Application for Amending the Text of the Comprehensive Plan

Including changes to maps other than the Future Land Use Map

Text Amendments submitted by entities other than a department of Leon County or City of Tallahassee government or the Planning Commission must be reviewed by the City or County Commission and receive a supporting vote from either two City Commissioners or three County Commissioners in order to be processed as a proposed amendment.

Please contact the Planning Department prior to the pre-application deadline of September 18, 2019 to discuss this process.

Applicant Name: City of Tallahassee
Address: 300 S. Adams St, Tallahassee, FL 32301
Telephone: (850) 891-6400
E-mail Address: artie.white@talgov.com

Goals, Objectives, Policy Numbers or figures to be amended: Maps 2 & 3, Goal 13 and associated objectives and policies.

REQUARED ATTACHMENTS

✓ Attachment 1: A strikethrough/underline version of any requested text changes.
✓ Attachment 2: Amended version of any requested changes to maps or figures.
✓ Attachment 3: Statement of the problem that is to be addressed by the requested amendment and anticipated positive effects of the request on the community.

APPLICATION FEES

City of Tallahassee: $500
Leon County (Unincorporated Areas): $500

APPLICATION DEADLINE: Friday, September 27, 2019 at 5:00 PM (EST)

Received by the Tallahassee-Leon County Planning Department

on the 18 day of November, 2019

Staff Signature          Signature of Applicant
WELAUNEE ARCH MASTER PLAN

INTENT: The intent of the Welaunee Arch Master Plan is to create a community with a wide range of land uses and different types of residential neighborhoods and mixed-use centers, connected by a multi-modal transportation system, and designed to protect natural resources.

Objective 13.2: Development of the Welaunee Arch.
The portion of the Welaunee Critical Planning Area north of Interstate 10 (the “Arch”) may develop with a development pattern that creates a community with a wide range of land uses with various types of residential neighborhoods and mixed-use centers and a region-serving activity center, connected by a multi-modal transportation system, and designed to protect natural resources.

Policy: Concept. This Welaunee Arch Master Plan satisfies the requirements of Policies 6.1.1 and 6.1.2 for a planned development master plan in order to foster development on the Welaunee Arch with a region-serving mixed-use activity center; residential areas with a strong sense of place and a range of housing choices; transportation choices with linkage to commercial services and jobs; and planned recreation and open space.

Policy: Discourage Urban Sprawl. Development in the Welaunee Arch shall be located wholly within the Urban Services Area. It will discourage urban sprawl by, among other things, directing growth to a next-in-line area identified for future urban development since 1990; promoting walkable, connected neighborhoods that support a range of housing choices and a multimodal transportation system; creating a balance of residential and nonresidential land uses; promoting the efficient and cost-effective provision of public facilities and services; preserving open space and natural lands; protecting environmentally sensitive lands; and providing public recreation and open space.

Policy: Implementation. The Welaunee Arch Master Plan shall be implemented by one or more Planned Unit Development (PUD) Concept Plans that shall be consistent with this master plan and contain guidelines and requirements for land use categories, transportation facilities, access management, and other specific design standards.

LAND USE

Policy: Land Use Districts. The Welaunee Arch shall be designed with these land use districts:

Residential Reserve – The Residential Reserve land use district is intended to provide the opportunity for very low-density residential uses mixed with open spaces and compatible with adjacent protected areas such as designated Open Space and the Miccosukee Canopy Road Greenway and Welaunee Greenway. Residential development shall be limited to a maximum density of 1 dwelling unit per acre. Conservation Subdivisions shall be allowed in this land use district with residential units clustered on no more than 50 percent of the least environmentally sensitive or otherwise-significant lands on the site and a minimum 50 percent of the site permanently protected by a conservation easement. A PUD Concept Plan that includes a
Residential Reserve area adjacent to the Miccosukee Canopy Road Greenway or the Welaunee Greenway shall provide access points to these facilities.

**Residential** – The Residential land use district is intended to provide the opportunity for a range of housing choices at low densities in proximity to mixed-use centers that include nonresidential uses which can provide commercial shopping opportunities to meet daily needs. Residential development shall be limited to a maximum density of 4 dwelling units per acre mixed with open spaces and compatible with protected areas such as the Welaunee Greenway. A PUD Concept Plan that includes a Residential Reserve area adjacent to the Welaunee Greenway shall provide access points to that facility.

