

MAP AMENDMENT #: PCM100203**APPLICANT: Tallahassee Regional Airport**

TAX I.D. #: 41-15-20-801-0000 (partial) (land use change on ±217 acres)
41-07-20-801-0000 (partial) (extend USA on ±861 acres)

CITY X COUNTY**CURRENT DESIGNATION: Recreation/Open Space (R/OS); Government Operational (GO); Suburban****REQUESTED DESIGNATION: Government Operational (GO) on entire area of parcel 41-15-20-801-0000; extend USA to cover entire area on parcel 41-07-20-801-0000.****DATE: January 12, 2010****STAFF RECOMMENDATION: Staff recommends approval. (DL)****A. SUMMARY:**

The request consists of two components:

- 1) a map amendment change from Recreation/Open Space to the Government Operational category on 182 acres of parcel 41-15-20-801-0000 (“eastern parcel”) and from Suburban to Government Operational on 35 acres of parcel 41-15-20-801-000; and,
- 2) an extension of the USA on parcel 41-07-20-801-0000 (“western parcel”) by ±861 acres to cover the entire ±2,188-acre parcel.

B. REASONS FOR RECOMMENDATION FOR APPROVAL:

Staff recommends approval based on the following:

1. The proposed amendment is consistent with the Airport Master Plan.
2. The adopted development order for the Airport DRI depicts the eastern parcel (and southern extent of the western parcel) as “Aviation Related Business” and has been determined consistent with the Comprehensive Plan.
3. The proposed amendment results in no net change in land use entitlements to the Airport DRI development order.

4. The Airport's Habitat Management Plan has been determined consistent with the Conservation Element.

C. APPLICANT'S REASON FOR THE AMENDMENT:

The applicant's stated intent is to change the land use designation on the eastern tract from the current designation of Recreation/Open Space and Suburban to Government Operational (GO) to provide a uniform future land use designation consistent with the designation for the rest of the Airport property and the Airport Master Plan. The applicant indicated this future land use change would clarify the intended use of the amendment site as Airport property. Another objective of the proposed amendment is to request a modification to the Urban Services Area (USA) boundary. The applicant stated this change is necessary to reflect provision of urban services to Airport property and align the USA boundary with Airport property rather than bisecting it as it presently does.

D. STAFF ANALYSIS:

Location and Land Use

The Tallahassee Regional Airport DRI consists of approximately 2,748 acres, with parcel #41-07-20-801-0000 accounting for about 80%. The Government Operations land use category is in effect on more than 90% of the Airport's acreage. The property comprising the requested land use change is located between Capital Circle SW and Springhill Road, and the area east of Springhill Road north of the sewer treatment plant. The property comprising the requested USA extension consists only of Airport property west and south of the runways.

Existing Adjacent Land Uses and Zoning

The table below shows the future land use, zoning, and existing use of the site and the surrounding area:

Eastern parcel 41-15-20-801-0000 (land use change on ±217 acres)

Location	Future Land Use	Zoning	Existing Use
<i>SITE</i>	<i>R/OS; GO; Suburban</i>	<i>Airport DRI</i>	<i>open space; 115 kV transmission line 3A; borrow pit; T.P. Smith Sewage Treatment Plant</i>
NORTH	Suburban; RP; UR-2	City M-1; County M-1; RP; R-2	Airport Centre Industrial Park (warehouse); Paradise Village (SF residential); Substation BP-11; churches
EAST	UR-2; Suburban	R-2; Commerce Green PUD	Young unrecorded subdivision (SF residential); vacant (County-owned Munson Slough acreage, Commerce Green subdivision)
SOUTH	R/OS	Rural	vacant (City-owned Munson Slough acreage, national forest)
WEST	GO	Airport DRI	Airport

Western parcel 41-07-20-801-0000 (extend USA on ±861 acres)

