan of devices in new areas of the City, sufficient communications network for the additional expansion, and leveraging existing projects to facilitate expansion.

Prioritization Criteria

A methodology was developed to provide a consistent approach to prioritizing project recommendations demonstrating fiscal responsibility and accountability. All recommended projects identified were scored and prioritized using the below prioritization criteria.



Staffing Plan

In addition to identifying ITS infrastructure needs, this ITS Master Plan identifies appropriate staffing levels that will allow the City to manage its traffic signal system and ITS network and to support the traveling public more effectively. The number of traffic signals in the City has steadily increased without a corresponding increase in staff to operate and maintain them. This has created a situation where the City is understaffed for both operations and maintenance of the traffic signal system and ITS network. This Master Plan recommends one additional Traffic Signal Timing Engineer, one additional Traffic Operations Specialist, one Traffic Operations Analyst, and two additional ITS Maintenance Technicians to account for staffing needs as the ITS Program grows.

Implementation Plan

	Project Title	Estimated Cost
Near-Term (2-5 year horizon)	CCTV Camera Upgrade	
	CCTV Cameras - Phase 1	
	Adaptive Traffic Signal Control (US 90)	
	Traffic Signal Management Plan	
	Near Term Subtotal	**$2,670,000**
Mid-Term (5-10 year horizon)	I-10 Trailblazers	
	Cabinet Upgrades	
	Smart Work Zones	
	Transit Signal Priority	
	CCTV Cameras - Phase 2	
	Travel Time Reliability System - Phase 1	
	Travel Time Reliability System - Phase 2	
	Mid-Term Subtotal	**$9,517,000**
Long-Term (over 10-year horizon)	Adaptive Traffic Signal Control (US 27)	
	Connected Vehicle Infrastructure	
	Managed Field Ethernet Switch Replacement	
	Communications Network – Redundancy Expansion	
	Website Connectivity	
	Long-Term Subtotal	**$12,210,000**
Programmatic Projects (yearly recurrence)	ATMS Upgrades	
	ATSPM Dashboard/Performance Monitoring	
	System Detectors	
	FYA Upgrades	
	Bicycle Detection	
	Programmatic Subtotal	**$390,000**

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Appendix A: Stakeholder Meeting Materials
Appendix B: Project Cost Estimates
Appendix C: Detailed Project Scoring

Acronym List

AADT	Average Annual Daily Traffic
AAM	Active Arterial Management
APC	Automated Passenger Counter
ATC	Advanced Traffic Controller
ATIS	Advanced Traveler Information Systems
ATMS	Advanced Transportation Management System
ATSC	Adaptive Traffic Signal Control
ATSPM	Automated Traffic Signal Performance Measures
AV	Autonomous Vehicle
AVL	Automatic Vehicle Location
CCTV	Closed Circuit Television
CIP	Capital Improvement Program
CV	Connected Vehicle
DMS	Dynamic Message Sign
DSRC	Dedicated Short Range Communication
FDOT	Florida Department of Transportation
FHWA	Federal Highway Administration
FMS	Freeway Management System
FSU	Florida State University
FYA	Flashing Yellow Arrow
IP	Internet Protocol
ITS	Intelligent Transportation Systems
LPR	License Plate Readers
MVDS	Microwave Vehicle Detection System
NCHRP	National Cooperative Highway Research Program
OBU	On-Board Unit

PSC	Public Safety Complex
RITIS	Regional Integrated Transportation Information Systems
RSU	Roadside Unit
RTMC	Regional Transportation Management Center
RWIS	Road Weather Information System
SHS	State Highway System
SPaT	Signal Phasing and Timing
TATMS	Tallahassee Advanced Transportation Management System
TOC	Traffic Operations Center
TSM&O	Transportation Systems Management & Operations
TSP	Transit Signal Priority
UTCS	Urban Traffic Control System
V2I	Vehicle-to-Infrastructure
V2V	Vehicle-to-Vehicle

Introduction

The City of Tallahassee's established history of investing in Intelligent Transportation Systems (ITS) began in 1999 with the original installation of a City-funded advanced transportation management system (ATMS), fiber optic cable, and arterial traffic cameras. Today, the City remains at the leading edge of transportation management. As the largest city in the Panhandle Region and the only incorporated municipality in Leon County, Tallahassee continuously strives to innovate and integrate technology for the purpose of operating, improving, and managing the existing multi-modal transportation system.

Tallahassee is home to both Florida A&M University and Florida State University, as well as the Florida State Capitol. On any given day, the diverse population of Tallahassee, including over 67,000 students, legislative members, and local residents, relies on the transportation network. Maintaining a technologically advanced ITS and a robust communications network are essential to manage a safe and reliable transportation system in the state's capital city. As the future growth of Tallahassee is inevitable, strategically planning for it is essential.

The City of Tallahassee partnered with the Capital Region Transportation Planning Agency (CRTPA) to develop this ITS Master Plan and identify opportunities to expand and develop technology to support City operations and accommodate the growing demand on the mobility infrastructure. The purpose of this document is to provide a comprehensive roadmap for planning, development, and implementation of ITS technologies and communications assets.

DOCUMENT ORGANIZATION

This document is organized into the following major sections:

- **Introduction**: This section provides an overview of the project, summarizes the plan's purpose, and documents the process used to develop this plan.
- **Stakeholder Coordination**: This section discusses the vision and operational goals identified by key project stakeholders.
- **Existing Conditions**: This section details the information collected during the course of this effort to document how the City currently operates with respect to ITS.
- **Needs Assessment**: This section identifies the needs identified based on stakeholder input.
- **Deployment Recommendations**: This section includes the methodology for project development and proposed device locations.
- **Prioritized Implementation Plan**: This last section identifies the schedule, partnerships, and funding required to support the recommended projects.

PROJECT PROCESS

The process of developing this ITS Master Plan was a phased approach. Figure 1 displays the major milestones that occurred during this process. Each section of this Plan corresponds to a major milestone and provides more details on the methodology and summarizes all relevant data.

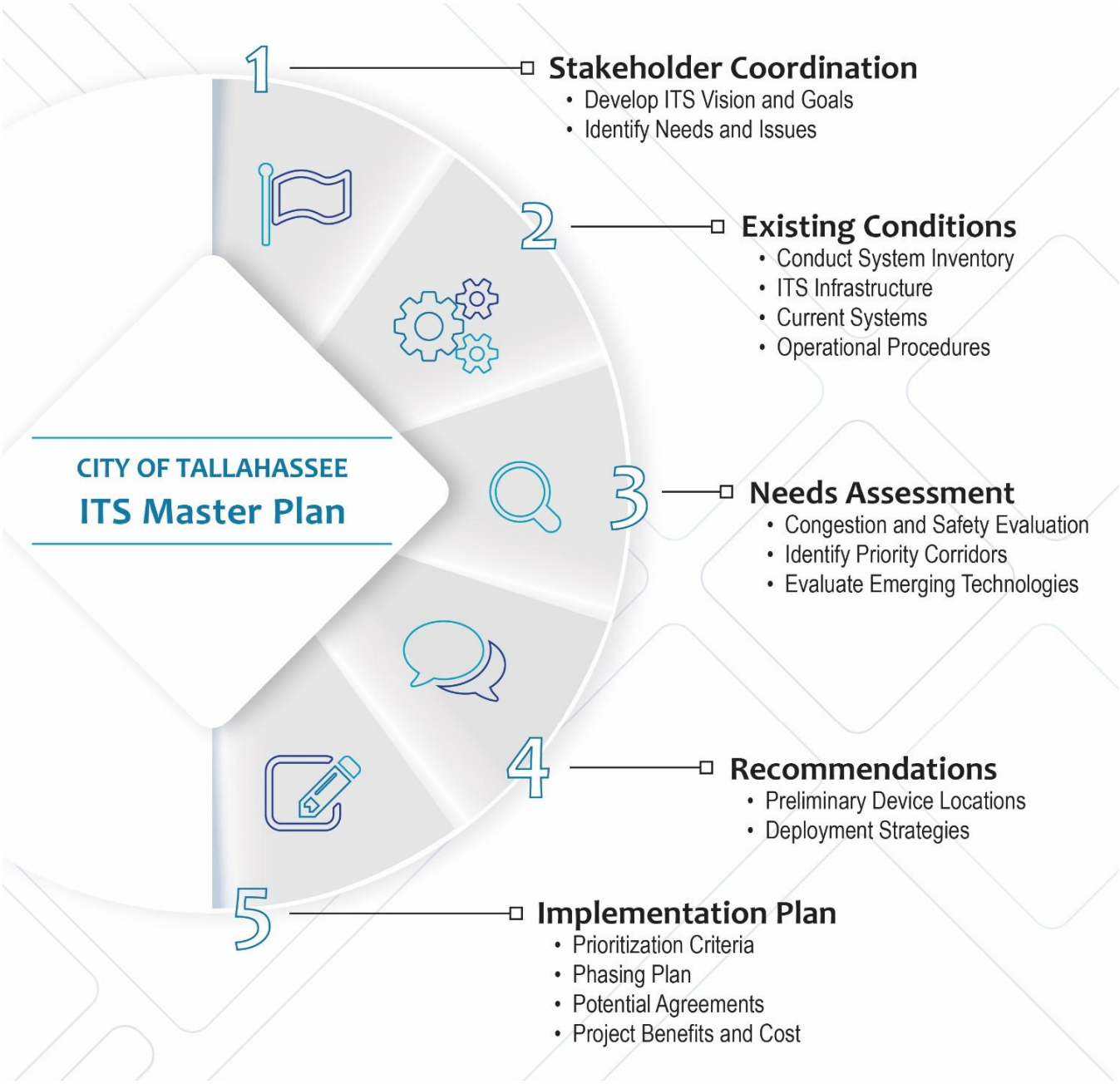


Figure 1: Tallahassee ITS Master Plan Process

Stakeholder Coordination

The ITS Master Plan process began with a kick-off meeting to engage relevant stakeholders in a discussion on the City's existing ITS. This effort was facilitated to collect data and gather information on existing City infrastructure and devices, day-to-day operational procedures, future planned and programmed projects for both the City and adjacent agencies (Leon County, FDOT District 3). The information gathered gave insight to the existing and expected countywide conditions.

The main objectives of the initial meeting were to bring together key stakeholders to discuss the current inventory of ITS devices in the Tallahassee metro area and establish the underlying vision, goals, and objectives for the ITS Master Plan. The attendees also provided insight on processes and current coordination between the various departments in the City to support traffic, incident, work zone, and special event management. The insight helped identify needs and gaps in the existing system. The list of attendees is shown below in Table 1.

Table 1: Stakeholder List

AGENCY	DEPARTMENT
City of Tallahassee	Traffic Operations
Capital Region Transportation Planning Agency	--
City of Tallahassee Transit	StarMetro
City of Tallahassee	Traffic Engineering
City of Tallahassee	Growth Management
Leon County	Public Works
Leon County	Growth Management
Florida Department of Transportation	Central Office TSM&O
Florida Department of Transportation	District 3 Traffic Operations

The stakeholders were crucial in providing a background of the City's ITS and its role in the region. Through this engagement, a comprehensive system inventory was completed and summarized in the sections that follows. Handouts, presentation material, and meeting notes from this meeting are provided in **Appendix A**.

A second workshop to review project recommendations and the high-level implementation plan was also held. The workshop provided information about existing and future needs for the City of Tallahassee ITS and introduced the high-level project recommendations. During the workshop participants discussed each of the recommendations and provided feedback for inclusion and refinement. The attendees scored recommendations on a priority scale from one to three, with

one being the lowest priority and three being the highest. The priority ranking assigned by each of the stakeholders were averaged and included in the final project ranking.

Vision, Goals, and Objectives

The information and guidance provided during the stakeholder workshops steered the development of the City of Tallahassee ITS Master Plan vision. This vision was used to guide the development of ITS project recommendations and as a means to clearly define a focus and direction moving forward. The ITS Master Plan vision defines the future of ITS in Tallahassee:

Vision

Maximize the transportation system efficiency and performance using innovative technologies and regional collaboration to promote reliable mobility throughout the vibrant capital city region.

Statement

Goals and objectives were also established consistent with input gathered from stakeholder discussions. Table 2 summarizes the goals and objectives for this Master Plan. These goals and objectives are derived from the vision stated above and form the framework for implementation strategies by establishing manageable and tangible statements. The recommended ITS projects and solutions developed through the ITS Master Plan strive to achieve these goals and objectives.

Table 2: Master Plan Goals and Objectives

GOAL	OBJECTIVE
Document Opportunities for Considering Deployment of New Technologies	• Identify technologies that may be appropriate to integrate into the system in the future • Develop deployment strategy for future implementation • Stay at the forefront of technology to provide system users with more traveler information
Partner Internally and Externally	• Coordinate with City departments to share data and projects beneficial to each other's operations

GOAL	OBJECTIVE
	• Collaborate with agencies in the region on initiatives to provide quality services to the public • Leverage existing projects
Establish a Strategy for Future Deployment of Additional Equipment	• Include deployment implementation plan of devices in new areas of the City • Include sufficient communications network for additional expansion • Develop high-level funding expenditure plan for deployment of future equipment

The continued maturity of the City's ITS, and the ongoing evolution of technologies will require the City to refocus and develop refined ITS goals and objectives to enhance the longevity and sustainability of the system.

Existing Conditions

The City of Tallahassee owns, operates, and maintains a wide array of ITS and signal system elements. The City's signal system has evolved from a mainframe Urban Traffic Control System (UTCS) in a small office at City Hall to a full featured advanced transportation management system (ATMS) supporting arterial management, freeway management, advanced traveler information systems (ATIS), and incident management systems. This system is housed in the Tallahassee Regional Transportation Management Center (RTMC) at the Tallahassee-Leon County Public Safety Complex (PSC).

The sections that follow describe the existing City ITS infrastructure, systems, and operational procedures. Data collection to support this inventory consisted of gathering City maps, stakeholder engagement, reviewing Capital Improvement Program (CIP) lists, and various other documents to provide insight into the existing ITS conditions. This section provides a comprehensive picture of the ITS existing conditions and communications network throughout the City as of June 2018.

SYSTEM OVERVIEW

Actively managed arterials and the array of bus, bicycle, and pedestrian facilities all compose the City's multimodal transportation network. The City offers a wide network of roadways (highlighted in **Figure 1**) including Interstate 10 (I-10), US Route 27, US Route 90, US Route 319, State Road 20 (SR 20), State Road 61 (SR 61), and State Road 363 (SR 363). Along this extensive roadway network, the City of Tallahassee operates and maintains ITS infrastructure owned by the following entities:

- City of Tallahassee
- Leon County
- Gadsden County
- Florida State University
- Florida Department of Transportation (FDOT)

The sections that follow detail the ITS infrastructure operated and maintained by the different city agencies including the City of Tallahassee, StarMetro, and Florida State University.

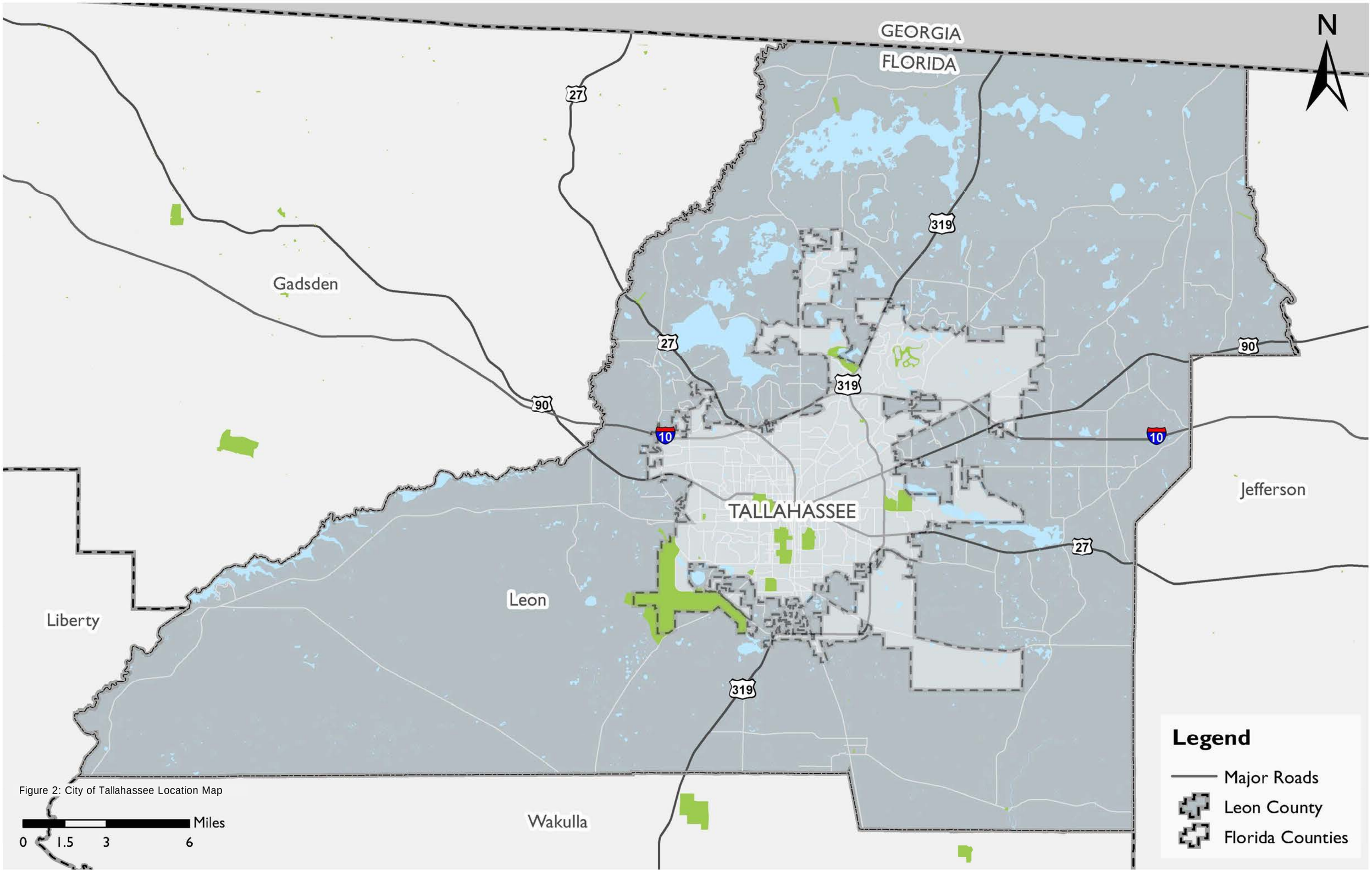


Figure 2: City of Tallahassee Location Map

CITY OF TALLAHASSEE

ITS Infrastructure

The ITS field devices are the most visible components of the system. ITS infrastructure includes dynamic message signs (DMS), closed circuit television (CCTV) cameras, and traffic signal controllers. The devices are used for traffic monitoring, detection, and traveler information.

The City currently operates and maintains 357 traffic signals, 97 CCTV cameras, and 80 BlueTOAD devices. In 2008, the City entered into a Joint Participation Agreement with FDOT, which identified the I-10 corridor as a site for an ITS Freeway Management System (FMS). The FMS elements along the 19-mile stretch of I-10 in Leon and Gadsden counties include 26 CCTV cameras, 51 microwave vehicle detection devices (MVDS), eight DMSs, eight license plate readers (LPR), and one Road Weather Information System (RWIS). All devices, listed in the table below, are connected to the telecommunications infrastructure and linked to the RTMC for monitoring by the City.

Table 3: City of Tallahassee ITS Devices

DEVICE	CITY	FMS
Traffic Signals	357	-
System Detectors	400	-
CCTV Cameras	97	28
Dynamic Message Signs	1	8
BlueTOAD	80	-
Microwave Vehicle Detection System	-	51
Universal Power Supply	98	19
Fiber Optic Cable	190 miles	-
Cellular Communications	24 Verizon Cell Modems	-

Figure 3 through Figure 6 provide an overview of the locations of these devices.

Effective July 2020, the City and the Department transitioned FMS control to the Northwest Florida Regional Transportation Management Center (NWFRTMC). A new Joint Participation Agreement (JPA) was executed with FDOT for the expansion of the Active Arterial Management (AAM) Program. This program, operated by the City, will monitor and control traffic flow along the State Highway System (SHS) within the Leon County region.

Communications

The City of Tallahassee's communication infrastructure is comprised of approximately 190 miles of fiber optic cable. Fiber optic cable is the main method of communication for the majority of the city's ITS network, as it links all field devices back to the TMC. The ATMS fiber infrastructure

includes seven existing fiber-optic trunk lines, with fiber counts on each cable varying throughout the City (36-72 strands) and terminate at City Hall downtown. A 144 and 288 count underground trunk connects City Hall to the RTMC. A fiberoptic backbone was also installed along I-10 and US 90 from western Gadsden County to the RTMC. This 96-fiber trunk line expanded the City's current ATMS by incorporating the interstate system. In 2020 FDOT will connect the NWFRTMC fiber to the Tallahassee FMS fiber. FDOT District 2 will complete a project to expand the Tallahassee fiber optic backbone to the Madison County line providing the NWFRTMC with complete FMS coverage from the Alabama state line throughout District 3.

ATMS communication is additionally enhanced using 24 cellular modems. These devices are located throughout the City where fiber optic cable was determined not feasible due to cost, time, or physical obstacles. Figure 7 provides an overview of the current fiber network.

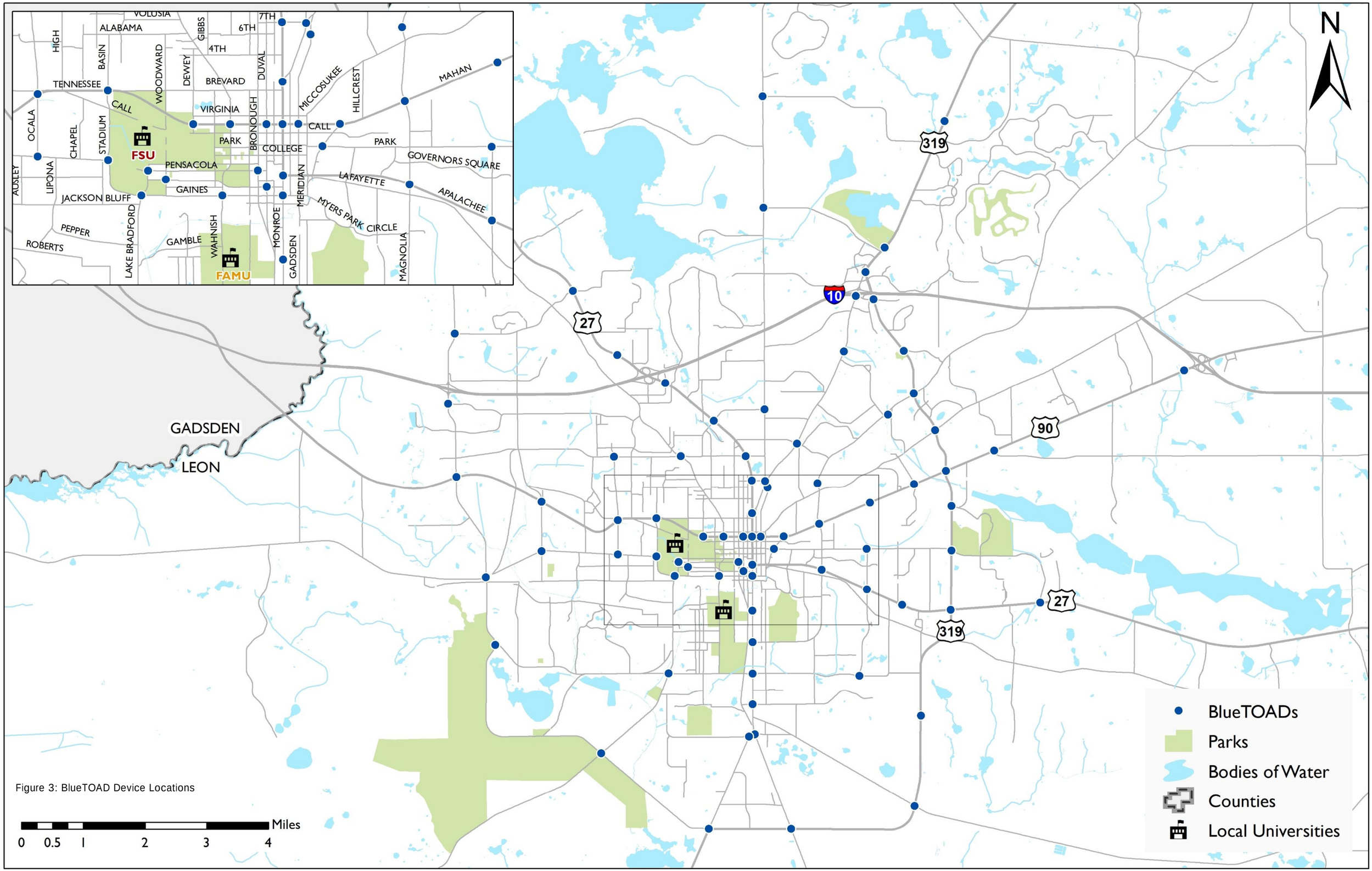


Figure 3: BlueTOAD Device Locations

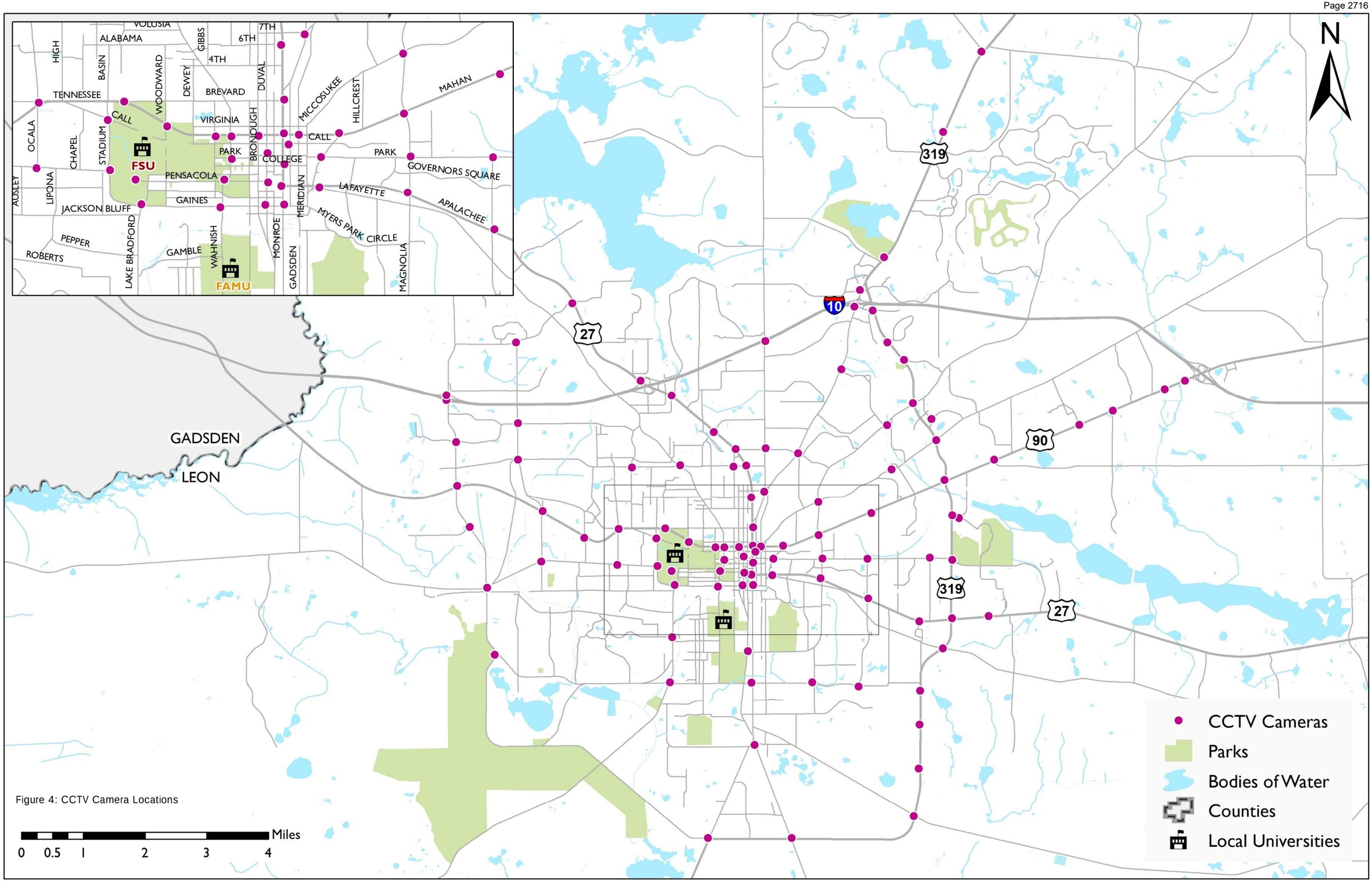


Figure 4: CCTV Camera Locations

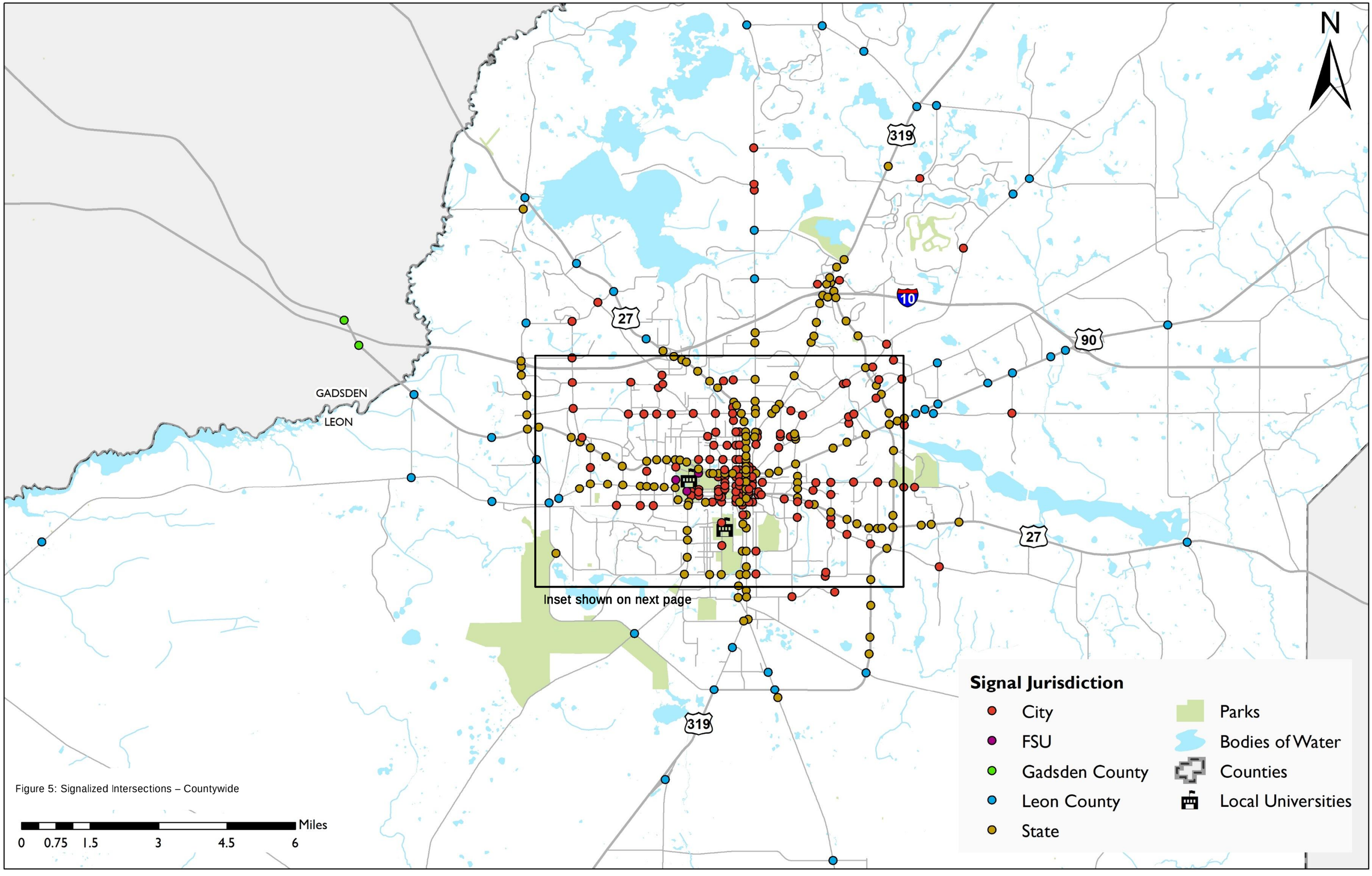


Figure 5: Signalized Intersections – Countywide

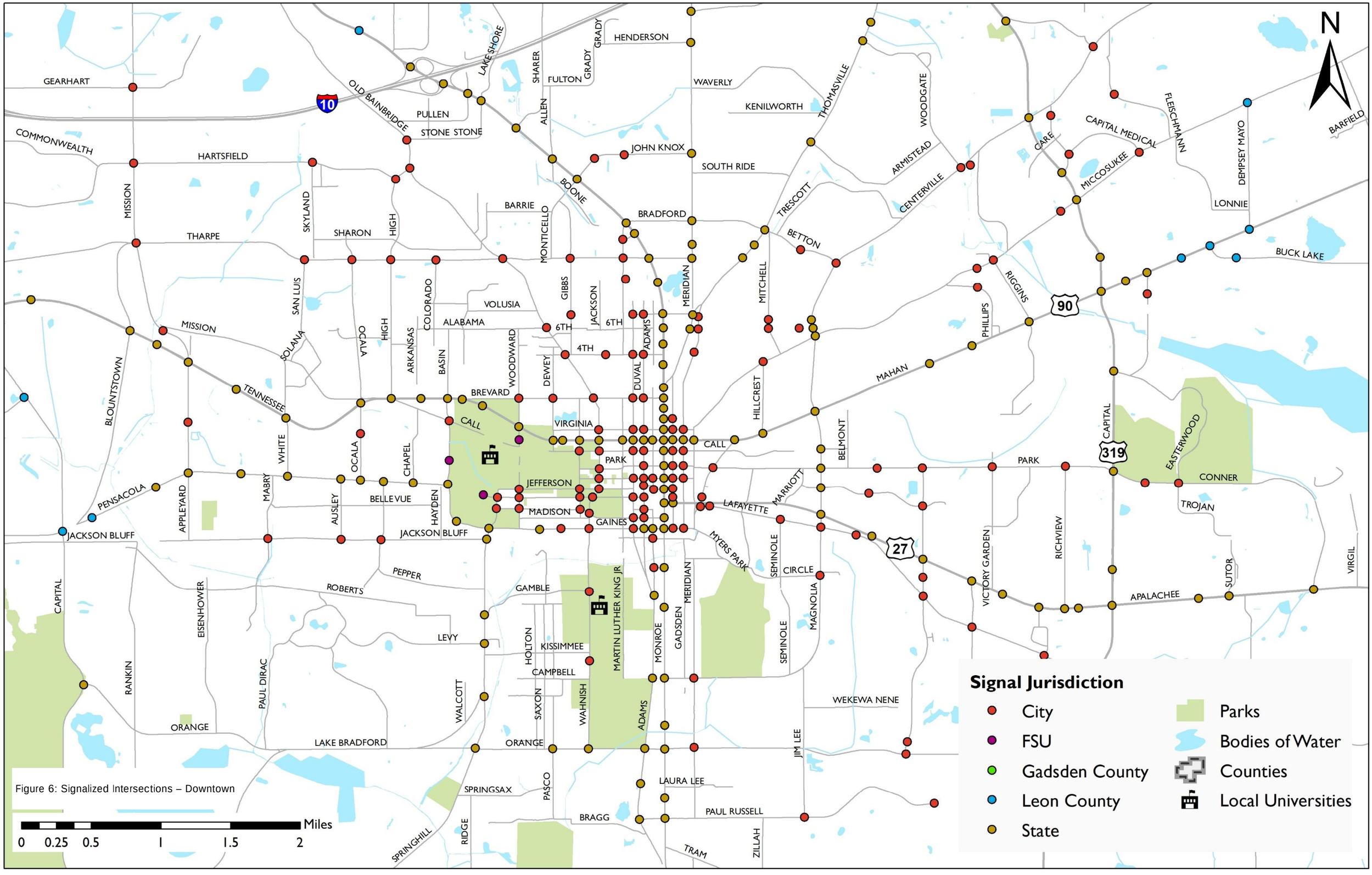
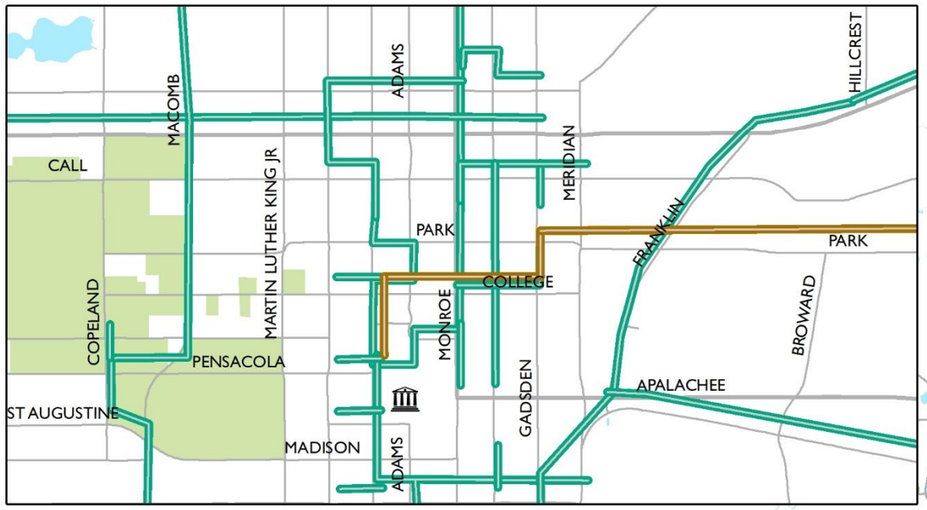


Figure 6: Signalized Intersections – Downtown



Inset 1

Figure 7: Existing Fiber Network

Traffic Management Center

The City's ITS devices and traffic signal system are monitored and controlled from the Tallahassee RTMC located at 911 Easterwood Drive in Tallahassee, Florida. The RTMC serves as the control center for the state-of-the art Tallahassee Advanced Transportation Management System (TATMS). The City constructed the RTMC with 12 operator workstations, ten offices, and a conference room. The RTMC includes a double stacked video wall comprised of 48-inch video monitors. The bottom half includes 21 monitors utilized by the traffic operations staff to monitor and manage the traffic system. The top half, which also includes 21 monitors, is controlled by the Leon County Emergency Operations Center to display weather and news.

City staff are currently responsible for monitoring the ATMS Monday through Friday from 6:00 AM to 7:00 PM, as well as during all Florida State University home games. The RTMC also provides a backup, redundant system for monitoring the FDOT District 3's FMS. As a designated FDOT Satellite Transportation Management Center (STMC), the Tallahassee RTMC will serve as the emergency backup for the NWFRTMC. The RTMC allows for center-to-center communications with the District 3 TMC in Chipley, Florida and FDOT Central Office. The unique RTMC facility co-locates a number of key public safety related agencies including:

- Consolidated Dispatch Agency
- Leon County Emergency Medical Services Administration
- Operations Building for Emergency Medical Services
- City of Tallahassee Fire Department Administration
- Leon County Emergency Operations Center
- City of Tallahassee RTMC
- City of Tallahassee City Manager Emergency Management Command Center
- Leon County Emergency Management
- Consolidated Data Center

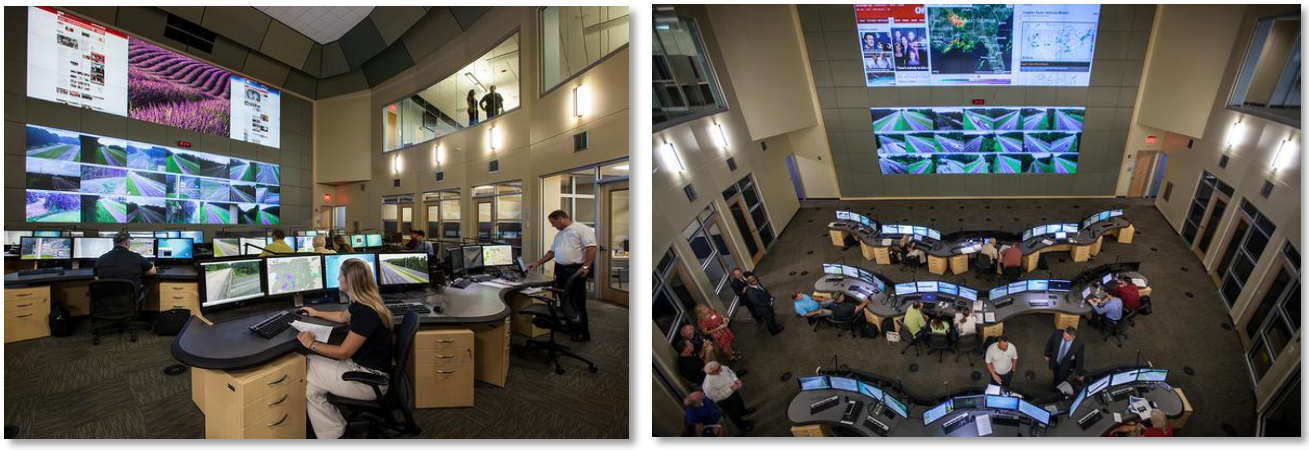


Figure 8: Tallahassee RTMC

Traffic Signals

The City of Tallahassee signal system currently includes 357 signalized intersection. The traffic signal system uses Intelight MaxTime local controller software monitored with Kimley-Horn's *KITS*™ central system software. Kimley-Horn served as the software design, supply, and integration consultant for the implementation of a distributed control-based signal system facilitating a transition from the City's existing UTCS to its current Windows™-based distributed central system in 1999.

Tallahassee *KITS*™ is configured to accommodate up to 256 control sections; 1,024 intersections; 12,288 system detectors; 1,000 count stations; 24 workstations; eight remote workstations; 16 docking workstations; 128 CCTV cameras; and 20 DMS with no modification to the software sizing constraints. In 2017, support was added for *Intelight MaxTime* controller software. The central system software also incorporates the ITS features of CCTV surveillance, video wall scheduling, and DMS control.

Signal Phasing and Timing Challenge

The Signal Phasing and Timing (SPaT) Challenge was issued to state and local public-sector transportation agencies to collaborate in an effort to achieve deployment of Dedicated Short-Range Communications (DSRC) infrastructure. The challenge entailed deploying DSRC with SPaT broadcasts in at least one corridor or network (approximately 20 signalized intersections) in each of the 50 states by January 2020.

FDOT Transportation Systems Management and Operations (TSM&O) Program has a renewed focus on arterial traffic management solutions and partnered with the City of Tallahassee for this challenge. Roadside Units (RSU) were deployed at 22 traffic signal intersections on US 90, (West Tennessee Street and Mahan Drive) from Duval Street to Walden Road just west of I-10. The RSUs broadcast SPaT and MAP (the geometric layout of the associated intersection) data for each individual signal location using 5.9 GHz DSRC.

FDOT is completing testing of portable on-board units (OBUs) and has confirmed the RSUs are broadcasting SPaT and MAP data via the DSRC. This implementation will support the advancement of Vehicle-to-Infrastructure (V2I) capabilities, especially related to intersection safety applications. Figure 9 highlights the signalized intersections included as part of this effort.

Performance Measures

Performance monitoring is the collection, analysis, and reporting of data to track and assess resources used, work produced, and whether specific goals are achieved. The ultimate purpose of performance monitoring is not just reporting the performance of the system, but the development of actions that improve performance. It can also be used to demonstrate the value of operations through a process of continuous evaluation. An important aspect of performance monitoring is an analysis of why goals are (or are not) being achieved, and accomplishments to

meet goals. Once a performance program is in place, it is a simple matter to focus it on before and after conditions for implemented projects and policies.

Many agencies across the country are using Automated Traffic Signal Performance Measures (ATSPMs) as the foundation of their performance monitoring program. ATSPMs consist of a high-resolution data-logging capability added to existing traffic signal infrastructure and data analysis techniques. This provides agency professionals with the information needed to proactively identify and correct deficiencies. The City currently uses an ATSPM dashboard to collect high-resolution data which allows the City to manage traffic signal maintenance and operations in support of the agency's safety, livability and mobility goals.

The technology is cost effective, as ATSPMs can be applied to a wide range of signalized intersections and use existing infrastructure to the greatest extent possible. ATSPMs will also support the validation of other technologies and operational strategies, such as adaptive signal control and emerging connected vehicle applications.

Bicycle Technology

Three automated bicycle counters are deployed within the City. These counters are located within protected bike lanes at two intersection locations:

- Pensacola Street and Martin Luther King Jr Boulevard
- West Madison Street and Martin Luther King Jr Boulevard

Additionally, on the west end of the Capital Cascades bridge, the City installed a digital counter that displays daily and annual counts of cyclists and pedestrians that cross the bridge.





Figure 9: Bicycle Technology

Sources: EcoCounter and Nue Urban Concepts

TRANSIT

StarMetro, Tallahassee's public transportation system, serves the metro area with fixed-bus routes and dial-a-ride services. The existing fleet of 66 buses has Automatic Vehicle Location (AVL) systems deployed, which is an automated means of tracking vehicle location. In addition, arrival and departure boards are installed at several bus shelters allowing riders to take advantage of next bus arrival technology.

Average route ridership was historically tracked through the use of the on board farebox. StarMetro is transitioning out of that practice and have installed Automated Passenger Counters (APC) on 12 fleet vehicles. As of July 1st, 2019, StarMetro received grant funding that will be used to retrofit the rest of the fleet with APCs. The process for calibration takes nearly two years but preliminary on time performance data by route will be available late 2019.

FLORIDA STATE UNIVERSITY

FSU is a public university located in central Tallahassee. The institution has been recognized as one of the world's most innovative universities and has deployed various transportation technologies throughout the campus. These deployments have been essential in streamlining parking procedures and increasing the safety of students. The current and future ITS technology deployed across the FSU campus are detailed below.

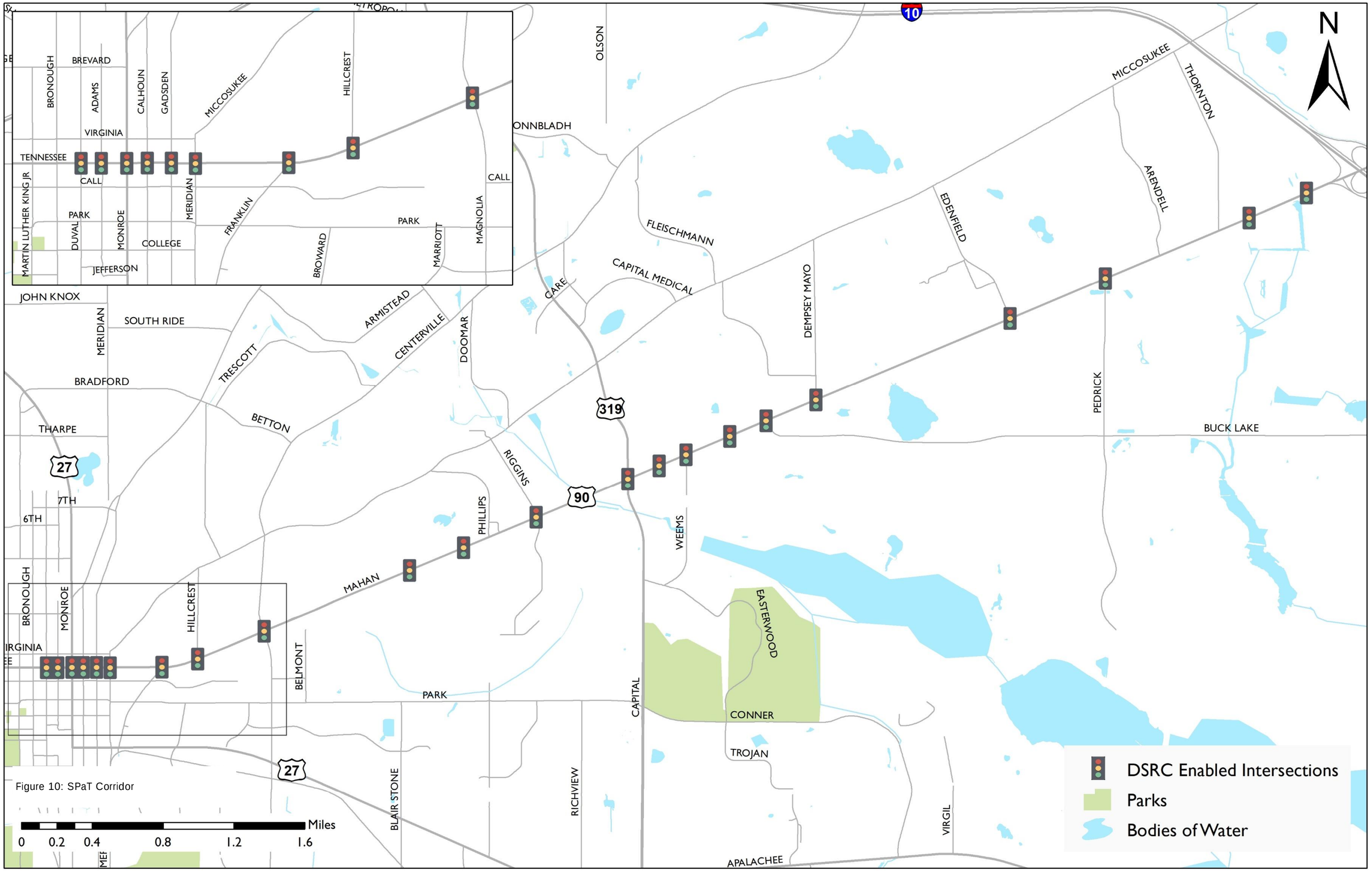


Figure 10: SPaT Corridor

FSU Parking Technology

Currently, there is loop based counting equipment deployed in all six garages on campus. These loop sensors track the daily entry and exit volume. This real-time garage occupancy data is displayed on variable message signs and provided to students through an in-house developed mobile application (*FSU TRANZ*). In the near future, FSU is planning to deploy license plate recognition (LPR) cameras at every garage access point. These cameras will ultimately replace the loop sensors, simultaneously conducting counts and collecting license plate information. This information will be shared with campus law enforcement as needed for security purposes.

FSU Transit Technology

One of FSU's goals is to possess an all-electric fleet of transit vehicles. Currently, the University has 20 new electric buses and has transitioned to a new tracking system (*TransLoc*). This new tracking system conducts automatic passenger counts, allowing students to have real-time information of space availability on each bus and bus location data. Wi-Fi and cellphone charging stations are included in FSU's future transit plans as well.

FSU Bicycle Technology

The University is in the process of installing covered bicycle parking across the campus. Bike lanes are proposed to be included in plans for all future roadway improvements that take place throughout the campus. The mobile application, RideShark provides its users the ability to search for rideshare opportunities, increasing the possibility of carpooling and creating an avenue for bike share opportunities.

Students also have access to a new kind of bike-sharing called Pace. Through the mobile applications, user have access to the fleet of 300 bicycles and information regarding the location of 50 racks concentrated mainly in Downtown Tallahassee. Unlike the traditional infrastructure, Pace bikes can be picked up or returned from any public bike rack in addition to the dedicated Pace racks.

Needs Assessment

A needs assessment is the evaluation of information from meetings and documents to identify needs that should be addressed by this ITS Master Plan. The combination of information from the inventory, the stakeholder engagement process, City staff expertise, congestion data, and safety statistics was used to assemble this assessment. The needs were used in conjunction with other criteria to develop project recommendations and map out an implementation plan for the City. It is the ultimate goal of this ITS Master Plan to recommend projects and strategies to address these existing needs and gaps. The project recommendations also consider future growth, anticipate future high-level needs, and consider emerging technologies.

SAFETY AND MOBILITY NEEDS

Residents of Tallahassee experience a variety of safety and mobility challenges every day such as unreliable commute times, crashes, and road closures due to work zones. Improving the safety and reliability of the Tallahassee transportation network will largely benefit motorists, bicyclists, pedestrians, and transit riders.

Congestion Data

Congestion was evaluated using probe data provided by the Regional Integrated Transportation Information Systems (RITIS). RITIS is a web-based platform that aggregates travel times and speed data from roadway sensors and probe-based systems along the road network. The RITIS platform allows users to access available historical and real-time data for arterials throughout the state of Florida using data visualization and data analysis tools. The tools provided allow users to query and analyze performance measures from the historical data set.

Analysis

Data provided by RITIS was analyzed to determine information regarding existing congestion status and hot spots throughout the City. These tools allows users to analyze traffic conditions on one or more stretches of road, providing data on metrics including travel time index, congestion, and historical speed over the selected time frame. A weekday analysis was conducted using data from January 1st, 2018 through December 31st, 2018.

The RITIS analysis network was created to include the entire Tallahassee arterial roadway network. The analysis network was loaded into the Bottleneck Ranking tool, which allows users to identify, rank, and explore bottleneck locations within an identified study area. Results are generated from the archived data set based on the specified date ranges. The tool ranks bottleneck corridors based on multiple factors including maximum queue length, daily duration, speed differential, and total delay. This visualization tool produced the following list of top bottleneck locations in the City.

Table 4: Top Bottleneck Locations

Rank	Road	Direction
1	US-27/Monroe Street at US-90/SR-10/Tennessee Street	Southbound
2	US-90/Tennessee Street at US-27/SR-61/Monroe Street	Westbound
3	SR-61/Monroe Street at US-90/Tennessee Street	Northbound
4	SR-61/Monroe Street at SR-371/CR-1555/Gaines Street	Southbound
5	US-27/Apalachee Parkway at SR-265/S Magnolia Drive	Westbound
6	US-319/Capital Circle NE at US-90/SR-10/Mahan Drive	Northbound
7	US-27/Monroe Street at SR-61/Thomasville Road	Southbound
8	US-90/Mahan Drive at US-319/SR-261/Capital Circle NE	Westbound
9	US-319/Capital Circle NE at US-90/SR-10/Mahan Drive	Southbound
10	US-27/Monroe Street at Bradford Road/M.L. King Jr Boulevard	Northbound

The average travel time index was also retrieved for all available corridors within the City. RITIS defines travel time index as the ratio of travel time in a peak period to travel time in free flow conditions. A travel time index of 1.50 would indicate that a 30-minute free flow trip would take 45 minutes in the peak period. The figures on the pages that follow visually shows the travel time index recorded for all available corridors during each one-hour morning and afternoon peak. The figures help to illustrate where the congestion occurs during the morning and afternoon peak hours. Understanding these priority corridors helps to identify locations that can significantly benefit from ITS solutions.

Mobility challenges impact residents, commuters, and the delivery of goods and services. The corridors identified in the figures and listed in the table above are the top congestion areas, or “trouble spots” for the City of Tallahassee. The transportation technology solutions developed during the development of this ITS Master Plan target congestion mitigation along these priority corridors.

Tallahassee Travel time index Trend Map for 2018 (Every Tuesday, Wednesday, and Thursday)

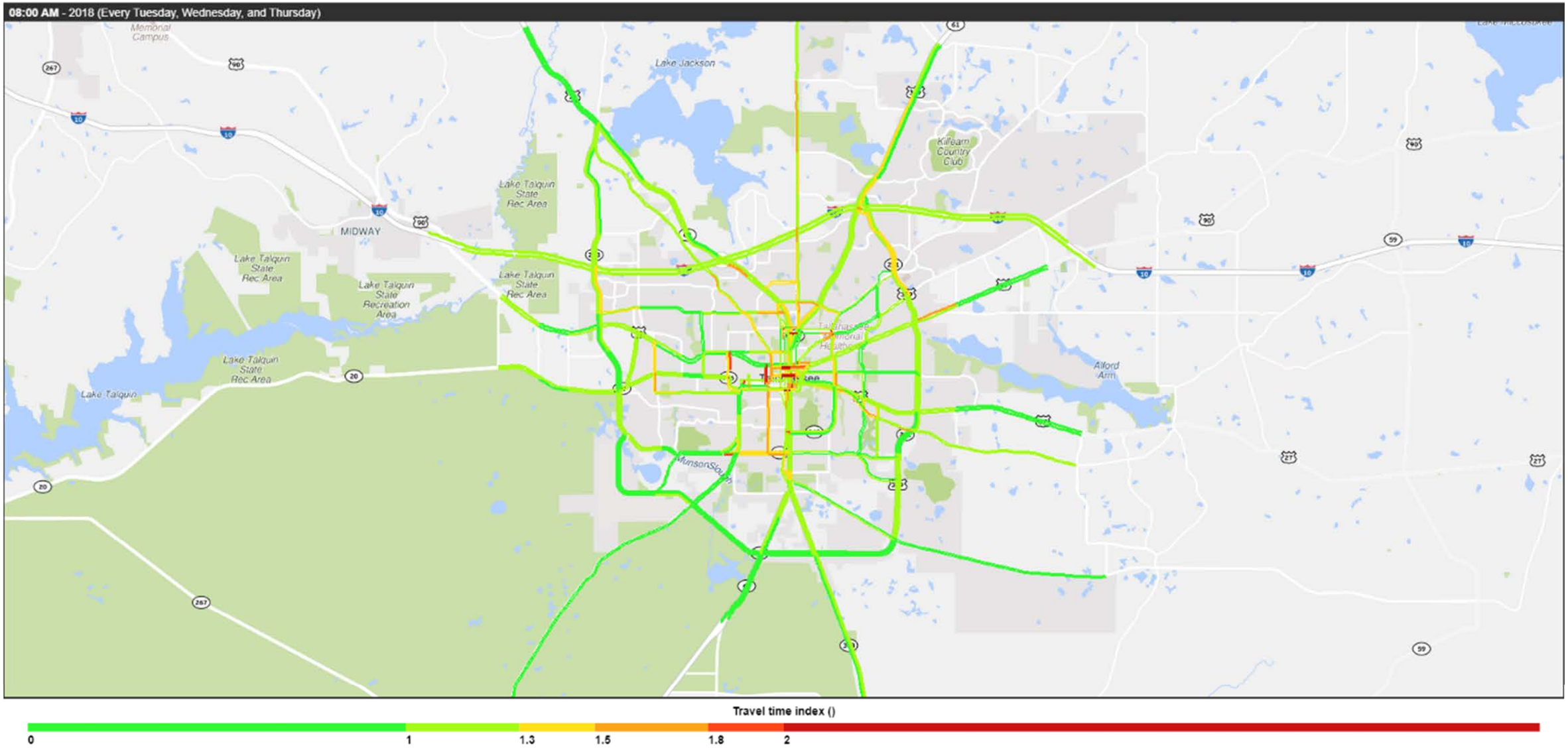


Figure 11: AM Peak TTI – Countywide

Tallahassee Travel time index Trend Map for 2018 (Every Tuesday, Wednesday, and Thursday)

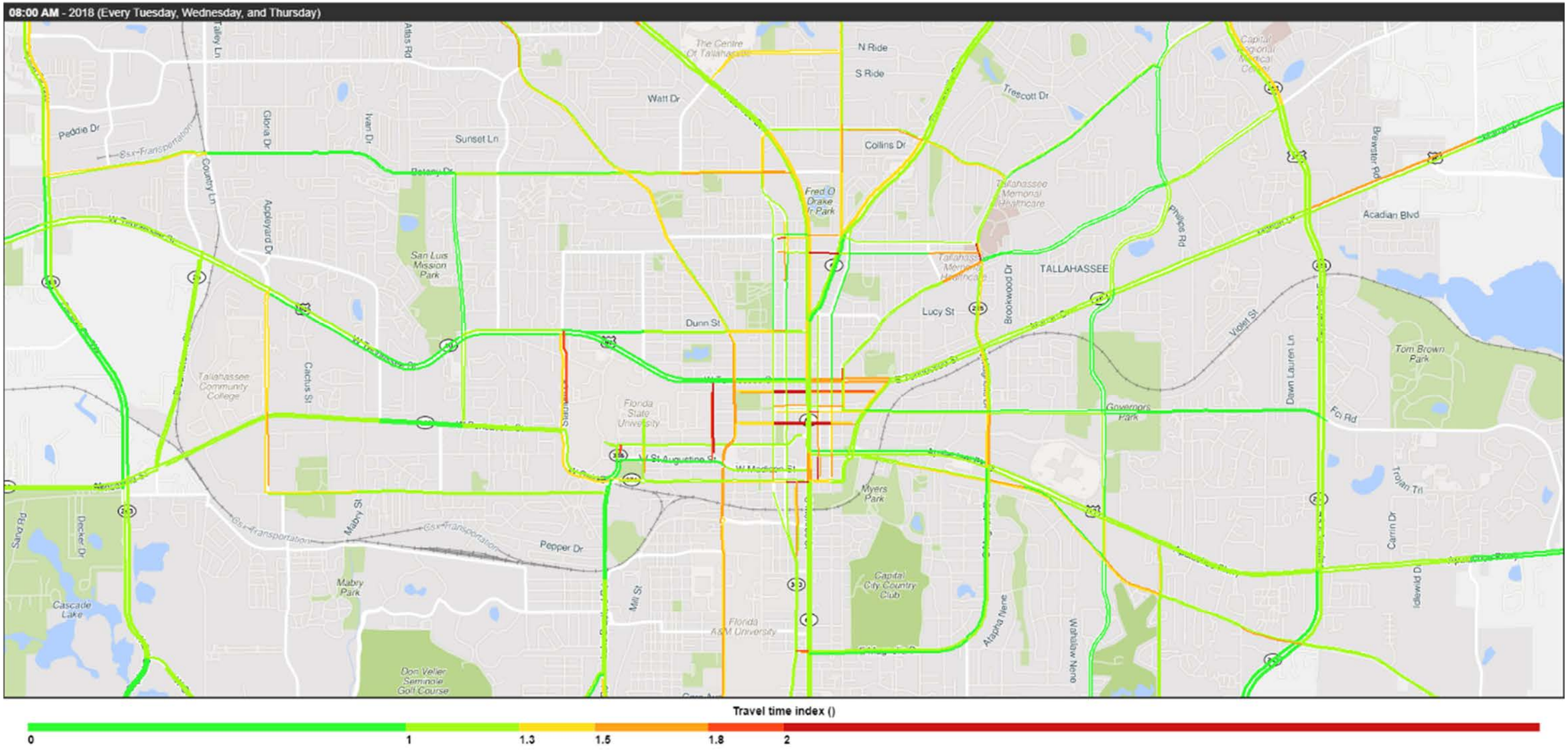


Figure 12: AM Peak TTI – Downtown

Tallahassee Travel time index Trend Map for 2018 (Every Tuesday, Wednesday, and Thursday)

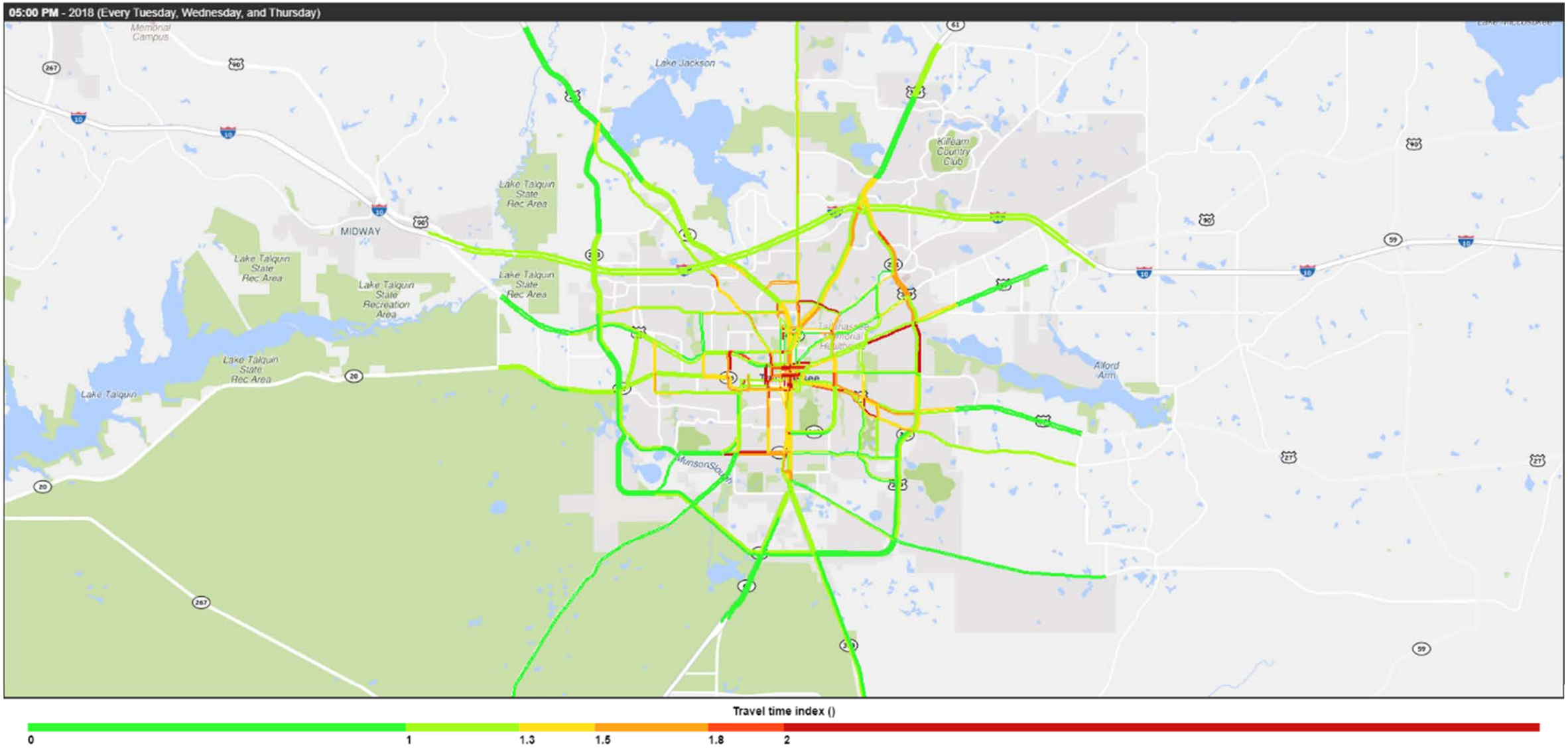


Figure 13: PM Peak TTI – Countywide

Tallahassee Travel time index Trend Map for 2018 (Every Tuesday, Wednesday, and Thursday)

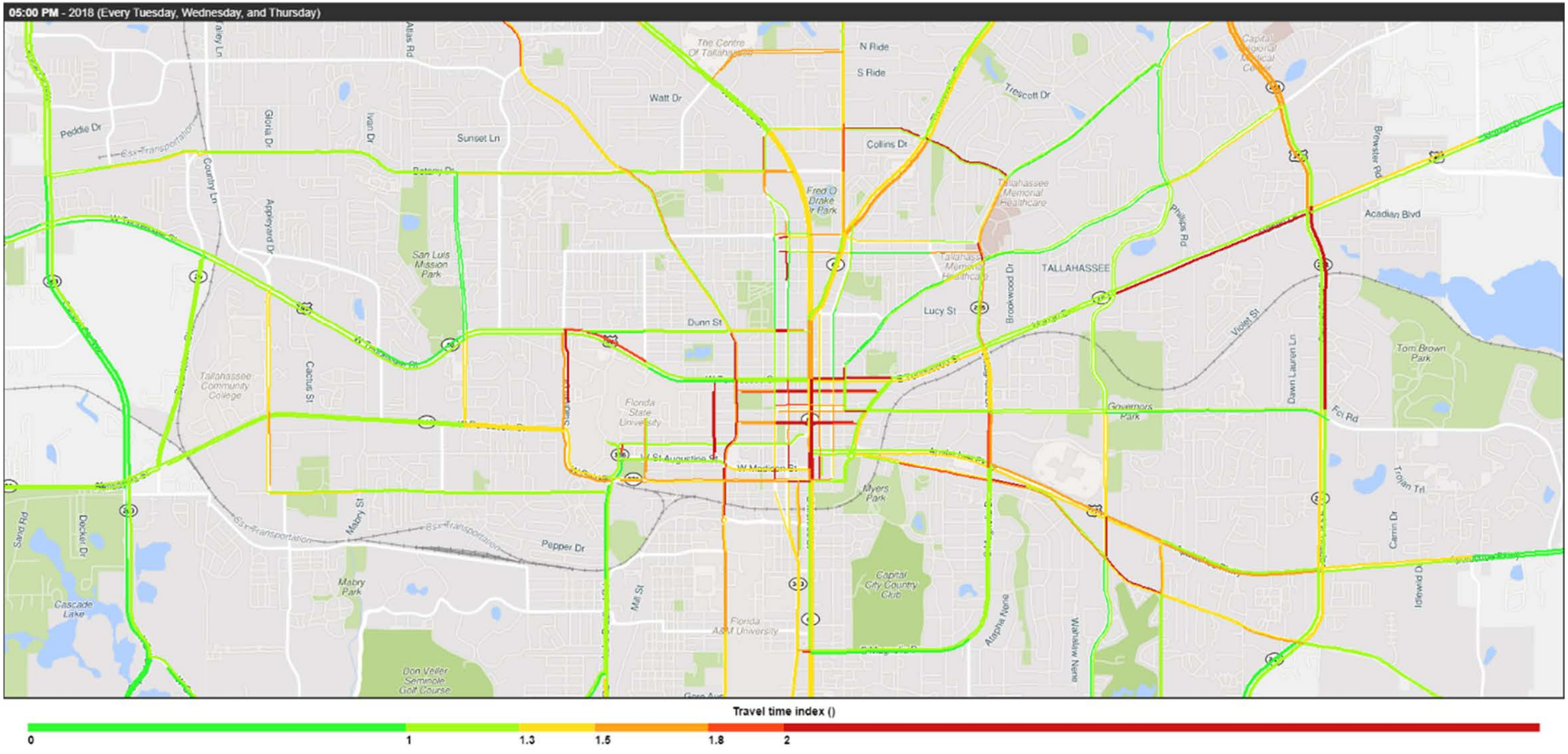


Figure 14: PM Peak TTI – Downtown

Safety Data

Signal Four Analytics is a statewide interactive, web-based geospatial crash analytical tool developed by the University of Florida. This system was designed to support the crash mapping and analysis needs of law enforcement, traffic engineering, transportation planning agencies, and research institutions in the state of Florida. Crash data – long and short form, collected electronically by Florida Highway Patrol and local law enforcement officers at crash sites throughout the state – is transmitted nightly to the GeoPlan Center and loaded into the Signal Four Analytics database.

A query was completed for all crashes within the City of Tallahassee in 2018. The following corridors had the highest crash rate for the year 2018:

- US-90/Tennessee Street
- Thomasville Road
- US-27/Apalachee Parkway
- US-319/SR-261/Capital Circle NE
- SR-61/US-27/Monroe Street
- Mahan Drive
- Pensacola Street
- Monroe Street
- Tharpe Street

The data provided by Signal Four Analytics included a detailed crash type description for each reported crash. The table below lists the crash type by location for each of the corridors, with the most predominant crash type being rear end crashes.

Table 5: Crash Type by Location

Major Street	Tennessee St W	Thomasville Rd	Apalachee Pkwy	Capital Cir NE	Monroe St N	Tharpe St W	Mahan Dr	Pensacola St W	Monroe St S
Angle	31	22	14	12	11	7	5	4	9
Animal	0	1	0	0	0	0	0	0	0
Bicycle	3	1	1	0	0	0	0	0	1
Head On	7	2	5	2	2	3	1	3	0
Left Turn	42	26	24	31	28	15	6	17	6
Off Road	15	10	4	6	7	7	4	2	3

Major Street	Tennessee St W	Thomasville Rd	Apalachee Pkwy	Capital Cir NE	Monroe St N	Tharpe St W	Mahan Dr	Pensacola St W	Monroe St S
Other	100	57	88	47	69	31	19	33	28
Pedestrian	1	2	0	0	0	1	0	3	0
Rear End	196	121	85	92	61	52	64	33	36
Right Turn	3	1	2	4	2	1	0	0	0
Rollover	0	0	0	0	0	0	0	0	1
Sideswipe	62	28	26	30	23	7	12	13	16
Unknown	24	5	9	7	19	2	2	5	7
Total	**484**	**276**	**258**	**231**	**222**	**126**	**113**	**113**	**107**

The corridors identified above are the top crash locations, or "hot spots" in the City of Tallahassee. The ITS strategies and technologies developed during the development of this ITS Master Plan contribute to improving safety along these priority corridors. Fewer incidents enhance the safety of the area and reduce congestion.

Priority Corridors

Understanding where the congestion is during the morning and evening peak hours as well as the crash hot spots helps identify locations that can significantly benefit from the proposed transportation technology solutions. It is anticipated that congestion will continue to be a challenge within these areas and worsen over time as the City continues to grow and development increases. While there are several effective measures that agencies use to maximize system mobility and safety, ITS is effective in harnessing the benefits of emerging technologies to achieve that end efficiently. The City of Tallahassee recognizes the benefits of ITS operations and is committed to the inclusion of ITS into their suite of transportation initiatives.

ADDITIONAL ITS NEEDS

Based on the collective input of the regional stakeholders, additional needs in which enhanced ITS strategies or technologies can provide the greatest benefit were identified. These needs were largely related to changes in processes and policies to help support the success of the City's ITS:

- Educate internal City Departments on ITS capabilities to increase the awareness and understanding of the benefits an ITS Program can provide to all City services.
- Mainstream ITS components (devices, communications, data collection, shared control) into capital and transportation improvement programs and processes to expand/leverage the City's ITS Program.
- Expand the use and availability of ITS infrastructure, systems, and data that could benefit certain departments or external partner agencies in the region.
- Provide sufficient and knowledgeable staffing (foundational staffing, organizational structure, and pursuing appropriate training and ongoing knowledge development) to support functions of the ITS Program.
- Increase ability to distribute relevant information tailored to audience (i.e. provide real-time traveler information).

EMERGING TECHNOLOGY CONSIDERATIONS

The City of Tallahassee anticipates significant growth and further dependency upon its existing and planned ITS with the continued evolution of technology in the transportation industry. In addition to the forthcoming recommended ITS projects, broader ITS technologies that encompass and bridge multiple focus areas were evaluated. This section includes a brief technical overview of several existing and some emerging ITS technologies identified for consideration as part of this ITS Master Plan. These applicable technologies were taken into consideration as project recommendations were developed.

Communications for Autonomous and Connected Vehicles

As autonomous vehicle (AV) technologies are being implemented around the country, two options of wireless technology are leading: DSRC radio and 5G wireless technology. DSRC is currently the predominant technology in the U.S. Connected Vehicle (CV) market. The wireless technology enables vehicles to send and receive brief digital packets of information about their location, intentions, and speed. This communication option requires two components: OBUs and RSUs. An OBU is a transceiver that is normally mounted in or on a vehicle, or in some instances may be a portable unit. An RSUs is a transceiver that is mounted along a road or pedestrian passageway. An RSU broadcasts data to OBUs or exchanges data with OBUs in its communications zone. DSRC currently accommodates all necessary vehicle-to-vehicle (V2V) and vehicle-to-infrastructure (V2I) communications in modules that are already commercially available. However, there is no demand for DSRC, beyond connected vehicle applications.

Alternatively, wireless mobile carriers are preparing to deploy 5G technology. Today select carriers are working with state regulators to receive permission to install the thousands of micro cells necessary to support 5G transmission. Although the standards for this technology have yet to be defined, some of the potential benefits include greater interoperability, wider bandwidth, increased cybersecurity, and a decentralized network that runs on private cell

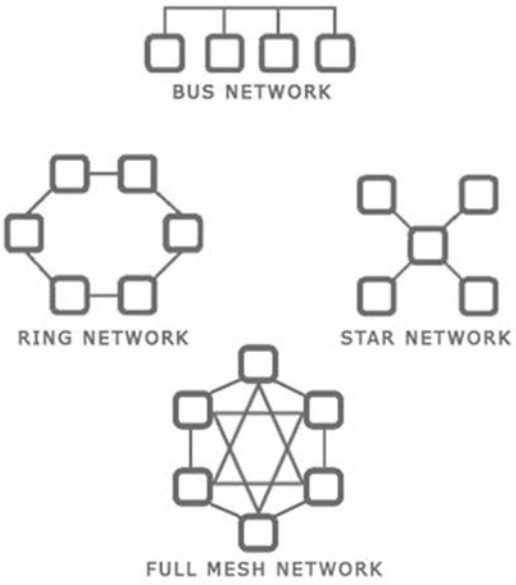
towers. 5G technology eliminates the need for dedicated roadside units, allowing agencies to reduce deployment and maintenance costs.

Both DSRC and 5G technologies offer the prospect of direct V2V and V2I communications. Both technologies also enable communications between vehicles and pedestrians. The two technologies use the same wireless frequencies, but have incompatible protocols and therefore cannot communicate directly.

Network Architecture Enhancement

A network's topology is a representation of the physical and/or logical layout of the communications between devices and how they are connected. The four common communication topologies are bus, star, ring, and mesh. In most cases, networks use a combination of these four types (shown in the figure below).

Figure 15: Network Topology Layouts



Bus topology interconnects multiple devices along the same communications link or channel, similar to a multi-drop channel in a serial network. Bus topologies are rarely (if ever) used in newly deployed, IP/Ethernet networks. A star topology uses a point-to-point connection similar to a bus topology, but the network appears to radiate outward from a single point. A ring topology uses a closed-loop, point-to-point connection between adjacent devices. A mesh topology uses multiple-point, multiple-path connections between devices. Each topology strikes a balance between resiliency and required communication links that correlate with cost.

The City of Tallahassee has both serial and IP/Ethernet communications architecture. The transition to an entirely IP/Ethernet architecture would provide the City with enhanced interoperability, sustainability, and redundancy. The best way to plan for emerging technologies is to provide a robust, high quality network capable of expansion.

Recommendations

The following series of ITS projects proposed for future deployment were developed based on the needs assessment, stakeholder input, direction from the City, and industry best practices. The established vision and objectives were used as guiding principles to develop the proposed projects. The overall process to develop and identify projects is summarized below. For each project identified, an overall project description, identification of the project coverage area, and a summary of benefits is provided. Additionally, high-level budgetary estimates were developed for planning purposes. The projects were then prioritized based on adherence to the established vision and objectives, estimated cost, and potential to provide the greatest benefit.

Project Identification

Present and future needs were identified based on a review of current data and served as the foundation for the project recommendations developed. The project development approach consisted of analyzing data to identify needs, considering various ITS solutions, and determining the feasibility of the projects. The recommended projects include strategies, technologies, and staffing that will allow the City of Tallahassee to progress towards achieving the vision developed for the ITS Master Plan: *Maximize the transportation system efficiency and performance using innovative technologies and regional collaboration to promote reliable mobility throughout the vibrant Capital City region*.

The recommended projects have been categorized into eight functional areas:

- Traffic Management
- Transit Management
- TMC
- Traveler Information
- Asset Management
- Performance Measures
- Bicycle Detection
- Communications

The project recommendations are mapped back to the initial needs, providing a level of traceability for each. Creating this traceability is important to ensure the ITS Master Plan addresses the needs specific to the City of Tallahassee and provide benefits. Having a clear connection between the ITS Master Plan and the needs identified by staff helps foster trust from the stakeholders.

TRAFFIC MANAGEMENT

Traffic management refers to the typical day-to-day congestion management of roadways. The management of traffic focuses on the use of ITS infrastructure to improve congestion and disseminate roadway conditions to the public. Current day-to-day operations at the Tallahassee RTMC focus primarily on active arterial management.

Traffic signal control systems are the primary tools used for active arterial management. Traffic signals throughout the City of Tallahassee currently operate with actuated-coordinated timings during peak hours and actuated-uncoordinated timings during overnight hours, with varied coordinated settings by time-of day. City staff routinely conduct studies on intersections based on recurring congestion, known issues, and complaints received from the public. Additionally, the staff will actively manage the downtown arterial network and change the signal timing plans based on the special events in the downtown area.

This functional area includes strategies targeted at proactive operation of the City's traffic signal system to deliver solutions that improve efficiency, safety, and reliability of signalized intersection operations. The primary objective of this functional area is improved traffic management focused on both recurring and non-recurring congestion. Based on this need, recommended strategies for consideration are listed below. Implementation of these recommendations will improve the traffic management capabilities of the City and provide additional opportunities for active arterial management.

Adaptive Traffic Signal Control

Adaptive traffic signal control (ATSC) is the dynamic adjustment of traffic signal timing using vehicle detection to accommodate real-time changes in traffic patterns and demand. ATSC systems continuously monitor arterial traffic conditions and the queuing at intersections to dynamically adjust the signal timing. The system's predictive algorithms account for real-time data collected from field equipment, as well as historical traffic data stored in a central database.

Timing adjustments are implemented by the local controllers by transitioning from existing time-of-day plans. The predictive algorithms evaluate the traffic data as much as once per second to determine the future traffic patterns and demand, and implement traffic signal timing modifications in anticipation of that future traffic demand. ATSC systems can adjust to accommodate traffic conditions more proactively than time-of-day coordination which are typically more fixed or reactive to recurring traffic conditions.

Coverage Area

In an effort to improve traffic flow and reduce delay throughout the Tallahassee area, select corridors in the city may benefit from an adaptive traffic system. According to the Federal Highway Administration (FHWA), ATSC technologies are best suited for arterials that experience highly variable or unpredictable traffic demand for which multiple signal timing solutions are necessary during a typical time-of-day period.

A review of the major corridors throughout the City were completed with special consideration given to those with a higher Average Annual Daily Traffic (AADT). AADT is a measure that looks at total volume of vehicular traffic on a roadway for a year divided by 365 days. Consideration was also placed on the surrounding land uses of each major corridor. 2017 AADT and current land use composition was obtained from FDOT's Transportation Data and Analytics GIS Data Directory. A high-level evaluation was conducted, and the following corridors were identified as recommended locations for deployment of ATSC systems:

- US 27 from South Monroe Street to Conner Boulevard – 14 intersections
- US 90 from North Monroe Street to Capital Circle NW – 18 intersections

Both corridors contain diverse land use composition including retail, office space, residential, public/institutional, and industrial. The project limits are illustrated in Figure 16.

