

**Tallahassee-Leon County Comprehensive Plan  
Draft Land Use and Mobility Element Goals and Objectives  
February 18, 2019**

**Draft Goal 1 [LM] – Places Where People Want to Live, Learn, Work, and Play:**

Our community will maintain and build places where people want to live, work and play to:

- Provide diverse and expanded lifestyle options.
- Foster economic development in urban areas and identified activity centers.
- Promote efficient and financially feasible development patterns.
- Maintain distinct development patterns between urban, sub-urban, and rural areas.
- Plan for reduction of urban sprawl while focusing on revitalization efforts to mitigate sprawl.
- Prioritize financial viability/sustainability through savings in lower infrastructure costs.
- Benefit from viable and sustainable growth.
- Protect agricultural and forestry uses.
- Preserve natural resource-based activities, ecosystem functions and services, hazard protections, cultural resources, and scenic landscapes
- Promote development practices to support:
  - Neighborhoods that reflect the diverse population and uses in the community
  - Communities designed for pedestrians, transit, bikes and cars.
  - Places designed and built to be inclusive and accessible.
  - Urban areas framed by locally or regionally derived architecture and landscape design that celebrate local history, climate, and ecology.

**Objective 1.1 – Growth and Population Accommodation:**

Tallahassee and Leon County will accommodate our population growth in a responsible manner. To support the population growth, infrastructure shall be provided economically and efficiently while protecting surrounding forest and agricultural lands from unwarranted and premature conversion to urban land uses. A growth and development strategy that provides for well-managed, orderly growth that preserves natural resources and promotes fiscal responsibility shall be leveraged to maximize economic and environmental stewardship while accommodating the increased population.

*Policies will include strategies such as Urban Services Area and planning period timeframes.*

**Objective 1.2 – Community Context:**

Identify natural, rural, sub-urban, and urban context areas based on distinguishing characteristics of the different locations across the community. The distinguishing characteristics used to identify the context areas may include existing development patterns, future development patterns based on land use and zoning, natural features, and other physical factors. The context areas shall be used as the basis for planning and design in the City of Tallahassee and Leon County.

*Policies will include strategies such as the Future Land Use Map and a transportation corridors map.*

**Objective 1.3 – Efficient and Financially Feasible Development:**

Promote efficient and financially feasible development patterns that maintain distinct natural, rural, sub-urban, and urban areas.

*Policies will include strategies such as densities and intensities.*

**Objective 1.4 – Fiscally Responsible Growth:**

Promote growth and development in the community that utilizes existing infrastructure. Growth and development in the community that requires new public facilities will recover the cost of providing and maintaining these facilities by generating increased taxable value, increasing sales taxes, and/or creating new jobs.

*Policies will include strategies such as infill and redevelopment and corridor preservation.*

**Objective 1.5 – Preservation of Rural Areas:**

Preserve rural areas of the community and prevent the conversion of rural lands into low density, single use districts. Protect agricultural and silvicultural uses, natural resource-based activities, ecosystem functions, ecosystem services, scenic vistas, and pastoral landscapes.

*Policies will include strategies such as the Rural land use category.*

**Objective 1.6 – Disconnected Development:**

Leverage transportation connectivity and urban design principles to mitigate the impacts of automobile-oriented, single-use development. Strategies to mitigate these impacts shall focus on reducing environmental impacts and improving mobility, especially for people walking, people riding bikes, and people using transit.

*Policies will include strategies such the Rural land use category.*

**Objective 1.7 – Urban Design:**

Incorporate urban design standards and design guidelines that serve as predictable guides for change into the Land Development Regulations for the City of Tallahassee and Leon County.

*Policies will include strategies such as Crime Prevention Through Environmental Design (CPTED).*

**Objective 1.8 – Public Infrastructure:**

Provide public infrastructure, public facilities, and public services that are necessary for public health, safety, and wellbeing efficiently, effectively, and equitably.

*Policies will include strategies such as school siting.*

**Objective 1.9 – Southside Investment Strategy:**

Encourage quality land development and redevelopment, retain and increase employment opportunities, and attain an income mix in the southern part of Tallahassee’s urban area comparable to the remainder of the County’s urbanized area.