Location	Future Land Use	Zoning	Existing Use
SITE	GO	Airport DRI; Rural	Airport
NORTH	R/OS	OS	National forest; open space
EAST	GO; R/OS	Airport DRI; Rural	Airport; open space; T.P. Smith Sewage Treatment Plant
SOUTH	R/OS	Rural	National forest; abandoned railroad ROW
WEST	R/OS	Rural	National forest

Current Future Land Use Map Designation: Recreation/Open Space & Suburban

The proposed amendment is neutral with respect to changes in open space acreage. On the eastern parcel the strip of land under transmission line 3A is already in the Government Operational land use category. The proposed amendment would change the portion of the amendment site designated as Recreation/Open Space and Suburban to Government Operational. Land Use Element Policy 2.2.16 establishes the Recreation/Open Space category (*see also proposed amendment PCT100204*). The Recreation/Open Space future land use category is intended for government-owned lands that have active or passive recreational facilities, historic sites, forests, cemeteries, or wildlife management areas, as well as privately owned lands that have golf courses, cemeteries, or wildlife management areas. Permitted uses include passive recreation and silviculture. Active recreation facilities are included if the site is within the USA or a rural community.

Approximately 35 acres east of the transmission line along Capital Circle SW are in the Suburban land use category. Land Use Element Policy 2.2.5 establishes the Suburban land use category to create an environment for economic investment or reinvestment through the mutually advantageous placement of employment and shopping opportunities with convenient access to low to medium density residential land uses. Employment opportunities should be located near residential areas, if possible within walking distance. The Suburban category predominantly consists of single-use projects that are interconnected whenever feasible. Mixed-use projects are encouraged, though not required. This acreage, however, is not designated for any prospective residential uses in either the Airport DRI development order or in the Airport Master Development Plan. Therefore it is unlikely this acreage would develop with any residential uses over the Plan horizon.

DRI zoning on the amendment site implements the Airport DRI adopted development order. The master development plan is depicted by Map H of the Airport DRI adopted development order. The airport has been organized into eight specific on-airport land uses. While the City has zoned airport property as DRI, these specific land use categories facilitate the growth and development of the various types of airport related development on the airport property. These onsite land use types are:

Airport Passenger Terminal Complex	Airfield Operations
Cargo and Related Development	Airport Support
General Aviation and Related Development	Environmental Buffer/Open Space
Airport Related Business and Commerce	Reserved for Future Use

For projects that exceed a statutory threshold, the NOPC or Substantial Deviation process entails review of regional impacts, followed up with recommendations from the Apalachee Regional Planning Council to the City and resulting in a DRI Development Order. For all other projects, improvements that do not have a regional impact and improvements related to safety, repair, maintenance, or rehabilitation of facilities, the Airport submits requests through the City's site plan review and building permit process.

The portion of the western parcel outside the USA is zoned Rural rather than DRI zoning. Rural zoning allows passive and active recreation, community services, and light and heavy infrastructure.

Proposed Future Land Use Map Designation: Government Operational

Land Use Element Policy 2.2.16 establishes the Government Operational category. Government Operational allows community services, light and heavy infrastructure and other uses that provide for the operation of and provision of service by local, state, and federal government. Residential uses are not permitted within this land use category.

The Government Operational future land use category had been mapped over a variety of zoning districts, which do not necessarily conform to the existing FLUM designation or allow expansion of existing uses. The new GO zoning districts allow for a wide range of activities, create development standards that will conform to the varied uses, and create a tool to eliminate other non-conforming uses. The applicant intends to utilize Government Operational-2 zoning if the land use change to Government Operational is granted. GO-2 and GO-1 zoning districts were adopted into the Tallahassee Land Development Code on October 28, 2009. The new GO-1 and GO-2 districts will require other code changes. Specifically, in Chapter 5, Section 5-61 of the TLDC (Intensity of Zoning Districts), GO-1 and GO-2 were added to the appropriate list of districts. Another necessary addition to the Land Development Code is a change to Chapter 9, Section 9-155 (Type B Reviews), which requires all development in the Government Operational-1 and -2 zoning districts to be reviewed as a Type B site plan.