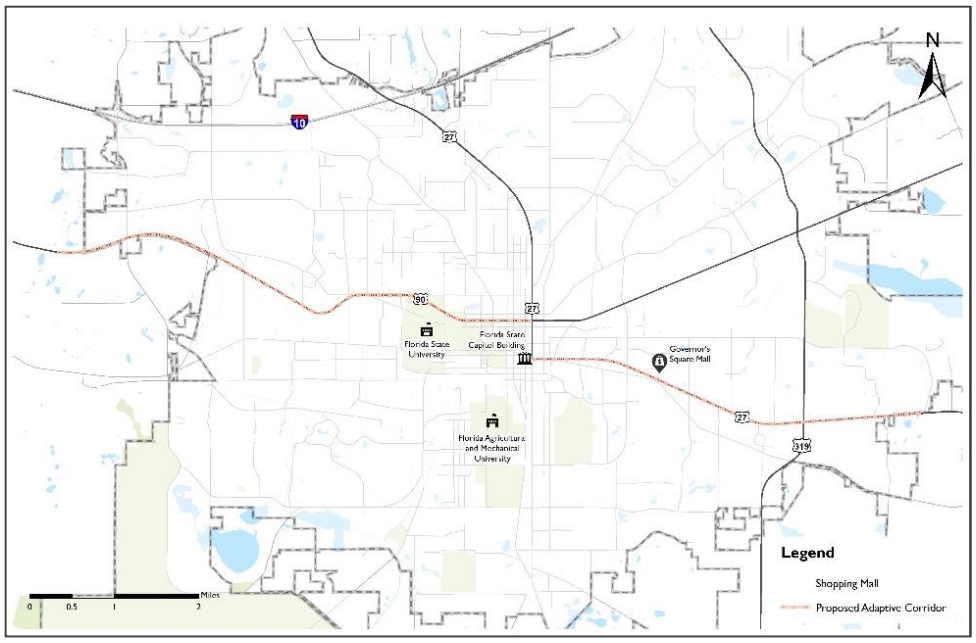


Figure 16: Proposed Adaptive Corridors

Project Benefits

ATSC is typically deployed to mitigate corridors with erratic peak travel times, large amounts of pedestrian traffic, and a need to reoptimize periodically. This includes being able to manage tourist, weather, or special event generated traffic demands beyond traditional peak periods experienced on most roadways. According to FHWA, the main benefits of ATSC technology over conventional signal systems are that it can[1]:

- Continuously distribute green light time equitably for all traffic movements
- Improve travel time reliability by progressively moving vehicles through green lights
- Reduce congestion by creating smoother flow
- Prolong the effectiveness of traffic signal timing

It is important to note that ATSC systems will not increase the capacity of a facility but can serve to optimize the throughput of traffic. A significant issue with ATSC systems is the importance of

[1] FHWA. *EDC-1: Adaptive Signal Control Technology.* 2017. https://www.fhwa.dot.gov/innovation/everydaycounts/edc-1/asct.cfm

the system's ability to detect both vehicle presence and vehicle queues. For this reason, the vehicular detection configuration is a significant cost factor when considering the implementation of ATSC systems. Careful evaluation should be completed regarding the feasibility of each corridor before deploying a system.

System Detectors

Detection at signalized intersections is primarily used to determine presence, volume, speed, and occupancy of motorized vehicles. The in-pavement inductive loop detector is the most common sensor used in traffic management applications. When a vehicle stops on or passes over the loop, the inductance of the loop is decreased causing the electronics unit to send a pulse to the controller, indicating the presence or passage of a vehicle. With the installation of inductive loops, speed can be measured by using two sensors a known distance apart or estimated from one sensor using the effective detection zone and approximate vehicle lengths. Most of the existing traffic signals in the City are actuated and equipped with loop detectors that detect vehicle presence, but do not detect speed or flow. Additionally, wireless magnetic sensors embedded in the road, sometimes referred to as pucks or pods, can be used to detect vehicles. The system works by sensing the disturbances in the earth's magnetic field that occur due to the presence of a car or motorcycle[2].

Alternate detection types such as radar detectors, classified as microwave (non-intrusive) technology, can collect velocity, flows, and occupancy data when they are deployed along the roadside. A single above-ground radar sensor mounted on a pole adjacent to the roadway can monitor multiple lanes of traffic. Since the radar detection is strongly impacted by the road environment, radar is more widely implemented on highways rather than in urban areas.

Alternatively, video-based detectors analyze the video image input. Different approaches are used by video detection sensors. Some analyze the video image of a target area on the pavement and as a vehicle passes through the target area this change in the image is processed as occupancy data. Another approach identifies when a target vehicle enters the video field of view and tracks the target vehicle through this field of view.

Coverage Area

Currently, the City of Tallahassee has loop detectors deployed at several signalized intersections. The current loops detect occupancy at each signal approach for signal actuation. This deployment project recommends the installation of loops at every intersection to allow for detection of speed and volume in addition to occupancy. With over 350 intersections a phased deployment that occurs over multiple fiscal years is recommended. The ideal time to undertake this sort of project would be during intersection projects with potential digging or trenching. Also, all newly constructed signalized intersections should include the installation of two loop detectors in every lane for every intersection approach.

[2] Klein, et al., *Sensor Technologies and Data Requirements for ITS*. 2001.

Project Benefits

As the City progresses with collecting advanced performance metrics, deploying traffic responsive and adaptive traffic signal control, more advanced detection is necessary to collect the required data. Upgrading the system detectors will benefit the active management of the roadway network. According to FHWA, the benefits of in-pavement inductive loop include[3]:

- Provides basic traffic parameters (e.g., volume, presence, occupancy, speed, headway, and gap)
- Insensitive to inclement weather such as rain, fog, and snow
- Provides best accuracy for count data as compared with other commonly used techniques
- Common standard for obtaining accurate occupancy measurements

Inductive loop detectors continue to be widely used to monitor traffic flow and control signals because of their relatively low cost, maturity, and aesthetics. The operation of inductive loop sensors is well understood and their application for providing basic traffic parameters represents a mature technology. The equipment cost of inductive loop sensors is lower when compared to over-roadway sensors.

CCTV Cameras

CCTV cameras play an important role in the operation of the transportation network. CCTV cameras provide the ability to see traffic situations in real-time and assist with verifying the existence of incidents prior to dispatching response crews. Additionally, CCTV cameras monitor traffic flows along a corridor, enabling City staff at the RTMC to provide active arterial management by selecting timing plans or adjusting signal timings based upon the observed traffic flow patterns.

The City of Tallahassee currently has 97 analog cameras deployed. A recommended strategy based on the traffic management needs of the City is to expand the network of arterial cameras and upgrade all analog cameras to Internet Protocol (IP) cameras. These cameras will provide surveillance capability for the City to help identify incidents, equipment malfunctions, or general traffic conditions around intersections. This strategy also contributes to reduction in incident response time, which has a direct impact on incident clearance times and congestion. The installation of new CCTV cameras and the upgrade of the existing camera system will include the process of integrating the cameras for operations at the RTMC.

Coverage Area

Cameras should be installed at major intersections along major arterials. Locations for additional CCTV deployments throughout the City were determined based on any gaps in CCTV coverage, and other factors including:

- Locations that experience high crash rates

[3] FHWA. *Overview of Vehicle Detection and Surveillance Technologies.* 2014.

- Locations where signal timing may need to be changed frequently based on traffic or weather-related conditions
- Locations where unplanned events frequently occur with negative impacts on progression and cause severe delays

A review of the major corridors was completed with special consideration placed on the traffic and safety focus areas throughout the City. As discussed in the Needs Assessment section, data provided by RITIS was analyzed to determine information regarding existing congestion status and bottlenecks. As a result of the high-level evaluation, the following signalized intersections were identified as ideal locations for deployment of CCTV cameras.

1. Capital Circle NW & Monroe Street
2. Miller Landing Road & Meridian Road
3. Brickyard Road & Highway 90 W Midway
4. Capital Circle NW & Fred George Road
5. North Monroe Street & Talpeco Road
6. Monroe Street & Sessions Road
7. Meridian Road & Timberlane Road
8. High Road & Old Bainbridge Road
9. John Knox Road & Meridian Road
10. Centerville Road & Fleischmann Road
11. Fleischmann Road & Welaunee Boulevard
12. Capitol Plaza Boulevard & Thomasville Road
13. Betton Road & Centerville Road
14. 7th Avenue & Duval Street
15. 6th Avenue & Gadsden Street
16. Aenon Church Road & Tennessee Street
17. Blountstown Highway & Tennessee Street
18. Basin Street & Tennessee Street
19. Bronough Street & Virginia Street
20. Calhoun Street and Virginia Street
21. Aenon Church Road & Blountstown Highway
22. Pensacola Street & White Drive
23. College Avenue & Duval Street
24. Calhoun Street & College Avenue
25. Gadsden Street & Park Avenue
26. Park Avenue & Victory Garden Drive
27. Ausley Road & Jackson Bluff Road
28. Jackson Bluff Road & Lipona Road
29. West Gaines Street & Stone Valley Way
30. Apalachee Parkway & Conner Boulevard
31. Magnolia Drive & Monroe Street
32. Orange Avenue & Wahnish Way
33. Adams Street & Paul Russell Road
34. Monroe Street & & Paul Russell Road
35. Capital Circle SW & Springhill Road

The proposed locations listed above are illustrated in Figure 17. It is recommended that the project be segmented into phases to allow deployment in stages. Locations with higher traffic volumes and of higher importance as noted by City staff were assigned Priority 1. All other locations are considered Phase 2. The numbering of the locations in the graphic directly correlate to the list above.

Project Benefits

Upgrading the City's existing cameras to IP has several benefits including:

- real-time video streams at a higher resolution

- accommodation of increased scalability
- providing the potential for video analytics

High quality video allows for real-time observation of traffic conditions, incident management, hurricane/disaster management, signal display verification and maintenance, and roadway maintenance/construction. Video observation can be used for verifying the results of traffic management strategies, such as signal timing changes or work zone diversions, and for detection and verification of crashes.

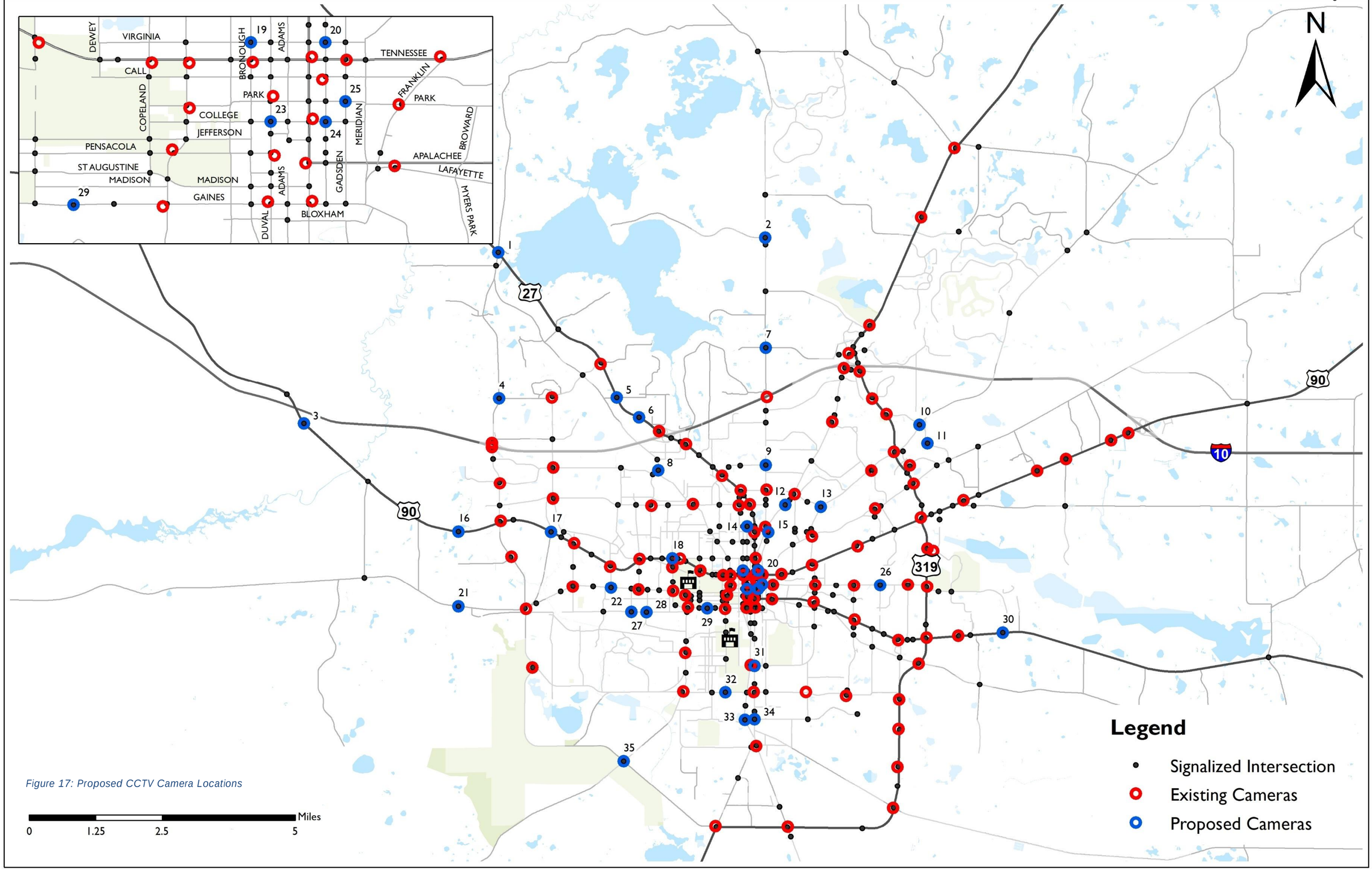


Figure 17: Proposed CCTV Camera Locations

Smart Work Zones

Smart Work Zones refer to the deployment of ITS technologies and strategies to increase the safety of construction workers, provide real-time travel information, and efficiently route motorists in and around a work zone. Portable traffic management systems, dynamic message signs, dynamic lane merge systems, and variable speed limit systems are a few examples of technologies that can be deployed individually or in combination as a smart work zone during major construction projects. They are usually deployed on a temporary basis until the interruptions from roadway construction are over.

These technologies typically produce data and images that are processed for actionable information. In some cases, the technology is designed to process the data instantly and then take immediate action without human intervention (e.g. end of queue detection triggering an upstream portable changeable message sign to alert approaching motorists). In other cases, the data is used by operators to achieve situational awareness. Once alerted to unfavorable conditions, operators quickly follow, or verify pre-planned protocols to respond to these incidents and situations[4].

Coverage Area

The components of a smart work zone system are portable and designed to be deployed at various locations throughout the City as the need arises.

Project Benefits

Deployment of smart work zones improves traffic safety and efficiency ahead of and through construction areas. A review of 2018 crash data provided by Signal Four Analytics for the City of Tallahassee was completed and 25 work zone related crashes were reported over the course of the year. Demand for smart work zones is imminent as the number of construction projects programmed by the City of Tallahassee continues to increase.



Figure 18: Mobile Camera Trailer
Source: EarthCam.net

As a strategy to improve safety in work zones throughout the City, this project includes the procurement of portable camera trailers and queue detection trailers. These devices will allow City staff to monitor congestion at or near active work zones, as well as adherence to Maintenance of Traffic requirements. Because smart work zones typically involve the production and use of information, feedback from these systems in the form of performance metrics can be used to refine strategies to achieve the goal of improving efficiency and reducing the crash rate in construction work zones.

[4] TxDOT. *Design Guidelines for Deployment of Work Zone Intelligent Transportation Systems.* 2018.

Flashing Yellow Arrows

Flashing yellow arrow (FYA) traffic signals feature a flashing yellow arrow in addition to the standard red, yellow, and green arrows. When illuminated, the FYA allows waiting motorists to make a left turn after yielding to oncoming traffic. This signal improves intersection efficiency by allowing more left turns during each signal cycle.

The FYA improves intersection safety by providing clearer instruction to left-turn drivers during the entire signal phase. Their use in the same signal head with a solid green arrow provides traffic engineers with more options to handle variable traffic volumes. During higher traffic volume periods of the day the solid green arrow for protected left turns can still be used if appropriate for traffic and site conditions. But when traffic volumes decrease, the permissive FYA can be displayed to reduce the delay motorists experience in making left turns.

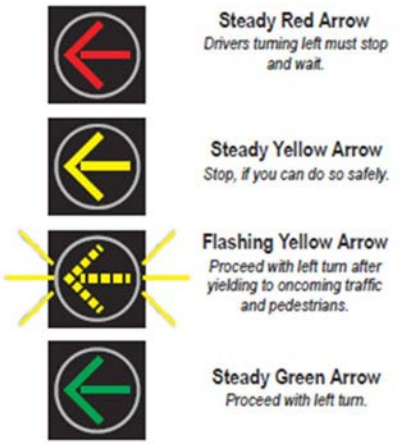


Figure 19: Flashing Yellow Arrow

Source: Indiana Department of Transportation
https://www.in.gov/indot/3202.htm

Coverage Area

The FYA is the City's preferred alternative over the traditional five-section head (shown in Figure 20 to the right) for protected/permissive left turn phasing. This project targets new traffic signals and upgrades to existing locations where the current traffic signals' service life has been reached.

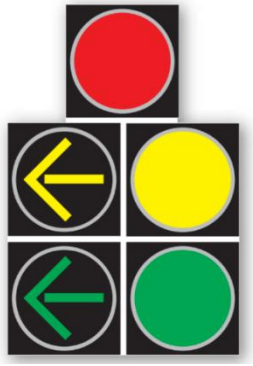


Figure 20: Five-Section Head

Project Benefits

A comprehensive National Cooperative Highway Research Program (NCHRP) study demonstrated that FYAs are superior to traditional yield-on-green indications in terms of driver understanding and compliance, reducing severe crashes by 25 percent, while at the same time delivering greater operational efficiency (less delay). Also, left-turn traps are avoided when the FYA is tied to the opposing through green indication. A left-turn trap occurs when a driver is making a left on a permissive phase and then becomes trapped in the intersection while the light turns yellow. The driver sees that the adjacent through traffic also receives a yellow light and assumes the same for the opposing through. The driver then proceeds through the intersection, possibly causing a T-bone type crash. The FYA offers better driver recognition and eliminates left turn traps, all resulting in a safer intersection. Additional benefits of the transition to FYAs include keeping motorists safer during heavy traffic, reducing delays when traffic is light, and providing more opportunities to make a left turn.

Travel Time Reliability System Expansion

Bluetooth detectors are used alongside a data aggregation software as a travel time reliability system for agencies to gather real-time traffic data. Bluetooth travel time detectors scan an area to check if any Bluetooth enabled devices are detected. Once a vehicle equipped with Bluetooth devices drives into the detection range of a Bluetooth reader, entry and exit time stamps of the devices are recorded. Therefore, travel time and travel speed can be determined between points on the roadway. The Bluetooth data gives a straight measurement of travel time between pairs of scanners. The data includes the "duration" of time required for the vehicle to pass the range detection limits of the Bluetooth scanner.

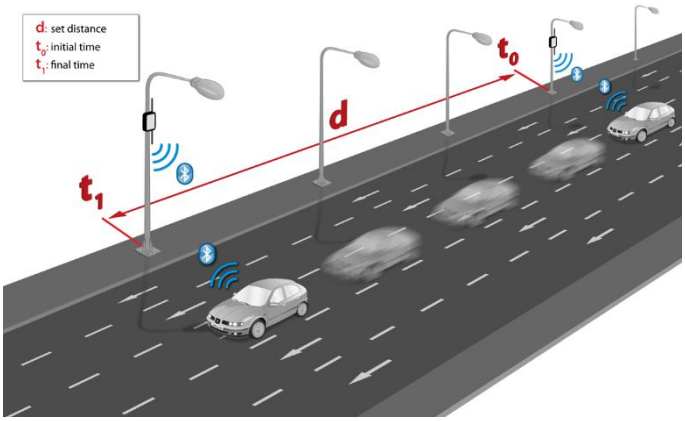


Figure 21: Travel Time Detection Concept

To achieve the City's need of managing nonrecurring congestion, expanding the travel time system is recommended in conjunction with an ATSPM dashboard. The expansion will allow the City to calculate travel times, report the performance of the system, and further analyze collected data (e.g. travel time index, buffer index, etc.). The software capabilities would include calculations from the timestamps of paired detections to identify the travel time and recorded speed across the known distance between detectors. This information can then be displayed on a website, via mobile applications, or on variable message signs installed along the road network.

Coverage Area

Bluetooth detectors should be installed at major intersections, along major arterials, and key points along freeways. Locations for additional deployments throughout the City were determined based on gaps in Bluetooth coverage, the planned communications network expansions, and other factors including:

- Locations where signal timing may need to be changed frequently based on traffic or weather-related conditions
- Locations where unplanned events frequently occur with negative impacts on progression and cause severe delays

A review of the major corridors was completed with special consideration placed on the traffic and safety focus areas throughout the City. As discussed in the Needs Assessment section, data provided by RITIS was analyzed to determine information regarding existing congestion status and bottlenecks. Specifically, a weekday travel time index analysis was conducted using data from January 1st, 2018 through December 31st, 2018. As a result of the high-level

evaluation, the following arterial corridors were identified as ideal locations for deployment of Bluetooth detectors:

1. Bannerman Road & Meridian Road
2. Monroe Street & Perkins Road
3. Fred George Road & Mission Road
4. Brickyard Road & Highway 90 W Midway
5. Centerville Road & Roberts Road
6. Centerville Road & Shamrock Street
7. Capital Circle NW & Tharpe Street
8. Old Bainbridge Road & Salmon Drive
9. High Road & Old Bainbridge Road
10. Bradford Road & Meridian Road
11. Armistead Road & Thomasville Road
12. Betton Road & Centerville Road
13. Blair Stone Road & Miccosukee Road
14. Centerville Road & Fleishmann Road
15. Dempsey Mayo Road & Miccosukee Road
16. Mahan Drive & Pedrick Road
17. Blountstown Highway & Geddie Road
18. Tennessee Street & White Drive
19. Calhoun Street & Virginia Street
20. Calhoun Street & Park Avenue
21. College Avenue & Duval Street
22. College Avenue & Gadsden Street
23. Magnolia Drive & Park Avenue
24. Pensacola Street & Railroad Avenue
25. Franklin Boulevard & Lafayette Street
26. Lafayette Street & Magnolia Drive

Figure 22 shows the locations graphically and the numbering of the locations in the graphic directly correlate to the list above.

Project Benefits

A comprehensive network of Bluetooth detectors allows real-time reporting of travel times. Live data is essential for critical operational decision making for events, traffic management operations, and active arterial management. It is also beneficial for archiving data captured for post-event project analysis and reporting and providing origin-destination information. These units will be used to provide real-time travel time to road users as well to provide archived travel time data to support operations and performance measurements.

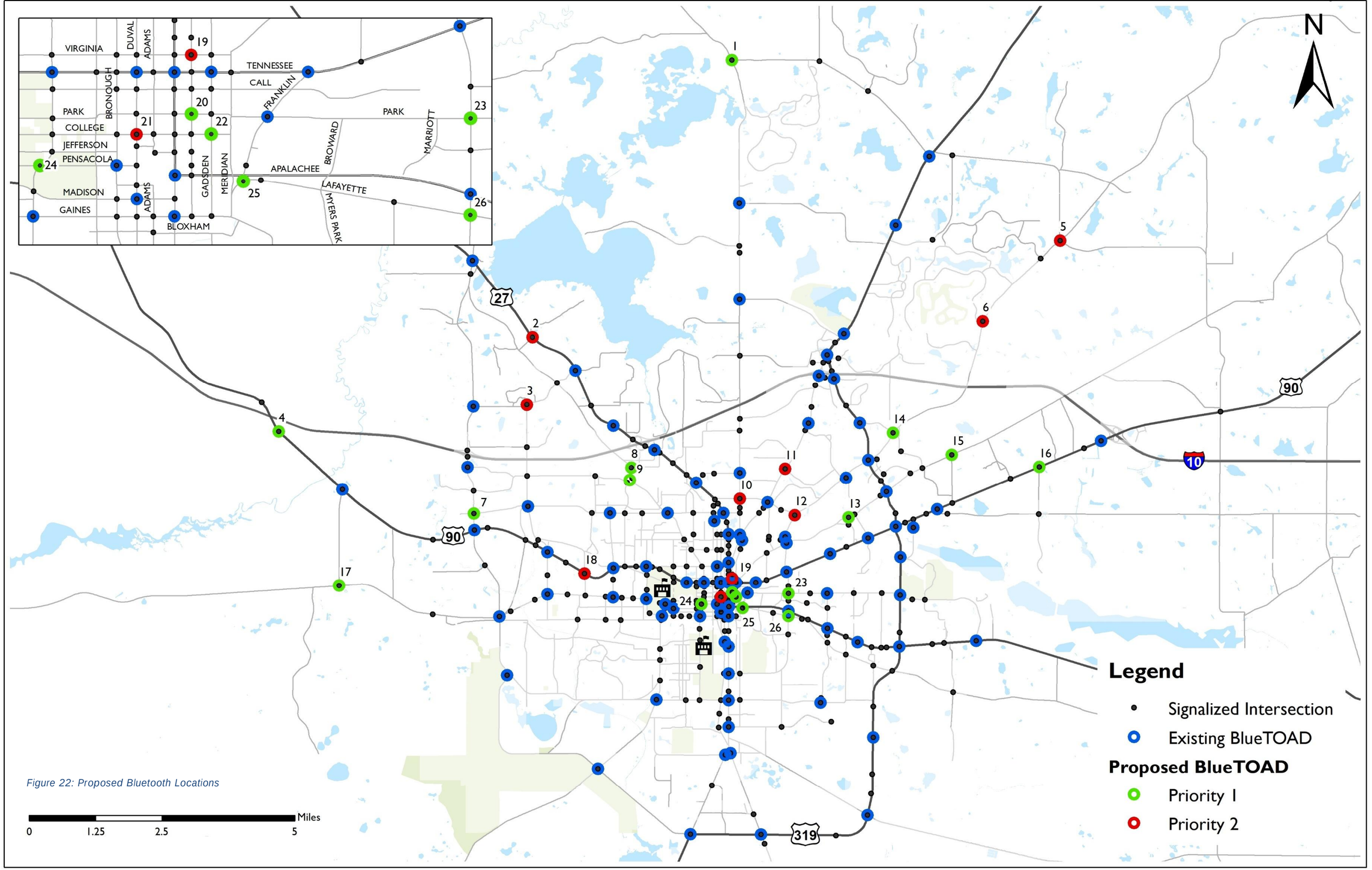


Figure 22: Proposed Bluetooth Locations

Cabinet Upgrades

The traffic cabinet houses the signal controller and other vital intersection electronic equipment that manages traffic flow. This project will contribute to the modernization of the City's traffic signal system. The replacement of the traffic controllers was completed in 2016. The detectors, switches, and cabinets are all equally integral components of the traffic signal system.

The City's current cabinets are a derivative of the Caltrans 332 style cabinets, 552, 660AT and 660ATX. New cabinets will be advanced transportation controller (ATC) high density cabinets with sufficient space for ITS devices. Upgraded cabinets will provide a more favorable environment for the new controllers and their operations.

Coverage Area

The coverage area for this project is countywide and covers all intersection locations.

Project Benefits

Cabinets meeting the proposed Advanced Traffic Controller (ATC) standard facilitate the movement of vehicles, people, and goods more safely and efficiently, while also providing a growth platform for operating in a connected and autonomous vehicle (CAV) environment. Upgrading the current cabinets to ATC cabinet will eliminate the need, expense, and space required to purchase and install additional cabinets to house additional cabinet equipment (e.g. battery backup system). Having adequate space in the cabinet for additional controller cabinet equipment means an increase in the limit of input and output devices. This translates to more features for more types of users than the previous cabinet, which will prove to be useful as the transportation system becomes more complex. The option also exists to obtain an energy-efficient ATC Cabinet which has lower power requirements ultimately costing less money to operate over time.

Managed Field Ethernet Switch Replacement

This project will contribute to the modernization of the City's traffic signal system which will include the replacement of the controllers (completed), detectors, switches, and cabinets. Replacement of hardened, device level managed field Ethernet switches for ITS projects is a long-term priority for the City.

Managed switches are often referred to as intelligent switches, offering advanced control and used for applications requiring network traffic monitoring or segmentation and a high bandwidth. They use software to analyze and improve network performance, and users are able to choose the optimal operating parameters for the application at hand.

Coverage Area

The coverage area for this project is countywide and covers all intersection locations.

Project Benefits

The more complex or likely a network will grow in the future; the more managed switches are needed. The following have been identified as benefits for utilizing managed field ethernet switch[5]:

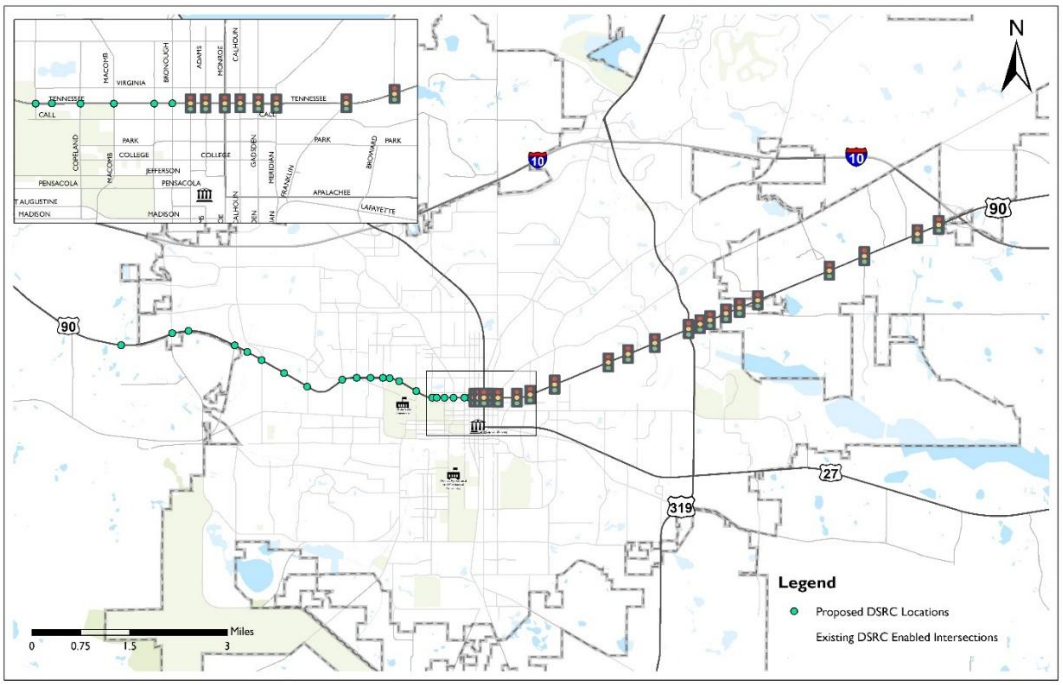
- Advanced management and troubleshooting capabilities – having the ability to manage and monitor diagnostics and network performance capabilities
- Network traffic optimization - the ability to examine the traffic flow and decide how to control and optimize it
- Cybersecurity features and security access – the ability to limit network access to only trusted devices and prevents users from setting up an unauthorized sub-network

Connected Vehicle Infrastructure

The *Emerging Technology* section included a discussion on Communications for Autonomous and Connected Vehicles. The SPaT challenge laid the foundation for DSRC deployment in the City. This project builds on that successful implementation and extends the existing DSRC corridor.

Coverage Area

Following successful testing of the pilot corridor, this project extends the DSRC deployment west along US 90 (Tennessee Street). The additional 21 intersections extends the corridor to create a 15-mile connected vehicle test bed for the City of Tallahassee.



[5] Advantech. *Top Benefits of Using Managed Ethernet Switches*. October 22, 2018

Project Benefits

The benefits of deploying DSRC is that it helps connected vehicles identify nearby and looming dangers and allows them to react accordingly. These applications can support improvements in both safety and mobility by reducing the risks of collisions.

ATMS Upgrades

ATMS Software is a long-term investment by a traffic management agency. The City of Tallahassee has used the TATMS platform since 1999. In the last 20 years, it has been necessary for Kimley-Horn to upgrade KITS (along with all major ATMS software suppliers in the industry) several times due to the continual evolution of software technology, computing hardware, and operating systems. For example, Windows 7™ is officially at end-of-life and will no longer be supported by Microsoft™ at the end of 2019.

While KITS is compatible today with Windows 10, and Windows 10 will likely be supported by Microsoft for at least the next five years, there is no guarantee that the operating software will not be replaced. Additionally, new technologies will be invented that could increase the efficiency or capabilities and may require updates to the ATMS software.

Coverage Area

The coverage area for this project is countywide.

Project Benefits

While standard procurement of software includes a warranty against defects, standard provisions of warranty do not typically include access to new features or functionality that is developed after procurement. Access to new features and modules, as well as support from developers or customer service representatives, is usually packaged in a service from the provider called software maintenance. Maintenance agreements protect the agency against unknown changes to underlying technologies such as operating systems, as well as providing agency access to upgrades and features at a lower cost of acquisition.

Software maintenance may provide other services such as off-site database backup redundancy, remote and on-site diagnostic support from software professionals, and peer-to-peer technology transfer opportunities. Budgeting for software system maintenance, just like field hardware maintenance, typically proves less costly over the long-run than a strategy of replacing mission critical software on a 10 to 15-year basis when the underlying hardware and software tools are at end-of-life.

TRANSIT MANAGEMENT

Transit service provided to the traveling public is one of the most important services for a City and a region to focus on due to its cross-jurisdictional services and connection with the arterial and freeway transportation networks. Coordination with local transit management agencies was

an important component while compiling this ITS Master Plan, in order to incorporate multi-modal users of the network and support mode shift. There is one major transit management agency in the Tallahassee area, StarMetro.

StarMetro manages the regional transit bus system including vehicle management and voice communications with each transit vehicle. StarMetro is responsible for regional transit planning, transit public information, the management and operation of regional bus and dial-a-ride services.

The primary objective of this functional area is strategies targeted at incorporating transit services in recurrent and non-recurrent congestion management. Transit agencies should be involved in the sharing of traffic information that may impact services including road construction, service complaints, special events, and road closures. Based on this need, the recommended strategy for consideration are listed below.

Transit Signal Priority

The primary goal of Transit Signal Priority (TSP) is to increase transit ridership by reducing bus travel times and improving on-time bus performance through minimizing delay at the signalized intersections. There are several available technologies for achieving TSP detection including optical and radio, and there are two types of TSP triggering approaches including locally triggered and centrally triggered.

For a locally triggered or distributed system, traffic signal equipment used for TSP operations works with the same preemption equipment allowing emergency vehicles to communicate with traffic signals. However, unlike the “high priority" emitters used by emergency vehicles, buses use “low priority" emitters. These emitters are installed inside the bus and typically cannot be controlled by the bus operator. Also, whereas high priority operations will truncate or skip signal phases, low priority operations do not skip phases, and the timing changes are limited to a portion of the signal cycle time. Low priority operation increases the likelihood that the buses will not stop at the signal, but it is not guaranteed. If a high priority emergency vehicle preemption call is received at an intersection after a low priority TSP call is received, the low priority call will be cancelled in order to serve the high priority call.

A TSP system adjusts traffic signals using sensors or probe vehicle technology to detect when a bus nears a signal-controlled intersection. When a vehicle is detected, and approved control strategies are met, the signal modifications typically turn the traffic signals to green sooner or extend the green phase longer thereby allowing the bus to more quickly pass through the intersection.

GPS-based TSP systems use pre-defined GPS mapped zones for each traffic signal to trigger TSP signal calls. When a bus enters the pre-defined zone, the TSP call is made via radio, from the on-board bus equipment to a phase selector at the traffic signal controller. When the bus leaves the zone, the call is terminated.

In a centrally triggered or centralized TSP control system, the vehicle communicates directly with a traffic management center. With this type of system, no preemption hardware is needed on the vehicle or at the intersection. A robust communication network is required that connects vehicles and intersections to the traffic management center. The entire system is managed and monitored from a central location.

Coverage Area

StarMetro, the transit system, for the City of Tallahassee, operates 12 cross-town routes, as well as university shuttles for Florida State University (FSU) and Florida Agricultural & Mechanical University (FAMU). A pilot TSP project along Tennessee Street has been discussed, however no additional information has been provided by StarMetro about this project or plans for future TSP deployments.

Project Benefits

According to the National Association of City Transportation Officials (NACTO), active TSP can reduce transit delay significantly. In some cases, bus travel times have been reduced around 10%, and delay was reduced up to 50% at target intersections.

TRAVELER INFORMATION

Motorists have an increasing desire and need for accurate, timely information to help them decide how to reach their destinations quickly and safely. Traveler information falls into two broad categories: pre-trip and en-route. This information may be distributed using several different communication technologies. Public agencies have historically collected the real-time information and distributed roadway conditions through either public or private channels.

The primary objectives of this functional area are strategies targeted at incorporating new technologies and systems to support additional real-time traffic condition and traveler information dissemination to the public. Based on this need, recommended strategies that provide travelers with a one-stop-shop for public information – incident warnings, work zone, and events – are described below.

Website Connectivity

Mobile technology is shifting the way transportation-related information is disseminated and obtained. The ability to access real-time information on smart phones or tablets provides a channel through which transportation agencies can push information to system users (internal and external). The City's need is to provide travelers with real-time travel-times, incident information, weather/roadway conditions, roadway construction activities, transit delay information, travel mode options and locations, parking availability, and other travel-related information to give travelers an opportunity to optimize their trips.

Currently the City disseminates information regarding current traffic conditions to motorists using the Driver Information System (https://www.talgov.com/gis/driverinfo/default.aspx) and the City of Tallahassee Twitter account. This project involves a reevaluation of current City processes to identify opportunities to provide more accurate, real-time data across multiple platforms. With information about travel conditions, travelers can make intelligent decisions about alternative routes or modes, and take mid-trip corrective actions to avoid delays.

Coverage Area

The coverage area for this project is countywide as the website will be accessible to all City residents.

Project Benefits

Website platforms are a popular way to make traveler information available to the public in a consolidated and easily accessible manner. The City should always consider opportunities to provide information through a mobile application, but should further investigate how the application is developed and where it would reside.

I-10 Trailblazers

Trailblazer signs are used to guide motorists along alternate routes during major incidents and freeway ramp closures. Typically, the signs route motorists exiting the freeway or inform motorists already traveling the alternate route to continue bypassing the freeway to entrance points further downstream.

A recommended strategy to address the traffic management needs related to incident management is expanding the use of dynamic signage to provide traffic information to travelers. Partnering the existing DMS deployed along I-10 with arterial trailblazer DMS would allow the City of Tallahassee to guide traffic along designated routes during incidents or special events, thus increasing throughput and allowing local streets to return normal operations quicker.

Trailblazer signs are any sign that serves the purpose of providing route guidance and traveler information to traffic along local arterials. Trailblazers can include a static sign (i.e. typical roadway guidance signs), an extinguishable sign (i.e. on/off), or arterial DMS (i.e. fully changeable matrix). Static signs and extinguishable signs provide information limited to the direction of travel only, and are most appropriately used during the deployment of one particular alternate route during an incident on another route. A static sign with a highway shield and an extinguishable message sign with multiple directional arrows can be installed at key decision points along alternate routes on existing traffic signal poles, streetlight poles, or new sign posts.

These signs in tandem are able to guide vehicles along pre-defined routes to allow the City to minimize traffic delays along local streets due to major incidents. Full DMS allow for the flexibility in displaying a variety of route guidance messages and incident information, as well as provide

the capability of displaying other special event messages. However, fully dynamic signs need to be larger to provide a variety of useful traveler information.

Therefore, construction costs and impacts are higher for full dynamic trailblazers than the static message sign option. Trailblazers implemented in concert with timing plans can serve to flush out traffic during incidents.

Coverage Area

Signs are typically installed at one or a combination of the following locations:

- In advance of an intersection on new poles to advise drivers of an upcoming decision point
- In advance of an intersection on existing luminaire pole
- At an intersection on existing traffic signal structure

The exact location and type of sign will be dependent on environmental conditions, field conditions, and structural evaluation. If smaller static message signs are deployed, existing traffic signal and street lighting poles may be utilized for the trailblazer signs instead of new sign posts.

Preliminary locations were identified by the City for an initial phase of trailblazer deployment, as shown on the map on the following page. FDOT District 3 and the City are evaluating these locations and developing a Concept of Operations in an ongoing Trailblazer Feasibility Study.

Project Benefits

Trailblazers need to be installed as a complete system to be fully effective. The optimal location for deployment is along routes where considerable traffic diverts off the freeway and utilizes arterials for cut-through routes. Deployment of this system provides the ability to transmit information on traffic flow and incidents to a greater number of travelers. This, in turn, can lead to benefits such as reductions in delays and traffic volume if travelers react to traffic advisories (whether via message signs, advisory radios systems, websites, applications, etc.) and use alternate routes or alternate modes of transportation.

PERFORMANCE MEASURES

Performance monitoring is the collection, analysis, and reporting of data to track and assess resources used, work produced, and whether specific goals are achieved. An important aspect of performance monitoring is an analysis of why goals are (or are not) being achieved, and accomplishments to meet goals.

Performance monitoring uses the science behind what agencies are doing to justify public funds. This approach is achieved through a tool set that provides both the general public and public agency staff with a way to assess the transportation system operations and identify the strengths and weaknesses of the system in order to maintain a high level of service to the public. Without consistent performance data updates, it is difficult to maintain reliable traffic system

performance. Through monitoring system performance, an agency can leverage a funding strategy to most efficiently improve the transportation system.

ATSPM Dashboard

For the City to successfully continue deployment of ITS central equipment, collection and documentation of benefits realized by City staff is necessary. This strategy involves gathering "big data" generated by all the deployed technologies and performing analytics to improve mobility and safety. Ultimately, performance metrics are measures used to assess the performance of a transportation system and capture the economic benefits of investments, tracking the progress made towards reducing congestion and improving safety.

Performance monitoring, in essence, requires data to examine progress against goals. Based on the goals established for this program, specific performance measures are first established, including frequency and method of data collection. Automated Traffic Signal Performance Measures (ATSPMs) consist of a high-resolution data-logging capability added to existing traffic signal infrastructure and data analysis techniques. ATSPMs provides agency professionals with the data to drive a dashboard application to provide actionable information to identify and correct deficiencies. With dashboards, operators can manage traffic signal maintenance and operations in support of an agency's safety, livability, and mobility goals.

The first phase of ATSPM implementation in Tallahassee started in the summer of 2017, where FDOT in partnership with the City of Tallahassee deployed ATSPM along the Mahan Drive (US 90) SPaT corridor. The City has since implemented several improvements to signal timing using the ATSPM metrics and has expanded the ATSPM system to all signals.

In an effort to reduce staff time spent analyzing data and improve the depth and breadth of traffic signal performance, it is recommended that the City of Tallahassee develop an ATSPM dashboard. The dashboard will provide near real-time transportation network performance information. The dashboard will help City staff analyze data to determine how the transportation system is operating compared with recent traffic trends and performance metrics associated with individual corridors. The system will automatically flag current operations that are outside accepted performance parameters. These checks are also monitored to determine if an occurrence is a one-time instance or an ongoing situation.

Coverage Area

The coverage area for this project is countywide.

Project Benefits

According to FHWA, the technology is cost effective, as ATSPMs can be applied to a wide range of signalized intersections and use existing infrastructure to the greatest extent possible. ATSPMs will also support the validation of other technologies and operational strategies, such

as adaptive signal control and CV applications. Several benefits of an ATSPM implementation include:[6]

- Increased Safety: A shift to proactive operations and maintenance practices can improve safety by reducing the traffic congestion that results from poor and outdated signal timing.
- Targeted Maintenance: ATSPMs provide the actionable information needed to deliver high-quality service to customers, with significant cost savings to agencies.
- Improved Operations: Active monitoring of signalized intersection performance lets agencies address problems before they become complaints.

ATSPMs uses the science behind what agencies are doing to demonstrate to the public that their dollars are being spent wisely. This approach is often achieved through a dashboard that provides both the general public and public agency staff with a way to assess how the transportation system is operating and to identify the strengths and weaknesses of the system in order to maintain a high level of service to the public. Without consistent performance data updates, it is difficult to maintain reliable traffic system performance. Performance measures build trust and a culture that agencies work for the public. The City currently has on ongoing subscription service with Traffop to provide a real-time ATSPM dashboard. This project includes the yearly service as well as any necessary future enhancements.

BICYCLE DETECTION

The City has invested in bike safety through the use of specific traffic signal applications and movement compliance at intersections. The primary objective of this functional area are strategies targeted at supporting bicycle movements through expanded ITS related safety applications. These strategies include innovative technology that aim to improve the safety and mobility of multi-modal facilities. Based on this need, recommended strategies for consideration are listed below.

Bicycle Detection Expansion

The City of Tallahassee's population demographics, including two major universities, make it critical to provide multiple transportation options around the City. These modes are important for daily travel but also for recreational purposes to draw in visitors to the City and help the City maintain its desired character and community feel. Tallahassee has recently earned the coveted Silver Level Bicycle Friendly Community (BFC) designation. This award recognizes communities for actively supporting bicycling by providing safe accommodations and encouraging community members to bike for recreation and transportation. As one of only seven Florida communities to receive the Silver Level Bicycle Friendly Community designation, installation of loops or other technology for detecting bicycles at intersections will allow the City to continue the trend of bicyclist safety.

[6] US DOT FHWA. *EDC-4: Automated Traffic Signal Performance Measures (ATSPMs)*. 2019.

Bicycle detection is used at actuated signals to alert the signal controller of bicycle crossing demand on a particular approach. Bicycle detection occurs either through the use of push-buttons or by automated means (e.g. in-pavement loops, video, microwave, mobile applications, etc.). Inductive loop vehicle detection at many signalized intersections is typically calibrated to the size or metallic mass of a vehicle. For bicycles to be detected, the loop must be adjusted to account for bicycle metallic mass. Otherwise, undetected bicyclists must either wait for a vehicle to arrive, dismount and push the pedestrian button (if available), or cross illegally. In lieu of loop detection, video or mobile applications may provide increased detection capabilities. Proper bicycle detection meets two primary criteria: 1) accurately detects bicyclists; and 2) provides clear guidance to bicyclists on how to actuate detection (e.g., what button to push, where to stand).

Coverage Area

Ideal candidates for bicycle detection include locations where cyclist volumes are heavy as well as locations where there are marked and signed routes for bicyclists. A review of data available provided by the Tallahassee–Leon County Planning Department was used to evaluate bicycle trip patterns. The data available through the planning department provides an overview of popular routes for cyclists based on yearly counts conducted at locations with high bicycle traffic. Data for the most recent four years were provided and the locations with the highest average bicyclists per hour are listed in the table below.

Table 6: Average Bicyclists per Hour – 2014 to 2018

Intersection	Average Bicyclists per Hour
Call Street at Stadium Drive	52.8
Tennessee Street at Call Street	52.8
Chieftan Way at Pensacola Street	21.5
Call Street at Stadium Drive	21.5
Call Street at Chapel Drive	17.2
Pensacola Street at Varsity Drive	14.3

Currently in-pavement loops are deployed at three locations near FSU, specifically along MLK Boulevard. Higher bicycle volumes are concentrated around the FSU campus as the table above and supporting data show. The top three locations identified below are ideal candidates for additional bicycle detection deployments near FSU:

- Call Street at Stadium Drive
- Tennessee Street at Call Street
- Chieftan Way at Pensacola Street

Project Benefits

The City currently uses in-pavement, inductive loops for bike lane detection. According to NACTO, the observed benefits for bicycle detection include:

- Improves efficiency and reduces delay for bicycle travel
- Increases convenience and safety of bicycling and helps establish bicycling as a legitimate mode of transportation on streets
- Discourages red light running by bicyclists without causing excessive delay to motorists
- Can be used to prolong the green phase to provide adequate time for bicyclists to clear the intersection

The City's existing traffic signal controllers have the capability to provide bicycle phase timings when a bike-only detector is triggered. Since the City has already deployed in-pavement bicycle detection, and it appears to be operating successfully and accurately, the City should continue to use inductive loops for bicycle detection. As additional intersections are added, inductive loops for bicycles should be considered to expand bicycle detection countywide. Additionally, deployment of a mobile application using GPS-based advanced detection that integrates with bicycle detection would further improve bicyclist safety and efficiency.

TRANSPORTATION MANAGEMENT CENTER

Traffic Signal Management Plan

A Traffic Signal Management Plan is designed to provide step-by-step instructions for current activities related to traffic signal design, operations, maintenance, and management. This plan is intended to clearly define objectives, relating them to the City's goals, and detail a structure to show how the activities of all staff involved in traffic signal management support those objectives.

This plan not only offers a platform for introducing new staff to the processes relevant to their roles, but illustrates the City's structured approach to traffic signal management. The plan will ultimately contribute to the following:

- Provide a succinct description of all activities required for agency staff to manage the traffic signal program
- Specify an approach to strategically shift maintenance, operation, and design from reactionary to proactive
- Effectively plan for needed capital improvement
- Improve internal and external support for the traffic signal program

An additional component of the Traffic Signal Management Plan is a staffing plan.

Coverage Area

This plan will be used by Traffic Signal System Operations staff at the TMC, Field Operations staff, and Signal Design staff in the Traffic Engineering Department.

Benefits

Developing a Traffic Signal Management Plan will streamline processes and create a more efficient training platform for newer TMC staff members. The detailed staffing plan would document future staffing needs and responsibilities. A staffing plan ensures appropriate staffing levels to accommodate the recommended strategies and technologies suggested within this Master Plan.

COMMUNICATIONS

The element of ITS infrastructure that ties everything together is communications. The quality, type, and distribution of communication infrastructure has profound impacts on the City's ability to expand its current ITS applications and deploy new applications. The City currently has 190 miles of fiber optic cable. Additionally, the City has buried fiber, which unlike aerial, is protected from weather damage by being buried below the freezing point in the ground. This makes buried fiber deployments more reliable than aerial fiber deployments in areas that experience extreme weather (e.g. hurricanes, freezing temperatures, etc.).

The City's current communication system includes both fiber optic cable and cellular modems. The ATMS fiber infrastructure includes six existing fiber-optic trunk lines, with fiber counts on each cable varying throughout the City (36-72 strands). A fiberoptic backbone was also installed along I-10 and US 90 from western Gadsden County to the RTMC. This 96-fiber trunk line expanded the freeway management system by incorporating the Tallahassee interstate system. The following sections present the high-level bandwidth analysis accounting for all recommended ITS devices previously discussed, as well as the recommended strategy for developing a more robust communications network.

Bandwidth Demand

At a high level, ITS and signal system elements are considered field devices. Communicating with field devices require communications bandwidth. With the proposed ITS technology expansion and upgrades, an increase in bandwidth to support the expanded systems is a necessary step for the City. This section reviews the bandwidth associated with center-to field links as well as the anticipated center-to-center requirements. Table 7 presents a high-level summary of the aggregate bandwidth demand for the planned system. The projected number of devices is based on the previously recommended number of additional devices. If no projected devices were quantified a ten percent growth rate was assumed.

Current, planned, and future connected vehicle devices account for the majority of the anticipated bandwidth demand. A conservative estimate of connected vehicle unit bandwidth demand was used to account for emerging technologies and potential unforeseen technological advancements. This assessment is important for developing an understanding of field-to-center bandwidth needs as well as center-to-center bandwidth needs for the back-up data center and gaining an overall perspective on system bandwidth utilization.

Table 7: Preliminary Bandwidth Analysis

	DEVICE	EXISTING NO. OF DEVICES	PROJECTED NO. OF DEVICES	PER UNIT BANDWIDTH DEMAND (MBPS)	BANDWIDTH DEMAND (MBPS)
Traffic Management	Traffic Signal Controllers	357	393	0.10	39.3
	UPS	117	129	0.02	2.58
				Traffic Management Subtotal	**41.88**
Traffic Monitoring	Microwave Detection	36	40	0.10	4.0
	HD CCTV Camera	1	36	3.50	126
	Trailblazers	-	13	1.00	13.0
	Road Weather Information System (RWIS)	1	2	0.02	0.04
	Bluetooth Detection	80	106	0.10	10.6
				Traffic Monitoring Subtotal	**153.64**
Connected and Autonomous Vehicles	DSRC Radios	22	43	27	1,161
				Connected and Autonomous Vehicles Subtotal	**1,161**
Center-to-Center Connections	RTMC to City Hall	1	1	10,000	10,000
	RTMC to FDOT	1	1	10,000	10,000
	Field Hub A to RTMC	1	1	10,000	10,000
	Field Hub B to RTMC	1	1	10,000	10,000
	Field Hub C to RTMC	1	1	10,000	10,000
				Center-to-Center Connections Subtotal	**50,000**

The high-level bandwidth analysis was used to guide preliminary communications network recommendations.

Communications Network – Redundancy Expansion

A robust fiber network is essential for maintaining communication with the recommended expanded ITS infrastructure. A high-level analysis was conducted to develop communications infrastructure and topology recommendations. Field devices were grouped with other devices along similar corridors or within close geographic proximity to form approximately 31 communication groups. To allow for future expansion within communication groups, it is recommended that initial grouping of network devices include approximately 15 devices per group. The communication groups were geographically grouped into rings along fiber trunk routes in a manner that attempted to balance bandwidth demands equally across all rings. Locations for potential field hubs and fiber expansion along new routes were identified to support the different communication groups.

Field hubs are central communication points to which various branch communication lines and field devices are connected. Field hubs are used to collect field device data, then transmit the data directly to the RTMC over the fiber trunk lines, thereby consolidating network traffic and

optimizing the use of the available fiber. This provide scalability and flexibility for the overall network.

FDOT District 3 currently has a communication hub at the western extents of the City along I-10. However, it is recommended that future communication planning consider where fiber upgrades will be required to support the field network. New field hubs may be needed to support the network as well. In addition, hubs can also provide improved accessibility to multiple infrastructure assets.

Preliminary proposed hub locations, areas of fiber expansion, and the proposed ring topology are illustrated in Figure 22 and Figure 23.

Coverage Area

The coverage area for this project is countywide and encompasses the current and future extents of the fiber network.

Benefits

With the bandwidth requirements and application impacts being preliminary estimates, the best way to plan for the future of the ITS deployments and connected vehicles is to provide high bandwidth capable infrastructure at points along important arterials and freeways. Fiber optic cable provides the most reliable, flexible, and robust communications infrastructure for supporting the network requirements of connected vehicles and other emerging technologies.

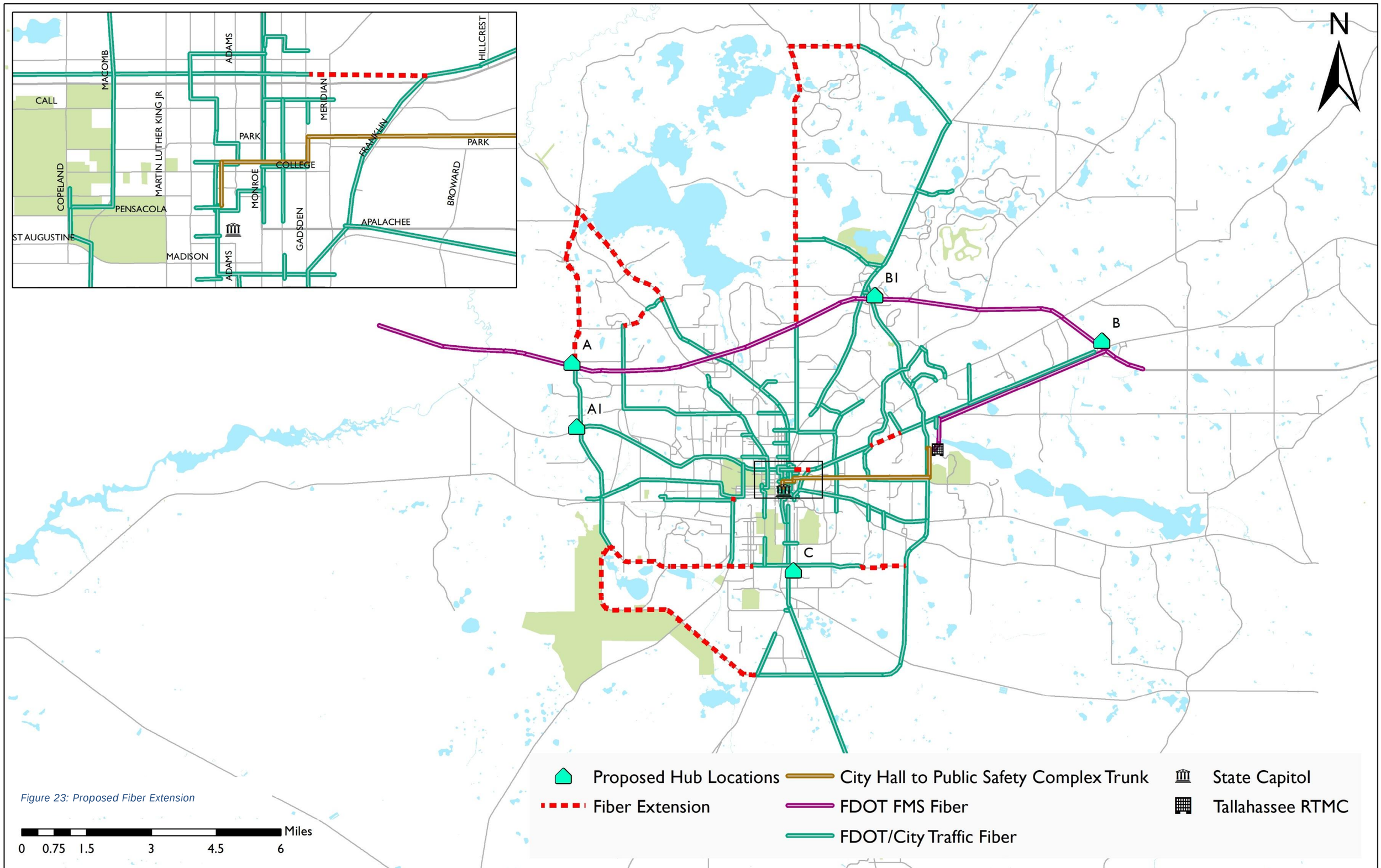


Figure 23: Proposed Fiber Extension

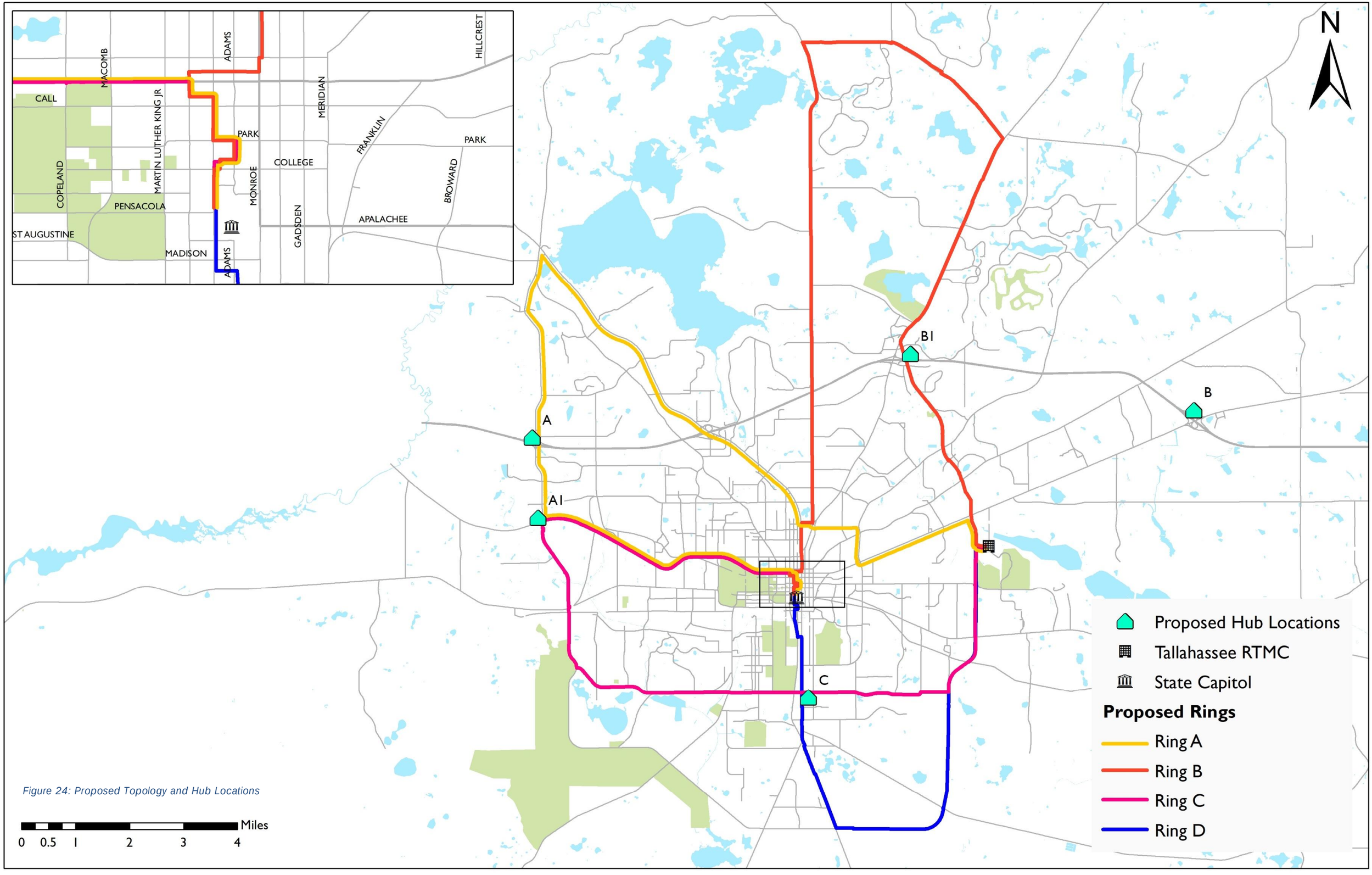


Figure 24: Proposed Topology and Hub Locations

Budgetary Estimates

High-level estimated costs were prepared for each recommended project. Total cost components include design, construction, capital, and operations and maintenance as applicable. Various high-level assumptions were made to serve as the basis for the cost analysis:

- Unit cost, unless otherwise noted, are based on FDOT historical project bid costs.
- Unit costs not available through FDOT are sourced from similar project deployments completed by other transportation agencies.
- A preliminary number of locations were assumed for non-geographic projects, where specific locations are not identified.
    - Flashing yellow arrow (FYA) program cost based on a project of 20 locations.
    - System Detectors program cost based on a project of 30 locations.
    - Switch replacement and cabinet upgrade projects based on number of traffic signals (357).
- Transit Signal Priority project cost developed based on preliminary route selected.
- Trailblazer project cost based on preliminary locations identified in early concept alternatives.

The table below presents each estimated total project cost. The costs are general and presented more as a means for planning level funding requests. High-level project costs with a breakdown by project component is provided in Appendix B. Detailed cost estimates will require refinement during early project level concept development and scoping.

Table 8: Estimated Project Costs

PROJECT TITLE	TOTAL COST
Adaptive Traffic Signal Control (US 27)	$1,120,000
Adaptive Traffic Signal Control (US 90)	$1,430,000
System Detectors	$110,000
CCTV Cameras - Phase 1	$210,000
CCTV Cameras - Phase 2	$130,000
Smart Work Zones	$20,000
FYA Upgrades	$120,000
Travel Time Reliability System - Phase 1	$230,000
Travel Time Reliability System - Phase 2	$140,000

PROJECT TITLE	TOTAL COST
Cabinet Upgrades	$7,570,000
Managed Field Ethernet Switch Replacement	$2,180,000
Connected Vehicle Infrastructure	$860,000
CCTV Camera Upgrade	$980,000
ATMS Upgrades	$30,000
Transit Signal Priority	$400,000
Website Connectivity	$100,000
I-10 Trailblazers	$3,267,000
ATSPM Dashboard/ Performance Monitoring	$70,000
Bicycle Detection	$60,000
Traffic Signal Management Plan	$50,000
Communications Network – Redundancy Expansion	$7,950,000

Implementation Plan

The City of Tallahassee recognizes the importance of implementing ITS projects. The goal is to better manage traffic and provide a safe travel experience for passenger vehicles, transit, as well as bicyclists and pedestrians. The implementation plan provides guidance to assist the City in implementing the recommendations in a prioritized, efficient manner. A high-level prioritization process was developed to help objectively guide project programming. Projects were prioritized based on four criteria which align with the stated ITS vision. Each of the four criteria were scored and weighted to create a final score for each project. This section summarizes the prioritization criteria and details the prioritization process.

PRIORITIZATION CRITERIA

A methodology was developed to provide a consistent approach to prioritizing project recommendations demonstrating fiscal responsibility and accountability. All recommended projects identified in the previous technical memorandum were scored and prioritized using the methodology described in this section.

Criteria Development

Criteria was developed to provide direction and guidance for project prioritization. The following criteria reflect the City's strategic approach to expansion and is consistent with the vision for the ITS Master Plan. The projects were analyzed based on the following criteria:

- Safety
- Mobility
- Accountability
- Regional Support

Project prioritization relied on a qualitative assessment to evaluate the project's potential impacts and a data driven process to estimate benefits. Current data used for this process include datasets such as statewide crash data, Regional Integrated Transportation Information System (RITIS), evacuation routes, and estimated infrastructure costs.

Project Evaluation

Proposed projects were organized into two categories: geographic and non-geographic. Those with defined project locations were classified as geographic projects and those without defined locations were classified as non-geographic projects. A high-level prioritization rubric was developed to help objectively guide the process. Each recommended project was evaluated using the developed prioritization rubric. Points were awarded to each project based on how well it satisfied each criterion. Projects with higher scores are identified as higher priorities than those earning lower scores.

Additionally, for those geographic projects that received identical scores, these projects were scored again based on a secondary rubric to determine which phase was a higher priority. The methodology for evaluating projects in both categories (geographic and non-geographic) is detailed below.

Safety

Determining where safety concerns exist and developing potential solutions to address these concerns is a priority for the City. Safety accounts for 30% of the total prioritization score and is an important element of project evaluation. For all projects, a qualitative safety assessment was completed. National case studies similar in nature to the proposed project were used as reference to determine how the proposed project will enhance the safety of the transportation system. A table summarizing the criteria is provided for reference at the end of this section.

For geographic projects, a secondary rubric was developed including a data driven safety criteria. One year of crash data, provided by Signal Four Analytics, was mapped to determine the number of crashes within the extents of a given project. Higher priority is given to projects with a higher number of crashes along the project corridor. Additional safety scoring is based on whether the project is identified as an evacuation route. More points were awarded for projects that support evacuation routes.

Table 9: Safety Criteria

CRITERIA	DATA SOURCE	RESPONSE	SCORE
Number of Crashes	Signals 4 Analytics *https://s4.geoplan.ufl.edu/*	300+	3
		151-300	2
		0-150	1
Percentage of Project Corridor Along an Evacuation Route	Florida Division of Emergency Management *https://maps.floridadisaster.org/county/EVAC_LEON.pdfn*	> 66%	3
		33% - 66%	2
		33% <	1

Mobility

Mobility is directly correlated to congestion levels and is a key consideration for project prioritization. Mobility accounts for 20% of the total prioritization score and is an important element of project evaluation. For all projects, a qualitative mobility assessment was completed. National case studies similar in nature to the proposed project were used as a reference to determine how the proposed project will mitigate recurring and non-recurring congestion. A table summarizing the criteria is provided for reference at the end of this section.

For geographic projects, a secondary rubric was developed including a data driven mobility criteria. Regional Integrated Transportation Information System (RITIS) Travel Time Index (TTI) data was utilized to identify corridors that have a higher-than-average level of congestion. This criterion awards more points to projects that will impact areas of higher congestion. One year of TTI data was pulled for all project corridors from January 2018 to December 2018. Points were awarded based on thresholds defined in a recent study[7] completed by the University of Alabama.

This study quantified congestion using the national performance management research data set and selected TTI thresholds to reflect user perceptions of congestion. Additional mobility scoring is based on whether the project impacts corridors with higher average annual daily traffic (AADT) volumes. Truck volumes were also taken into consideration, with more points awarded to projects along corridors with higher truck AADT.

Table 10: Mobility Criteria

CRITERIA	DATA SOURCE	RESPONSE	SCORE
TTI	RITIS	> 2.0	3
		1.5 - 2.0	2
		1.5 <	1
AADT	FDOT Transportation Data and Analytics Office	40,000+	3
		20,000 - 40,000	2
		0 - 20,000	1
Truck AADT	FDOT Transportation Data and Analytics Office	15,000+	3
		6,000 - 15,000	2
		0 - 6,000	1

Accountability

Project accountability refers to the benefits realized for each recommended project post implementation. A qualitative accountability assessment was completed using the US Department of Transportation's Research and Innovative Technology Administration (RITA) benefit cost library. Benefit-cost ratios of projects similar in nature were aggregated to estimate project performance post implementation. This criterion awards more points to projects with a higher estimated benefit-cost ratio. This criterion is 25% of the total prioritization score.

[7]https://res.mdpi.com/data/data-02-00039/article_deploy/data-02-00039.pdf?filename=&attachment=1

Table 11: Accountability Criteria

CRITERIA	DATA SOURCE	RESPONSE	SCORE
B/C Ratio	High-level estimated costs and anticipated benefits	> 15	3
		5 – 15	2
		5 <	1

Regional Support

In some instances, it may be possible to have a proposed project satisfy a significant need that is not demonstrated through available datasets. Consequently, additional consideration was given to stakeholder input on the importance of the needs specific to each project and is accounted for in the regional support criterion. This criterion awards more points to projects that are a consistent priority for local agencies and have strong support of public officials. Points awarded are based on stakeholder input. This criterion is 25% of the total prioritization score.

Weighting Scale

The weighting scale was designed with the understanding that each criterion is important to the project as well as overall system success. The weighting was developed to be consistent with the vision and goals established for this Master Plan. Points awarded for each category are weighted based on the percentages detailed below.

- Safety (30%)
- Mobility (20%)
- Accountability (25%)
- Regional Support (25%)

As a reference, a summary of the prioritization rubric is included in Table 12. Table 13 describes the secondary geographic that was used to differentiate priorities of projects that received identical scores.

Table 12: Prioritization Rubric

CRITERIA	DESCRIPTION	RANKING	RANGE	NO. OF POINTS
Safety	The project's effect on reducing accident rates as well as pedestrian and bicycle safety was assessed. National case studies similar in nature to the proposed project were used as reference to determine how the proposed project will enhance the safety of the transportation system.	High	Project provides significant reduction in crash rates.	3
		Medium	Project provides moderate reduction in crash rates.	2
		Low	Project provides some reduction in crash rates.	1
Mobility	The project's ability to improve or enhances movement of passenger vehicles and freight was assessed. National case studies similar in nature to the proposed project were used as a reference to determine how the proposed project will mitigate recurring and non-recurring congestion.	High	Project provides significant improvement to movement of vehicles and freight.	3
		Medium	Project provides moderate improvement to movement of vehicles and freight.	2
		Low	Project provides some improvement to movement of vehicles and freight.	1
Accountability	RITA's benefit cost library was used to determine a range of project's potential benefit cost ratio. A cost benefit analysis provides a common basis that can be used to compare projects. Those projects with a higher B/C ratio range were given a higher priority.	High	Project's annual benefits are expected to exceed the capital cost.	3
		Medium	Project's annual benefits are expected to exceed half of the capital cost.	2
		Low	Project's capital costs are expected to exceed the annual benefits.	1
Regional Support	Stakeholder input was used to determine projects that have been a consistent priority for local agencies and those that local jurisdictions support.	High	Project has strong support of project stakeholders.	3
		Medium	Project has moderate support of project stakeholders.	2
		Low	Project has little support of project stakeholders.	1

Table 13: Secondary Prioritization Rubric – Geographic Projects

		SAFETY		MOBILITY			ACCOUNTABILITY	REGIONAL SUPPORT
SCALE	POINTS	Consider the anticipated safety improvements of the proposed project.		Consider the anticipated mobility improvements of the proposed projects.			Consider how the proposed project will perform against established goals.	Consider community support for proposed project.
		No. of Crashes	Evacuation Route	RITIS TTI	AADT	Truck AADT	B/C Ratio	Stakeholder Input
High	3	300+	> 66%	> 2.0	40,000+	6,000+	> 15	Project has strong support of project stakeholders.
Medium	2	151 - 300	33% - 66%	1.5 - 2.0	20,000 - 40,000	3,500 - 6,000	5 – 15	Project has moderate support of project stakeholders.
Low	1	0 - 150	33% <	1.5 <	0 - 20,000	0 - 3,500	5 <	Project has little support of project stakeholders.

PROJECT RANKING

Each of the proposed ITS projects were scored based on the established evaluation criteria. The scores were then translated into a priority ranking, with higher scoring projects receiving a higher priority rank. The tables below illustrate the final project ranking. Appendix C provides the detailed scoring for each of the projects and any assumptions.

Table 14: Project Ranking

Rank	Project
1	CCTV Camera Upgrade
2	CCTV Cameras - Phase 1
3	I-10 Trailblazers
4	ATMS Upgrades
5	Cabinet Upgrades
6	ATSPM Dashboard/Performance Monitoring
7	System Detectors
8	Smart Work Zones
9	Transit Signal Priority
10	FYA Upgrades
11	Traffic Signal Management Plan
12	CCTV Cameras - Phase 2
13	Travel Time Reliability System - Phase 1
14	Adaptive Traffic Signal Control (US 90)
15	Travel Time Reliability System - Phase 2
16	Adaptive Traffic Signal Control (US 27)
17	Connected Vehicle Infrastructure
18	Managed Field Ethernet Switch Replacement
19	Communications Network – Redundancy Expansion
20	Website Connectivity
21	Bicycle Detection

HIGH LEVEL DEPLOYMENT PLAN

The rankings were used to group the recommended projects into tiered deployment timeframes. The recommended deployment timeframes does not align directly with the prioritization ranking. The final project sequencing was determined by City staff based on funding availability and City priorities. Projects that will be recurring over multiple fiscal years are listed as programmatic and the yearly cost included. Table 15 shows the recommended timeframes for each of the ITS projects along with estimated costs.

Table 15: Project Deployment Timeframes

DEPLOYMENT TIMEFRAME	PROJECT TITLE	ESTIMATED COST
Near-Term (2 to 5-year horizon)	CCTV Camera Upgrade	$980,000
	CCTV Cameras - Phase 1	$210,000
	Adaptive Traffic Signal Control (US 90)	$1,430,000
	Traffic Signal Management Plan	$50,000
	Near Term Subtotal	**$2,670,000**
Mid-Term (5 to 10-year horizon)	I-10 Trailblazers	$3,267,000
	Cabinet Upgrades	$5,330,000
	Smart Work Zones	$20,000
	Transit Signal Priority	$400,000
	CCTV Cameras - Phase 2	$130,000
	Travel Time Reliability System - Phase 1	$230,000
	Travel Time Reliability System - Phase 2	$140,000
	Mid-Term Subtotal	**$9,517,000**
Long-Term (over 10-year horizon)	Adaptive Traffic Signal Control (US 27)	$1,120,000
	Connected Vehicle Infrastructure	$860,000
	Managed Field Ethernet Switch Replacement	$2,180,000
	Communications Network – Redundancy Expansion	$7,950,000
	Website Connectivity	$100,000
	Long-Term Subtotal	**$12,210,000**
Programmatic Projects (yearly recurrence)	ATMS Upgrades	$30,000
	ATSPM Dashboard/Performance Monitoring	$70,000

System Detectors	$110,000
FYA Upgrades	$120,000
Bicycle Detection	$60,000
Programmatic Subtotal	**$390,000**

Mid-term and long-term projects could become a higher priority depending on funding or as opportunities for collaboration or efficiencies become available. However, actual deployment scheduling could be affected by the following implementation factors:

- **Project's Dependence on Other ITS Projects**: Project is dependent on other ITS and communications deployments to provide full or partial operations and/or benefit (i.e. the project depends on another project to be deployed first).
- **Proximity to Planned Programmed Roadway ITS Project**: Proposed project may be able to leverage deployment of support infrastructure and expedite schedule or potentially reduce implementation costs.
- **Proximity of Proposed Project to Existing ITS Project**: Project may be able to take advantage of an existing ITS project for communications network connectivity and/or infrastructure to reduce ITS project implementation costs.
- **Funding Opportunities/Availability**: The availability of funding will impact implementation timeframe and actual deployment. Depending on funding levels, a proposed ITS project could be segmented into phases to allow deployment in stages dependent on level of funding.

The City should pursue multiple funding sources for the deployment of the recommended system expansion and enhancement. As a result of the rapidly evolving ITS technologies and their applications to traffic operations and communications, it is recommended that the City continually monitor the recommendations and deployment timeframes proposed as part of this project. Furthermore, the City should closely track the implementation of individual projects to more comprehensively evaluate the overall plan implementation.

STAFFING PLAN

In addition to identifying ITS infrastructure needs, this ITS Master Plan identifies appropriate staffing levels that will allow the City to manage its traffic signal system and ITS network and to support the traveling public more effectively. A few of the projects developed for this plan (e.g., developing a Traffic Signal Management Plan) involve updating processes, which require minimal time and resources to implement. However, most of the recommended projects will require more resources, including increased staffing, in order to implement. Exploring the staffing needs within this ITS Master Plan ensures that there is a realistic consideration of the efforts that are needed to implement it.

The number of traffic signals in the City has steadily increased without a corresponding increase in staff to operate and maintain them. This has created a situation where the City is understaffed for both operations and maintenance of the traffic signal system and ITS network.

Several national sources provide guidance to signal maintaining agencies regarding the recommended staffing levels based on the number of traffic signals needed to be maintained. The Federal Highway Administration (FHWA) developed the *Traffic Signal Operations and Maintenance Staffing Guidelines* in 2009. This report provides a guideline to estimate the staffing and resource needs required to effectively operate and maintain traffic signal systems. According to the report, ineffective operation and maintenance of traffic signals may have safety implications and contributes annually to millions of hours of unnecessary traffic delays, congestion, fuel consumption and air pollution. The guidelines provided below are intended to assist managers and practitioners with prioritizing and evaluating operations and maintenance staffing needs.

Figure 25: Excerpt from FHWA Guidelines for Staffing (2009)

- A staffing level of 75-100 signals per engineer for agencies that operate a minimum of 150 signals will be appropriate to support the Constrained Ideal Traffic System. Smaller agencies will likely require fewer signals per engineer because economies of scale may be difficult to realize.

- A staffing level of 30-40 signals per technician for agencies that operate a minimum of 150 signals will be appropriate to support the Constrained Ideal Traffic System. Smaller agencies will likely require fewer signals per technician because economies of scale may be difficult to realize.

According to industry standards for traffic signal operations and maintenance, approximately 8.75 to 11.5 maintenance staff and 3.5 to 4.5 engineers are required to manage the City's 350 traffic signals. To date, the City has been able to complete necessary operations and maintenance functions for the existing traffic signal network. However, as the traffic signal system and ITS network grow, as well as demands on the transportation network, staffing resources for the City's ITS Program will need to be expanded. Taking into consideration the budgetary constraints of the City, the staffing recommendation is provided below and highlights staffing levels necessary to more effectively operate and maintain the ITS Program.

Table 16: Proposed City Staffing Levels

Staff Position	No. Of Current City Positions	No. Of Proposed City Positions	Additional Staff
STMC Manager	1	1	-
Traffic Signal Timing Engineer	1	2	+1
Traffic Operations Specialist	3	4	+1
Traffic Operations Analyst	0	1	+1
Operator	2	2	-
Network Administrator	1	1	-

Staff Position	No. Of Current City Positions	No. Of Proposed City Positions	Additional Staff
Administrative Assistant	2	2	-
ITS Maintenance Technician	6	8	+2
Senior ITS Maintenance Technician	1	1	-

Deploying the additional ITS infrastructure identified in this Master Plan will exacerbate the existing staffing challenges unless a plan is implemented to identify and account for staffing needs as the ITS Program grows. It is recommended that during project programming for traffic signals, ITS infrastructure, or communications projects consideration is given to the staffing levels required to operate and maintain the new infrastructure in addition to the existing infrastructure.

Conclusion

The City of Tallahassee has a forward-thinking approach to implementing state-of-the-art ITS, connected and automated vehicle, smart city, and internet of things applications based on the commitment to existing communications, traffic signal, and data-centric deployments. This ITS Master Plan will play a pivotal role in allowing the City to position for the adaptation of new technologies, to better maintain system infrastructure, to enhance the reliability of the communication network, and to enhance RTMC operations. This plan also provides solutions to meet needs that are focused on smart deployment of technologies which serve multiple purposes and create efficiencies in the services that Tallahassee provides to its residents and travelers.

This ITS Master Plan evaluated existing conditions, assessed current and future needs, identified recommendations to support the City's established vision, and will facilitate collaboration with partner agencies. The City's vision for this plan is to "*Maximize the transportation system efficiency and performance using innovative technologies and regional collaboration to promote reliable mobility throughout the vibrant capital city region*."

The City of Tallahassee has embraced the challenge of being at the forefront of emerging technologies. As a result of the rapidly evolving ITS technologies and their applications to traffic operations and communications, it is recommended that the City continually monitor the recommendations and deployment strategy included in this Master Plan. At a minimum the City should consider a thorough re-assessment of their vision, strategies, and application of technologies every five years. Furthermore, on an annual basis, the City should closely track the implementation of individual projects to more comprehensively evaluate the overall Plan implementation and continuity with new developments.

Appendix A
Stakeholder Meeting Materials

Kimley»Horn

Meeting Notes

To:	Wayne Bryan
From:	Jill Capelli, PE
	Kimley-Horn and Associates, Inc.
Meeting Date:	May 9, 2018
Subject:	ITS Master Plan Stakeholder Meeting

Meeting Participants

See attached sign-in sheet for meeting participants and contact information.

Meeting Summary

A power point presentation was provided by Kimley-Horn. The power point covered six main topics: Project Scope and Schedule; Existing Inventory; Operational Scenarios; Needs Discussion; Visioning; Next Steps. A copy of the power point is provided as an attachment. Additional discussion on the six main topics are provided below.

Project Scope and Schedule

- J. Capelli provided a summary of the project needs and goals.
- A tentative schedule was presented and reviewed with the team. J. Capelli provided a summary of the tasks to be completed as part of this project as well as the potential timeframes for deliverable submission.

Existing Inventory

E. Ekwere summarized the existing inventory that was previously collected from the Traffic Signal Operations group. A request was made for any additional data that would be relevant to the project. The information gathered during the meeting is listed below:

- ITS Devices: 1 Road Weather Information System (RWIS) on I-10; 80 BlueTOADs; cell modems have been deployed strictly for traffic signals not in school zones; regarding preemption, Opticom is currently deploying throughout the City (35 intersections are complete and all fire trucks have been retrofitted with devices); speed feedback signs, located on SR 20 and county roads, are currently gathering no data but effectiveness in speed reduction is a wishlist item; 22 intersections of Signal Phasing and Timing (SPAT)/connected vehicle/Dedicated Short Range Communications (DSRC); every school zone has flashers, a

radar unit, and cell modem linked to the TMC; inventory includes RRFBs but there is a desire for smart RRFBs to capture pedestrian counts; bike counters installed along Pensacola and Madison (west of MLK)

- Management: The Tallahassee TMC has both a Freeway Management and Arterial Management System; manages from MM 192 to MM 210; in 2020 the FMS will operate 24/7 and extend to MM 240; current hours of operation: 5am – 9pm Mondays through Friday
- FDOT District 2 Project: W. Bryan provided a summary of the upcoming District 2 project that will expand the FMS to the east up to the District Line. The City of Tallahassee will operate the D3 coverage area. Once this project is complete in 2020, the RTMC will begin 24/7 operations.
- Center to Center Communications: R. Allen provided a summary of the Center to Center Communications.
- Transit: StarMetro has arrival and departure boards; AVL on all existing fleet (73 buses)
- Additional Stakeholders:
  - School Board: it was requested that outreach to the school board occur regarding technology deployed within school zones
  - Judy Donahue – midtown parking
  - Matt Inman – FSU; reach out regarding parking technology on campus
  - Artie White – City of Tallahassee Planning
  - Sheree Bryant – Leon County Planning
  - Ryan Guthrie

Action Item: A transit specific discussion should be had, currently updating their TDP (include Transit IT)

Operational Scenarios

N. Smusz-Mengelkoch introduced scenarios specific to Tallahassee to facilitate discussion on future needs of the stakeholders. Key points from this discussion are described below:

- Incident Management: topics discussed included freeway closure due to ice, arterial crashes and work zones
  - Stakeholders agreed that the lines of communication need to remain open in these situations
  - It was also suggested that the incident debrief include lessons learned
  - Diversion routes have been identified but getting information to motorists is difficult
- Event Management: FSU football games, FAMU homecoming
  - Consistency with the event management plan is key; ensure that everyone involved knows the plan
  - The plans change annually and there should be better coordination with traffic operations on the event management plans

- Discussion on the TMC, transit, parking, bicycle, and pedestrian scenarios were tabled due to time.