**Mixed Use** – The Mixed Use land use district is intended to create centers with a diverse mix of land uses, including retail; office; residential; hotels; entertainment venues; and civic, cultural, and other public uses with a strong sense of place. Development intensities of non-residential uses in the Mixed Use land use district shall range from 4,000 square feet per acre to 20,000 square feet per acre, not to exceed a total of 1.9 million gross square feet within the Arch. Residential use is limited to a maximum density of 15 dwelling units per acre in Mixed Use districts. All uses may be permitted at street level except as further limited by mixed use sub-categories. Mixed-use centers serving neighborhoods should be located convenient to multiple neighborhoods.

Mixed-use centers shall be designed to encourage pedestrian movement, the use of alternative transportation modes, and the use of non-motorized vehicles. It shall create a positive identity through building design and materials, siting structures and parking to minimize the visual impact of automobiles, landscape design and materials, civic spaces, and focal points. Buildings shall be oriented to the street and designed with setback or build-to lines from the street to promote a pedestrian-friendly environment. Building heights in mixed-use centers shall not exceed 65 feet from grade.

A mixed-use center should be designed to have at least one focal point or landmark (such as a fountain, clock tower, plaza, or public square). Such landmarks shall be exempt from height limitations. Property signage in mixed-use centers shall be provided in a coordinated manner established by a master signage plan in the PUD Concept Plan to achieve compatibility with the architectural vernacular and scale of development.

Within Mixed Use land use districts, non-residential land uses may be further assigned on the basis of the following categories as established in PUD Concept Plans:

**Employment Center** - Employment centers shall be located proximate to major transportation arteries in order to provide jobs for residents as well as regional employment opportunities. Employment centers are intended to contain a mix of uses and not be a single-use environment. They shall be designed with shared parking opportunities for nonresidential uses that have peak parking demands other than during normal office hours. Allowable uses include office, hotels and inns, light industrial, warehousing and distribution, laboratories, research, printing, banks, retail, restaurants and cafes, infrastructure including stormwater management facilities, civic, religious and institutional uses and educational uses. Residential uses shall not be
allowed in Employment Centers except when located above the ground floor in mixed-use buildings.

**Town Center** - Town centers shall be planned as compact, efficient nodes. Traffic calming measures such as onstreet parking, buildings close to the road with parking in back, streetscape, and other such solutions shall be utilized to create a pedestrian-friendly, walkable center. A town center shall contain uses that serve surrounding neighborhoods as well as those traveling through the area. Uses shall be mixed horizontally and vertically to the maximum extent feasible. It is the design intent to plan for multiple storefronts and multiple retailers in town centers so all of the available retail space is not aggregated into one or two “big-box” stores. Allowable uses include office, retail, restaurants, bed and breakfasts, hotels and inns, theaters and other entertainment venues, specialty retail, grocery stores, residential, home occupational uses, and civic, religious and institutional uses (including day care services for children and adults).

Development intensities in town centers shall range from 8,000 square feet per acre up to 20,000 square feet per acre. Residential densities shall be allowed up to 15 dwelling units per acre with no minimum density required. Residential uses shall be encouraged above ground-floor retail and other nonresidential uses. Town centers shall be planned on a block system with a gridded road network and on-street parking.

Stormwater management facilities shall be located outside of town centers to promote a compact, pedestrian-oriented development pattern except where alternative sites for stormwater facilities are not reasonably available or where stormwater facilities can be integrated with pedestrian friendly environments. Community open space in the form of public squares and greens shall be planned as a focal point for a town center. No minimum on-site open space shall be required on each preliminary plat.

**Neighborhood Center** - Neighborhood centers shall allow small retail, specialty retail, office, restaurants, services, residential and other uses (including day care services for children and adults) that support residential uses within a neighborhood. These centers are also intended to function as a neighborhood focal point and are envisioned to have churches, town squares, and other civic, religious, and institutional uses. The neighborhood centers shall range in size from 5 to 10 acres and shall be designed to create a pedestrian-friendly environment. Traffic calming measures, such as on-street parking, buildings up close to the road with parking in back, streetscape, and other such solutions, shall be utilized to create a pedestrian-friendly, walkable center.