Major Planning Issues Analysis

Applicability of Government Operational designation

The amendment site is City property and therefore is eligible for the Government Operational category. The Government Operational land use category allows Airport uses (*see also proposed text amendment PCT100204, modifying Policy 2.2.16 to clarify airport uses in Government Operational*). The eastern parcel of the amendment site is surrounded mostly by non-residential uses (industrial, warehouse, infrastructure) although a couple older established subdivisions are adjacent to the amendment site. Therefore, there are no compatibility issues identified with the proposed site.

This proposed amendment has the potential to disperse Airport DRI development entitlements onto a portion of the amendment site. The difference in development from Recreation/Open Space with Airport DRI zoning to Government Operational with GO-2 zoning would not necessarily increase maximum prospective aggregate intensity over the entire Airport acreage.

The current DRI zoning essentially defers to the Airport DRI development order. The Airport DRI development order does not recognize the eastern parcel as long-term open space. The eastern parcel and the southern leg of the western parcel are established for “Aviation Related Business” on Map H of the adopted 2009 development order (*see Attachment 1*).

Paradise Village subdivision is in the Residential Preservation land use category and is adjacent to a portion of the eastern parcel of the proposed amendment. The GO category does not preclude heavy industrial uses, but the Airport Master Plan has set aside the eastern parcel for aviation related business and not necessarily heavy industrial uses. The compatibility requirements established in the Comprehensive Plan preclude heavy industry adjacent to residential uses. Land Use Policy 4.1.3, states in part: “no future heavy industrial uses shall be allowed to adjoin existing low density and medium density residential uses.” Also, Land Use Policy 2.2.26 (Land Use Development Matrix) precludes creation of either additional residential or heavy industrial adjacent to each other. Implementation of these policies would be conducted during site planning to ensure compatibility of prospective Airport development adjoining existing residential uses in Paradise Village.

The definition of “adjoining land uses” in the Glossary of the Comprehensive Plan states: “...land uses on parcels that are separated by a major collector or an arterial street or roadway or by a railroad right of way shall not be considered adjoining.” Since Springhill Road is a minor arterial and Capital Circle SW is a principal arterial, land uses across these roads would not be considered adjoining uses.

The Tallahassee Regional Airport was originally designated a Development of Regional Impact (DRI) in 1974. The original DRI development order was approved by the Leon County Commission as the Airport was in the unincorporated County at that time. In 1985, the City annexed the Airport property and assumed responsibility for the DRI. Since the original 1974 development order, there have been seven

amendments to the Airport DRI (1985, 1988, 1990, 1992, 1998, 2000, 2009). The table below summarizes entitlements and amendments made to the development order:

Airport DRI specifications

Category	Entitlement/amount	Date of previous change
Runway (length)	Runway 9-27: 8000' X 150' Runway 18-35: 6070' X 150'	1974
Runway (strength)	330,000 lbs. Dual Tandem	1974
Terminal (gross square feet)	165,000 SF	1990
# Parking Spaces	3,275 spaces	1998
# Gates	16 gates	1974
Apron Area (gross square feet)	117,299 SF air carrier; 35,555 SF air cargo; 177,777 SF general aviation	1998
Site locational changes	Existing site	1974
Airport Acreage, incl. drainage, ROW, easements, etc.	2746 acres	1992
# External vehicle trips	Not to exceed: 10,975 total daily trips; 1,242 total PM peak hour trips (538 entering, 704 exiting)	2000
DO conditions	Added hotel use to General Aviation and Related Development section	2009

Source: Substantial Deviation Determination Chart from Dec. 2008 NOPC

With the development planned and already approved by the City Commission for the Airport, further development of the airport is limited. Recent approved development included the new Flightline Regional Maintenance Hangar, the HondaJet Sales and Service Facility, the Eagle Aircraft Group LLC Fixed Base Operator (FBO) facilities, and the General Aviation hotel.