Needs Discussion

- W. Bryan provided a breakdown of the projects funded under the Capital Improvement. He also presented a wishlist of future projects, including but not limited to:
  - Connected vehicles: The City is currently part of the SPAT challenge. 22 intersections are included and primed for connected vehicles with DSRC radios.
  - Transit Signal Priority: Monroe Street corridor would be a prime location for TSP.
  - Trailblazers: permanent wayfinding DMS to be used as part of diversion routes in the future.
- Preliminary transit needs were identified related to the Seminole Express. There are thoughts to making the Seminole Express an Automated Vehicle Transit Line. The first step is the replacement of the vehicles with all electric vehicles first.

Visioning

N. Smusz-Mengelkoch presented the vision statement for the City of Tallahassee as well as other key terms to generate dialogue on the potential vision for the ITS Master Plan. Key discussion points are highlighted below:

- J. Hollingsworth noted that the City has a lot of data but it is typically not in a format that can easily be shared with others. Which presents the question: how do we use resources to get to this point (keywords: data sharing/dissemination, data dashboard is on the wishlist)
- Developing an ITS working group would be beneficial that meets twice a year (keywords: collaboration)
- R. Allen suggested to keep track of not only how well the system is running, but what the benefit of having this system is. Suggested performance measures included: safety, mobility, benefit/cost, incident management, non-recurring congestion. The needs for data sharing and data dashboards were identified (keywords: streamline, effective, efficient)
- Evacuation route along 319

Next Steps

- Follow up on any outstanding information requests
- Finalize existing conditions summary technical memorandum
- Assess operational needs based on stakeholder input

Action Items

The action items identified during the meeting are summarized in the table below.

Kimley»Horn

Action Item	Responsible Party	Status
Reach out to additional stakeholders	Kimley-Horn	Pending
Set a follow-up meeting with Transit IT	Kimley-Horn	Pending
Develop draft of existing conditions technical memorandum	Kimley-Horn	Ongoing
Provide Wish List Items to Kimley-Horn	City of Tallahassee	Complete

Kimley»Horn

CITY OF TALLAHASSEE

SIGN-IN SHEET

Description:	**ITS Master Plan Stakeholder Meeting**
Date & Time:	**May 9, 2018 1:00PM**
Location:	**Tallahassee RTMC**

Name	Agency/Department	Phone	Email
Jill Capelli	Kimley-Horn	954-535-5107	Jill.Capelli@kimley-horn.com
Natalie Smusz-Mengelkoch	Kimley-Horn	404-445-1902	Natalie.Mengelkoch@kimley-horn.com
Ekaete Ekwere	Kimley-Horn	404-998-8668	Ekaete.Ekwere@kimley-horn.com
Wayne Bryan	City of Tallahassee	850-891-2080	Wayne.Bryan@talgov.com
BILL MABLE	CITY OF TALL.	850-891-7014	WILLIAM.MABLE@TALGOV.COM
Greg Slay	CRTPA	850-891-8624	Greg.Slay@CRTPA.ORG
JOHN McFADDEN	COT	850-891-2080	JOHN.MCFADDEN@TALGOV.COM
Josh Hollingsworth	HNTB	(850) 766-4394	[redacted]jhollingsworth@hntb.com
ANDREA ROSSER	COT - STARMETRO	850-891-5196	andrea.rosser@talgov.com
Allen Secreast	COT - Traffic Eng.	(850) 891-8273	allen.secreast@talgov.com
Charles Wu	LEON COUNTY PW	(850) 606-1546	WUC@LEONCOUNTYFL.GOV.
TONY PARK	Leon County PW	850-606-1537	parkt@leoncountyfl.gov.
Russell Allen	FDOT	850-410-5626	russell.allen@dot.state.fl.us



Why Are We Here?

The goal of this plan is to develop a comprehensive roadmap for planning, implementation, operation, and maintenance of ITS and ITS communications assets. It will enable the City of Tallahassee to evolve the current system to one that will meet the mobility, safety, and quality of life needs of the City.

CITY OF TALLAHASSEE

Today's Goal

- Project Scope and Schedule
- Existing Inventory
- Operational Scenarios / Needs Discussion
- Visioning

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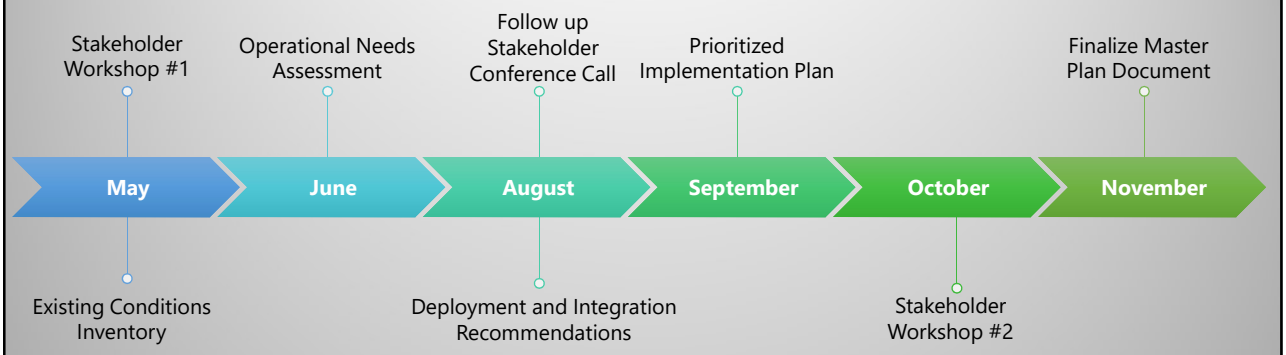
Tentative Schedule



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Existing Conditions

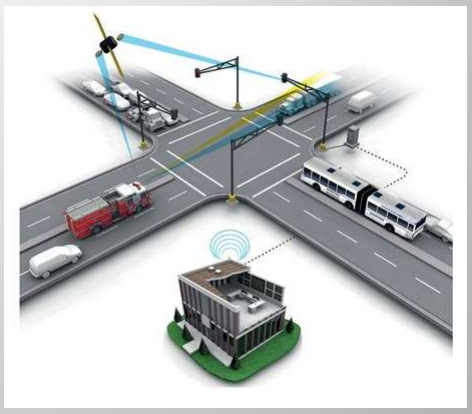
- Traffic Infrastructure
  - Traffic Signals: 357
  - System detectors: ~ 400
  - CCTV Cameras:
    - 97 City
    - 28 FMS
  - Dynamic Message Signs: 9
  - City Bluetooth Devices: 80
  - FMS MVDS: 36
  - City UPS: 98
  - FMS UPS: 19



CITY OF TALLAHASSEE

Existing Conditions

- Communications Infrastructure
  - ~190 miles of fiber
  - 24 cell modems on a Verizon VPN tunnel
  - Center-to-center communications
    - Chipley TMC
    - FDOT Central Office
- Transit
  - Transit Signal Priority
    - Corridors
    - Routes



CITY OF TALLAHASSEE

Capital Improvement Program

Project Name	Five Year Total	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022
Camera Replacement	$ 300,000	$ 100,000	$ 100,000	$ 100,000	$ -	$ -
Intersection Detection System	$ 220,000	$ 44,000	$ 44,000	$ 44,000	$ 44,000	$ 44,000
Minor Intersection Safety Mods	$ 1,125,000	$ 225,000	$ 225,000	$ 225,000	$ 225,000	$ 225,000
Sustainable Traffic Signal Pil	$ 150,000	$ -	$ -	$ -	$ 150,000	$ -
TATMS Enhancements	$ 1,600,000	$ 300,000	$ 325,000	$ 325,000	$ 325,000	$ 325,000
Traffic A/R Master	$ 5,000,000	$ 1,000,000	$ 1,000,000	$ 1,000,000	$ 1,000,000	$ 1,000,000
Traffic Management Systems Improvements	$ 3,077,000	$ 615,000	$ 615,500	$ 615,500	$ 615,500	$ 615,500
Traffic Monitoring Travel Time	$ 308,000	$ 200,000	$ 27,000	$ 27,000	$ 27,000	$ 27,000
Traffic Preemption Equipment	$ 2,701,277	$ 2,701,277	$ -	$ -	$ -	$ -
Traffic Preemption Equipment	$ 295,600	$ 295,600	$ -	$ -	$ -	$ -
Traffic Signal Refurbishment	$ 1,250,000	$ 250,000	$ 250,000	$ 250,000	$ 250,000	$ 250,000
Turning Movement Count Program	$ 600,000	$ 150,000	$ 150,000	$ 150,000	$ 150,000	$ -
UPS Upgrade	$ 350,000	$ 350,000	$ -	$ -	$ -	$ -

Vision

Tallahassee, Florida, a city that remembers its past while focusing on the future – a vibrant capital city: fostering a strong sense of community, cherishing our beautiful natural environment, and ensuring economic opportunities for all our citizens.

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safe, efficient, and reliable transportation network

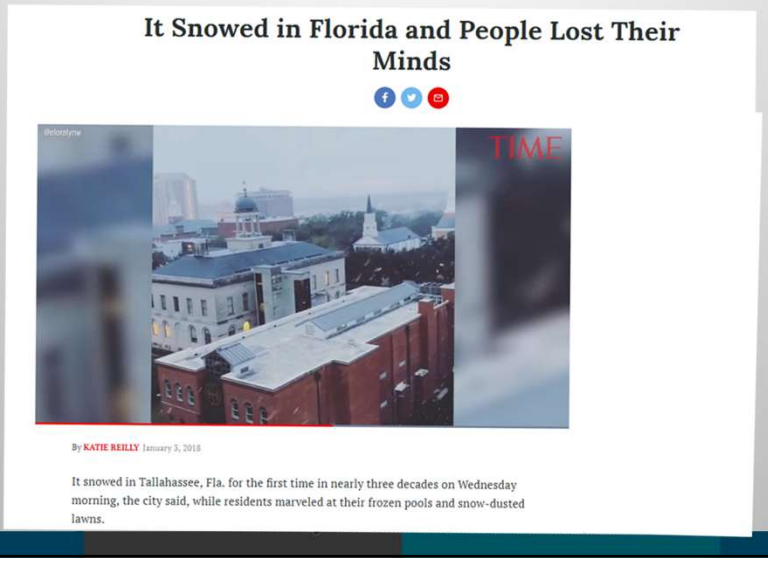
strategically preparing for the future in a fiscally responsible manner

maximize the existing transportation system

innovative technologies and systems, interdepartmental coordination, and regional initiatives

CITY OF TALLAHASSEE

Operational Scenarios / Needs Discussion



It Snowed in Florida and People Lost Their Minds

TIME

By KATIE REILLY January 5, 2018

It snowed in Tallahassee, Fla. for the first time in nearly three decades on Wednesday morning, the city said, while residents marveled at their frozen pools and snow-dusted lawns.

Operational Scenarios / Needs Discussion

- Incident Management
  - Freeway and Arterial
    - closures due to ice
    - crashes
    - work zone



Source: USA Today affiliate. Tallahassee I-10 closure during winter storm.

- Event Management
  - Florida State University
  - City of Tallahassee

Visit Tallahassee
A Division of Leon County

CITY OF TALLAHASSEE

Operational Scenarios / Needs Discussion

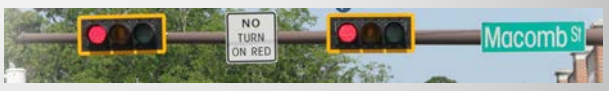
- Tallahassee Regional Transportation Management Center (TRTMC)
  - Hours of Operation
  - Center-to-Center Connections
  - Video Sharing
  - Data Sharing
  - Performance Measures
  - Asset Management



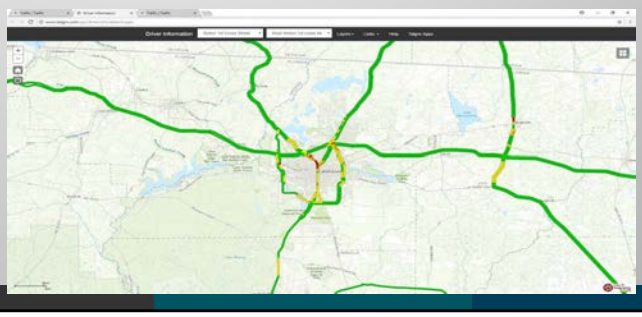
CITY OF TALLAHASSEE

Operational Scenarios / Needs Discussion

- Traffic Signal Management
  - KITS Software Solutions.
  - Management and Operations
  - Maintenance



- Traveler Information
- Cameras



Operational Scenarios / Needs Discussion



- Transit
  - Transit Signal Priority
- Parking
- Bicycle / Pedestrian



CITY OF TALLAHASSEE

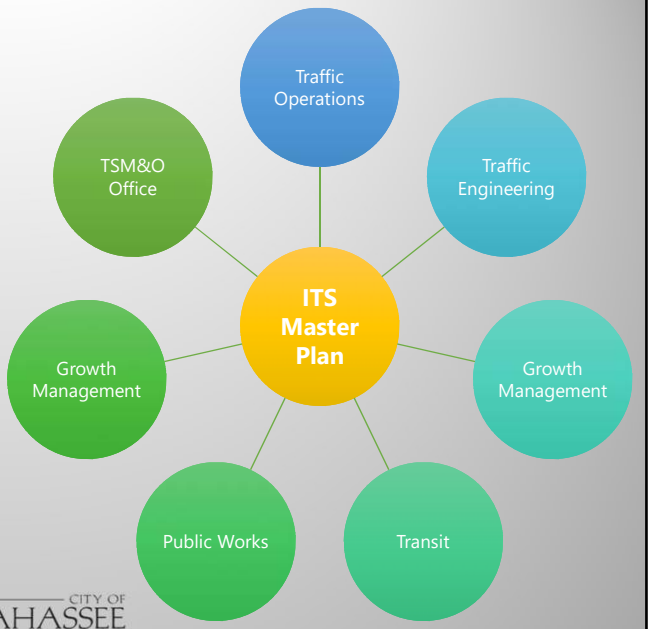
What does the future hold?

- Connected Vehicles
- Advanced monitoring/management capabilities
- Transit Signal Priority
- Trailblazers



CITY OF TALLAHASSEE

Stakeholders



CITY OF TALLAHASSEE

Next Steps

- Follow up on any outstanding information requests
- Finalize existing conditions summary
- Assess operational needs based on today's input

CITY OF TALLAHASSEE

Questions?

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Appendix B
Project Cost Estimates

Appendix B - Unit Costs

Project ID	FDOT Pay Item *(if applicable)*	Description	Unit Price	Unit of Measure	Notes
TRAFF-01 TRAFF-02	0680 1112	System Control Equipment, Adaptive Signal Control System - NEMA, Furnish & Install	$ 37,800.00	EA	Cabinet Equipment
	0680 1113	System Control Equipment, Adaptive Signal Control System - NEMA, Furnish & Install	$ 8,100.00	EA	Above Ground Equipment
TRAFF-03	0660 5 13	Vehicle Detection System- Wireless Magnetometer, Furnish & Install	$ 1,104.95	EA	In Road Equipment
	0660 5 51	Vehicle Detection System- Wireless Magnetometer, Furnish & Install	$ 980.85	EA	Cabinet Equipment
TRAFF-04 TRAFF-05	0641 3163	Concrete CCTV Pole, Furnish & Install, with Lowering Device	$ 22,510.37	EA	This cost is for a 63 foot pole with lowering device.
	0682 1113	ITS CCTV Camera, Furnish & Install, Dome Enclosed Pressurized	$ 5,466.82	EA	Pan, Tilt, Zoom (PTZ), Internet Protocol, High Definition
TRAFF-06		Trailer Mounted Portable CCTV Camera Assembly	$ 7,438.37		Average of four projects https://www.itscosts.its.dot.gov/ITS/benecost.nsf/0/2CADC1F0755DF9628525814D00566292?OpenDocument&Query=Home https://www.itscosts.its.dot.gov/ITS/benecost.nsf/0/50B6323A1928CFBA8525814D00559040?OpenDocument&Query=Home https://www.itscosts.its.dot.gov/ITS/benecost.nsf/0/444B9793EF1BCBD78525814D0054ABB9?OpenDocument&Query=Home https://www.itscosts.its.dot.gov/ITS/benecost.nsf/0/CEAAEE930263E3A88525814D0053B84B?OpenDocument&Query=Home
TRAFF-07	0650 1 60	Vehicular Traffic Signal, Remove, Poles to Remain	$ 100.68	EA	
	0650 1 15	Vehicular Traffic Signal, Furnish & Install - Aluminum, 3 Section 2-4 ways	$ 1,487.95	EA	
	0650 1 17	Vehicular Traffic Signal, Furnish & Install - Aluminum, 4 Section, 2-4 ways	$ 3,430.00	EA	
	0650 1 19	Vehicular Traffic Signal, Furnish & Install - Aluminum, 5 Section-cluster, 1 way	$ 1,594.07	EA	
TRAFF-08 TRAFF-09		Bluetooth readers equipped with GPS and cellular communications	$ 5,000.00	EA	https://www.itsbenefits.its.dot.gov/ITS/benecost.nsf/0/E6936952DD735F8385257D9A006E2792?OpenDocument&Query=Home
		Bluetooth travel time detection	$ 8,000.00	EA	https://www.itsbenefits.its.dot.gov/ITS/benecost.nsf/0/77D2A8A6E739E12585257D7300654F00?OpenDocument&Query=Home
TRAFF-10	0676 2143	ITS Cabinet, Furnish & Install, Base, 334	$ 12,000.00	EA	New cabinets will be Advanced Traffic Controller (ATC) high density cabinets with additional space for ITS devices.
	0676 2600	ITS Cabinet - Removal	$ 247.03	EA	
TRAFF-11	0684 1 1	Managed Field Ethernet Switch, Furnish & Install	$ 3,523.39	EA	
TRAFF-12		Equipment Cost	$ 7,450.00	EA	Source: https://www.itscosts.its.dot.gov/ITS/benecost.nsf/SummID/SC2014-00325?OpenDocument&Query=Home
		Installation Cost	$ 3,550.00	EA	
		Planning and Design Cost	$ 6,650.00	EA	
		Average Total Cost	$ 17,650.00	EA	
TRAFF-13	0682 1600	ITS CCTV Camera, Remove and Disposal	$ 350.05	EA	
	0682 1113	ITS CCTV Camera, Furnish & Install, Dome Enclosed Pressurized	$ 5,466.82	EA	Pan, Tilt, Zoom (PTZ), Internet Protocol, High Definition
TRANS-01	0663 1121	Signal Priority and Preemption System, Furnish & Install, GPS	$ 6,049.78	EA	Cabinet Electronics
	0663 1122	Signal Priority and Preemption System, Furnish & Install, GPS, Detector	$ 5,291.77	EA	
TRAV-02	0700 8135	Front Access Dynamic Message Sign, Furnish & Install, Full Color, 51-100 ft^2	$ 67,348.47	EA	Furnish & Install with Uninterruptible Power Supply (UPS)
	0700 10122	Dynamic Message Sign Support Structure, Cantilever, 21-30 FT	$ 52,500.00	EA	
	0700 7111	Dynamic Message Sign- Embedded, Furnish & Install, Monochrome, 12-20 ft^2	$ 21,397.00	EA	
	0700 1 12	Single Post Sign, Furnish & Install Ground Mount, 12-20 ft^2	$ 1,160.74	EA	
BIKE-01		Bicycle Detection	$ 2,680.00		Source: http://pedbikesafe.org/bikesafe/countermeasures_detail.cfm?CM_NUM=36
			$ 7,730.00	per lane	https://activelivingresearch.org/sites/activelivingresearch.org/files/Dill_Bicycle_Facility_Cost_June2013.pdf
COMM-01	0633 1123	Fiber Optic Cable, Furnish & Install, Underground, 49-96	$ 2.61	LF	
	0633 1124	Fiber Optic Cable, Furnish & Install, Underground, 97-144	$ 2.82	LF	
	0630 2 11	Conduit, Furnish & Install, Open Trench	$ 6.50	LF	
	0630 2 12	Conduit, Furnish & Install, Directional Bore	$ 18.89	LF	
	0633 3 11	Fiber Optic Connection Hardware, Splice Enclosure	$ 802.79	EA	
	0633 3 15	Fiber Optic Connection Hardware, Patch Panel, Preterminated	$ 1,363.33	EA	

Source
Historical Cost and Other Information - Current 12 Month Moving Average (PDF attached)
https://www.fdot.gov/programmanagement/estimates/historicalcostinformation/historicalcost.shtm

Appendix B - Estimated Project Costs

Project ID	Project Name	Component 1		Quantity	Component 2		Capital Quantity
TRAFF-01	Adaptive Traffic Signal Control (US 27)	Cabinet Equip	$ 37,800.00	14	Above Ground Equip	$ 8,100.00	14
TRAFF-02	Adaptive Traffic Signal Control (US 90)	Cabinet Equip	$ 37,800.00	18	Above Ground Equip	$ 8,100.00	18
TRAFF-03	System Detectors	In Road Equip	$ 1,104.95	30	Cabinet Equip	$ 980.85	30
TRAFF-04	CCTV Cameras - Phase 1	CCTV Camera	$ 5,466.82	22			
TRAFF-05	CCTV Cameras - Phase 2	CCTV Camera	$ 5,466.82	13			
TRAFF-06	Smart Work Zones	Trailer Mounted Cam	$ 7,438.37	1			
TRAFF-07	FYA Upgrades Pilot	5 Section Signal Head	$ 1,594.07	40	Signal Removal	$ 100.68	40
TRAFF-08	Travel Time Reliability System - Phase 1	Bluetooth Reader	$ 8,000.00	16			
TRAFF-09	Travel Time Reliability System - Phase 2	Bluetooth Reader	$ 8,000.00	10			
TRAFF-10	Cabinet Upgrades	Cabinet	$ 12,000.00	357	Cabinet Removal	$ 247.03	357
TRAFF-11	Managed Field Ethernet Switch Replacement	Ethernet Switch	$ 3,523.39	357			
TRAFF-12	Connected Vehicle Infrastructure	DSRC Deployment	$ 17,650.00	28			
TRAFF-13	CCTV Camera Upgrade	CCTV Camera	$ 5,466.82	97	Camera Removal	$ 350.05	97
TRANS-01	Transit Signal Priority	TSP Cabinet Electronics	$ 6,049.78	20	Detector	$ 5,291.77	20
TRAV-01	Website Connectivity	Website Connectivity	$ 100,000.00	1			
TRAV-02	I-10 Trailblazers	Front Access DMS	$ 67,348.47	5	Support Structure	$ 52,500.00	5
PERF-01	ATSPM Dashboard/Performance Monitoring	Dashboard Subscription	$ 70,000.00	1			
BIKE-01	Bicycle Detection	Bicycle Detection	$ 7,730.00	4			
TMC-01	Traffic Signal Management Plan	Traffic Signal Man. Plan	$50,000	1			
COMM-01	Network Architecture	Fiber, 97-144 count	$ 2.82	210,936	Conduit Install	$ 18.89	210,936

Appendix B - Estimated Project Costs

Project ID	Project Name	Component 3		Quantity	Component 4		Quantity	Subtotal
TRAFF-01	Adaptive Traffic Signal Control (US 27)							$ 642,600.00
TRAFF-02	Adaptive Traffic Signal Control (US 90)							$ 826,200.00
TRAFF-03	System Detectors							$ 62,574.00
TRAFF-04	CCTV Cameras - Phase 1							$ 120,270.04
TRAFF-05	CCTV Cameras - Phase 2							$ 71,068.66
TRAFF-06	Smart Work Zones							$ 7,438.37
TRAFF-07	FYA Upgrades Pilot							$ 67,790.00
TRAFF-08	Travel Time Reliability System - Phase 1							$ 128,000.00
TRAFF-09	Travel Time Reliability System - Phase 2							$ 80,000.00
TRAFF-10	Cabinet Upgrades							$ 4,372,189.71
TRAFF-11	Managed Field Ethernet Switch Replacement							$ 1,257,850.23
TRAFF-12	Connected Vehicle Infrastructure							$ 494,200.00
TRAFF-13	CCTV Camera Upgrade							$ 564,236.39
TRANS-01	Transit Signal Priority							$ 226,831.00
TRAV-01	Website Connectivity							$ 100,000.00
TRAV-02	I-10 Trailblazers	Embedded DMS	$ 21,397.00	11	Single Post Sign	$ 1,160.74	11	$ 847,377.49
PERF-01	ATSPM Dashboard/Performance Monitoring							$ 70,000.00
BIKE-01	Bicycle Detection							$ 30,920.00
TMC-01	Traffic Signal Management Plan							$ 50,000.00
COMM-01	Network Architecture	Splice Enclosure	$ 802.79	5	Patch Panel	$ 1,363.33	5	$ 4,590,251.16

Appendix B - Estimated Project Costs

Project ID	Project Name	Design (18%)	Construction* (20%)	Operations (10%)	Maintenance (10%)	Contingency (15%)	Rounded Total
		18%	20%	10%	10%	15%	
TRAFF-01	Adaptive Traffic Signal Control (US 27)	$ 115,668.00	$ 128,520.00	$ 64,260.00	$ 64,260.00	$ 96,390.00	**$ 1,120,000**
TRAFF-02	Adaptive Traffic Signal Control (US 90)	$ 148,716.00	$ 165,240.00	$ 82,620.00	$ 82,620.00	$ 123,930.00	**$ 1,430,000**
TRAFF-03	System Detectors	$ 11,263.32	$ 12,514.80	$ 6,257.40	$ 6,257.40	$ 9,386.10	**$ 110,000**
TRAFF-04	CCTV Cameras - Phase 1	$ 21,648.61	$ 24,054.01	$ 12,027.00	$ 12,027.00	$ 18,040.51	**$ 210,000**
TRAFF-05	CCTV Cameras - Phase 2	$ 12,792.36	$ 14,213.73	$ 7,106.87	$ 7,106.87	$ 10,660.30	**$ 130,000**
TRAFF-06	Smart Work Zones	$ 1,338.91	$ 1,487.67	$ 743.84	$ 743.84	$ 1,115.75	**$ 20,000**
TRAFF-07	FYA Upgrades Pilot	$ 12,202.20	$ 13,558.00	$ 6,779.00	$ 6,779.00	$ 10,168.50	**$ 120,000**
TRAFF-08	Travel Time Reliability System - Phase 1	$ 23,040.00	$ 25,600.00	$ 12,800.00	$ 12,800.00	$ 19,200.00	**$ 230,000**
TRAFF-09	Travel Time Reliability System - Phase 2	$ 14,400.00	$ 16,000.00	$ 8,000.00	$ 8,000.00	$ 12,000.00	**$ 140,000**
TRAFF-10	Cabinet Upgrades	$ 786,994.15	$ 874,437.94	$ 437,218.97	$ 437,218.97	$ 655,828.46	**$ 7,570,000**
TRAFF-11	Managed Field Ethernet Switch Replacement	$ 226,413.04	$ 251,570.05	$ 125,785.02	$ 125,785.02	$ 188,677.53	**$ 2,180,000**
TRAFF-12	Connected Vehicle Infrastructure	$ 88,956.00	$ 98,840.00	$ 49,420.00	$ 49,420.00	$ 74,130.00	**$ 860,000**
TRAFF-13	CCTV Camera Upgrade	$ 101,562.55	$ 112,847.28	$ 56,423.64	$ 56,423.64	$ 84,635.46	**$ 980,000**
TRANS-01	Transit Signal Priority	$ 40,829.58	$ 45,366.20	$ 22,683.10	$ 22,683.10	$ 34,024.65	**$ 400,000**
TRAV-01	Website Connectivity	$ -	$ -	$ -	$ -	$ -	**$ 100,000**
TRAV-02	I-10 Trailblazers	$ 152,527.95	$ 169,475.50	$ 84,737.75	$ 84,737.75	$ 127,106.62	**$ 1,470,000**
PERF-01	ATSPM Dashboard/Performance Monitoring	$ -	$ -	$ -	$ -	$ -	**$ 70,000**
BIKE-01	Bicycle Detection	$ 5,565.60	$ 6,184.00	$ 3,092.00	$ 3,092.00	$ 4,638.00	**$ 60,000**
TMC-01	Traffic Signal Management Plan	$ -	$ -	$ -	$ -	$ -	**$ 50,000**
COMM-01	Network Architecture	$ 826,245.21	$ 918,050.23	$ 459,025.12	$ 459,025.12	$ 688,537.67	**$ 7,950,000**

*Some line items include both furnish and install costs. Construction percentage included in order to be conservative.

Appendix B - Estimated Project Costs

Project ID	Project Name	Assumptions
TRAFF-01	Adaptive Traffic Signal Control (US 27)	
TRAFF-02	Adaptive Traffic Signal Control (US 90)	
TRAFF-03	System Detectors	assumed wireless magnetometer detection
TRAFF-04	CCTV Cameras - Phase 1	
TRAFF-05	CCTV Cameras - Phase 2	
TRAFF-06	Smart Work Zones	
TRAFF-07	FYA Upgrades Pilot	for pilot project - assumed 20 locations replacing 5 section head for two approaches
TRAFF-08	Travel Time Reliability System - Phase 1	
TRAFF-09	Travel Time Reliability System - Phase 2	
TRAFF-10	Cabinet Upgrades	assumed deployment at all signalized intersections
TRAFF-11	Managed Field Ethernet Switch Replacement	assumed deployment at all signalized intersections
TRAFF-12	Connected Vehicle Infrastructure	
TRAFF-13	CCTV Camera Upgrade	
TRANS-01	Transit Signal Priority	current route chosen for TSP passes through 20 intersections
TRAV-01	Website Connectivity	cost could range from $20,000 to $500,000 depending on features and functionality
TRAV-02	I-10 Trailblazers	quantities based on preliminary locations identified in preliminary planning
PERF-01	ATSPM Dashboard/Performance Monitoring	
BIKE-01	Bicycle Detection	
TMC-01	Traffic Signal Management Plan	cost estimated based on similar documents previously completed
COMM-01	Network Architecture	40 miles of fiber being proposed; does not include cost of hubs

Current 12 Month Moving Average

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Florida Department of Transportation
Item Average Unit Cost
From 2018/07/01 to 2019/06/30

Contract Type: CC STATEWIDE
Displaying: VALID ITEMS WITH HITS
From: 0102 1 To: 9999999

Item	No. of Conts	Weighted Average	Total Amount	Total Quantity	Unit Meas	Obs?	Description
0102 1	260	$460.67	$40,024,029.67	86,883.000	DA	N	MAINTENANCE OF TRAFFIC
0102 2 1	57	$183,569.90	$11,197,763.95	61.000	LS	N	SPECIAL DETOUR 1
0102 2 2	30	$119,101.09	$3,692,133.91	31.000	LS	N	SPECIAL DETOUR 2
0102 2 3	19	$83,651.50	$1,589,378.56	19.000	LS	N	SPECIAL DETOUR 3
0102 2 4	18	$125,381.65	$2,256,869.68	18.000	LS	N	SPECIAL DETOUR 4
0102 2 5	13	$125,309.78	$1,629,027.12	13.000	LS	N	SPECIAL DETOUR 5
0102 2 6	11	$262,375.42	$2,886,129.57	11.000	LS	N	SPECIAL DETOUR 6
0102 2 7	7	$183,873.69	$1,287,115.84	7.000	LS	N	SPECIAL DETOUR 7
0102 2 8	7	$94,423.10	$660,961.68	7.000	LS	N	SPECIAL DETOUR 8
0102 2 9	5	$55,228.54	$276,142.72	5.000	LS	N	SPECIAL DETOUR 9
0102 2 10	4	$25,635.57	$102,542.26	4.000	LS	N	SPECIAL DETOUR 10
0102 3	34	$20.00	$583,687.17	29,181.100	CY	N	COMMERCIAL MATL FOR TEMP DRIVEWAY MAINT
0102 14	123	$51.91	$2,050,067.05	39,489.000	HR	N	TRAFFIC CONTROL OFFICER
0102 60	247	$.25	$1,259,773.99	5,120,921.000	ED	N	WORK ZONE SIGN
0102 61	28	$6.49	$30,646.20	4,720.000	EA	N	BUSINESS SIGN
0102 62	6	$.44	$38,773.70	87,232.000	ED	N	BARRIER MOUNTED WORK ZONE SIGN
0102 71 13	40	$31.82	$3,680,747.10	115,679.000	LF	N	TEMPORARY BARRIER, F&I,LOW PROFILE,CONC
0102 71 15	49	$15.43	$2,589,404.68	167,815.000	LF	N	TEMPORARY BARRIER, F&I, ANCHORED
0102 71 16	36	$16.00	$1,424,347.45	89,047.000	LF	N	TEMPORARY BARRIER, F&I, FREE STAND
0102 71 23	22	$8.50	$1,146,593.60	134,935.000	LF	N	TEMPORARY BARRIER, REL,LOW PROFILE CONC
0102 71 25	27	$6.63	$1,414,456.88	213,275.000	LF	N	TEMPORARY BARRIER, REL, ANCHORED
0102 71 26	19	$7.76	$445,006.50	57,365.000	LF	N	TEMPORARY BARRIER, REL, FREE STAND
0102 73	3	$9.80	$21,744.60	2,219.000	LF	N	TEMPORARY GUARDRAIL
0102 74 1	246	$.12	$1,988,160.86	16,372,063.000	ED	N	CHANNEL DEVICE-TYPS I,II,DI,VP, DRUM, LC
0102 74 2	158	$.31	$261,214.54	834,438.000	ED	N	CHANNELIZING DEVICE, TYPE III, 6'
0102 74 7	146	$4.44	$1,518,663.36	342,262.000	LF	N	CHANNELIZING DEVICE- PED LCD
0102 75 1	8	$15.55	$445,157.68	28,629.000	LF	N	TEMPORARY SEPARATOR, F&I REMOVE
0102 75 3	1	$15.60	$34,616.40	2,219.000	LF	N	TEMPORARY SEPARATOR, INSTALL
0102 75 4	1	$5.20	$11,252.80	2,164.000	LF	N	TEMPORARY SEPARATOR, RELOCATE
0102 75 5	1	$2.10	$4,659.90	2,219.000	LF	N	TEMPORARY SEPARATOR, REMOVE
0102 76	190	$6.19	$722,741.29	116,735.000	ED	N	ARROW BOARD /ADVANCE WARNING ARROW PANEL
0102 78	138	$3.23	$1,290,993.46	399,400.000	EA	N	TEMPORARY RETROREFLECTIVE PAVT MARKER
0102 89 1	63	$856.16	$701,197.42	819.000	LO	N	TEMPORARY CRASH CUSHION, RED OPT
0102 94 1	1	$15.60	$25,412.40	1,629.000	LF	N	TEMP GLARE SCREEN,F&I,WALL MAT-CONC
0102 99	232	$11.90	$2,763,990.79	232,288.000	ED	N	PORTABLE CHANGEABLE MESSAGE SIGN,TEMP
0102104	104	$10.85	$1,291,697.02	119,072.000	ED	N	TEMPORARY SIGNALIZATION AND MAINT, INTER
0102107 1	105	$8.11	$944,000.06	116,401.000	ED	N	TEMP TRAFFIC DETECTION & MAINTEN, INTER
0102120	1	$.10	$37.50	375.000	ED	N	TEMP TRAFF SIGNAL- 2LN, 2WAY
0102150 1	48	$5.46	$154,186.66	28,264.000	ED	N	PORTABLE REGULATORY,SIGN
0102150 2	48	$5.80	$148,815.96	25,636.000	ED	N	RADAR SPEED DISPLAY UNIT

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Florida Department of Transportation
Item Average Unit Cost
From 2018/07/01 to 2019/06/30

Contract Type: CC STATEWIDE
Displaying: VALID ITEMS WITH HITS
From: 0102 1 To: 9999999

Item	No. of Conts	Weighted Average	Total Amount	Total Quantity	Unit Meas	Obs?	Description
0102909	15	$32.14	$94,399.95	2,937.000	DA	N	TEMPORARY RAISED RUMBLE STRIPS
0102911 1	10	$2.37	$32,412.66	13,657.000	LF	N	PAVT MARKING REMOVABLE TAPE,WH BLK,SKIP
0102911 2	37	$2.73	$361,626.28	132,521.000	LF	N	PAVT MARKING REMOVABLE TAPE,WH BLK,SOLID
0102911 3	8	$7.25	$22,312.95	3,077.000	SF	N	PAVT MARKING REMOVABLE TAPE,WH BLK,OTHER
0102912 1	1	$2.49	$1,566.21	629.000	LF	N	PAVT MARKING REMOVABLE TAPE,YELLOW,SKIP
0102912 2	24	$2.55	$157,655.02	61,786.000	LF	N	PAVT MARKING REMOVABLE TAPE,YELLOW,SOLID
0102912 3	1	$4.50	$891.00	198.000	SF	N	PAVT MARKING REMOVABLE TAPE,YELLOW,OTHER
0104 1	29	$3.42	$477,778.63	139,824.000	SY	N	ARTIFICIAL COVERINGS / ROLL EROSION CNTL
0104 6	1	$12.30	$861.00	70.000	LF	N	TEMPORARY SLOPE DRAIN / RUNOFF CONT STR
0104 7	1	$3,072.00	$12,288.00	4.000	EA	N	SEDIMENT BASIN / CONTAINMENT SYSTEM
0104 9	5	$1,936.04	$135,522.60	70.000	EA	N	SEDIMENT BASIN / CONTAINMENT SY CLEANOUT
0104 10 3	176	$1.96	$4,039,617.22	2,058,360.000	LF	N	SEDIMENT BARRIER
0104 11	76	$12.08	$1,140,264.25	94,380.000	LF	N	FLOATING TURBIDITY BARRIER
0104 12	35	$4.87	$529,921.00	108,871.000	LF	N	STAKED TURBIDITY BARRIER- NYL REINF PVC
0104 15	49	$2,626.89	$512,243.16	195.000	EA	N	SOIL TRACKING PREVENTION DEVICE
0104 18	175	$104.39	$969,952.54	9,292.000	EA	N	INLET PROTECTION SYSTEM
0104 19	1	$2.80	$14.00	5.000	SY	N	CHEMICAL TREATMENT FOR EROSION CONTROL
0107 1	178	$11.89	$2,079,363.86	174,952.780	AC	N	LITTER REMOVAL
0107 2	173	$20.88	$2,959,876.94	141,746.550	AC	N	MOWING
0108 1	74	$10,673.51	$907,248.76	85.000	LS	N	MONITOR EXISTING STRUCTURES- SETTL
0108 2	44	$9,080.04	$481,241.89	53.000	LS	N	MONITOR EXISTING STRUCTURES- VIBRA
0108 3	2	$14,982.00	$29,964.00	2.000	LS	N	MONITOR EXISTING STRUCTURES- GROUN
0110 1 1	208	$10,075.04	$34,194,497.00	3,393.980	AC	N	CLEARING & GRUBBING
0110 2 2	32	$20,055.67	$444,834.86	22.180	AC	N	SELECTIVE CLEARING AND GRUBBING, TREES R
0110 2 3	1	$130,000.00	$19,500.00	.150	AC	N	SELECTIVE CLEARING AND GRUB, PLANT PRES
0110 3	39	$30.81	$5,035,348.22	163,430.000	SF	N	REMOVAL OF EXISTING STRUCTURES/BRIDGES
0110 4 10	175	$16.43	$5,901,355.43	359,077.000	SY	N	REMOVAL OF EXIST CONC
0110 6	3	$2,780.00	$13,900.00	5.000	EA	N	PLUGGING WATER WELLS, NON-ARTESIAN
0110 7 1	35	$232.55	$128,137.66	551.000	EA	N	MAILBOX, F&I SINGLE
0110 8	1	$2,200.00	$11,000.00	5.000	DA	N	UNDERWATER DEBRIS REMOVAL
0110 12 1	3	$1,214.05	$565,745.37	466.000	SY	N	HYDRODEMOLITION, REM OF DECK SURFACE
0110 71 1	3	$329.23	$358,531.25	1,089.000	LF	N	BRIDGE FENDER SYSTEM, REMOVAL & DISPOSAL
0110 73	5	$121.67	$257,334.00	2,115.000	LF	N	REMOVE EXISTING BULKHEAD
0110 82	1	$2,500.00	$49,750.00	19.900	MB	N	REMOVE & DISPOSE OF STRUCTURAL TIMBER
0120 1	135	$3.75	$33,375,278.97	8,888,584.900	CY	N	REGULAR EXCAVATION
0120 2 2	47	$15.85	$1,873,752.50	118,215.500	CY	N	BORROW EXCAVATION, TRUCK MEASURE
0120 3	3	$10.23	$85,234.00	8,332.000	CY	N	LATERAL DITCH EXCAVATION
0120 4	30	$7.48	$5,588,601.82	747,544.900	CY	N	SUBSOIL EXCAVATION
0120 5	6	$13.64	$259,917.00	19,051.400	CY	N	CHANNEL EXCAVATION
0120 6	123	$5.75	$93,676,898.80	16,293,687.000	CY	N	EMBANKMENT

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Florida Department of Transportation
Item Average Unit Cost
From 2018/07/01 to 2019/06/30

Contract Type: CC STATEWIDE
Displaying: VALID ITEMS WITH HITS
From: 0102 1 To: 9999999

Item	No. of Conts	Weighted Average	Total Amount	Total Quantity	Unit Meas	Obs?	Description
0120 71	36	$37,255.35	$1,527,469.22	41.000	LS	N	REGULAR EXCAVATION (3-R PROJECTS ONLY)
0120 74	7	$13.75	$3,520,819.79	256,116.100	CY	N	SURCHARGE EMBANKMENT
0121 70 5	1	$195.00	$19,305.00	99.000	CY	N	FLOWABLE FILL, PAVEMENT REPAIRS
0125 1	7	$26.93	$366,648.50	13,613.500	CY	N	EXCAVATION FOR STRUCTURES
0125 3	3	$51.01	$42,075.66	824.900	CY	N	SELECT BEDDING MATERIAL
0141 70	7	$967.25	$88,019.61	91.000	AS	N	SETTLEMENT PLATE ASSEMBLY
0144 1 1	1	$102.92	$35,095.72	341.000	LF	N	DIGITAL INCLINOMETER CASING, VERTICAL
0144 71 2	2	$810.15	$8,911.60	11.000	EA	N	PORE-PRESSURE TRANSDUCER- PIEZOMETER,VIB
0144 72	1	$89.10	$26,730.00	300.000	LF	N	TUBING FOR PIEZOMETER
0144 74 2	2	$1,422.32	$5,689.26	4.000	EA	N	PORE-PRESSURE TRANSDUCER,CNTL/READOUT,VW
0145 1	1	$5.20	$27,149.20	5,221.000	SF	N	GEOSYNTHETIC REINFORCED SOIL SLOPE
0145 2	13	$5.98	$929,079.51	155,408.000	SY	N	GEOSYNTHETIC REINF FND OVER SOFT SOIL
0145 71	1	$10.00	$25,650.00	2,565.000	SY	N	REINFORCEMENT GRID FOR SOIL STABILIZAT
0160 4	125	$3.93	$18,255,628.39	4,642,950.000	SY	N	TYPE B STABILIZATION
0173 76	1	$9.35	$3,085.50	330.000	LF	N	GROUT PIPE INSTALLATION
0210 1 1	1	$4.50	$27,301.50	6,067.000	SY	N	REWORKING LIMEROCK BASE, 6"
0210 1 8	1	$10.99	$1,055.04	96.000	SY	N	REWORKING LIMEROCK BASE, 4"
0210 2	2	$25.98	$29,790.98	1,146.900	CY	N	LIMEROCK-NEW MATERIAL FOR REWORKING BASE
0285701	74	$13.09	$6,994,594.78	534,298.000	SY	N	OPTIONAL BASE,BASE GROUP 01
0285702	8	$9.45	$487,433.20	51,578.000	SY	N	OPTIONAL BASE,BASE GROUP 02
0285703	7	$12.19	$307,524.51	25,227.000	SY	N	OPTIONAL BASE,BASE GROUP 03
0285704	13	$9.78	$3,043,019.70	311,105.000	SY	N	OPTIONAL BASE,BASE GROUP 04
0285705	5	$12.06	$2,228,408.70	184,718.000	SY	N	OPTIONAL BASE,BASE GROUP 05
0285706	44	$14.82	$5,299,617.69	357,679.000	SY	N	OPTIONAL BASE,BASE GROUP 06
0285707	2	$22.63	$226,298.80	9,998.000	SY	N	OPTIONAL BASE,BASE GROUP 07
0285708	6	$36.23	$101,340.54	2,797.000	SY	N	OPTIONAL BASE,BASE GROUP 08
0285709	72	$16.07	$24,724,487.37	1,538,665.000	SY	N	OPTIONAL BASE,BASE GROUP 09
0285710	20	$15.91	$6,166,966.58	387,640.000	SY	N	OPTIONAL BASE,BASE GROUP 10
0285711	31	$24.20	$5,761,172.54	238,093.000	SY	N	OPTIONAL BASE,BASE GROUP 11
0285712	9	$19.63	$7,251,683.30	369,456.000	SY	N	OPTIONAL BASE,BASE GROUP 12
0285713	5	$54.06	$705,448.65	13,049.000	SY	N	OPTIONAL BASE,BASE GROUP 13
0285714	9	$43.13	$3,531,523.09	81,883.000	SY	N	OPTIONAL BASE,BASE GROUP 14
0285715	17	$45.67	$2,464,034.87	53,958.000	SY	N	OPTIONAL BASE,BASE GROUP 15
0286 1	29	$24.10	$870,474.49	36,117.000	SY	N	TURNOUT CONSTRUCT/DRIVEWAY BASE- OPTION
0286 2	9	$238.35	$57,989.64	243.300	TN	N	TURNOUT CONSTRUCT-ASPHALT/DRIVEWAY BASE
0327 70 1	49	$2.43	$2,361,449.14	971,786.000	SY	N	MILLING EXIST ASPH PAVT, 1" AVG DEPTH
0327 70 2	12	$2.86	$845,585.83	295,895.000	SY	N	MILLING EXIST ASPH PAVT,3 1/2" AVG DEPTH
0327 70 3	7	$3.89	$375,152.43	96,327.000	SY	N	MILLING EXIST ASPH PAVT,4 1/2" AVG DEPTH
0327 70 4	35	$2.03	$2,473,419.49	1,216,583.000	SY	N	MILLING EXIST ASPH PAVT, 3" AVG DEPTH
0327 70 5	35	$2.60	$2,452,528.48	944,353.000	SY	N	MILLING EXIST ASPH PAVT, 2" AVG DEPTH

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Item	No. of Conts	Weighted Average	Total Amount	Total Quantity	Unit Meas	Obs?	Description
0327 70 6	110	$2.21	$6,597,590.11	2,980,451.000	SY	N	MILLING EXIST ASPH PAVT,1 1/2" AVG DEPTH
0327 70 7	10	$2.76	$503,351.24	182,218.000	SY	N	MILLING EXIST ASPH PAVT, 4" AVG DEPTH
0327 70 8	21	$2.69	$2,332,287.39	867,508.000	SY	N	MILLING EXIST ASPH PAVT,2 1/2" AVG DEPTH
0327 70 9	4	$4.87	$706,079.68	145,109.000	SY	N	MILLING EXIST ASPH PAVT,5 1/4" AVG DEPTH
0327 70 10	5	$4.51	$349,552.71	77,434.000	SY	N	MILLING EXIST ASPH PAVT, 5" AVG DEPTH
0327 70 11	30	$2.04	$4,202,991.56	2,062,640.000	SY	N	MILLING EXIST ASPH PAVT,2 1/4" AVG DEPTH
0327 70 12	10	$2.35	$436,795.59	185,529.000	SY	N	MILLING EXIST ASPH PAVT,1 1/4" AVG DEPTH
0327 70 13	10	$1.93	$1,645,094.23	852,979.000	SY	N	MILLING EXIST ASPH PAVT,1 3/4" AVG DEPTH
0327 70 15	21	$2.18	$3,327,926.84	1,526,839.000	SY	N	MILLING EXIST ASPH PAVT,2 3/4" AVG DEPTH
0327 70 16	7	$.95	$214,242.28	226,411.000	SY	N	MILLING EXIST ASPH PAVT, 1/2" AVG DEPTH
0327 70 17	7	$2.65	$1,170,018.03	442,070.000	SY	N	MILLING EXIST ASPH PAVT,3 1/4" AVG DEPTH
0327 70 18	3	$6.25	$69,095.45	11,047.000	SY	N	MILLING EXIST ASPH PAVT,5 1/2" AVG DEPTH
0327 70 19	29	$1.98	$751,813.43	379,153.000	SY	N	MILLING EXIST ASPH PAVT, 3/4" AVG DEPTH
0327 70 20	9	$3.01	$1,393,655.59	463,030.000	SY	N	MILLING EXIST ASPH PAVT,3 3/4" AVG DEPTH
0327 70 21	1	$1.95	$161,068.05	82,599.000	SY	N	MILLING EXIST ASPH PAVT, 7" AVG DEPTH
0327 70 22	5	$4.14	$448,467.00	108,440.000	SY	N	MILLING EXIST ASPH PAVT,4 1/4" AVG DEPT
0327 70 23	1	$9.39	$12,516.87	1,333.000	SY	N	MILLING EXIST ASPH PAVT, 6" AVG DEPTH
0327 70 26	4	$4.29	$818,510.57	190,777.000	SY	N	MILLING EXIST ASPH PAVT,4 3/4" AVG DEPTH
0327 70 27	1	$6.46	$390,907.52	60,512.000	SY	N	MILLING EXIST ASPH PAVT,5 3/4" AVG DEPTH
0327 70 29	2	$6.16	$422,942.75	68,670.000	SY	N	MILLING EXIST ASPH PAVT,6 1/4" AVG DEPTH
0327 70 31	2	$5.54	$519,437.80	93,739.000	SY	N	MILLING EXIST ASPH PAVT,7 1/2" AVG DEPTH
0327 70 32	2	$5.51	$9,095.95	1,651.000	SY	N	MILLING EXIST ASPH PAVT,8 1/2" AVG DEPTH
0327 70 34	1	$40.14	$7,385.76	184.000	SY	N	MILLING EXIST ASPH PAVT,8" AVG DEPTH
0327 70 35	1	$1.95	$13,281.45	6,811.000	SY	N	MILLING EXIST ASPH PAVT,8 1/4" AVG DEPTH
0327 70 42	2	$8.39	$1,464,287.55	174,439.000	SY	N	MILLING EXIST ASPH PAVT, 7 1/4" AVG DEPT
0334 1 11	9	$129.58	$312,588.88	2,412.400	TN	N	SUPERPAVE ASPHALTIC CONC, TRAFFIC A
0334 1 12	45	$93.76	$21,757,504.23	232,065.700	TN	N	SUPERPAVE ASPHALTIC CONC, TRAFFIC B
0334 1 13	63	$98.37	$34,768,724.19	353,435.700	TN	N	SUPERPAVE ASPHALTIC CONC, TRAFFIC C
0334 1 14	23	$93.35	$49,226,514.04	527,338.000	TN	N	SUPERPAVE ASPHALTIC CONC, TRAFFIC D
0334 1 52	29	$106.22	$16,100,679.97	151,574.200	TN	N	SUPERPAVE ASPH CONC, TRAF B, PG76-22
0334 1 53	55	$105.18	$39,184,564.45	372,540.400	TN	N	SUPERPAVE ASPH CONC, TRAF C, PG76-22
0334 1 54	30	$107.24	$50,242,409.71	468,511.200	TN	N	SUPERPAVE ASPH CONC, TRAF D, PG76-22
0334 1 55	2	$106.37	$13,889,272.06	130,581.200	TN	N	SUPERPAVE ASPH CONC, TRAF E, PG76-22
0334 1 56	1	$120.50	$4,335,120.05	35,976.100	TN	N	SUPERPAVE ASPH CONC, TRAF B, HIGH POLYM
0334 1 57	3	$129.71	$908,553.15	7,004.500	TN	N	SUPERPAVE ASPH CONC, TRAF C, HIGH POLYME
0334 1 58	4	$123.73	$9,040,372.78	73,064.800	TN	N	SUPERPAVE ASPH CONC, TRAF D, HIGH POLYM
0337 7 25	57	$139.84	$48,580,200.29	347,395.400	TN	N	ASPH CONC FC,INC BIT,FC-5,PG76-22
0337 7 26	2	$152.48	$1,538,569.15	10,090.400	TN	N	ASPH CONC FC,FC-5,FC-5, HIGH POLYMER
0337 7 80	13	$112.09	$4,018,976.97	35,855.100	TN	N	ASPH CONC FC,TRAFFIC B,FC-9.5,PG 76-22
0337 7 81	18	$131.64	$8,205,922.63	62,337.600	TN	N	ASPH CONC FC,TRAFFIC B,FC-12.5,PG 76-22

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Item	No. of Conts	Weighted Average	Total Amount	Total Quantity	Unit Meas	Obs?	Description
0337 7 82	31	$141.27	$8,321,481.45	58,903.200	TN	N	ASPH CONC FC,TRAFFIC C,FC-9.5,PG 76-22
0337 7 83	69	$113.40	$36,673,443.17	323,407.700	TN	N	ASPH CONC FC,TRAFFIC C,FC-12.5,PG 76-22
0337 7 85	16	$124.31	$5,733,700.68	46,124.200	TN	N	ASPH CONC FC,TRAFFIC D,FC-12.5,PG 76-22
0337 7 90	2	$133.22	$4,666,722.73	35,029.800	TN	N	ASPH CONC FC,TRAFFIC B,FC-9.5,HIGH POLYM
0337 7 91	1	$123.50	$1,273,075.05	10,308.300	TN	N	ASPH CONC FC,TRAF B,FC-12.5,HIGH POLYMER
0337 7 93	5	$156.60	$2,866,590.14	18,305.300	TN	N	ASPH CONC FC,TRAF C,FC-12.5,HIGH POLYMER
0337 7 94	1	$155.84	$46,674.08	299.500	TN	N	ASPH CONC FC,TRAF D,FC-12.5,HIGH POLYMER
0339 1	100	$197.82	$2,804,300.08	14,175.800	TN	N	MISCELLANEOUS ASPHALT PAVEMENT
0350 3 7	1	$130.00	$76,050.00	585.000	SY	N	PLAIN CEMENT CONC PAVT, 9"
0350 3 11	1	$84.00	$2,837,772.00	33,783.000	SY	N	PLAIN CEMENT CONC PAVT, 11"
0350 3 13	2	$80.23	$440,357.06	5,489.000	SY	N	PLAIN CEMENT CONC PAVT, 12"
0350 3 17	1	$86.06	$4,687,257.90	54,465.000	SY	N	PLAIN CEMENT CONC PAVT, 14"
0350 5	3	$3.30	$868,645.95	263,371.000	LF	N	CLEANING & SEALING JOINTS - CONC PVMT
0350 6	1	$10.00	$29,640.00	2,964.000	LF	N	CLEANING & SEALING CRACKS - CONC PVMT
0350 30 13	3	$109.15	$141,028.00	1,292.000	SY	N	CONC PAVEMENT FOR ROUNDABOUT APRON, 12"
0352 70	6	$8.60	$1,785,865.66	207,772.000	SY	N	GRINDING CONCRETE PAVT
0353 70	2	$652.89	$1,161,565.48	1,779.100	CY	N	CONC PAVT SLAB REPLACEMENT
0370 1	1	$233.00	$10,951.00	47.000	LF	N	BRIDGE APPR EXP JOINT FOR CONC PVMT
0400 0 11	25	$721.20	$3,280,394.13	4,548.500	CY	N	CONC CLASS NS, GRAVITY WALL
0400 0 13	1	$510.00	$35,394.00	69.400	CY	N	CONC CLASS NS, STEPS
0400 1 2	39	$1,263.69	$1,335,843.77	1,057.100	CY	N	CONC CLASS I, ENDWALLS
0400 1 11	2	$745.46	$277,610.00	372.400	CY	N	CONC CLASS I, RETAINING WALLS
0400 2 1	3	$1,288.72	$658,792.62	511.200	CY	N	CONC CLASS II, CULVERTS
0400 2 2	6	$516.38	$838,387.36	1,623.600	CY	N	CONC CLASS II, ENDWALLS
0400 2 4	22	$651.55	$12,700,591.65	19,492.800	CY	N	CONC CLASS II, BRIDGE SUPERSTRUCTURE
0400 2 5	3	$1,078.58	$401,016.82	371.800	CY	N	CONC CLASS II, BRIDGE SUBSTRUCTURE
0400 2 10	30	$437.75	$3,595,129.34	8,212.700	CY	N	CONC CLASS II, APPROACH SLABS
0400 2 41	1	$1,318.21	$137,357.48	104.200	CY	N	CONC CLASS II, PRECAST DECK OVERLAY
0400 2 47	4	$770.53	$247,108.20	320.700	CY	N	CONC CLASS II, CIP TOP W/ SR ADMIX
0400 4 1	12	$818.33	$11,362,204.31	13,884.600	CY	N	CONC CLASS IV, CULVERTS
0400 4 4	7	$772.59	$2,017,232.60	2,611.000	CY	N	CONC CLASS IV, SUPERSTRUCTURE
0400 4 5	27	$1,005.33	$6,636,566.71	6,601.400	CY	N	CONC CLASS IV, SUBSTRUCTURE
0400 4 8	14	$695.62	$9,572,567.95	13,761.200	CY	N	CONC CLASS IV, BULKHEAD
0400 4 11	4	$532.50	$624,145.50	1,172.100	CY	N	CONC CLASS IV, RETAINING WALLS
0400 4 25	6	$963.60	$3,816,997.95	3,961.200	CY	N	CONC CLASS IV, MASS, SUBSTRUCTURE
0400 4 41	1	$2,673.00	$9,355.50	3.500	CY	N	CONC CLASS IV, PRECAST DECK OVERLAY
0400 4 47	1	$9.56	$3,375.64	353.100	CY	N	CONC CLASS IV, CIP TOP W/SR ADMIX
0400 7	13	$12.77	$115,373.64	9,037.000	SY	N	BRIDGE DECK GROOVING, LESS THAN 8.5"
0400 9	13	$10.92	$679,950.24	62,254.000	SY	N	BRIDGE DECK GROOV &PLANING, DECK 8.5" GR
0400 32	2	$10,656.66	$226,986.76	21.300	CY	N	CONCRETE FOR JOINT REPAIR

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Item	No. of Conts	Weighted Average	Total Amount	Total Quantity	Unit Meas	Obs?	Description
0400 60 1	1	$69,000.00	$69,000.00	1.000	LS	N	CATHODIC PROTECTION-ELECT WORK, AC POW
0400 60 3	1	$4.01	$91,841.03	22,903.000	LF	N	CATHODIC PROTECTION-ELECT WORK, CODUIT,
0400 60 4	1	$200,000.00	$200,000.00	1.000	LS	N	CATHODIC PROTECTION-ELECT WORK, EQUIP,
0400 72	2	$85.67	$285,438.84	3,332.000	SF	N	PRECAST BULKHEAD PANELS
0400140 1	3	$1,810.81	$268,000.00	148.000	EA	N	NEOPRENE PAD REPLACEMENT, BENT/PIER
0400140 2	3	$1,178.51	$80,138.86	68.000	EA	N	NEOPRENE PAD REPLACEMENT, ABUTMENT
0400142 3	2	$35.80	$269,836.00	7,538.000	SF	N	CATHODIC PROTECTION SYSTEM, ZINC ALUM SP
0400142 7	1	$66.32	$182,711.60	2,755.000	SF	N	CATHODIC PROTECTION SYSTEM,TITANIUM MESH
0400143	6	$2.17	$319,053.99	146,988.000	SF	N	CLEAN & COAT CONCRETE SURF , CLASS 5
0400145	1	$1.25	$66,787.50	53,430.000	SF	N	CLEANING CONC SURFACE
0400147	14	$941.12	$570,788.65	606.500	CF	N	COMPOSITE NEOPRENE PADS
0400148	11	$1,380.04	$95,636.45	69.300	CF	N	PLAIN NEOPRENE BEARING PADS
0400153	4	$472.92	$44,407.50	93.900	CF	N	NON SHRINK GROUT, F&I, MISCELLANEOUS- RE
0401 70 2	1	$250.00	$460,250.00	1,841.000	CF	N	RESTORE SPALL AREA,LATX MOD MTR,STY-BUT
0401 70 3	12	$446.07	$1,040,093.00	2,331.700	CF	N	RESTORE SPALL AREA,LATX MOD MTR, ACRYLC
0401 70 4	12	$671.48	$552,631.90	823.000	CF	N	RESTORE SPALLED AREAS,PORTLND CEM GROUT
0401 70 5	1	$2,057.90	$20,579.00	10.000	CF	N	RESTORE SPALL AREAS,CONTRACTORS OPTION
0401 70 7	6	$247.39	$2,428,071.88	9,814.700	CF	N	RESTORE SPALLED AREAS, SHOTCRETE
0403 1 12	1	$50.00	$117,250.00	2,345.000	SY	N	EPOXY CONC OVERLAY- CONC BR 44096615201
0403 2 12	1	$50.00	$2,500.00	50.000	CF	N	RESTORE SPALLED AR CONC BRI 44096615201
0411 1	14	$114.60	$24,867.85	217.000	GA	N	EPOXY MATERIAL- STRUCTURES REHAB
0411 2	14	$70.08	$230,428.45	3,288.000	LF	N	CRACKS INJECT & SEAL- STRUCTURES REHAB
0413149	2	$17.81	$15,509.96	871.000	GA	N	PENETRANT SEALER
0413151	3	$83.13	$53,451.40	643.000	GA	N	METHACRYLATE MONOMER
0413154	5	$1.05	$207,528.30	198,267.000	SF	N	CLEAN & SEAL CONC- PENETR OR METHACR
0415 1 1	18	$.93	$2,717,992.69	2,915,680.000	LB	N	REINF STEEL- ROADWAY
0415 1 3	4	$1.14	$40,801.40	35,783.000	LB	N	REINF STEEL- RETAINING WALL
0415 1 4	32	$.96	$4,733,442.37	4,940,491.000	LB	N	REINF STEEL- SUPERSTRUCTURE
0415 1 5	32	$.99	$1,795,182.67	1,818,069.000	LB	N	REINF STEEL- SUBSTRUCTURE
0415 1 6	4	$1.00	$241,690.10	241,107.000	LB	N	REINF STEEL- MISCELLANEOUS
0415 1 8	12	$1.04	$1,654,936.17	1,586,483.000	LB	N	REINF STEEL- BULKHEAD
0415 1 9	29	$.96	$1,528,241.44	1,587,337.000	LB	N	REINF STEEL- APPROACH SLABS
0415 2 5	1	$9.50	$2,194.50	231.000	LB	N	STAINLESS REINFORCING STEEL, SUB
0415 10 5	4	$1.78	$142,614.42	80,282.000	LF	N	FIBER REINFORCED POLYMER BARS, #5 BAR
0415 10 6	1	$1.68	$18,664.80	11,110.000	LF	N	FIBER REINFORCED POLYMER BARS, #6 BAR
0415 10 8	1	$2.29	$4,765.49	2,081.000	LF	N	FIBER REINFORCED POLYMER BARS, #8 BAR
0415 10 10	1	$4.37	$37,625.70	8,610.000	LF	N	FIBER REINFORCED POLYMER BARS, #10 BAR
0425 1201	12	$4,503.09	$211,645.36	47.000	EA	N	INLETS, CURB, TYPE 9, <10'
0425 1203	3	$5,637.62	$62,013.87	11.000	EA	N	INLETS, CURB, TYPE 9, J BOT, <10'
0425 1204	1	$5,300.00	$10,600.00	2.000	EA	N	INLETS, CURB, TYPE 9, J BOT, >10'

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Item		No. of Conts	Weighted Average	Total Amount	Total Quantity	Unit Meas	Obs?	Description
0425	1205	5	$3,565.36	$21,392.18	6.000	EA	N	INLETS, CURB, TYPE 9, PARTIAL
0425	1211	3	$8,392.64	$50,355.82	6.000	EA	N	INLETS, CURB, TYPE 10, <10'
0425	1311	14	$5,825.36	$972,834.74	167.000	EA	N	INLETS, CURB, TYPE P-1, <10'
0425	1312	1	$7,200.00	$21,600.00	3.000	EA	N	INLETS, CURB TYPE P-1, >10'
0425	1315	4	$5,201.98	$26,009.92	5.000	EA	N	INLETS, CURB TYPE P-1, PARTIAL
0425	1319	1	$3,500.00	$7,000.00	2.000	EA	N	INLETS, CURB TYPE P-1, MODIFY
0425	1321	9	$6,881.46	$275,258.46	40.000	EA	N	INLETS, CURB, TYPE P-2, <10'
0425	1325	3	$2,600.35	$13,001.74	5.000	EA	N	INLETS, CURB, TYPE P-2, PARTIAL
0425	1331	5	$5,408.61	$216,344.39	40.000	EA	N	INLETS, CURB, TYPE P-3, <10'
0425	1335	1	$4,112.00	$4,112.00	1.000	EA	N	INLETS, CURB, TYPE P-3, PARTIAL
0425	1341	6	$6,480.13	$129,602.63	20.000	EA	N	INLETS, CURB, TYPE P-4, <10'
0425	1342	1	$7,300.00	$14,600.00	2.000	EA	N	INLETS, CURB, TYPE P-4, >10'
0425	1345	5	$6,364.55	$50,916.40	8.000	EA	N	INLETS, CURB, TYPE P-4, PARTIAL
0425	1351	41	$4,678.76	$2,170,943.45	464.000	EA	N	INLETS, CURB, TYPE P-5, <10'
0425	1352	7	$5,732.83	$63,061.13	11.000	EA	N	INLETS, CURB, TYPE P-5, >10'
0425	1355	12	$5,028.64	$176,002.23	35.000	EA	N	INLETS, CURB, TYPE P-5, PARTIAL
0425	1359	2	$7,276.83	$21,830.50	3.000	EA	N	INLETS, CURB, TYPE P-5, MODIFY
0425	1361	32	$5,044.10	$867,584.62	172.000	EA	N	INLETS, CURB, TYPE P-6, <10'
0425	1362	2	$5,450.00	$10,900.00	2.000	EA	N	INLETS, CURB, TYPE P-6, >10'
0425	1365	10	$4,346.83	$73,896.19	17.000	EA	N	INLETS, CURB, TYPE P-6, PARTIAL
0425	1411	5	$6,539.01	$340,028.31	52.000	EA	N	INLETS, CURB TYPE J-1, <10'
0425	1412	2	$8,578.43	$111,519.54	13.000	EA	N	INLETS, CURB, TYPE J-1, >10'
0425	1421	2	$8,749.37	$69,994.96	8.000	EA	N	INLETS, CURB, TYPE J-2, <10'
0425	1422	1	$11,236.59	$33,709.77	3.000	EA	N	INLETS, CURB, TYPE J-2, >10'
0425	1425	1	$3,685.00	$3,685.00	1.000	EA	N	INLETS, CURB, TYPE J-2, PARTIAL
0425	1431	3	$7,702.82	$84,731.00	11.000	EA	N	INLETS, CURB, TYPE J-3, <10'
0425	1432	1	$9,174.56	$9,174.56	1.000	EA	N	INLETS, CURB, TYPE J-3, >10'
0425	1441	5	$8,189.32	$114,650.51	14.000	EA	N	INLETS, CURB, TYPE J-4, <10'
0425	1451	22	$7,200.62	$489,642.34	68.000	EA	N	INLETS, CURB, TYPE J-5, <10'
0425	1452	9	$9,155.49	$375,375.17	41.000	EA	N	INLETS, CURB, TYPE J-5, >10'
0425	1461	16	$6,762.52	$277,263.51	41.000	EA	N	INLETS, CURB, TYPE J-6, <10'
0425	1462	6	$9,021.70	$162,390.53	18.000	EA	N	INLETS, CURB, TYPE J-6, >10'
0425	1465	1	$3,110.00	$3,110.00	1.000	EA	N	INLETS, CURB, TYPE J-6, PARTIAL
0425	1469	2	$6,875.00	$27,500.00	4.000	EA	N	INLETS, CURB, TYPE J-6, MODIFY
0425	1471	11	$5,271.55	$616,771.20	117.000	EA	N	INLETS, CURB, TYPE 7, <10'
0425	1472	1	$6,370.00	$6,370.00	1.000	EA	N	INLETS, CURB, TYPE 7, >10'
0425	1473	6	$8,025.11	$120,376.67	15.000	EA	N	INLETS, CURB, TYPE 7, J BOT , <10'
0425	1474	1	$6,600.00	$6,600.00	1.000	EA	N	INLETS, CURB, TYPE 7, J BOT , >10'
0425	1475	1	$8,236.67	$8,236.67	1.000	EA	N	INLETS, CURB, TYPE 7, PARTIAL
0425	1481	2	$5,979.83	$23,919.30	4.000	EA	N	INLETS, CURB, TYPE 8, <10'

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Florida Department of Transportation
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Item		No. of Conts	Weighted Average	Total Amount	Total Quantity	Unit Meas	Obs?	Description
0425	1485	1	$8,250.00	$16,500.00	2.000	EA	N	INLETS, CURB, TYPE 8, PARTIAL
0425	1501	4	$3,403.99	$398,267.00	117.000	EA	N	INLETS, DT BOT, TYPE A, <10'
0425	1502	1	$4,500.00	$9,000.00	2.000	EA	N	INLETS, DT BOT, TYPE A, >10'
0425	1503	1	$3,500.00	$73,500.00	21.000	EA	N	INLETS, DT BOT, TYPE A, J BOT, <10'
0425	1504	1	$6,500.00	$39,000.00	6.000	EA	N	INLETS, DT BOT, TYPE A, J BOT, >10'
0425	1505	2	$2,518.00	$12,590.00	5.000	EA	N	INLETS, DT BOT, TYPE A, PARTIAL
0425	1511	9	$4,124.24	$1,402,242.61	340.000	EA	N	INLETS, DT BOT, TYPE B, <10'
0425	1512	2	$5,996.15	$77,950.00	13.000	EA	N	INLETS, DT BOT, TYPE B, >10'
0425	1513	3	$6,660.48	$839,220.00	126.000	EA	N	INLETS, DT BOT, TYPE B, J BOT,<10'
0425	1514	2	$8,108.57	$227,040.00	28.000	EA	N	INLETS, DT BOT, TYPE B, J BOT, >10'
0425	1515	1	$4,100.00	$4,100.00	1.000	EA	N	INLETS, DT BOT, TYPE B, PARTIAL
0425	1521	42	$3,324.43	$957,435.17	288.000	EA	N	INLETS, DT BOT, TYPE C, <10'
0425	1522	2	$5,405.00	$21,620.00	4.000	EA	N	INLETS, DT BOT, TYPE C, >10'
0425	1523	12	$5,745.95	$775,702.63	135.000	EA	N	INLETS, DT BOT, TYPE C,J BOT,<10'
0425	1524	3	$9,311.69	$800,805.66	86.000	EA	N	INLETS, DT BOT, TYPE C, J BOT, >10'
0425	1525	7	$4,504.34	$58,556.39	13.000	EA	N	INLETS, DT BOT, TYPE C, PARTIAL
0425	1529	9	$2,986.01	$86,594.31	29.000	EA	N	INLETS, DT BOT, TYPE C, MODIFY
0425	1531	5	$3,808.24	$64,740.00	17.000	EA	N	INLETS, DT BOT, TYPE C MOD- BACK, <10'
0425	1541	31	$4,047.53	$785,220.16	194.000	EA	N	INLETS, DT BOT, TYPE D, <10'
0425	1542	2	$6,043.50	$12,087.00	2.000	EA	N	INLETS, DT BOT, TYPE D, >10'
0425	1543	8	$6,966.53	$188,096.34	27.000	EA	N	INLETS, DT BOT,TYPE D, J BOT, <10'
0425	1544	3	$7,488.88	$44,933.26	6.000	EA	N	INLETS, DT BOT,TYPE D, J BOT, >10'
0425	1545	4	$4,233.00	$16,932.00	4.000	EA	N	INLETS, DT BOT,TYPE D, PARTIAL
0425	1549	12	$5,887.35	$494,537.34	84.000	EA	N	INLETS, DT BOT, TYPE D, MODIFY
0425	1551	11	$6,276.99	$213,417.66	34.000	EA	N	INLETS, DT BOT, TYPE E, <10'
0425	1552	1	$4,778.40	$4,778.40	1.000	EA	N	INLETS, DT BOT, TYPE E, >10'
0425	1554	1	$8,000.00	$8,000.00	1.000	EA	N	INLETS, DT BOT, TYPE E, J BOT, >10'
0425	1555	2	$2,377.50	$4,755.00	2.000	EA	N	INLETS, DT BOT, TYPE E, PARTIAL
0425	1559	3	$4,659.68	$13,979.05	3.000	EA	N	INLETS, DT BOT, TYPE E, MODIFY
0425	1561	12	$5,858.70	$503,848.47	86.000	EA	N	INLETS, DT BOT, TYPE F, <10'
0425	1562	2	$5,450.00	$32,700.00	6.000	EA	N	INLETS, DT BOT, TYPE F, >10'
0425	1563	3	$5,942.86	$41,600.00	7.000	EA	N	INLETS, DT BOT,TYPE F, J BOT, <10'
0425	1564	3	$11,340.00	$170,100.00	15.000	EA	N	INLETS, DT BOT,TYPE F, J BOT, >10'
0425	1565	3	$5,424.03	$43,392.20	8.000	EA	N	INLETS, DT BOT,TYPE F, PARTIAL
0425	1569	1	$6,500.00	$39,000.00	6.000	EA	N	INLETS,DT BOT,TYPE F,MODIFY
0425	1571	3	$5,266.05	$500,274.40	95.000	EA	N	INLETS, DT BOT, TYPE G, <10'
0425	1572	2	$6,363.64	$70,000.00	11.000	EA	N	INLETS, DT BOT, TYPE G, >10'
0425	1573	1	$6,600.00	$26,400.00	4.000	EA	N	INLETS, DT BOT,TYPE G, J BOT, <10'
0425	1575	3	$4,050.00	$16,200.00	4.000	EA	N	INLETS, DT BOT,TYPE G, PARTIAL
0425	1581	9	$5,226.95	$114,993.00	22.000	EA	N	INLETS, DT BOT, TYPE H, <10'

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Item	No. of Conts	Weighted Average	Total Amount	Total Quantity	Unit Meas	Obs?	Description
0425 1583	2	$8,321.49	$24,964.46	3.000	EA	N	INLETS, DT BOT, TYPE H, J BOTTOM <10'
0425 1585	1	$4,200.00	$8,400.00	2.000	EA	N	INLETS, DT BOT, TYPE H, PARTIAL
0425 1589	9	$8,991.57	$152,856.76	17.000	EA	N	INLETS, DT BOT, TYPE H, MODIFY
0425 1601	1	$4,100.00	$4,100.00	1.000	EA	N	INLETS, DT BOT, TYPE J, <10'
0425 1605	1	$4,700.00	$9,400.00	2.000	EA	N	INLETS, DT BOT, TYPE J, PARTIAL
0425 1701	26	$3,586.89	$2,159,307.01	602.000	EA	N	INLETS, GUTTER, TYPE S, <10'
0425 1702	4	$4,189.36	$155,006.40	37.000	EA	N	INLETS, GUTTER, TYPE S, >10'
0425 1703	6	$5,970.35	$173,140.15	29.000	EA	N	INLETS, GUTTER, TYPE S, J BOT<10'
0425 1704	3	$6,846.67	$27,386.68	4.000	EA	N	INLETS, GUTTER, TYPE S, J BOT, >10'
0425 1705	2	$4,817.50	$9,635.00	2.000	EA	N	INLETS, GUTTER, TYPE S, PARTIAL
0425 1711	11	$4,090.35	$233,150.00	57.000	EA	N	INLETS, GUTTER, TYPE V, <10'
0425 1712	2	$4,438.46	$57,700.00	13.000	EA	N	INLETS, GUTTER, TYPE V, >10'
0425 1713	1	$4,456.40	$4,456.40	1.000	EA	N	INLETS, GUTTER, TYPE V, J BOT, <10'
0425 1714	1	$8,000.00	$8,000.00	1.000	EA	N	INLETS, GUTTER, TYPE V, J BOT, >10'
0425 1781	3	$4,281.42	$38,532.76	9.000	EA	N	INLETS, MED BARRIER, TYPE 1,<=10'
0425 1783	1	$5,200.00	$213,200.00	41.000	EA	N	INLETS, MED BARRIER, TYPE 1, J BOT, <10'
0425 1791	1	$4,400.00	$334,400.00	76.000	EA	N	INLETS, MED BARRIER, TYPE 2, J BOT,<=10'
0425 1793	1	$7,800.00	$195,000.00	25.000	EA	N	INLETS, MED BARRIER, TYPE 2, J BOT, <10'
0425 1799	1	$6,100.00	$12,200.00	2.000	EA	N	INLETS, MED BARRIER, TYPE 2, MODIFY
0425 1881	3	$4,827.60	$28,965.61	6.000	EA	N	INLETS, BARRIER WALL, RIG, C&G, <=10'
0425 1891	6	$4,722.38	$760,303.28	161.000	EA	N	INLETS, BARRIER WALL, <=10'
0425 1892	3	$7,217.50	$28,870.00	4.000	EA	N	INLETS, BARRIER WALL, >10'
0425 1893	2	$7,087.50	$170,100.00	24.000	EA	N	INLETS, BARRIER WALL, J BOT, <10'
0425 1895	1	$5,650.00	$5,650.00	1.000	EA	N	INLETS, BARRIER WALL, PARTIAL
0425 1899	1	$4,200.00	$554,400.00	132.000	EA	N	INLETS, BARRIER WALL, MODIFY
0425 1910	21	$4,194.21	$281,011.83	67.000	EA	N	INLETS, CLOSED FLUME
0425 2 41	21	$5,499.57	$819,436.12	149.000	EA	N	MANHOLES, P-7, <10'
0425 2 42	2	$4,818.66	$19,274.65	4.000	EA	N	MANHOLES, P-7, >10'
0425 2 43	21	$2,078.05	$145,463.80	70.000	EA	N	MANHOLES, P-7, PARTIAL
0425 2 61	41	$3,929.53	$1,033,466.43	263.000	EA	N	MANHOLES, P-8, <10'
0425 2 62	13	$4,893.89	$215,330.99	44.000	EA	N	MANHOLES, P-8, >10'
0425 2 63	22	$3,100.10	$155,004.83	50.000	EA	N	MANHOLES, P-8, PARTIAL
0425 2 71	17	$7,241.85	$224,497.46	31.000	EA	N	MANHOLES, J-7, <10'
0425 2 72	3	$9,253.85	$120,300.00	13.000	EA	N	MANHOLES, J-7, >10'
0425 2 73	6	$2,989.95	$44,849.20	15.000	EA	N	MANHOLES, J-7, PARTIAL
0425 2 91	24	$6,027.05	$675,029.22	112.000	EA	N	MANHOLES, J-8, <10'
0425 2 92	19	$8,292.53	$688,279.62	83.000	EA	N	MANHOLES, J-8, >10'
0425 2 93	8	$3,063.58	$70,462.28	23.000	EA	N	MANHOLES, J-8, PARTIAL
0425 3 41	2	$4,533.33	$13,600.00	3.000	EA	N	JUNCTION BOX, DRAINAGE, P-7, <10'
0425 3 43	7	$3,437.30	$58,434.11	17.000	EA	N	JUNCTION BOX, DRAINAGE, P-7, PARTIAL

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0425 3 61	2	$14,650.00	$29,300.00	2.000	EA	N	JUNCTION BOXES, J-7, <10'
0425 3 63	2	$2,880.00	$5,760.00	2.000	EA	N	JUNCTION BOXES, DRAINAGE, J-7, PARTIAL
0425 4	5	$1,622.62	$56,791.84	35.000	EA	N	INLETS, ADJUST
0425 5	58	$799.30	$404,448.20	506.000	EA	N	MANHOLE, ADJUST
0425 5 1	29	$808.64	$271,704.35	336.000	EA	N	MANHOLE, ADJUST, UTILITIES
0425 6	38	$464.95	$291,058.17	626.000	EA	N	VALVE BOXES, ADJUST
0425 7	2	$1,463.67	$4,391.00	3.000	EA	N	MANHOLE COVER- REPLACE
0425 11	13	$2,653.30	$98,172.11	37.000	EA	N	MODIFY EXISTING DRAINAGE STRUCTURE
0425 14 1	1	$950.00	$14,250.00	15.000	SF	N	GRATE FOR EXISTING DRAINAGE STR, FUR INS
0425 74 1	1	$1,600.00	$16,000.00	10.000	EA	N	MANHOLES & INLETS CLEANING & SEAL, <10'
0425 78	2	$2,703.00	$10,812.00	4.000	EA	N	INLET CAP, PRECAST
0425 82	11	$1,558.88	$204,213.83	131.000	EA	N	REPLACE GRATE
0430 94 1	10	$7.87	$168,904.17	21,456.000	LF	N	DESILTING PIPE, 0 - 24"
0430 94 2	6	$8.78	$18,111.90	2,063.000	LF	N	DESILTING PIPE, 25 - 36"
0430 94 3	3	$11.98	$47,033.70	3,927.000	LF	N	DESILTING PIPE, 37 - 48"
0430 94 4	1	$27.60	$6,734.40	244.000	LF	N	DESILTING PIPE, 49 - 60"
0430173115	1	$253.00	$2,024.00	8.000	LF	N	PIPE CULV OPT MATL, ROUND, 15", GD
0430173118	3	$96.74	$132,916.00	1,374.000	LF	N	PIPE CULV OPT MATL, ROUND, 18", GD
0430173124	2	$94.95	$191,885.00	2,021.000	LF	N	PIPE CULV OPT MATL, ROUND, 24", GD
0430173130	2	$116.07	$107,595.00	927.000	LF	N	PIPE CULV OPT MATL, ROUND, 30", GD
0430173136	2	$164.99	$59,891.00	363.000	LF	N	PIPE CULV OPT MATL, ROUND, 36", GD
0430173142	1	$113.00	$52,319.00	463.000	LF	N	PIPE CULV OPT MATL, ROUND,42"GD
0430174112	1	$413.63	$1,654.52	4.000	LF	N	PIPE CULV, OPT MATL, ROUND,12"SD
0430174115	9	$113.02	$48,145.06	426.000	LF	N	PIPE CULV, OPT MATL, ROUND,15"SD
0430174118	45	$78.59	$749,750.65	9,540.000	LF	N	PIPE CULV, OPT MATL, ROUND,18"SD
0430174124	29	$91.24	$360,872.86	3,955.000	LF	N	PIPE CULV, OPT MATL, ROUND,24"SD
0430174130	9	$90.22	$186,763.17	2,070.000	LF	N	PIPE CULV, OPT MATL, ROUND,30"SD
0430174136	9	$144.72	$104,055.30	719.000	LF	N	PIPE CULV, OPT MATL, ROUND,36"SD
0430174142	1	$240.00	$5,760.00	24.000	LF	N	PIPE CULV, OPT MATL, ROUND,42"SD
0430174172	1	$412.14	$52,753.92	128.000	LF	N	PIPE CULV, OPT MATL, ROUND,72"SD
0430174215	2	$337.69	$5,065.28	15.000	LF	N	PIPE CULV, OPT MATL, OTHER, 15"SD
0430174218	22	$96.22	$504,406.97	5,242.000	LF	N	PIPE CULV, OPT MATL, OTHER, 18"SD
0430174224	9	$120.19	$136,775.39	1,138.000	LF	N	PIPE CULV, OPT MATL, OTHER, 24"SD
0430174230	6	$156.39	$65,841.15	421.000	LF	N	PIPE CULV, OPT MATL, OTHER, 30"SD
0430174236	1	$181.92	$26,560.32	146.000	LF	N	PIPE CULV, OPT MATL, OTHER, 36"SD
0430175112	9	$75.26	$61,415.14	816.000	LF	N	PIPE CULV, OPT MATL, ROUND, 12"S/CD
0430175115	33	$120.30	$284,625.51	2,366.000	LF	N	PIPE CULV, OPT MATL, ROUND, 15"S/CD
0430175118	87	$65.13	$14,432,574.93	221,608.000	LF	N	PIPE CULV, OPT MATL, ROUND, 18"S/CD
0430175124	55	$73.65	$10,730,853.88	145,709.000	LF	N	PIPE CULV, OPT MATL, ROUND, 24"S/CD
0430175130	34	$94.92	$6,129,812.95	64,582.000	LF	N	PIPE CULV, OPT MATL, ROUND, 30"S/CD