*Policies will include strategies such infrastructure investments in the Southside.*

**Objective 1.10 – Southeast Sector:**

***[Objective being revised in coordination with Land Use Division]***

In keeping with the City’s and County’s commitment to promote the Southern Strategy, and to satisfy the Comprehensive Plan requirements for a comprehensive development plan for the Southwood property within the urban service area, the local governments hereby adopt the Southeast Sector Planned Development, known as the Southeast Sector Plan, that is consistent with Objective 6.1 [L] and its associated policies and with the Comprehensive Plan’s Urban Service Area policies, that promotes innovative planning, promotes compact development strategies and protects the natural resources of the area. This plan shall contain design standards that promote compact commercial development, walk to shopping, higher density housing in close proximity to offices, commercial uses and employment centers. The same attention will be given to alternate modes of transportation and pedestrian mobility as is given to automobile transportation. Innovative ways may be developed to protect natural resources, the major focus being on the continued protection of conservation and preservation areas within the Southeast Sector Planning Area

**Objective 1.11 – Welaunee Critical Area Plan:**

Develop the Welaunee Critical Planning Area with a mixture of land uses that includes predominantly walkable neighborhoods, mixed-use districts, major employment centers, a diversity of housing choices, protection of conservation and preservation areas, and a transportation system which accommodates both vehicular and non-vehicular transportation.

**Objective 1.12 – Welaunee Critical Planning Area Land Uses:**

Develop the Welaunee Critical Planning Area with an integrated mixture of uses that allows a broad range of residential, commercial, office, employment, recreation and civic, institutional and community uses with varying densities and intensities of use. Create a community pattern of multiple neighborhoods that are compact and walkable, with a mixture of uses, diversity of housing types and prices, and interconnected fine-grained street systems. A mix of uses should be encouraged throughout each phase of development and at buildout.

**Objective 1.13 – Welaunee Critical Planning Area Transportation Standards:**

Design the transportation systems in the Welaunee Critical Planning Area to capture internal trips, promote alternatives to single-occupancy vehicle travel, and support a mixed-use development pattern. Design the transportation network to support and enhance livable community concepts while meeting level of service standards. Create communities and supporting transportation systems that encourage walkability and pedestrian accessibility, provide a road network with connectivity on-site and to surrounding areas, relieve pressure on canopy roads, minimize environmental impacts and encourage transit and other modes of transportation. Create region-serving roads and infrastructure incorporating and consistent with the Northeast Gateway project.

**Objective 1.14 – Welaunee Critical Planning Area Public Facilities:**

Provide public facilities that serve residential and non-residential uses on a phased basis consistent with the level-of-service and availability standards of this comprehensive plan. Provide infrastructure needed to serve development that is predominantly self-supporting rather than predominantly dependent upon public funding. Provide infrastructure consistent with the Urban Services Development Agreement between the City of Tallahassee and Powerhouse, Inc. dated April 15, 1990 as may be amended from time to time (referred to as the Urban Services Agreement).

**Objective 1.15 – Welaunee Critical Planning Area Design Standards:**

Develop the Welaunee Critical Planning Area through a series of PUD Concept Plans that shall incorporate design standards that will insure mixed-use, integrated development that is pedestrian-friendly. In addition to the general design standards set forth in other policies, which support Land Use 1.12 and 1.13, PUD Concept Plans shall be consistent with the general design standards in this comprehensive plan.

**Objective 1.16 – Welaunee Critical Planning Area Toe Development:**

Continue to develop the Welaunee Toe as a mixed-use community that provides employment opportunities, protects natural resources in an urbanized setting and emphasizes pedestrian mobility and transportation alternatives.

**Objective 1.17 – Welaunee Critical Planning Area Heel Development:**

Develop the Welaunee Heel as new mixed-use community that provides employment opportunities, protects natural resources in an urbanized setting and emphasizes pedestrian mobility and transportation alternatives.

**Objective 1.18 – Welaunee Arch Master Plan:**

Develop the Welaunee Arch as new mixed-use community 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. Develop the Welaunee Arch area in a manner that integrates with the Welaunee Critical Planning Area Heel and Toe, incorporates and is consistent with the Northeast Gateway project, and transitions to the rural lands beyond the Welaunee Arch.