The Economic Development Council has identified the Airport as a targeted area for economic development and selected aerospace/aviation as a targeted industry. Airport staff, the City's Economic and Community Development Department, and other economic development interests in the community met with the Economic Development Target Issue Committee on December 10, 2008 and all parties supported the concept of expanded development at the Airport.

Potential effect on open space acreage

The 2007 EAR indicated that between the 1998-1 and 2005-1 amendment cycles, additions of Recreation/Open Space allocations amounted to 2,291 acres, while Government Operational allocations on the adopted Future Land Use Map decreased by 57 acres. Since the EAR, about 350 acres of Recreation/Open Space have been added. Only one amendment to increase Government Operational acreage has ever been adopted (± 40 acres for the joint dispatch center, Amendment PCM070206). The proposed amendment does not affect level of service for parks.

The amendment site acreage is within the Airport Master Plan. The FAA and FDOT require airports receiving development grants to conduct periodic updates of their planning documents. Airport master plans are prepared in accordance with FAA procedural guidelines. FDOT also has procedures to follow for the preparation of airport master plans and has implemented a Continuing Florida Aviation System Planning Process (CFASP) which monitors the aviation needs of the state on a regional basis and assists each airport individually to meet the local aviation needs. The Airport Master Plan serves a variety of functions including projecting future aviation activity, providing a tool for financial planning, and guiding land uses. In addition, all federally obligated airports are required by the FAA to prepare and maintain a current Airport Layout Plan (ALP) which depicts the twenty-year development plan for the airport and assists the FAA in preparing its five-year capital improvement budget for each airport. The ALP is the key funding document to which the FAA and FDOT refer for project eligibility determinations.

The ecological benefits of these areas will remain unaffected. Significant portions of the western parcel outside the USA, as well as the area of the eastern parcel all the way to the intersection of Capital Circle SW and Springhill Road, are identified in the Airport Master Plan as Runway Protection Zone (RPZ). The RPZ is a two-dimensional trapezoidal shaped area beginning 200 feet from the usable pavement end of a runway. The primary function of this area is to preserve and enhance the protection of people and property on the ground. The size and dimension of the runway protection zone is established by FAA regulations. Airports are required to maintain control of each runway's RPZ. Such control includes keeping the area clear of incompatible objects and activities.

The Tallahassee Regional Airport Master Plan was updated most recently in 2005. Page 5-56 of the update identifies the eastern parcel of the amendment site as Areas C and D on Exhibit 5-3. The western parcel involving USA expansion includes Area E. The Master Plan Update identifies these properties as:

immediately available to lease for aviation or non-aviation related development.... Areas B, C, and D provide space ideally situated for a variety of commercial uses. All of C lies along Capital Circle S.W. while both Areas C and D have frontage along both sides of the Capital Circle S.W. and Springhill Road intersection. Area E, which is located south of Runway 9-27, provides the largest contiguous area for development with both airside and street frontage.

The 2004 Greenways Master Plan includes potential greenways that parallel Capital Circle SW and Springhill Road. The plan states the greenway along Capital Circle SW "...requires sufficient right of way to be acquired when this roadway is eventually improved." Blueprint 2000 has indicated the general concept for the proposed Capital Circle NW/SW typical roadway cross section is a 6-lane divided urban roadway, with three lanes northbound and three lanes southbound, a 36-ft. median, 4-ft. bike lanes, curb and gutter, a 10-ft. sidewalk on one side, and a 5-ft. sidewalk on the other side. The proposed right-of-way width is 230 feet. Therefore, the proposed amendment

does not adversely affect the ability to implement the recommendations of the Greenways Master Plan.

USA expansion

The Airport Master Plan does not preclude airport-related development from the areas outside the USA in the western parcel. Since the adoption of the USA into the Comprehensive Plan in 1990, the Airport's air traffic control tower has been constructed to the south of Runway 9-27 outside the USA. Exhibit 6-5 of the Master Plan shows long-term proposed taxiway improvements to Runway 9-27 occurring outside the USA, and Exhibit 6-9 shows a planned remote transmitter site outside the USA.