Development intensities in the neighborhood center shall range from 4,000 square feet per acre to 12,500 square feet per acre. The maximum residential density in the neighborhood center shall be 15 units per acre. No minimum density shall be required. Residential uses shall be encouraged above ground-floor retail and other nonresidential uses. Community open space in the form of village squares and village greens shall be planned as the focal point of a neighborhood center. No minimum on-site open space shall be required for each preliminary plat.
Open Space – The Open Space land use district shall be designed as a connected and continuous network of open space as generally depicted on Welaunee Arch Map, Figure 13-5, including but not limited to Conservation and Preservation lands, aesthetic open space, and the Perpetual Drainage Easement held by the City and County. Passive Recreation Facilities may be constructed in the Open Space land use district. In addition, bandshells, gazebos, and other improved gathering places may be allowed in such lands if designed for pedestrian access only and subject to a management plan approved by the City.

The Open Space land use district shall be open to the general public and be designed with access to the Miccosukee Canopy Road Greenway and the Welaunee Greenway at multiple locations. Such lands shall provide additional buffering for designated Canopy Roads where feasible. They may be privately owned or be dedicated to the public by conveyance to a general- or special-purpose local governmental entity. Public roads and utilities may cross through the Open Space district if no alternative route can be secured and impacts are minimized.

Policy: Program. The development program for the Welaunee Arch shall be:

<table>
<thead>
<tr>
<th>Land Use District</th>
<th>Density/Intensity</th>
<th>Allocation of Land Use</th>
<th>Estimated Acreage</th>
<th>Development Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Residential Reserve</td>
<td>1 Unit per Acre</td>
<td>30-40%</td>
<td>1,715 Acres</td>
<td>1,715 Dwelling Units</td>
</tr>
<tr>
<td>Residential</td>
<td>4 Units per Acre</td>
<td>15-25%</td>
<td>913 Acres</td>
<td>3,652 Dwelling Units</td>
</tr>
<tr>
<td>Mixed Use (including Employment Center, Town Center, and Neighborhood Center)</td>
<td>15 Units per Acre (residential)</td>
<td>5-10%</td>
<td>127 Acres (40% residential)</td>
<td>1,905 Dwelling Units</td>
</tr>
<tr>
<td></td>
<td>4,000 - 20,000 GSF per Acre (non-residential)</td>
<td></td>
<td>190 Acres (60% non-residential)</td>
<td>1.9 million GSF</td>
</tr>
<tr>
<td>Open Space</td>
<td>N/A</td>
<td>30-40%</td>
<td>1,632 Acres</td>
<td></td>
</tr>
<tr>
<td>TOTALS</td>
<td></td>
<td></td>
<td>4,778 Acres</td>
<td>7,272 Dwelling Units 1.9 million GSF</td>
</tr>
</tbody>
</table>

Policy: Northeast Gateway Activity Center. The Northeast Gateway Activity Center shall be a Mixed Use district located on the north side of the planned I-10 Flyover or Interchange with Welaunee Boulevard. It shall contain a diverse mixture of intensive region-serving commercial,
office, hotel, and other nonresidential uses with a trade area extending beyond the Welaunee Arch. It may also contain higher-density residential and public and civic uses that can contribute to the center’s vitality and sustainability.

**Policy: Inclusionary housing.** A range of housing choices shall be provided to accommodate diverse income levels, age groups, and housing needs. Each PUD Concept Plan shall include an Inclusionary Housing Plan designed to achieve compliance with the City’s Inclusionary Housing Ordinance by buildout of the area governed by that concept plan. In addition to the incentives authorized by the Inclusionary Housing Ordinance, granny flats, garage apartments, and other accessory dwelling units will not be included in unit or density calculations or transportation analyses.

**Policy: Community Facilities.** Community Services, Light Infrastructure, Community Parks, and Neighborhood Parks shall be allowed uses in the Residential Reserve, Residential, and Mixed Use land use districts.

**Policy: Essential Services.** Mixed-use centers and residential neighborhoods shall be designed to facilitate essential services, such as fire, police, and emergency medical services consistent with generally accepted response times.

**Policy: Landscaping.** All landscaped areas, except athletic playing fields and golf course fairways and greens, shall utilize drought-resistant native plant materials from the “Florida Friendly Landscaping™ Guide to Plant Selection and Landscape Design” or other regionally appropriate plant material guide approved by the City. Landscaping may not include invasive species listed by the Florida Exotic Pest Plan Council. Landscaping in mixed-use centers shall include street trees.