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0430175136	32	$117.92	$5,786,816.75	49,075.000	LF	N	PIPE CULV, OPT MATL, ROUND, 36"S/CD
0430175142	15	$148.41	$3,162,670.80	21,311.000	LF	N	PIPE CULV, OPT MATL, ROUND, 42"S/CD
0430175148	13	$202.13	$4,128,380.80	20,424.000	LF	N	PIPE CULV, OPT MATL, ROUND, 48"S/CD
0430175154	10	$276.64	$1,045,978.60	3,781.000	LF	N	PIPE CULV, OPT MATL, ROUND, 54"S/CD
0430175160	4	$328.11	$406,522.26	1,239.000	LF	N	PIPE CULV, OPT MATL, ROUND, 60"S/CD
0430175166	1	$1,315.23	$23,674.14	18.000	LF	N	PIPE CULV, OPT MATL, ROUND, 66"S/CD
0430175172	1	$400.00	$78,400.00	196.000	LF	N	PIPE CULV, OPT MATL, ROUND, 72"S/CD
0430175215	8	$208.96	$88,391.36	423.000	LF	N	PIPE CULV, OPT MATL, OTHER, 15"S/CD
0430175218	25	$106.59	$715,231.89	6,710.000	LF	N	PIPE CULV, OPT MATL, OTHER, 18"S/CD
0430175224	18	$108.83	$499,955.81	4,594.000	LF	N	PIPE CULV, OPT MATL, OTHER, 24"S/CD
0430175230	11	$139.93	$391,650.59	2,799.000	LF	N	PIPE CULV, OPT MATL, OTHER, 30"S/CD
0430175236	7	$169.61	$776,126.71	4,576.000	LF	N	PIPE CULV, OPT MATL, OTHER, 36"S/CD
0430175242	2	$211.39	$176,513.00	835.000	LF	N	PIPE CULV, OPT MATL, OTHER, 42"S/CD
0430175248	3	$323.99	$83,589.48	258.000	LF	N	PIPE CULV, OPT MATL, OTHER, 48"S/CD
0430175254	1	$311.00	$28,612.00	92.000	LF	N	PIPE CULV, OPT MATL, OTHER, 54"S/CD
0430175272	1	$1,220.00	$9,760.00	8.000	LF	N	PIPE CULV, OPT MATL, OTHER, 72"S/CD
0430184 30	1	$1,605.07	$115,565.04	72.000	LF	N	PIPE CULV,OPT MATL, ROUND, JACK&BORE,30"
0430185124	3	$388.68	$113,884.00	293.000	LF	N	PIPE CULV,OPT MATL, ROUND, JACK&BORE,24"
0430185130	1	$813.50	$61,012.50	75.000	LF	N	PIPE CULV,OPT MATL, ROUND, JACK&BORE,30"
0430185136	1	$510.00	$110,160.00	216.000	LF	N	PIPE CULV,OPT MATL, ROUND, JACK&BORE,36"
0430185142	1	$2,194.54	$70,225.28	32.000	LF	N	PIPE CULV,OPT MATL, ROUND, JACK&BORE,42"
0430185148	1	$900.00	$56,700.00	63.000	LF	N	PIPE CULV,OPT MATL, ROUND, JACK&BORE,48"
0430185160	1	$1,514.82	$349,923.42	231.000	LF	N	PIPE CULV,OPT MATL, ROUND, JACK&BORE,60"
0430185178	1	$3,260.00	$309,700.00	95.000	LF	N	PIPE CULV,OPT MATL, ROUND, JACK&BORE,78"
0430200 25	3	$2,628.57	$92,000.00	35.000	EA	N	FLARED END SECTION, CONCRETE, 18"
0430200 29	2	$2,500.00	$10,000.00	4.000	EA	N	FLARED END SECTION, CONCRETE, 24"
0430602123	1	$3,500.00	$3,500.00	1.000	EA	N	U-ENDWALL,W \GR, 260/430-010,1:4 SLP,15"
0430602125	1	$2,900.00	$5,800.00	2.000	EA	N	U-ENDWALL,W \GR 260/430-010,1:4 SLP,18"
0430602133	1	$3,950.00	$7,900.00	2.000	EA	N	U-ENDWALL,W \GR 260/430-010,1:4 SLP,30"
0430610025	1	$7,310.00	$7,310.00	1.000	EA	N	U-ENDWALL,INDEX 261/430-011,1:6 SLP, 18"
0430610125	1	$2,075.37	$4,150.74	2.000	EA	N	U-ENDWALL,INDEX261/430-011,1:4 SLP, 18"
0430610129	1	$2,421.80	$4,843.60	2.000	EA	N	U-ENDWALL,INDEX 261/430-011,1:4 SLP, 24"
0430611025	2	$3,622.50	$7,245.00	2.000	EA	N	U-ENDWALL,INDEX 261,BAFFLES,1:6 SLP, 18"
0430611029	2	$2,605.00	$7,815.00	3.000	EA	N	U-ENDWALL,INDEX 261,BAFFLES,1:6 SLP, 24"
0430611125	4	$2,583.00	$25,830.00	10.000	EA	N	U-ENDWALL, BAFF,261/430-011,1:4 SLP, 18"
0430611129	3	$2,766.67	$16,600.00	6.000	EA	N	U-ENDWALL, BAFF,261/430-011,1:4 SLP, 24"
0430611133	3	$3,500.00	$17,500.00	5.000	EA	N	U-ENDWALL /BAFF,261/430-011, 1:4 SLP,30"
0430611225	2	$3,046.65	$36,559.74	12.000	EA	N	U-ENDWALL, BAFF,261/430-011,1:3 SLP,18"
0430611229	3	$2,276.56	$50,084.38	22.000	EA	N	U-ENDWALL, BAFF,261/430-011,1:3 SLP, 24"
0430611233	2	$3,433.33	$10,300.00	3.000	EA	N	U-ENDWALL,BAFF, 261/430-011,1:3 SLP, 30"

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Item	No. of Conts	Weighted Average	Total Amount	Total Quantity	Unit Meas	Obs?	Description
0430611325	4	$2,854.68	$31,401.44	11.000	EA	N	U-ENDWALL, BAFF, 261/430-011,1:2 SLP,18"
0430612025	4	$4,476.02	$120,852.62	27.000	EA	N	U-ENDWALL, GRATE, 1:6 SLP,18"
0430612125	1	$2,200.00	$8,800.00	4.000	EA	N	U-ENDWALL, GRATE, 1:4 SLP,18"
0430612133	1	$6,586.19	$6,586.19	1.000	EA	N	U-ENDWALL, GRATE,1:4 SLP,30"
0430613025	2	$4,065.38	$52,850.00	13.000	EA	N	U-ENDWALL,BAF& GRATE,1:6 SLP,18"
0430613029	1	$3,700.00	$3,700.00	1.000	EA	N	U-ENDWALL,BAF& GRATE,1:6 SLP,24"
0430613033	1	$5,500.00	$11,000.00	2.000	EA	N	U-ENDWALL,BAF& GRATE,1:6 SLP,30"
0430821 25	1	$500.00	$1,000.00	2.000	EA	N	CLEANING & SEALING EXIST PIPE JNT,18" SS
0430821 29	1	$500.00	$2,000.00	4.000	EA	N	CLEANING & SEALING EXIST PIPE JNT,24" SS
0430821 33	1	$4,070.00	$4,070.00	1.000	EA	N	CLEANING & SEALING EXIST PIPE JNT,30" SS
0430830	21	$290.96	$256,914.93	883.000	CY	N	PIPE FILLING AND PLUGGING
0430880 01	1	$6,799.00	$20,397.00	3.000	EA	N	FLAP GATES, 0-24"
0430880 02	1	$11,390.00	$34,170.00	3.000	EA	N	FLAP GATES, 25-36"
0430886 60	2	$7,172.50	$28,690.00	4.000	EA	N	MANATEE GRATE FOR 60" OR GREATER PIPE
0430950	6	$230.26	$533,037.97	2,314.900	CY	N	DESILTING CONCRETE BOX CULVERT
0430963 1	2	$41.63	$16,110.00	387.000	LF	N	PVC PIPE FOR BACK OF SIDEWALK, 4"
0430982123	6	$1,599.28	$12,794.22	8.000	EA	N	MITERED END SECT, OPTIONAL RD, 15" CD
0430982125	30	$1,561.94	$285,834.94	183.000	EA	N	MITERED END SECT, OPTIONAL RD, 18" CD
0430982129	23	$1,702.81	$170,280.61	100.000	EA	N	MITERED END SECT, OPTIONAL RD, 24" CD
0430982133	12	$2,447.21	$132,149.11	54.000	EA	N	MITERED END SECT, OPTIONAL RD, 30" CD
0430982138	11	$3,151.47	$122,907.44	39.000	EA	N	MITERED END SECT, OPTIONAL RD, 36" CD
0430982140	8	$5,419.49	$108,389.84	20.000	EA	N	MITERED END SECT, OPTIONAL RD, 42" CD
0430982141	5	$5,036.25	$60,435.00	12.000	EA	N	MITERED END SECT, OPTIONAL RD, 48" CD
0430982142	4	$8,517.50	$34,070.00	4.000	EA	N	MITERED END SECT, OPTIONAL RD, 54" CD
0430982143	2	$8,619.21	$17,238.41	2.000	EA	N	MITERED END SECT, OPTIONAL RD, 60" CD
0430982625	7	$2,088.39	$87,712.58	42.000	EA	N	MITERED END SECT, OPT - OTHER, 18" CD
0430982629	12	$2,375.57	$45,135.88	19.000	EA	N	MITERED END SECT, OPT - OTHER, 24" CD
0430982633	7	$2,954.47	$47,271.57	16.000	EA	N	MITERED END SECT, OPT - OTHER, 30" CD
0430982638	2	$1,199.85	$17,997.74	15.000	EA	N	MITERED END SECT, OPT - OTHER, 36" CD
0430984123	5	$1,125.87	$23,643.36	21.000	EA	N	MITERED END SECT, OPTIONAL RD, 15" SD
0430984125	42	$1,379.47	$692,496.42	502.000	EA	N	MITERED END SECT, OPTIONAL RD, 18" SD
0430984129	30	$1,628.61	$343,636.04	211.000	EA	N	MITERED END SECT, OPTIONAL RD, 24" SD
0430984133	9	$3,170.64	$237,797.89	75.000	EA	N	MITERED END SECT, OPTIONAL RD, 30" SD
0430984138	7	$4,436.57	$66,548.50	15.000	EA	N	MITERED END SECT, OPTIONAL RD, 36" SD
0430984140	1	$7,440.00	$14,880.00	2.000	EA	N	MITERED END SECT, OPTIONAL RD, 42" SD
0430984623	1	$3,716.67	$7,433.34	2.000	EA	N	MITERED END SECT, OPTIONAL,OTHER,15" SD
0430984625	21	$1,439.45	$310,921.06	216.000	EA	N	MITERED END SECT, OPT / OTHER, 18" SD
0430984629	10	$2,410.72	$118,125.40	49.000	EA	N	MITERED END SECT, OPT / OTHER, 24" SD
0430984633	5	$3,694.36	$48,026.68	13.000	EA	N	MITER END SECT, OPT/ELLIP/ARCH, 30" SD
0430984638	2	$2,278.50	$4,557.00	2.000	EA	N	MITER END SECT, OPT/ELLIP/ARCH, 36" SD

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Item	No. of Conts	Weighted Average	Total Amount	Total Quantity	Unit Meas	Obs?	Description
0430984645	1	$27,000.00	$27,000.00	1.000	EA	N	MITER END SECT, OPT/ELLIP/ARCH, 72" SD
0430990	1	$2,500.00	$5,000.00	2.000	EA	N	MITERED END SECT, REPLACE GRATE
0430991	4	$948.51	$36,043.49	38.000	EA	N	MITERED END SECT, REPLACE SLAB
0432 3 4	1	$725.00	$1,450.00	2.000	EA	N	CHEM GROUT REPAIR, PIPE,NON-TEST,24"
0433 1	1	$1,316.65	$1,316.65	1.000	EA	N	CHEM GROUT REPAIR, MANHOLE / INLET
0436 1 1	15	$278.80	$718,470.09	2,577.000	LF	N	TRENCH DRAIN, STANDARD
0440 1 10	1	$30.00	$8,100.00	270.000	LF	N	UNDERDRAIN, TYPE I
0440 1 20	2	$46.46	$140,314.50	3,020.000	LF	N	UNDERDRAIN, TYPE II
0440 1 30	1	$33.00	$50,589.00	1,533.000	LF	N	UNDERDRAIN, TYPE III
0440 1 50	1	$143.00	$50,622.00	354.000	LF	N	UNDERDRAIN, TYPE V
0440 70	1	$1,950.00	$17,550.00	9.000	EA	N	UNDERDRAIN INSPECTION BOX
0440 73 2	5	$37.23	$10,983.22	295.000	LF	N	UNDERDRAIN OUTLET PIPE, 6"
0442 70	2	$.60	$931,700.00	1,554,800.000	LF	N	VERTICAL DRAINAGE WICKS
0443 70 3	3	$92.35	$592,775.00	6,419.000	LF	N	FRENCH DRAIN, 18"
0443 70 4	6	$117.11	$2,515,359.37	21,478.000	LF	N	FRENCH DRAIN, 24"
0443 70 5	1	$215.00	$447,415.00	2,081.000	LF	N	FRENCH DRAIN, 30"
0443 70 6	3	$205.65	$775,934.50	3,773.000	LF	N	FRENCH DRAIN, 36"
0443 70 7	1	$285.00	$1,301,310.00	4,566.000	LF	N	FRENCH DRAIN, 42"
0446 1 1	3	$25.86	$2,471,174.90	95,578.000	LF	N	EDGEDRAIN DRAINCRETE, STANDARD
0446 71 1	3	$31.37	$239,420.86	7,631.000	LF	N	EDGEDRAIN OUTLET PIPE, 4"
0450 1 1	2	$248.69	$222,078.27	893.000	LF	N	PREST BEAMS, TYPE II
0450 2 36	6	$242.20	$2,147,552.20	8,867.000	LF	N	PREST BEAMS: FLORIDA-I BEAM 36"
0450 2 45	4	$238.47	$5,099,510.00	21,384.000	LF	N	PREST BEAMS: FLORIDA-I BEAM 45"
0450 2 54	3	$270.67	$3,763,655.00	13,905.000	LF	N	PREST BEAMS: FLORIDA-I BEAM 54"
0450 2 63	2	$254.57	$1,409,569.33	5,537.000	LF	N	PREST BEAMS: FLORIDA-I BEAM 63"
0450 2 72	4	$282.98	$3,454,017.00	12,206.000	LF	N	PREST BEAMS: FLORIDA-I BEAM 72"
0450 2 78	2	$281.60	$2,818,010.00	10,007.000	LF	N	PREST BEAMS: FLORIDA-I BEAM 78"
0450 3 25	2	$387.39	$388,935.24	1,004.000	LF	N	PRESTRESSED SLAB UNITS,60" X 15"
0450 3 95	1	$372.54	$63,704.34	171.000	LF	N	PRESTRESSED SLAB UNITS,VAR WI 30-47", 15
0450 8 12	1	$250.00	$58,250.00	233.000	LF	N	PREST BEAM: FL SLAB BEAM,12" D,52-54" W
0450 8 13	1	$270.00	$104,490.00	387.000	LF	N	PREST BEAM: FL SLAB BEAM,12" D,55-57" W
0450 8 21	1	$583.00	$328,812.00	564.000	LF	N	PREST BEAM: FL SLAB BEAM,15" D,48-51" W
0450 8 22	2	$296.44	$324,300.00	1,094.000	LF	N	PREST BEAM: FL SLAB BEAM,15" D,52-54" W
0450 8 23	1	$507.00	$461,370.00	910.000	LF	N	PREST BEAM: FL SLAB BEAM,15" D,55-57" W
0450 82	1	$460.00	$3,323,500.00	7,225.000	LF	N	BEAM REPAIR
0450 83 1	2	$5,334.13	$170,692.00	32.000	EA	N	BEAM REPAIR, STRAND SPLICES
0450 88 15	1	$106.75	$37,469.25	351.000	SF	N	PRESTR SLAB UNITS TRANSV POST TENS, 15"
0451 70	2	$6,255.24	$412,845.58	66.000	EA	N	PREST SOIL ANCHORS
0451 70 1	1	$1,100.00	$2,200.00	2.000	EA	N	PREST SOIL ANCHOR, PERFORMANCE TEST
0451 70 2	1	$2,750.00	$5,500.00	2.000	EA	N	PREST SOIL ANCHOR, CREEP TEST

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Item	No. of Conts	Weighted Average	Total Amount	Total Quantity	Unit Meas	Obs?	Description
0455 14 2	2	$339.29	$283,650.00	836.000	LF	N	CONC SHEET PILING, 8"X30"
0455 14 4	1	$3,843.32	$165,262.76	43.000	LF	N	CONC SHEET PILING, 12"X30"
0455 34 2	1	$444.00	$159,840.00	360.000	LF	N	PRESTRESSED CONCRETE PILING, 14" SQ.
0455 34 3	9	$115.87	$2,816,414.50	24,307.000	LF	N	PRESTRESSED CONCRETE PILING, 18" SQ
0455 34 5	7	$95.96	$14,265,798.26	148,671.000	LF	N	PRESTRESSED CONCRETE PILING, 24" SQ
0455 34 6	1	$204.00	$2,013,480.00	9,870.000	LF	N	PRESTRESSED CONCRETE PILING, 30" SQ
0455 34 23	1	$224.55	$411,824.70	1,834.000	LF	N	PREST CONC PILING, 18" W/FRP SS STRAND R
0455 35 6	1	$153.98	$559,563.32	3,634.000	LF	N	STEEL PILING, HP 14 X 89
0455 35 20	1	$762.00	$74,676.00	98.000	LF	N	STEEL PILING, 18" DIA. PIPE
0455 35 21	1	$90.00	$122,490.00	1,361.000	LF	N	STEEL PILING, 20" DIA. PIPE
0455 35 22	2	$165.37	$349,260.00	2,112.000	LF	N	STEEL PILING, 24" DIA. PIPE
0455 76	4	$500.97	$359,700.00	718.000	EA	N	WRAP PILE CLUSTERS
0455 81106	1	$1,700.00	$489,600.00	288.000	EA	N	CATHODIC PROT,F&I,PIER,OTHER MATERIAL
0455 87	3	$1,674.19	$51,900.00	31.000	EA	N	ANCHOR BAR, STEEL
0455 88 5	1	$2,200.00	$103,400.00	47.000	LF	N	DRILLED SHAFT, 48" DIA
0455107 5	1	$360.00	$16,920.00	47.000	LF	N	DRILLED SHAFT CASING, 48" DIA
0455107 8	1	$498.50	$5,982.00	12.000	LF	N	DRILLED SHAFT CASING, 54" DIA
0455120 7	1	$550.00	$7,700.00	14.000	EA	N	PILE POINT PROTECTION, 24" ROUND
0455133 2	12	$31.22	$5,514,431.11	176,644.000	SF	N	SHEET PILING STEEL, TEMPORARY-CRITICAL
0455133 3	7	$40.63	$3,350,452.16	82,456.000	SF	N	SHEET PILING STEEL, F&I PERMANENT
0455143 3	10	$264.29	$1,287,904.55	4,873.000	LF	N	TEST PILES-PREST CONCRETE,18" SQ
0455143 5	7	$224.00	$2,466,642.00	11,012.000	LF	N	TEST PILES-PREST CONCRETE,24" SQ
0455143 6	1	$350.00	$652,750.00	1,865.000	LF	N	TEST PILES-PREST CONCRETE,30" SQ
0455143 23	1	$287.94	$48,949.80	170.000	LF	N	TEST PILE- PRES CONC, 18" SQ W/FRP OR SS
0455143 25	1	$675.00	$97,875.00	145.000	LF	N	TEST PILE- PRES CONC, 24" SQ W/FRP OR SS
0455144 20	1	$585.00	$23,400.00	40.000	LF	N	TEST PILES - STEEL, 18" DIA PIPE
0455144 21	1	$150.00	$49,500.00	330.000	LF	N	TEST PILES - STEEL, 20" DIA PIPE
0455144 22	2	$200.89	$124,150.00	618.000	LF	N	TEST PILES - STEEL, 24" DIA PIPE
0457 1 11	1	$850.00	$48,450.00	57.000	LF	N	STD INTEGRAL PILE JKT, NON-STR, UP TO 16
0457 1 12	2	$797.99	$327,177.30	410.000	LF	N	STD INTEGRAL PILE JKT, NON-STR, 16 to 30
0457 1 21	2	$656.63	$720,980.00	1,098.000	LF	N	STD INTEGRAL PILE JKT, STR, UP TO 16
0457 1 22	5	$766.92	$658,780.00	859.000	LF	N	STD INTEGRAL PILE JKT, STR, 16 to 30
0457 2121	3	$1,591.55	$565,000.00	355.000	LF	N	CATH PROT INTE PILE JA, NON-STR, 16.1-30
0457 2221	9	$1,492.93	$5,231,212.00	3,504.000	LF	N	CATH PROT INTE PILE JA, STR, 16.1-30
0458 1 11	26	$49.90	$435,074.56	8,719.000	LF	N	BRIDGE DECK EXPANSION JNT,NEW,POURED
0458 1 12	1	$325.00	$98,475.00	303.000	LF	N	BRIDGE DECK EXPANSION JNT,NEW,STRIP SEAL
0458 1 21	24	$46.29	$619,888.93	13,390.000	LF	N	BRIDGE DECK EXPANSION JNT, REHAB,POURED
0458 1 22	2	$291.63	$123,650.00	424.000	LF	N	BRIDGE DECK EXPANSION JNT, REHAB,STRIP
0458 1 23	1	$90.00	$84,150.00	935.000	LF	N	BRIDGE DECK EXPANSION JNT, REHAB,MODULAR
0458 1 24	1	$1,600.00	$80,000.00	50.000	LF	N	BRIDGE DECK EXPAN JNT,REHAB,FINGER JNT

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Item	No. of Conts	Weighted Average	Total Amount	Total Quantity	Unit Meas	Obs?	Description
0458 2	9	$685.59	$871,178.90	1,270.700	CF	N	POLYMER NOSING FOR BRIDGE DECK EXPANSION
0459 71	6	$6.47	$56,263.48	8,696.000	SY	N	PILES, POLYETHYLENE SHEETING
0460 1 1	1	$45.60	$78,432.00	1,720.000	LB	N	STRUCT STEEL- REHAB, CARBON
0460 1 5	1	$100.00	$24,700.00	247.000	LB	N	STRUCT STEEL-REHAB, BASCULE LEAVES
0460 1 12	1	$100.00	$17,300.00	173.000	LB	N	STRUCT STEEL-REHAB, FLANKING SPAN
0460 1 13	2	$20.00	$25,400.00	1,270.000	LB	N	STRUCT STEEL REHAB-BOLT, NUT, WASH & PLT
0460 1 15	2	$18.21	$714,082.00	39,206.000	LB	N	STRUCT STEEL - REHAB, MISC.
0460 2 1	1	$7.32	$9,589.20	1,310.000	LB	N	STRUCT STEEL, CARBON
0460 7	2	$311.62	$666,860.00	2,140.000	SF	N	PREFABRICATED STEEL PED BRIDGE
0460 71 1	2	$161.97	$130,709.21	807.000	LF	N	METAL TRAF RAILING, THRIE BEAM RETROFIT
0460 71 4	1	$65.00	$83,850.00	1,290.000	LF	N	METAL TRAF RAILING, RECTANGULAR TUBE RET
0460 81	4	$210.25	$170,300.00	810.000	EA	N	RIVETS - HIGH STRENGTH BOLTS, REPLACE
0462 2 11	1	$30.00	$11,730.00	391.000	LB	N	POST TENSIONING TENDONS, SUPSTR STRAND G
0465 2105	1	$120,000.00	$480,000.00	4.000	AS	N	MOV BRDG MACH & CAST-REHAB,F&I,SPAN LOCK
0465 2108	1	$45,725.00	$45,725.00	1.000	LS	N	MOV BRDG MACH & CAST-REHAB,F&I,LIVE LOAD
0465 2154	1	$50,000.00	$50,000.00	1.000	EA	N	MOV BRDG MACH & CAST-REHAB,F&I,HYDRAULIC
0465 2155	2	$124,000.00	$620,000.00	5.000	EA	N	MOV BRDG MACH & CAST-REHAB,F&I,HYDRAULIC
0465 2401	1	$85,000.00	$85,000.00	1.000	LS	N	MOV BRDG MACH & CAST-REHAB,REC, SPEED
0465 2405	2	$34,785.52	$173,927.60	5.000	AS	N	MOV BRDG MACH & CAST-REHAB,REHAB,SPAN LK
0465 2407	1	$10,000.00	$10,000.00	1.000	EA	N	MOV BRDG MACH & CAST-REHAB,REC, COUPLING
0465 2408	1	$60,000.00	$60,000.00	1.000	LS	N	MOV BRDG MACH&CAST-REHAB,REHAB,LL SHOES
0465 2410	1	$23,500.00	$47,000.00	2.000	EA	N	MOV BRDG MACH & CAST-REHAB,RECONDITION
0465 2460	1	$9,204.00	$9,204.00	1.000	LS	N	MOV BRDG MACH & CAST-REHAB,RECOND, OTHER
0465 2505	1	$4,838.00	$9,676.00	2.000	AS	N	MOV BRDG MACH & CAST-REHAB,REC, ADJ/MOD,
0465 2508	2	$39,753.93	$119,261.80	3.000	LS	N	MOV BRDG MACH & CAST-REHAB,REC, ADJ/MOD,
0465 2605	2	$9,627.45	$77,019.60	8.000	AS	N	MOV BRDG MACH & CAST-REHAB,R&D,SPAN LOCK
0465 2654	1	$6,000.00	$6,000.00	1.000	EA	N	MOV BRDG MACH & CAST-REHAB,R&D,HYDRLC
0465 2660	1	$7,500.00	$7,500.00	1.000	LS	N	MOV BRDG MACH & CAST-REHAB,R&D,HYDRLC
0465 3 17	2	$95.00	$3,800.00	40.000	EA	N	MOVABLE BRIDGE COUNTERWEIGHT, F&I,BAL BL
0465 3 50	4	$10,685.91	$138,916.80	13.000	EA	N	MOVABLE BRIDGE COUNTERWEIGHT, ADJ
0465 3 96	1	$6,500.00	$13,000.00	2.000	EA	N	MOVABLE BRIDGE COUNTERWEIGHT, CLN,POCKET
0465 20	6	$128.55	$223,682.40	1,740.000	DA	N	MOVABLE BRIDGE- PREV MAINT & ROUT REPAIR
0465 21	6	$409.16	$536,000.00	1,310.000	DA	N	MOVABLE BRIDGE OPERATOR
0465 71 3	4	$31,117.50	$124,470.00	4.000	LS	N	MOVABLE BRIDGE FUNCTIONAL CHECKOUT,PH C
0470 1	4	$17,672.86	$222,678.02	12.600	MB	N	TREATED TIMBER, STRUCTURAL
0471 1 1	3	$19,682.36	$799,104.00	40.600	MB	N	FENDER SYS,PLASTIC MARINE LUMBER,REINF
0471 1 2	2	$16,583.52	$134,326.50	8.100	MB	N	FENDER SYS,PLASTIC MARINE LUMBER, NR
0471 3 2	1	$943,034.00	$943,034.00	1.000	LS	N	POLYMERIC FENDER SYSTEM, 41-200 KIP-FT
0506 2	1	$95.00	$20,425.00	215.000	LF	N	BRIDGE DRAINAGE PIPE
0506 3	1	$1,000.00	$13,000.00	13.000	EA	N	BRIDGE DRAINS

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Item	No. of Conts	Weighted Average	Total Amount	Total Quantity	Unit Meas	Obs?	Description
0508 2 1	2	$64,408.47	$579,676.20	9.000	AS	N	MOVABLE BRIDGE GATE, F&I
0508 2 5	2	$28,200.00	$141,000.00	5.000	AS	N	MOVABLE BRIDGE GATE, ADJUST/MODIFY/REHAB
0508 2 6	2	$7,126.00	$35,630.00	5.000	AS	N	MOVABLE BRIDGE GATE, REMOVE & DISPOSE
0508 3 1	1	$42,000.00	$84,000.00	2.000	AS	N	MOVABLE BRIDGE - SIGNAL, F&I
0508 3 5	1	$7,000.00	$14,000.00	2.000	AS	N	MOVABLE BRIDGE - SIGNAL,ADJ /MOD/ REHAB
0508 3 6	1	$1,000.00	$2,000.00	2.000	AS	N	MOVABLE BRIDGE - SIGNAL, REMOVE & DISPO
0508 4	6	$194,650.97	$1,167,905.80	6.000	LS	N	MOVABLE BRIDGE ELECTRICAL EQUIP, REHAB
0508 76 1	1	$65,000.00	$65,000.00	1.000	LS	N	MOVABLE BRIDGE-REHAB,SPAN MOTORS,F&I
0508 77 5	1	$30,000.00	$30,000.00	1.000	EA	N	MOVABLE BRIDGE-REHAB,PROG LOGIC
0508 78 1	1	$8,000.00	$8,000.00	1.000	LS	N	MOVABLE BRIDGE-REHAB,LIMIT SWITCH,F&I
0508 79 1	2	$60,000.00	$120,000.00	2.000	EA	N	MOVABLE BRIDGE-REHAB,CONTROL CONSOLE,F&I
0508 80 5	1	$4,000.00	$8,000.00	2.000	EA	N	MOVABLE BRIDGE-REHAB,BRAKE SYS,RECOND
0508 82 1	1	$72,600.00	$72,600.00	1.000	EA	N	MOVABLE BRIDGE-REHAB,CONTROL PANEL,F&I
0508 83101	1	$124,317.00	$248,634.00	2.000	AS	N	MOVABLE BR INTGR DR SYS,F&I,25 KW OR <
0510 1	3	$55,788.33	$167,365.00	3.000	LS	N	NAVIGATION LIGHTS- FIXED BRIDGE, SYSTEM
0510 1 4	1	$7,100.00	$92,300.00	13.000	EA	N	NAVIGATION LIGHTS- FIXED BRIDGE, REPAIR/
0512 1 1	1	$70,000.00	$70,000.00	1.000	LS	N	MOVABLE BRIDGE-CONTROL HOUSE,RENOVATE
0515 1 1	8	$69.95	$259,739.87	3,713.000	LF	N	PIPE HANDRAIL - GUIDERAIL, STEEL
0515 1 2	28	$39.07	$264,279.85	6,764.000	LF	N	PIPE HANDRAIL - GUIDERAIL, ALUMINUM
0515 2111	3	$56.13	$127,816.74	2,277.000	LF	N	PED/BICYCLE RAILING,NS, 42" TYPE 1
0515 2211	8	$101.82	$466,631.38	4,583.000	LF	N	PED/BICYCLE RAILING,STL, 42" TYPE 1
0515 2252	1	$250.00	$1,500.00	6.000	LF	N	PED/BICYCLE RAILING, STEEL, 43652715201
0515 2311	12	$66.57	$528,588.87	7,940.000	LF	N	PED/BICYCLE RAILING, ALUM,42" TYPE 1
0515 2313	1	$165.00	$3,630.00	22.000	LF	N	PED/BICYCLE RAILING,ALUM, 42" TYPE 3
0515 2500	2	$54.15	$5,902.00	109.000	LF	N	PEDESTRIAN / BICYCLE RAILING, RELOCATE
0515 4 1	9	$40.73	$150,523.90	3,696.000	LF	N	BULLET RAIL, SINGLE RAIL
0515 4 2	7	$44.45	$207,765.24	4,674.000	LF	N	BULLET RAIL, DOUBLE RAIL
0519 78	7	$1,056.34	$70,774.45	67.000	EA	N	BOLLARDS
0520 1 7	67	$16.46	$4,707,554.32	286,072.000	LF	N	CONCRETE CURB & GUTTER, TYPE E
0520 1 10	129	$22.26	$6,498,073.61	291,948.000	LF	N	CONCRETE CURB & GUTTER, TYPE F
0520 1 12	1	$26.75	$108,524.75	4,057.000	LF	N	CONCRETE CURB & GUTTER, TYPE F W/SP GUTT
0520 2 1	6	$28.23	$23,094.56	818.000	LF	N	CONCRETE CURB, TYPE A
0520 2 2	10	$23.74	$56,753.24	2,391.000	LF	N	CONCRETE CURB, TYPE B
0520 2 4	53	$22.92	$520,843.72	22,725.000	LF	N	CONCRETE CURB, TYPE D
0520 2 8	3	$21.84	$24,443.00	1,119.000	LF	N	CONCRETE CURB, TYPE RA
0520 3	16	$32.05	$75,916.89	2,369.000	LF	N	VALLEY GUTTER- CONCRETE
0520 5 11	22	$46.94	$1,080,541.64	23,021.000	LF	N	TRAF SEP CONC-TYPE I, 4' WIDE
0520 5 12	4	$66.69	$126,773.10	1,901.000	LF	N	TRAF SEP CONC-TYPE I, 6' WIDE
0520 5 16	3	$69.97	$430,707.15	6,156.000	LF	N	TRAF SEP CONC-TYPE I, 8.5' WIDE
0520 5 21	2	$65.47	$28,807.01	440.000	LF	N	TRAF SEP CONC - TYPE II, 4' WIDE

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0520 5 22	1	$65.00	$38,285.00	589.000	LF	N	TRAF SEP CONC - TYPE II, 6' WIDE
0520 5 41	13	$40.53	$284,411.64	7,018.000	LF	N	TRAF SEP CONC-TYPE IV, 4' WIDE
0520 5 42	1	$55.52	$26,260.96	473.000	LF	N	TRAF SEP CONC-TYPE IV, 6' WIDE
0520 5 46	3	$80.01	$111,215.63	1,390.000	LF	N	TRAF SEP CONC-TYPE IV,8.5' WIDE
0520 5 51	1	$53.76	$71,500.80	1,330.000	LF	N	TRAF SEP CONC, TYPE V, 4' WIDE
0520 6	33	$22.67	$2,706,497.68	119,392.000	LF	N	SHOULDER GUTTER- CONCRETE
0520 7 1	1	$77.88	$44,080.08	566.000	LF	N	GRANITE CURB, FURNISH & INSTALL
0520 7 2	1	$51.92	$96,259.68	1,854.000	LF	N	GRANITE CURB, RESET
0520 70	39	$71.45	$919,466.71	12,869.000	SY	N	CONCRETE TRAFFIC SEPARATOR, SP- VAR WIDT
0521 1 11	6	$125.30	$2,944,126.10	23,497.000	LF	N	MEDIAN CONC BARRIER, 38" HEIGHT
0521 1 12	4	$209.67	$2,557,135.00	12,196.000	LF	N	MEDIAN CONC BARRIER, SHORT GRADE SEP
0521 1 13	2	$365.71	$1,387,128.14	3,793.000	LF	N	MEDIAN CONC BARRIER, TALL GRADE SEP
0521 1 14	2	$344.37	$707,345.80	2,054.000	LF	N	MEDIAN CONC BARRIER, VAR SECT WIDTH
0521 5 4	6	$159.32	$299,531.00	1,880.000	LF	N	CONC TRAF RAIL- BRG, 32" VERT FACE
0521 5 12	2	$64.99	$88,835.00	1,367.000	LF	N	CONC TRAF RAIL- BRG, 36" MED SING SLOPE
0521 5 13	21	$89.32	$3,076,861.10	34,447.000	LF	N	CONC TRAF RAIL- BRIDGE, 36" SING SLOPE
0521 5 22	1	$450.00	$221,850.00	493.000	LF	N	CONC TRAF RAIL- BRIDGE, 8' NOISE WALL
0521 6 11	8	$69.40	$343,474.68	4,949.000	LF	N	CONC PARAPET, PED/BIKE, 27"
0521 6 12	1	$4,612.00	$41,508.00	9.000	LF	N	CONC PARAPET, PED/BIKE, 42"
0521 6 31	2	$161.10	$293,200.00	1,820.000	LF	N	CONC PARAPET, RETAINING WALL SYS, 27"
0521 6 32	1	$254.00	$153,924.00	606.000	LF	N	CONCRETE PARAPET, RETAINING WALL SYSTEM
0521 8 3	1	$240.00	$40,080.00	167.000	LF	N	CONC TRAF RAIL BAR,JCT SLAB,32"V SHP
0521 8 4	2	$319.39	$107,954.26	338.000	LF	N	CONC TRAF RAIL BAR,JCT SLAB,42"V SHP
0521 8 7	4	$198.52	$6,882,922.00	34,671.000	LF	N	CONC BARRIER, W/JUNCT SL, 36 SS
0521 8 11	1	$350.00	$5,181,400.00	14,804.000	LF	N	CONC BARRIER, W/JUNCT SLAB, 8'-NWALL
0521 72 24	1	$450.00	$360,900.00	802.000	LF	N	SHLDR CONC BAR WALL, 8' NOISE WALL
0521 72 27	2	$586.35	$12,098,662.00	20,634.000	LF	N	SHLDR CONC BAR WALL, 14' NOISE WALL
0521 72 40	15	$279.90	$2,448,869.59	8,749.000	LF	N	SHLDR CONC BARRIER,38" OR 44" HEIGHT
0521 72 41	1	$210.00	$123,270.00	587.000	LF	N	SHLDR CONC BARRIER, RETAINING SECTION
0521 72 43	4	$229.57	$680,217.66	2,963.000	LF	N	SHLDR CONC BARRIER, CURB AND GUTTER BARR
0521 72 56	4	$455.84	$640,459.90	1,405.000	LF	N	SHLDR CONC BARRIER,56" PIER PROT
0522 1	132	$39.27	$10,833,814.96	275,861.000	SY	N	CONCRETE SIDEWALK AND DRIVEWAYS, 4"
0522 2	142	$51.72	$5,761,908.25	111,410.000	SY	N	CONCRETE SIDEWALK AND DRIVEWAYS, 6"
0522 3	2	$128.72	$15,833.00	123.000	SY	N	BUS BOARDING PAD- CONCRETE
0522 4	6	$174.10	$102,199.38	587.000	SY	N	BUS SHELTER PAD- CONCRETE
0523 1	4	$93.26	$515,730.90	5,530.000	SY	N	PATTERNED PAVEMENT, VEHICULAR AREAS
0523 1 3	18	$68.81	$1,519,786.91	22,086.000	SY	N	PATTERNED PAVEMENT, VEHIC AREAS- BIKE LA
0523 2	1	$419.39	$4,613.29	11.000	SY	N	PATTERNED PAVEMENT, NON-VEHICULAR AREAS
0524 1 1	19	$37.15	$861,038.54	23,177.000	SY	N	CONCRETE DITCH PAVT, NR, 3"
0524 1 2	23	$47.37	$608,212.93	12,840.000	SY	N	CONCRETE DITCH PAVT, NR, 4"

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0524 1 4	6	$71.90	$255,181.50	3,549.000	SY	N	CONCRETE DITCH PAVT, NR, 6"
0524 1 19	2	$39.57	$76,561.82	1,935.000	SY	N	CONC DITCH PAVT, 3", REINFORCED
0524 1 29	6	$65.39	$107,114.42	1,638.000	SY	N	CONC DITCH PAVT, 4", REINFORCED
0524 1 49	6	$114.95	$158,061.70	1,375.000	SY	N	CONC DITCH PAVT, 6", REINFORCED
0524 2 2	7	$73.40	$857,995.47	11,690.000	SY	N	CONC SLOPE PAVT, NR, 4"
0524 2 29	1	$81.00	$6,804.00	84.000	SY	N	CONC SLOPE PAVT, 4", REINFORCED
0524 3	1	$550.00	$9,900.00	18.000	CY	N	CONC CORE DITCH BLOCKS
0526 1 1	5	$69.59	$35,281.64	507.000	SY	N	PAVERS, ARCHITECTURAL, ROADWAY
0526 1 2	18	$100.76	$202,025.21	2,005.000	SY	N	PAVERS, ARCHITECTURAL, SIDEWALK
0527 2	135	$27.46	$1,686,219.51	61,415.000	SF	N	DETECTABLE WARNINGS
0530 1	25	$514.93	$1,287,264.50	2,499.900	CY	N	RIPRAP, SAND-CEMENT
0530 3 3	30	$88.02	$9,180,552.75	104,305.500	TN	N	RIPRAP- RUBBLE, BANK AND SHORE
0530 3 4	37	$83.95	$5,609,320.58	66,818.700	TN	N	RIPRAP, RUBBLE, F&I, DITCH LINING
0530 3 8	1	$160.60	$3,693.80	23.000	CY	N	RIPRAP- RUBBLE, REM EXIST & REINSTALL
0530 4 4	1	$80.00	$120,640.00	1,508.000	SY	N	ARTICULATING CONC BLOCK REVET SYS, 4"
0530 4 6	4	$187.90	$113,115.40	602.000	SY	N	ARTICULATING CONC BLOCK REVET SYS, 6"
0530 4 9	1	$90.00	$189,000.00	2,100.000	SY	N	ARTICULATING CONC BLOCK REVET SYS, 9"
0530 5 2	1	$995.50	$16,923.50	17.000	SY	N	GABION, 1 FOOT AND GREATER THICKNESS
0530 74	38	$65.46	$3,882,380.23	59,311.700	TN	N	BEDDING STONE
0534 72101	4	$34.04	$5,813,790.30	170,811.000	SF	N	SOUND/NOISE BARRIER-INC FOUNDATION, PERM
0534 73	1	$70.00	$292,320.00	4,176.000	SF	N	PERIMETER WALL
0536 1 0	15	$21.47	$110,357.86	5,141.000	LF	N	GUARDRAIL- ROADWAY, GEN/LS TL-2
0536 1 1	71	$18.44	$4,132,447.91	224,155.000	LF	N	GUARDRAIL- ROADWAY, GEN TL-3
0536 1 3	11	$27.10	$447,446.95	16,512.000	LF	N	GUARDRAIL- ROADWAY, DOUBLE FACE
0536 1 11	4	$73.94	$233,199.49	3,154.000	LF	N	GUARDRAIL, ROADWAY, MOD THRIE BEAM
0536 1 12	2	$82.92	$3,648.50	44.000	LF	N	GUARDRAIL, ROADWAY, MOD THRIE BEAM DOUBL
0536 5 1	7	$8.05	$272,283.25	33,825.000	LF	N	RUB RAIL FOR GUARDRAIL, SINGLE SIDED RUB
0536 5 2	1	$15.23	$55,223.98	3,626.000	LF	N	RUB RAIL FOR GUARDRAIL, DOUBLE SIDED RUB
0536 6	17	$16.88	$126,355.55	7,486.000	LF	N	PIPE RAIL FOR GUARDRAIL
0536 7 1	4	$75.79	$172,882.35	2,281.000	EA	N	SPECIAL GUARDRAIL POST- DEEP POST FOR SL
0536 7 2	17	$328.95	$42,105.01	128.000	EA	N	SPECIAL GUARDRAIL POST- SP STEEL POST CM
0536 7 3	20	$123.32	$564,075.31	4,574.000	EA	N	SPECIAL GUARDRAIL POST- ENCASED POST SM
0536 7 4	2	$214.00	$5,350.00	25.000	EA	N	SPECIAL GUARDRAIL POST- FRANG LEAVE OUT
0536 8 12	8	$2,774.51	$52,715.74	19.000	EA	N	APPROACH TRANS CONN TO RIGID BA, F&I, 2
0536 8 13	35	$2,548.96	$800,374.39	314.000	EA	N	APPROACH TRANS CONN TO RIGID BA, F&I, 3
0536 73	77	$2.61	$355,086.92	135,902.000	LF	N	GUARDRAIL REMOVAL
0536 85 24	73	$2,830.05	$1,095,229.09	387.000	EA	N	GUARDRAIL END TREATMENT- PARA APP TERM
0536 85 25	50	$954.86	$201,475.58	211.000	EA	N	GUARDRAIL END TREAT- TRAIL AN TYPE II
0536 85 26	8	$3,059.84	$33,658.20	11.000	EA	N	GUARDRAIL END TREATMENT- TYPE CRT
0536 85 27	6	$7,572.23	$106,011.15	14.000	EA	N	GUARDRAIL END TREAT- DOUB FACE APPR TER

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0538 1	14	$12.35	$250,172.99	20,260.000	LF	N	GUARDRAIL RESET
0542 70	2	$265.79	$5,050.00	19.000	EA	N	BUMPER GUARDS, CONCRETE
0544 75 1	14	$20,939.68	$1,570,476.32	75.000	EA	N	CRASH CUSHION
0546 71 1	3	$566.21	$8,493.12	15.000	EA	N	RAISED RUMBLE STRIP SET- PERMANENT
0546 72 1	20	$1,441.76	$594,050.73	412.032	GM	N	GROUND-IN RUMBLE STRIPS, 16"
0546 72 2	10	$1,655.83	$146,427.94	88.432	GM	N	GROUND-IN RUMBLE STRIPS, 8" CYL
0546 72 3	7	$971.90	$110,760.54	113.963	GM	N	GROUND-IN RUMBLE STRIPS, 8" SIN
0548 12	8	$30.52	$38,476,673.49	1,260,634.000	SF	N	RET WALL SYSTEM, PERM, EX BARRIER
0548 13	8	$13.36	$1,638,706.36	122,696.000	SF	N	RETAINING WALL SYSTEM,TEMP, EXC BAR.
0550 10110	6	$8.16	$514,364.95	63,003.000	LF	N	FENCING, TYPE A, 0.0-5.0', STANDARD
0550 10128	1	$20.00	$1,880.00	94.000	LF	N	FENCING, TYPE A, 5.1-6.0', RESET EXIST
0550 10148	1	$26.70	$3,738.00	140.000	LF	N	FENCING, TYPE A, 7.1-8.0', RESET
0550 10150	3	$20.38	$3,627,309.75	177,957.000	LF	N	FENCING, TYPE A, 8.1-10.0', STANDARD
0550 10210	6	$19.66	$34,487.05	1,754.000	LF	N	FENCING, TYPE B, 0.0-5.0', STANDARD FEAT
0550 10212	1	$17.20	$5,005.20	291.000	LF	N	FENCING, TYPE B, 0.0-5.0', W/ VINYL COAT
0550 10218	1	$15.00	$3,675.00	245.000	LF	N	FENCING, TYPE B, 0.0-5.0', RESET EXIST
0550 10220	14	$17.42	$2,241,570.95	128,708.000	LF	N	FENCING, TYPE B, 5.1-6.0', STANDARD
0550 10221	3	$19.93	$264,625.00	13,279.000	LF	N	FENCING, TYPE B, 5.1-6.0', W/ BARB ATTMT
0550 10222	3	$15.18	$280,341.51	18,467.000	LF	N	FENCING, TYPE B, 5.1-6.0, W/ VINYL COAT
0550 10228	3	$30.01	$23,645.04	788.000	LF	N	FENCING, TYPE B, 5.1-6.0, RESET EXISTING
0550 10232	1	$52.00	$2,236.00	43.000	LF	N	FENCING, TYPE B, 6.1-7.0, W/VINYL COATIN
0550 10240	1	$55.00	$2,695.00	49.000	LF	N	FENCING, TYPE B, 7.1-8.0', STANDARD
0550 10248	2	$34.08	$31,525.00	925.000	LF	N	FENCING, TYPE B, 7.1-8.0, RESET EXISTING
0550 10315	1	$100.00	$342,700.00	3,427.000	LF	N	FENCING, TYPE R, 0-5.0', VERTICAL
0550 10325	1	$78.75	$28,980.00	368.000	LF	N	FENCING, TYPE R, 5.1-6.0', VERTICAL
0550 10343	1	$237.00	$84,846.00	358.000	LF	N	FENCING, TYPE R, 7.1-8.0, W/FULL ENCLOS
0550 10344	3	$132.06	$417,439.00	3,161.000	LF	N	FENCING, TYPE R, 7.1-8.0, W/PART ENCLOS
0550 10353	1	$173.00	$162,966.00	942.000	LF	N	FENCING, TYPE R, 8.1-10', W/FULL ENCLOS
0550 10420	1	$100.00	$800.00	8.000	LF	N	FENCING, WOOD, 5.1-6.0'
0550 10918	1	$20.00	$1,880.00	94.000	LF	N	FENCING,SPECIAL TYP, 0.0-5.0', RESET EXI
0550 60112	3	$1,118.00	$38,012.00	34.000	EA	N	FENCE GATE,TYP A, SGL, 6.1-12' OPENING
0550 60123	3	$2,281.22	$47,905.69	21.000	EA	N	FENCE GATE,TYP A, DBL, 12.1-18' OPENING
0550 60126	1	$4,355.87	$4,355.87	1.000	EA	N	FENCE GATE,TYP A, DBL, 24.1-30.' OPENING
0550 60133	1	$4,100.00	$16,400.00	4.000	EA	N	FENCE GATE,TYP A, SLIIDE/CAN, 12.1-18.'
0550 60135	1	$4,400.00	$17,600.00	4.000	EA	N	FENCE GATE,TYP A, SLIDE/CAN, 20.1-24.0'
0550 60211	5	$1,215.89	$10,943.00	9.000	EA	N	FENCE GATE,TYP B,SGL, 0- 6.0' OPENING
0550 60212	3	$1,267.67	$7,606.00	6.000	EA	N	FENCE GATE,TYP B,SGL,6.1-12.0' OPENING
0550 60213	1	$1,000.00	$1,000.00	1.000	EA	N	FENCE GATE,TYP B, SGL,12.1-18.0' OPENING
0550 60222	3	$1,916.67	$5,750.00	3.000	EA	N	FENCE GATE,TYP B, DBL, 6.1-12.0' OPENING
0550 60224	1	$1,977.00	$5,931.00	3.000	EA	N	FENCE GATE,TYP B, DBL,18.1-20.0' OPENING

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0550 60225	1	$1,000.00	$1,000.00	1.000	EA	N	FENCE GATE,TYP B, DBL, 20.1-24' OPENING
0550 60232	4	$2,654.32	$196,420.00	74.000	EA	N	FENCE GATE,TYP B,SLIDE/CANT,6.1-12'OPEN
0550 60233	1	$3,005.33	$3,005.33	1.000	EA	N	FENCE GATE,TYP B,SLIDE/CANT,12.1-18'OPEN
0550 60235	4	$4,185.00	$167,400.00	40.000	EA	N	FENCE GATE,TYP B,SLIDE/CANT,20.1-24'OPEN
0550 60237	1	$8,230.00	$8,230.00	1.000	EA	N	FENCE GATE,TYP B,SLI CANT, > THAN 30'
0550 60400	1	$1,500.00	$1,500.00	1.000	EA	N	FENCE GATE, RESET EXISTING
0550 60513	1	$4,500.00	$18,000.00	4.000	EA	N	FENCE GATE,METAL, SGL,12.1-18.0' OPENING
0561 1	13	$1,440.44	$8,620,163.92	5,984.400	TN	N	COATING EXISTING STRUCTURAL STEEL
0561 2	2	$65.29	$349,300.00	5,350.000	SF	N	COATING EXISTING STRUCTURAL STEEL
0570 1 1	35	$1.40	$6,689,644.73	4,771,427.000	SY	N	PERFORMANCE TURF
0570 1 2	193	$2.61	$14,054,439.16	5,387,798.000	SY	N	PERFORMANCE TURF, SOD
0571 1 11	6	$4.53	$45,616.25	10,065.000	SY	N	PLASTIC EROSION MAT, TRM, TYPE 1
0571 1 12	3	$6.95	$38,617.00	5,555.000	SY	N	PLASTIC EROSION MAT, TRM, TYPE 2
0571 1 13	2	$6.95	$16,667.76	2,397.000	SY	N	PLASTIC EROSION MAT, TRM, TYPE 3
0580 1 1	9	$42,720.15	$469,921.60	11.000	LS	N	LANDSCAPE COMPLETE- SMALL PLANTS
0580 1 2	9	$44,524.72	$400,722.50	9.000	LS	N	LANDSCAPE COMPLETE- LARGE PLANTS
0580 2 1	2	$3,779.36	$22,676.16	6.000	EA	N	LANDSCAPE- RELOCATE TREE, PALMS <14'
0580 2 2	7	$2,353.08	$70,592.27	30.000	EA	N	LANDSCAPE- RELOCATE TREE, PALMS >14'
0580 2 4	2	$1,008.41	$18,151.30	18.000	EA	N	LANDSCAPE- RELOCATE TREE, TREES <5"
0580 2 5	2	$1,331.53	$62,582.08	47.000	EA	N	LANDSCAPE- RELOCATE TREE, TREES >5"
0580 2 7	2	$603.19	$14,476.44	24.000	EA	N	LANDSCAPE- RELOCATE TREE, PALMS <14' SAB
0580 2 8	3	$527.58	$19,520.60	37.000	EA	N	LANDSCAPE- RELOCATE TREE, PALMS >14' SAB
0581 1 1	1	$925.00	$58,275.00	63.000	EA	N	RELOCATE TREES & PALMS, PALM <14'
0581 1 2	1	$955.00	$307,510.00	322.000	EA	N	RELOCATE TREES & PALMS, PALMS >=14'
0581 1 3	1	$540.00	$21,060.00	39.000	EA	N	RELOCATE TREES & PALMS, MULTI-TRUNK
0581 1 4	1	$800.00	$800.00	1.000	EA	N	RELOCATE TREES & PALMS, TREES <5" DBH
0581 1 5	1	$1,000.00	$1,000.00	1.000	EA	N	RELOCATE TREES & PALMS, TREES <=5" DBH
0581 1 8	1	$300.00	$600.00	2.000	EA	N	RELOCATE TREES & PALMS, >=14', SABAL
0590 1	2	$44,427.50	$88,855.00	2.000	EA	N	LANDSCAPE IRRIGATION SYSTEM
0590 1 9	1	$596.67	$5,370.03	9.000	EA	N	LANDSCAPE IRRIGATION SYSTEM- REP VALVE
0590 70	5	$17,268.00	$86,340.00	5.000	LS	N	IRRIGATION SYSTEM
0590 70 1	10	$9,473.48	$94,734.80	10.000	LS	N	IRRIGATION SYSTEM REPAIRS
0630 2 11	131	$6.19	$6,243,187.14	1,009,141.000	LF	N	CONDUIT, F& I, OPEN TRENCH
0630 2 12	146	$18.74	$10,462,795.92	558,380.000	LF	N	CONDUIT, F& I, DIRECTIONAL BORE
0630 2 14	32	$16.63	$2,115,524.68	127,225.000	LF	N	CONDUIT, F& I, ABOVEGROUND
0630 2 15	20	$23.12	$439,993.05	19,034.000	LF	N	CONDUIT, F& I, BRIDGE MOUNT
0630 2 16	16	$10.76	$1,969,129.16	183,013.000	LF	N	CONDUIT, F& I, EMBEDDED- BARR./RAILINGS
0630 2 65	2	$6.75	$3,833.66	568.000	LF	N	CONDUIT, REMOVE, BRIDGE MOUNT
0632 7 1	89	$5,069.50	$1,358,627.30	268.000	PI	N	SIGNAL CABLE- NEW OR RECO, FUR & INSTALL
0632 7 2	23	$5.77	$96,984.59	16,812.000	LF	N	SIGNAL CABLE, REPAIR/REPL-FUR & INSTALL

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0632 7 4	1	$2,118.39	$2,118.39	1.000	PI	N	SIGNAL CABLE, ADJUST
0632 7 6	45	$749.19	$102,639.32	137.000	PI	N	SIGNAL CABLE, REMOVE- INTERSECTION
0632 7 7	3	$1.11	$1,324.70	1,195.000	LF	N	SIGNAL CABLE, REMOVE- OUTSIDE OF INTERSE
0633 1111	2	$4.25	$4,330.30	1,018.000	LF	N	FIBER OPTIC CABLE, F&I, OVH,2-12
0633 1112	2	$4.85	$67,263.60	13,865.000	LF	N	FIBER OPTIC CABLE, F&I,OVH,13-48
0633 1113	3	$2.52	$99,095.92	39,248.000	LF	N	FIBER OPTIC CABLE,F&I, OVH,49-96
0633 1114	1	$2.60	$293.80	113.000	LF	N	FIBER OPTIC CABLE,F&I, OVH,97-144
0633 1121	26	$2.28	$169,337.48	74,256.000	LF	N	FIBER OPTIC CABLE, F&I, UG,2-12
0633 1122	17	$2.48	$185,011.57	74,484.000	LF	N	FIBER OPTIC CABLE, F&I, UG,13-48
0633 1123	18	$2.50	$1,230,589.26	492,777.000	LF	N	FIBER OPTIC CABLE, F&I, UG,49-96
0633 1124	5	$3.38	$322,502.80	95,482.000	LF	N	FIBER OPTIC CABLE, F&I, UG,97-144
0633 1410	1	$4.00	$3,000.00	750.000	LF	N	FIBER OPTIC CABLE, REL, OV
0633 1420	13	$4.89	$22,374.44	4,575.000	LF	N	FIBER OPTIC CABLE, REL, UG
0633 1610	3	$1.66	$7,096.06	4,271.000	LF	N	FIBER OPTIC CABLE, REM, OV
0633 1620	15	$.67	$118,717.77	177,029.000	LF	N	FIBER OPTIC CABLE, REM, UG
0633 2 31	31	$39.39	$225,955.94	5,736.000	EA	N	FIBER OPTIC CONNECTION, INSTALL, SPLICE
0633 2 32	19	$63.12	$256,007.20	4,056.000	EA	N	FIBER OPTIC CONNECTION, INSTALL, TERM
0633 3 11	27	$809.91	$182,230.78	225.000	EA	N	FIBER OPTIC CONN HDWR, SPLICE ENCLOSURE
0633 3 12	22	$71.68	$27,166.38	379.000	EA	N	FIBER OPTIC CONN HDWR, SPLICE TRAY
0633 3 13	8	$54.24	$33,138.92	611.000	EA	N	FIBER OPTIC CONN HDWR, PRETERM CONNECT A
0633 3 14	17	$277.29	$56,566.83	204.000	EA	N	FIBER OPTIC CONN HDWR, BUFFER TUBE FAN O
0633 3 15	19	$1,353.39	$207,068.14	153.000	EA	N	FIBER OPTIC CONN HDWR, PRETERM PATCH PAN
0633 3 16	21	$1,735.13	$244,653.89	141.000	EA	N	FIBER OPTIC CONN HDWR, PATCH PANEL- FIE
0633 3 17	8	$153.99	$10,625.60	69.000	EA	N	FIBER OPTIC CONN HDWR, CONNECTOR PANEL
0633 3 44	1	$60.39	$120.78	2.000	EA	N	FIBER OPTIC CONNECTION HARDWARE, REL
0633 3 45	2	$879.03	$7,032.27	8.000	EA	N	FIBER OPTIC CONN HDWR, REL, PATCH PANEL
0633 3 46	3	$326.72	$1,633.59	5.000	EA	N	FIBER OPTIC CONN HDWR, REL, PP FT
0633 3 51	7	$510.82	$13,792.26	27.000	EA	N	FIBER OPTIC CONN HDWR, SPLICE ENCLOSURE
0633 3 52	3	$196.92	$1,378.45	7.000	EA	N	FIBER OPTIC CONN HDWR, ADJ, SPL TRAY
0633 3 56	2	$466.92	$2,801.50	6.000	EA	N	FIBER OPTIC CONN HDWR, ADJ, PATCH PANEL
0633 3 57	1	$189.39	$189.39	1.000	EA	N	FIBER OPTIC CONN HW, ADJ/MOD, CON PAN
0633 4 1	2	$3.46	$11,341.77	3,277.000	LF	N	SIGNALS COMMUNIC- TWISTED PAIR CABLE
0633 4 4	1	$3.30	$2,006.40	608.000	LF	N	SIGNALS COMMUNIC- TWISTED PAIR C, RELOCA
0633 4 6	3	$.66	$1,088.20	1,650.000	LF	N	SIGNALS COMMUNIC- TWISTED PAIR C, REMOVE
0633 8 1	9	$4.06	$89,823.68	22,151.000	LF	N	MULTI-CONDUCTOR COMMUNICATION CABLE, F&I
0633 8 4	1	$1.80	$18.00	10.000	LF	N	MULTI-CONDUCTOR COMMUNICATION CABLE, REL
0633 8 6	4	$1.28	$3,750.97	2,934.000	LF	N	MULTI-CONDUCTOR COMMUNICATION CABLE, REM
0634 4142	1	$2,700.00	$2,700.00	1.000	PI	N	SPAN WIRE ASSEMBLY, F&I, SINGLE PT, DIA
0634 4152	2	$6,961.53	$27,846.12	4.000	PI	N	SPAN WIRE ASSEMBLY, F&I, TWO PT, DIAG
0634 4153	11	$5,853.22	$93,651.53	16.000	PI	N	SPAN WIRE ASSEM, F&I, TWO PT, BOX/DROP B

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0634 4154	1	$6,000.00	$6,000.00	1.000	PI	N	SPAN WIRE ASSEMBLY, F&I, TWO PT, OTHER
0634 4600	4	$1,208.54	$7,251.22	6.000	PI	N	SPAN WIRE ASSEMBLY, REMOVE- POLES REMAIN
0634 5 1	4	$36.42	$4,734.72	130.000	LF	N	FIBERGLASS INSULATOR, FURNISH & INSTALL
0635 2 11	151	$681.26	$8,287,469.66	12,165.000	EA	N	PULL & SPLICE BOX, F&I, 13" x 24"
0635 2 12	47	$1,301.23	$1,025,373.16	788.000	EA	N	PULL & SPLICE BOX, F&I, 24" X 36"
0635 2 13	24	$2,570.55	$377,870.13	147.000	EA	N	PULL & SPLICE BOX, F&I, 30" X 60" OR 36"
0635 2 30	5	$986.14	$24,653.51	25.000	EA	N	PULL & SPLICE BOX, INSTALL
0635 3 11	6	$477.99	$70,264.58	147.000	EA	N	JUNCTION BOX, FURNISH & INSTALL, AERIAL
0635 3 12	11	$638.46	$132,162.16	207.000	EA	N	JUNCTION BOX, FURNISH & INSTALL, MOUNTED
0635 3 13	15	$356.52	$395,023.60	1,108.000	EA	N	JUNCTION BOX, FURNISH & INSTALL, EMBED
0639 1111	4	$1,794.32	$16,148.84	9.000	AS	N	ELECTRICAL POWER SRV,F&I,OH,M,FURNISHED
0639 1112	13	$2,130.03	$53,250.74	25.000	AS	N	ELECTRICAL POWER SRV,F&I,OH,M,PUR BY CON
0639 1113	2	$1,066.42	$2,132.83	2.000	AS	N	ELECTRICAL POWER SRV,F&I, OH, M NOT REQ
0639 1121	13	$2,572.73	$138,927.38	54.000	AS	N	ELECTRICAL POWER SRV,F&I, UG,FUR BY POWE
0639 1122	54	$2,139.54	$434,327.57	203.000	AS	N	ELECTRICAL POWER SRV,F&I, UG,PUR CONT
0639 1123	7	$2,028.36	$16,226.91	8.000	AS	N	ELECTRICAL POWER SRV,F&I, UG,PUR,NOT REQ
0639 1420	5	$1,500.74	$9,004.43	6.000	AS	N	ELECTRICAL POWER SRV,REL UND
0639 1610	12	$402.48	$10,464.36	26.000	AS	N	ELECTRICAL POWER SRV,REM OHD
0639 1620	10	$358.96	$6,102.26	17.000	AS	N	ELECTRICAL POWER SRV,REM UND
0639 2 1	78	$5.55	$1,338,307.26	241,181.000	LF	N	ELECTRICAL SERVICE WIRE, F&I
0639 2 6	20	$.89	$54,872.26	61,383.000	LF	N	ELECTRICAL SERVICE WIRE, REMOVE
0639 3 11	32	$1,419.04	$290,902.53	205.000	EA	N	ELEC SERV DISCON, F&I, POLE MNT
0639 3 12	4	$2,571.50	$128,574.76	50.000	EA	N	ELEC SERV DISCON, F&I, CABINET
0639 3 60	14	$150.68	$12,657.30	84.000	EA	N	ELEC SERV DISCON, REMOVE
0639 4 7	1	$981.99	$1,963.98	2.000	EA	N	EMERGENCY GENERATOR- HARNESS FOR CAB
0639 6 1	5	$1,753.33	$122,733.17	70.000	EA	N	ELECTRICAL POWER SERVICE- TRANSF, F&I
0639 6 2	1	$987.50	$44,437.50	45.000	EA	N	ELECTRICAL POWER SERVICE- TRANSF, REPLAC
0641 2 11	12	$1,384.48	$29,074.01	21.000	EA	N	PREST CNC POLE,F&I,TYP P-II,PEDESTAL
0641 2 12	67	$1,318.47	$304,567.65	231.000	EA	N	PREST CNC POLE,F&I,TYP P-II SRV POLE
0641 2 13	6	$4,851.35	$213,459.56	44.000	EA	N	PREST CNC POLE,F&I,TYP P-III
0641 2 14	1	$6,983.00	$6,983.00	1.000	EA	N	PREST CNC POLE,F&I,TYP P-IV
0641 2 16	1	$11,293.07	$45,172.28	4.000	EA	N	PREST CNC POLE,F&I,TYP P-VI
0641 2 18	6	$10,745.08	$322,352.40	30.000	EA	N	PREST CNC POLE,F&I,TYP P-VIII
0641 2 19	1	$1,150.00	$3,450.00	3.000	EA	N	PREST CNC POLE,F&I, CUSTOM DESIGN
0641 2 60	18	$500.99	$44,588.10	89.000	EA	N	PREST CNC POLE, REMOVE
0641 2 70	15	$3,866.82	$402,149.59	104.000	EA	N	PREST CNC POLE, REMOVE SHALLOW
0641 2 80	19	$4,098.39	$331,969.56	81.000	EA	N	PREST CNC POLE, REMOVE COMPLETE
0641 3163	3	$22,576.30	$135,457.79	6.000	EA	N	CONCRETE CCTV POLE, FUR & INS W/LOW
0641 3169	3	$18,929.47	$416,448.44	22.000	EA	N	CONCRETE CCTV POLE, FUR & INS W/LOW
0641 3175	3	$20,948.38	$460,864.44	22.000	EA	N	CONCRETE CCTV POLE, FUR & INS W/LOW

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0641 3180	2	$21,190.49	$42,380.98	2.000	EA	N	CONCRETE CCTV POLE, FUR & INS W/LOW
0641 3186	2	$19,914.75	$99,573.76	5.000	EA	N	CONCRETE CCTV POLE, FUR & INS W/LOW
0641 3800	1	$1,879.00	$15,032.00	8.000	EA	N	CONCRETE CCTV POLE, REMOVE
0643600	1	$332.05	$1,660.25	5.000	EA	N	STRAIN POLE, WOOD, REMOVE
0646 1 11	92	$1,390.34	$1,679,527.29	1,208.000	EA	N	ALUMINUM SIGNALS POLE, PEDESTAL
0646 1 12	28	$1,054.34	$168,694.25	160.000	EA	N	ALUMINUM SIGNALS POLE, PED DETECT POST
0646 1 40	13	$1,296.47	$40,190.67	31.000	EA	N	ALUMINUM SIGNALS POLE, RELOCATE
0646 1 60	67	$236.99	$89,346.56	377.000	EA	N	ALUMINUM SIGNALS POLE, REMOVE
0646 2112	1	$2,600.00	$2,600.00	1.000	EA	N	ALUMINUM POLE- INDEX 695-001, F&I, 12'
0646 2600	1	$1,042.78	$2,085.56	2.000	EA	N	ALUMINUM POLE- INDEX 17900, REMOVE
0649 1 16	1	$33,500.00	$134,000.00	4.000	EA	N	STEEL STRAIN POLE, F&I, TYPE PS- IX
0649 1 17	4	$42,585.71	$596,200.00	14.000	EA	N	STEEL STRAIN POLE, F&I, TYPE PS- X
0649 1 61	1	$9,752.00	$9,752.00	1.000	EA	N	STEEL STRAIN POLE, REMOVE PEDESTAL OR SE
0649 1 62	1	$1,897.00	$13,279.00	7.000	EA	N	STEEL STRAIN POLE, REMOVE TYPE PS POLE
0649 21 1	17	$30,259.33	$695,964.65	23.000	EA	N	STEEL MAST ARM ASSEMBLY, F&I, 30'
0649 21 3	26	$34,275.21	$2,227,888.59	65.000	EA	N	STEEL MAST ARM ASSEMBLY, F&I, 40'
0649 21 4	1	$35,741.06	$107,223.18	3.000	EA	N	STEEL MAST ARM ASSEMBLY, F&I, 40'- 30'
0649 21 5	2	$45,981.19	$183,924.76	4.000	EA	N	STEEL MAST ARM ASSEMBLY, F&I, 40'- 40'
0649 21 6	25	$39,707.85	$1,945,684.43	49.000	EA	N	STEEL MAST ARM ASSEMBLY, F&I, 50'
0649 21 7	1	$43,131.83	$43,131.83	1.000	EA	N	STEEL MAST ARM ASSEMBLY, F&I, 50'- 30'
0649 21 8	2	$53,922.21	$161,766.63	3.000	EA	N	STEEL MAST ARM ASSEMBLY, F&I, 50'- 40'
0649 21 9	6	$57,621.84	$345,731.04	6.000	EA	N	STEEL MAST ARM ASSEMBLY, F&I, 50'- 50'
0649 21 10	31	$49,871.70	$3,141,917.04	63.000	EA	N	STEEL MAST ARM ASSEMBLY, F&I, 60'
0649 21 12	5	$57,569.00	$402,982.99	7.000	EA	N	STEEL MAST ARM ASSEMBLY, F&I, 60'- 40'
0649 21 13	4	$62,814.20	$251,256.81	4.000	EA	N	STEEL MAST ARM ASSEMBLY, F&I, 60'- 50'
0649 21 14	2	$63,499.46	$126,998.91	2.000	EA	N	STEEL MAST ARM ASSEMBLY, F&I, 60'- 60'
0649 21 15	25	$47,098.00	$2,496,194.15	53.000	EA	N	STEEL MAST ARM ASSEMBLY, F&I, 70'
0649 21 17	3	$61,695.53	$185,086.60	3.000	EA	N	STEEL MAST ARM ASSEMBLY, F&I, 70'- 40'
0649 21 18	5	$58,381.21	$350,287.24	6.000	EA	N	STEEL MAST ARM ASSEMBLY, F&I, 70'- 50'
0649 21 19	3	$66,146.50	$264,586.01	4.000	EA	N	STEEL MAST ARM ASSEMBLY, F&I, 70-60
0649 21 20	3	$74,422.89	$223,268.68	3.000	EA	N	STEEL MAST ARM ASSEMBLY, F&I, 70-70
0649 21 21	27	$57,992.20	$3,943,469.47	68.000	EA	N	STEEL MAST ARM ASSEMBLY, F&I, 78'
0649 21 24	1	$55,163.22	$55,163.22	1.000	EA	N	STEEL MAST ARM ASSEMBLY, F&I, 78'-50'
0649 21 25	2	$60,209.71	$120,419.41	2.000	EA	N	STEEL MAST ARM ASSEMBLY, F&I, 78'-60'
0649 21 26	2	$212,007.09	$636,021.27	3.000	EA	N	STEEL MAST ARM ASSEMBLY, F&I, 78-70
0649 21 27	2	$73,720.32	$147,440.64	2.000	EA	N	STEEL MAST ARM ASSEMBLY, F&I, 78-78
0649 26 3	26	$3,060.42	$382,552.91	125.000	EA	N	STEEL MAST ARM ASSEMBLY, REMOVE
0649 26 5	12	$6,081.87	$231,111.18	38.000	EA	N	STEEL MAST ARM ASSEMBLY, REMOVE
0649 26 7	1	$3,000.00	$3,000.00	1.000	EA	N	STEEL MAST ARM ASSEMBLY, REMOVE
0650 1 14	69	$949.67	$1,359,934.18	1,432.000	AS	N	VEH TRAF SIGNAL,F&I ALUMINUM, 3 S 1 W

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0650 1 15	3	$1,664.37	$14,979.31	9.000	AS	N	VEH TRAF SIGNAL,F&I ALUMINUM, 3 S 2-4 W
0650 1 16	23	$1,164.39	$135,068.93	116.000	AS	N	VEH TRAF SIGNAL,F&I ALUMINUM, 4 S 1 W
0650 1 17	1	$3,430.00	$6,860.00	2.000	AS	N	VEH TRAF SIGNAL,F&I ALUMINUM, 4 S 2-4 W
0650 1 18	14	$1,366.23	$112,030.81	82.000	AS	N	VEH TRA SIGNAL,F&I ALUMINUM, 5 S STR 1 W
0650 1 19	19	$1,596.99	$99,013.14	62.000	AS	N	VEH TRAF SIGNAL,F&I ALUMINUM, 5 S CL 1 W
0650 1 24	2	$959.87	$42,234.32	44.000	AS	N	VEH TRAF SIGNAL,F&I POLY W/AL, 3 S
0650 1 26	1	$1,156.32	$2,312.64	2.000	AS	N	VEH TRAF SIGNAL,F&I POLY W/AL, 4 S
0650 1 34	6	$946.90	$64,388.89	68.000	AS	N	VEH TRAF SIGNAL,F&I POLYCARBONA, 3 S 1 W
0650 1 36	4	$1,141.60	$9,132.80	8.000	AS	N	VEH TRAF SIGNAL,F&I POLYCARBON, 4 S 1 W
0650 1 38	1	$1,725.00	$5,175.00	3.000	AS	N	VEH TRAF SIGNAL, F&I POLYCARB, 5 SEC, 1W
0650 1 39	2	$1,505.20	$6,020.80	4.000	AS	N	VEH TRAF SIGNAL, F&I, POLY, 5 SEC, 1 W
0650 1 44	1	$3,560.00	$14,240.00	4.000	AS	N	VEH TRAF SIGNAL,F&I PROGRAM, 3 S 1 W
0650 1 48	1	$5,850.00	$11,700.00	2.000	AS	N	VEH TRAF SIGNAL, F&I, 5S, 1 W PROG
0650 1 60	19	$100.89	$21,691.96	215.000	AS	N	VEH TRAF SIGNAL, REMOVE- POLES TO REMAIN
0650 1 70	4	$643.14	$9,003.90	14.000	AS	N	VEHICULAR TRAFFIC SIGNAL, RELOCATE
0650 2102	11	$248.37	$39,739.44	160.000	EA	N	VEHIC SIGNAL AUX, REP/RETROFIT- F&I, BAC
0653 1 11	93	$691.20	$822,532.87	1,190.000	AS	N	PEDESTRIAN SIGNAL, F&I LED COUNT, 1 WAY
0653 1 12	52	$1,207.29	$248,701.20	206.000	AS	N	PEDESTRIAN SIGNAL, F&I LED COUNT, 2 WAYS
0653 1 40	6	$354.79	$4,257.46	12.000	AS	N	PEDESTRIAN SIGNAL, RELOCATE
0653 1 60	35	$84.98	$24,814.51	292.000	AS	N	PEDESTRIAN SIGNAL, REMOVE
0654 2 11	1	$4,546.26	$27,277.56	6.000	AS	N	RECT RAPID FLASH BCN, F&I AC, 1 SIGN
0654 2 12	1	$10,560.00	$42,240.00	4.000	AS	N	RECT RAPID FLASH BEACON, F&I AC, BB SIGN
0654 2 21	2	$6,114.97	$110,069.46	18.000	AS	N	RECT RAPID FLASH BEACON, F&I SOL, 1 SIGN
0654 3 10	1	$1,151.58	$20,728.44	18.000	AS	N	PEDESTRIAN HYBRID BEACON, F&I, COMP
0659 1102	1	$610.00	$1,220.00	2.000	EA	N	MOUNTING ASSEMBLY, REP/REPLACE/RETRO- SP
0660 1103	3	$843.69	$14,342.80	17.000	EA	N	LOOP DETECTOR INDUCTIVE, F&I, TYPE 3
0660 1104	2	$247.50	$1,980.00	8.000	EA	N	LOOP DETECTOR INDUCTIVE, F&I, TYPE 4
0660 1105	2	$326.36	$7,180.00	22.000	EA	N	LOOP DETECTOR INDUCTIVE, F&I, TYPE 5
0660 1106	2	$322.00	$1,610.00	5.000	EA	N	LOOP DETECTOR INDUCTIVE, F&I, TYPE 6
0660 1109	19	$207.67	$46,103.36	222.000	EA	N	LOOP DETECTOR INDUCTIVE, F&I, TYPE 9
0660 1110	24	$206.61	$69,421.42	336.000	EA	N	LOOP DETECTOR INDUCTIVE, F&I, TYPE 10
0660 1111	1	$350.00	$350.00	1.000	EA	N	LOOP DETECTOR INDUCTIVE, F&I, TYPE 11
0660 1600	11	$60.68	$23,058.03	380.000	EA	N	LOOP DETECTOR INDUCTIVE, REMOVE
0660 2101	17	$853.46	$157,036.11	184.000	AS	N	LOOP ASSEMBLY- F&I, TYPE A
0660 2102	32	$724.22	$535,197.46	739.000	AS	N	LOOP ASSEMBLY, F&I, TYPE B
0660 2106	53	$882.02	$785,881.86	891.000	AS	N	LOOP ASSEMBLY, F&I, TYPE F
0660 3 11	14	$1,268.02	$153,430.44	121.000	EA	N	VEHICLE DETECTION SYSTEM- MICRO,F&I, CAB
0660 3 12	14	$7,723.26	$1,227,998.65	159.000	EA	N	VEHICLE DETECTION SYSTEM- MICRO,F&I, ABO
0660 3 41	3	$471.97	$2,831.83	6.000	EA	N	VEHICLE DETECTION SYS- MICR, REL CAB EQU
0660 3 42	2	$1,436.47	$4,309.40	3.000	EA	N	VEHICLE DETECTION SYSTEM- MICRO,REL,ABOV

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Item	No. of Conts	Weighted Average	Total Amount	Total Quantity	Unit Meas	Obs?	Description
0660 3 52	1	$991.00	$5,946.00	6.000	EA	N	VEHICLE DETECTION SYSTEM- MICRO,A&J,ABOV
0660 3 60	3	$328.07	$10,170.15	31.000	EA	N	VEHICLE DETECTION SYSTEM- MICRO,REM,SYST
0660 4 11	47	$7,574.45	$1,893,612.60	250.000	EA	N	VEHICLE DETECTION SYSTEM- VIDEO, CABINET
0660 4 12	48	$4,027.59	$1,888,941.10	469.000	EA	N	VEHICLE DETECTION SYSTEM- VIDEO, ABOVE G
0660 4 42	6	$2,007.47	$32,119.44	16.000	EA	N	VEHICLE DETECTION SYSTEM- VIDEO, ABOVE G
0660 4 51	4	$1,133.77	$17,006.60	15.000	EA	N	VEHICLE DETECTION SYSTEM- VIDEO, CABINET
0660 4 52	3	$1,164.79	$18,636.60	16.000	EA	N	VEHICLE DETECTION SYSTEM- VIDEO, ABOVE G
0660 4 60	6	$184.59	$3,691.81	20.000	EA	N	VEHICLE DETECTION SYSTEM- VIDEO, REMOVE
0660 5 13	1	$1,104.95	$78,451.45	71.000	EA	N	VEHICLE DETECTION SYSTEM- W MAG, IN-ROAD
0660 5 51	1	$980.85	$3,923.40	4.000	EA	N	VEHICLE DETECTION SYSTEM- W MAG, CAB EQU
0660 5 60	1	$387.10	$27,484.10	71.000	EA	N	VEHICLE DETECTION SYSTEM- W MAG, REMOVE
0660 6121	11	$2,316.37	$164,462.38	71.000	EA	N	VEHICLE DETECTION SYSTEM- AVI B,F&I, CAB
0660 6122	11	$6,062.80	$430,458.50	71.000	EA	N	VEHICLE DETECTION SYSTEM- AVI B,F&I, ABO
0660 6421	1	$530.64	$1,061.28	2.000	EA	N	VEHICLE DETECTION SYSTEM- AVI B, REL
0660 6422	3	$813.76	$3,255.04	4.000	EA	N	VEHICLE DETECTION SYSTEM- AVI B, REL
0660 6600	3	$336.65	$13,466.00	40.000	EA	N	VEHICLE DETECTION SYSTEM- AVI REMOVE
0663 1111	9	$4,762.30	$80,959.17	17.000	EA	N	SIGNAL PRIO & PREEMP, F&I, OPT,CAB E
0663 1112	8	$1,726.22	$62,144.06	36.000	EA	N	SIGNAL PRIO & PREEMP, F&I, OPT,DETEC
0663 1121	9	$6,046.78	$302,339.11	50.000	EA	N	SIGNAL PRIO & PREEMP, F&I, GPS, REPLACE
0663 1122	10	$5,299.57	$307,375.32	58.000	EA	N	SIGNAL PRIO & PREEMP, F&I, GPS, DETE
0663 1400	1	$850.00	$11,050.00	13.000	EA	N	SIGNAL PRIO & PREEMP, RELOCATE
0663 1600	4	$360.32	$12,971.51	36.000	EA	N	SIGNAL PRIO & PREEMP, REMOVE
0665 1 11	85	$243.36	$353,851.95	1,454.000	EA	N	PEDESTRIAN DETECTOR, F&I, STANDARD
0665 1 12	15	$1,483.84	$229,994.96	155.000	EA	N	PEDESTRIAN DETECTOR, F&I, ACCESSIBLE
0665 1 40	5	$122.83	$1,596.75	13.000	EA	N	PEDESTRIAN DETECTOR, RELOCATE
0665 1 50	5	$286.61	$8,598.22	30.000	EA	N	PEDESTRIAN DETECTOR, ADJUST/MODIFY
0665 1 60	38	$51.23	$17,419.19	340.000	EA	N	PEDESTRIAN DETECTOR, REMOVE
0670 5110	18	$26,621.62	$1,544,054.09	58.000	AS	N	TRAF CNTL ASSEM, F&I, NEMA
0670 5111	20	$29,594.66	$976,623.88	33.000	AS	N	TRAF CNTL ASSEM, F&I, NEMA, 1 PREEMPT
0670 5112	4	$23,024.91	$184,199.29	8.000	AS	N	TRAF CNTL ASSEM, F&I, NEMA, 2 PREEMPT
0670 5140	9	$29,938.07	$748,451.80	25.000	AS	N	TRAF CNTL ASSEM, F&I, MODEL 2070
0670 5141	3	$31,982.15	$127,928.60	4.000	AS	N	TRAF CNTL ASSEM, F&I, 2070, 1 PREEMPT
0670 5142	1	$33,562.27	$33,562.27	1.000	AS	N	TRAF CNTL ASSEM, F&I, 2070, 2 PREEMPT
0670 5300	1	$3,101.02	$3,101.02	1.000	AS	N	TRAF CNTL ASSEM, INSTALL
0670 5400	67	$1,732.54	$441,796.66	255.000	AS	N	TRAF CNTL ASSEM, MODIFY
0670 5500	2	$4,025.77	$8,051.53	2.000	AS	N	TRAF CNTL ASSEM, RELOCATE
0670 5600	45	$561.54	$61,208.31	109.000	AS	N	TRAF CNTL ASSEM, REMOVE
0671 2 11	2	$7,309.95	$365,497.44	50.000	EA	N	TRAFFIC CONTROLLER, F&I, NEMA
0671 2 40	3	$3,357.90	$184,684.29	55.000	EA	N	TRAFFIC CONTROLLER, MODIFY
0671 2 50	1	$940.00	$940.00	1.000	EA	N	TRAFFIC CONTROLLER, RELOCATE