Although Utilities Element Policy 1.3.7 defines heavy infrastructure as including airports, the policy does not require heavy infrastructure facilities that do not generate a demand for sanitary sewer service to have sanitary sewer service or potable water service. The USA line cuts through the western parcel but does not follow any property line or effective boundary. Staff believes the USA line traversing near the runways is based upon a water service area map that separated City water service from Talquin water service in effect when the Comp Plan was adopted in 1990. The entire Airport property is within the City's water service area. The USA line bisecting Airport property appears to be a remnant of prior agreements and conditions and does not reflect existing agreements and conditions. This occurrence of the USA boundary traversing acreage within an older DRI that predated the Comprehensive Plan is similar to the situation revealed in 2006 for an amendment in the Killlearn Lakes DRI (2007-1-M-012), where the DRI development order essentially had been determining placement of urban services irrespective of the precise USA boundary line.

The intent of the USA boundary is to ensure that 90% of new population growth occurs within the USA. However, this acreage is non-residential and will remain so for the Plan horizon. Although the Government Operational land use category covers the majority of Airport property and can occur either inside or outside the USA, there is no clear distinction whether prospective Airport uses are precluded outside the USA boundary. The Airport is an area designated and developed as regional infrastructure. Including this portion of the parcel in the USA does not result in encroachment of development into an area where there is no approved development, because airport-related development has already been planned through the Airport's master plan. Therefore, the parcel's present split USA designation is not relevant as a method to prohibit residential sprawl into remote areas lacking basic urban infrastructure services. The applicant's request therefore represents a straightforward attempt to synchronize the Airport's future land use designation with its practical development potential.

Consistency with the Comprehensive Plan

The proposed amendment has been reviewed for consistency with the Comprehensive Plan. In particular, the Plan has several objectives and policies relating to aviation and airport uses. The proposed amendment appears to support and further the goals, objectives, and policies of the Plan (*see Attachment 2*).

Pursuant to §380.06(14)(a), F.S., in considering whether a DRI is to be approved, “the local government shall consider whether, and the extent to which...the development is consistent with the local comprehensive plan and local land development regulations.” Also, Rule 9J-2.025(3)(b) 6., F.A.C., requires a DRI development order to contain findings of fact that the “development is consistent with the local land development regulations and adopted comprehensive plan.” The current and prior iterations of the adopted development order for the Airport DRI have shown the eastern parcel (and southern extent of the western parcel) as “Aviation Related Business” and were determined consistent with the Comprehensive Plan.

Pursuant to §163.3177(6)(k), F.S., adoption of an airport master plan into the Comprehensive Plans is optional: “an airport master plan, and any subsequent amendments to the airport master plan, prepared by a licensed publicly owned and operated airport under s. 333.06 may be incorporated into the local government comprehensive plan by the local government having jurisdiction under this act for the area in which the airport or projected airport development is located by the adoption of a comprehensive plan amendment.” Since 2001, airports have been exempt from the DRI process if the FAA-approved airport master plan is incorporated into the local government’s comprehensive plan.

The new Dense Urban Land Area (DULA) process gives the City the opportunity to rescind the development order for the Airport DRI without necessarily requiring adoption of the Airport Master Plan into the Comprehensive Plan. Adoption by reference into the Comprehensive Plan of associated planning documents where the Commission may not have direct control (e.g., CRTPA schedules, school district capital improvements, campus master plan) can involve considerable delay between adoption by the originating authority and adoption by reference into the Comprehensive Plan.

In 2009, the Legislature passed HB 1021, which amended §163.3177(6)(a), F.S., and requires local governments to address airport compatibility. The Future Land Use Element is to be based on surveys, studies, and data regarding land use adjacent to public airports, and include criteria to achieve compatibility of land uses adjacent to public airports. By coordinating the Future Land Use Map with the Airport DRI development order and Airport Master Plan, the proposed amendment supports and furthers the intent of the recent legislation.