**Policy: Compatibility.** Development in the Welaunee Arch shall be compatible with Adjoining Land Uses through measures including but not limited to density and height limitations, setbacks, and vegetative buffers. Existing setbacks and easements that abut Adjoining Land Uses shall be deemed to achieve compatibility even if they include man-made structures.

**Policy: Interim Uses.** Agricultural and silvicultural uses, whether existing or new, shall be an allowed interim use in any area of the Welaunee Arch on which development is planned to occur, up to and until the start of actual construction on the applicable land.

**TRANSPORTATION**

**Policy: Transportation System.** The Welaunee Arch shall be served by a transportation system designed to optimize mobility. Major thoroughfares shall be generally located as depicted on Welaunee Arch Map, Figure 13-5, with the final location and design to be based upon site-specific environmental, engineering, and related considerations. Within centers and neighborhoods, where feasible a grid of interconnected streets will provide alternative travel paths. The transportation system, along with the mixture of uses, shall be designed to achieve an internal capture of at least 20 percent of the vehicular trips generated on-site at buildout.
Policy: Northeast Gateway. The Northeast Gateway, which is a major infrastructure project for the entire Welaunee Critical Planning Area, consists of region-serving roads to distribute traffic north, south, east and west from a new I-10 interchange at Welaunee Boulevard, which was recommended in the Florida Department of Transportation (FDOT) Master Plan Update on February 28, 2013. North of I-10, the roadways that make up the Northeast Gateway include the extension of Welaunee Boulevard from south of I-10 north through the Arch, and the extension of Shamrock Way from Centerville Road to U.S. 90 (Mahan Drive). Welaunee Boulevard and Shamrock South Extension are programmed to be constructed by the Blueprint Intergovernmental Agency consistent with the voter-approved Northeast Gateway project and may be phased based upon trip demand. Within the Arch, both Welaunee Boulevard and Shamrock South Extension shall be designed to function as a complete street to promote mobility for multiple users—pedestrians, bicyclists, motorists, and transit riders of all ages. No residential driveways shall connect directly to Welaunee Boulevard.

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

Policy: Right-of-Way Reservation. The landowner shall reserve for future conveyance the right-of-way for Welaunee Boulevard, the Shamrock South Extension, and the I-10 Flyover or Interchange as generally depicted on Welaunee Arch Map, Figure 13-5. Reservation means that such land will not be committed to an irreversible land use that would preclude construction of planned transportation facilities and shall be by means of a written agreement, entered into previously or concurrent with the effective date of this master plan, with the City and/or other transportation providers that specifies right-of-way width and other terms. Rights-of-way shall be restricted to transportation facilities and compatible linear infrastructure.

Policy: Complete Streets. A PUD Concept Plan shall provide in mixed-use centers for complete streets that include safe and convenient pedestrian facilities reasonably free from hazards and adequately separated from streets that carry high volumes of vehicular traffic, and create a reasonable and direct route between destinations. Sidewalks shall be provided on both sides of streets in mixed-use centers; however, outside of mixed-use centers, a single multi-use path may substitute for sidewalks. Sidewalks shall be provided on one side of all other streets.

Policy: Bicycle Facilities. A PUD Concept Plan shall include a network of bicycle facilities, including on-street and off-street facilities, to provide safe and convenient movement for bicycles reasonably free from hazard and providing a reasonable and direct route between destinations. Bicycle facilities shall be designed so they may be connected to similar facilities in other PUD Concept Plans.

Policy: Parking in Mixed-Use Centers. In mixed-use centers, vehicular parking shall be located on the street, in parking structures, or off-street at the street level. Off-street parking shall be provided in the rear of buildings where feasible and shall be limited in size and scale through such measures as shared parking, parking credits, and maximum parking limits.
**Policy: Canopy Roads.** Direct access to Canopy Roads shall not be permitted for any residential or nonresidential uses. Road access to the Welaunee Arch shall be provided from Miccosukee Road at no more than three locations. Road access to the Arch shall be provided from Centerville Road in no more than two (2) locations.

**PUBLIC FACILITIES AND SERVICES**

**Policy: Adequate Public Facilities and Services.** Development in the Welaunee Arch shall be served by adequate public facilities and services as required by law and consistent with the Welaunee Urban Services-Development Agreement, as restated and amended. Such facilities and services may be phased and financed, constructed, owned, operated, or maintained by any entity allowed by law, including but not limited to independent or dependent special districts, property owner associations, homeowner associations, or any combination of such entities. Any such entity may finance public facilities through any means allowed by law.