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0671 2 60	3	$358.34	$18,633.89	52.000	EA	N	TRAFFIC CONTROLLER, REMOVE
0676 1115	1	$24,667.00	$24,667.00	1.000	EA	N	TRAFFIC SIGL CONTR CAB, F&I, NEMA UW S 5
0676 1500	2	$367.05	$34,870.00	95.000	EA	N	TRAFFIC SIGNAL CONTR CAB, ADJUST/MODIFY
0676 2111	2	$7,203.23	$57,625.80	8.000	EA	N	ITS CABINET- F&I, POLE, 336
0676 2122	5	$7,544.23	$656,347.80	87.000	EA	N	ITS CABINET- F&I, POLE, 336S
0676 2123	2	$6,856.29	$47,994.01	7.000	EA	N	ITS CAB, F&I, POLE W/SUN, 24'X66'X30'
0676 2131	1	$7,107.00	$7,107.00	1.000	EA	N	ITS CABINET- F&I, BASE, 336
0676 2143	3	$8,370.20	$125,553.02	15.000	EA	N	ITS CABINET- F&I, BASE, 334
0676 2144	2	$9,437.65	$179,315.28	19.000	EA	N	ITS CABINET- F&I, BASE, 340
0676 2400	3	$2,827.00	$8,481.01	3.000	EA	N	ITS CABINET- RELOCATE
0676 2500	3	$851.42	$35,759.60	42.000	EA	N	ITS CABINET- ADJUST/MODIFY
0676 2600	2	$247.03	$14,574.90	59.000	EA	N	ITS CABINET- REMOVE
0676 3 10	2	$1,122.50	$10,102.48	9.000	EA	N	SMALL EQUIPMENT ENCLOSURE, F&I,>10X13X11
0676 3 30	2	$1,112.54	$21,138.20	19.000	EA	N	SMALL EQUIPMENT ENCLOSURE, INSTALL
0676 3 60	1	$210.00	$210.00	1.000	EA	N	SMALL EQUIPMENT ENCLOSURE, REMOVE
0677 1 11	1	$99,000.00	$99,000.00	1.000	EA	N	EQUIPMENT SHELTER, F&I, UP TO 120 SF
0678 1104	4	$135.51	$1,084.09	8.000	EA	N	CNTRL ACCESS, F&I, LOAD SWITCH
0680 1112	1	$85,000.00	$85,000.00	1.000	EA	N	SYS CONTROL EQP, F&I,ADAPTIVE SIGNA- NEM
0680 1113	1	$3,300.00	$9,900.00	3.000	EA	N	SYS CONTROL EQP, F&I,ADAPTIVE SIGNA- NEM
0680 1422	1	$884.40	$1,768.80	2.000	EA	N	SYS CONTROL EQP, REL,ADAPTIVE SIGNA- 170
0680 1423	1	$530.64	$3,714.48	7.000	EA	N	SYS CONTROL EQP, REL,ADAPTIVE SIGNA- 170
0682 1111	1	$8,611.11	$8,611.11	1.000	EA	N	ITS CCTV CAMERA, F&I, DOME ENCL-PRES.
0682 1112	1	$6,677.78	$6,677.78	1.000	EA	N	ITS CCTV CAMERA, F&I, DOME ENCL-PRES.
0682 1113	8	$5,417.23	$444,212.70	82.000	EA	N	ITS CCTV CAMERA, F&I, DOME ENCL-PRESS
0682 1133	11	$6,846.29	$445,009.10	65.000	EA	N	ITS CCTV CAMERA, F&I, DOME ENCL-NP.
0682 1400	7	$2,197.06	$19,773.54	9.000	EA	N	ITS CCTV CAMERA, RELOCATE
0682 1600	2	$350.05	$3,150.47	9.000	EA	N	ITS CCTV CAMERA, REM0VE & DISPOSAL
0684 1 1	34	$3,050.49	$655,855.98	215.000	EA	N	MANAGED FIELD ETHERNET SWITCH, F&I
0684 1 4	5	$531.20	$3,718.40	7.000	EA	N	MANAGED FIELD ETHERNET SWITCH, RELOCATE
0684 2 1	6	$657.27	$57,839.95	88.000	EA	N	DEVICE SERVER, F&I
0684 2 4	1	$305.00	$915.00	3.000	EA	N	DEVICE SERVER, RELOCATE
0684 3 11	1	$1,969.14	$1,969.14	1.000	EA	N	DIGITAL VIDEO ENC W SO, F&I HARD ENCODER
0684 3 41	1	$200.49	$200.49	1.000	EA	N	DIGITAL VIDEO ENC W SO, REL HARD ENCODER
0684 5 1	6	$777.09	$47,402.68	61.000	EA	N	MEDIA CONVERTER, FURNISH & INSTALL
0684 6 11	1	$2,724.56	$5,449.12	2.000	EA	N	WIRELESS COMMUNICATION DEVICE, F&I, ETHE
0684 6 40	4	$745.79	$2,983.15	4.000	EA	N	WIRELESS COMMUNICATION DEVICE, RELOCATE
0684 6 60	1	$360.00	$720.00	2.000	EA	N	WIRELESS COMMUNICATION DEVICE, REMOVE
0685 1 11	18	$4,864.09	$350,214.20	72.000	EA	N	UPS POWER SUPPLY, F&I, LINE INTERACTIVE
0685 1 12	7	$5,130.67	$359,146.74	70.000	EA	N	UPS, F&I, ONLINE DOUBLE CONVERSION
0685 1 13	10	$7,366.11	$213,617.29	29.000	EA	N	UPS, F&I, ONLINE DOUBLE CONVERSION

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0685 1 60	1	$545.00	$2,725.00	5.000	EA	N	UPS, REMOVE- POLE/CABINET REMAINS
0695 1 1	37	$1,462.47	$494,314.03	338.000	EA	N	TMS VEH SNSR-NON-WEIGHT, F&I,
0695 3 11	2	$6,153.00	$12,306.00	2.000	AS	N	TMS VEH SPEED/CLASS UNIT, F&I,
0695 5 1	1	$2,703.00	$2,703.00	1.000	EA	N	TMS VEH SOLAR POWER UNIT, F&I,
0695 6 12	40	$1,223.60	$464,969.68	380.000	EA	N	TMS IND LOOP ASSEMBLY
0695 7131	4	$4,593.38	$36,747.00	8.000	EA	N	TMS CABINET, F&I , TYP 3 BASE MOUNT
0695 7132	8	$4,883.10	$73,246.56	15.000	EA	N	TMS CABINET, F&I , TYP 3 PEDESTAL
0695 7141	3	$5,314.00	$26,570.02	5.000	EA	N	TMS CABINET, F&I , TYP 4 BASE
0695 7143	1	$3,767.00	$3,767.00	1.000	EA	N	TMS CABINET, F&I , TYP 4 POLE
0695 7162	11	$4,982.26	$109,609.78	22.000	EA	N	TMS CABINET, F&I , TYP 3, PEDESTAL
0695 7600	18	$585.72	$17,571.65	30.000	EA	N	TMS CABINET, REMOVE
0695 8 11	1	$1,647.00	$1,647.00	1.000	EA	N	TMS VEH SYSTEM COMMUNICATIONS MODE, F&I,
0700 1 11	167	$350.08	$1,864,535.86	5,326.000	AS	N	SINGLE POST SIGN, F&I GM, <12 SF
0700 1 12	107	$1,160.74	$1,634,315.35	1,408.000	AS	N	SINGLE POST SIGN, F&I GM, 12-20 SF
0700 1 13	70	$1,542.30	$673,984.27	437.000	AS	N	SINGLE POST SIGN, F&I GM, 21-30 SF
0700 1 14	10	$1,962.29	$45,132.72	23.000	AS	N	SINGLE POST SIGN, F&I GM, 31+ SF
0700 1 21	5	$1,672.00	$31,768.00	19.000	AS	N	SINGLE POST SIGN, F&I BARR MT, LT 12 SF
0700 1 22	2	$3,813.00	$15,252.00	4.000	AS	N	SINGLE POST SIGN, F&I BARR MT, 12-20 SF
0700 1 25	2	$2,075.48	$8,301.90	4.000	AS	N	SINGLE POST SIGN, F&I BARR MT, 21-30 SF
0700 1 31	5	$1,936.29	$15,490.31	8.000	AS	N	SINGLE POST SIGN, F&I BRG MNT, <12 SF
0700 1 32	5	$2,069.23	$26,899.96	13.000	AS	N	SINGLE POST SIGN, F&I BRG MNT, 12-20 SF
0700 1 33	1	$2,491.17	$2,491.17	1.000	AS	N	SINGLE POST SIGN, F&I BRG MNT, 21-30 SF
0700 1 40	1	$300.00	$600.00	2.000	AS	N	SINGLE POST SIGN, INSTALL
0700 1 50	119	$235.57	$202,823.53	861.000	AS	N	SINGLE POST SIGN, RELOCATE
0700 1 60	158	$28.39	$126,284.78	4,448.000	AS	N	SINGLE POST SIGN, REMOVE
0700 2 11	3	$2,064.99	$14,454.96	7.000	AS	N	MULTI- POST SIGN, F&I GM, <12 SF
0700 2 12	25	$3,427.54	$161,094.33	47.000	AS	N	MULTI- POST SIGN, F&I GM, 12-20 SF
0700 2 13	29	$3,813.32	$247,866.04	65.000	AS	N	MULTI- POST SIGN, F&I GM, 21-30 SF
0700 2 14	37	$4,455.66	$543,591.12	122.000	AS	N	MULTI- POST SIGN, F&I GM, 31-50 SF
0700 2 15	31	$6,258.18	$650,851.20	104.000	AS	N	MULTI- POST SIGN, F&I GM, 51-100 SF
0700 2 16	15	$10,470.30	$1,329,727.54	127.000	AS	N	MULTI- POST SIGN, F&I GM, 101-200 SF
0700 2 17	7	$14,243.30	$484,272.20	34.000	AS	N	MULTI- POST SIGN, F&I GM, 201-300 SF
0700 2 18	2	$17,590.91	$193,500.00	11.000	AS	N	MULTI- POST SIGN, F&I GM, 301-400 SF
0700 2 50	19	$3,643.89	$120,248.35	33.000	AS	N	MULTI- POST SIGN, RELOCATE
0700 2 60	55	$936.87	$361,630.79	386.000	AS	N	MULTI- POST SIGN, REMOVE
0700 3101	41	$220.37	$58,837.54	267.000	EA	N	SIGN PANEL, F&I GM, UP TO 12 SF
0700 3102	10	$427.12	$20,928.92	49.000	EA	N	SIGN PANEL, F&I GM, 12-20 SF
0700 3103	4	$887.92	$9,767.17	11.000	EA	N	SIGN PANEL, F&I GM, 21-30 SF
0700 3104	2	$1,045.29	$3,135.88	3.000	EA	N	SIGN PANEL, F&I GM, 31-50 SF
0700 3105	1	$2,337.00	$2,337.00	1.000	EA	N	SIGN PANEL, F&I GM, 51-100 SF

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0700	3106	3	$5,544.38	$22,177.50	4.000	EA	N	SIGN PANEL, F&I GM, 101-200 SF
0700	3107	1	$7,122.42	$7,122.42	1.000	EA	N	SIGN PANEL, F&I GM, 201-300 SF
0700	3201	58	$577.78	$262,892.00	455.000	EA	N	SIGN PANEL, F&I OM, UP TO 12 SF
0700	3202	16	$763.40	$41,223.68	54.000	EA	N	SIGN PANEL, F&I OM, 12-20 SF
0700	3203	10	$1,031.17	$46,402.78	45.000	EA	N	SIGN PANEL, F&I OM, 21-30 SF
0700	3204	3	$1,750.00	$8,750.00	5.000	EA	N	SIGN PANEL, F&I OM, 31-50 SF
0700	3205	15	$3,151.69	$110,309.25	35.000	EA	N	SIGN PANEL, F&I OM, 51-100 SF
0700	3206	17	$5,295.35	$386,560.55	73.000	EA	N	SIGN PANEL, F&I OM, 101-200 SF
0700	3207	9	$8,141.26	$390,780.25	48.000	EA	N	SIGN PANEL, F&I OM, 201-300 SF
0700	3208	4	$11,480.35	$229,607.00	20.000	EA	N	SIGN PANEL, F&I OM, 301-400 SF
0700	3209	4	$14,790.79	$147,907.94	10.000	EA	N	SIGN PANEL, F&I OM, 401-500 SF
0700	3211	1	$21,500.00	$150,500.00	7.000	EA	N	SIGN PANEL, F&I OM, 601 SF AND GREATER
0700	3301	2	$770.00	$3,850.00	5.000	EA	N	SIGN PANEL, F&I BM, 11870, UP TO 12 SF
0700	3302	1	$1,700.00	$1,700.00	1.000	EA	N	SIGN PANEL, F&I BM, 12-20 SF
0700	3401	4	$138.24	$9,538.29	69.000	EA	N	SIGN PANEL, INSTALL, UP TO 12 SF
0700	3402	1	$340.14	$340.14	1.000	EA	N	SIGN PANEL, INSTALL, 12-20 SF
0700	3404	1	$1,914.00	$1,914.00	1.000	EA	N	SIGN PANEL, INSTALL, 31-50 SF
0700	3501	30	$101.69	$37,219.32	366.000	EA	N	SIGN PANEL, RELOCATE, UP TO 12 SF
0700	3502	4	$134.86	$1,753.20	13.000	EA	N	SIGN PANEL, RELOCATE, 12-20 SF
0700	3504	1	$720.98	$1,441.96	2.000	EA	N	SIGN PANEL, RELOCATE, 31-50 SF
0700	3506	1	$840.00	$3,360.00	4.000	EA	N	SIGN PANEL, RELOCATE, 101-200 SF
0700	3601	59	$49.87	$27,377.59	549.000	EA	N	SIGN PANEL, REMOVE, UP TO 12 SF
0700	3602	12	$107.09	$4,176.70	39.000	EA	N	SIGN PANEL, REMOVE, 12-20 SF
0700	3603	10	$187.39	$6,558.67	35.000	EA	N	SIGN PANEL, REMOVE, 21-30 SF
0700	3604	6	$233.05	$2,097.48	9.000	EA	N	SIGN PANEL, REMOVE, 31-50 SF
0700	3605	11	$642.29	$30,829.91	48.000	EA	N	SIGN PANEL, REMOVE, 51-100 SF
0700	3606	11	$622.51	$17,430.36	28.000	EA	N	SIGN PANEL, REMOVE, 101-200 SF
0700	3607	5	$624.59	$12,491.76	20.000	EA	N	SIGN PANEL, REMOVE, 201-300 SF
0700	3608	1	$850.00	$1,700.00	2.000	EA	N	SIGN PANEL, REMOVE, 301-400 SF
0700	3610	1	$2,390.00	$33,460.00	14.000	EA	N	SIGN PANEL, REMOVE, 501-600 SF
0700	3624	2	$791.67	$2,375.00	3.000	EA	N	SIGN PANEL, REMOVE, UP TO 50 SF WITH LIG
0700	3625	4	$1,535.44	$21,496.11	14.000	EA	N	SIGN PANEL, REMOVE, 51-100 SF W LIGHTING
0700	3626	7	$1,477.27	$47,272.58	32.000	EA	N	SIGN PANEL, REMOVE, 101-200 SF W LIGHT
0700	3627	5	$1,452.44	$8,714.65	6.000	EA	N	SIGN PANEL, REMOVE, 201-300 SF W LIGHT
0700	4112	4	$63,066.26	$630,662.56	10.000	EA	N	OH STATIC SIGN STR, F&I, C 21-30 FT
0700	4113	4	$77,675.71	$1,087,460.00	14.000	EA	N	OH STATIC SIGN STR, F&I, C 31-40 FT
0700	4114	6	$98,970.41	$989,704.10	10.000	EA	N	OH STATIC SIGN STR, F&I, C 41-50 FT
0700	4122	1	$212,510.00	$212,510.00	1.000	EA	N	OH STATIC SIGN STR, F&I, S 21-30 FT
0700	4123	1	$217,577.00	$217,577.00	1.000	EA	N	OH STATIC SIGN STR, F&I, S 31-40 FT
0700	4125	8	$152,229.24	$3,196,814.00	21.000	EA	N	OH STATIC SIGN STR, F&I, S 51-100 FT

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Florida Department of Transportation
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Item	No. of Conts	Weighted Average	Total Amount	Total Quantity	Unit Meas	Obs?	Description
0700 4126	2	$164,666.67	$2,964,000.00	18.000	EA	N	OH STATIC SIGN STR, F&I, S 101-150 FT
0700 4127	1	$277,545.00	$277,545.00	1.000	EA	N	OH STATIC SIGN STR, F&I, S 151-200 FT
0700 4140	1	$9,066.00	$18,132.00	2.000	EA	N	OH STATIC SIGN STR, F&I, O BR MOUNT
0700 4610	10	$5,132.73	$189,911.06	37.000	EA	N	OH STATIC SIGN STR, REMOVE, CANT
0700 4620	7	$10,341.21	$103,412.10	10.000	EA	N	OH STATIC SIGN STR, REMOVE, SPAN
0700 4640	1	$1,516.00	$3,032.00	2.000	EA	N	OH STATIC SIGN STR, REMOVE, BRIDGE MOUNT
0700 4810	1	$4,465.27	$8,930.54	2.000	EA	N	OH STATIC SIGN STR, REPAIR, CANT
0700 4820	1	$8,435.12	$8,435.12	1.000	EA	N	OH STATIC SIGN STR, REPAIR, SPAN
0700 5 21	24	$3,199.17	$323,116.12	101.000	EA	N	INTERNAL ILLUM SIGN, F&I OM, UP TO 12 SF
0700 5 22	54	$3,587.96	$1,428,009.92	398.000	EA	N	INTERNAL ILLUM SIGN, F&I OM, 12-18 SF
0700 5 50	2	$1,940.00	$9,700.00	5.000	EA	N	INTERNAL ILLUM SIGN, RELOCATE
0700 5 60	12	$212.98	$13,843.59	65.000	EA	N	INTERNAL ILLUM SIGN, REMOVE
0700 5 70	1	$374.30	$7,111.70	19.000	EA	N	INTERNAL ILLUM SIGN, RETROFIT
0700 7111	1	$21,397.00	$85,588.00	4.000	EA	N	EMBED DYNAMIC MESS SIGN, F&I, MONO, <12
0700 7500	1	$4,015.05	$8,030.10	2.000	EA	N	EMBED DYNAMIC MESS SIGN, RELOCATE
0700 8135	3	$67,348.47	$808,181.69	12.000	EA	N	FRONT ACC DYN MESS SIGN, F&I, FUL,51-100
0700 8136	2	$105,616.78	$211,233.56	2.000	EA	N	FRONT ACC DYN MESS SIGN, F&I, FULL,101-
0700 8600	2	$2,820.06	$19,740.40	7.000	EA	N	FRONT ACC DYN MESS SIGN, REMOVE
0700 9137	4	$117,523.34	$3,290,653.42	28.000	EA	N	WALK-IN DYN MESS SIGN,F&I, FULL,201-
0700 9600	2	$623.11	$11,839.00	19.000	EA	N	WALK-IN DYN MESS SIGN, REMOVE
0700 10115	1	$52,691.00	$105,382.00	2.000	EA	N	DMS SUPPORT STRUCTURE, SPAN, 51-100 FT
0700 10122	1	$52,500.00	$105,000.00	2.000	EA	N	DMS SUPPORT STRUCTURE, CANT, 21-30 FT
0700 10123	4	$56,781.43	$851,721.41	15.000	EA	N	DMS SUPPORT STRUCTURE, CANT, 31-40 FT
0700 10124	3	$72,013.36	$360,066.82	5.000	EA	N	DMS SUPPORT STRUCTURE, CANT, 41-50 FT
0700 10600	4	$34,423.41	$172,117.06	5.000	EA	N	DMS SUPPORT STRUCTURE, REMOVE
0700 11111	2	$5,102.39	$15,307.16	3.000	AS	N	ELECT DISP SIGN, F&I GM- AC, ELECT WARN,
0700 11231	1	$12,370.98	$49,483.92	4.000	AS	N	ELECT DISP SIGN, F&I GM- SO, SPEED FEEDB
0700 11232	1	$13,000.00	$52,000.00	4.000	AS	N	ELECT DISP SIGN, F&I GM- SO, SPEED FEEDB
0700 11241	1	$7,911.58	$15,823.16	2.000	AS	N	ELECT DISP SIGN, F&I GM- SO, ELECT WARN,
0700 11251	1	$12,800.00	$51,200.00	4.000	AS	N	ELECT DISP SIGN, F&I GM- SO, ELECT REGUL
0700 11262	2	$12,539.58	$75,237.46	6.000	EA	N	ELEC DIS SIGN- F&I GM- SOLAR, SPEED FLAS
0700 11321	2	$5,063.00	$60,756.00	12.000	AS	N	ELECT DISP SIGN, F&I OM- AC, EL REG UP
0700 11391	10	$5,169.54	$124,068.93	24.000	AS	N	ELECT DISP SIGN, F&I OM- AC, BLANK OUT
0700 11600	1	$1,000.00	$1,000.00	1.000	AS	N	ELECT DISP SIGN, REMOVE- GROUND MOUNT
0700 11700	1	$357.80	$1,789.00	5.000	AS	N	ELECT DISP SIGN, REMOVE- OVERHEAD MOUNT
0700 12 11	1	$3,500.00	$7,000.00	2.000	AS	N	SIGN BEACON, F&I GM- AC, ONE BEACON
0700 12 12	3	$5,321.43	$37,250.00	7.000	AS	N	SIGN BEACON, F&I GM- AC, TWO BEACONS
0700 12 21	4	$5,693.69	$56,936.88	10.000	AS	N	SIGN BEACON, F&I GM- SOLAR, ONE BEACON
0700 12 22	3	$8,494.74	$42,473.72	5.000	AS	N	SIGN BEACON, F&I GM- SOLAR, TWO BEACONS
0700 12 50	1	$1,720.74	$3,441.48	2.000	AS	N	SIGN BEACON, RELOCATE BEACON- SIGN TO RE

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Florida Department of Transportation
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Item	No. of Conts	Weighted Average	Total Amount	Total Quantity	Unit Meas	Obs?	Description
0700 13 12	11	$84.64	$5,416.66	64.000	EA	N	RETROREFLECTIVE SIGN STRIP- F&I, 2'
0700 13 15	13	$96.94	$4,750.07	49.000	EA	N	RETROREFLECTIVE SIGN STRIP- F&I, 5'
0701 17101	6	$5,343.05	$155,258.34	29.058	GM	N	PROFILED THERMOPLAST,STD, WHITE,SOLID,6"
0701 17201	6	$5,227.42	$125,771.74	24.060	GM	N	PROFILED THERMOPLAST,STD, YELLO,SOLID,6"
0701 17221	1	$3,300.00	$4,065.60	1.232	GM	N	PROFILED THERMOPLAST,STD, YELLO,SKIP,6"
0701 18101	22	$5,603.86	$1,206,583.87	215.313	GM	N	PROFILED THER,STANDARD- ASPHALT, WH SO 6
0701 18201	22	$5,584.19	$555,275.13	99.437	GM	N	PROFILED THER,STANDARD- ASPHALT, YE SO 6
0701 18221	4	$1,907.42	$41,797.33	21.913	GM	N	PROFILED THERMOPLAST,STD, YELLO,SKIP,6"
0705 10 1	47	$226.55	$98,324.02	434.000	EA	N	OBJECT MARKER, TYPE 1
0705 10 2	15	$80.43	$12,064.74	150.000	EA	N	OBJECT MARKER, TYPE 2
0705 10 3	12	$208.23	$15,825.59	76.000	EA	N	OBJECT MARKER, TYPE 3
0705 10 4	7	$152.63	$6,105.00	40.000	EA	N	OBJECT MARKER, TYPE 4
0705 11 1	43	$78.32	$188,820.28	2,411.000	EA	N	DELINEATOR, FLEXIBLE TUBULAR
0705 11 2	20	$57.15	$70,581.91	1,235.000	EA	N	DELINEATOR, NON-FLEXIBLE
0705 11 3	31	$152.20	$64,378.55	423.000	EA	N	DELINEATOR, FLEX HIGH VISABILITY MED
0705 11 4	6	$78.60	$18,942.11	241.000	EA	N	DELINEATOR, FLEX HIGH PERFORMANCE 48"
0705 11 5	4	$13.03	$77,073.68	5,913.000	EA	N	DELINEATOR, FLEX HIGH PERF 36"- EXP MARK
0710 11101	140	$1,029.27	$1,570,718.22	1,526.048	GM	N	PAINTED PAVT MARK,STD,WHITE,SOLID,6"
0710 11102	63	$1,400.82	$42,278.19	30.181	GM	N	PAINTED PAVT MARK,STD,WHITE,SOLID,8"
0710 11103	16	$2,122.21	$45,005.62	21.207	GM	N	PAINTED PAVT MARK,STD,WHITE,SOLID,12"
0710 11123	78	$.76	$144,528.64	189,325.000	LF	N	PAINTED PAVT MARK,STD,WHITE,SOLID, 12"
0710 11124	63	$.99	$53,996.92	54,606.000	LF	N	PAINTED PAVT MARK,STD,WHITE,SOLID, 18"
0710 11125	109	$1.35	$178,961.94	132,779.000	LF	N	PAINTED PAVT MARK,STD,WHITE,SOLID,24"
0710 11131	96	$435.16	$375,537.78	862.982	GM	N	PAINTED PAVT MARK,STD,WHITE,SKIP, 6"
0710 11133	9	$851.14	$4,184.21	4.916	GM	N	PAINTED PVMT MARK, STD, WHITE, SKIP, 12"
0710 11141	79	$606.63	$39,293.98	64.774	GM	N	PAINTED PAVT MARK,STD,WH,DOT GUIDE, 6"
0710 11144	1	$1,250.00	$10.00	.008	GM	N	PAINTED PAVEMENT MARKINGS, STANDARD, WHI
0710 11160	71	$48.33	$76,997.60	1,593.000	EA	N	PAINTED PAVT MARK,STD,WHITE, MESSAGE
0710 11170	103	$28.56	$266,453.36	9,329.000	EA	N	PAINTED PAVT MARK,STD,WHITE, ARROWS
0710 11180	4	$3.57	$802.46	225.000	LF	N	PAINTED PAVT MARK,STD,WHITE,YIELD LINE
0710 11190	17	$13.11	$14,890.27	1,136.000	SF	N	PAINTED PAVT MARK,STD,WHITE, ISLA NOSE
0710 11201	138	$976.38	$1,072,948.87	1,098.907	GM	N	PAINTED PAVT MARK,STD,YELLOW,SOLID,6"
0710 11202	20	$1,693.83	$5,023.90	2.966	GM	N	PAINTED PAVT MARK,STD,YELLOW,SOLID,8"
0710 11224	77	$1.17	$62,638.51	53,410.000	LF	N	PAINTED PAVT MARK,STD,YELLOW,SOLID,18"
0710 11231	30	$505.74	$90,311.06	178.573	GM	N	PAINTED PAVT MARK,STD,YELLOW,SKIP,6"
0710 11241	57	$650.28	$17,180.45	26.420	GM	N	PAINTED PAVT MARK,STD,YELLOW,DOT,6"
0710 11290	54	$3.31	$61,396.12	18,557.000	SF	N	PAINTED PAVT MARK,STD,YELLOW,ISLAND NOSE
0710 11331	5	$1,595.55	$1,238.15	.776	GM	N	PAINTED PAVT MARK,STD,BLACK,SKIP,6"
0710 11421	1	$.56	$2.80	5.000	LF	N	PAINTED PAVT MARK,STD,BLUE,SOLID,6"
0710 90	182	$23,911.93	$5,117,152.46	214.000	LS	N	PAINTED PAVEMENT MARKINGS, FINAL SURFACE

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Item	No. of Conts	Weighted Average	Total Amount	Total Quantity	Unit Meas	Obs?	Description
0711 11102	23	$7,285.68	$77,242.77	10.602	GM	N	THERMOPLASTIC, STD, WHITE, SOLID, 8"
0711 11103	24	$9,073.11	$204,970.56	22.591	GM	N	THERMOPLASTIC, STD, WHITE, SOLID, 12"
0711 11123	111	$2.60	$553,823.11	212,955.000	LF	N	THERMOPLASTIC, STD, WHITE, SOLID, 12"
0711 11124	119	$3.62	$315,328.06	86,999.000	LF	N	THERMOPLASTIC, STD, WHITE, SOLID, 18"
0711 11125	151	$5.03	$432,825.26	85,968.000	LF	N	THERMOPLASTIC, STD, WHITE, SOLID, 24"
0711 11141	116	$2,203.05	$177,609.99	80.620	GM	N	THERMOPLASTIC, STD, WHITE, DOT GUIDE, 6"
0711 11144	2	$5,110.26	$398.60	.078	GM	N	THERMO, STD, WHITE, 2-2 DOT EXT,12"
0711 11160	101	$138.84	$187,297.11	1,349.000	EA	N	THERMOPLASTIC, STD, WHITE, MESSAGE
0711 11170	135	$63.65	$539,134.37	8,470.000	EA	N	THERMOPLASTIC, STD, WHITE, ARROW
0711 11180	20	$6.71	$6,548.46	976.000	LF	N	THERMOPLASTIC, STD, WHITE, YIELD LINE
0711 11224	115	$3.66	$210,193.49	57,401.000	LF	N	THERMOPLASTIC, STD, YELLOW, SOLID, 18"
0711 11241	86	$2,289.14	$66,641.55	29.112	GM	N	THERMOPLASTIC,STD,YELLOW,DOT / GUIDE, 6"
0711 11421	4	$5.66	$7,604.07	1,344.000	LF	N	THERMOPLASTIC, STD, BLUE, SOLID,6"
0711 12101	1	$20,365.86	$7,718.66	.379	GM	N	THERMOPLASTIC,REFURB, WHITE, SOLID, 6"
0711 12131	1	$4,967.93	$1,371.15	.276	GM	N	THERMOPLASTIC, REFURB, WHITE, SKIP, 6"
0711 12170	1	$121.88	$1,340.68	11.000	EA	N	THERMOPLASTIC, REFURBISH, WHITE, ARROWS
0711 12201	1	$5,241.22	$2,148.90	.410	GM	N	THERMOPLASTIC, REFURB, YELLOW, SOLID, 6"
0711 12231	1	$5,242.62	$1,158.62	.221	GM	N	THERMOPLASTIC, REFURB, YELLOW, SKIP, 6"
0711 14123	40	$9.87	$521,417.19	52,809.000	LF	N	THERMOPLASTIC, PREFORM, WHITE, SOLID,12"
0711 14125	108	$17.22	$2,477,014.42	143,885.000	LF	N	THERMOPLASTIC, PREFORM, WHITE, SOLID,24"
0711 14141	5	$16,939.29	$21,326.56	1.259	GM	N	THERMOPLASTIC, PREF, WHITE, 2-4 DOT, CON
0711 14160	99	$255.40	$794,290.98	3,110.000	EA	N	THERMOPLASTIC, PREFORMED, WHITE, MESSAGE
0711 14170	93	$133.16	$351,677.25	2,641.000	EA	N	THERMOPLASTIC, PREFORMED, WHITE, ARROW
0711 14241	2	$9,650.89	$434.29	.045	GM	N	THERMOPLASTIC, PREF, YELLOW, 2-4' CONC
0711 14341	4	$13,547.43	$10,417.97	.769	GM	N	THERMOPLASTIC, PREF, BLACK, 2-4' CONC
0711 14560	5	$1,045.74	$54,378.68	52.000	EA	N	THERMOPLASTIC, PREFORMED, WHITE, MESSAGE
0711 14570	6	$461.37	$116,727.64	253.000	EA	N	THERMOPLASTIC, PREF, WHITE CONTRAST
0711 14660	13	$2,162.75	$261,692.64	121.000	EA	N	THERMOPLASTIC, PREFORMED, MULTI, ROUTE S
0711 15101	54	$4,502.21	$1,942,410.12	431.435	GM	N	THERMOPLASTIC, STD-OP, WHITE, SOLID, 6"
0711 15102	21	$5,525.48	$67,952.41	12.298	GM	N	THERMOPLASTIC, STD-OP, WHITE, SOLID, 8"
0711 15131	49	$1,556.26	$833,593.21	535.640	GM	N	THERMOPLASTIC, STD-OP, WHITE, SKIP, 6"
0711 15133	8	$2,466.67	$26,062.86	10.566	GM	N	THERMOPLASTIC, STD-OP, WHITE, SKIP, 12"
0711 15201	49	$4,429.37	$1,623,972.47	366.637	GM	N	THERMOPLASTIC, STD-OP,YELLOW, SOLID, 6"
0711 15202	9	$5,880.02	$5,092.10	.866	GM	N	THERMOPLASTIC, STD-OP, YELLOW, SOLID, 8"
0711 15231	5	$1,749.27	$2,924.78	1.672	GM	N	THERMOPLASTIC, STD-OP, YELLOW, SKIP, 6"
0711 16101	149	$4,123.65	$1,844,443.93	447.284	GM	N	THERMOPLASTIC, STD-OTH, WHITE, SOLID, 6"
0711 16102	74	$5,475.21	$116,052.58	21.196	GM	N	THERMOPLASTIC, STD-OTH, WHITE, SOLID, 8"
0711 16131	91	$1,390.57	$286,211.03	205.823	GM	N	THERMOPLASTIC, STD-OTH, WHITE, SKIP, 6"
0711 16133	17	$3,129.86	$5,586.80	1.785	GM	N	THERMOPLASTIC, STD-OTH, WHITE, SKIP, 12"
0711 16201	145	$4,165.63	$1,261,343.56	302.798	GM	N	THERMOPLASTIC, STD-OTH,YELLOW, SOLID, 6"

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Florida Department of Transportation
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From: 0102 1 To: 9999999

Item	No. of Conts	Weighted Average	Total Amount	Total Quantity	Unit Meas	Obs?	Description
0711 16202	29	$6,388.91	$15,863.66	2.483	GM	N	THERMOPLASTIC, STD-OT, YELLOW, SOLID, 8"
0711 16231	33	$1,597.02	$136,262.39	85.323	GM	N	THERMOPLASTIC, STD-OTH, YELLOW, SKIP, 6"
0711 17	27	$2.35	$176,558.91	74,985.000	SF	N	THERMOPLASTIC, REMOVE
0713103101	45	$26,031.17	$268,355.38	10.309	GM	N	PERMANENT TAPE, WHITE,SOLID,6" CONC BR
0713103102	2	$37,903.91	$11,522.79	.304	GM	N	PERM TAPE, WHITE, S, 8" EXIT CONC PAVMT
0713103103	4	$48,724.48	$8,380.61	.172	GM	N	PERMANENT TAPE, WHITE,SOLID,12" CONC BR
0713103131	32	$10,710.91	$148,849.54	13.897	GM	N	PERMANENT TAPE, WHITE,SKIP/D,6" FOR CONC
0713103133	2	$43,478.26	$3,000.00	.069	GM	N	PERM TAPE, WHITE, SK, 12" 3'-9 CON PVMT
0713103201	42	$23,220.73	$166,121.13	7.154	GM	N	PERMANENT TAPE, YELLOW,SOLID,6" CONC BR
0713103231	5	$10,915.05	$9,026.75	.827	GM	N	PERMANENT TAPE, YELLOW,SKIP/,6" FOR CONC
0713103331	29	$9,311.95	$124,091.04	13.326	GM	N	PERMANENT TAPE, BLACK,SKIP/D,6" FOR CONC
0713103333	1	$17,000.00	$680.00	.040	GM	N	PERM TAPE, BLACK,, 3'-9' DROP LN,12"
0713107	5	$3.13	$24,473.88	7,818.000	SF	N	PREFORMED/PERMANENT TAPE, REMOVE
0715 1 11	11	$.67	$38,634.01	57,850.000	LF	N	LIGHTING CONDUCTORS,F&I,INSUL, NO.10 OR<
0715 1 12	84	$1.19	$4,118,871.27	3,446,834.000	LF	N	LIGHTING CONDUCTORS, F&I, INSUL,NO.8-6
0715 1 13	44	$1.67	$1,936,354.48	1,160,642.000	LF	N	LIGHTING CONDUCTORS, F&I, INSUL, NO.4-2
0715 1 14	5	$2.49	$753,882.88	303,298.000	LF	N	LIGHTING CONDUCTORS, F&I, INSUL, NO.1-0
0715 1 15	7	$2.75	$177,218.90	64,337.000	LF	N	LIGHTING CONDUCTORS, F&I,NO.1/0-3/0
0715 1 40	1	$22.00	$1,408.00	64.000	LF	N	LIGHTING CONDUCTORS, RELOCATE EXISTING C
0715 1 60	37	$.37	$217,079.47	584,591.000	LF	N	LIGHTING CONDUCTORS,R&D, CONT OWNS
0715 4 11	24	$4,893.86	$709,609.46	145.000	EA	N	LIGHT POLE COMPLETE, F&I- STD, 30'
0715 4 12	18	$5,515.31	$728,020.31	132.000	EA	N	LIGHT POLE COMPLETE, F&I- STD, 35'
0715 4 13	40	$5,041.84	$5,621,655.08	1,115.000	EA	N	LIGHT POLE COMPLETE, F&I- STD, 40'
0715 4 14	24	$5,981.57	$5,568,837.29	931.000	EA	N	LIGHT POLE COMPLETE, F&I- STD, 45'
0715 4 15	9	$5,960.10	$10,120,257.92	1,698.000	EA	N	LIGHT POLE COMPLETE, F&I- STD, 50'
0715 4 21	8	$7,574.76	$287,840.89	38.000	EA	N	LIGHT POLE COMPLETE, F&I- STD P, SP, 30'
0715 4 22	5	$7,170.12	$272,464.51	38.000	EA	N	LIGHT POLE COMPLETE, F&I- STD P, SP, 35'
0715 4 23	12	$6,374.49	$624,700.02	98.000	EA	N	LIGHT POLE COMPLETE, F&I- STD P, SP, 40'
0715 4 24	8	$9,041.44	$1,030,723.65	114.000	EA	N	LIGHT POLE COMPLETE, F&I- STD P, SP, 45'
0715 4 25	2	$11,513.48	$529,620.22	46.000	EA	N	LIGHT POLE COMPLETE, F&I- STD P, SP, 50'
0715 4 31	7	$5,441.34	$103,385.41	19.000	EA	N	LIGHT POLE COMPLETE, F&I- UTI 17515, 30'
0715 4 32	6	$6,836.30	$116,217.12	17.000	EA	N	LIGHT POLE COMPLETE, F&I- UTI 17515, 35'
0715 4 33	2	$5,690.59	$11,381.17	2.000	EA	N	LIGHT POLE COMPLETE, F&I- UTI 17515, 40'
0715 4 41	6	$7,674.27	$429,759.21	56.000	EA	N	LIGHT POLE COMPLETE, F&I- UTI SP, 30'
0715 4 42	4	$8,640.22	$155,523.89	18.000	EA	N	LIGHT POLE COMPLETE, F&I- SP, 35'
0715 4 60	13	$2,818.97	$140,948.56	50.000	EA	N	LIGHT POLE COMPLETE, RELOCATE
0715 4 70	34	$800.14	$398,467.41	498.000	EA	N	LIGHT POLE COMPLETE, REMOVE POLE/FOUND
0715 4 71	4	$282.39	$8,189.25	29.000	EA	N	LIGHT POLE COMPLETE, REMOVE POLE
0715 5 21	4	$1,970.88	$59,126.40	30.000	EA	N	LUMINAIRE & BRACKET ARM, REPLACE L &ARM
0715 5 30	1	$1,448.33	$1,448.33	1.000	EA	N	LUMINAIRE & BRACKET ARM, INSTALL

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Item	No. of Conts	Weighted Average	Total Amount	Total Quantity	Unit Meas	Obs?	Description
0715 5 31	11	$1,489.17	$62,545.06	42.000	EA	N	LUMINAIRE & BRACKET ARM, F&I NEW
0715 5 32	6	$2,043.26	$65,384.36	32.000	EA	N	LUMINAIRE & BRACKET ARM, F&I NEW
0715 5 51	6	$225.92	$2,259.18	10.000	EA	N	LUMINAIRE & BRACKET ARM, REMOVE L &ARM
0715 7 11	46	$12,698.14	$1,346,002.51	106.000	EA	N	LOAD CENTER, F&I, SECONDARY VOLTAGE
0715 7 12	2	$13,312.00	$66,560.00	5.000	EA	N	LOAD CENTER, F&I, PRIMARY VOLTAGE
0715 7 21	11	$2,295.72	$75,758.71	33.000	EA	N	LOAD CENTER, REWORK, SECONDARY VOLTAGE
0715 7 31	1	$1,950.00	$1,950.00	1.000	EA	N	LOAD CENTER, RELOCATE, SECONDARY VOLT
0715 7 41	8	$983.09	$13,763.31	14.000	EA	N	LOAD CENTER, REMOVE, SECONDARY VOLTAGE
0715 11 11	1	$1,000.00	$20,000.00	20.000	EA	N	LUMINAIRE- LED WASH LIGHT- BR 436527-1
0715 11 12	1	$1,100.00	$4,400.00	4.000	EA	N	LUMINAIRE- LED FLOOD LIGHT, 43652715201
0715 11 14	1	$800.00	$7,200.00	9.000	EA	N	LUMINAIRE- BARRIER LIGHT REF 43652715201
0715 11 15	1	$250.00	$1,750.00	7.000	EA	N	LUMINAIRE- LAMP REPLACEMENT 43652715201
0715 11 16	1	$950.00	$5,700.00	6.000	EA	N	LUMINAIRE- UNDERDECK PENDANT 25632315201
0715 11118	1	$1,000.00	$10,000.00	10.000	EA	N	LUMINAIRE, F&I, ROADWAY, FLOOD
0715 11125	16	$956.04	$222,758.41	233.000	EA	N	LUMINAIRE,F&I,UNDER DECK, WALL MOUNT
0715 11211	36	$1,112.19	$1,297,924.03	1,167.000	EA	N	LUMINAIRE ,F&I-REP EXIST, RDWY, COBRA H
0715 11213	16	$1,480.86	$272,478.30	184.000	EA	N	LUMINAIRE ,F&I-REP EXIST, RDWY, POLE T
0715 11214	2	$1,778.12	$7,112.46	4.000	EA	N	LUMINAIRE ,F&I-REP EXIST, RDWY, POLE T
0715 11216	8	$2,676.49	$634,328.55	237.000	EA	N	LUMINAIRE ,F&I-REP ON POLE EXIST , RDWY
0715 11500	12	$150.82	$52,485.07	348.000	EA	N	LUMINAIRE, REMOVE
0715 19 12	1	$90,116.57	$2,343,030.82	26.000	EA	N	HIGH MAST LIGHT POLE, F&I, 100'
0715 19 13	4	$56,855.38	$3,127,045.85	55.000	EA	N	HIGH MAST LIGHT POLE, F&I, 120'
0715 19 51	1	$1,619.03	$53,427.99	33.000	EA	N	HIGH MAST LIGHT POLE, REPLACE HPS LIGHT
0715 19 60	2	$6,551.04	$85,163.51	13.000	EA	N	HIGH MAST LIGHT POLE, REM POLE & FOUND
0715 21 2	6	$1,522.33	$627,200.19	412.000	EA	N	LIGHTING REPAIRS AND RETROFITS, LED RETR
0715500 1	76	$563.66	$2,826,738.57	5,015.000	EA	N	POLE CABLE DIST SYS, CONVENTIONAL
0715500 2	7	$349.65	$32,517.83	93.000	EA	N	POLE CABLE DISTRIBUTION SYS, HIGH MAST
0715500 3	10	$448.99	$140,533.60	313.000	EA	N	POLE CABLE DISTRIBUTION SYS, WALL MOUNT
0715511120	2	$4,896.03	$19,584.12	4.000	EA	N	LIGHT POLE COMP- SP,F&I,SGL SM, AL,20'
0715511125	5	$5,010.56	$225,475.29	45.000	EA	N	LIGHT POLE SP DES,F&I,SGL ARM SM, AL,25'
0715511135	3	$8,586.61	$249,011.63	29.000	EA	N	LIGHT POLE COMP,F&I,SGL ARM SM, AL,35'
0715511140	4	$13,153.48	$591,906.60	45.000	EA	N	LIGHT POLE COMP,F&I,SGL ARM SM, AL,40'
0715511220	1	$11,324.76	$56,623.80	5.000	EA	N	LI/PL COMP, F&I, SGLARM SHLD MNT-GLV,20'
0715511230	1	$11,687.74	$93,501.92	8.000	EA	N	LI/PL COMP, F&I, SGLARM SHLD MNT-GLV,30'
0715511320	1	$6,329.00	$607,584.00	96.000	EA	N	LIGHT POLE COMP- SP,F&I,SGL SM, CON,20'
0715511330	1	$9,052.12	$63,364.84	7.000	EA	N	LIGHT POLE COMP,F&I,SGL ARM SM,CONC,30'
0715511740	1	$20,000.00	$60,000.00	3.000	EA	N	LIGHT POLE COMP,F&I,SGL ARM SM,SSTEE,40'
0715512140	1	$5,654.41	$28,272.05	5.000	EA	N	LIGHT POLE COMP, F&I, DBL ARM SM, AL,40'
0715512315	2	$14,980.00	$194,740.00	13.000	EA	N	LI/PL COMP,F&I,DBL ARM SHLD MNT-CONC,15'
0715512325	1	$14,550.00	$843,900.00	58.000	EA	N	LI/PL COMP,F&I,DBL ARM SHLD MNT-CONC,25'

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0715512340	1	$9,058.73	$9,058.73	1.000	EA	N	LI/PL COMP,F&I,DBL ARM SHLD MNT-CONC,40'
0715513140	1	$4,100.00	$32,800.00	8.000	EA	N	LIGHT POLE COMP, F&I, SGL ARM WM, AL,40'
0715514125	1	$10,420.00	$177,140.00	17.000	EA	N	LIGHT POLE SP DES,F&I,DBL ARM WM, AL,25'
0715515140	1	$4,000.00	$12,000.00	3.000	EA	N	LI/PL COMP,F&I, SGLARM BR MNT, ALUM, 40'
0715516115	2	$5,011.47	$45,103.24	9.000	EA	N	LIGHT POLE COMP,F&I,POLE TOP MNT, AL,15'
0715516120	1	$7,500.00	$22,500.00	3.000	EA	N	LIGHT POLE COMP,F&I,POLE TOP MNT, AL,20'
0715516125	1	$12,500.00	$37,500.00	3.000	EA	N	LIGHT POLE COMP,F&I, POLE TOP MNT-AL,25'
0715516315	2	$7,516.33	$165,359.16	22.000	EA	N	LIGHT POLE COMP-SP DES, F&I TOP CONC 15
0715517125	1	$10,420.00	$104,200.00	10.000	EA	N	LIGHT POLE COMP,F&I,DBLARM BR MT,25
0715518150	1	$6,827.50	$6,827.50	1.000	EA	N	LIGHTPOLE COMP,F&I,POLE,DA,TP MNT-AL,50'
0715540000	3	$4,883.87	$39,070.92	8.000	EA	N	LIGHT POLE COMP-SPECIAL, RELOCATE
0715550000	4	$654.39	$8,507.11	13.000	EA	N	LIGHT POLE COMP,SP DESIGN- REMOVE
0735 74	1	$3,046,000.00	$3,046,000.00	1.000	LS	N	TOLL PLAZA, SINGLE LOCATION
0735 74 1	3	$2,450,000.00	$7,350,000.00	3.000	LS	N	TOLL PLAZA, LOCATION 1
0735 74 2	2	$2,150,000.00	$4,300,000.00	2.000	LS	N	TOLL PLAZA, LOCATION 2
0735 74 3	1	$2,500,000.00	$2,500,000.00	1.000	LS	N	TOLL PLAZA, LOCATION 3
0735 88	1	$163,000.00	$163,000.00	1.000	LS	N	TOLL PLAZA MODIFY EXISTING
0735 88 1	1	$610,000.00	$610,000.00	1.000	LS	N	TOLL PLAZA MODIFY EXISTING, LOCATION 1
0735 88 2	1	$53,000.00	$53,000.00	1.000	LS	N	TOLL PLAZA MODIFY EXISTING, LOCATION 2
0735 88 3	1	$47,000.00	$47,000.00	1.000	LS	N	TOLL PLAZA MODIFY EXISTING, LOCATION 3
0735 88 4	1	$47,000.00	$47,000.00	1.000	LS	N	TOLL PLAZA MODIFY EXISTING, LOCATION 4
0735 88 5	1	$9,200.00	$9,200.00	1.000	LS	N	TOLL PLAZA MODIFY EXISTING, LOCATION 5
0735 88 6	1	$9,200.00	$9,200.00	1.000	LS	N	TOLL PLAZA MODIFY EXISTING, LOCATION 6
0735 88 7	1	$53,000.00	$53,000.00	1.000	LS	N	TOLL PLAZA MODIFY EXISTING, LOCATION 7
0735 88 8	1	$47,000.00	$47,000.00	1.000	LS	N	TOLL PLAZA MODIFY EXISTING, LOCATION 8
0735 88 9	1	$47,000.00	$47,000.00	1.000	LS	N	TOLL PLAZA MODIFY EXISTING, LOCATION 9
0735 88 10	1	$21,800.00	$21,800.00	1.000	LS	N	TOLL PLAZA MODIFY EXISTING, LOCATION 10
0735 88 11	1	$21,800.00	$21,800.00	1.000	LS	N	TOLL PLAZA MODIFY EXISTING, LOCATION 11
0751 35 11	1	$29,894.23	$119,576.92	4.000	EA	N	BUS SHELTER, F&I, UPTO 50
0751 35 12	1	$23,660.00	$212,940.00	9.000	EA	N	ARCHITECTURAL, BUS SHELTER, F&I, 50-100
0751 35 42	2	$10,093.65	$30,280.96	3.000	EA	N	ARCHITECTURAL, BUS SHELTER, REL, 50-100
0751 36 12	1	$660.89	$3,965.34	6.000	EA	N	BICYCLE RACK, FURNISH & INSTALL, 2-6 BI
0751 37	2	$1,533.71	$21,471.94	14.000	EA	N	TRASH RECEPTACLE
0751 38 11	1	$730.70	$3,653.50	5.000	EA	N	BENCH, F&I, ALUMINUM
0770 78	1	$73,597.50	$73,597.50	1.000	EA	N	STATIC / WEIGH-IN-MOTION SCALE SYSTEM
0904540 13	1	$18.18	$148,948.74	8,193.000	LF	N	HI TENSION CABLE BAR SYS-LENGTH OF NEED
0904540 14	1	$2,908.47	$17,450.82	6.000	EA	N	HI TENSION CABLE BAR SYS- END TERMINAL
0904540 16	1	$21.25	$174,101.25	8,193.000	LF	N	HI TENSION CABLE BAR SYS, CONC MOW STRIP
0999 16	48	$8,004.17	$384,200.00	48.000	LS	N	PARTNERING, DO NOT BID
0999 20 1	14	$3,300.00	$1,287,000.00	390.000	DA	N	DISPUTES REVIEW BD, MEETING- DO NOT BID

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0999 20 2	14	$5,000.00	$160,000.00	32.000	EA	N	DISPUTES REVIEW BD, HEARING- DO NOT BID
0999 25	249	$39,257.66	$15,192,716.21	387.000	LS	N	INITIAL CONTINGENCY AMOUNT, DO NOT BID
1000 5	3	$408,599.67	$1,225,799.00	3.000	LS	N	UTILITY WORK- JPA/UTILITY AGREEME, SEWER
1000 6	7	$319,031.43	$2,233,220.00	7.000	LS	N	UTILITY WORK- JPA/UTILITY AGREEME, WATER
1000 7	4	$202,029.55	$808,118.21	4.000	LS	N	UTILITY WORK- JPA/UTILITY AGREEME, POWER
1050 13003	1	$119.30	$7,158.00	60.000	LF	N	UTILITY PIPE,INSTALL, 5-7.9"
1050 13004	1	$177.10	$38,962.00	220.000	LF	N	UTILITY PIPE,INSTALL, 8-19.9"
1050 15004	1	$259.80	$51,960.00	200.000	LF	N	UTILITY PIPE, ADJUST/MOD,8-19.9"
1050 15005	2	$190.58	$57,175.00	300.000	LF	N	UTILITY PIPE, ADJUST/MOD,20-49.9"
1050 16001	2	$9.54	$3,674.55	385.000	LF	N	UTILITY PIPE,REMOVE- DISPOSE,0-1.9"
1050 16002	4	$18.87	$112,749.80	5,975.000	LF	N	UTILITY PIPE,REMOVE- DISPOSE,2-4.9"
1050 16003	5	$12.13	$248,470.44	20,476.000	LF	N	UTILITY PIPE,REMOVE & DISPOSE,5-7.9"
1050 16004	13	$11.05	$572,879.71	51,858.000	LF	N	UTILITY PIPE,REMOVE & DISPOSE,8-19.9"
1050 16005	4	$12.79	$171,282.54	13,396.000	LF	N	UTILITY PIPE,REMOVE & DISPOSE, 20-49.9"
1050 18002	4	$8.76	$22,023.30	2,513.000	LF	N	UTILITY PIPE,PLUG & OUT OF SERV,2- 4.9"
1050 18003	5	$30.77	$31,565.00	1,026.000	LF	N	UTILITY PIPE,PLUG & OUT OF SERV,5- 7.9"
1050 18004	6	$10.63	$127,739.30	12,014.000	LF	N	UTILITY PIPE,PLUG & OUT OF SERV,8-19.9"
1050 31102	1	$7.00	$784.00	112.000	LF	N	UTILITY PIPE- PVC, F&I 2"
1050 31104	1	$23.90	$18,068.40	756.000	LF	N	UTILITY PIPE- PVC, F&I 4"
1050 31202	1	$27.40	$1,835.80	67.000	LF	N	UTILITY PIPE- PVC, F&I 2"
1050 31203	1	$2,950.00	$11,800.00	4.000	LF	N	UTILITY PIPE- PVC, F&I 3"
1050 31204	5	$51.98	$43,556.00	838.000	LF	N	UTILITY PIPE- PVC, F&I 4"
1050 31206	7	$43.55	$149,646.62	3,436.000	LF	N	UTILITY PIPE- PVC, F&I 6"
1050 31208	8	$37.04	$884,433.24	23,879.000	LF	N	UTILITY PIPE- PVC, F&I 8"
1050 31210	4	$39.11	$124,849.85	3,192.000	LF	N	UTILITY PIPE- PVC, F&I 10"
1050 31212	6	$64.03	$1,109,612.32	17,329.000	LF	N	UTILITY PIPE- PVC, F&I 12"
1050 31216	2	$73.43	$517,512.96	7,048.000	LF	N	UTILITY PIPE- PVC, F&I 16"
1050 31220	2	$100.51	$709,112.00	7,055.000	LF	N	UTILITY PIPE- PVC, F&I 20"
1050 41104	1	$20.00	$1,440.00	72.000	LF	N	UTILITY PIPE- PE, F&I, CASING/COND, 4"
1050 41201	3	$98.00	$13,425.40	137.000	LF	N	UTILITY PIPE- PE, F&I, WATER/SEW, 1"
1050 41202	3	$48.85	$67,458.26	1,381.000	LF	N	UTILITY PIPE- PE, F&I, WATER/SEW, 2"
1050 41210	1	$194.94	$837,267.30	4,295.000	LF	N	UTILITY PIPE- PE,F&I, WATER/SEW,10"
1050 42202	3	$41.50	$4,939.00	119.000	LF	N	UTILITY PIPE- HDPE, F&I, WATER/SEW, 2"
1050 42204	1	$52.30	$8,734.10	167.000	LF	N	UTILITY PIPE- HDPE, F&I, WATER/SEW, 2"
1050 42206	2	$79.01	$96,238.80	1,218.000	LF	N	UTILITY PIPE- HDPE, F&I, WATER/SEW, 6"
1050 42210	1	$89.75	$30,604.75	341.000	LF	N	UTILITY PIPE- HDPE, F&I, WATER/SEW, 10"
1050 42214	1	$157.20	$24,208.80	154.000	LF	N	UTILITY PIPE- HDPE, F&I, WATER/SEW, 14"
1050 42216	1	$249.97	$20,997.48	84.000	LF	N	UTILITY PIPE- HDPE, F&I, WATER/SEW, 16"
1050 42218	1	$239.20	$222,216.80	929.000	LF	N	UTILITY PIPE- HDPE, F&I, WATER/SEW, 18"
1050 42220	2	$271.73	$398,900.00	1,468.000	LF	N	UTILITY PIPE- HDPE, F&I, WATER/SEW, 20"

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1050 42236	1	$3.00	$2,235.00	745.000	LF	N	UTILITY PIPE- HDPE, F&I, WATER/SEW, 36"
1050 51206	2	$169.89	$22,425.00	132.000	LF	N	UTILITY PIPE- DI/CI, F&I, WATER/SEWER, 6
1050 51208	4	$60.58	$149,201.50	2,463.000	LF	N	UTILITY PIPE- DI/CI, F&I, WATER/SEWER, 8
1050 51210	3	$163.06	$64,735.48	397.000	LF	N	UTILITY PIPE- DI/CI, F&I, WATER/SEWER,10
1050 51212	4	$89.44	$64,400.00	720.000	LF	N	UTILITY PIPE- DI/CI, F&I, WATER/SEWER,12
1050 51214	1	$380.00	$117,420.00	309.000	LF	N	UTILITY PIPE- DI/CI, F&I, WATER/SEWER,14
1050 51216	4	$67.23	$1,132,423.00	16,843.000	LF	N	UTILITY PIPE- DI/CI, F&I, WATER/SEWER,16
1050 51218	1	$430.00	$10,320.00	24.000	LF	N	UTILITY PIPE- DI/CI, F&I, WATER/SEWER,18
1050 51220	1	$300.00	$39,000.00	130.000	LF	N	UTILITY PIPE- DI/CI, F&I, WATER/SEWER,20
1050 51224	1	$170.00	$34,000.00	200.000	LF	N	UTILITY PIPE- DI/CI, F&I, WATER/SEWER,24
1050 61116	1	$475.00	$54,625.00	115.000	LF	N	UTILITY PIPE- STEEL, F&I, CASING, 16"
1050 61120	1	$605.10	$207,549.30	343.000	LF	N	UTILITY PIPE- STEEL, F&I, CASING, 20"
1050 61124	1	$550.00	$140,800.00	256.000	LF	N	UTILITY PIPE- STEEL, F&I, CASING, 24"
1050 61130	2	$546.49	$165,040.00	302.000	LF	N	UTILITY PIPE- STEEL, F&I, CASING, 30"
1055 11194	1	$575.00	$8,050.00	14.000	EA	N	UTILITY FITTING, F&I,CONC, SPE,8.0-19.9"
1055 11273	1	$500.00	$1,000.00	2.000	EA	N	UTILITY FITTNG, F&I,PVC,CLEANOUT
1055 11414	5	$1,023.06	$112,536.96	110.000	EA	N	UTILITY FITTING,F&I,DI/CI,ELBOW, 8-19.9"
1055 11415	2	$2,640.00	$121,440.00	46.000	EA	N	UTILITY FITTING,F&I,DI/CI,ELBOW,20-49.9"
1055 11424	3	$1,291.48	$56,825.00	44.000	EA	N	UTILITY FITTNG, F&I, DI/CI, TEE, 8-19.9"
1055 11425	1	$5,300.00	$5,300.00	1.000	EA	N	UTILITY FITTING,F&I,DI/CI,TEE,20-49.9"
1055 11434	4	$664.85	$13,297.00	20.000	EA	N	UTILITY FITTNG,F&I,DI/CI,REDUCER,8-19.9"
1055 11444	2	$2,105.83	$25,270.00	12.000	EA	N	UTILITY FITTNG,F&I,DI/CI,UNION,8-19.9"
1055 11445	1	$3,800.00	$57,000.00	15.000	EA	N	UTILITY FITTNG,F&I,DI/CI,UNION,20-49.9"
1055 11454	3	$772.14	$10,810.00	14.000	EA	N	UTILITY FITTNG,F&I,DI/CI,CAP/PLG,8-19.9"
1055 11494	2	$1,407.00	$21,105.00	15.000	EA	N	UTILITY FITTINGS,F&I,DI/CI,SPEC,8-19.9"
1055 31108	2	$693.19	$15,250.15	22.000	EA	N	UTILITY FITTINGS FOR PVC PIPE, ELBOW, 8"
1055 31110	2	$691.00	$2,763.98	4.000	EA	N	UTILITY FITTINGS FOR PVC PIPE, ELBOW,10"
1055 31112	3	$807.46	$102,547.75	127.000	EA	N	UTILITY FITTINGS FOR PVC PIPE, ELBOW,12"
1055 31116	1	$2,710.68	$108,427.20	40.000	EA	N	UTILITY FITTINGS FOR PVC PIPE, ELBOW,16"
1055 31120	1	$2,714.69	$70,581.94	26.000	EA	N	UTILITY FITTINGS FOR PVC PIPE, ELBOW,20"
1055 31210	1	$800.00	$800.00	1.000	EA	N	UTILITY FITTINGS FOR PVC PIPE, TEE, 10"
1055 31212	2	$1,133.01	$29,458.20	26.000	EA	N	UTILITY FITTINGS FOR PVC PIPE, TEE, 12"
1055 31216	1	$3,389.16	$23,724.12	7.000	EA	N	UTILITY FITTINGS FOR PVC PIPE, TEE, 16"
1055 31220	1	$3,859.17	$11,577.51	3.000	EA	N	UTILITY FITTINGS FOR PVC PIPE, TEE, 20"
1055 31310	1	$450.00	$450.00	1.000	EA	N	UTILITY FITTINGS FOR PVC PIPE, REDU, 10"
1055 31508	3	$1,103.19	$7,722.36	7.000	EA	N	UTILITY FITTINGS FOR PVC PIPE, CAP, 8"
1055 31512	2	$824.37	$4,121.85	5.000	EA	N	UTILITY FITTINGS FOR PVC PIPE, CAP, 12"
1055 31516	1	$1,127.34	$1,127.34	1.000	EA	N	UTILITY FITTINGS FOR PVC PIPE, CAP, 16"
1055 31608	1	$500.00	$1,000.00	2.000	EA	N	UTILITY FITTINGS FOR PVC PIPE, 8" WYE
1055 51108	5	$802.28	$52,950.75	66.000	EA	N	UTILITY FITTINGS, DI/CI F&I ELBOW, 8"

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Florida Department of Transportation
Item Average Unit Cost
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Contract Type: CC STATEWIDE
Displaying: VALID ITEMS WITH HITS
From: 0102 1 To: 9999999

Item	No. of Conts	Weighted Average	Total Amount	Total Quantity	Unit Meas	Obs?	Description
1055 51110	1	$1,907.15	$19,071.50	10.000	EA	N	UTILITY FITTINGS, DI/CI F&I ELBOW, 10"
1055 51112	2	$1,109.50	$5,547.48	5.000	EA	N	UTILITY FITTINGS, DI/CI F&I ELBOW, 12"
1055 51114	1	$3,500.00	$59,500.00	17.000	EA	N	UTILITY FITTINGS, DI/CI F&I ELBOW, 14"
1055 51116	3	$1,296.84	$123,200.00	95.000	EA	N	UTILITY FITTINGS, DI/CI F&I ELBOW, 16"
1055 51118	1	$1,500.00	$3,000.00	2.000	EA	N	UTILITY FITTINGS, DI/CI F&I ELBOW, 18"
1055 51208	4	$2,529.64	$22,766.75	9.000	EA	N	UTILITY FITTINGS, DI/CI F&I TEE, 8"
1055 51210	1	$1,000.00	$1,000.00	1.000	EA	N	UTILITY FITTINGS, DI/CI F&I TEE, 10"
1055 51216	2	$1,515.00	$12,120.00	8.000	EA	N	UTILITY FITTINGS, DI/CI F&I TEE, 16"
1055 51308	1	$500.00	$500.00	1.000	EA	N	UTILITY FITTINGS, DI/CI F&I REDUCER, 8"
1055 51310	2	$1,079.53	$19,431.46	18.000	EA	N	UTILITY FITTINGS, DI/CI F&I REDUCER, 10"
1055 51312	1	$1,306.09	$1,306.09	1.000	EA	N	UTILITY FITTINGS, DI/CI F&I REDUCER, 12"
1055 51314	2	$1,891.85	$5,675.54	3.000	EA	N	UTILITY FITTINGS, DI/CI F&I REDUCER, 14"
1055 51316	2	$1,414.71	$2,829.41	2.000	EA	N	UTILITY FITTINGS, DI/CI F&I REDUCER, 16"
1055 51318	1	$2,587.76	$31,053.12	12.000	EA	N	UTILITY FITTINGS, DI/CI F&I REDUCER, 18"
1055 51408	2	$1,299.67	$3,899.00	3.000	EA	N	UTILITY FITTINGS, DI/CI F&I UNION, 8"
1055 51410	1	$1,404.64	$22,474.24	16.000	EA	N	UTILITY FITTINGS, DI/CI F&I UNION, 10"
1055 51508	2	$864.98	$4,324.90	5.000	EA	N	UTILITY FITTINGS, DI/CI F&I CAP/PL, 8"
1055 51510	1	$1,050.00	$4,200.00	4.000	EA	N	UTILITY FITTINGS, DI/CI F&I CAP/PL, 10"
1055 51512	1	$1,300.00	$3,900.00	3.000	EA	N	UTILITY FITTINGS, DI/CI F&I CAP/PL, 12"
1055 51516	1	$1,000.00	$1,000.00	1.000	EA	N	UTILITY FITTINGS, DI/CI F&I CAP/PL, 16"
1060 11211	2	$4,625.00	$27,750.00	6.000	EA	N	UTIL STRCT,BLW GRN,F&I,WTR/SWR,0-80,0-6'
1060 11212	1	$7,500.00	$22,500.00	3.000	EA	N	UTIL STRCT,BLW GRN,F&I,WTR/SWR,0-80,6-12
1060 11213	2	$16,000.00	$32,000.00	2.000	EA	N	UTIL STRCT,BLW GRN,F&I,WTR/SWR,0-80,>12'
1060 11222	1	$5,350.00	$10,700.00	2.000	EA	N	UTIL STRCT,BLW GRN,F&I,WTR/SWT,>80,6.1-
1060 15	7	$898.45	$40,430.03	45.000	EA	N	UTILITY STR,BELOW GROUND,A/M
1060 16	4	$2,729.62	$21,836.94	8.000	EA	N	UTILITY STR,BLW GRN,R&D,CONT OWNS
1060 21 10	1	$2,150.00	$25,800.00	12.000	EA	N	UTILITY STR-ABOV GRN,0-1 CY, W/O COVER
1060 25	1	$1,350.00	$1,350.00	1.000	EA	N	UTILITY STR,ABVOE GRD, ADJ & MOD
1060 31 1	1	$1,790.00	$19,690.00	11.000	EA	N	UTILITY STRUCTURE, F&I- REP EXIST RIM
1070 1 1	1	$17.30	$34,513.50	1,995.000	SF	N	UTILITY AUX, 8" CONC SLAB
1080 21100	1	$500.00	$500.00	1.000	EA	N	UTILITY FIXTURE, VALVE/MET BOX, F&I 1"
1080 21102	2	$1,420.00	$63,900.00	45.000	EA	N	UTILITY FIXTURE, VALVE/MET BOX, F&I 2"
1080 21104	1	$3,220.00	$9,660.00	3.000	EA	N	UTILITY FIXTURE, VALVE/METER BOX, F&I 4"
1080 21106	2	$562.23	$42,729.65	76.000	EA	N	UTILITY FIXTURE, VALVE/METER BOX, F&I 6"
1080 21108	3	$748.50	$7,485.00	10.000	EA	N	UTILITY FIXTURE, VALVE/METER BOX, F&I 8"
1080 21112	3	$1,332.89	$11,996.00	9.000	EA	N	UTILITY FIXTURE, VALVE/METER BOX,F&I 12"
1080 21114	1	$9,700.00	$9,700.00	1.000	EA	N	UTILITY FIXTURE, VALVE/METER BOX,F&I 14"
1080 21500	5	$423.46	$18,208.87	43.000	EA	N	UTILITY FIXTURE, VALVE/METER BOX, ADJUST
1080 21600	2	$2,755.00	$5,510.00	2.000	EA	N	UTILITY FIXTURE, VALVE/METER BOX, REMOVE
1080 22101	1	$1,700.00	$1,700.00	1.000	EA	N	UTILITY FIXTURE- BACKFLOW ADDEM, F&I, 1"

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Item	No. of Conts	Weighted Average	Total Amount	Total Quantity	Unit Meas	Obs?	Description
1080 23102	1	$1,229.25	$22,126.50	18.000	EA	N	UTILITY FIXTURE- TAPPING SAD/SL, F&I 2"
1080 23104	1	$2,790.57	$13,952.85	5.000	EA	N	UTILITY FIXTURE- TAPPING SAD/SL, F&I 4"
1080 23106	3	$1,998.11	$9,990.57	5.000	EA	N	UTILITY FIXTURE- TAPPING SAD/SL, F&I 6"
1080 23108	4	$1,784.13	$74,933.36	42.000	EA	N	UTILITY FIXTURE- TAPPING SAD/SL, F&I 8"
1080 23110	2	$2,639.66	$18,477.60	7.000	EA	N	UTILITY FIXTURE- TAPPING SAD/SL, F&I 10"
1080 23112	7	$3,573.92	$246,600.56	69.000	EA	N	UTILITY FIXTURE- TAPPING SAD/SL, F&I 12"
1080 23116	1	$13,500.00	$13,500.00	1.000	EA	N	UTILITY FIXTURE- TAPPING SAD/SL, F&I 16"
1080 23120	1	$9,793.00	$58,758.00	6.000	EA	N	UTILITY FIXTURE- TAPPING SAD/SL, F&I 20"
1080 23124	1	$12,716.00	$12,716.00	1.000	EA	N	UTILITY FIXTURE- TAPPING SAD/SL, F&I 24"
1080 24100	1	$188.44	$188.44	1.000	EA	N	UTILITY FIXTURE, VALVE ASSY, F&I 1"
1080 24102	3	$725.56	$4,353.38	6.000	EA	N	UTILITY FIXTURE, VALVE ASSY, F&I 2"
1080 24104	3	$1,434.54	$15,779.90	11.000	EA	N	UTILITY FIXTURE, VALVE ASSEMBLY, F&I 4"
1080 24106	11	$1,362.24	$133,499.89	98.000	EA	N	UTILITY FIXTURE, VALVE ASSEMBLY, F&I 6"
1080 24108	8	$1,899.05	$157,620.77	83.000	EA	N	UTILITY FIXTURE, VALVE ASSEMBLY, F&I 8"
1080 24110	5	$5,809.03	$34,854.20	6.000	EA	N	UTILITY FIXTURE, VALVE ASSEMBLY, F&I 10"
1080 24112	10	$3,450.67	$269,152.59	78.000	EA	N	UTILITY FIXTURE, VALVE ASSEMBLY, F&I 12"
1080 24116	4	$6,158.06	$190,900.00	31.000	EA	N	UTILITY FIXTURE, VALVE ASSEMBLY, F&I 16"
1080 24120	3	$13,770.07	$192,780.96	14.000	EA	N	UTILITY FIXTURE, VALVE ASSEMBLY, F&I 20"
1080 24500	9	$553.08	$49,223.71	89.000	EA	N	UTILITY FIXTURE, VALVE ASSEMBLY, ADJ/MOD
1080 24600	2	$323.11	$12,278.00	38.000	EA	N	UTILITY FIXTURE, VALVE ASSEMBLY, REMOVE
1080 25102	1	$1,437.74	$4,313.22	3.000	EA	N	UTILITY FIXTURE- BLOWOFF ASSEM, F&I, 2"
1080 26102	3	$5,218.67	$140,904.08	27.000	EA	N	UTILITY FIXTURE, VAC/AIR ASSEM, F&I, 2"
1080 26104	1	$3,989.00	$3,989.00	1.000	EA	N	UTILITY FIXTURE, VAC/AIR ASSEM, F&I, 4"
1080 26106	1	$3,994.32	$3,994.32	1.000	EA	N	UTILITY FIXTURE, VAC/AIR ASSEM, F&I, 6"
1080 26108	1	$4,123.00	$20,615.00	5.000	EA	N	UTILITY FIXTURE, VAC/AIR ASSEM, F&I, 8"
1080 26110	1	$4,477.70	$4,477.70	1.000	EA	N	UTILITY FIXTURE, VAC/AIR ASSEM, F&I, 10"
1080 26112	2	$5,242.85	$36,699.92	7.000	EA	N	UTILITY FIXTURE, VAC/AIR ASSEM, F& 12"
1080 26114	1	$2,600.00	$2,600.00	1.000	EA	N	UTILITY FIXTURE, VAC/AIR ASSEM, F& 14"
1080 26116	2	$6,409.02	$102,544.28	16.000	EA	N	UTILITY FIXTURE, VAC/AIR ASSEMB, F&I 16"
1080 26120	2	$7,044.10	$42,264.60	6.000	EA	N	UTILITY FIXTURE, VAC/AIR ASSEM, F&I, 20"
1080 27104	1	$4,275.00	$12,825.00	3.000	EA	N	UTILITY FIXTURE- LINE STOP ASSY, F&I, 4"
1080 27106	2	$6,643.80	$33,219.00	5.000	EA	N	UTILITY FIXTURE- LINE STOP ASSY, F&I, 6"
1080 27108	2	$5,559.50	$44,476.00	8.000	EA	N	UTILITY FIXTURE- LINE STOP ASSY, F&I, 8"
1080 27110	1	$9,100.00	$36,400.00	4.000	EA	N	UTILITY FIXTURE- LINE STOP ASSY, F&I, 1"
1080 27112	4	$8,377.76	$418,888.00	50.000	EA	N	UTILITY FIXTURE- LINE STOP ASSY, F&I, 12
1080 27116	1	$5,500.00	$5,500.00	1.000	EA	N	UTILITY FIXTURE- LINE STOP ASSY, F&I, 16
1080 27120	3	$13,423.50	$107,388.00	8.000	EA	N	UTILITY FIXTURE- LINE STOP ASSY, F&I, 20
1080 29104	2	$428.00	$3,424.00	8.000	EA	N	UTILITY FIXTURE, MECH JT RESTR, F&I 4"
1080 29106	5	$296.36	$32,006.91	108.000	EA	N	UTILITY FIXTURE, MECH JT RESTR, F&I 6"
1080 29108	6	$306.40	$53,926.60	176.000	EA	N	UTILITY FIXTURE, MECH JT RESTR, F&I 8"

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Contract Type: CC STATEWIDE
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From: 0102 1 To: 9999999

Item	No. of Conts	Weighted Average	Total Amount	Total Quantity	Unit Meas	Obs?	Description
1080 29110	2	$288.42	$21,055.00	73.000	EA	N	UTILITY FIXTURE, MECH JT RESTR, F&I 10"
1080 29112	7	$402.17	$251,759.46	626.000	EA	N	UTILITY FIXTURE, MECH JT RESTR, F&I 12"
1080 29116	3	$425.05	$261,830.00	616.000	EA	N	UTILITY FIXTURE, MECH JT RESTR, F&I 16"
1080 29120	3	$1,356.09	$292,916.35	216.000	EA	N	UTILITY FIXTURE, MECH JT RESTR, F&I 20"
1080 29124	2	$2,160.89	$66,987.50	31.000	EA	N	UTILITY FIXTURE, MECH JT RESTR, F&I 24"
1080 32102	1	$923.95	$4,619.75	5.000	EA	N	UTILITY FIXTURE- SAMPLE POINT, F&I 2"
1080 32108	1	$600.00	$1,800.00	3.000	EA	N	UTILITY FIXTURE- SAMPLE POINT, F&I 8"
1080 32112	2	$682.50	$4,095.00	6.000	EA	N	UTILITY FIXTURE- SAMPLE POINT, F&I 12"
1080 32116	2	$651.11	$11,720.00	18.000	EA	N	UTILITY FIXTURE- SAMPLE POINT, F&I 16"
1080 33104	1	$1,301.40	$3,904.20	3.000	EA	N	UTILITY FIXTURE, PLUG VALVE, F&I 4"
1080 33106	2	$2,996.65	$14,983.24	5.000	EA	N	UTILITY FIXTURE, PLUG VALVE, F&I 6"
1080 33108	1	$3,110.00	$9,330.00	3.000	EA	N	UTILITY FIXTURE, PLUG VALVE, F&I 8"
1080 33110	2	$3,528.84	$24,701.88	7.000	EA	N	UTILITY FIXTURE, PLUG VALVE, F&I 10"
1080 33112	2	$6,051.23	$18,153.69	3.000	EA	N	UTILITY FIXTURE, PLUG VALVE, F&I 12"
1080 33116	1	$7,781.79	$62,254.32	8.000	EA	N	UTILITY FIXTURE, PLUG VALVE, F&I 16"
1501 1	1	$300,000.00	$300,000.00	1.000	EA	N	LIFT STATION, SANITARY SEWER
1644113 08	3	$5,112.17	$138,028.61	27.000	EA	N	FIRE HYDRANT,F&I,STD,2 HOSE,1PUMP,6"
1644116 08	3	$5,517.91	$60,697.00	11.000	EA	N	FIRE HYD, STD, F&I, 3WY, 2 HOSE, 1P, 6"
1644136 08	1	$4,800.00	$4,800.00	1.000	EA	N	FIRE HYDRANT,F&I,TRAF,2 HOSE,1PUMP,6"
1644400	1	$2,500.00	$2,500.00	1.000	EA	N	FIRE HYDRANT, SALVAGE & STORE
1644700	1	$2,700.00	$5,400.00	2.000	EA	N	FIRE HYDRANT, ADJUST & MODIFY
1644800	4	$3,423.00	$37,653.00	11.000	EA	N	FIRE HYDRANT, RELOCATE
1644900	3	$694.73	$12,505.07	18.000	EA	N	FIRE HYDRANT, REMOVE
1820 2 60	1	$5.00	$5,400.00	1,080.000	LF	N	UTILITY FIBER OPTIC,PHONE COM,REM-DISP

Note : Averages and totals are based on the awarded unit price only.
Weighted average is weighted on Quantity at the contract level.

Appendix C
Detailed Project Scoring

Appendix C - Raw Scores

Project Name	Safety	Mobility	Accountability	Regional Support
Adaptive Traffic Signal Control (US 27)	2	2	2	1.38
Adaptive Traffic Signal Control (US 90)	2	2	2	2.00
System Detectors	1	3	3	2.88
Cabinet Upgrades	3	1	3	2.88
Managed Field Ethernet Switch Replacement	1	1	2	2.38
CCTV Cameras - Phase 1	3	3	3	2.38
CCTV Cameras - Phase 2	2	2	2	2.38
CCTV Camera Upgrade	3	3	3	2.88
Smart Work Zones	3	2	2	2.00
FYA Upgrades Pilot	3	2	2	1.50
Travel Time Reliability System - Phase 1	2	2	2	2.00
Travel Time Reliability System - Phase 2	2	2	2	1.88
Connected Vehicle Infrastructure	2	1	2	1.75
ATMS Upgrades	3	3	2	2.50
Transit Signal Priority	2	3	2	2.00
Website Connectivity	1	2	1	1.00
I-10 Trailblazers	3	3	3	1.75
ATSPM Dashboard/Performance Monitoring	2	2	3	2.50
Bicycle Detection	1	1	1	1.63
Traffic Signal Management Plan	1	2	3	2.75
Communications Network – Redundancy Expansion	1	1	2	1.50

Note: Regional support point total is an average of the points assigned by stakeholders.

Appendix C - Final Rank

Project Name	Safety (30%)	Mobility (20%)	Accountability (25%)	Regional Support (25%)	Total Points	Rank
CCTV Camera Upgrade	0.9	0.6	0.75	0.71875	2.97	**1**
CCTV Cameras - Phase 1	0.9	0.6	0.75	0.59375	2.84	**2**
I-10 Trailblazers	0.9	0.6	0.75	0.4375	2.69	**3**
ATMS Upgrades	0.9	0.6	0.5	0.625	2.63	**4**
Cabinet Upgrades	0.9	0.2	0.75	0.71875	2.57	**5**
ATSPM Dashboard/Performance Monitoring	0.6	0.4	0.75	0.625	2.38	**6**
System Detectors	0.3	0.6	0.75	0.71875	2.37	**7**
Smart Work Zones	0.9	0.4	0.5	0.5	2.30	**8**
Transit Signal Priority	0.6	0.6	0.5	0.5	2.20	**9**
FYA Upgrades Pilot	0.9	0.4	0.5	0.375	2.18	**10**
Traffic Signal Management Plan	0.3	0.4	0.75	0.6875	2.14	**11**
CCTV Cameras - Phase 2	0.6	0.4	0.5	0.59375	2.09	**12**
Travel Time Reliability System - Phase 1	0.6	0.4	0.5	0.5	2.00	**13**
Adaptive Traffic Signal Control (US 90)	0.6	0.4	0.5	0.5	2.00	**13**
Travel Time Reliability System - Phase 2	0.6	0.4	0.5	0.46875	1.97	**15**
Adaptive Traffic Signal Control (US 27)	0.6	0.4	0.5	0.34375	1.84	**16**
Connected Vehicle Infrastructure	0.6	0.2	0.5	0.4375	1.74	**17**
Managed Field Ethernet Switch Replacement	0.3	0.2	0.5	0.59375	1.59	**18**
Communications Network – Redundancy Expansion	0.3	0.2	0.5	0.375	1.38	**19**
Website Connectivity	0.3	0.4	0.25	0.25	1.20	**20**
Bicycle Detection	0.3	0.2	0.25	0.40625	1.16	**21**

COMMUNITY AUDIT

Photo credit - Leon County













Photo credit - City of Tallahassee

INTRODUCTION

This section of the Community Conditions Report represents the baseline data and analysis for the land use element of the Comprehensive Plan, the assessment of public spaces, and community prosperity.

LAND USE AND DEVELOPMENT

In 2023, Leon County was the 23rd largest county in Florida, out of 67, with 297,369 residents. Due to its central location in northern Florida, regional draw, and growth in the employment and service sectors, it is expected that the County will experience moderate population growth through 2050.

In the 1940s, growth was primarily focused around downtown, with a northern limit near Tharpe Street and a southern extent of E. Magnolia Drive. By the 1950s, development started to expand outward from downtown, including the growth of the FSU campus and expanded growth south around E. Magnolia Drive. Suburban development patterns began to take hold post 1950s, and by 1970 development was seen by Lake Jackson to the northwest, Woodville to the south, at and north of Killearn. Today, many areas around Leon County are shielded from future development by parks, conservation areas, and national and state forests. While this section reviews the existing development patterns, it is also the foundation for aligning changes to the way land is used, and where growth should occur, into the future.

Land use and development patterns spatially depict how development has occurred over time, and shape how development will occur into the future.

Land use and development patterns spatially depict how development has occurred over time, and shape how development will occur into the future.