**Objective 1.19 – Land Development Regulations:**

Maintain specific and detailed land development regulations that implement and are consistent with the goals, objectives and policies of the Tallahassee-Leon County Comprehensive Plan.

## **Draft Goal 2 [LM] -A Healthy Community:**

Our community will maintain a healthy environment comprised of neighborhoods, activity centers, places of employment, and natural areas designed and built to be lively, inclusive, safe, and sustainable.

To maintain a healthy environment our community will protect and improve the quality of its: air, potable water, soils, forests, natural water bodies and waterways while also protecting habitats for native plants and animals. Valuable or irreplaceable natural resources will be conserved. All residents and visitors to our community will have access to vitally important open spaces. To achieve this goal, our community will:

- Identify natural resources that contribute to human well-being.
- Prioritize the preservation of natural areas (including conservation and preservation areas, environmentally sensitive features and water resources) when making land use and transportation decisions.
- Provide access and opportunities for active and passive recreation, open spaces, greenways and parks.
- Coordinate with neighboring local governments, and regional, state, and federal agencies to cooperatively manage natural resources extending beyond jurisdictional boundaries.

The planning for healthy neighborhoods, activity centers, places of employment, and natural areas will treat all citizens equitably and provide opportunities for citizen involvement while recognizing the importance of private property rights. Planning and development of a healthy community will address the importance of school siting, community context and access to:

- Employment
- Parks and recreational opportunities
- Transportation options
- Health services and healthy food options
- Schools and educational opportunities

**Objective 2.1 – Identification of Natural Resources and Geographic Features:**

Identify natural resources that contribute to human well-being and community character and other features that could impact human health.

**Objective 2.2 – Restoration of Habitats and Sensitive Lands:**

Restore, connect, and protect natural habitats and sensitive lands.

**Objective 2.3 – Prioritization of Natural Areas:**

Prioritize the preservation of natural areas (including conservation areas, environmentally sensitive features and water resources) when making decisions regarding land use, transportation, and infrastructure extension.

**Objective 2.4 – Preservation of Natural Areas:**

Preserve natural areas, including conservation areas, environmentally sensitive features, and water resources.

**Objective 2.5 – Access and Opportunities for Parks and Recreation:**

Provide equitable public access and opportunities for active and passive recreation, open spaces, greenways, and parks.

**Objective 2.6 – Urban Forests:**

Based on best available data, ensure proper urban forest management. Urban forest management shall include preservation of significant trees, planting of new trees, removal of unhealthy trees or trees in unsuitable locations for that species, maintenance of existing trees, and minimization of infrastructure conflicts.

**Objective 2.7 – Green infrastructure:**

Implement green infrastructure strategies as a cost-effective, resilient approach to reduce and treat stormwater at its source while delivering environmental, social, and economic benefits.

**Objective 2.8 – Climate Adaptation and Community Resilience:**

[Objective being developed based on current efforts and initiatives by the City and County]

Address Community Resilience based on current efforts by the City and County.

**Objective 2.9 – Intergovernmental Coordination:**

Effectively address and manage natural resources that extend beyond jurisdictional boundaries in ways that reflect the importance of context and scale at the neighborhood, city, county, and regional levels by coordinate with neighboring jurisdictions.

**Objective 2.10 – Recognizable places:**

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

**Objective 2.11 – Safety:**

Improve the safety of the public realm by incorporating urban design principles in land development regulations and designing and operating streets for users of all ages and abilities.

**Objective 2.12 – Connectivity and Access Management:**

Reduce vehicle trip demand, increase access and safety for bicyclists and pedestrians, and preserve the integrity of the transportation system with effective connectivity and access management programs.

**Objective 2.13 – Land Use and Transportation Coordination:**

Coordinate transportation and land use systems that foster vibrant communities with compact urban forms and a mixture of uses to minimize travel distances, reduce vehicle miles traveled and greenhouse gases, and to enhance pedestrian and bicycle mobility and transit accessibility. Coordinate land use and transportation to improve access to recreational opportunities, active transportation, healthy food options, and health services, while ensuring safe neighborhoods, and the meaningful involvement of all people in regards to creation and enforcement of environmental laws.