The proposed amendment has also been reviewed for consistency with the recently adopted Comprehensive Plan policies to protect Wakulla Springs (Policy 4.2.5: [C]). The areas included in the amendment are inside the Primary Spring Protection Zone and are generally included in the “more” and “most vulnerable” areas identified in the

Leon County Aquifer Vulnerability Assessment. Future development on the site will be required to use a Low Impact Development approach to minimize adverse impacts of development on water quality and Wakulla Springs. Additionally, fertilizer application throughout the airport facility must comply with the fertilizer application rates established by City ordinance. Staff has identified the proposed amendment as consistent with the Wakulla Springs protection policies based on there being no net increase in residential dwelling units and the Urban Service Area expansion removing a potential obstacle to connecting any aviation related business in the amendment area to the central sanitary sewer system.

E. ENVIRONMENTAL FEATURES & IMPACT ON INFRASTRUCTURE:

1. Environmental Features: County environmentally sensitive area maps show portions of the eastern parcel within the Airport Vicinity, Spring Hill North, and Lake Munson drainage basins (*see Attachment 3*). There are scattered areas of regulated severe and significant grades in the eastern portion of the eastern parcel, but the majority of these slopes surrounding an old landfill site are manmade as the result of urban site development. Another area of grades is at the southeastern tip of the eastern parcel on the edge of a wetland at the easternmost perimeter of the eastern parcel where a drainage channel connects Leon County's Lake Henrietta stormwater treatment facility south to Lake Munson. The area bordering this feature is also within the 100-year floodplain and is fringed with wetlands.

The eastern parcel also has several potential karst areas of unknown activity. The majority of the subject site is forested, with the exception of the old landfill, several dirt tracks or roads, and a cleared area approximately 150 feet wide under the existing electric transmission line that bisects the eastern portion of the eastern parcel. The property has likely been timbered at some point in the past, but has been allowed to regenerate. There are no other known environmentally sensitive features onsite.

The Airport DRI and Airport Master Plan have documented portions of Airport property with gopher tortoises and bent golden aster. The gopher tortoise is listed as a Species of Special Concern by the Florida Fish and Wildlife Conservation Commission (FFWCC). Bent golden aster (*Pityopsis flexouosa*) is listed as an endangered species by the Florida Department of Agriculture. A conservation easement was enacted between the City and FFWCC in 1993 to place 30 acres of gopher tortoise habitat under protection. The 1998 amended development order called for a Habitat Management Area (HMA) to be preserved and managed for habitat protection consistent with the Airport Habitat Management Plan and Policy 3.1.6 and Policy 3.1.7 of the Conservation Element. The 1998 amendment to the development order calls for no development to occur within 50 feet of any site containing bent golden aster.

Prior Airport DRI development orders have been determined consistent with §380.06 (19)(b)16, F.S., which affects any “change which would result in the development of any area which was specifically set aside in the application for development approval or in the development order for preservation or special protection of endangered or threatened plants or animals designated as endangered, threatened or species of special concern....” The Airport, City, and DCA previously agreed that improvements would not be constructed in any area specifically mentioned in previous and subsequent DRI development orders for the preservation or special protection of endangered, threatened or species of special concern.

The use of federal funding for aviation improvements requires compliance with NEPA regulations concerning the examination of potential impacts to the natural, community, and human environment resulting from proposed infrastructure improvements. As part of the DRI process, the Airport has completed several major environmental documents to examine the environmental impacts of proposed development on air and water quality, threatened and endangered species, wetlands, sensitive sites, and the community. The proposed Comprehensive Plan amendment does not affect any DRI development order conditions.