This section reviews development in various scales including:

- **Leon County** includes all of the land within the County limits, including that within the City of Tallahassee.
- **Unincorporated Leon County** includes the lands within Leon County that are not located within the municipal limits of Tallahassee.
- **The Urban Service Area (USA)** includes a majority of the land within the City of Tallahassee, and portions of unincorporated Leon County.
- **City of Tallahassee** includes the lands within the incorporated City limits and recognizes that there are potential growth areas for infill and redevelopment.
- **The Multimodal Transportation District (MMTD)** includes the area generally around downtown, the universities, midtown, and surrounding urban areas.

These scales of development allow a comparison based on different areas of the County and where different development patterns may be predominant based on a variety of factors. The development patterns that are looked at include:

- **Existing Land Use (2023)** which reviews how parcels of land are currently used and taxed by the property appraiser's office. There are instances where the existing land use may not directly align with either the zoning or future land use of a parcel.
- **Existing Zoning (2023)** identifies the designated zoning districts for the parcels of land within the City and County. This defines the development characteristics of a parcel of land.
- **Existing Future Land Use Designations (2023)** reviews how each parcel should be used in the future based on the Comprehensive Plan.
- **Vacant and Under-developed parcels (2023)** analyzes where vacant and under-utilized areas are located, and which can highlight potential growth areas for infill and redevelopment.

The data was provided by the TLC GIS Department in October 2023, and projected using NAD 1983 HARN StatePlane Florida North FIPS 0903 (US Feet). The Value Per Acre analysis and Vacant and Under-Developed Parcels utilize 2022 parcel data from the property appraiser to determine property values and uses.

CONSERVATION AND ENVIRONMENTAL LANDS

Conservation and environmentally sensitive lands are critical community resources to support long-term sustainability and resilience. These areas can be used to support water quality, protect the native landscape and habitats, and conserve the environment for generations to come.

The Comprehensive Plan includes policies, both within the Land Use and Conservation Elements, to support the long-term quality and delineation of wetlands and other environmentally sensitive lands. Conservation of natural and open areas also enhances recreation and exploration opportunities for residents and visitors.

Leon County includes considerable areas dedicated for conservation and environmental easements, including state and national parks such as Apalachicola National Forest, Lake Talquin State Forest, Plank Road State Forest, Natural Bridge State Park, Kirk Edwards Wildlife Area, and large conservation areas managed by other private and public partners such as Tall Timbers and the Florida Land Trust.

These conservation areas are important for managing growth and protecting regulated conservation and preserve features, as they provide a physical buffer around areas that are designated as environmental areas. Conservation policies can limit "leapfrog" development by limiting the feasibility of expanding infrastructure (such as water and sewer) to areas beyond the identified conservation areas.

The City and County GIS Department maintains a database of environmental easements, which include drainage, conservation, and dual easements. While the database may not include all recorded easements, it provides a snapshot of total recorded conservation areas in Tallahassee and Leon County today. Many of the large conservation areas are on the north side of Leon County.

Wetlands are areas of land that are either fully or partially covered in water during the year and can vary in hydrology, vegetation, and fauna depending on region. These areas provide diverse ecosystems for native and local flora and fauna. They are an important environmental resource for sustainability and environmental protection. The National Wetland Inventory (NWI) identifies that there are over 75,600

TREE CANOPY & NATIONAL PARKS

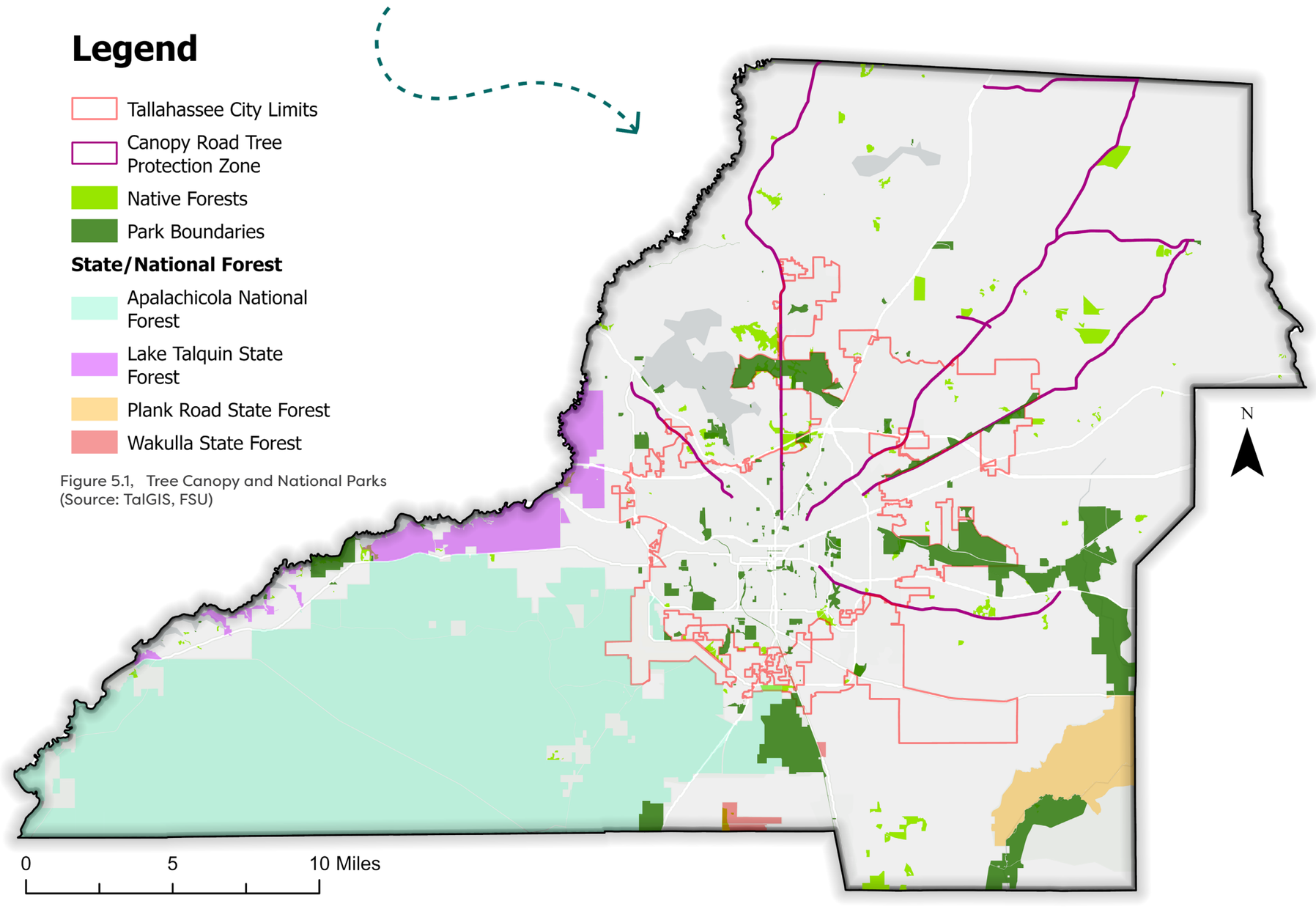


Figure 5.1, Tree Canopy and National Parks
(Source: TalGIS, FSU)

EASEMENTS

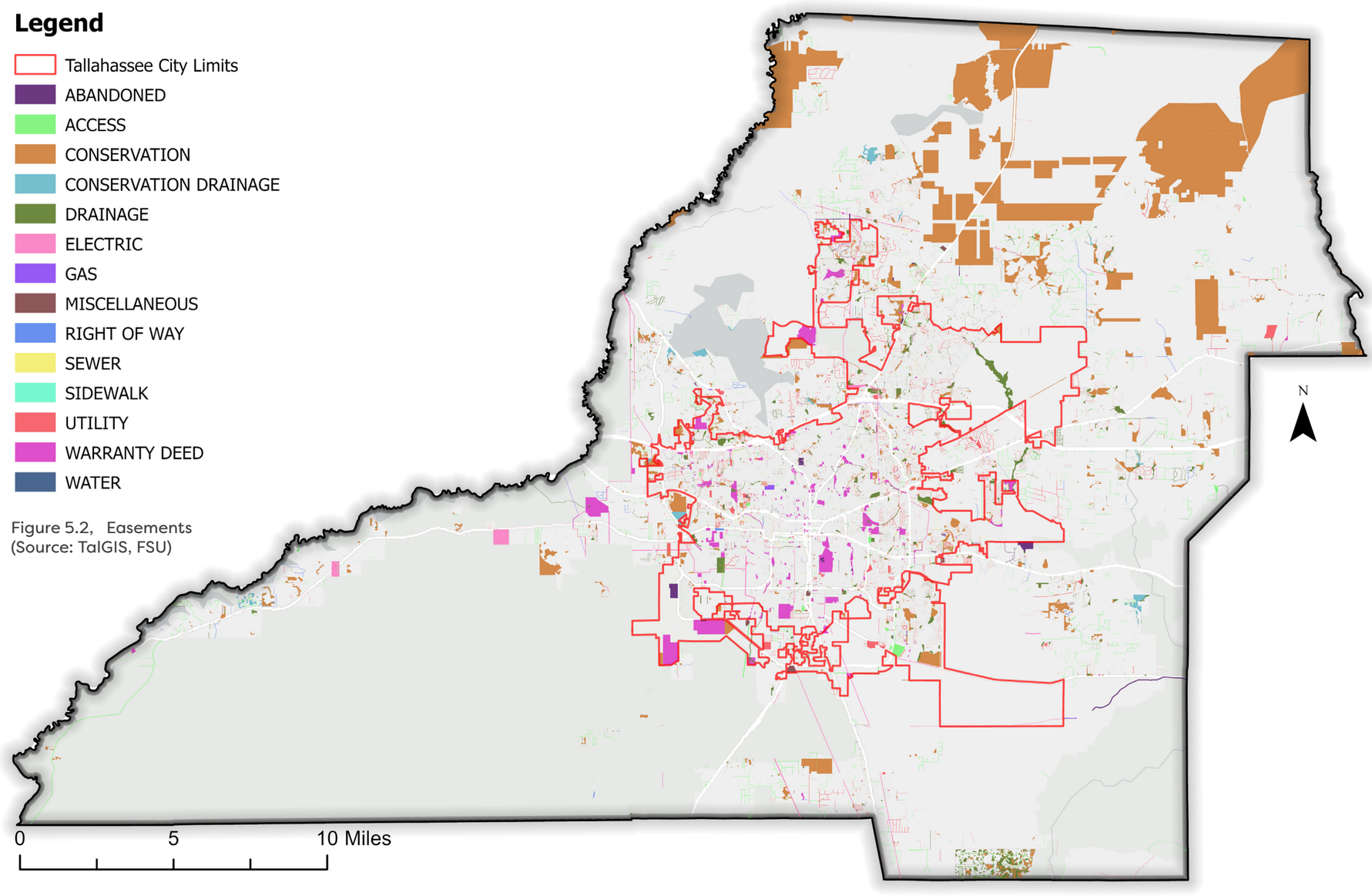


Figure 5.2, Easements
(Source: TalGIS, FSU)

acres of wetlands in Leon County. This is approximately 16.8 percent of the total land area of Leon County, inclusive of City limits. Within the City of Tallahassee, there are approximately 6,036 acres of wetlands or nine percent of the land area.

In addition to wetlands, there are significant water bodies in Leon County, including Lake Iamonia, Lake Jackson, Lake Lafayette, Lake Miccosukee, Lake Munson, Bird Sink Drainage Basin, Lost Creek Drainage Basin, Ochlockonee River Drainage Basin, Patty Sink Drainage Basin, and St. Marks River Drainage Basin, as well as miles of smaller creeks and streams. A primary spring protection zone exists on the south side of Leon County. These water bodies provide a range of benefits for residents of both the area and the state, including recreation opportunities, supporting native vegetation, and recharging aquifers for drinking water. Tallahassee and Leon County have used policies, guidance, and standards for the conservation of water bodies and protection of the natural environment. This includes landscaping standards, environmental regulations, stormwater maintenance, water reduction measures, and similar regulations to support the environment.

FEMA publishes flood maps, known as Flood Insurance Rate Maps (FIRM) to show areas at risk for flooding. FIRMs are used to determine where flood insurance is required. Areas delineated as "A" or "V" are areas that are high-risk for flooding. There are approximately 130,690 acres of flood zone "A" in Tallahassee and Leon County. Flood zones are shown in Figure 5.4. The City and County should use the FEMA Flood Zones to guide growth and development in a way that reduces the adverse impacts of flooding on the community. For example, there may be a determination to not construct public roads or expand water and sewer facilities in areas that frequently flood. For individual parcels of land, flood zone delineation can help determine where to build a building, and how the building should be constructed to limit flood impacts, including finished floor elevations (FFE). Floodplains can be used for open space and recreation areas as well as stormwater management facilities. These areas protect surrounding property values and improvements, provide residents with opportunities to experience nature, and contribute to the environmental quality of an area.

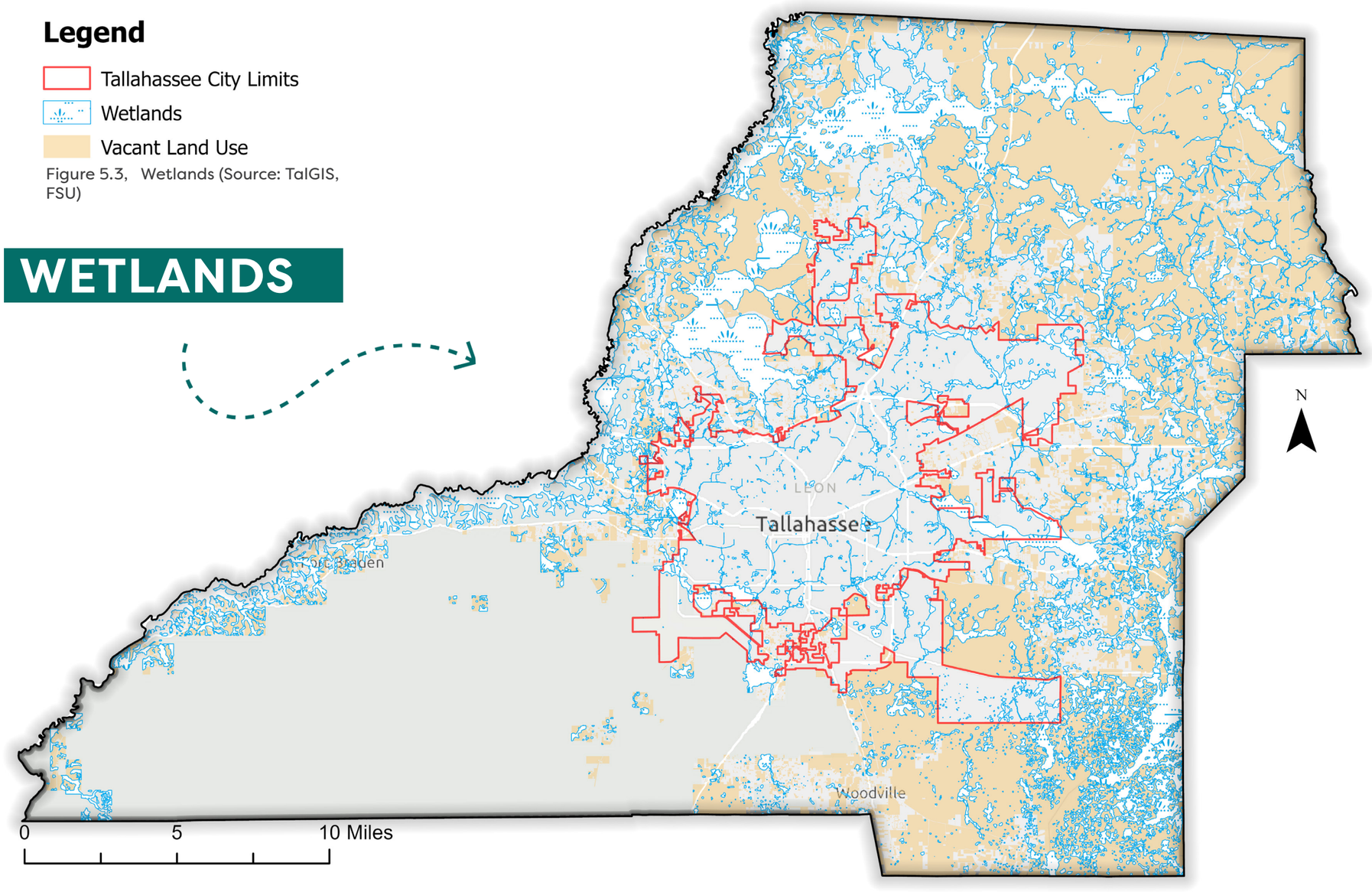


Figure 5.3, Wetlands (Source: TalGIS, FSU)

FLOOD ZONES

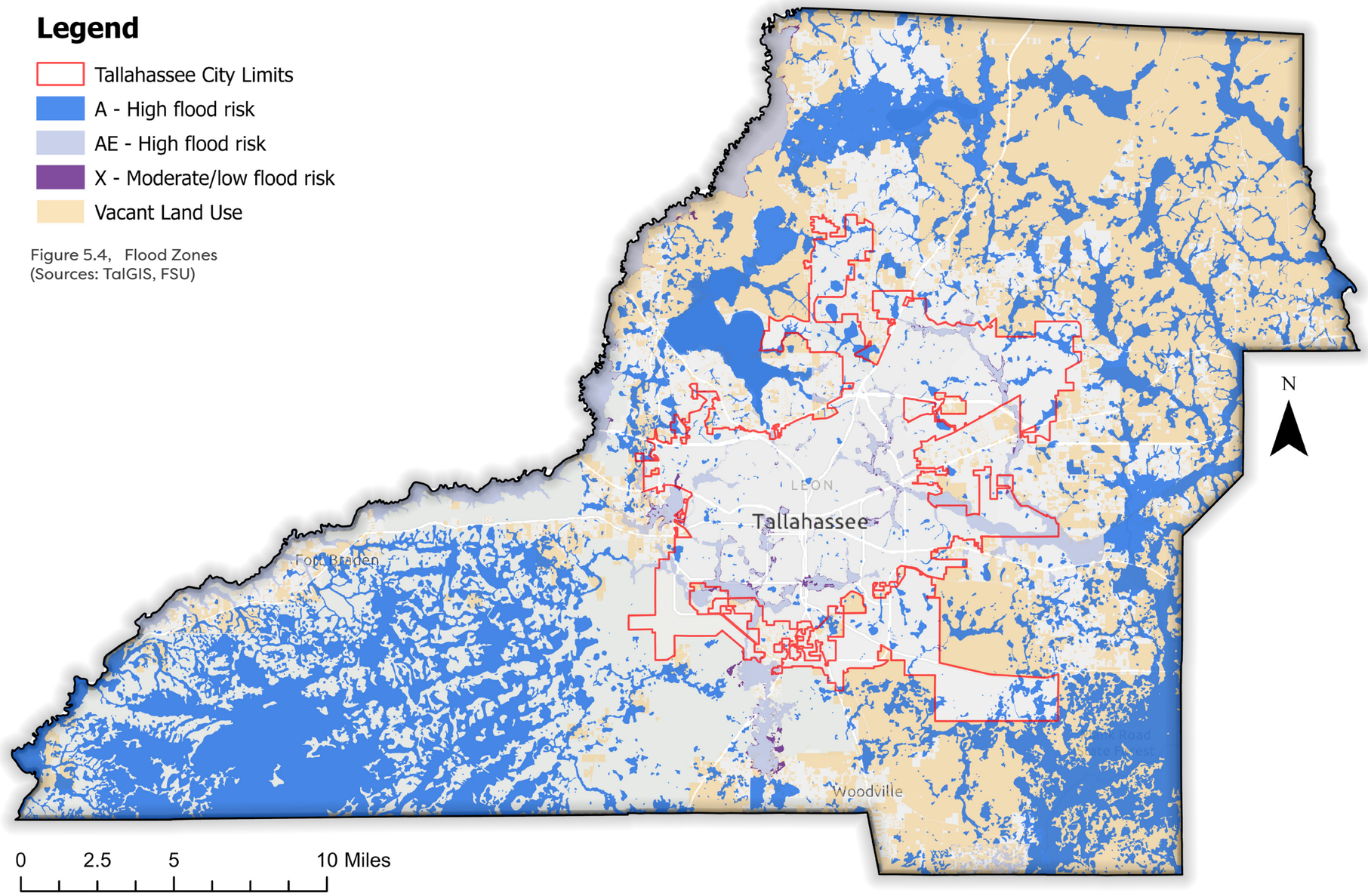


Figure 5.4, Flood Zones
(Sources: TalGIS, FSU)



TALLAHASSEE – LEON COUNTY GREENWAYS MASTER PLAN

The Tallahassee-Leon County Greenways Master Plan was developed to facilitate new greenway systems and encourage connections throughout the County and protect, manage, and buffer environmentally sensitive areas such as floodplains. Safeguarding areas of historical and cultural significance as well as native plant and animal habitat in a time of rapid development helped promise a future with urban green spaces. The program also aimed to utilize the greenways to connect neighborhoods, schools, shopping, and offices through a system of shared use paths and trails. The 2013 update identifies approximately 139 miles of proposed trails across Tallahassee and unincorporated Leon County to add to the already expansive network.

The City of Tallahassee has a lush tree canopy that the City and its residents aim to protect it from development. Vibrant and healthy urban forests improve the vitality of a community's environment, economy, and social landscape. Trees assist with water and air pollution, reduce urban heat, and help with the prosperity of businesses and homeowners. The plan identifies goals to support and enhance the existing tree canopy.

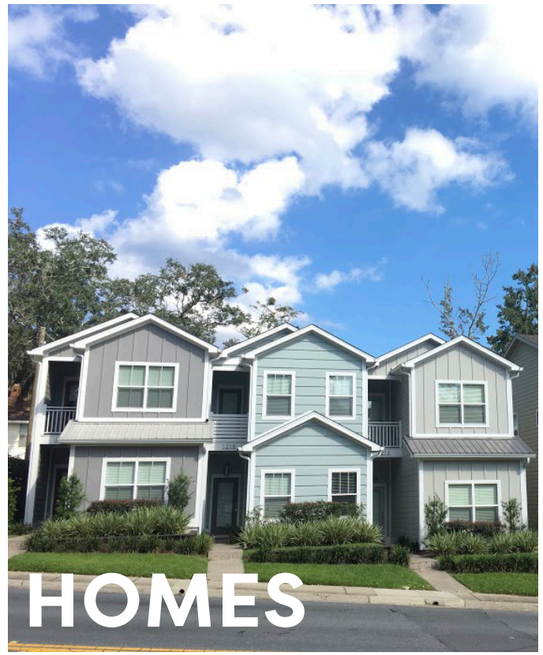
COMMUNITY PROSPERITY

A community's success, or prosperity, is reliant upon a balance of core fundamentals such as social equity, attainable housing, labor force opportunities, higher education, healthcare, public services, and growth. The balance between them is symbiotic in that when there is an increase in need for one, most often, there is an increase in need for many of the others. When there is an influx of growth to a city, county or state, there are immediate needs that create an impact, yet resolutions may sometimes be long in the making. The City of Tallahassee and Leon County partner together in initiatives to address City/County concerns and involve the community to engage and work together to address challenges that need solutions.

Housing continues to be a challenge at a local level that is reflective of the national predicament with market rates rising with inflation and lending interest increases. Tallahassee has unique housing challenges as there are two large-scale universities and a community college within proximity to one another. This has added to the housing demand which is leading to an increase in off- campus student housing development. This has led to an increase in public services, multimodal transportation services and amenities, and more.

With an ever-growing student population, the need for off-campus housing to supplement campus dormitories has been increasing over time. Due to the transient nature of student populations, student housing developments operate in a way that differs from traditional housing developments. Developers who target student populations offer leases for single bedrooms within larger units rather than traditional unit leases.

Median rent in Tallahassee has been climbing over recent years from about $1,024 monthly in 2019 to about $1,147 in 2021 as shown in Figure 5.5. Multi-family housing developments in Tallahassee-Leon County are defined by having 20 Multi-family Dwelling Units or more (MF DUs +). As previously identified, developments that are intended to attract students



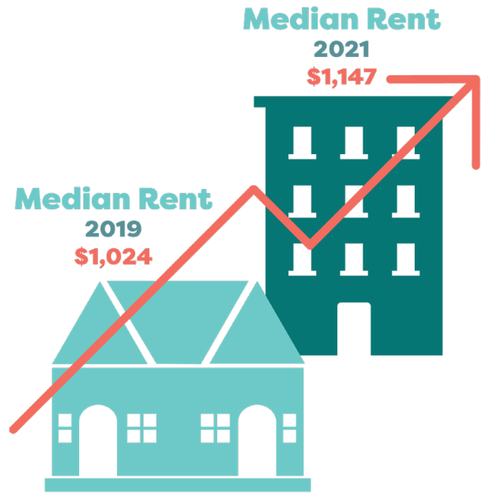


Figure 5.5, Median Rent

PLAN GREEN SPACES **RECOVERY**

typically offer leases that allow the rental of single bedrooms and access to shared spaces rather than the rental of an entire unit. While the market for multi-family housing is open and perhaps indistinguishable in some respects, students tend to find themselves drawn to student targeted housing due to amenities, lease flexibility and proximity to key locations such as commercial/retail outlets and school; however, that is starting to change. Students are gravitating to both the student targeted housing as well as market rate multi-family housing.

The lack of transportation can place households at risk for food security. 6.9 percent of occupied housing units in Leon County, do not own a vehicle. Based only on observation, Census tracts with more than 15 percent of households without a vehicle (2022 ACS5Y, Selected Housing Characteristics) are located within the 10-minute StarMetro walkshed to a transit stop. Therefore, it is suggested those households without a vehicle can access grocers (in this analysis, grocers includes both discount grocer, Dollar Tree, Dollar General, and regular grocers selling produce) via public transit Figure 5.7. However, a deeper analysis of food security in Leon County would need to be conducted to find the underlying cause and communities affected by it.

Parks and public spaces play a vital role in community life. Access to public green spaces and public services varies across racial and economic lines. Lack of access to disadvantaged communities reduces the opportunities for overall well-being. In city planning, the rule of thumb to determine access for public services is a quarter mile which is the average walking speed of 10 minutes.

For their 2029 Strategic Plan, the City of Tallahassee hopes to reach a target of 100 percent of its residents living within a 10-minute walk to a park or open space. Leon County has over 3,500 acres of community parks including state and national forest. The Trust for Public Lands provides a ParkScore® index for cities throughout the County identifying the percentage of residents who live within a 10-minute walk to a park with public access. Per the ParkScore ® index, 46 percent of residents within the City of Tallahassee have access to parks with 50 percent being of the Black race (TPL). By analyzing the StarMetro service area and the 10-minute walk, Leon County can identify gaps in the park system to allocate future investment to increase accessibility to those who are not within the 10-minute walk threshold.

ACCESSIBILITY

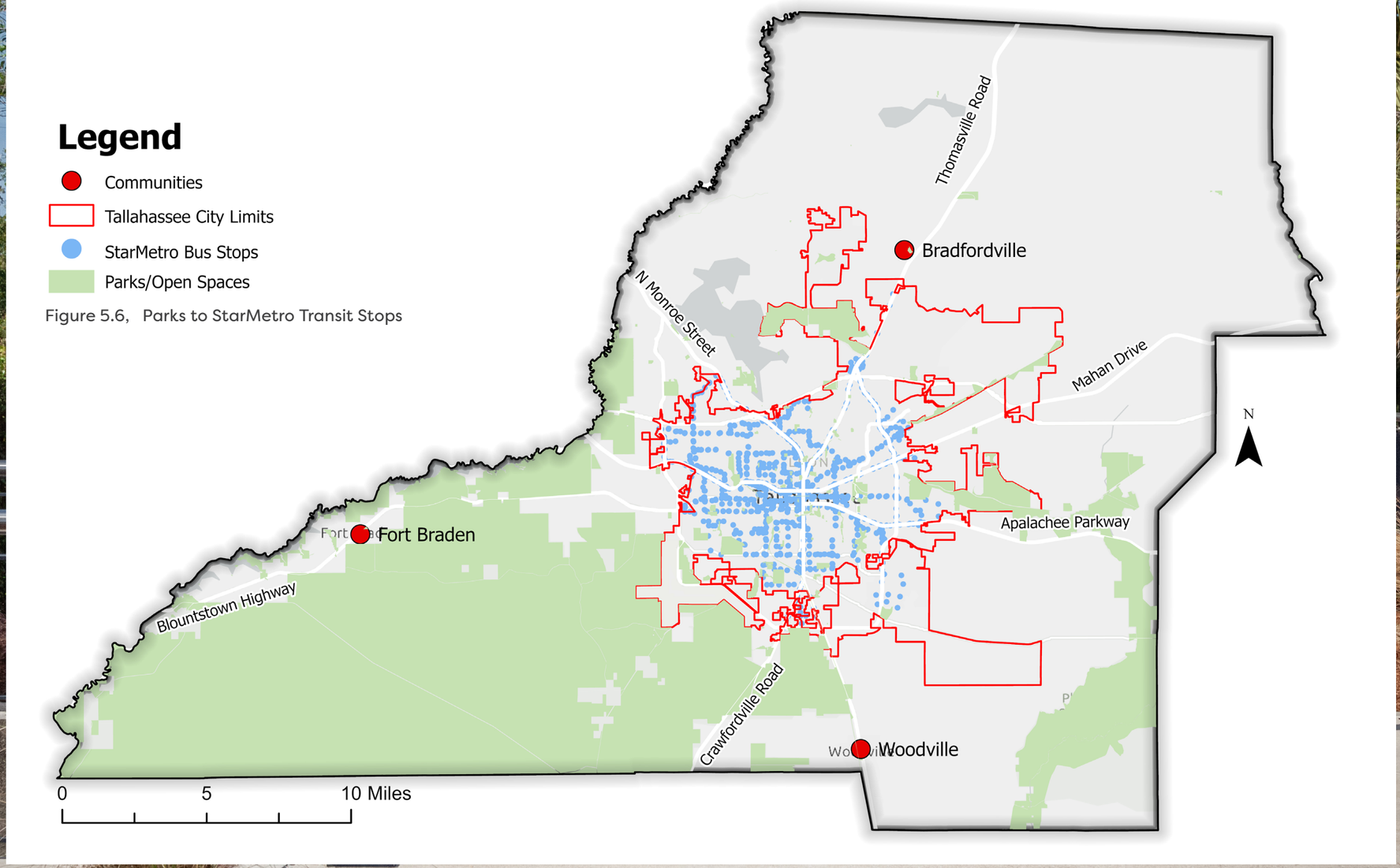


Figure 5.6, Parks to StarMetro Transit Stops

In considering additional information on this matter, other resources for livability, include the AARP Public Policy Institute's Livability Index. This initiative is intended to measure the quality of life in American communities across multiple dimensions including housing, transportation, neighborhood characteristics, environment, health, opportunity, and civic and social engagement. It uses the latest indicator data for each category of livability with in-depth insights into understanding the data with expanded details of methods and sources. Leon County's overall livability index score is 52 which is in the top half of communities in the United States. This score can be compared to other communities, and to provide additional information to members, policymakers, and advocates that may determine additional data gradients, adjust it based on preferences, and take actions based on preferences to improve community livability.

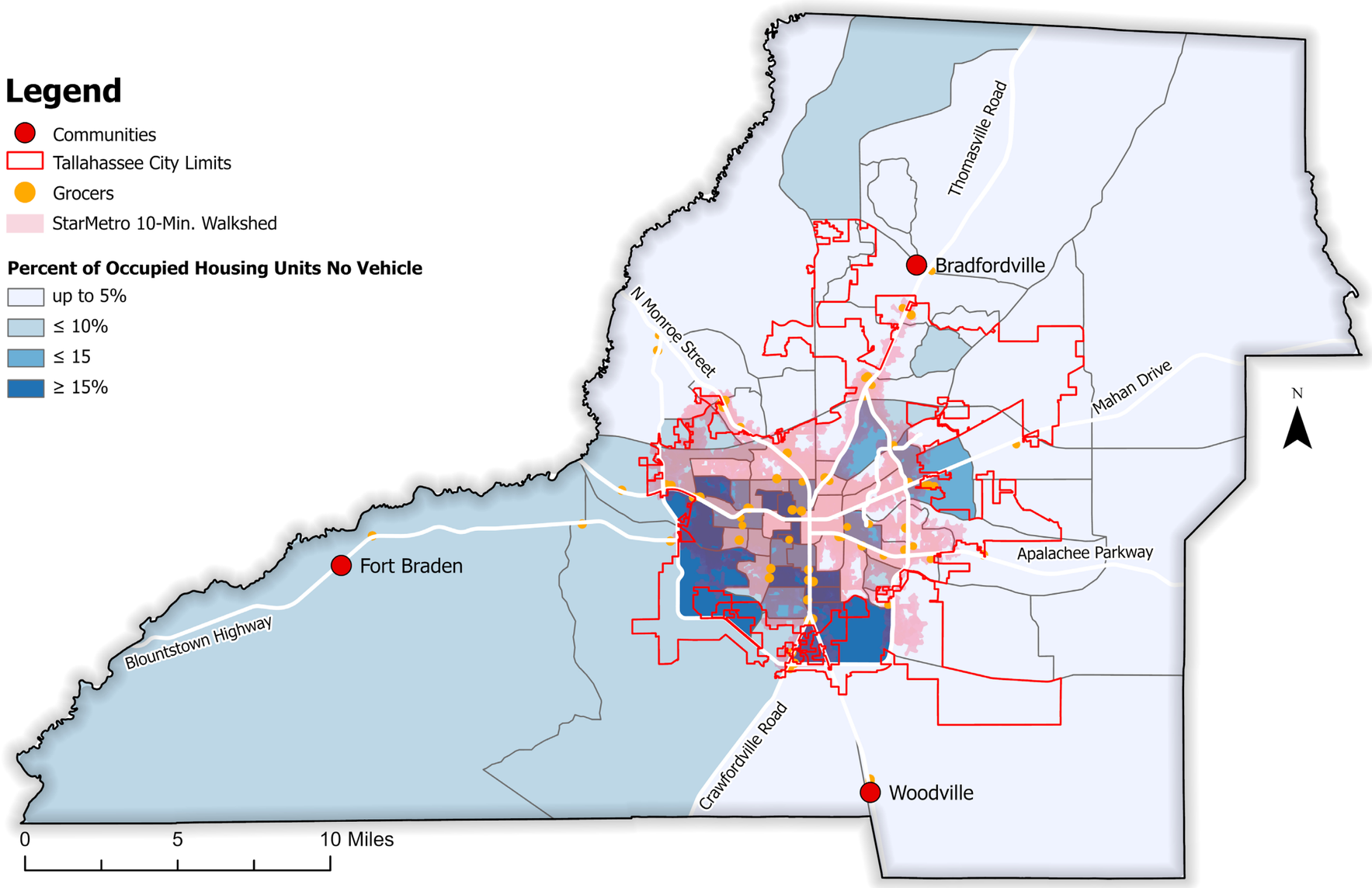


Figure 5.7, SVI - Housing Units with No Vehicle Access, Grocery Stores near within the StarMetro 10-minute walkshed to transit stop

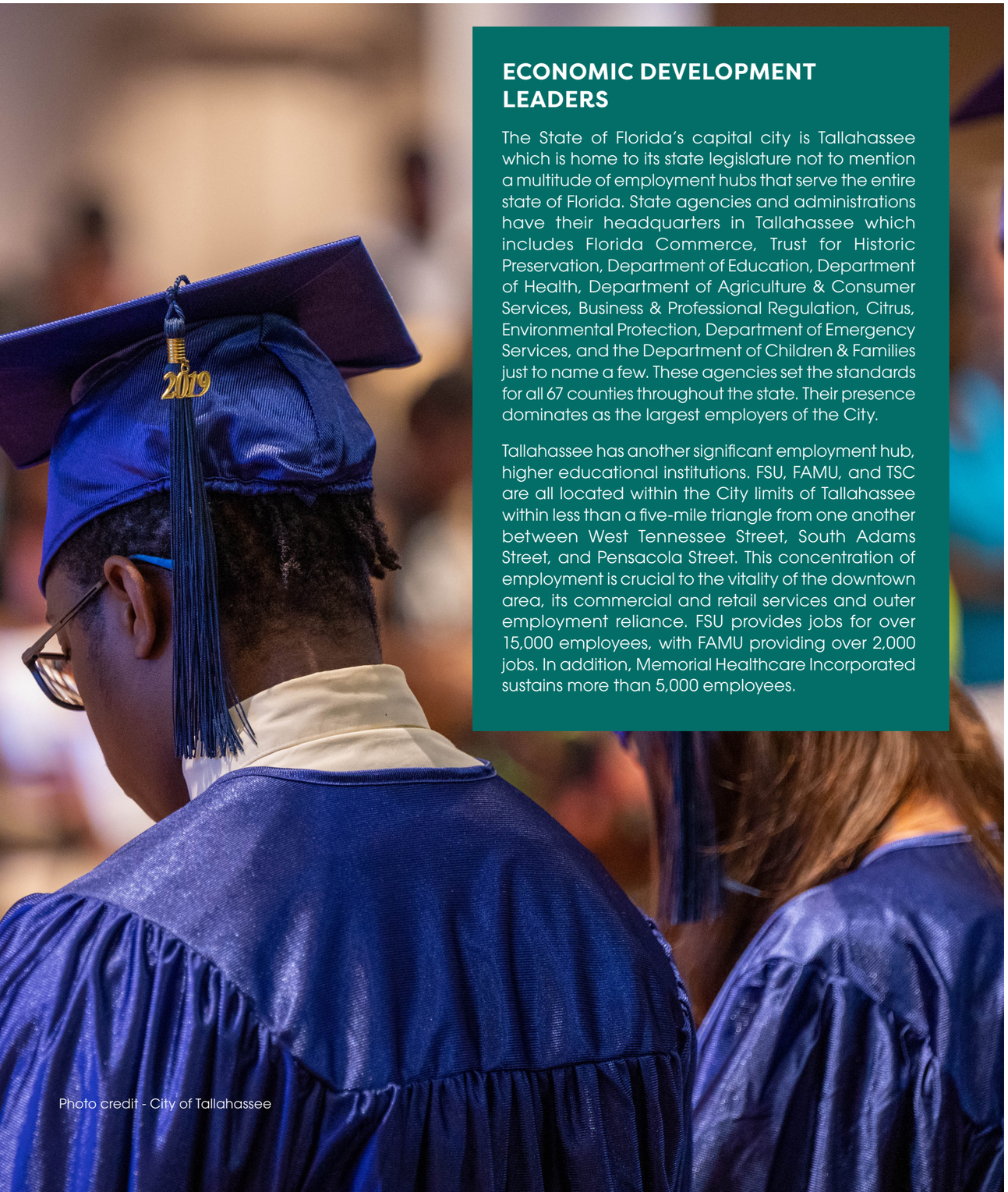


Photo credit - City of Tallahassee

ECONOMIC DEVELOPMENT LEADERS

The State of Florida's capital city is Tallahassee which is home to its state legislature not to mention a multitude of employment hubs that serve the entire state of Florida. State agencies and administrations have their headquarters in Tallahassee which includes Florida Commerce, Trust for Historic Preservation, Department of Education, Department of Health, Department of Agriculture & Consumer Services, Business & Professional Regulation, Citrus, Environmental Protection, Department of Emergency Services, and the Department of Children & Families just to name a few. These agencies set the standards for all 67 counties throughout the state. Their presence dominates as the largest employers of the City.

Tallahassee has another significant employment hub, higher educational institutions. FSU, FAMU, and TSC are all located within the City limits of Tallahassee within less than a five-mile triangle from one another between West Tennessee Street, South Adams Street, and Pensacola Street. This concentration of employment is crucial to the vitality of the downtown area, its commercial and retail services and outer employment reliance. FSU provides jobs for over 15,000 employees, with FAMU providing over 2,000 jobs. In addition, Memorial Healthcare Incorporated sustains more than 5,000 employees.

EDUCATION LINKED WITH INDUSTRY SECTORS

Within the City of Tallahassee, there is a total of roughly 141,921 full-time employed persons of which approximately 89,000 commute to Tallahassee for employment. The home location of these commuters varies with more than 52 percent commuting from other locations outside of Florida cities close to Tallahassee and from surrounding bedroom counties. Almost 53,000 both live and work within the City, while the remaining 24,000+ live in the City but commute outside of Tallahassee for work. The working population is a reported 73,402 persons who are between the ages of 30 and 54 with 47.6 percent of them earning approximately $3,333 or more monthly.

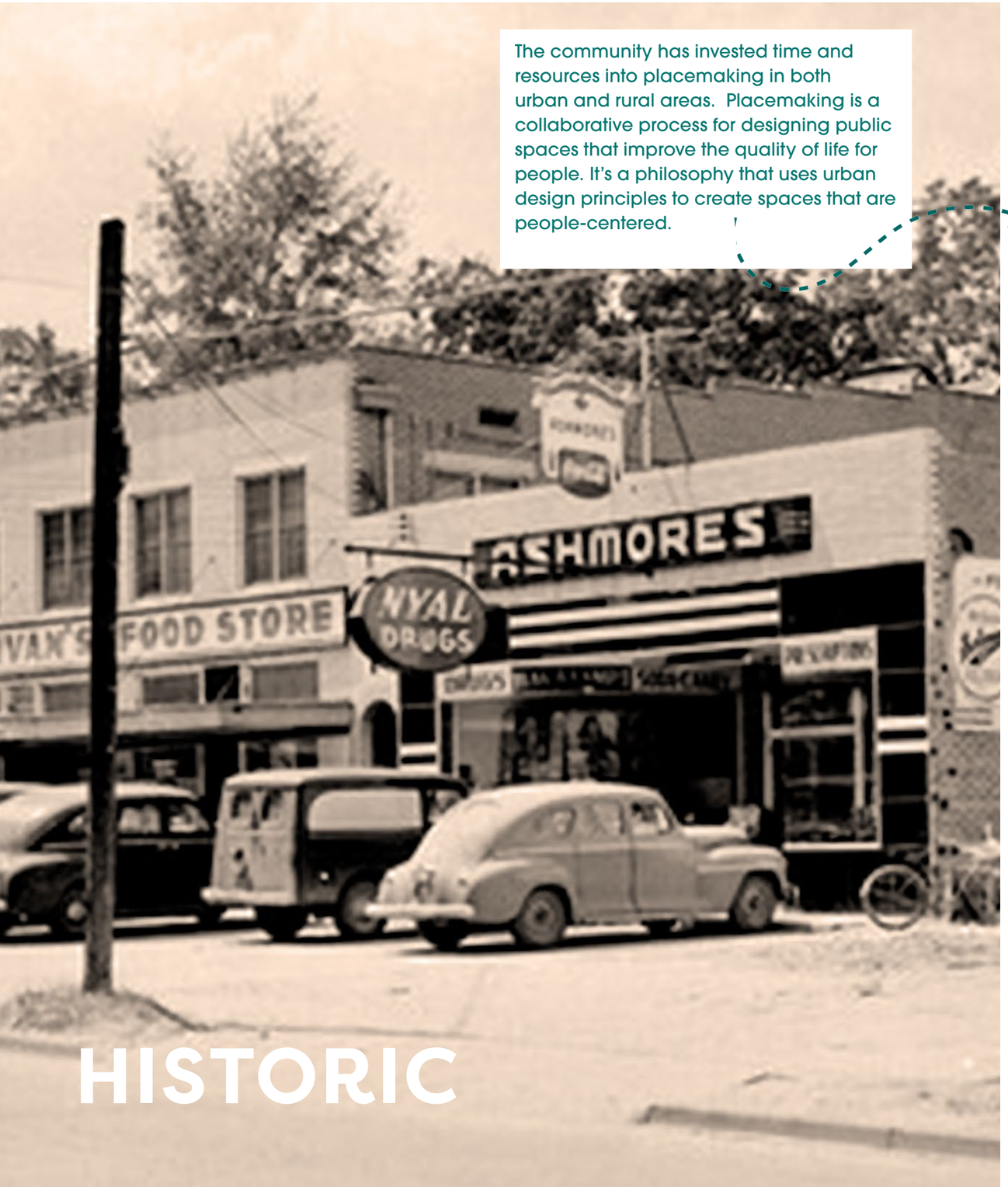
Every year, FSU and FAMU have approximately a combined 13,000 students graduating with degrees. From those students, roughly 2,000 students stay within the area after graduation. From FSU, the top three degree educational programs enrolled in by students are biological science, psychology, and criminology. From FAMU, the top three degree educational programs enrolled in by students are social sciences, health services, and business & industry. The top trending career fields that graduate students emerge from and go into the labor force are public administration, educational services, healthcare/social assistance, and professional scientific and technical services. These leading career fields match similarly to the chosen top sectors within Leon County and Tallahassee. However, with a low retention rate of 15 percent, it can be assumed that these sectors have limited job capacities, which then leaves few graduates seeking employment opportunities elsewhere. As the administrations for the City and County, along with the state legislature, it is to be expected that public administration is the leading sector within both Leon County and the City of Tallahassee with more than 20 percent of the work force. Additionally, with the presence of FSU and FAMU enrolling annually more than 60,000 students combined creates a great need for services and growth. As such, education plays a key role in shaping the City and County. This means as the universities grow in population and expands in campus size, the greater the impact on the surrounding areas. The growth of the universities results in impacts on transportation, infrastructure, and economic revenue.

As of now, FAMU's Master Plan 2023 includes plans to expand the housing capacity on campus. Currently, the university has a total of 2,450 bed spaces in seven on-campus housing buildings. By the end of 2030, the university plans to increase the student bed spaces from 25 percent of student enrollment to 44 percent. This expansion of housing capacity would bring in additional students to the campus which would then have an influence on the work force on and surrounding the campus.

Table 5.1, Leading Employment Centers

EMPLOYER	INDUSTRY
5,000+ Employees	
Florida State University	Education
State of Florida	Government
Tallahassee Memorial Healthcare, Inc.	Healthcare
2,000-4,999 Employees	
City of Tallahassee	Government
Florida A&M University	Education
Leon County Schools	Education
1,000-1,999 Employees	
Capital Regional Medical Center	Healthcare
Leon County	Government
Tallahassee State College	Education
Trulieve	Agriculture

LEAD



The community has invested time and resources into placemaking in both urban and rural areas. Placemaking is a collaborative process for designing public spaces that improve the quality of life for people. It's a philosophy that uses urban design principles to create spaces that are people-centered.

HISTORIC

PLACEMAKING

The Market District is located at the Thomasville Road interchange with I-10 and is a key gateway to Tallahassee. The area is near Maclay Gardens State Park which brings in many visitors. The district plans to develop semi-public spaces such as patios and plazas and some parcels of public property that could be used for future public spaces. The mixed-use district has a variety of businesses which can promote pedestrian activity with the addition of safety measures. The plan recommends areas for new sidewalk development, bicycle routes, and trail and bicycle connections. Additionally, adding gateways and signage will create a sense of place for visitors and add cohesion.

The Midtown area encompasses several subdistricts at the intersection of Monroe Street and Thomasville Road. This district is just north of downtown and is favorably located near many StarMetro routes. The area's historic urban form shapes it as a walkable, human-scaled district that is desirable to pedestrians and cyclists alike. The plan makes suggestions for improvement such as expanding the extensive tree canopy, improving traffic safety, and promoting local arts, culture and business.

The Monroe Adams Corridor Action Plan was initiated by the City Commission to create a sense of place for this area. The Action Plan was implemented to correct the damage done to walkability within the corridor from extensive automobile-oriented planning and implementation in the 20th century. The plan is organized into goals within three categories: Build Place, Promote Place, and Make Places Within.

Goal 1: Build Place, outlines ways to make streets safer and more comfortable for all users, improving aesthetics and encouraging urban infill.

Goal 2: Promote Place, highlights the importance of local businesses and the codes required to maintain and establish a business.

Goal 3: Make Places Within, focuses on initiating a Placemaking Project and using that project as a catalyst to promote more placemaking projects to the east-west streets in the corridor.

Frenchtown is a historic district located within the central heart of Tallahassee. Due to the development concerns from community members, the City Commission asked to create a placemaking study for the Frenchtown community. Through the placemaking study, a select number of goals were addressed.

Goal 1: Cultivate Community Character to Foster Long Term Viability, focuses on community involvement and how existing codes and policies can be altered to be more in-line with the community's vision.

Goal 2: Identify Community Enhancement Strategies, emphasizes the significance of relationships within the community and the improvement of the aesthetics of the neighborhood.

Goal 3: Enhance and Promote the Identity and History of Frenchtown, concentrates on activities for community engagement and the implementation of Frenchtown's history throughout the area by using art, placemaking strategies, and storytelling.

Goal 4: Improve Mobility, Connectivity, and Livability, points out strategies that can be implemented that would encourage pedestrian activity along the streets. The overall goal of this plan is to guide the enhancement of the Frenchtown community.

GOALS IMPROVEMENT PLACEMAKING



BEAUTIFICATION

The Tallahassee-Leon County Planning Department led a design charrette with the help of community members to create a plan for the North Monroe corridor. With the use of surveys, "share your thoughts boards," multiple discussions, and stakeholder interviews feedback was provided to the City regarding the multiple focal points of the community. A particular focus with regard to land use identified critical uses not allowed within the corridor. "This means that no new commercial and office uses are allowed to develop. It also creates limitations on what changes or redevelopments that owners can do to improve and enhance the appearance of their existing commercial buildings and properties" (North Monroe Charrette Report, February 2024).

Furthermore, existing businesses and residences developed prior to the adoption of the first Comprehensive Plan in 1990 are considered legally, non-conforming uses. "Property owners often have difficulty obtaining permitting for improvements to their properties. Financing can also be difficult to obtain for non-conforming properties. The result is that these properties may decline over time until they are no longer operable. Owners may sell or redevelop the property, but only in conformance with the Future Land Use Category. The unintended consequence is that properties remain stagnant and unimproved for extended periods of time, resulting in a declining aesthetic on the corridor" (Lake Protection Future Land Use Impacts: North Monroe Charrette Report, February 2024).

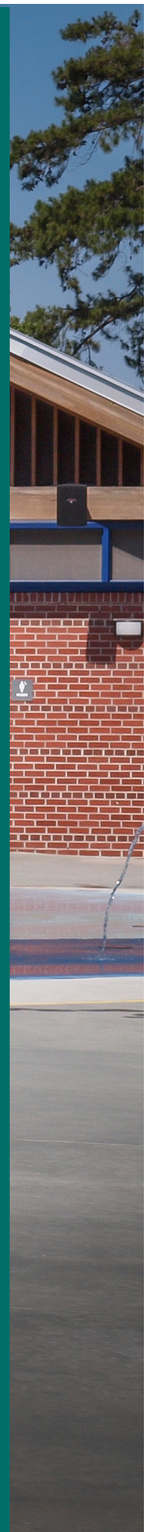
Common themes were pointed out throughout the design charrette that include the beautification of the corridor, improving pedestrian connectivity, the inclusion of safety features along the street, increasing accessibility to the public and natural amenities, and expanding mobility options. Recommendations for continued corridor improvement include: invest in public infrastructure; remove barriers to commercial property investment; identify opportunities to promote the unique sense of place; and enhance transit options.



EXISTING LAND USE

Existing land use refers to how a property is currently used. This valuation is important in showing how different uses are spatially located throughout the City. Table 5.2 illustrates the existing land use in tabular form, while Figures 5.8 and 5.9 graphically depict the existing land use. The existing land use acreages, derived from ArcGIS, are inclusive of environmental constraints. The total area excludes land area within public rights- of-way, so the total acreages are less than those found in the zoning and future land use tables in subsequent sections. Key findings related to existing land use include:

- Nearly a third of the land in Leon County is designated for open space, recreation, forests and state parks, and similar uses.
- While over 40 percent of the land is designated as “vacant,” a significant portion within the City limits is Welaunee and the Southside Sector Plan. In the unincorporated areas it includes much of the rural and agricultural lands.
- To promote infill and redevelopment, it will be important to focus on vacant land within the Urban Service Area (USA) boundary. This area includes future large-scale developments, as well as opportunities for smaller infill within residential areas and the redevelopment of aging commercial centers.
- Much of the residential land use is for single-family detached or mobile home, which illustrates that there is less diversity in the current housing stock. The MMTD accounts for a majority of the higher-density residential uses within the County, with over 2,000 acres dedicated to multi-family.



EXISTING LAND USE

Table 5.2, Existing Land Use (2023, Approximate Acreage)

Existing Land Use	Leon County	Uni. Leon County	USA	City	MMTD
Government Operation	2,137	838	1,485	1,298	180
Hotel/Motel	172	10	172	162	40
Medical	531	195	515	337	41
Multi-Family	4,510	776	4,283	3,734	2,088
Office	1,545	196	1,518	1,349	330
Open Space Common Areas	6,341	3,459	4,288	2,882	263
Open Space Recreation/Parks	11,836	4,648	7,239	7,189	1,019
Open Space Resource Protection	7,463	5,689	3,235	1,774	236
Open Space State and National Forest	113,838	113,411	1,011	427	160
Open Space Undesignated	2,613	2,243	520	370	
Religious/Non-profit	1,499	786	1,224	712	174
Retail	2,195	481	2,105	1,714	670
Schools/Colleges/Universities	3,327	513	3,122	2,814	1,637
Single Family Attached	965	200	965	765	121
Single Family Detached/Mobile Home	56,793	43,521	30,941	13,273	2,344
Transportation/Communications/Utilities	8,556	1,142	4,148	7,414	63
Two-Family Dwelling	424	123	401	301	155
Vacant	196,112	182,714	25,291	13,397	894
Warehouse	2,355	1,150	2,197	1,205	204
Water	13,044	12,756	3,722	288	8
TOTAL	436,256	374,851	98,381	61,404	10,626

1. Data Derived from TalGIS Accessed October, 2023

Total acreage may vary from table to table according to the methodology used to calculate the acreage.

EXISTING LAND USE

LEON COUNTY EXISTING

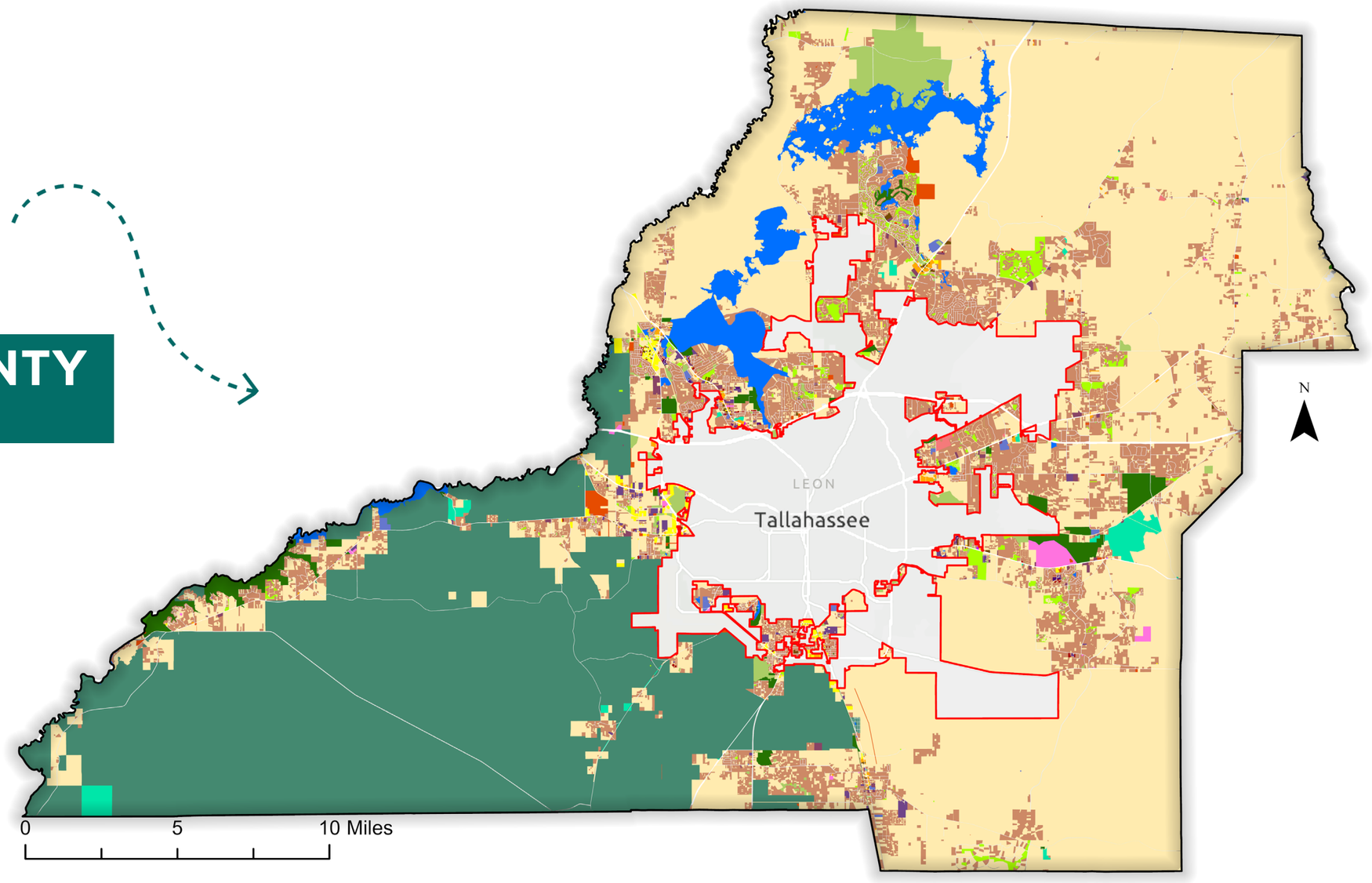


Figure 5.8, Existing Land Use (2023) in Leon County

TALLAHASSEE EXISTING

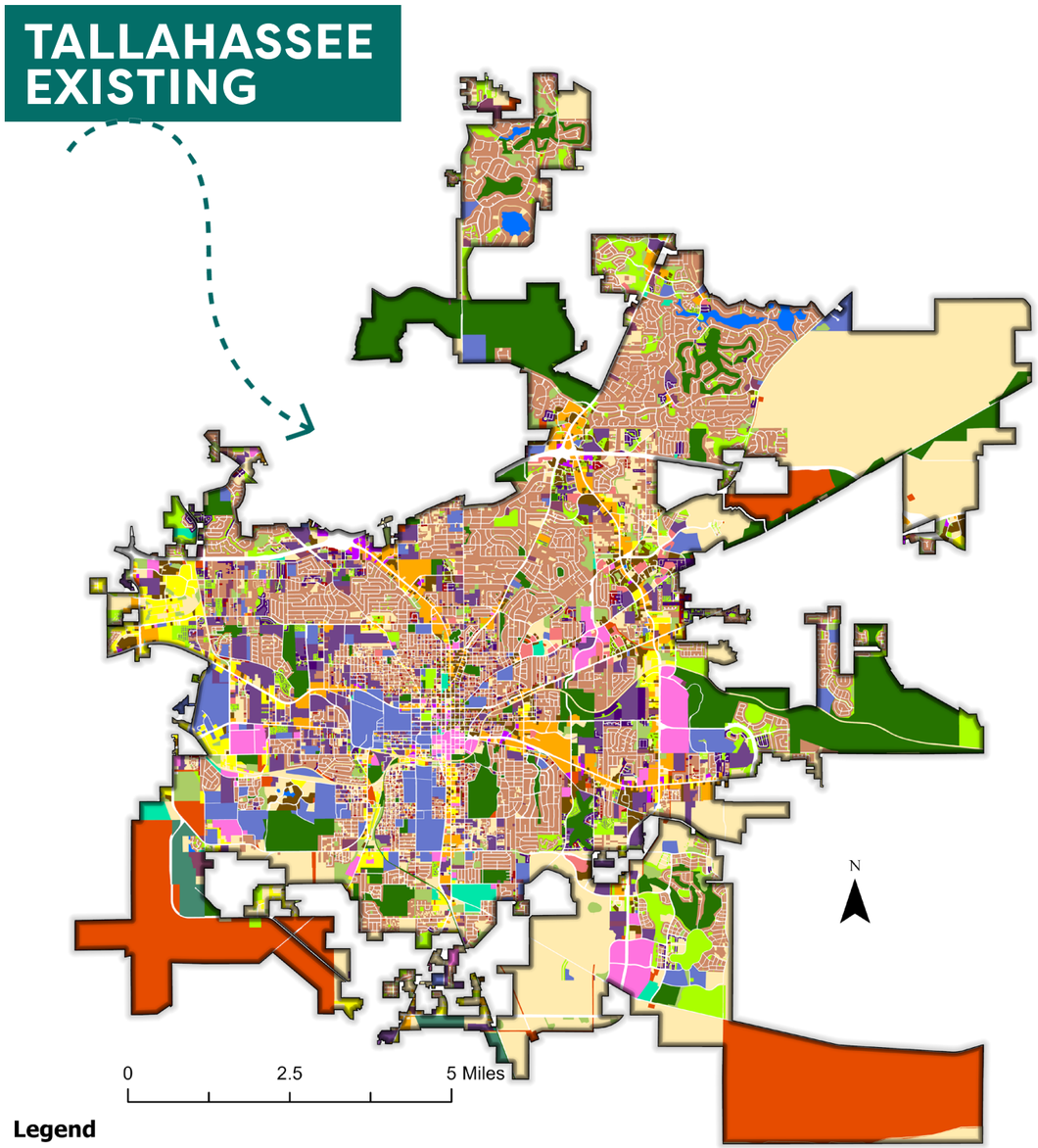


Figure 5.9, Existing Land Use (2022) in City of Tallahassee1



EXISTING ZONING INTRO

The existing zoning zoning districts include a number that are identical within the city and the county. Others are County specific or City specific based on preferred development standards or patterns within the area. Table 5.3 list the zoning districts existing within the city of Tallahassee Land development code and the Leon County code of ordinances.

EXISTING ZONING

Legend

- CC
- DRI
- MCN
- MCR
- MH
- NB-1
- NBO
- OA-1
- PD
- PUD
- SCD
- UT
- UV
- AC
- CU-12
- CU-18
- CU-26
- CU-45
- U-PUD
- UF
- UP-1
- UP-2
- LP
- LPN
- LT
- OS
- R
- I
- M-1
- GO
- GO-1
- GO-2
- BOR
- MR
- MR-1
- OR-1
- OR-2
- R-1
- R-2
- R-3
- R-4
- R-5
- RA
- RC
- RP
- RP-1
- RP-2
- RP-MH
- BC-1
- BC-2
- BCS
- C-1
- C-2
- CM
- CP
- IC
- WC
- ASN-A
- ASN-B
- ASN-C
- ASN-D

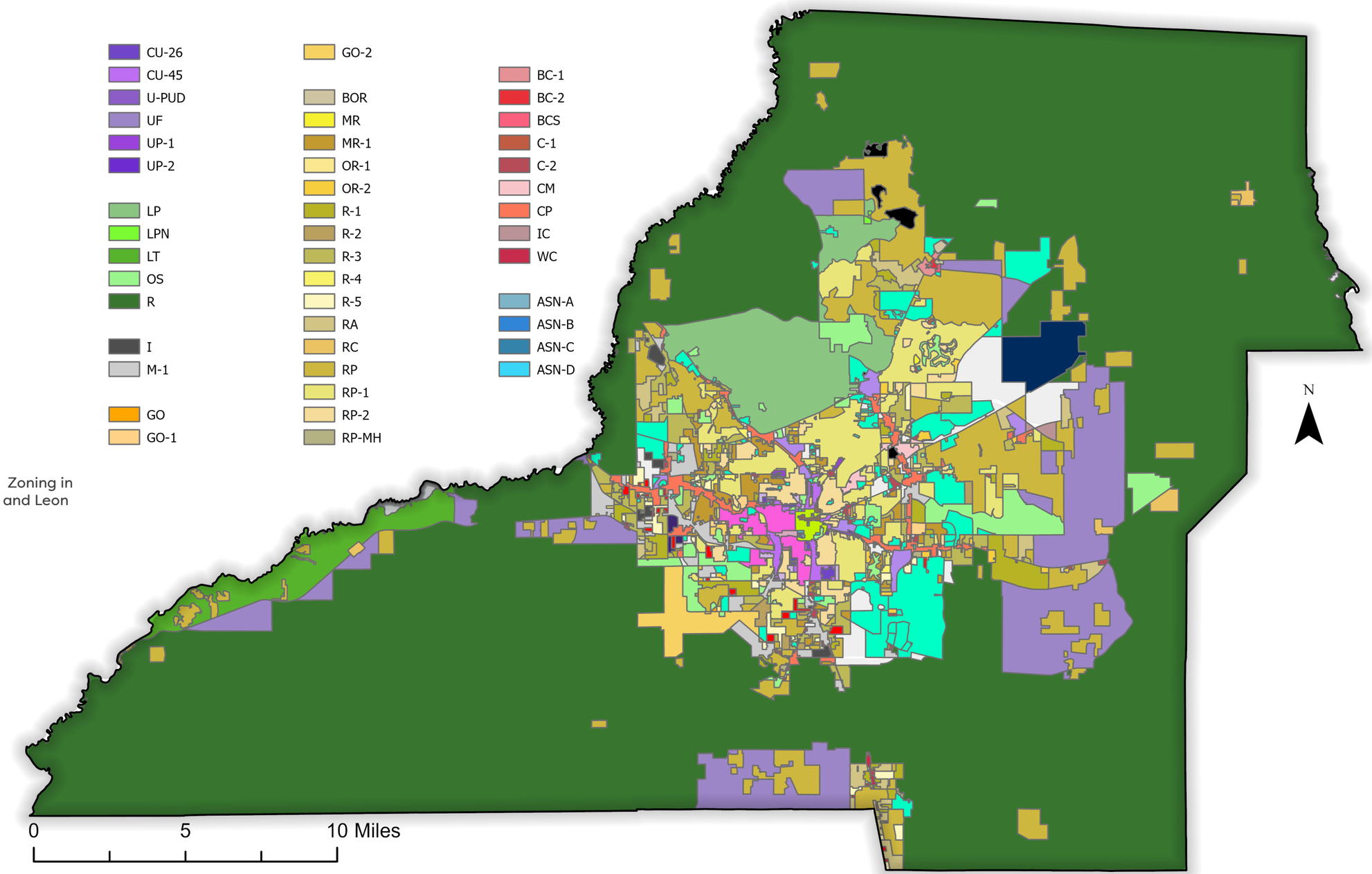


Figure 5.10, Zoning in Tallahassee and Leon County

Table 5.3, Existing Zoning (2023, Approximate Acreage)

Zoning	Zoning Description	Leon County	Uni. Leon County	USA	City	MMTD
AC (T) (L)	Activity Center	1,265	221	1,265	1,044	172
ASN-A (T)	All Saints Neighborhood Infill/ Low Intensity	9	0	9	9	9
ASN-B (T)	All Saints Neighborhood Infill/ Moderate Intensity	7	0	7	7	7
ASN-C (T)	All Saints Neighborhood Corridor Mixed Use District	7	0	7	7	7
ASN-D (T)	All Saints Neighborhood Civic Center Corridor Mixed Use District	11	0	11	11	11
BC-1 (L)	Bradfordville Commercial District	146	146	146		
BC-2 (L)	Bradfordville Commercial District	33	33	33		
BCS (L)	Bradfordville Commercial Services District	32	32	32		
BOR (L)	Bradfordville Office-Residential District	95	95	95		
C-1 (T) (L)	Neighborhood Commercial District	77	12	75	65	8
C-2 (T) (L)	General Commercial District	634	217	595	417	145
CC (T)	Central Core	406	0	406	406	406
CM (T) (L)	Medical Arts Commercial District	400	0	400	400	19
CP (T) (L)	Commercial Parkway District	2,719	806	2,719	1,912	295
CPA	Critical Planning Area	4,472	391	4,467	4,081	
CU-12 (T)	Central-Urban 12	20	0	20	20	20
CU-18 (T)	Central-Urban 18	272	0	272	272	272
CU-26 (T)	Central-Urban 26	249	0	249	249	249
CU-45 (T)	Central-Urban 45	932	0	932	932	932
DRI (T) (L)	Development of Regional Impact	654	580	654	74	
GO (L)	Government Operational District.	13	12	13	0	
GO-1 (T)	Government Operational Office/Light Industrial District	246	0	246	246	95
GO-2 (T)	GO-2 Governmental Operational Heavy Infrastructure District	2,583	27	2,583	2,556	
I (T)(L)	Industrial	499	326	499	173	
IC (T) (L)	Interchange Commercial	201	44	201	157	
LP (T)(L)	Lake Protection	13,095	10,399	13,095	2,696	
LPN (L)	Lake Protection Node	42	42	42	0	
LT (L)	Lake Talquin/Urban Fringe	6,316	6,316			
M-1 (T) (L)	Light Industrial District	3,594	1,472	3,594	2,122	210
MCN (T)(L)	Mahan Corridor Node	54	47	54	7	
MCR (T) (L)	Mahan Corridor Ring	6	6	6		
MH (T) (L)	Manufactured Home Park District	566	389	533	177	8
MR (T)	Medium Density Residential District	48	0	48	48	
MR-1 (T) (L)	Medium Density Residential District	2,794	184	2,794	2,610	1,137
NB-1 (T)	Neighborhood Boundary District	28	0	28	28	28
NBO (T) (L)	Neighborhood Boundary Office	2	0	2	2	2
OA-1 (T) (L)	Airport Vicinity District	196	196	196		
OR-1 (T) (L)	Office Residential District-1	236	4	236	233	89
OR-2 (T) (L)	Office Residential District-2	797	250	797	547	50
OR-3 (T) (L)	Office Residential District-3	938	53	938	885	88
OS (T) (L)	Open Space District	7,028	1,561	5,018	5,467	669
PD (T) (L)	Planned Development	2,820	13	2,810	2,807	
PUD (T) (L)	Planned Unit Development District	12,321	3,201	11,096	9,120	635
R (T) (L)	Rural	295,323	290,504	2,146	4,819	
R-1 (T) (L)	Single-Family Detached Residential District	3,700	2,739	3,371	961	34
R-2 (T)(L)	Single-Family Detached Residential District	564	402	564	162	22
R-3 (T)(L)	Single-Family Detached Residential District	5,620	3,324	5,620	2,296	300
R-4 (T)(L)	Urban Residential District (T)/ Single-, Two-Family, and Multi-family Residential (L)	322	30	322	292	98
R-5 (T) (L)	Manufactured Home and Single-Family Detached District	1,365	969	1,072	396	81
RA (T) (L)	Residential Acre	2,691	2,683	1,785	8	
RC (L)	Rural Community	815	815			
RP (L)	Residential Preservation	26,925	26,824	15,400	101	0
RP-1 (T)	Residential Preservation-1	12,545	36	12,545	12,510	1,343
RP-2 (T)	Residential Preservation-2	3,846	4	3,846	3,841	2,191

Data Derived from TalGIS Accessed October, 2023

Table 5.3 Existing Zoning (2023, Approximate Acreage) (Cont.)

RP-MH (T)	Residential-Manufactured Home	120	1	120	119	
SCD (T)	Special Character District	71	0	71	71	71
TPA (T)(L)	Target Planning Area	231	222	231	9	5
UF (T) (L)	Urban Fringe	25,418	25,402	1,226	16	
UP-1 (T) (L)	Urban Pedestrian District-1	101	0	101	101	39
UP-2 (T) (L)	Urban Pedestrian District-2	38	(0)	38	38	38
U-PUD (T)	Urban Planned Unit Development District	16	0	16	16	16
UT (T)	University Transition	1,728	0	1,728	1,728	1,728

Total acreage may vary from table to table according to the methodology used to calculate the acreage.

FUTURE LAND USE DESIGNATIONS

Future Land Use (FLU) is outlined in the Comprehensive Plan to guide where, and how, future development occurs. FLU is regulated by state statue and should include the intent, densities, and intensities for each land use category. **Table 5.4, and Figure 5.11 and Figure 5.12,** respectively, show the tabular and depictions of future land uses in Tallahassee and Leon County today. Acreages were derived from ArcGIS and are inclusive of environmental constraints.

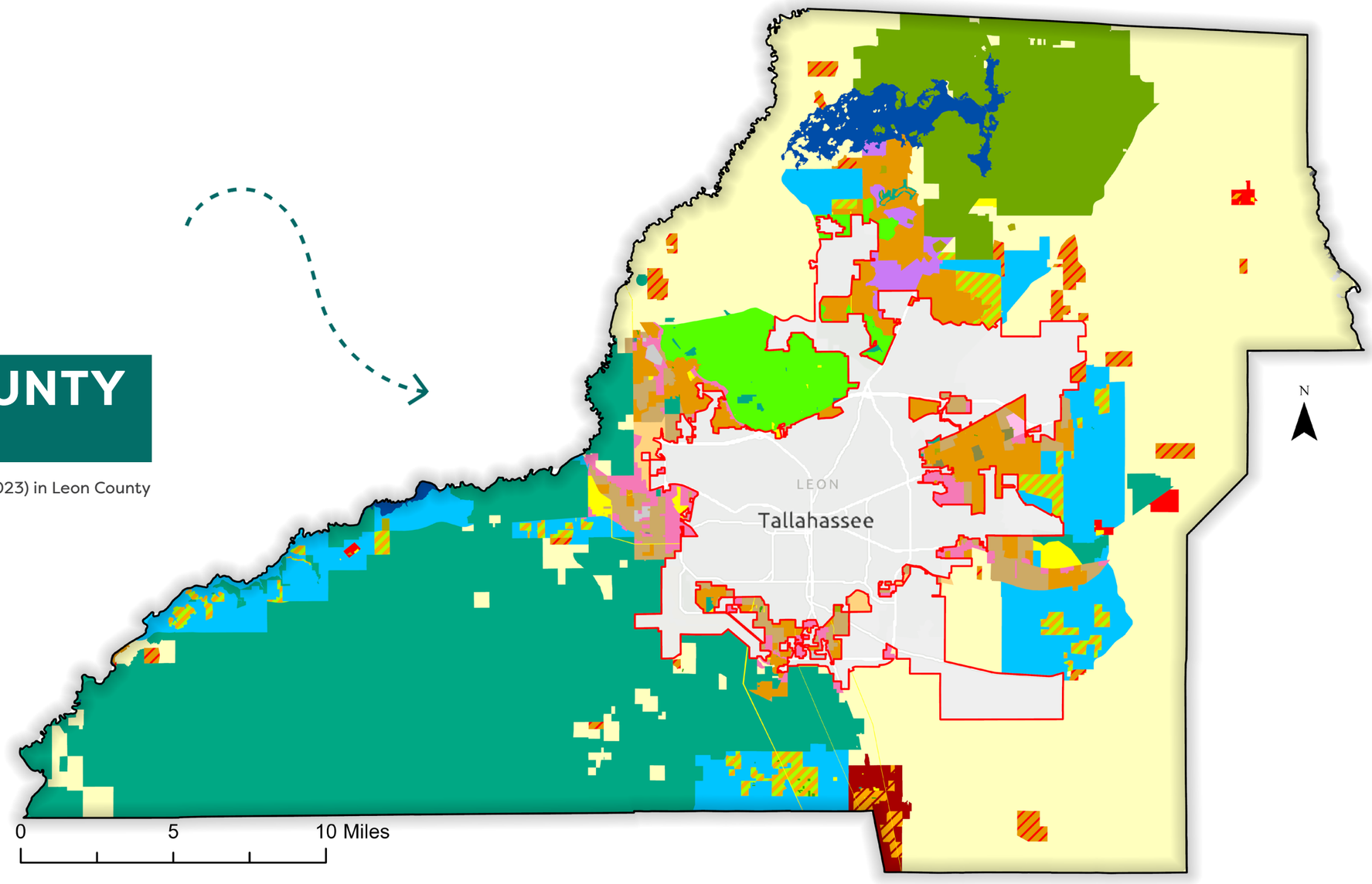


FUTURE

FUTURE LAND USE

LEON COUNTY FUTURE

Figure 5.11, Future Land Use (2023) in Leon County



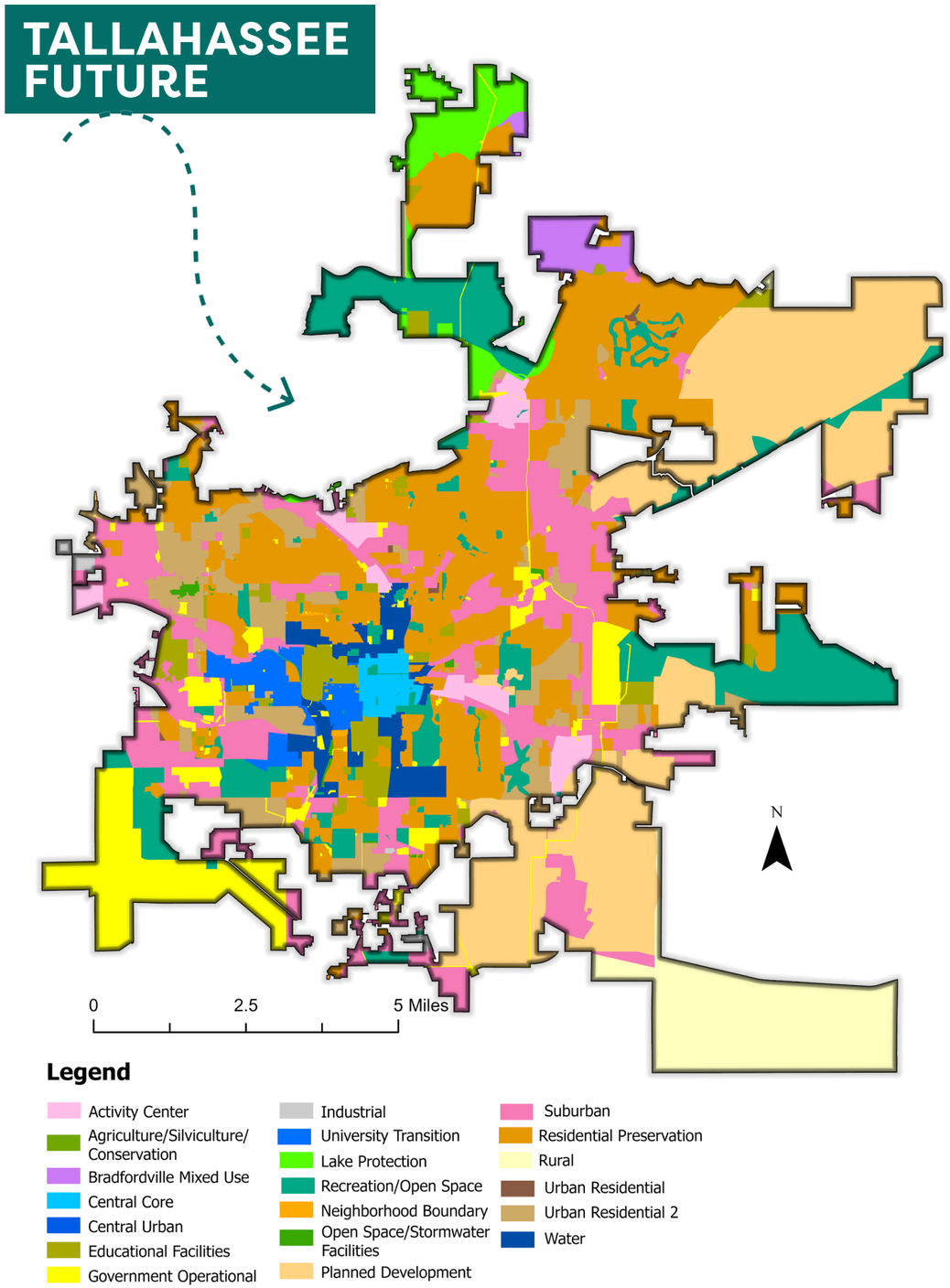


Figure 5.12, Future Land Use (2023) in Tallahassee

Table 5.4, Future Land Use (2023, Approximate Acreage)

FLUM	FLUM Description	Leon County	Uni. Leon County	Urban Service Area	City Limits	MMTD
AC	Activity Center	1,417	220	1,417	1,197	277
AG	Agriculture/Silviculture/ Conservation	29,569	29,569	0		
CC	Central Core	513	0	513	513	513
CU	Central Urban	1,424	0	1,424	1,424	1,424
EF	Educational Facilities	2,151	278	2,046	1,873	1,242
GO	Government Operational	6,442	1,882	5,513	4,561	415
I	Industrial	494	327	494	168	
IM	Industry and Mining	12	12	12		
LP	Lake Protection	12,123	10,303	12,123	1,821	
MGN	Mahan Gateway Node	230	212	230	19	
MU	Bradfordville Mixed Use	2,908	2,023	2,900	885	
NB	Neighborhood Boundary	30		30	30	30
OS	Recreation/Open Space	122,612	115,211	7,838	7,401	1,039
OSS	Recreation/Open Space	176	69	127	107	88
PD	Planned Development	13,296	1,254	13,279	12,042	52
R	Rural	148,078	143,580	1,311	4,498	
RC	Rural Community	766	766			
RC-RPO	Rural Community with Residential Preservation Overlay	47	47			
RP	Residential Preservation	30,464	15,010	30,464	15,454	2,858
R-RPO	Rural with Residential Preservation Overlay	4,378	4,377	2	2	
SUB	Suburban	13,916	4,562	13,915	9,353	1,568
UF	Urban Fringe	30,010	29,995	1,002	16	
UF-RPO	Urban Fringe with Residential Preservation Overlay	6,189	6,188	14	0	11
UR	Urban Residential	66	0	66	66	975
UR-2	Urban Residential 2	11,667	6,860	11,665	4,807	1,111
UT	University Transition	1,111	0	1,111	1,111	
W	Water	6,767	6,767	0		
WRC	Woodville Rural Community	1,891	1,891			
WRC-RPO	Woodville Rural Community with RP Overlay	862	862			
TOTAL		449,609	382,262	107,497	67,347	11,603

Total acreage may vary from table to table according to the methodology used to calculate the acreage.

FUTURE LAND USE & ZONING RELATIONSHIP

Future land use guides which zoning districts can be applied spatially throughout a community. There may be multiple zoning districts allowed based on a future land use category. In a broader sense, the land uses are intended to be less specific, while the zoning district development regulations provide the details for how the given parcel of land must be developed. Table 5.5, below, shows which zoning districts (rows) may be compatible with the various existing future land use categories (columns) today. The land uses do not include those that include the residential preservation overlay, as the allowed zoning districts are the same as the base FLU category.

The number of zoning districts and future land use categories can lead to confusion in implementation of the comprehensive plan, inconsistencies in development patterns, and loss of community character. There are, in some cases, minimal differences in the land use categories, as well as within each zoning district. The update to the land use element explores modifications to the future land use categories to provide for more predictable development patterns, better organization and guidance in the categories, and easier implementation and understanding by staff, developers, and the community as a whole.

Table 5.5, Vacant and Underdeveloped Parcels by Size (2022 Evaluation)

Parcel Size (Acres)	#of Parcels	% of Parcels	Approx Acres	% of Total Acres
Less than 5 Acres	8501	94%	6093	28%
5-20 Acres	388	4%	3545	16%
20-50 Acres	94	1%	2913	13%
50-100 Acres	27	<1%	1771	8%
100+ Acres	27	<1%	7750	35%



URBAN SERVICES AREA

The Urban Service Area (USA) was established as part of the original plan and is a critical part of directing growth to appropriate areas, thereby discouraging urban sprawl. The 1990 Comprehensive Plan analyzed population and included a projection for where urban growth will occur in the next twenty years to serve an increasing population. This area, known as the Urban Service Area (USA), shown on Figure 5.13, includes the portions of the City and the County which are to be developed at urban levels of density and can expect the availability of urban infrastructure and services, such as roads, mass transit, stormwater facilities, sanitary sewer, solid waste, and parks. The USA has the urban center of the community as well as major planned developments or development nodes. Its relationship to the statutorily defined Urban Service Area in Chapter 163.3164, Florida Statutes, is that it is a defined area in the comprehensive plan but does not meet the strict definition because some areas within the USA do not have existing or programmed facilities in place.