**Policy: Utilities.** Potable water, sanitary sewer, electricity, and natural gas service shall be provided by the City pursuant to the Welaunee Urban Services-Development Agreement, as restated and amended. Private providers shall provide telecommunications services. The installation of utilities may be phased.

**Policy: Stormwater Management.** Prior to approval of the first PUD Concept Plan, a Stormwater Facilities Master Plan for the entire Arch shall be prepared by the applicant and reviewed and approved by the City. If the Arch is intended to develop in phases, the stormwater plan may be conceptual and generalized based upon the maximum development allowed by this master plan. Stormwater facilities shall be designed to meet treatment and attenuation requirements of the Environmental Management Ordinance. Such facilities may be located in Open Space subject to design standards in a PUD Concept Plan and consistent with protection of conservation and preservation lands required by the comprehensive plan and the Environmental Management Ordinance.

**Policy: Schools.** Each PUD Concept Plan shall be analyzed for impacts on public schools based upon then-applicable pupil generation rates utilized by Leon County Schools. Schools shall be located in relation to neighborhoods in order to serve residents and provide a focal point for the neighborhoods. The colocation of schools, civic spaces, and active parks is encouraged.

**RECREATION AND OPEN SPACE**

**Policy: Open Space.** Open Space may include but are not limited to conservation and preservation lands, buffers for environmentally sensitive areas, aesthetic open space, active and passive recreation areas, and community gathering spaces. Open Space may be applied to satisfy requirements of the Environmental Management Ordinance. Constructed stormwater facilities may be utilized to satisfy open space requirements in a PUD Concept Plan.

**Policy: Conservation and Preservation Lands.** Conservation and Preservation lands shall be subject to a management plan to be reviewed and approved concurrent with the PUD Concept Plan that includes the applicable Conservation and Preservation lands. Such management plan
shall include measures to protect the values for which such lands were designated and may include conservation easements and other measures consistent with the Environmental Management Ordinance. To the extent allowed by local, state, or federal law, Conservation or Preservation lands may be utilized to achieve mitigation required by permits.

**Policy: Recreation Areas.** A PUD Concept Plan shall provide for reasonable public access to parks, recreation areas, natural areas, and open space. A multi-use trail system should link residential neighborhoods with mixed-use centers, civic spaces, employment, recreation and open space, and the Welaunee Greenway and Miccosukee Canopy Road Greenway.

**Policy: Perpetual Drainage Easement.** The Perpetual Drainage Easement across the Welaunee Arch shall be subject to the Order Clarifying Definition of Perpetual Drainage Easement, entered by Leon County Circuit Court on March 13, 1997. Lands within the Perpetual Drainage Easement shall be considered Open Space and may be utilized for active and passive recreation facilities and activities, including but not limited to, walking and bicycle trails, playgrounds, and athletic fields associated with development of lands owned by the landowner within the altered or undisturbed floodplains so long as the function of the easement is not impaired.

**Policy: Welaunee Greenway.**
The Welaunee Greenway shall consist of an 8.4-mile-long shared-use trail corridor along the northeast, north, and west perimeter of the Arch, and shall be developed per the Northeast Gateway Blueprint 2020 infrastructure project and consistent with the Tallahassee-Leon County 2015 Greenways Master Plan. The Welaunee Greenway shall connect to the existing Miccosukee Canopy Road Greenway to create a 17-mile linear park loop. The Welaunee Greenway shall have a management plan approved by the City that is consistent with the policies of this master plan. Public roadways and utilities may cross through the Welaunee Greenway as needed.
Attachment #3: Statement of the problem that is to be addressed by the requested amendment and anticipated positive effects of the request on the community.

This comprehensive plan amendment is being initiated by the City consistent with the First Amendment to the Amended and Restated Urban Services-Development Agreement between the City of Tallahassee, Powerhouse, Inc. that states:

the City shall initiate an amendment to the Comprehensive Plan to create a general land use plan for the Arch to be implemented by future Planned Unit Development zoning districts. The general land use plan will be developed by the City's Planning Department, and will include a generalized transportation network, allowable densities and intensities, and other relevant criteria to be determined by the parties. A request to include all of the Welaunee Property within the City limits (plus the contraction area approved in City's Ordinance No. 11-0-25) in the Urban Service Area boundary will be included in the Comprehensive Plan amendment request. The parties shall agree on the amendment application prior to its submittal.