**Objective 2.14 – Multimodal Transportation District (MMTD):**

[Waiting on outcome of AMFSS and MMTD Evaluation]

Facilitate the use of multiple modes of transportation and urban design standards to develop and maintain healthy neighborhoods and thriving businesses where travel by foot, bicycle, and transit will be easy and practical to reduce automobile use and vehicle miles travelled.

**Objective 2.15 – Downtown:**

Promote revitalization, reinvestment, and redevelopment characterized by pedestrian-friendly site design with a mix of land uses that are designed to achieve compatibility.

**Objective 2.16 – Bradfordville:**

Define types and levels of development, establish timing and sequencing for development, define and prioritize necessary capital improvements, provide effective stormwater and water quality management, and preserve the rural qualities of the Bradfordville Study Area.

**Objective 2.17 – Equitable Distribution of Land Uses:**

Provide for the geographic distribution of land uses in a manner that meets the needs of a growing and diverse population while ensuring that the benefits and burdens of different land uses are shared across the community equitably.

**Objective 2.18 – Lean Urbanism**

Reduce barriers that disproportionately burden small-scale developers, entrepreneurs, and builders, such as application requirements, costs, and complexities to promote incremental infill development and economic growth in Urban areas.

## **Draft Goal 3 [LM] – A Robust Economy:**

Our community will foster a robust economy by enhancing the ability to:

- Increase access to employment opportunities by locating jobs proximate to the homes of people that can provide critical talent in skilled trades.
- Reduce barriers to starting and growing businesses.
- Retain and create new enhanced employment opportunities that emphasize Tallahassee-Leon County's target industries.

Land use and transportation strategies will support a robust economy through:

- Innovation districts and the clustering of mutually beneficial businesses.
- Connections to educational and training facilities.
- Access to roadways, rail, transit, and aviation systems.
- The appropriate location of manufacturing and distribution facilities.

Our community will strive to facilitate the development, attraction, and cultivation of innovative businesses to foster a robust, financially sustainable economy. Associated job creation will help position the economy for sustained, directed growth, raising the quality and standard of living for the citizens of Tallahassee-Leon County.



**Objective 3.1 – Economic Health:**

Initiate community planning, urban development, and redevelopment strategies that prepare businesses, production facilities, trades, and related activities that provide the livelihoods of the population to withstand positive and negative changes in the economy and to continue providing jobs and incomes to support the community.

**Objective 3.2 – Innovation, Industry, and Manufacturing:**

Provide land uses in sufficient quantities and in appropriate locations that allow for entrepreneurship and job creation through technology, industry, manufacturing, and similar activities.

**Objective 3.3 – Fiscal Sustainability:**

Provide a balanced land use mix for fiscal sustainability and economic robustness.

**Objective 3.4 – Airport Access:**

Provide access to the Tallahassee International Airport to ensure the movement of people and commerce while maintaining the safety and security of the airport.

**Objective 3.5 – Freight and Cargo:**

Provide a network of transportation facilities that are coordinated across different modes of travel to support the movement of freight and cargo.

**Objective 3.6 – Post-Disaster Recovery:**

[Waiting on Resiliency Plan; also could bring in local mitigation strategies]

Plan for post-disaster economic recovery to help resume economic activities following damage or destruction by a natural or human-made disaster.

## **Draft Goal 4 [LM] –Housing Options for Our Diverse Population:**

Our community will strive for a broad range of housing types and price levels for people of diverse ages, races, and incomes to:

- Expand affordable housing opportunities and options for people with varying income levels.
- Promote housing options that accommodate an increased population supported by transit or on-demand transportation and non-motorized forms of transportation.
- Support the following principles that offer greater flexibility for people in different stages of life and with different abilities:
  - Accessible outdoor spaces and buildings that can be used and enjoyed by people of all ages.
  - Transportation options that provide non-vehicular drivers with rides to and from healthcare facilities.
  - Housing designed or modified to accommodate aging in place.
  - The availability of accessible, affordable, educational and engaging social activities.
  - Places for intergenerational activities where both young and old can learn from one another to honor what each has to offer.
  - Opportunities for the elderly to work for pay, volunteer their skills and be actively engaged in community life.
  - Public spaces that support interaction and the spread of information through a variety of means.
  - Accessible and affordable health and community services.