The intent of the Urban Service Area is to:

- promote efficient and compact urban growth;
- protect the rural character of those areas outside the USA from incompatible uses and densities;
- assure that local government can afford to provide needed urban services to areas which we designate to receive such services; and
- make sure that areas we designate for urban development are not "under-utilized."

The USA concept is to have the community grow in a responsible manner, with infrastructure provided economically and efficiently, and surrounding forest and agricultural lands protected from unwarranted and premature conversion to urban land use. The USA is one of the primary mechanisms to discourage urban sprawl by directing development to an area sized to serve the projected population within the planning timeframe; providing a boundary between urban and rural uses; encouraging infill within it; facilitating accessibility among uses; and maximizing existing and planned public facilities.

There are objectives and policies in the Land Use Element that provide guidance regarding directing development within the Urban Services Area. In particular, the Urban Service Area (USA) is prescribed to accommodate 90% of new dwelling units, a minimum density of 2 dwelling units per acre and the ability to have a land area that is 50% above the demonstrated need.

The overage in acres allocated for residential and non-residential uses on the Future Land Use Map that is above demonstrated need, is identified as a market factor or multiplier. Best practices recommend a multiplier of 1.25 to 1.5 in order to accommodate the needed uses that support projected population and to ensure that supply, particularly of residential units, is available. An assessment of vacant, developable lands and population in another section of the report identifies an ability to accommodate 302,000 residential units for 343,300 people, which is a market factor of approximately 2.

ENCOURAGEMENT OF INFILL DEVELOPMENT

The City has various incentives or inherent benefits that work to encourage infill development, either built into Land Development Code or other fee structures such as traffic concurrency or utility fees. Some of the more notable efforts to encourage infill are included below:



Photo credit - City of Tallahassee

GROWTH

ENVIRONMENTAL MANAGEMENT ORDINANCE INCENTIVES

On redeveloped sites, developers have the ability to claim existing impervious area (asphalt, concrete, etc.) to reduce or eliminate stormwater management requirements.

Redevelopment projects on developed but vacant or underutilized sites typically result in reduced tree clearing and grading, and ultimately reduced tree debit fees. This further reduces Environmental Management Permit fees, which is not an explicit incentive but is a significant financial benefit for a developer.

Redevelopment of sites that involve no or minimal addition of impervious area have the option of reducing or eliminating some urban forest and landscape standards that would otherwise apply to new development.

ZONING AND LAND USE INCENTIVES

There is flexibility in parking requirements for redevelopment projects citywide, but additional parking flexibility within the MMTD. In the MMTD, projects can have significantly reduced parking and count any public parking within 1,000 feet of the projects towards their parking requirements. In the most intense zoning district, Central Core, there is no minimum parking requirement.

The MMTD (where any project would be considered infill) is the only area in the city that has density bonus incentives for market-rate housing.

The MMTD allows for flexible site design such as reduced setback requirements and higher lot coverage allowances. This makes more of the property developable and allows for creative site design that meets the goals of the MMTD.

For the conversion of hotel/motel rooms to livable units, the density is only calculated at a 3:1 ratio instead of 1:1. This makes it more feasible for developers to convert blighted hotel/motel properties into housing without conflicting with zoning district or Comprehensive Plan density requirements.

Any single-family residential property is eligible for the construction of an accessory dwelling unit (ADU) on its property. Within the MMTD, duplex properties can construct an ADU as well. This achieves the goals of providing for infill housing in a way that serves the needs of residential property owners, expands the locally available housing stock, and maintains the neighborhood sense of place.

OTHER

Redeveloped sites receive tap fee credit for existing water and sewer taps, whereas construction on an undeveloped property requires payment of thousands of dollars in water and sewer tap fees.

For projects located within the MMTD, traffic concurrency impacts are weighted to allow for flexibility in level of service ratings, resulting in a lower probability that a developer will be required to pay any mitigation fees.

URBAN SERVICE AREA

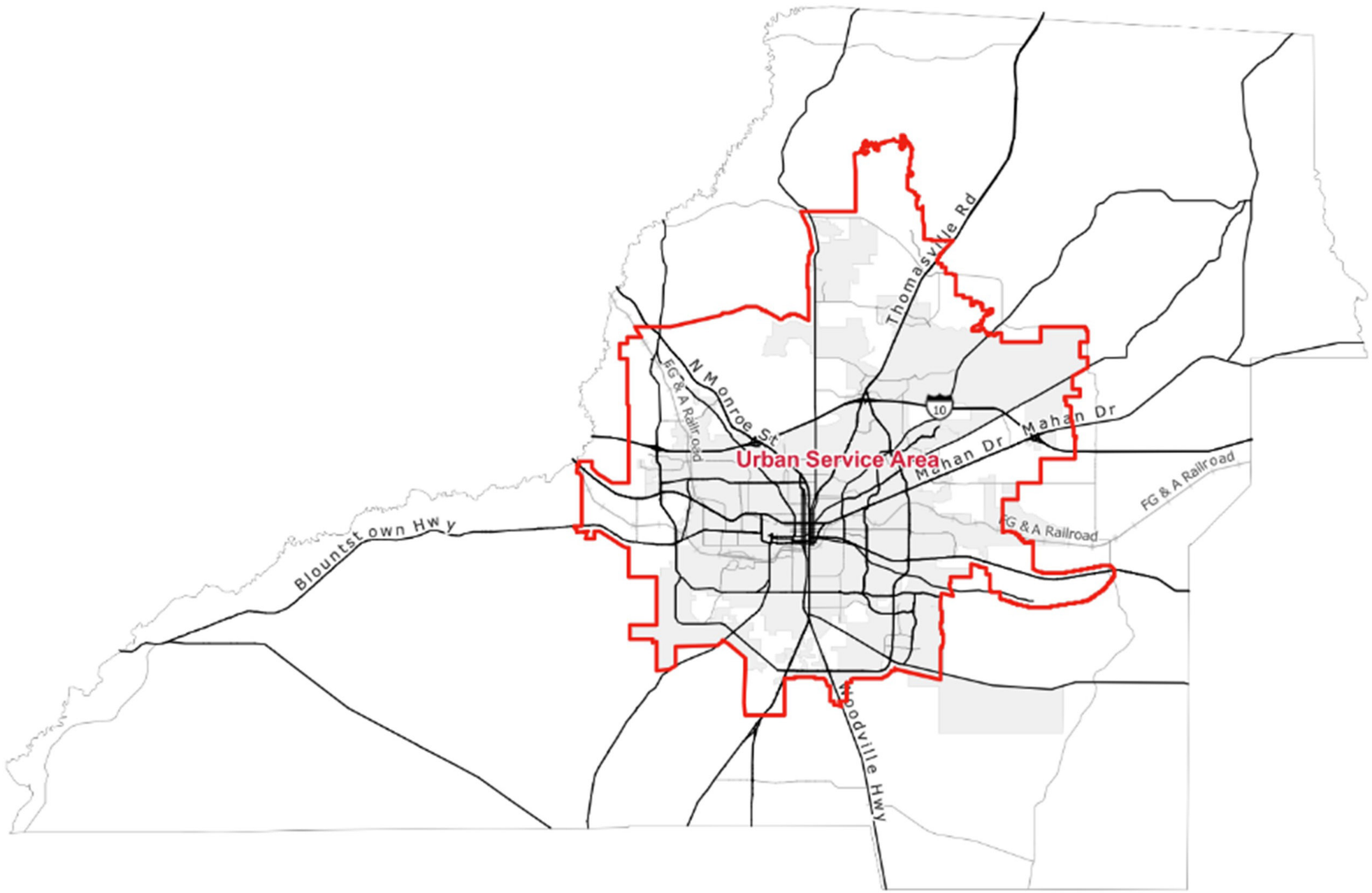


Figure 5.13, Urban Service Area

CHALLENGES TO INFILL DEVELOPMENT

While the analysis of vacant and potentially developable parcels indicated that there may be sufficient land available to accommodate population projections, there are still notable challenges to infill development that may not be evident in the analysis. Some of these challenges include lot availability, subdivision regulations, concurrency, and opposition to development.

Lot availability: It should be noted that "vacant and potentially developable" is not synonymous with "available for development." Private property is, of course, subject to the desire of the owner to sell, real estate market factors, and environmental constraints that may make a parcel unavailable or poorly suited for development.

Subdivision Regulations: Subdivision regulations may present challenges to infill development with regards to accommodating projected population. For example, the Leon County Land Development Code includes a Residential Preservation zoning district that allows up to 6 dwelling units per acre. Regardless of this maximum density, the code states "No newly created lot shall be smaller than the smallest lot of record approved as part of the original recorded (platted) or unrecorded subdivision, or any approved reconfiguration or re-plat that may have occurred consistent with the land development regulations in effect at that time." Therefore, the maximum density is driven by the size of other parcels instead of by the maximum density allowed by the zoning district. The City's Land Development Code includes similar provisions. The City's subdivision regulations include a provision that, "Lots created by re-subdivision of an existing lot in a recorded or unrecorded residential subdivision zoned residential preservation (RP-1 or RP-2), single family detached residential district (R-1 or R-2) or planned unit development (PUD) within the residential preservation future land use category shall be no more than ten percent smaller than the median size of all other lots in the subdivision, as originally platted in a recorded or unrecorded plat, and no less than the minimum lot size allowed by residential zoning and land use maps. If a subdivision was developed in phases, the median size of lots shall be determined by the lots in the phase affected by the proposed re-subdivision."

Concurrency: Development may be limited by the availability of infrastructure and services. As development is proposed, their impacts on infrastructure and services are calculated and may require concurrency payments to mitigate these impacts. Limitations in terms of capacity and/or mitigation requirements may limit development and redevelopment potential.

Phasing and Process Requirements: The timing of development being allowed can be delayed because of specific requirements for certain developments. For example, the Welaunee Arch Master Plan includes specific phasing requirements. While the Arch allows a maximum of 12,500 dwelling units, the entire Welaunee Arch is not available for development at once. To promote coordination of development with the provision of Urban Services, the Welaunee Arch Master Plan established three phases that have specific thresholds that must be met before development may begin in the subsequent phase.

While there are benefits to this approach, this requirement also means that the entire Arch is not available for development and that the maximum of 12,500 units would be constructed over a longer period of time. Additional processes that impact the timing of development are the requirements of implementing Planned Development Areas. For example, the Welaunee Heel is allowed a maximum of 2,107 residential units according to the adopted Critical Area Plan; however, one or more Planned Unit Developments (PUD) must be completed and approved before site plans or subdivisions can be approved.

Because the PUD would be the implementing zoning for the property, the total number of residential units may end up being lower than the maximum allowed by the Critical Area Plan. The Welaunee Critical Area Plan also requires stormwater facilities master plans for the Heel and for the Arch. These stormwater facilities master plans must be completed for the respective areas before PUDs for those areas may be approved. Only after these steps have been accomplished can site plans and subdivisions be approved followed then by permitting and construction. While there are benefits to this approach, these requirements do lengthen the process and therefore the time required before any construction can begin on these sites.

Neighborhood Opposition: Development and redevelopment may receive opposition from neighboring residents. This opposition may influence the type, density, and intensity of development. In many cases, infill development receives more neighborhood opposition due to the higher numbers of neighbors as compared to development located further away from urban areas.



Photo credit - Leon County

OTHER CONSIDERATIONS

Mixed-Use Districts: It should be noted that some land use categories allow for residential, commercial, or a mix of uses, so it is difficult to predict how a property will be developed and the impact it may have on population accommodation. For example, the Suburban Land Use category allows for commercial and/or residential development. The resulting development is typically determined by the zoning district, though some zoning districts, such as Office-Residential district, also allow commercial, residential, or a combination of both. While these mixed-use categories provide for desirable development patterns, it can be difficult to determine how they are included in analyses of population accommodation.

Housing Types: Another consideration for population accommodation is the types of residential development available and allowed (single-family detached homes, townhomes, duplexes, multiplexes, apartments, etc.). The mix of housing needed in a community is influenced by a variety of factors. These factors range from general market demand

OTHER CONSIDERATIONS



Photo credit - City of Tallahassee

to decisions made by local governments. For example, the Rooming House Ordinance was approved by the City in 2000 to prevent student rentals from locating in existing, low- density single-family neighborhoods. This policy redirected student housing away from existing neighborhoods thereby increasing the need for student housing elsewhere. Other factors include consideration for housing types that allow people to age in place or that are located near transit and other services that allow residents from all incomes to live where they play, shop, and work. Often called "missing middle" housing, this housing provides solutions along a spectrum of affordability to address the mismatch between available housing stock and shifting demographics combined with the growing demand for walkability. The trend toward adjusting residential code to allow for accessory dwelling units is a successful example of providing mixed housing types within established residential neighborhoods without impacting the overall sense of neighborhood in these areas.

In looking at the potential for redevelopment and infill, there are favorable prescriptions in the comprehensive plan including land use categories that allow for residential development and mixed-uses. Other sections state growth priorities for infill development, minimizing the premature conversion of rural areas into urban development, the desire to provide affordable housing and additional housing in the southern areas of the city and county. Challenges to infill which include site plan regulations, provide an opportunity to review and make adjustments that will encourage infill within the USA.

The USA was initially implemented with the adoption of the comprehensive plan and has been sparingly adjusted since that 1990 adoption date. It has been effective in expressing the community's intent to manage and direct growth. The provisions in the plan could benefit from additional clarity regarding the intended accommodation of land and development. Given these factors and the information presented in this USA section, it is recommended that the USA be maintained as part of the plan update.

VACANT AND UNDERUTILIZED LANDS

When evaluating future growth potential for an area, it is important to consider where the existing vacant and underutilized parcels are located. This can help to identify target areas for growth and redevelopment in the future. In some cases, the growth may be smaller-scale infill, and others larger redevelopment opportunities using existing public infrastructure. This can result in a reduction in sprawl and greater opportunities to protect environmentally sensitive areas.

Vacant and underutilized lands were evaluated based on the 2022 parcel data, including existing land use and valuations for parcels, and are shown on Figure 5.6. Acreage within wetland areas and conservation easements were excluded from the overall calculations. Current (2023) aerial imagery was used to identify new development since the 2022 parcels would not be aligned with current development. Underutilized parcels identify where the land value is greater than the building value. The evaluation of vacant and underutilized parcels included areas that both include and do not permit residential densities. If the areas currently designated for residential densities within the respective future land use categories were to build out at 100 percent, over 302,000 dwelling units could be entitled. It is unlikely that these areas would fully build-out, but even with a 50 percent absorption rate, there is enough entitlements for over 150,000 dwelling units. This would accommodate the anticipated population growth through the project horizon.

While it is important to acknowledge total allowable density per the Comprehensive Plan, considerations to how the development could occur is needed. Examining opportunities to remove barriers to infill development can be part of this process. Many of the vacant or potential redevelopment parcels are on lots smaller than five acres in size, which may limit developable area and building product type. Some parcels may only accommodate development when combined with adjacent properties.

Over 35 percent of the total acreage encompasses properties of at least 100 acres. This is consolidated to a few parcels, which include the Welaunee development area and Southeast Sector Planning Area. These two development areas already have parameters and programs. Other large parcels have non-residential future land use categories or include golf courses which may be difficult to redevelop.

Antiquated subdivisions: In Florida, an antiquated subdivision is a subdivision that was approved or recorded more than 20 years ago but has not been built out substantially. It is considered antiquated if it would be detrimental to the local economy, environment, and planning practices to continue building it out per Section 163.3164(5), F.S. In assessing the existence of antiquated subdivisions, the analysis does not identify any in Leon County that would detrimentally impact future development potential or consumption rate. Larger planned developments are guided by master plans, planned unit developments or development agreements.

Table 5.6, Future Land Use (2023, Approximate Acreage)

FLUM	Approx. Acres	FLUM Density Allowed	Potential Dwelling Units max	Potential Dwelling Units (50%)
AC	146	45	6,519	3,260
CC	97	150	14,555	7,277
CU	218	45	9,694	4,847
EF	34		-	-
GO	1,202		-	-
I	79		-	-
LP	1,249	0.5	602	301
MGN	54		-	-
MU	606	20	12,128	6,064
NB	2		-	-
OS	149		-	-
OSS	8		-	-
PD	3,077	20	58,240	29,120
R	2,911	0.1	279	139
RP	6,773	6	30,551	15,275
SUB	4,735	20	84,445	42,222
UF	768	0.33	243	122
UF-RPO	14	0.33	4	2
UR	9	10	94	47
UR-2	2,839	20	52,849	26,424
UT	98	50	4,895	2,447
W	2	-	-	-
	22,072		275,097	137,547

VACANT AND POTENTIAL

County Limits

City Limits

Commercial Areas Over 2.5 Acres

Vacant and Potential Redevelopment by Acres

<5

5 - 20

20 - 50

50 - 100

>100

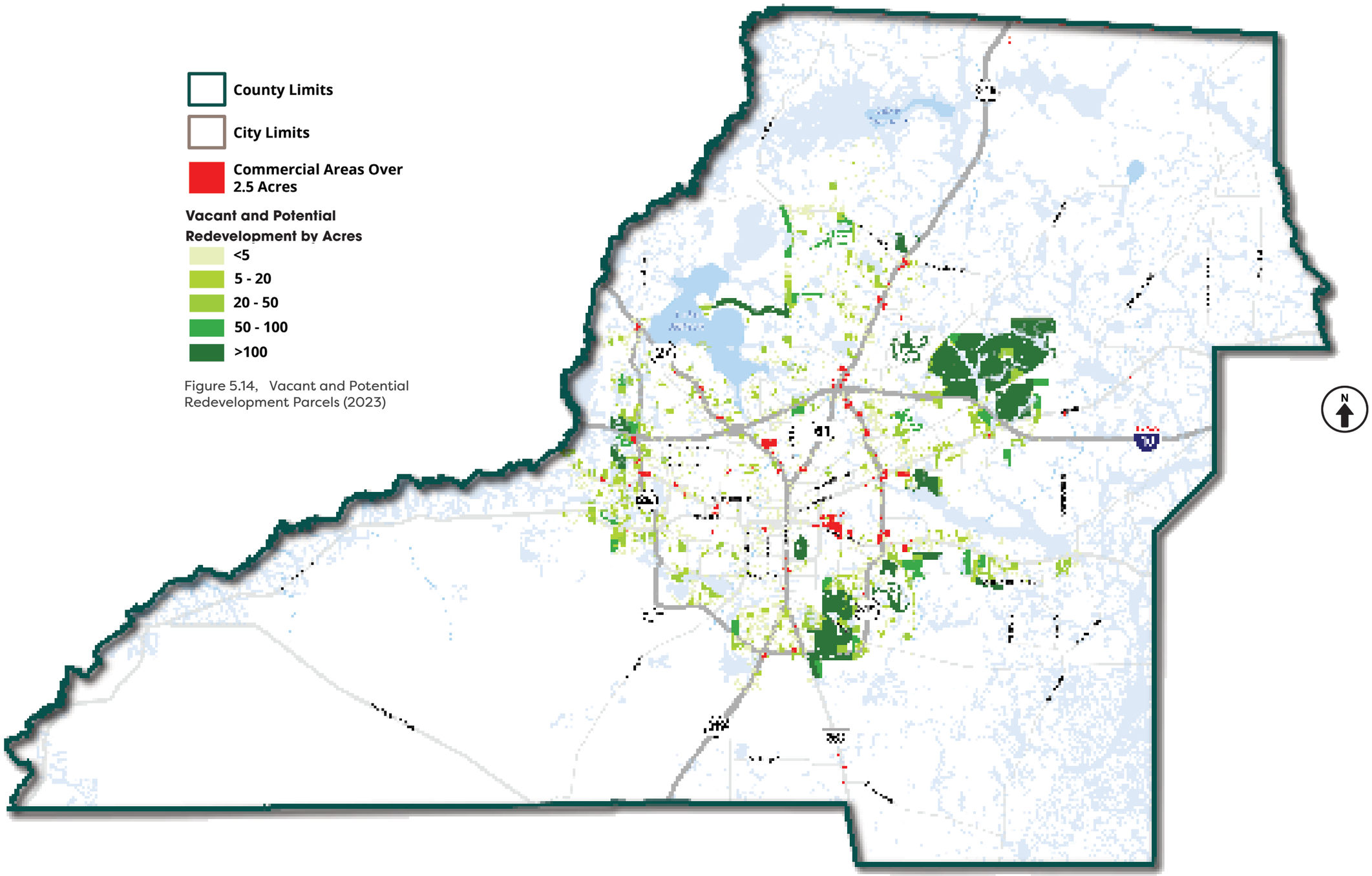


Figure 5.14, Vacant and Potential Redevelopment Parcels (2023)



GROWTH

Photo credit - City of Tallahassee

COMMERCIAL AREAS

Large commercial strip centers may be considered for redevelopment but not meet the "underutilized parcel" analysis due to property valuations. To illustrate potential areas that could be redeveloped, the existing land use category was used to identify larger shopping centers with parcels over 2.5 acres in size. These areas are shown in red in Figure 6.6 These areas are primarily located along major roadway corridors within the USA. The 2.5-acre threshold was used as an example of a parcel which, depending on the development program, can accommodate a range of uses.

As Tallahassee and Leon County grew over time, suburban development patterns took hold outside of the center of the City. Suburban development patterns include large shopping centers that are generally disconnected from the surrounding community and necessitate automobile travel. These areas are already serviced by public utilities and have been impacted by development. Rather than greenfield development, some shopping centers can be redesigned to create walkable spaces that support a variety of lifestyle options.

Retrofitting shopping centers, an example of which is shown below, can help accommodate growth in a manner that reduces the impact to greenfield development, and incorporates a wide range of design techniques to create a more versatile environment that supports the community's vision. These centers may include infill or outparcel development along the edge of the property to increase services and improve the public realm, or may include the full redevelopment of the site to incorporate a mixture of uses including housing, retail, restaurants, and office spaces.

To support sustainable growth practices, the retrofitting of suburban commercial spaces should be considered and supported to create more intense nodes of development throughout the USA which can also support the surrounding lower density residential areas. Parking requirements should be evaluated to allow for greater flexibility for this development type.

Table 5.7, Major Developments - Approved Projects

Type of Development	Sum of lots/units	Sum of sq. ft.
Apartments	2187	
Apartments/Commercial	41	1,516
Church		84,768
Group Quarters	53	19,500
Hotel	196	53,112
Medical		42,726
Other		68,846
Public Facility		223,210
Residential/Commercial	4826	2,234,307
Retail		131,576
School		55,343
Single Family	1101	
Warehouse		619,895
TOTAL	**8,404**	**3,534,799**

Table 5.8, Major Developments - Under Construction

Type of Development	Sum of lots/units	Sum of sq. ft.
Apartments	1,518	
Apartments/Commercial	707	13,694
Church		29,000
Commercial		196,130
Condominiums	404	
Hotel	63	45,232
Medical		12,900
Office		127,145
Other		35,453
Public Facility		41,172
Residential/Commercial	476	766,955
Retail		130,729
Single Family	3,210	
Warehouse		317,495
TOTAL	**6,378**	**1,715,905**

CURRENT DEVELOPMENT TRENDS

Tallahassee and Leon County have a variety of residential and commercial developments either in the review process, or under construction. The volume of projects is an indicator that continued growth, both in the local economy and in population, is likely to occur for some time. The following tables highlight the types of development based on the phase of review or construction for larger development projects, such as residential development over 20 units and commercial projects over 10,000 square feet. These projects are shown in Tables 5.7 - 5.8.

Residential growth includes 16,119 units for single-family (detached and attached), multi-family, condominium, and hotel uses within Leon County that are approved and/or under construction today. An additional 4,121 are either in the pre-application or under review phase. Of the total proposed units, 6,393 are single-family detached and attached and the remainder are apartments or condominium multi-family units.

While some of the projects may be smaller and thus take less time to fully build-out, some of the projects, such as the Park Place and Welaunee PUDs may take the planning horizon to fully build out. These developments are primarily located within the USA Boundary.

Smaller infill development such as duplex to quad-plex, single lot redevelopment, and the addition of accessory dwelling units may not be reflected in the above tables but contribute to housing options in the City and County.

Non-residential growth factors are good indicators of the local economy and business development. Commercial growth includes retail, office, industrial, and civic uses. Within Tallahassee and Leon County, there is over 5,250,000 square feet of non-residential uses either approved or under construction. As with the residential, portions of the approved square footage are associated with large PUDs and may be constructed throughout the planning horizon. An additional nearly 1,300,000 square feet is either under review or in the pre-application process.

ASSESSMENT FINDINGS FOR THE FUTURE LAND USE DISTRIBUTIONS

There are 25 distinct land use categories, and an additional four which include a residential preservation overlay to further direct growth and development within Leon County.

Most of the land in the unincorporated areas of Leon County is designated to promote and maintain a rural lifestyle, including agriculture uses, lake protection, open space/recreation, rural, residential preservation, and urban fringe. These future land use categories support lower densities and intensities which do not require the provision of water and sewer to support growth and development. The rural land uses and conservation measures can be used as a method to align and focus future growth within the USA.

Within the USA, there is greater diversity in the FLU categories, as this area is intended to absorb a majority of the population growth. The mixture of uses includes suburban uses with low to medium densities and intensities, as well as higher densities and intensities near the urban center.

The Residential Preservation (RP) FLU category has a maximum dwelling unit allowance of six units per acre, which can limit opportunities for diverse residential infill options.

The suburban FLU is a broad category that allows for non-residential uses and densities up to 20 units per acre. This category is widespread throughout the USA and City limits. This category exhibits a wide range of character throughout the jurisdiction and is intended to encourage mixed uses.

While the MMTD is intended to support walkable design and communities, much of downtown Tallahassee is used for government offices, which typically only operate when the state legislature is in session, or until 5 PM. Downtown supports business and government but lacks a vibrant nightlife.

GENERAL LAND USE ELEMENT FINDINGS

The number of future land use categories can increase complexity when applying appropriate zoning or determining future land use amendment requests. In some cases, the differences between the land use categories are minimal and the categories could be consolidated or reformatted for easier implementation and guidance.

The format of the land use category descriptions, intent, and densities and intensities could be reformatted for clarity and use through graphics, text layout, and representative imagery.

Some of the goals, objectives, and policies in the current plan are outdated, with references to dates or statutes which are no longer applicable. The incremental updates to the Comprehensive Plan over time have created a lack of cohesion and consistency. Outdated and inapplicable policies should be removed from the Comprehensive Plan.

There are policies which provide more detail than what is required for a Comprehensive Plan and should be relocated to the Land Development Regulations.

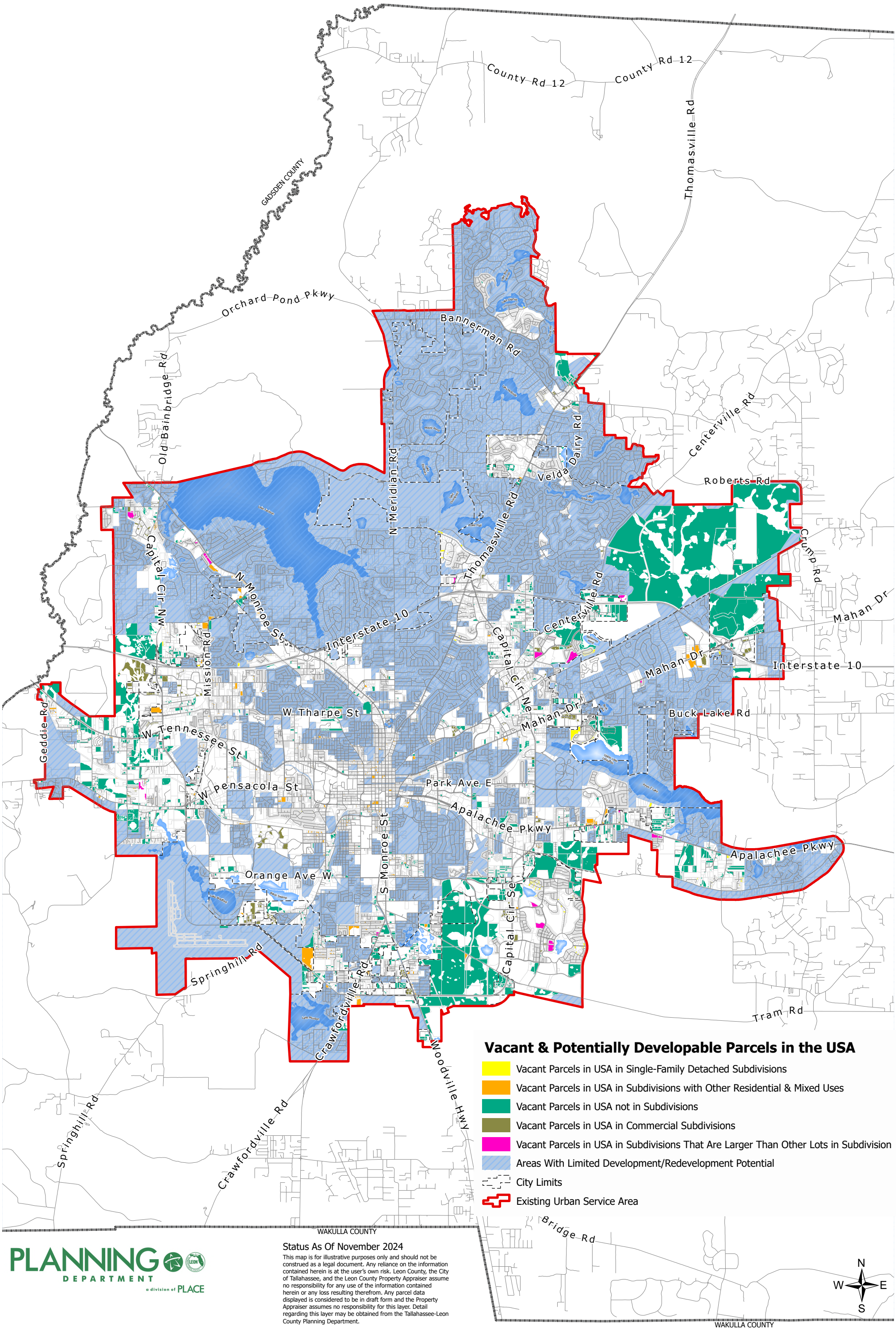
There is language which is subjective in nature. Words such as “recommend” and “encourage” and “should” do not provide staff with measures to enforce the policies.

In an update, the existing goals, objectives, and policies must be evaluated to reduce redundancies, provide clearer guidance, and include implementable language.



Vacant & Potentially Developable Parcels

TALLAHASSEE URBAN AREA



Vacant & Potentially Developable Parcels in the USA

- Vacant Parcels in USA in Single-Family Detached Subdivisions
- Vacant Parcels in USA in Subdivisions with Other Residential & Mixed Uses
- Vacant Parcels in USA not in Subdivisions
- Vacant Parcels in USA in Commercial Subdivisions
- Vacant Parcels in USA in Subdivisions That Are Larger Than Other Lots in Subdivision
- Areas With Limited Development/Redevelopment Potential
- City Limits
- Existing Urban Service Area

PLANNING DEPARTMENT
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Status As Of November 2024

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N W E S

All Vacant and Potentially Developable Parcels in the USA

Vacant Code	Existing Land Use 2024 - Vacant & Potentially Developable Parcels in the USA by Category	# of Parcels	Acres
1	vacant in residential/single-family detached subdivision	1,658	1,024.8
2	vacant in commercial subdivision	325	617.8
3	vacant in subdivision of unknown or mixed type	1,646	1,057.9
4	vacant not in subdivision	2,256	14,988.5
5	vacant in mobile home subdivision	459	122.7
8	vacant in subdivisions with larger than other lots	46	246.7
9	vacant in condo subdivision	240	6.4
10	vacant in townhouse subdivision	10	1.4
	Total Vacant & Potentially Developable	**6,640**	**18,066.3**

Vacant & Potentially Developable Acreage: not in commercial subdivisions; not in Land Use categories intended to limit development/redevelopment (Residential Preservation Neighborhoods, Lake Protection, Urban Fringe); nor included in the environmental features noted below.

Vacant Code	Existing Land Use 2024 - Vacant & Potentially Developable Parcels in the USA by Category	# of Parcels	Acres
1	vacant in residential/single-family detached subdivision	732	~~173.5~~
3	vacant in subdivision of unknown or mixed type	772	446.5
4	vacant not in subdivision	1,392	8,861.5
5	vacant in mobile home subdivision	305	56.4
8	vacant in subdivisions with larger than other lots	36	128.8
9	vacant in condo subdivision	236	6.2
10	vacant in townhouse subdivision	6	0.6
	Total Vacant & Potentially Developable	**3,479**	**9,673.5**

Note: Analysis accounts for flood zones and wetlands, severe grades, karst features, special development zones, conservation easements, canopy road tree protection zones, and native forests but does not account for all subdivision regulations and limitations, stormwater requirements, urban forest requirements, parking requirements, or other land development regulations or zoning regulations, infrastructure capacity, and other factors that may further limit potential development on undeveloped parcels.

Sources:
Leon County Property Appraiser
Accela Automation, Leon County Department of Development Support and Environmental Management
CItyWorks, City of Tallahassee Growth Management Department

Prepared By:
Tallahassee-Leon County Planning Department

Disclaimer:
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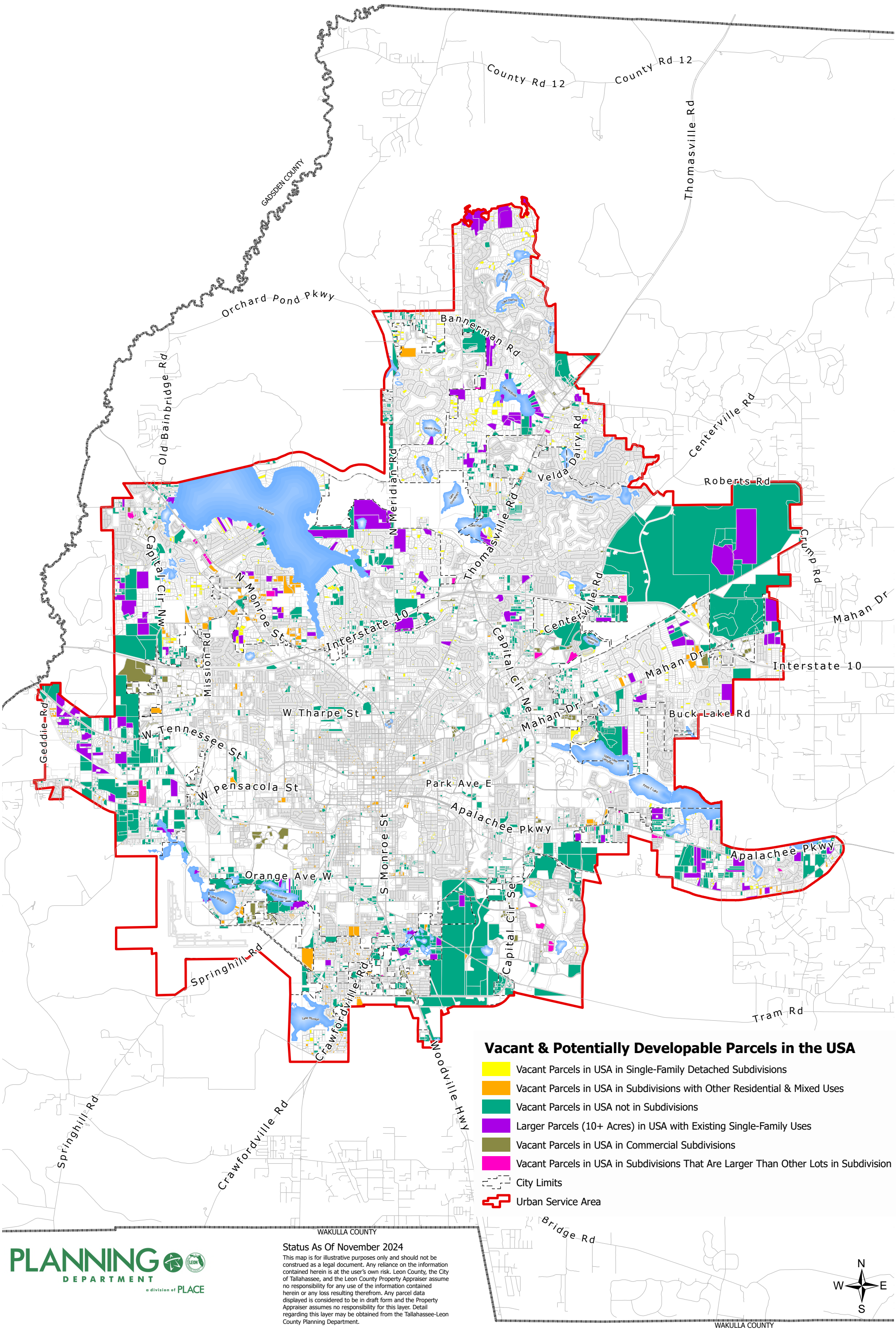
Vacant & Potentially Developable Parcels

TALLAHASSEE URBAN AREA



Vacant & Potentially Developable Parcels in the USA

- Vacant Parcels in USA in Single-Family Detached Subdivisions
- Vacant Parcels in USA in Subdivisions with Other Residential & Mixed Uses
- Vacant Parcels in USA not in Subdivisions
- Larger Parcels (10+ Acres) in USA with Existing Single-Family Uses
- Vacant Parcels in USA in Commercial Subdivisions
- Vacant Parcels in USA in Subdivisions That Are Larger Than Other Lots in Subdivision
- City Limits
- Urban Service Area

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Status As Of November 2024

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N
W E
S

All Vacant and Potentially Developable Parcels in the USA

Vacant Code	Existing Land Use 2024 - Vacant & Potentially Developable Parcels in the USA by Category	# of Parcels	Acres
1	vacant in residential/single-family detached subdivision	1,658	1,024.8
2	vacant in commercial subdivision	325	617.8
3	vacant in subdivision of unknown or mixed type	1,646	1,057.9
4	vacant not in subdivision	2,256	14,988.5
5	vacant in mobile home subdivision	459	122.7
6	existing single-family Uses >10 acres in a subdivision	23	374.6
7	existing single-family Uses >10 acres not in a subdivision	104	3,131.5
8	vacant in subdivisions with larger than other lots	46	246.7
9	vacant in condo subdivision	240	6.4
10	vacant in townhouse subdivision	10	1.4
	Total Vacant & Potentially Developable	**6,767**	**21,572.3**

Vacant & Potentially Developable Acreage: not in commercial subdivisions; not in Land Use categories intended to limit development/redevelopment (Residential Preservation Neighborhoods, Lake Protection, Urban Fringe); nor included in the environmental features noted below.

Vacant Code	Existing Land Use 2024 - Vacant & Potentially Developable Acreage in the USA by Category	# of Parcels	Acres
1	vacant in residential/single-family detached subdivision	732	173.5
3	vacant in subdivision of unknown or mixed type	772	446.5
4	vacant not in subdivision	1,392	8,861.5
5	vacant in mobile home subdivision	305	56.4
6	existing single-family Uses >10 acres in a subdivision	2	18.9
7	existing single-family Uses >10 acres not in a subdivision	44	954.4
8	vacant in subdivisions with larger than other lots	36	128.8
9	vacant in condo subdivision	236	6.2
10	vacant in townhouse subdivision	6	0.6
	Total Vacant & Potentially Developable	**3,525**	**10,646.8**

Note: Analysis accounts for flood zones and wetlands, severe grades, karst features, special development zones, conservation easements, canopy road tree protection zones, and native forests but does not account for all subdivision regulations and limitations, stormwater requirements, urban forest requirements, parking requirements, or other land development regulations or zoning regulations, infrastructure capacity, and other factors that may further limit potential development on undeveloped parcels.

Sources:
Leon County Property Appraiser
Accela Automation, Leon County Department of Development Support and Environmental Management
CItyWorks, City of Tallahassee Growth Management Department

Prepared By:
Tallahassee-Leon County Planning Department

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ANALYSIS OF PROPOSED USA EXPANSION EAST OF N. MERIDIAN ROAD

Adopted Comp. Plan				
July 8, 2025 Expansion Area				
# of Developed Parcels	Acreage	Res. Units	Daily Trips	PM Peak
277	609.6	279	2630	262
# of Undeveloped Parcels	Acreage	Max. Units Allowed*	Daily Trips	PM Peak
42	148.8	42	396	39
Not Developable Parcels**	Acreage	-	-	-
4	13.5	-	-	-
Total # of Parcels	Total Acreage	Total Units	Total Daily Trips	Total PM Peak
323	771.9	321	3026	301
November 18, 2025 Additional Expansion Area				
# of Developed Parcels	Acreage	Res. Units	Daily Trips	PM Peak
68	416.1	68	641	64
# of Undeveloped Parcels	Acreage	Max. Units Allowed*	Daily Trips	PM Peak
35	297.2	99	933	93
Not Developable Parcels**	Acreage	-	-	-
1	0.6	-	-	-
Total # of Parcels	Total Acreage	Total Units	Total Daily Trips	Total PM Peak
104	713.9	167	1574	157
Grand Total # of Parcels	**Grand Total Acreage**	**Grand Total Units**	**Grand Total Daily Trips**	**Grand Total PM Peak**
427	1485.8	488	4600	458

Proposed LME Update				
July 8, 2025 Expansion Area				
# of Developed Parcels	Acreage	Res. Units	Daily Trips	PM Peak
277	609.6	279	2630	262
# of Undeveloped Parcels	Acreage	Max. Units Allowed*	Daily Trips	PM Peak
42	148.8	95	896	99
Not Developable Parcels**	Acreage	-	-	-
4	10.3	-	-	-
Total # of Parcels	Total Acreage	Total Units	Total Daily Trips	Total PM Peak
323	771.9	374	3526	361
November 18, 2025 Additional Expansion Area				
# of Developed Parcels	Acreage	Res. Units	Daily Trips	PM Peak
68	416.1	68	641	64
# of Undeveloped Parcels	Acreage	Max. Units Allowed*	Daily Trips	PM Peak
35	297.2	99	933	93
Not Developable Parcels**	Acreage	-	-	-
1	0.6	-	-	-
Total # of Parcels	Total Acreage	Total Units	Total Daily Trips	Total PM Peak
104	713.9	167	1574	157
Grand Total # of Parcels	**Grand Total Acreage**	**Grand Total Units**	**Grand Total Daily Trips**	**Grand Total PM Peak**
427	1485.8	541	5100	518

* - The number of maximum residential units allowed **does not take into account zoning on-site, which the LME Update is not changing for any parcel, nor does it take into account constraints on development such as stormwater requirements, flood zones, special development zones, environmental features, other physical constraints, nor any market factors that impact development.**

** - These parcels include sites devoted to right-of-way, stormwater, properties owned by homeowners associations, and other uses that are not developable.

4.2.2 Development of a Study-Specific Model

As previously mentioned, the 2045 E+C scenario was used as the basis for developing a study-specific model to perform the traffic modeling for this study and has been modified as detailed below.

4.2.2.1 Analysis Years

Traffic modeling analyses were conducted for Base Year 2015, Opening Year 2025, and Design Year 2045. Zonal socioeconomic datasets for year 2025 were developed through linear interpolation between the 2015 Base Year model and 2045 Design Year model.

4.2.2.2 Roadway Network Assumptions

The roadway network from the 2045 E+C scenario was retained for the 2025 modeling scenarios and included additional potential future roadways that may be privately or publicly funded by an organization other than BPIA.

As mentioned previously, network updates were made to the model to include the Welaunee Boulevard extension and land use data, based on input provided by the CRTPA and the TLCPD.

4.2.2.3 Land Use Assumptions

The socioeconomic data associated with the 2015 Base Year and 2045 E+C scenario were used as the basis for developing socioeconomic datasets for the 2025 modeling scenarios. As previously mentioned, the raw dataset for 2025 was interpolated.

The study area for the modeling analysis consists of Bannerman Road from Thomasville Road (US 319/SR 61) to N. Meridian Road (CR 155). A map depicting the TAZs adjacent to the Bannerman Road Feasibility Study area is provided on **Figure 4.2.1** showing the TAZ boundaries and respective TAZ numbers. It was determined that the land use data for the eight (8) TAZs adjacent to the Bannerman Road Feasibility Study area would be reviewed and compared to future development information provided by TLCPD. Based on the review at the time of the modeling efforts, the land use data were found to be sufficient for these modeling purposes and no modifications were made to the 2045 TAZ data for existing zones. However, at the time of this modeling effort, there is an unapproved mixed-use development proposed at the southeast quadrant of the intersection of Bannerman Road at Bull Headley Road. To accurately model the impacts of this development, two additional TAZs (TAZ 2761 and 2762) were added to the model. TAZ 2761 has two accesses onto Bannerman Road—one of which is at the intersection of Bannerman Road at Bull Headley Road—and includes single-family residential, multi-family residential, and commercial land uses, while TAZ 2762 has a single access onto Preservation Road and includes single-family residential only. For this modeling effort, the development's full buildout was included for year 2045 scenarios, and 50% of the buildout was included for year 2025 scenarios.

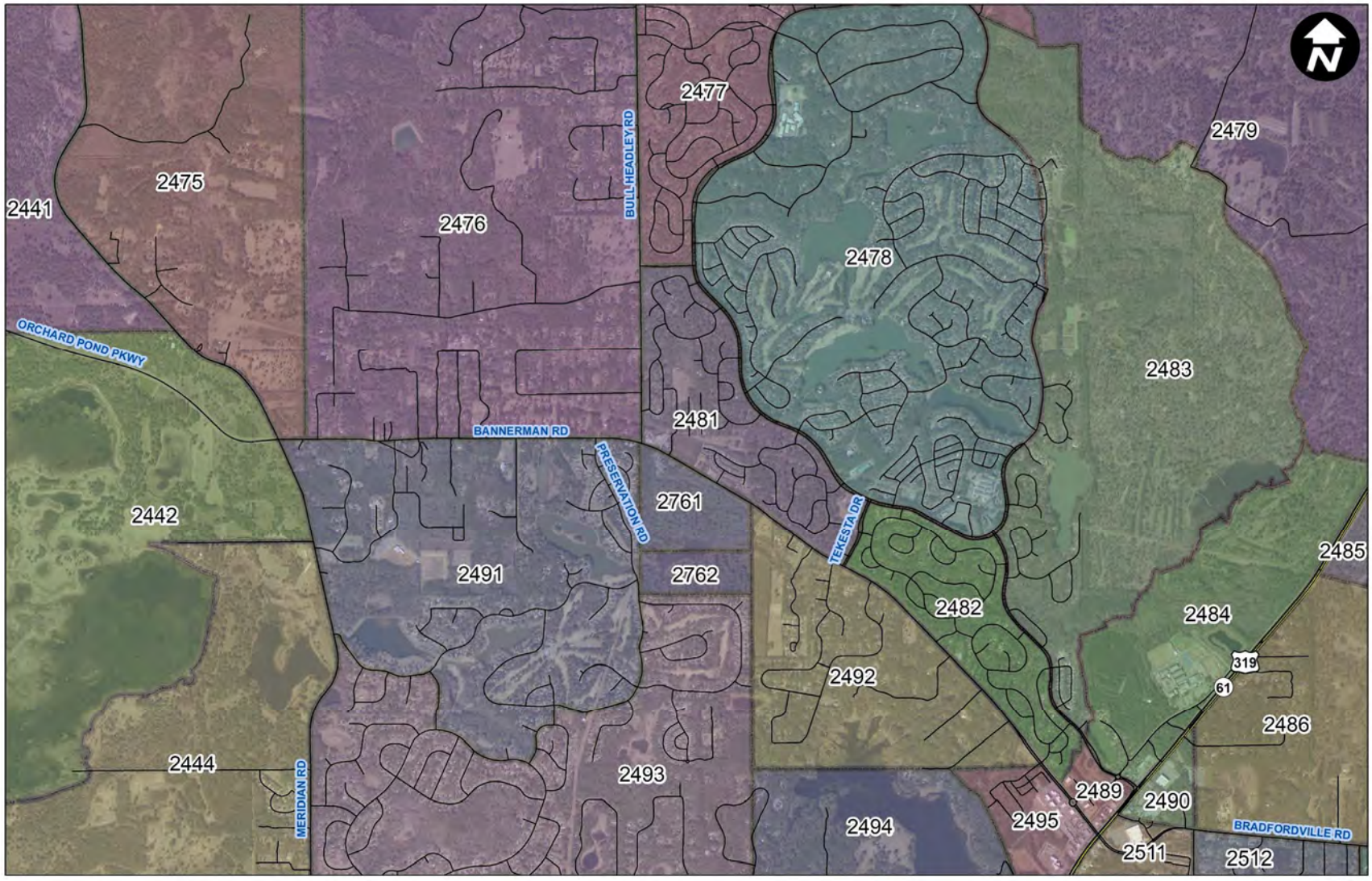
Table 4.2.1 shows the socioeconomic data associated with each zone for the modeling analysis years. The values within this table represent the number of single-family dwelling units, multi-family dwelling units, and total employees within each zone. A single-family dwelling unit is considered a detached, single-family home. A multi-family dwelling unit is considered a building that is designed to house several families, such as an apartment building. Total employees represent the non-residential land uses within a zone. The modeling methodology and findings

were summarized and sent to BPIA in a memorandum, which can be found in **Appendix C** of the Traffic Analysis Report.

Table 4.2.1: Bannerman Road Study Area TAZ Land Use Data (2015, 2025, 2045)

Transportation Analysis Zone (TAZ)	2015			2025 (Interpolated)			2045		
	Single Family Dwelling Units	Multi Family Dwelling Units	Total Employees	Single Family Dwelling Units	Multi Family Dwelling Units	Total Employees	Single Family Dwelling Units	Multi Family Dwelling Units	Total Employees
2475	37	7	21	41	8	68	47	8	161
2476	415	79	121	442	80	179	496	80	294
2481	704	12	75	727	12	74	773	12	70
2482	418	0	28	451	0	28	516	0	28
2489	2	0	50	5	0	55	11	0	63
2491	518	19	102	519	20	125	519	20	169
2492	230	0	60	243	0	50	268	0	29
2495	1	0	201	7	0	203	17	0	207
2761*	0	0	0	76	118	125	151	236	250
2762*	0	0	0	39	0	0	77	0	0
**TAZ added to model to represent future development*									

Figure 4.2.1: Transportation Analysis Zone (TAZ) Map



4.3 Future Conditions Analysis

To perform the future conditions analyses, traffic operations are evaluated for peak hour conditions for the Opening Year and Design Year using the selected annual growth rate to forecast traffic volumes.

The future traffic analysis was evaluated for the Baseline scenario, Build Alternative 1, and Build Alternative 2.

4.3.1 Future Growth Rate

A variety of data sources were used to evaluate historical and projected growth both within and surrounding the study area. Multiple sources were used to develop the growth rates, including historical volume counts from surrounding areas and historical socioeconomic and demographic data, along with the travel demand model projections that were determined for each scenario. The growth rates for the three data sources were averaged for each segment and scenario to create a blended growth rate and they range from 0.77% to 2.12%. Applied growth rates are shown in **Table 4.3.1**.

Table 4.3.1: Applied Growth Rates by Segment and Scenario

Scenario	Bannerman Segment		
	N. Meridian Road to Preservation Road	Preservation Road to Tekesta Drive	Tekesta Drive to Thomasville Road
Baseline	1.88%	1.79%	0.77%
Build Alternative 1	1.92%	2.11%	0.84%
Build Alternative 2	1.96%	2.12%	0.84%
Build Alternative 3	1.88%	1.79%	0.77%

4.3.2 Future Alternatives Analysis

4.3.2.1 Baseline Scenario

The Baseline scenario analyzes the projected future traffic volumes on the existing roadway without modifications, while incorporating surrounding planned roadway improvements and land uses that influence the study area segment, which includes the widening of Bannerman Road from Tekesta Drive to Thomasville Road to a four-lane facility, divided by a raised median. The Baseline scenario serves as a baseline comparison for the Build Alternatives.

4.3.2.2 Baseline Scenario Volume Development

The segment volumes for Opening Year 2025, and Design Year 2045, are summarized in **Table 4.3.2**. The volumes shown have been developed using the segment volumes collected for Existing Year 2020, applying the seasonal factor of 0.96, then applying the calculated growth rate to forecast out to the analysis years. The seasonal factor was determined by using the seasonal adjustment factors from the closest permanent count stations.

Table 4.3.2: 2025 and 2045 Future Baseline Daily Segment Volumes

Road Name	Limits	2025 AADT (veh/day)	2045 AADT (veh/day)
Bannerman Road	N. Meridian Road to Preservation Road	6,400	9,200
Bannerman Road	Preservation Road to Tekesta Drive	10,500	15,000
Bannerman Road	Tekesta Drive to Thomasville Road	17,900	20,900

Baseline Segment Analysis

Each segment of Bannerman Road within the study area was analyzed using the information provided in the FDOT Q/LOS Handbook. The analysis compares future Baseline traffic volumes to maximum service volumes established for each roadway according to various characteristics of the roadways. The segment analysis was performed for the two-way peak hour volumes and the peak hour peak directional conditions.

The results of the future Baseline segment analysis are included in **Table 4.3.3** and **Table 4.3.4**, which present the two-way peak hour volume and the peak hour peak directional volumes, respectively.

Overall, the future Baseline segment analysis indicates that the segments of Bannerman Road from N. Meridian Road to Preservation Road and from Preservation Road to Tekesta Drive are anticipated to operate above capacity for two-way peak hour volumes during Design Year 2045 (V/C >1.0). For the Peak Hour Peak Directional Volumes, the segment of Bannerman Road from Preservation Road to Tekesta Drive is anticipated to operate above capacity by Interim Year 2035 as well as Design Year 2045, while the segment of Bannerman Road from N. Meridian Road to Preservation Road is anticipated to operate over capacity by Design Year 2045.

Table 4.3.3: Future Baseline Two-Way Peak Hour Segment Analysis

2025 to 2045 Two-Way Peak Hour Segment Analysis Overview													
Road Name	Limits	Number of Lanes	Speed Limit	LOS Standard	Maximum Service Volume	Adjustment Factor*	Adjusted Service Volume	Two-Way Peak Hour Volume			V/C Ratio		
								2025	2035	2045	2025	2035	2045
Bannerman Road	N. Meridian Road to Preservation Road	2U	35/45 mph	D	1,460	-30%	1,022	717	864	1,041	0.70	0.85	1.02
Bannerman Road	Preservation Road to Tekesta Drive	2U	35/45 mph	D	1,460	-10%	1,314	949	1,133	1,353	0.72	0.86	1.03
Bannerman Road	Tekesta Drive to Thomasville Road	4D	20/35/45 mph	D	3,200	-10%	2,880	1,724	1,862	2,011	0.60	0.65	0.70
**10% reduction for Non-State Signalized Roadway, additional 20% for no exclusive left-turn lanes*													

Table 4.3.4: Future Baseline Peak Hour Peak Direction Segment Analysis

2025 to 2045 Peak Hour Peak Direction Segment Analysis Overview													
Road Name	Limits	Number of Lanes	Speed Limit	LOS Standard	Maximum Service Volume	Adjustment Factor*	Adjusted Service Volume	Peak Hour Peak Direction Volume			V/C Ratio		
								2025	2035	2045	2025	2035	2045
Bannerman Road	N. Meridian Road to Preservation Road	2U	35/45 mph	D	800	-30%	560	457	551	663	0.82	0.98	1.18
Bannerman Road	Preservation Road to Tekesta Drive	2U	35/45 mph	D	800	-10%	720	611	729	870	0.85	1.01	1.21
Bannerman Road	Tekesta Drive to Thomasville Road (Baseline)	4D	20/35/45 mph	D	1,820	-10%	1,638	959	1,036	1,119	0.59	0.63	0.68
**10% reduction for Non-State Signalized Roadway. 20% reduction for no exclusive turn lanes*													

4.3.2.3 Build Alternative 1 Scenario

Build Alternative 1 analyzes the projected future traffic volumes on a two-lane, undivided roadway, from N. Meridian Road to Preservation Road, and a four-lane, divided roadway, from Preservation Road to Thomasville Road, while incorporating surrounding planned roadway improvements that influence the study area segment. This alternative also includes adding turn lanes to Segment 1, from N. Meridian Road to Preservation Road.

Build Alternative 1 Scenario Volume Development

The segment volumes for Opening Year 2025, and Design Year 2045, are summarized in **Table 4.3.5**. The volumes shown have been developed using the segment volumes collected for Existing Year 2020, applying the seasonal factor of 0.96, then applying the calculated growth rate to forecast out to the analysis years.

Table 4.3.5: 2025 and 2045 Future Build Alternative 1 Daily Segment Volumes

Road Name	Limits	2025 AADT (veh/day)	2045 AADT (veh/day)
Bannerman Road	N. Meridian Road to Preservation Road	6,400	9,300
Bannerman Road	Preservation Road to Tekesta Drive	10,700	16,200
Bannerman Road	Tekesta Drive to Thomasville Road	17,900	21,200

Build Alternative 1 Segment Analysis

Each segment of Bannerman Road within the study area was analyzed using the information provided in the FDOT Q/LOS Handbook. The analysis compares future Build Alternative 1 traffic volumes to maximum service volumes established for each roadway according to various characteristics of the roadways. The segment analysis was performed for the two-way peak hour volumes and the peak hour peak directional conditions.

The results of the existing segment analysis are included in **Table 4.3.6** and **Table 4.3.7**, which present the two-way peak hour volume and the peak hour peak directional volumes, respectively, as well as volume to capacity ratios for each segment. Year 2035 analysis was also included to assess a better timeline of progression of congestion.

Overall, the Build Alternative 1 segment analysis indicates that both segments of Bannerman Road are anticipated to operate below capacity for two-way peak hour volumes, and peak hour peak directional volumes, during Design Year 2045. For Segment 1, from N. Meridian Road to Preservation Road, this is due to the added exclusive turn lanes.

Table 4.3.6: Future Build Alternative 1 Two-Way Peak Hour Segment Analysis

2025 to 2045 Two-Way Peak Hour Segment Analysis Overview													
Road Name	Limits	Number of Lanes	Speed Limit	LOS Standard	Maximum Service Volume	Adjustment Factor*	Adjusted Service Volume	Two-Way Peak Hour Volume			V/C Ratio		
								2025	2035	2045	2025	2035	2045
Bannerman Road (CR 0342)	N. Meridian Road to Preservation Road	2D w/turn lanes	35/45 mph	D	1,460	-10%	1,314	718	869	1,050	0.55	0.66	0.80
Bannerman Road (CR 0342)	Preservation Road to TekestaDrive	4D	35/45 mph	D	3,200	-10%	2,880	964	1,188	1,465	0.33	0.41	0.51
Bannerman Road (CR 0342)	Tekesta Drive to Thomasville Road	4D	20/35/45 mph	D	3,200	-10%	2,880	1,730	1,882	2,047	0.60	0.65	0.71
**10% reduction for Non-State Signalized Roadway*													

Table 4.3.7: Future Build Alternative 1 Peak Hour Peak Direction Segment Analysis

2025 to 2045 Peak Hour Peak Direction Segment Analysis Overview													
Road Name	Limits	Number of Lanes	Speed Limit	LOS Standard	Maximum Service Volume	Adjustment Factor*	Adjusted Service Volume	Peak Hour Peak Direction Volume			V/C Ratio		
								2025	2035	2045	2025	2035	2045
Bannerman Road (CR 0342)	N. Meridian Road to Preservation Road	2D w/turn lanes	35/45 mph	D	800	-10%	720	458	553	669	0.64	0.77	0.93
Bannerman Road (CR 0342)	Preservation Road to Tekesta Drive	4D	35/45 mph	D	1,820	-10%	1,638	620	764	942	0.38	0.47	0.58
Bannerman Road (CR 0342)	Tekesta Drive to Thomasville Road	4D	20/35/45 mph	D	1,820	-10%	1,638	962	1,047	1,139	0.59	0.64	0.70
**10% reduction for Non-State Signalized Roadway.*													

Future Land Use Map: Combined City and County

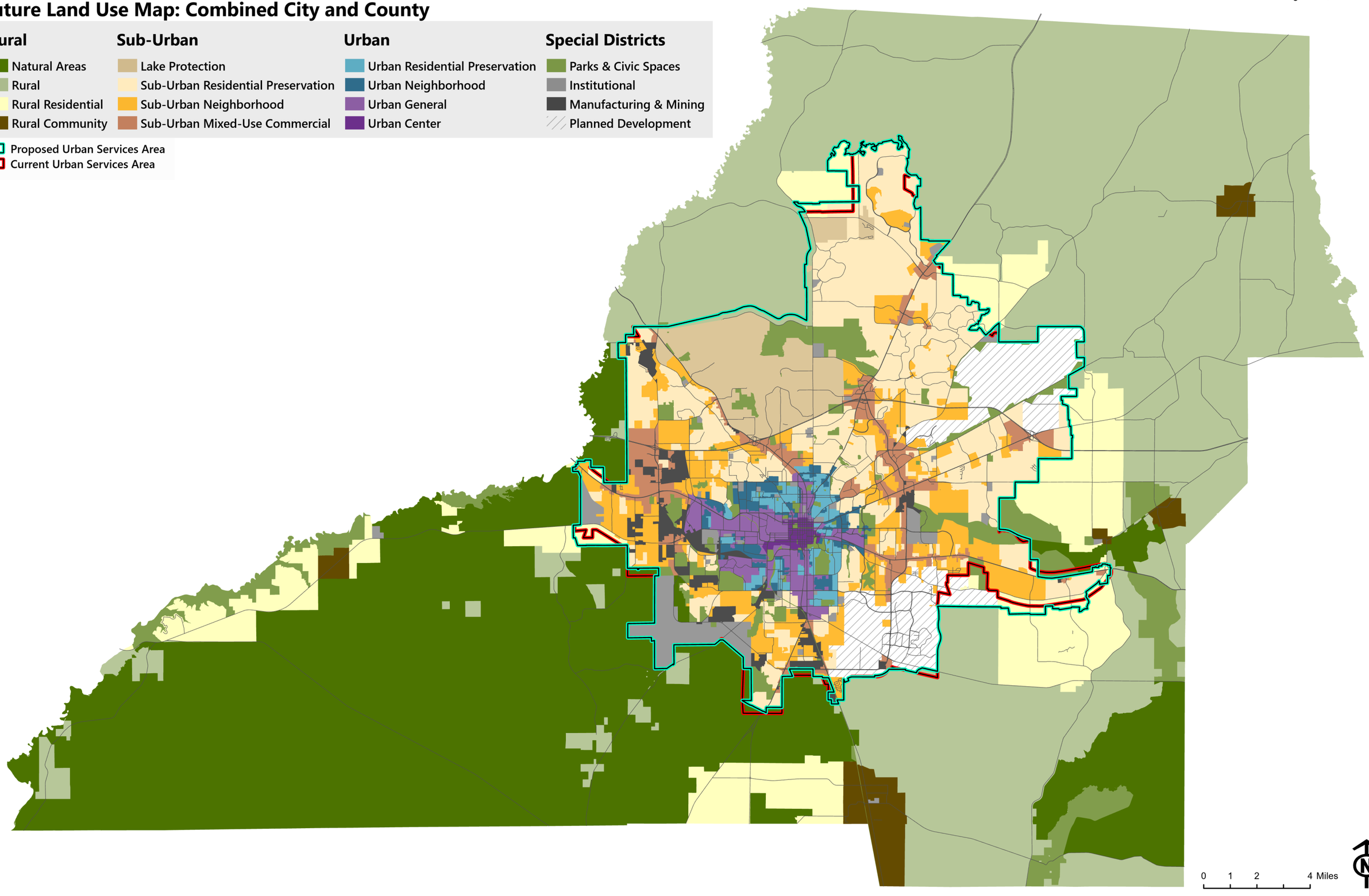
Rural
- Natural Areas
- Rural
- Rural Residential
- Rural Community

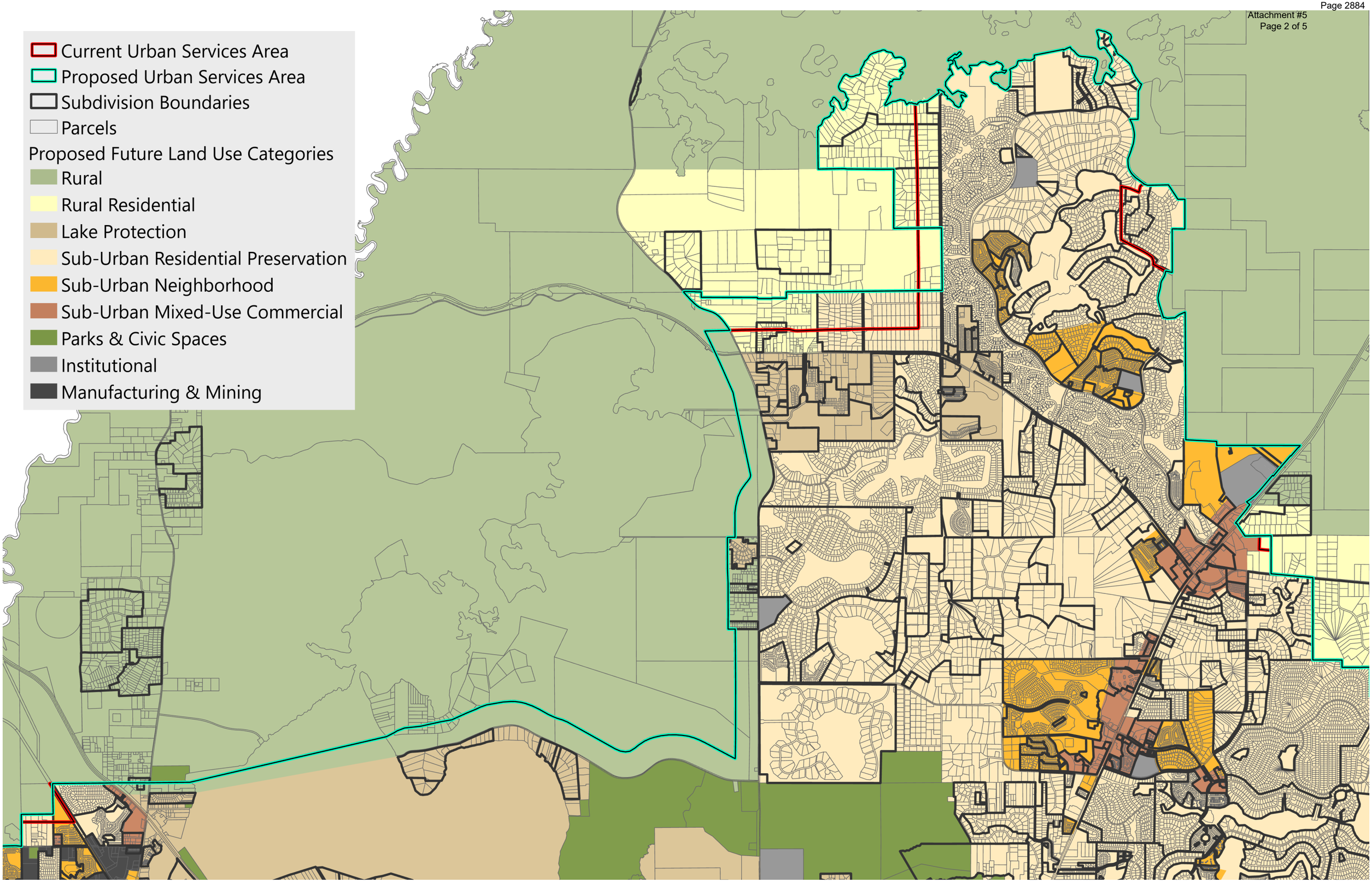
Sub-Urban
- Lake Protection
- Sub-Urban Residential Preservation
- Sub-Urban Neighborhood
- Sub-Urban Mixed-Use Commercial

Urban
- Urban Residential Preservation
- Urban Neighborhood
- Urban General
- Urban Center

Special Districts
- Parks & Civic Spaces
- Institutional
- Manufacturing & Mining
- Planned Development

- Proposed Urban Services Area
- Current Urban Services Area

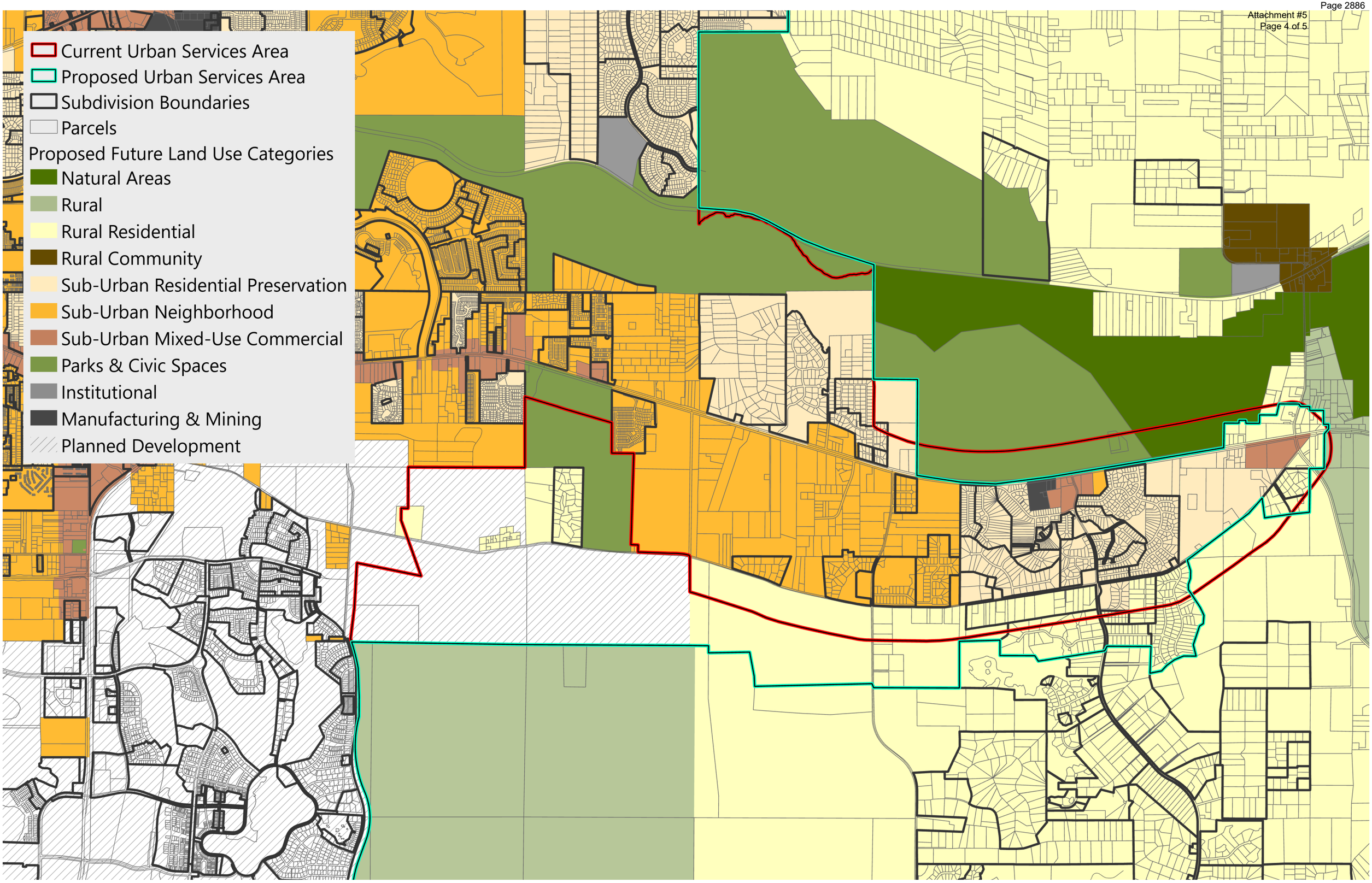



Current Urban Services Area
Proposed Urban Services Area
Subdivision Boundaries
Parcels
Proposed Future Land Use Categories
Rural
Rural Residential
Lake Protection
Sub-Urban Residential Preservation
Sub-Urban Neighborhood
Sub-Urban Mixed-Use Commercial
Parks & Civic Spaces
Institutional
Manufacturing & Mining

Current Urban Services Area
Proposed Urban Services Area
Subdivision Boundaries
Parcels

Proposed Future Land Use Categories

Natural Areas
Rural
Rural Residential
Sub-Urban Residential Preservation
Sub-Urban Neighborhood
Sub-Urban Mixed-Use Commercial
Urban Residential Preservation
Urban Neighborhood
Urban General
Parks & Civic Spaces
Institutional
Manufacturing & Mining
Planned Development


Current Urban Services Area
Proposed Urban Services Area
Subdivision Boundaries
Parcels
Proposed Future Land Use Categories
Natural Areas
Rural
Rural Residential
Rural Community
Sub-Urban Residential Preservation
Sub-Urban Neighborhood
Sub-Urban Mixed-Use Commercial
Parks & Civic Spaces
Institutional
Manufacturing & Mining
Planned Development

Current Urban Services Area
Proposed Urban Services Area
Subdivision Boundaries
Parcels

Proposed Future Land Use Categories

Natural Areas
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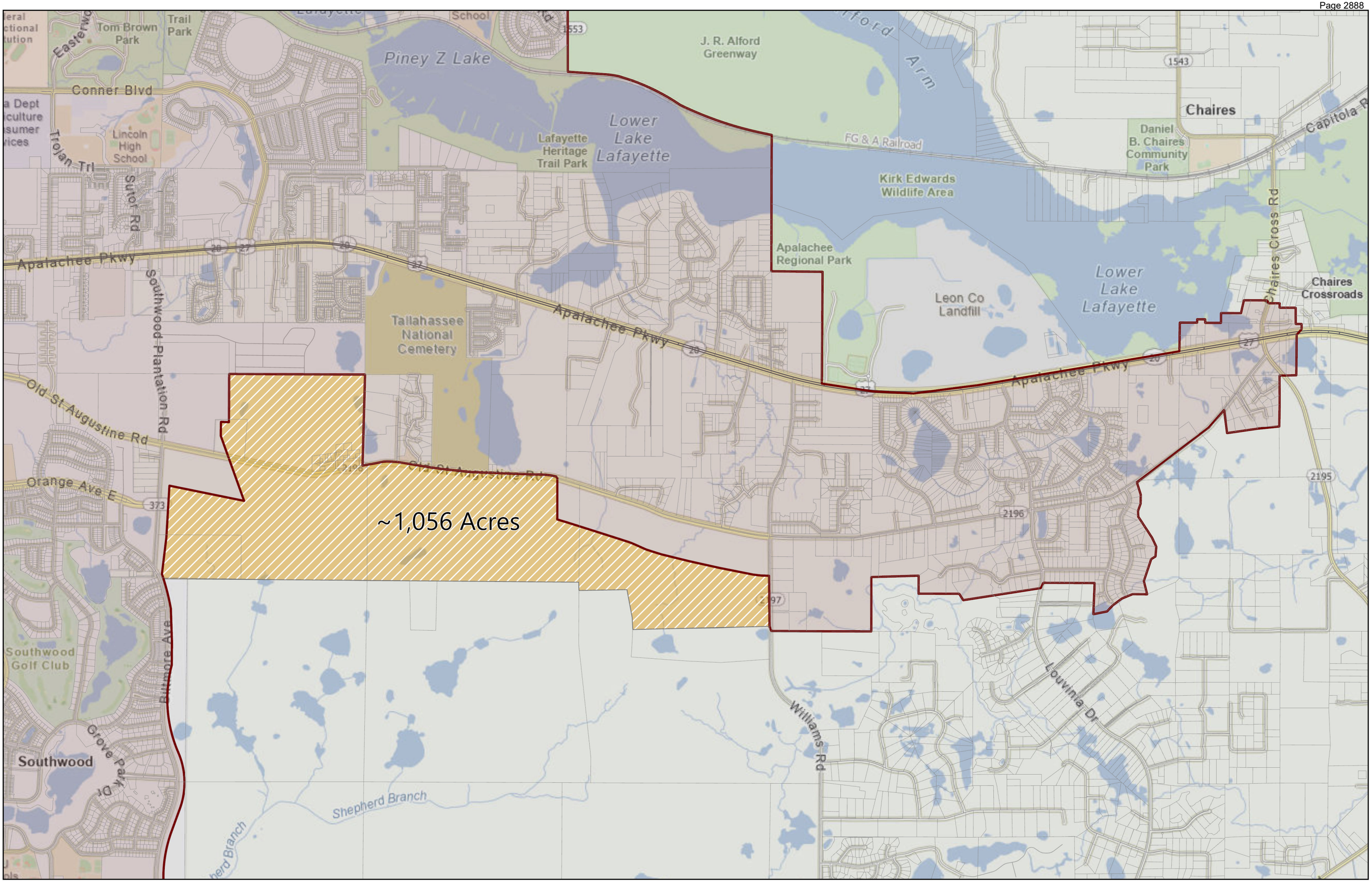
Rural Residential
Sub-Urban Residential Preservation
Sub-Urban Neighborhood
Sub-Urban Mixed-Use Commercial
Urban Residential Preservation
Urban Neighborhood
Urban General
Parks & Civic Spaces
Institutional
Manufacturing & Mining


~1,056 Acres
Tom Brown Park
Trail Park
Piney Z Lake
Conner Blvd
Lincoln High School
Trojan Trl
Suttor Rd
Lafayette Heritage Trail Park
Lower Lake Lafayette
J. R. Alford Greenway
Alford Arm
FG & A Railroad
Kirk Edwards Wildlife Area
Apalachee Regional Park
Leon Co Landfill
Daniel B. Chaires Community Park
Chaires
Capitola Rd
Chaires Cross Rd
Chaires Crossroads
Apalachee Pkwy
Tallahassee National Cemetery
Southwood Plantation Rd
Old St Augustine Rd
Orange Ave E
Southwood Golf Club
Southwood
Grove Park Dr
Biltmore Ave
Shepherd Branch
Williams Rd
Louvinia Dr
1553
1543
373
2196
2195
2197

Current Urban Services Area
Proposed Urban Services Area
Subdivisions
Parcels

Proposed Future Land Use Categories
Institutional
Manufacturing & Mining
Natural Areas
Parks & Civic Spaces
Planned Development
Residential Preservation
Rural
Rural Community
Rural Residential
Sub-Urban Mixed-Use Commercial
Sub-Urban Neighborhood

Pedrick Rd
Chaires Cross Rd
Capitola Rd
Sutton Rd
Southwood Plantation Rd
Apalachee Pkwy
Apalachee Pkwy
April Rd
W W Kelley Rd
Old St Augustine Rd
Old St Augustine Rd
Orange Ave E
Biltmore Ave
Williams Rd
Louvinia Dr

Attachment # 1
Page 1 of 35

Executive Summary

The Residential Land Availability and Affordability Committee was formed in December 2003 in response to concerns from the real estate and development community that the lack of vacant, available residential land in Leon County was contributing to rapidly escalating prices that are forcing buyers to seek housing elsewhere. The Committee developed the following mission statement to guide its efforts:

> *A group representing business, real estate, and environmental interests has agreed to look at the availability and affordability of residential real estate in Leon County and the extent to which the lack of availability and affordability is encouraging sprawl in neighboring counties.*

The Committee included a diverse group of individuals reflecting many different perspectives on the issues (see Technical Appendix for Committee membership). The Committee established sub-committees on Data Gathering and Analysis, Visioning, and Regulatory Reform to study various aspects of residential availability and affordability.

Committee members recognized the importance of ensuring consistency with the community vision as expressed in *Blueprint 2000*. Committee facilitator Henree Martin stated that, "Community vision must be the driving force and that vision is clear – 60 percent of the voters in the community supported *Blueprint 2000*." The Committee conducted a thorough examination of pertinent data on vacant lands in Leon County. The goal of the data analysis was to determine how much vacant land remains in Leon County, where is it located, how is it zoned, and how much of it is constrained by environmental features such as wetlands, floodplains and steep slopes.

Key results of the data analysis conclude that:

- The number of dwelling units built in Leon County and the City of Tallahassee has averaged 2,800 per year over the last three decades;
- Density has significantly increased inside the Urban Service Area (USA) and remained virtually unchanged outside the USA since the adoption of the Comprehensive Plan; and
- There is a significant quantity of vacant, potentially developable acreage in Tallahassee and Leon County.

The Committee identified several key findings based upon the data analysis:

- There is an important distinction between land that is "vacant" and land that is "available" for residential development. While the data analysis identified sufficient "vacant" land to satisfy residential growth needs for the next two decades, relatively little "vacant" land is actually finding its way on the market and can thus accurately

be described as "available." The lack of land that is available (on the market) is an important factor contributing to the rapidly rising price of housing in Leon County;

- The rapid increase in housing prices experienced here and throughout the state, has resulted in a lack of affordable workforce housing. While many factors have contributed in Tallahassee and Leon County, the escalating price of land is a key component;
- While Comprehensive Plan policies have contributed to increasing density inside the USA, there is a significant disparity in density between "actual" and "allowed" development; and
- There is a critical need for regulatory reform to remove impediments to achieving maximum "allowed" density.

The Committee developed a series of recommendations to address the lack of available and affordable land for residential development in Tallahassee and Leon County. The recommendations include:

- Regulatory reforms to increase opportunities for in-fill development;
- Modifications to the USA boundary to enhance opportunities for residential development consistent with the intent of *Blueprint 2000* and the Southern Strategy;
- Private sector initiatives to stimulate development of suitable vacant parcels and encourage the development of affordable housing; and
- Initiatives in support of *Blueprint 2000*.

Overview

The Residential Land Availability and Affordability Committee was formed in December 2003 in response to concerns from the real estate and development community that the lack of vacant, available residential land in Leon County was contributing to rapidly escalating prices and forcing buyers to seek housing elsewhere. The Committee developed the following mission statement to guide its efforts:

> *A group representing business, real estate, and environmental interests has agreed to look at the availability and affordability of residential real estate in Leon County and the extent to which the lack of availability and affordability is encouraging sprawl in neighboring counties.*

The Committee included a diverse group of individuals reflecting many different perspectives on the issues at hand (see Technical Appendix for Committee membership). The Committee selected as its facilitator, Henree Martin, a commercial realtor and member of the Economic and Environmental Consensus Committee (EECC) that developed *Blueprint 2000*. The Committee established several sub-committees to study various aspects of the issues affecting residential land availability and affordability. The sub-committees included Data Gathering and Analysis, Visioning, Regulatory Reform and Presentation. Jess Van Dyke, EECC member, documented the Committees' deliberations throughout the duration of this effort.

Community Vision

Early in the process, committee members recognized the importance of ensuring consistency with the community vision as expressed in *Blueprint 2000* and other policy documents in which the public was actively involved in creating. Committee facilitator Henree Martin stated that, "Community vision must be the driving force and that vision is clear – 60 percent of the voters in the community supported *Blueprint 2000*." One of the principal goals of *Blueprint 2000* was stimulating investment and activity in the Southern Strategy Area by expanding employment and housing choices; the Committee's recommendations further that goal.

Data Analysis

The Committee conducted a thorough examination of pertinent data on vacant lands in Leon County. The goal of the data analysis was to determine how much vacant land remains in Leon County, where is it located, how is it zoned, and how much of it is constrained by environmental features such as wetlands, floodplains and steep slopes. Key results of this analysis are as follows:

1. The number of dwelling units (single-family, multi-family and manufactured homes) built in Leon County and the City of Tallahassee has averaged 2,800 per year over the last three decades. It is reasonable to assume that the decade of 2000 to 2010 will produce similar results. Historically, single-family homes represent 43 percent of

dwelling units built, multifamily approximately 40 percent and manufactured homes approximately 17 percent of the total.

2. The overall average lot size for developed property is approximately 0.84 acres, not including agricultural land. The overall density is 1.18 dwelling units per acre. Inside the Urban Service Area (USA), the average lot size is 0.55 acres and the density is 1.83 dwelling units per acre. Outside the USA, the average lot size is 2.61 acres and the density is 0.38 dwelling units per acre. The density of single-family houses has greatly increased inside the USA since the adoption of Comprehensive Plan regulations in 1992.

3. While the policies in the Comprehensive Plan have helped increase densities inside the USA, there is still a substantial gap between "allowed" density and "actual" or "historical" density. As an example, the "allowed" density in the Residential One zoning category is 3.63 dwelling units per acre while the "actual" density is 0.69 dwelling units per acre. Similarly, the "allowed" density in the Residential Three zoning category is 8.0 dwelling units per acre while the "actual" density is 2.14 units per acre. The table below compares "actual" versus "allowed" density in the Residential land use category.

Figure 1: Comparison of "Actual" Versus "Allowed" Density

Category	Actual (Historical) Density	Allowed Density
Residential One	0.69	3.63
Residential Two	1.56	4.84
Residential Three	2.14	8.0
Residential Four	6.98	8.0
Residential Five	1.88	8.0

4. There are 16,384 vacant parcels in Tallahassee and Leon County, which comprise 167,191 acres of potentially developable land. Approximately 15 percent of vacant acreage is inside the USA while 85 percent is outside the USA. Taking into account recent development densities (1992 – 2002) and adjusting for environmental constraints, existing vacant parcels could produce 77,049 dwelling units (see Technical Appendix for details). These figures can be further updated by assuming that the number of potential dwelling units (77,049) could be adjusted downward by the average number of dwelling units presumed to have been built from January 2003 through May 2004 (4,200 units), resulting in the ability to develop approximately 72,850 potential dwelling units on vacant parcels as of June 2004. This potentially results in a 20 to 25 year supply of land for residential development (**see Findings section on following page**).

Findings

Committee members identified a number of key findings based upon the extensive analysis of data gathered for this project. These findings, together with the community vision outlined in the *Blueprint 2000* Plan, formed the basis for the recommendations outlined later in this Report.

1. There is a key distinction between land that is "vacant" and land that is "available" for residential development.

   The data analysis identifies sufficient "vacant" land to satisfy residential growth needs for between 20 and 25 years. However, relatively little "vacant" land is actually finding its way on the market and can thus accurately be described as "available." The lack of land that is both vacant and available (on the market) is an important factor contributing to the rapidly rising price of housing in Leon County.

   For example, in 1996, the average cost of a parcel of land smaller than one acre was $30,801 and the average selling price of a home built on such a lot was $147,453 (land cost = to 20 percent of the overall cost). In 2003, the average cost of a parcel of land smaller than one acre was $64,948 and the average selling price of a home built on such a lot was $194,178 (land cost = to 33 percent of the overall cost). In this example, land costs have risen from 20 percent of the overall cost of a new home in 1996 to 33 percent of the overall cost of a new home in 2003. (The information above was obtained from the Multiple Listing Service.)

   Further information describing the availability and affordability of vacant land was obtained from an analysis of the Multiple Listing Service (MLS) database in June, 2004. Key findings include:

   - A total of 82 vacant parcels of all sizes were on the market in Tallahassee and Leon County
   - The median price of all parcels was $75,000
   - The median price of parcels of one acre or less was $75,000
   - There were 25 parcels for sale in the southeast quadrant, 17 for sale in the southwest, 28 for sale in the northeast and 12 for sale in the northwest.

2. Tallahassee and Leon County have a lack of quality, affordable housing available for working class households.

   The rapid increase in housing prices experienced here and throughout the state, has resulted in a lack of affordable workforce housing. While many factors have contributed in Tallahassee and Leon County, clearly, the escalating price of land is a key component.

3. Comprehensive Plan Policies discouraging urban sprawl and encouraging in-fill development are showing some signs of success.

   Comprehensive Plan policies, which direct growth inward and encourage urban in-fill, are beginning to succeed. The average number of dwelling units inside the USA has increased from 1.6 units per acre in 1992 to 2.5 units per acre in 2002. The density of single-family houses outside the USA has not changed (0.36 dwelling units per acre). These policies (along with other factors) have result in a more efficient pattern of land utilization inside the USA. Policy recommendations by this Committee support this trend.

4. A significant disparity exists between "actual" and "allowed" development density.

   While the Comprehensive Plan's policies have contributed to increasing development density inside the USA, there is still a significant disparity between "allowed" and "actual" density (See Figure 1). One of the primary explanations is the critical need for regulatory reform to remove the impediments to achieving maximum "allowed" densities. These reforms, addressed in the Recommendations section of this report, are crucial for reducing sprawl and encouraging infill development that takes advantage of existing infrastructure in areas best suited for residential growth.

5. Design standards must be developed to ensure quality development that enhances existing neighborhoods.

   As infill development occurs and residential densities increase inside the USA, design standards must be developed and implemented to ensure quality development that protects the character of existing neighborhoods.

Recommendations

The Committee has developed a series of recommendations to address the lack of available and affordable land for residential development in Tallahassee and Leon County. Two objectives underlie these recommendations:

- Increase opportunities for infill development.
- Amend the USA boundary to enhance opportunities for residential development consistent with the intent of *Blueprint 2000* and the Southern Strategy.

The following recommendations are divided into several categories including regulatory reforms, land use changes, private sector initiatives, and *Blueprint 2000* recommendations.

A. Regulatory Reform Recommendations

The Committee requests that the City and County Commissions ask the Tallahassee-Leon County Planning Department to act on the regulatory reform recommendations as soon as possible.

1. Traffic Concurrency Exemptions. One of the Committee's goals is to increase the number of residential lots available inside the USA. Currently, the lack of available transportation concurrency is a major factor constraining such development in many areas designated for urban development. By limiting development potential, transportation concurrency requirements increase the demand for, and price of, residential land in urban areas and cause pressure to increase development in outlying areas. Therefore, the Committee recommends providing traffic concurrency exemptions for residential development inside the USA and in the Woodville Rural Community.

   The Committee recognizes that this change may result in increased congestion. However, de minimis development also continues to erode the level of service. As part of a long-term strategy to address transportation needs in the community, the committee also recommends:

   - Promoting alternate forms of transportation, such as transit, cycling, and walking, in urban areas.
   - Incorporating design standards for urban development that compliment the use of these forms of transportation.

2. Reduce or Eliminate Minimum Lot Sizes for Residential Uses. The Committee recommends revising development regulations that prohibit development from achieving maximum densities as allowed in the code by reducing or eliminating minimum lot size for residential uses in RA, R-1, R-2, R-3, R-4, and R-5 for, Central Urban, University Transition, and Downtown zoning districts. (See Regulatory Reform Subcommittee Report in Technical Appendix for additional information and recommended actions.)

3. Allow Use of Small-Scale Amendments. The Committee recommends creating a new residential Future Land Use Category (FLUC) that would allow for small-scale amendments from Residential Preservation to a new category, up to six or eight dwellings units. Attached housing would be allowed in the new category. (See Regulatory Reform Subcommittee Report in Technical Appendix for additional information and recommended actions.)

4. Create a New County RP Zoning District that corrects a Mapping Error. The Committee recommends creating a new County RP zoning district that corrects a mapping error and allows densities of up to six dwelling units per acre and rezoning 400 acres in metes and bounds properties to the new zoning district. (See Regulatory Reform Subcommittee Report in Technical Appendix for additional information and recommended actions.)

5. Establish Minimum Development Densities. The Committee recommends establishing a minimum development density in the R-3 zoning category. Implementation can be achieved through revising the existing category or by creating a new zoning category (e.g. Urban Residential Three). This concept can be expanded to other residential zoning categories as appropriate. (See Regulatory Reform Subcommittee Report in Technical Appendix for additional information and recommended actions.)

6. Implement Design Standards Concurrent with Minimum Densities. The Committee recommends implementing design standards concurrently with minimum densities to ensure that new development is compatible with and enhances existing residential development. (See Regulatory Reform Subcommittee Report in Technical Appendix for additional information and recommended actions.)

7. Implement Conservation Subdivision Concept. The Committee recommends amending the County land development code subdivision regulations to implement the Conservation Subdivision concept, except in the Rural Future Land Use Category. (See Regulatory Reform Subcommittee Report in Technical Appendix for additional information and recommended actions.)

8. Revise Public Works Standards. Public work standards have dramatically raised the cost of developing land. The Committee recommends: revising public works standards to meet public needs while decreasing the cost and environmental impact of such standards; providing for community review of proposed City public work standards prior to final adoption; and provide City public work standards to the County for review and incorporation into County standards as appropriate.

9. Develop Urban Performance Design Standard. Create a design standard, similar to a Planned Unit Development, but with no existing standards applying that encourages developers to create communities that are free from current "cookie cutter" standards as long as they can prove that they meet community standards.

10. Review the Current Ordinance on Significant Slope Standards. Review the current ordinance on significant slopes for applicability to residential development inside the Urban Service Area.

phased approach
reconsider

B. Land Use Change Recommendations

1. Woodville Rural Community.
   In recognition of recent site specific re-zoning in Woodville, the community now has the regulatory mechanism to support development that is more intensive. What is lacking, however, is the necessary infrastructure.

   Recommended Action
   In light of anticipated future growth and consistent with efforts to encourage future growth in southern Leon County, the Committee recommends that Leon County apply for the expansion of sewer service to the Woodville community. The Committee also recommends that density in Woodville be increased from four to six units per acre with clustering allowed and minimum development densities established to ensure the efficient utilization of land and community services. Finally, the Committee recommends that Leon County and the City of Tallahassee jointly undertake a corridor design study on Woodville Highway from Capital Circle to the Wakulla County line to create a plan to protect and enhance the character and capacity of the roadway and Woodville through innovative planning techniques and design criteria.

2. St. Joe Land Development Company.
   The Committee recommends extending the USA boundary to include approximately 4,500 acres of land currently zoned Rural and located south of Apalachee Parkway, north of Tram Road, west of Williams Road and east of Southwood Plantation Road (See Map in Technical Appendix). While these parcels are in the *Rural* land use category, they are closer in proximity to Tallahassee's urban core and the existing USA boundary then more distant adjacent parcels with significantly higher densities. Extending the USA boundary to include these parcels will provide the opportunity for significant residential development, served by water and sewer services in the southeastern portion of Leon County.

   Recommended Action
   The Committee recommends that the City of Tallahassee and Leon County initiate this Comprehensive Plan change as soon as possible.

3. Silver Lake Road.
   The Committee recommends a land use change from *Rural* to *Urban Fringe* for approximately 500 aces of land located on Silver Lake Road, south of State Road 20 and north of Aenon Road. These lands are contiguous to parcels in the *Urban Fringe* land use category and surrounded by protected lands in the Apalachicola National Forest.

Recommended Action
The Committee recommends that Leon County initiate this Comprehensive Plan change as soon as possible.

4. Examine Future Land Use Categories Along Growth Corridors.

   In recognition of the recent expansion of the Transportation Planning Area to include eastern Gadsden and northern Wakulla Counties, local government should examine the Future Land Use categories from the USA along corridors leading to those areas.

   Recommended Action
   The Committee recommends that the Tallahassee-Leon County Planning Department, as part of the Evaluation and Appraisal Report, critically evaluate the Future Land Use categories along corridors leading to eastern Gadsden and northern Wakulla Counties. In addition, during the Evaluation and Appraisal Report process, Planning Department staff should also examine the transportation corridors to the other adjoining counties (Jefferson County and Grady and Thomas Counties in Georgia).

C. Private Sector Recommendations

1. Develop and implement a public information campaign. The Committee recommends developing and implementing a public information campaign aimed at owners of vacant property, directing them to local realtors and/or a single point of contact in local government for information on how to develop their property.

2. Seek private sector commitment to make land available for the development of affordable housing. The Committee recommends seeking a commitment from St. Joe Land Development Company officials to make land available for the development of affordable housing in Leon County's southeastern quadrant.

D. *Blueprint 2000* Recommendations

1. The Committee recommends supporting the full implementation of *Blueprint 2000*.

2. Provide developer incentives in urban areas, particularly in the Southern Strategy Area.

3. Waive permit fees for redevelopment of existing single-family housing and new development in the Southern Strategy Area.

4. In conjunction with other strategies, such as school and neighborhood improvement, provide sewer to areas designated for growth and redevelopment as part of the Southern Strategy and *Blueprint 2000* vision.

Conclusion

The Committee studied the availability and affordability of residential real estate in Leon County and the extent to which the apparent lack of availability and affordability is encouraging sprawl in neighboring counties. The Committee determined that while significant "vacant" land exists, relatively little land is finding its way to the market and can thus accurately be described as "available." The lack of land that is available is one important factor contributing to the rapidly rising price of housing in Leon County. The Committee developed a series of recommended regulatory reforms and land use changes that will maximize opportunities for infill development and provide additional opportunities for residential development consistent with the vision of *Blueprint 2000* and the Southern Strategy. Finally, the Committee is submitting this report to meet the deadline for proposed Comprehensive Plan changes during the July 2004 cycle. The Committee does not feel that we have adequately addressed the issue of housing affordability. Therefore, we will be submitting a supplemental report before the following Comprehensive Plan cycle to more fully address this important issue.

Attachment # 1
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Residential Land Availability and Affordability Committee

Technical Appendix

June 24, 2004

Attachment A

Committee Members

Residential Lot Availability/Affordability Committee

NAME	ORGANIZATION	Sub-Committee Participation
Tom Berger	St. Joe Land Co.	Regulatory Reform Committee
Nicole Everett	Tallahassee Lender's Consortium	Vision Committee, Presentation Committee
Rick Fausone	Tallahassee-Leon County Planning Department	Regulatory Reform Committee
Neil Fleckenstein	Tall Timbers/Red Hills	Regulatory Reform Committee
Rick Geshwiler	JFH Realty	Regulatory Reform Committee
Wendy Grey	Wendy Grey Land Use Planning	Chairman, Regulatory Reform Committee; Presentation Committee
Dr. Pam Hall	Centerville Rural Community Association	Data Analysis
Penny Herman	Penny Herman Reality	Presentation Committee
Lillian Jack	JAL Realty, Inc.	
Steven Louchheim	Tallahassee Board of Realtors	
Henree Martin	Developer's Realty and Investment Properties, Inc. / Blueprint 2000	Facilitator; Presentation Committee
Kevin McGorty	Tall Timbers Research Station	Chairman, Vision Committee; Presentation Committee
Nancy Miller	Sierra Club	
Ted Thomas	Thomas Appraisal & Real Estate	
Jesse Van Dyke	Blueprint 2000	Recorder, Vision Committee
Fred Saxon	Turner Heritage	
Gary Yordon	Bateman Harden/Governmental Affairs	Presentation Committee

Attachment # 1
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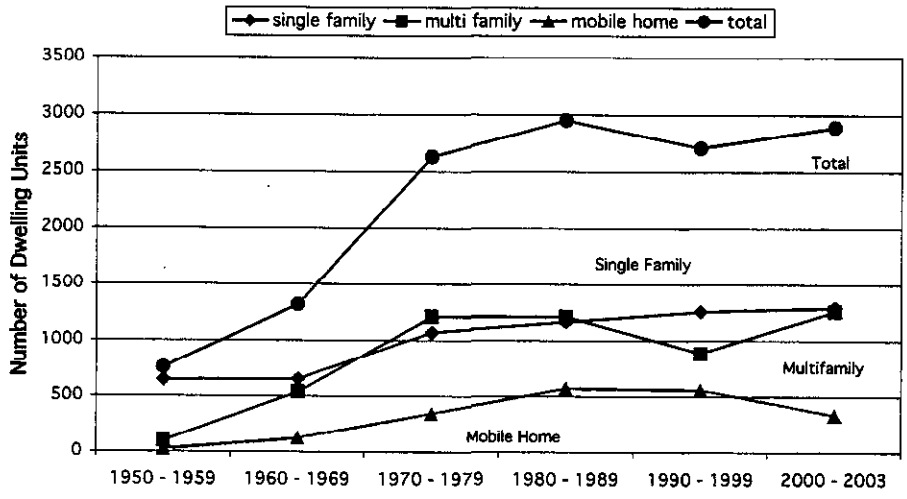
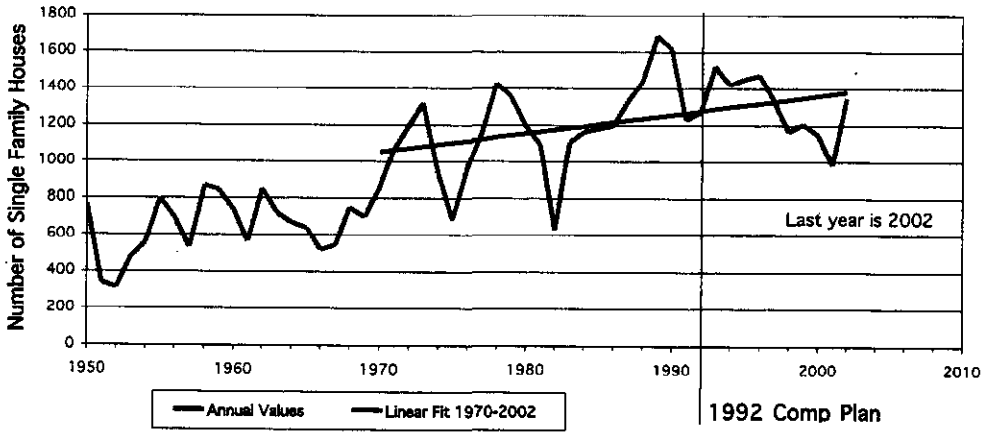
Attachment B

Data Analysis Summary

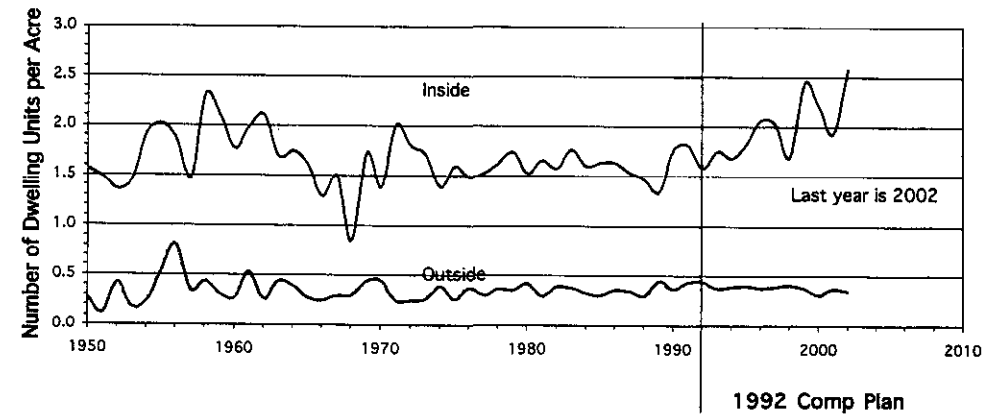
A. Average Annual Number of Dwelling Units Built by Decades



B. Annual Number of Single Family Units Built



C. Single Family Dwelling Units Built per Acre per Year



Res. Lot Avail. & Afford. 6/6/04

Figure 1, Legend

A. The number of dwelling units, for single family, multifamily and mobile homes and their summation is shown for each decade since 1950. The values shown are the average annual number of dwelling units for each housing type, averaged over one decade. The last point is the average for four years, 2000 through 2003.

B. The annual number of single family dwelling units (including townhouses and condominums with single tax identifications numbers) built since 1950. The last year of plotted data is 2002. Note the year at which the Comprehensive Plan policies began to be implemented.

C. The annual number of single family dwelling units (including townhouses and condominums with single tax identifications numbers) built since 1950 shown for the area inside the Urban Services Area (USA) and outside. The last year of plotted data is 2002.Note the year at which the Comprehensive Plan policies began to be implemented.

Attachment # 1
Page 18 of 35 6/6/04

Res. Lot Avail. and Afford.

TABLE 1			POTENTIAL NUMBER OF DWELLING UNITS		
PARCEL TYPE (unique tax id numbers)	NUMBER OF PARCELS	DEVELOPABLE ACREAGE (adjusted for easements and environment)	HISTORICAL	RECENT (1992-2002)	MAXIMUM ALLOWED
TOTAL AVAILABLE	16,384	167,191	40,308	77,049	164,634
A. Residential & Vacant	12,119	20,993	14,641	19,644	54,144
(1) platted lots	8,137	7,040	6,404	8,137	25,010
(2) mete&bounds parcels	3,982	13,953	8,237	11,507	29,134
B. Mixed Use & Vacant	1,822	7,990	2,688	18,174	28,156
(3) PUD etc., platted lots	591	219	115	591	510
(4) PUD etc., mete&bounds parcels	37	576	338	338	1,339
(5) Bull Run	3	322	203	800	750
(6) Southwood	424	1,257	757	4,770	2,797
Phase I (1999-2010)				1,825	
Phase II (2011-2020)				2,945	
(7) Welaunee	12	5,087	43	10,320	7,123
"Toe"				4,870	
"Arch"				5,450	
(8) other zoning, platted lots	461	100	337	461	4,130
(9) other zoning, mete&bounds parcels	294	429	894	894	11,507
C. Agricultural Exemptions	1,559	128,110	10,785	24,984	47,440
Inside USA	237	7,541	4,546	6,307	25,914
(10) < 2 acres	42	18	18	19	88
(11) >= 2 acres	195	7,523	4,528	6,288	25,826
Outside USA	1,322	120,568	6,239	18,677	21,527
(12) other than rural zoning (mostly UF)	347	12,908	4,086	6,835	9,008
(13) rural zoning only	975	107,661	2,153	11,843	12,519
D. Residential & Improved	884	10,097	12,194	14,247	34,894
(14) Inside USA, >=5 acres	479	4,202	11,177	12,470	31,276
(15) Outside USA, >=10 acres	405	5,895	1,017	1,776	3,617

Attachment # 1
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TABLE 2

Distribution of the Number of Vacant Parcels

	USA Boundary		Totals
	IN	OUT	
Urban Core	1,349		1,349
NE	3,248	4,008	7,256
NW	637	2,059	2,696
SE	1,354	1,199	2,553
SW	1,307	1,221	2,528
Totals	7,895	8,487	16,382

Distribution of the Acreage of Vacant Parcels

	USA Boundary		Totals
	IN	OUT	
Urban Core	671		671
NE	10,575	68,932	79,506
NW	5,795	16,806	22,600
SE	6,413	47,104	53,516
SW	1,582	9,309	10,891
Totals	25,035	142,150	167,185

Distribution of the Number of Potential Dwelling Units

	USA Boundary		Totals
	IN	OUT	
Urban Core	2,834		2,834
NE	21,794	11,719	33,512
NW	11,250	2,675	13,925
SE	10,751	8,374	19,125
SW	4,099	3,552	7,651
Totals	50,728	26,319	77,047

TABLE 3			Residential Densities (Dwelling Units/Acre)		
Zoning or Future Land Use Category	Zoning or Future Land Use Description	Type of Use Allowed	Historical Density	Recent Density 1992-2002	Maximum Density Allowed
AC	Activity Center	mixed	2.67	2.67	45.00
BC-1	Bradfordville Commercial One	mixed	0.04	0.04	12.00
BC-2	Bradfordville Commercial Two	mixed	0.05	0.05	12.00
BOR	Bradfordville Office Residential	mixed	0.00	0.00	12.00
C-1	Commercial One	mixed	0.71	0.71	16.00
C-2	Commercial Two	mixed	0.13	0.13	16.00
CM	Commercial Medical	mixed	0.71	0.71	20.00
CP	Commercial Parkway	mixed	2.06	2.06	16.00
CPA	Critical Planning Area	mixed	0.00	0.00	2.00
CU	Central Urban	mixed	5.25	5.25	45.00
D	Downtown	mixed	5.13	5.13	50.00
DRI	Development of Regional Impact	mixed	0.18	0.18	2.00
LP	Lake Protection	res only - SF	0.69	1.50	2.00
LT	Lake Talquin Recreation	res only - SF	0.08	0.32	1.00
MH	Manufactured Home	res only - SF&MF	4.38	4.38	8.00
MR-1	Medium Density Residential	res only - SF&MF	8.53	8.53	16.00
OR-1	Office-Residential One	mixed	3.46	3.46	8.00
OR-2	Office-Residential Two	mixed	1.99	1.99	16.00
OR-3	Office-Residential Three	mixed	1.43	1.43	20.00
PUD	Planned Unit Development	mixed	0.63	0.63	2.00
R	Rural	mixed - SF	0.02	0.29	0.10
R-1	Residential One	res only - SF	0.69	1.77	3.63
R-2	Residential Two	res only - SF	1.56	4.24	4.84
R-3	Residential Three	res only - SF&MF	2.14	4.19	8.00
R-4	Residential Four	res only - SF&MF	6.98	6.98	8.00
R-5	Residential Five	res only - SF&MF	1.88	2.90	8.00
RA	Residential Acreage	res only - SF	0.33	0.33	1.00
RC	Rural Community	mixed - SF	0.16	0.34	4.00
RO	Residential Office	mixed	8.16	8.16	8.16
RP	Residential Preservation (County)	res only - SF	0.81	0.97	3.63
RP-1	Residential Preservation One	res only - SF	1.83	2.30	3.60
RP-2	Residential Preservation Two	res only - SF	3.68	4.83	6.00
RP-MH	Res. Preservation - Mobile Home	res only - SF	4.31	4.86	6.00
SCD	Special Character District	mixed	6.07	6.07	6.07
TPA	Target Planning Area	mixed	0.02	0.02	2.00
UF	Urban Fringe	mixed - SF	0.31	0.64	0.33
UP-1	Urban Pedestrian One	mixed	3.1	3.10	16.00
UP-2	Urban Pedestrian Two	mixed	6.46	6.46	20.00
UT	University Transition	mixed	1.31	1.31	50.00

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TABLE 1 LEGEND

1. SYNOPSIS OF PARCELS TYPES

The Property Appraisers tax rolls and information from the TLCPD on zoning and environmental conditions were used to determine how many parcels are available for development and the potential number of dwelling units that could be developed on these parcels. All parcels that are tax exempt were not included in this analysis. This includes all government owned land, public parks, open space, etc. All parcels that are not developable because they are SWMF, subdivision headers, subdivision open space, etc., were also eliminated from this analysis. Parcels were classified as vacant or improved depending upon whether there was any evidence in the database that a building of any type existed on the parcel. For further details on how the following classifications were done please refer to the detailed manual of analysis that accompanies the full report.

The following are the labels used in Table 1

A. RESIDENTIAL & VACANT (zoning only allows Residential)
- (1) platted (both recorded and unrecorded subdivisions)
- (2) undivided (metes and bounds property)

B. MIXED USED & VACANT (zoning allows Residential and other Uses)
- (3) PUD, CPA, TPA or DRI, platted
- (4) PUD, CPA, TPA or DRI, undivided
- (5) Bull Run (all Phases)
- (6) Southwood (Phases I and II)
- (7) Welaunee ("Toe" & "Arch")
- (8) Mixed Use zoning other than PUD, CPA, TPA or DRI, platted
- (9) Mixed Use zoning other than PUD, CPA, TPA or DRI, undivided

C. AGRICULTURAL EXEMPTION (Vacant or Improved, various zoning)
- (10) Inside the USA, parcel < 2 acres in size
- (11) Inside the USA, parcel >= 2 acres in size
- (12) Outside the USA, zoned other than Rural
- (13) Outside the USA, zoned Rural

D. RESIDENTIAL & IMPROVED (Large enough for more subdivision)
- (14) Inside the USA and >= 5 acres
- (15) Outside the USA and >= 10 acres

Subtotals are provided for each of the main classes (A, B, C, and D) and for some minor classes (inside and outside USA, etc.)

2. DEVELOPABLE ACREAGE

Developable acreage is the area of a parcel on which development can take place. Conservation easements and environmental constraints were taken into account to determine the amount of developable area for each parcel.

Conservation easements from Tall Timber Research Station were accounted for and any known others that preclude further development. If the conservation easement is part of a platted lot then the entire lot area is included as the lot is already platted for development as is.

The preservation features as defined in the Comprehensive Plan: wetlands, flood plain and steep slope were mapped and the portion of each parcel that contains these areas was computed. Most vacant parcels are free of these environmental constraints. Over 75% of all parcels did not have more than 10% of their area in such environments. The average area of environmental constraints for all developable lots that are currently improved (with houses) was 7%. The average area of environmental constraints for all vacant parcels and parcels with agricultural exemptions was 14%. Again, the vast majority of parcels (74%) had very little area in environmental constraints.

Gross density of residential development can be transferred from the undevelopable area under environmental constraints to developable area. In most cases all if not most of the gross density can be preserved on the entire parcel by such a transfer.

However, the actual amount of transfer is dependent on the specifics of the parcel and the development plan. Therefore, a very conservative adjustment was made to the acreage of each parcel by reducing the parcel size by the mean proportion of area of environmental constraints for all parcels. This results in a decrease for all parcels that is very similar to assuming the no transfer of density from undevelopable areas can ever occur, a highly unlikely scenario for most of the vacant land.

3. POTENTIAL DWELLING UNITS

The number of potential dwelling units was computed for each parcel based on the zoning of the parcel and its size (see Table 3).

DU = Density for zoning category * Developable area of parcel

The density for each zoning category was computed in three ways: 1) density as currently exists on developed land (HISTORICAL), 2) density as currently exists on land developed since 1992 (RECENT), and 3) the maximum density allowed by current zoning code (MAXIMUM). The dwelling units for the maximum density was computed using the entire area of a parcel except for conservation easements because the transfer of gross density from constrained land is allowed. Therefore, the environmentally constrained area was included for computation of MAXIMUM allowed. Density of development for 1992 could only be computed specifically for single family lots. Therefore, the historical density of development was used for non-single family zoning

categories for the computation of the potential number of dwelling units for RECENT number of potential dwelling units.

Table 2 LEGEND

Table 2 provides the distribution of vacant parcels and parcels on which further subdivision can be done as presented in Table 1. The number of parcels, the acreage of these parcels (DEVELOPABLE ACREAGE) and the number of potential dwelling units (RECENT) are divided into nine mutually exclusive locations: Urban Core (as delimited in the Comprehensive Plan), four quadrates by two categories of inside or outside the USA.

The values in Table 2 for the nine locations do not quite sum to the total number of potential dwelling units and developable acreage because the locations of two parcels relative to the USA boundary were missing.

Table 3 LEGEND

Table 3 contains the list of zoning categories used for the residential vacancy analysis as shown in Table 1. Zoning categories that do not allow residential development are not listed. Column contain: abbreviation and description of zoning or future land use category, types of allowed uses, and the densities (dwelling units per acre) of residential development used for the computation of potential dwelling units on vacant land. See Table 1 for further description on how these were determined. Types of uses allowed are abbreviated as follows: "mixed", residential and nonresidential uses; "res only", residential use only; "SF", single family housing included townhouses and duplexes with individual parcel tax identification numbers; "MF", multifamily housing.

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Attachment C

Regulatory Reform Sub-Committee Report

Attachment # 1
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June 22, 2004
REPORT OF THE REGULATORY REFORM SUBCOMMITTEE

The Regulatory Reform Subcommittee reviewed city and county regulations in an effort to identify changes to the Comprehensive Plan and Land Development Regulations that would help increase the supply of residential lot, particularly affordable lots. The following people were part of this subcommittee:

Wendy Grey, chair*
Dwight Arnold
Tom Berger*
Rick Fausone*
Neil Fleckenstein*
Rick Geshwiler*
Jean Gregory
David McDevitt
Wade Pitt

* These subcommittee members are also member of the Full Committee

The following are the recommendation of the subcommittee.

Recommendation #1: Facilitate the development of a variety of residential housing types.

Problem: The Mixed Use future land use category as currently adopted is not eligible for use the small scale Comprehensive Plan amendment process. Land owners have wanted to change from Residential Preservation to Mixed Use not necessarily for higher density, but because they want to build attached houses, which are not permitted in RP. To do this, the property owner must now go through a large scale amendment process which takes close to one year.

(Note: The small scale amendment process can only be used for a category that has a defined density of less than 10 dwelling units per acre. There are further limitations that the individual parcel may not exceed 10 acres in size and a maximum of 80 acres may be approved annually through the small scale process.)

Solution: Expand use of the small scale amendment process and create a new Residential future land use category. Applicants would submit twice a year in January & July as they do now for large scale amendments. The small scale amendment would go through the same process as a large scale amendment (LPA public hearing and voting, City/County Commission public hearings and workshops), except at the Transmittal Hearing the small scale amendments

would be voted up or down in a final action. These amendments would become effective 30 days later. This would cut approximately 3-4 months off the approval process for an amendment.

Action: The City and County Commissions direct staff to write a future land use category that limits residential density to a maximum of 10 dwelling units/acre. This category should be introduced in the July amendment cycle.

Problem: Minimum lot sizes in Future Land Use Categories such as Urban Fringe do not allow for smaller lots sizes while preserving the low density character.

Solution: The City & County Commissions are scheduled to adopt a plan amendment on May 11, 2004 that will allow for the establishment of Conservation Subdivisions within the Urban Fringe Land Use category. Other categories, other than Rural, may be added without a Comprehensive Plan amendment. Conservation Subdivisions differ from existing clustering designs in that larger percentages of property are required to be set aside under permanent development restrictions. The configuration and layout of the lots is required to respect the character of the open space. The amendment will be effective August 2004.

Actions: Amend the County land development code subdivision regulations to implement the Conservation Subdivision concept.

Recommendation #2: Address inappropriate application of compatibility requirements.

Problem: A scrivener's error pertaining to Residential Preservation in the County is resulting in much lower densities than would otherwise be achieved. The density in County RP is 0 - 6 dwelling units /acres. The County code further restricts density in RP based on the density of adjacent residential development patterns that are also RP. While this compatibility requirement is difficult for staff to implement, it seems appropriate when applied within existing subdivisions. However, this language also applies to metes and bounds properties. It is estimated that approximately 400 acres of land not within subdivisions are affected by this restriction.

Solution: Create a new County RP zoning district that allows densities of up to 6 dwelling units per acre. Rezone the 400 acres in metes and bounds properties to the new zoning district. At some later date, the County may wish to consider creating more RP zoning districts with more specificity as to allowable densities.

However, the subcommittee does not believe this change will be helpful to the mission of the committee.

Action: County Commission to direct staff to develop new zoning district. After the district is adopted, direct staff to initiate the appropriate rezonings.

Recommendation #3: Revise development regulations that prohibit development from achieving maximum densities as allowed in the code.

Problem: The City and County zoning codes both have zoning districts which could yield a greater number of available lots without exceeding the permitted maximum density of the district.

Each district is governed by gross density and by restricted lot size. The lot size based on gross density does not take into account the loss of land for infrastructure (e.g., roads and stormwater facilities). The effect is a decrease in net density, and a reduction in the number of available lots for development.

Although a process to create smaller lots exists within the current LDC under the clustering provisions, staff advises that the clustering provision is rarely used. They believe this is in large part because it is not permitted as a straightforward "as of right" provision in the code.

Solution: Eliminate minimum lot size for residential uses in RA, R-1, R-2, R-3, R-4, and R-5 for, Central Urban, University Transition, and Downtown zoning districts. Developments will still be required to meet all other requirements (e.g., open space, stormwater, buffers, etc,) developers will have a greater degree of flexibility to achieve maximum allowable density.

Action: Amend the City and County land development codes eliminate minimum lot size and amend of other lot related requirements (e.g., setbacks) as necessary.

Problem: Public works design standards increase the cost of development and consume greater amount of land than necessary.

The subcommittee reviewed the new City Public Works Design Standards Manual, dated July 1, 2003 and has the following comments::

- From the standpoint of residential development the proposed design standards for public streets will give developers confidence that they can employ the minor local street standard (45' ROW) to serve portions of their development with 150 or less Average Daily Trips. Using standard trip generation tables

that should translate into 15 lots or less. For clarification, this standard should be restated as 15 single family units. This added flexibility should help produce a modest increase in the ability to fully utilize small parcels for development of housing.

- The road standards also differentiate between central city and suburban standards. The text also states that flexibility in application of these standards will be necessary for implementation in redevelopment. Both of these intents should help developers realize greater utilization of vacant, semi-vacant and redeveloping properties.

- The stormwater design standards present a unique challenge. There is a significant cost associated with long term maintenance of these facilities, therefore the standards are rigid. Regional stormwater facilities are needed to serve development and redevelopment within the Urban Service Area. The continued reliance upon project by project ponds is wasteful of valuable real estate and in the long term significantly increases the proportion of governmental spent on maintenance. Where regional facilities are not possible, more flexibility needs to be provided to developers regarding the design of stormwater ponds that meet adopted standards.

Solution: Revise public works standards to meet public needs while decreasing the cost and environmental impact of such standards.

Actions: Provide for development community review of proposed city public work standards prior to final adoption.

The City should provide final standards to the County for review and incorporation into County standards as appropriate.

Recommendation #4: Expand the use of minimum densities to maximize use of urban land.

Problem: Residential development often occurs at densities lower than those called for in comprehensive plans. For example, in Tallahassee, R-3 zoning has a maximum density of eight dwelling units per acre. However, the historical density in R-3 zones is 2.14 dwelling units per acre. Minimum density zoning is used as a means to allocate land use inside an urban service area more efficiently by requiring development to be at or near planned densities. Note that minimum densities are currently applied to Medium Density zoning without apparent problems.

Solution: Increase densities in urban areas by expanding the use of minimum zoning to other residential districts. Ensure quality design through the use of design standards. (Note that Recommendation # 3 is also related to achieving this solution.)

Actions:

1. Establish minimum densities in the R-3 zoning category. Implementation can be achieved through revising the existing categories or by creating a new zoning category (e.g. Urban Residential 3 and Urban Residential 4). Work closely with the development community to develop density guidelines and other program requirements that will be acceptable to the market.
2. Implement design standards concurrently with minimum densities to ensure that new is compatible with and enhances existing residential development.

Recommendation #5: In conjunction with other strategies, such as school and neighborhood improvement, provide sewer to areas designated for growth and redevelopment as part of the Southern Strategy and Blueprint 2000 vision.

Problem: Provision of sewer follows individual project demand and does not necessarily support the vision for the community. While do a large extent the provision of sewer is market driven, the City, County, and School Board are making major financial investments of taxpayers' dollars to promote the quality of life in the Southern Strategy Area. These investments should be supported and given an opportunity to show results. The City is undertaken an effort to develop a plan for the expansion of sewer system that is consistent with long term planning objectives.

Solution: The City, in coordination with the County, the development community and the environmental community, should continue the development of a long range sewer plan consistent with community goals and market demand. In addition to promoting development of the Southern Strategy, consideration should be given to providing sewer to the Woodville Rural Community.

Action: The City should develop a work plan and schedule to complete the development of the long range sewer plan.

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Attachment D

Land Use Change Maps

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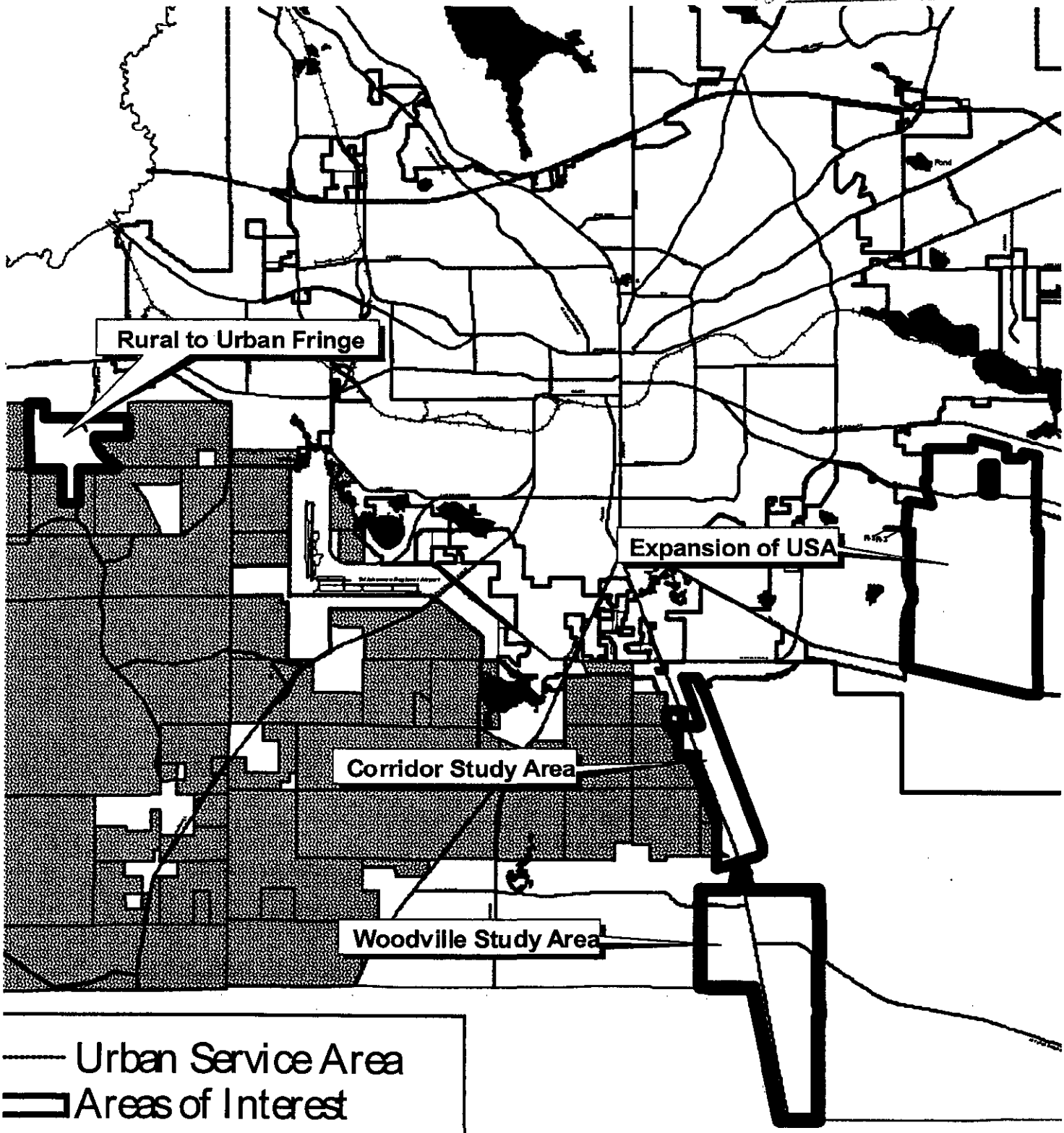
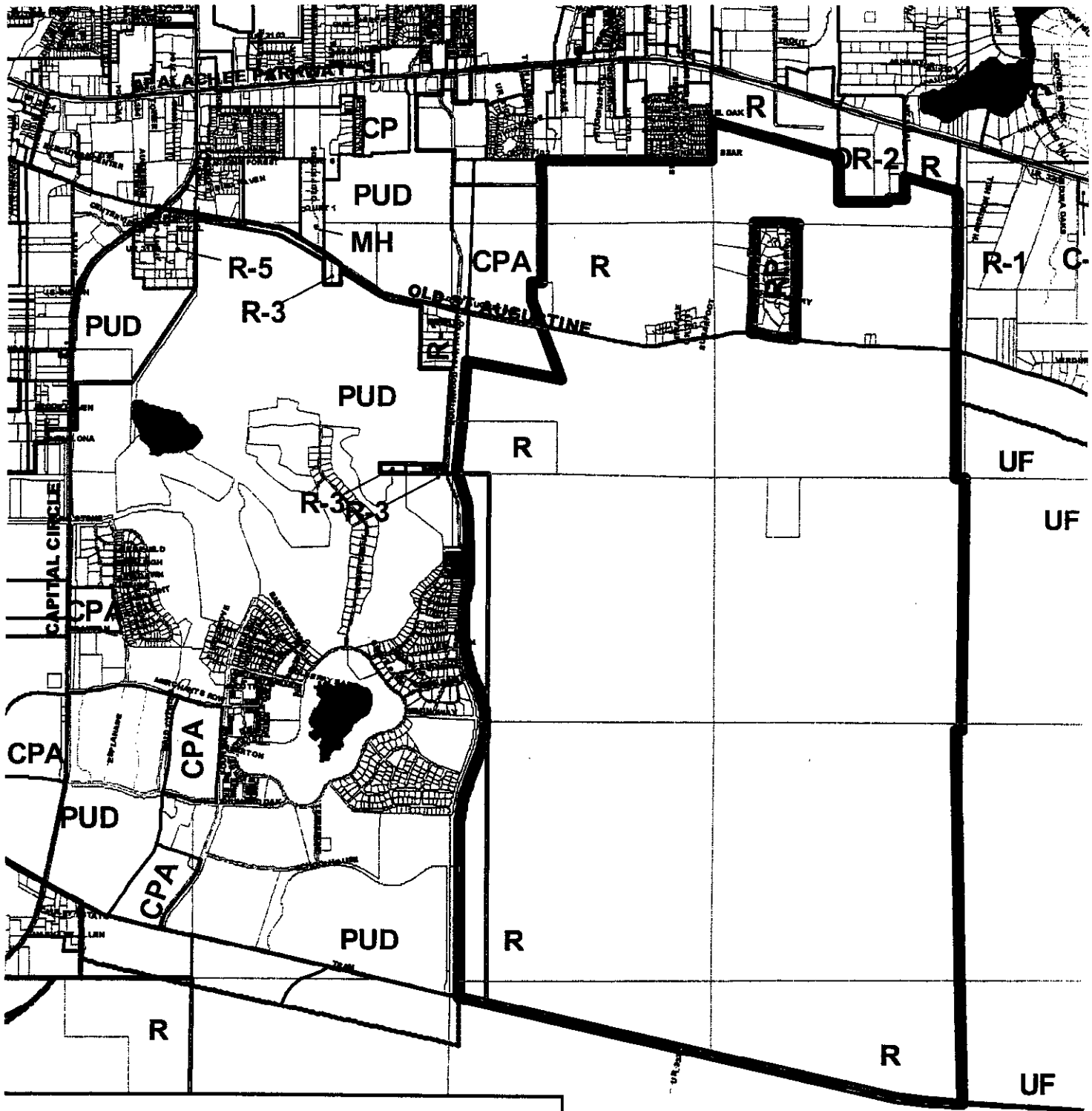


Four Areas of Interest



Proposed Expansion of the Urban Service Area

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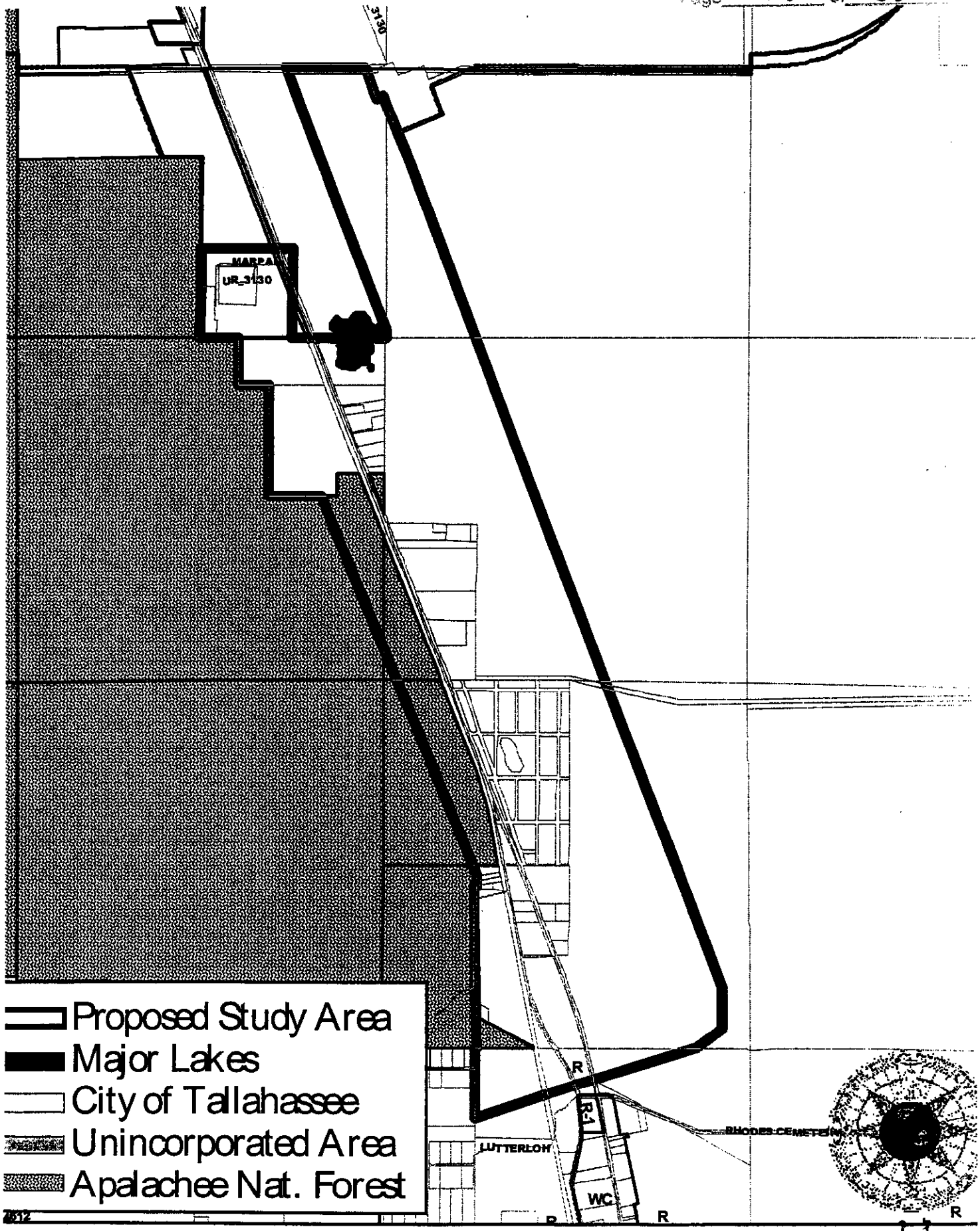

Proposed Corridor Study Area

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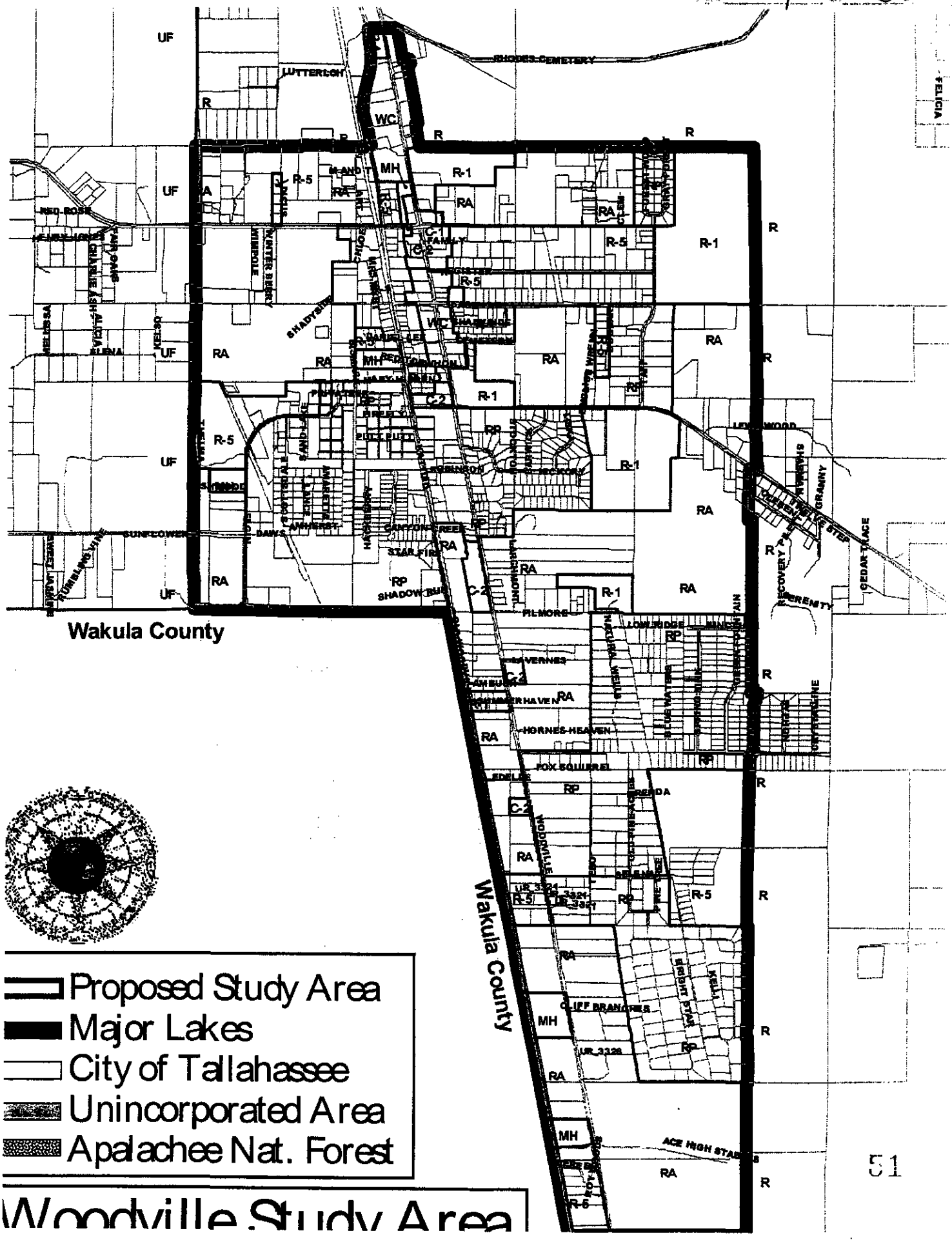

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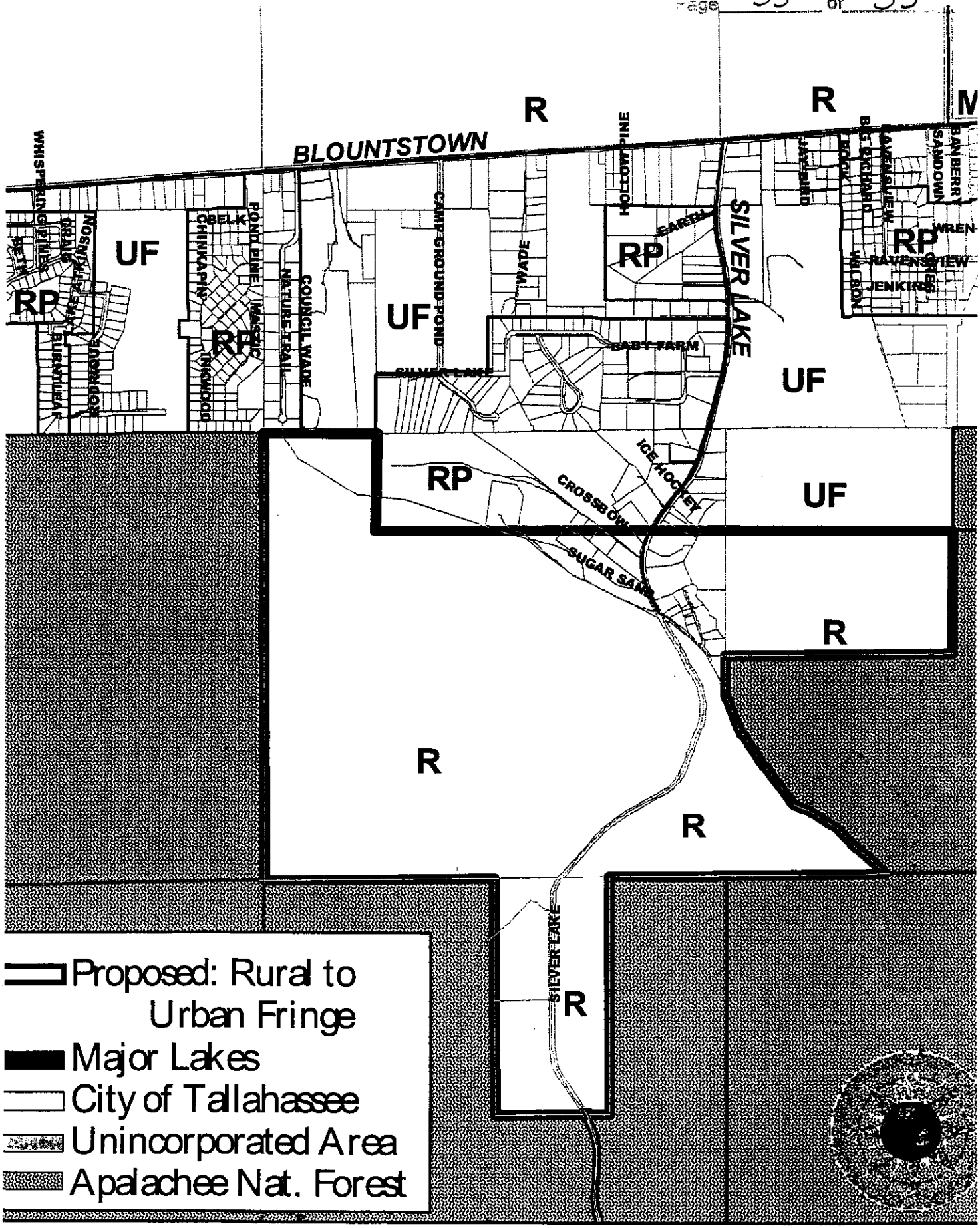

Proposed: Rural to Urban Fringe

LEON COUNTY GOVERNMENT
People Focused. Performance Driven.

Business Impact Estimate

In accordance with Section 125.66(3)(a), Florida Statutes (F.S.), a Business Impact Estimate (BIE) is required to be: 1) prepared before enacting certain ordinances and 2) posted on Leon County's website no later than the date the notice of intent to consider the proposed ordinance is advertised (which, per Section 125.66(2)(a), F.S., is at least ten (10) days before the Public Hearing).

Proposed Ordinance's title in full:

AN ORDINANCE OF THE BOARD OF COUNTY COMMISSIONERS OF LEON COUNTY, FLORIDA, AMENDING THE 2030 TALLAHASSEE-LEON COUNTY COMPREHENSIVE PLAN; ADOPTING AMENDMENTS TO THE LAND USE ELEMENT INCLUDING THE FUTURE LAND USE MAP AND ADDENDUM, MOBILITY ELEMENT, AND GLOSSARY; PROVIDING FOR APPLICABILITY AND EFFECT; PROVIDING FOR CONFLICTS; PROVIDING FOR SEVERABILITY; PROVIDING FOR A COPY TO BE ON FILE WITH THE TALLAHASSEE-LEON COUNTY PLANNING DEPARTMENT; AND PROVIDING FOR AN EFFECTIVE DATE.

Proposed Ordinance Public Hearing Date: December 9, 2025

Pursuant to Section 125.66(3)(c), F.S., the following types of ordinances are exempt from the BIE requirement. As such, if one or more boxes are checked below, Leon County, Florida, believes that a BIE is not required by state law for the proposed ordinance referenced above. Leon County, Florida, reserves the right to revise this BIE following an initial posting.

☐ The proposed ordinance is required for compliance with Federal or State law or regulation;

☐ The proposed ordinance relates to the issuance or refinancing of debt;

☐ The proposed ordinance relates to the adoption of budgets or budget amendments, including revenue sources necessary to fund the budget;

☐ The proposed ordinance is required to implement a contract or an agreement, including, but not limited to, any Federal, State, local, or private grant, or other financial assistance accepted by a county government;

☐ The proposed ordinance is an emergency ordinance;

☐ The proposed ordinance relates to procurement; or

☐ The proposed ordinance is enacted to implement the following:

a. Development orders and development permits, as those terms are defined in Section 163.3164, F.S., and development agreements, as authorized by the Florida Local Government Development Agreement Act under Sections 163.3220 – 163.3243, F.S.;

b. Comprehensive plan amendments and land development regulation amendments initiated by an application by a private party other than the County;
c. Sections 190.005 and 190.046, F.S., regarding community development districts;
d. Section 553.73, F.S., relating to the Florida Building Code; or
e. Section 633.202, F.S., relating to the *Florida Fire Prevention Code*.

In accordance with Florida law Leon County, Florida, hereby posts the following BIE information for this proposed Ordinance on its website for public viewing and consideration on this 25th day of November, 2025:

1. Summary of the proposed ordinance (must include statement of the public purpose, such as serving the public health, safety, morals, and welfare):

The proposed ordinance revises the joint 2030 Tallahassee-Leon County Comprehensive Plan. Proposed amendments are to the Tallahassee-Leon County 2030 Comprehensive Plan to consolidate the Future Land Use and Mobility Elements into the Land Use and Mobility Element including replacement of the: A. Land Use Element text and maps, including the Future Land Use Map and Addendum; and B. Mobility Element text and maps; and revisions to the plan's Glossary of terms. The amendments serve the public purpose by providing an update to the comprehensive plan to reflect community priorities and best practices that meet planning goals. Additionally, the amendments are intended to meet the statutory requirements of Chapter 163.3177, F.S., for the Future Land Use and Transportation Elements of the comprehensive plan.

2. Estimate of direct economic impact of the proposed ordinance on private, for-profit businesses in the county, including the following (if any):

a.) Estimate of direct compliance costs that businesses may reasonably incur if the ordinance is enacted: None.

b.) Any new charge or fee imposed by the proposed ordinance for which businesses will be financially responsible: None.

c.) Estimate of Leon County's regulatory costs, including estimated revenues from any new charges or fees to cover such costs: None.

3. Good faith estimate of the number of businesses likely to be impacted by the proposed Ordinance:

No existing businesses are impacted by the proposed amendments.

4. Additional information Leon County deems necessary (if any): None.

Land Use and Mobility Element Update

CITY OF TALLAHASSEE
BUSINESS IMPACT ESTIMATE

The following Business Impact Estimate was prepared pursuant to s. 166.041(4), F.S., to address the proposed impact of City Ordinance No. 25-0-02AA.

Summary of Proposed Ordinance

Summarize the proposed ordinance and include a statement of public purpose to be served by the ordinance, such as serving the public health, safety, morals and welfare of the City and Leon County:
Ordinance 25-O-02AA revises the joint 2030 Tallahassee-Leon County Comprehensive Plan. Proposed amendments are to the Land Use Element including the Future Land Use Map and addendum; Mobility Element; and Glossary. The proposed amendments to the Tallahassee-Leon County 2030 Comprehensive Plan are to consolidate the Future Land Use and Mobility Elements into the Land Use and Mobility Element including replacement of the: A. Land Use Element text and maps, including the Future Land Use Map and Addendum; and B. Mobility Element text and maps; and revisions to the plan's Glossary of terms. The amendments serve the public purpose by providing an update to the comprehensive plan to reflect community priorities and best practices that meet planning goals. Additionally, the amendments are intended to meet the statutory requirements of Chapter 163.3177, F.S., for the Future Land Use and Transportation Elements of the comprehensive plan.

Estimate of Direct Economic Impact of Proposed Ordinance

1. Will the proposed ordinance require local, private, for-profit businesses to incur any **direct compliance costs**?

   Yes or **No**

   If yes, what are the estimated direct compliance costs? _____

2. Does the proposed ordinance impose any **new charge or fee** on local businesses or impose any new charge or fee for which local businesses will be financially responsible?

   Yes or **No**

   If yes, what is the charge or fee?

3. Will the proposed ordinance impact the **City's or County's revenues or costs**?

   Yes or **No**
   The amendments are not proposing impacts to the City or County revenue structure.

If yes, provide an estimate of the impact, including the revenue from any new charge or fee:

4. Provide an estimate of the number of businesses impacted by the proposed ordinance: No existing businesses are impacted by the proposed amendments. Future businesses may benefit from flexibility in location.

5. Provide any additional, useful information about the proposed ordinance: None.

ATTACHMENT #5
PUBLICATION CERTIFICATIONS

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LocaliQ
Florida
GANNETT

PO Box 631244 Cincinnati, OH 45263-1244

AFFIDAVIT OF PUBLICATION

Anastasia Richmond
Tallahassee Leon County Planning Dept
300 S Adams ST
Tallahassee FL 32301-1721

STATE OF WISCONSIN, COUNTY OF BROWN

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TAL Tallahassee Democrat 11/26/2025

Affiant further says that the website or newspaper complies with all legal requirements for publication in chapter 50, Florida Statutes.
Subscribed and sworn to before me, by the legal clerk, who is personally known to me, on 11/26/2025

Legal Clerk

Notary, State of WI, County of Brown

5·15·27

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NOTICE OF COMPREHENSIVE PLAN UPDATE ADOPTION PUBLIC HEARING

Notice is hereby given that the Board of County Commissioners of Leon County, Florida (the "County") will conduct a public hearing on Tuesday, December 9, 2025, at 6:00 pm, or as soon thereafter as such matter may be heard, at the County Commission Chambers, 5th Floor, Leon County Courthouse, 301 South Monroe Street, Tallahassee, Florida, to consider adoption of the ordinance entitled to wit:

LEON COUNTY ORDINANCE NO. _____

AN ORDINANCE OF THE BOARD OF COUNTY COMMISSIONERS OF LEON COUNTY, FLORIDA, AMENDING THE 2030 TALLAHASSEE-LEON COUNTY COMPREHENSIVE PLAN; ADOPTING AMENDMENTS TO THE LAND USE ELEMENT INCLUDING THE FUTURE LAND USE MAP AND ADDENDUM; MOBILITY ELEMENT; AND GLOSSARY; PROVIDING APPLICABILITY AND EFFECT; PROVIDING FOR CONFLICTS; PROVIDING FOR SEVERABILITY; PROVIDING FOR A COPY TO BE ON FILE WITH THE TALLAHASSEE-LEON COUNTY PLANNING DEPARTMENT; AND PROVIDING FOR AN EFFECTIVE DATE.

Amendments meet the requirements of Chapter 163.3177, F.S., for the Future Land Use and Transportation Elements of the comprehensive plan.

Applicant: Tallahassee-Leon County Planning Department

The proposed amendments consist of:

1. Consolidation of the Future Land Use and Mobility Elements into the Land Use and Mobility Element.
2. Replacement of the Land Use Element text and maps, including the Future Land Use Map and Addendum.
3. Replacement of the Mobility Element text and maps.
4. Revisions to the Glossary of terms.

The proposed comprehensive plan update amendments are available at https://www.compplantlc.com/. For more information, contact the Planning Department at (850) 891-6400.

Leon County will also broadcast the public hearing on Comcast channel 16, the Leon County Florida channel on Roku, and the County's Facebook page (https://www.facebook.com/LeonCountyFL/), YouTube channel (https://www.youtube.com/user/LeonCountyFL), and web site (www.LeonCountyFL.gov).

All interested parties are invited to present their comments at the public hearing at the time and place set out above.

Interested parties may also provide virtual real-time public comments during the public hearing. After the Board of County Commissioner's agenda is posted online, interested parties wishing to provide virtual real-time public comments must complete and submit the registration form provided at https://www2.leoncountyfl.gov/coadmin/agenda/ by 8:00 p.m. on Monday, December 8, 2025. Following submittal of the registration form, further instructions for participating in the meeting will be provided. Persons needing assistance with registering or providing real-time comments may contact County Administration via telephone at (850) 606-5300. Please note that Board of County Commissioners Policy 01-05, Article IX., Section E., entitled "Addressing the Board," and Article IX., Section F., entitled "Decorum," shall remain in full force and effect.

Anyone wishing to appeal the action of the Board with regard to this matter will need a record of the proceedings and should ensure that a verbatim record is made. Such record should include the testimony and evidence upon which the appeal is to be based, pursuant to Section 286.0105, Florida Statutes.

In accordance with the Americans with Disabilities Act and Section 286.26, Florida Statutes, persons needing a special accommodation to participate in this proceeding should contact Mathieu Cavell or Facilities Management, Leon County Courthouse, 301 South Monroe Street, Tallahassee, Florida 32301 or CMR@leoncountyfl.gov, by written request at least 48 hours prior to the proceeding. Telephone: 850-606-5300 or 850-606-5000; 1-800-955-8771 (TTY), 1-800-955-8770 (Voice), or 711 via Florida Relay Service.

BC120925

Proof of Publication

Prepared by Erin Hill

LEON COUNTY

STATE OF FLORIDA

COUNTY OF LEON

Before the undersigned authority personally appeared Erin Hill, who on oath says that she is the Public Information Specialist of Leon County, Florida; that the attached copy of advertisement, being a legal notice in the matter of NOTICE OF COMPREHENSIVE PLAN UPDATE ADOPTION PUBLIC HEARING BC120925, was published on the publicly accessible website, LeonCountyFL.gov/PublicNotices, of Leon County, Florida on November 21, 2025.

Affiant further says that the website complies with all legal requirements for publication in chapter 50, Florida Statutes.

Signature: _____
Title: Public Information Specialist
Date: November 24, 2025

Sworn to and subscribed before me this 24 day of November, 2025, by Erin Hill, who is personally known to me, Caren Sloniker.

Signed:

CAREN SLONIKER
Notary Public - State of Florida
Commission # HH 403350
My Comm. Expires May 25, 2027
Bonded through National Notary Assn.

_____

Caren Sloniker, notary public

Tallahassee-Leon County Planning Department

Comprehensive Plan Update Adoption Hearing BC120925

NOTICE OF COMPREHENSIVE PLAN UPDATE ADOPTION PUBLIC HEARING

Notice is hereby given that the Board of County Commissioners of Leon County, Florida (the “County”) will conduct a public hearing on Tuesday, December 9, 2025, at 6:00 pm, or as soon thereafter as such matter may be heard, at the County Commission Chambers, 5th Floor, Leon County Courthouse, 301 South Monroe Street, Tallahassee, Florida, to consider adoption of the ordinance entitled to wit:

LEON COUNTY ORDINANCE NO. ____
AN ORDINANCE OF THE BOARD OF COUNTY COMMISSIONERS OF LEON COUNTY, FLORIDA, AMENDING THE 2030 TALLAHASSEE-LEON COUNTY COMPREHENSIVE PLAN; ADOPTING AMENDMENTS TO THE LAND USE ELEMENT INCLUDING THE FUTURE LAND USE MAP AND ADDENDUM; MOBILITY ELEMENT; AND GLOSSARY; PROVIDING APPICABILITY AND EFFECT; PROVIDING FOR CONFLICTS; PROVIDING FOR SEVERABILITY; PROVIDING FOR A COPY TO

BE ON FILE WITH THE TALLAHASSEE-LEON COUNTY PLANNING DEPARTMENT; AND PROVIDING FOR AN EFFECTIVE DATE.

Amendments meet the requirements of Chapter 163.3177, F.S., for the Future Land Use and Transportation Elements of the comprehensive plan.

Applicant: Tallahassee-Leon County Planning Department
The proposed amendments consist of:

1. Consolidation of the Future Land Use and Mobility Elements into the Land Use and Mobility Element.
2. Replacement of the Land Use Element text and maps, including the Future Land Use Map and Addendum.
3. Replacement of the Mobility Element text and maps.
4. Revisions to the Glossary of terms.

The proposed comprehensive plan update amendments are available at https://www.compplantlc.com/. For more information, contact the Planning Department at (850) 891-6400.

Leon County will also broadcast the public hearing on Comcast channel 16, the Leon County Florida channel on Roku, and the County's Facebook page (https://www.facebook.com/LeonCountyFL/), YouTube channel (https://www.youtube.com/user/LeonCountyFL), and web site (www.LeonCountyFL.gov).

All interested parties are invited to present their comments at the public hearing at the time and place set out above.

Interested parties may also provide virtual real-time public comments during the public hearing. After the Board of County Commissioner's agenda is posted online, interested parties wishing to provide virtual real-time public comments must complete and submit the registration form provided at https://www2.leoncountyfl.gov/coadmin/agenda/ by 8:00 p.m. on Monday, December 8, 2025. Following submittal of the registration form, further instructions for participating in the meeting will be provided. Persons needing assistance with registering or providing real-time comments may contact County Administration via telephone at (850) 606-5300. Please note that Board of County Commissioners Policy 01-05, Article IX., Section E., entitled "Addressing the Board," and Article IX., Section F., entitled "Decorum," shall remain in full force and effect.

Anyone wishing to appeal the action of the Board with regard to this matter will need a record of the proceedings and should ensure that a verbatim record is made. Such record should include the testimony and evidence upon which the appeal is to be based, pursuant to Section 286.0105, Florida Statutes.

In accordance with the Americans with Disabilities Act and Section 286.26, Florida Statutes, persons needing a special accommodation to participate in this proceeding should contact Mathieu Cavell or Facilities Management, Leon County Courthouse, 301 South Monroe Street, Tallahassee, Florida 32301 or CMR@leoncountyfl.gov, by written request at least 48 hours prior to the proceeding. Telephone: 850-606-5300 or 850-606-5000; 1-800-955-8771 (TTY), 1-800-955-8770 (Voice), or 711 via Florida Relay Service.

Publication Dates:
11/21/2025 03:30 PM

LocaliQ
Florida
GANNETT

PO Box 631244 Cincinnati, OH 45263-1244

AFFIDAVIT OF PUBLICATION

Sherri Calhoun
Tallahassee Leon County Planning Dept
300 S Adams ST
Tallahassee FL 32301-1721

STATE OF WISCONSIN, COUNTY OF BROWN

Before the undersigned authority personally appeared, who on oath says that he or she is the Legal Advertising Representative of the Tallahassee Democrat, a newspaper published in Tallahassee in Leon County, Florida; that the attached copy of advertisement, being a Legal Ad in the matter of , was published on the publicly accessible website of Leon County, Florida, or in a newspaper by print in the issues of, on:

TAL Tallahassee Democrat 11/21/2025

Affiant further says that the website or newspaper complies with all legal requirements for publication in chapter 50, Florida Statutes.
Subscribed and sworn to before me, by the legal clerk, who is personally known to me, on 11/21/2025

Legal Clerk

Notary, State of WI, County of Brown

5/15/27

My commission expires

Publication Cost:	$462.00	
Tax Amount:	$0.00	
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Please do not use this form for payment remittance.

NANCY HEYRMAN
Notary Public
State of Wisconsin

NOTICE OF COMPREHENSIVE PLAN UPDATE ADOPTION PUBLIC HEARING

NOTICE IS HEREBY GIVEN that the Tallahassee City Commission will conduct a public hearing on December 10, 2025, at 6:00 p.m. at the City of Tallahassee Commission Chambers, 300 S. Adams St. (re-scheduled and previously advertised for November 19, 2025), to consider adoption of the following ordinance entitled:

ORDINANCE NO. 25-O-02AA

AN ORDINANCE OF THE CITY OF TALLAHASSEE AMENDING THE 2030 TALLAHASSEE-LEON COUNTY COMPREHENSIVE PLAN; ADOPTING AMENDMENTS TO THE LAND USE ELEMENT INCLUDING THE FUTURE LAND USE MAP AND ADDENDUM; MOBILITY ELEMENT; AND GLOSSARY; PROVIDING FOR SEVERABILITY AND CONFLICTS; AND PROVIDING AN EFFECTIVE DATE.

Amendments meet the requirements of Chapter 163.3177, F.S., for the Future Land Use and Transportation Elements of the comprehensive plan.

Applicant: Tallahassee-Leon County Planning Department
The proposed amendments consist of:

1. Consolidation of the Future Land Use and Mobility Elements into the Land Use and Mobility Element.
2. Replacement of the Land Use Element text and maps including the Future Land Use Map and Addendum.
3. Replacement of the Mobility Element text and maps.
4. Revisions to the Glossary of terms.

The proposed comprehensive plan update amendments are available at https://www.compplantlc.com/. For more information, contact the Planning Department at (850) 891-6400.

Interested parties may appear at the meeting and be heard with respect to the proposed ordinance.

If a person decides to appeal any decision made by the City Commission with respect to any matter considered at such meeting, they will need a record of the proceedings and should ensure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which the appeal is to be based.

A copy of the said ordinance for the comprehensive plan update may be inspected in the Office of the Treasurer-Clerk, City Hall, 300 S. Adams Street, Tallahassee, FL or by calling (850) 891-8130. A copy is also available online at: https://go.boarddocs.com/fla/talgov/Board.nsf/Public

In accordance with the provisions of the American with Disabilities Act (ADA), any person requiring special accommodations at the hearing or meeting because of a disability or physical impairment should contact the City Treasurer-Clerk's Office during business hours at 850-891-8130. Requests should be submitted at least two business days prior to the meeting. For those who are hearing or speech impaired, please contact the Florida Relay Service by dialing 7-1-1, or (800) 955-8771 (TTY), or (800) 955-8770 (Voice) for aid in contacting our Office.

CC121025

TD-42953704

LocaliQ
Florida
GANNETT

PO Box 631244 Cincinnati, OH 45263-1244

AFFIDAVIT OF PUBLICATION

Anastasia Richmond
Tallahassee Leon County Planning Dept
300 S Adams ST
Tallahassee FL 32301-1721

STATE OF WISCONSIN, COUNTY OF BROWN

Before the undersigned authority personally appeared, who on oath says that he or she is the Legal Advertising Representative of the Tallahassee Democrat, a newspaper published in Tallahassee in Leon County, Florida; that the attached copy of advertisement, being a Legal Ad in the matter of , was published on the publicly accessible website of Leon County, Florida, or in a newspaper by print in the issues of, on:

TAL Tallahassee Democrat 11/07/2025

Affiant further says that the website or newspaper complies with all legal requirements for publication in chapter 50, Florida Statutes.
Subscribed and sworn to before me, by the legal clerk, who is personally known to me, on 11/07/2025

Amy Talbott
Legal Clerk

Nicole Jacobs
Notary, State of WI, County of Brown

8-21-26
My commission expires

Publication Cost:	$548.25	
Tax Amount:	$0.00	
Payment Cost:	$548.25	
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Customer No:	1124354	1
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Please do not use this form for payment remittance.

NICOLE JACOBS
Notary Public
State of Wisconsin

NOTICE OF PUBLIC HEARING

NOTICE IS HEREBY GIVEN that the Tallahassee City Commission will conduct a public hearing and the public may be heard on November 19, 2025, at 6:00 p.m. at the City of Tallahassee Commission Chambers, 300 S. Adams St., to consider adoption of the following ordinance entitled:

ORDINANCE NO. 25-O-02AA

AN ORDINANCE OF THE CITY OF TALLAHASSEE AMENDING THE 2030 TALLAHASSEE-LEON COUNTY COMPREHENSIVE PLAN; ADOPTING AMENDMENTS TO THE LAND USE ELEMENT INCLUDING THE FUTURE LAND USE MAP AND ADDENDUM; MOBILITY ELEMENT; AND GLOSSARY; PROVIDING FOR SEVERABILITY AND CONFLICTS; AND PROVIDING AN EFFECTIVE DATE.

Amendments meet the requirements of Chapter 163.3177, F.S., for the Future Land Use and Transportation Elements of the comprehensive plan.

Applicant: Tallahassee-Leon County Planning Department

The proposed amendments consist of:

1. Consolidation of the Future Land Use and Mobility Elements into the Land Use and Mobility Element.
2. Replacement of the Land Use Element text and maps including the Future Land Use Map and Addendum.
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CC111925

Proof of Publication

Prepared by Erin Hill

LEON COUNTY

STATE OF FLORIDA

COUNTY OF LEON

Before the undersigned authority personally appeared Erin Hill, who on oath says that she is the Public Information Specialist of Leon County, Florida; that the attached copy of advertisement, being a legal notice in the matter of NOTICE OF COMPREHENSIVE PLAN UPDATE ADOPTION PUBLIC HEARING CC121025, was published on the publicly accessible website, LeonCountyFL.gov/PublicNotices, of Leon County, Florida on November 19, 2025.

Affiant further says that the website complies with all legal requirements for publication in chapter 50, Florida Statutes.

Signature: E Hill

Title: Public Information Specialist

Date: November 24, 2025

Sworn to and subscribed before me this 24 day of November, 2025, by Erin Hill, who is personally known to me, Caren Sloniker.

Signed:

CAREN SLONIKER
Notary Public - State of Florida
Commission # HH 403350
My Comm. Expires May 25, 2027
Bonded through National Notary Assn.

Caren Sloniker

Caren Sloniker, notary public

PLANNING

Tallahassee-Leon
County Planning
Department

Comprehensive Plan Update Adoption Hearing CC121025

NOTICE OF COMPREHENSIVE PLAN UPDATE ADOPTION PUBLIC HEARING

NOTICE IS HEREBY GIVEN that the Tallahassee City Commission will conduct a public hearing on December 10, 2025, at 6:00 p.m. at the City of Tallahassee Commission Chambers, 300 S. Adams St. (re-scheduled and previously advertised for November 19, 2025), to consider adoption of the following ordinance entitled:

ORDINANCE NO. 25-O-02AA

AN ORDINANCE OF THE CITY OF TALLAHASSEE AMENDING THE 2030 TALLAHASSEE-LEON COUNTY COMPREHENSIVE PLAN; ADOPTING AMENDMENTS TO THE LAND USE ELEMENT INCLUDING THE FUTURE LAND USE MAP AND ADDENDUM; MOBILITY ELEMENT; AND GLOSSARY; PROVIDING FOR SEVERABILITY AND CONFLICTS; AND PROVIDING AN EFFECTIVE DATE.

Amendments meet the requirements of Chapter 163.3177, F.S., for the Future Land Use and Transportation Elements of the comprehensive plan.

Applicant: Tallahassee-Leon County Planning Department

The proposed amendments consist of:

1. Consolidation of the Future Land Use and Mobility Elements into the Land Use and Mobility Element.
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Publication Dates:
11/19/2025 02:34 PM
11/19/2025 10:45 AM

Column
AFFIDAVIT OF PUBLICATION

See Proof on Next Page

COLUMN SOFTWARE, PBC

STATE OF FLORIDA
COUNTY OF LEON

Before the undersigned authority personally appeared Anjana Bhadoriya, who on oath says that he or she is an authorized agent of Column software, PBC; that the attached copy of advertisement, being a legal advertisement or public notice in the matter of Comp Plan update City Adoption Ad 11-19-25, was published on the publicly accessible website of Leon County, hosted by Column Software, PBC on
Nov. 7, 2025

Affiant further says that the website complies with all legal requirements for publication in chapter 50, Florida Statutes.

PUBLICATION DATES:
Nov. 7, 2025

Notice ID: 9GdxAT9mrAQXFVx6mK7D
Notice Name: Comp Plan update City Adoption Ad 11-19-25

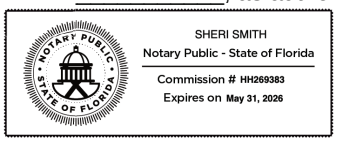
PUBLICATION FEE: $0.00

Signed by:

Anjana Bhadoriya

_____ _____, as authorized signatory of Column Software, PBC

VERIFICATION



State of Florida
County of Broward

Signed or attested before me on this: 11/07/2025

S Smith
_____
Notary Public
Notarized remotely online using communication technology via Proof.

NOTICE OF PUBLIC HEARING

NOTICE IS HEREBY GIVEN that the Tallahassee City Commission will conduct a public hearing and the public may be heard on November 19, 2025, at 6:00 p.m. at the City of Tallahassee Commission Chambers, 300 S. Adams St., to consider adoption of the following ordinance entitled:

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Applicant: Tallahassee-Leon County Planning Department

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In accordance with the provisions of the American with Disabilities Act (ADA), any person requiring special accommodations at the hearing or meeting because of a disability or physical impairment should contact the City Treasurer-Clerk's Office during business hours at 850-891-8130. Requests should be submitted at least two business days prior to the meeting. For those who are hearing or speech impaired, please contact the Florida Relay Service by dialing 7-1-1, or (800) 955-8771 (TTY), or (800) 955-8770 (Voice) for aid in contacting our Office.

CC111925

For public notices online, go to http://leonfl.column.us