While working toward greater housing diversity, our community will protect the character of existing, viable residential areas through neighborhood design and building types.

**Objective 4.1 – Strong Neighborhoods:**

Provide greater housing diversity, while protecting the character of existing, viable residential areas.

**Objective 4.2 – Missing middle housing:**

Allow and encourage diverse housing options along a spectrum of affordability in residential areas to support walkable communities, locally-serving retail, and public transportation options and to provide a solution to the mismatch between the available housing stock and shifting demographics and growing demand for walkability.

**Objective 4.3 – Transit Oriented Development (TOD):**

[Waiting on outcome of AMFSS]

Encourage compact, mixed-use communities near transit where people can enjoy easy access to jobs and services.

**Objective 4.4 – Transit Adjacent Development (TAD):**

[Waiting on outcome of AMFSS]

Encourage connectivity between transit facilities and developments in the vicinity of transit facilities.

**Objective 4.5 – Trail Oriented Development (TrOD):**

[Waiting on outcome of AMFSS]

Encourage compact, mixed-use communities near transit where people can enjoy easy access to jobs and services.

**Objective 4.6 – Affordability:**

Expand affordable housing opportunities and options for people with varying income levels, including opportunities and options not adequately supplied by the market.

**Objective 4.7 – Family Heir Subdivisions:**

Provide a hardship provision by which owners of property outside of the Urban Boundary who meet defined eligibility requirements may have the ability to create smaller parcels of land for family members for use as homesteads.

## **Draft Goal 5 [LM] – A Balanced Transportation Network:**

Our community will have a balanced and viable transportation network with location-appropriate options so pedestrians, bicyclists, motorists and public transportation users of all ages/abilities can travel safely and conveniently throughout the community.

The transportation network shall:

- Include streets, sidewalks, bicycle facilities, shared use paths, trails, airport facilities, transit, and on-demand options.
- Account for land use context, right-of-way constraints, as well as the short-term and long-term costs of transportation infrastructure.
- Incorporate emerging technologies.
- Provide safe routes to schools and options for the transportation disadvantaged and vulnerable road users.
- Distribute the benefits and burdens of transportation projects equitably.
- Maintain adopted quality of service measures.

Our community will coordinate with neighboring local governments and regional, state, and federal agencies to cooperatively plan and manage a balanced transportation network. This coordination will help maximize funding and development opportunities.

**Objective 5.1 – Context Based Mobility:**

Plan, design, and build the transportation system to reflect the physical setting in which the specific transportation facilities are located.

**Objective 5.2 – Complete Streets:**

Design and operate streets and roads to provide safe, convenient, and context-sensitive access for pedestrians, bicyclists, motorists, and public transportation users of all ages and abilities.

**Objective 5.3 – Bicycle Facilities:**

Develop a network of bicycle facilities that provides safe, comfortable, and direct connections throughout the community.

**Objective 5.4 – Pedestrian Facilities:**

Improve walkability by designing and providing facilities that create an environment where walking is useful, safe, comfortable, and aesthetically interesting.

**Objective 5.5 – Transportation Demand Management:**

Leverage transportation demand management strategies to promote efficient modes of travel and to spread the travel demand across more hours of the day.

**Objective 5.6 – Transportation for the disadvantaged:**

Coordinate transportation options to empower members in the community who are unable to provide their own transportation to vital services, including seniors, and individuals with disabilities, people with low incomes, and children at risk.

**Objective 5.7 – Transit:**

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

**Objective 5.8 – Aviation:**

Provide airport facilities to meet the demand for Commercial Service, cargo, military, and General Aviation services and to enhance aviation and airport development opportunities, with sensitivity to protecting existing residential and natural resources adjacent to the airport.

**Objective 5.9 – Intergovernmental Coordination:**

Effectively address and manage transportation systems that extend beyond jurisdictional boundaries in ways that reflect the importance of context and scale at the neighborhood, city, county, and regional levels by coordinate with neighboring jurisdictions.

**Objective 5.10 – Network Connectivity Improvement:**

Effectively improve balance, connectivity, and capacity of the multimodal transportation network.