- 2. Water/Sewer: There are 8” water mains along Springhill Road and 10” mains along Capital Circle SE.
- 3. Transportation:

Roadway: Capital Circle SW (Lake Bradford to Springhill Road)

Adopted Level of service: D
 Functional Classification: Principal Arterial
 Available Capacity: 306

Roadway: Capital Circle SW (Springhill Road to Southbrook PUD)

Adopted Level of service: D
 Functional Classification: Principal Arterial
 Available Capacity: 419

Roadway: Springhill Road (Springsax Road to Capital Circle SW)

Adopted Level of service: E
 Functional Classification: Minor Arterial
 Available Capacity: 564

Roadway: Springhill Road (Capital Circle SW to Tom Roberts)

Adopted Level of service: E
 Functional Classification: Minor Arterial
 Available Capacity: 433

Capital Improvement Program Projects: The PD&E study funded by BP 2000 is underway to widen or relocate Capital Circle SW from Crawfordville Rd. to Orange Ave. Leon County has tentatively scheduled a capital project to enhance LOS in the 11-15 year period for Springhill Road (Springsax Rd. to Orange Ave.).

Transit Availability: Route 5 operates about one mile east of the amendment site. Passengers traveling between the Airport and downtown by taxi are charged a flat rate, pursuant to §22-97(c)(4) of City Code of General Ordinances.

Transportation Analysis and Conclusion:

The proposed amendment would have no net change in land uses within the Airport DRI. Total trips are a condition of the DRI development order (as Revised Exhibit D: Airport Trip Allocation Table and Approved Trip Generation Rates).

4. Bicycle/Pedestrian Facilities Availability: There are no sidewalks adjacent to the amendment site. The 2004 *Greenways Master Plan* includes potential greenways that parallel Capital Circle SW and Springhill Road.
5. Schools: Non-residential development; no effect on schools.

F. VESTED / EXEMPT STATUS:

The amendment site parcels are not exempt.

G. CONCLUSION:

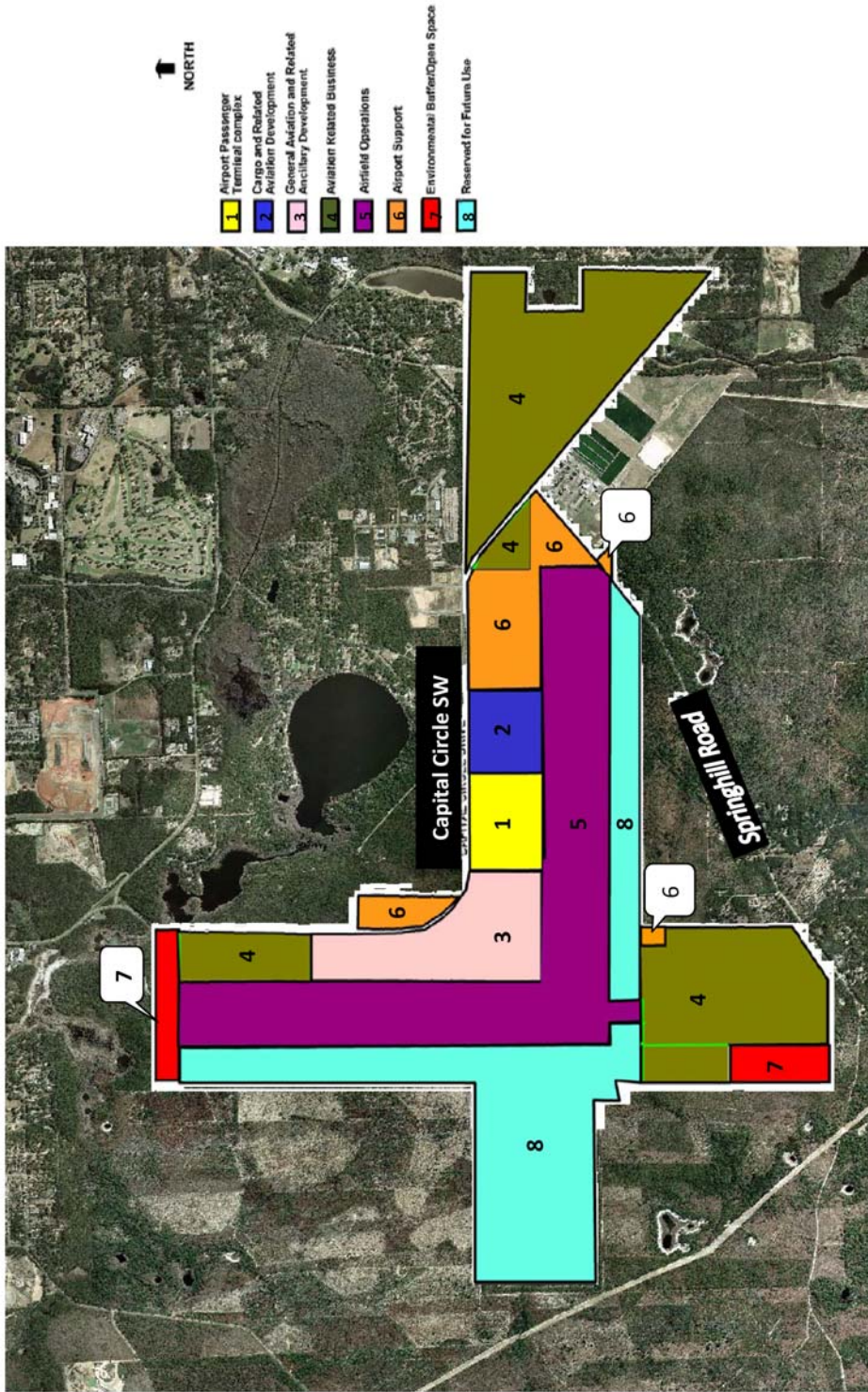
Based upon the above data and analysis, Planning Department staff concludes the following:

1. The proposed amendment is consistent with the Airport Master Plan.
2. The adopted development order for the Airport DRI depicts the eastern parcel (and southern extent of the western parcel) as “Aviation Related Business” and has been determined consistent with the Comprehensive Plan.
3. The proposed amendment results in no net change in land use entitlements to the Airport DRI development order.

4. The Airport's Habitat Management Plan has been determined consistent with the Conservation Element.

H. ATTACHMENTS:

1. Map H of adopted 2009 development order for Airport DRI
2. Comprehensive Plan policies involving PCM100203
3. Environmental features map for PCM100203



Note: Adapted from the 2000 NOPC

Comprehensive Plan Policies involving PCM100203

1.

Transportation Element

Policy 2.1.2: [MT] (Effective 7/16/90)

Systematically extend mass transportation routes through major residential neighborhoods in the urban area to major employment, shopping, business, recreational and other activity centers such as the airport.

There are presently no bus routes connecting the airport and major residential neighborhoods.

2.

Policy 3.1.1 [TA] (Effective 7/16/90)

Implement the Tallahassee Regional Airport Master Plan for the Year 2005.

The Airport implements the Airport Master Plan and projects are funded and constructed as actual demand warrants. The Airport has been continuously expanded and maintained since its inception. Facilities are not constructed until warranted by regional aviation demand. The Airport continues to implement its 2005 Master Plan and monitors its phased approach to accommodate the demand of the region.

Capital improvements of aviation facilities are included in the City's annual update to the five-year schedule of capital improvements. The City's CIP includes \$52.3 million in programmed improvements during FY2009-2013, of which 60% is accounted for by five projects: Runway 9/27 Reconstruction, \$20 million (FAA); Terminal Building Rehabilitation Phase II, \$3.5 million (Passenger Facility Charge); Air Service Improvement Program, \$3 million (Airport RR&I/UB); Terminal Loading Bridge Installation, \$3 million (Passenger Facility Charge); and South Apron Expansion, \$1.9 million (FAA).

3.

Policy 3.2.1: [TA] (Effective 7/16/90)

An appropriate gateway from the airport to Downtown/Capitol Center/University destinations shall be designated and improved. Such improvements shall consider roadway capacity, adjacent land uses, landscaping, and incorporation of future mass transportation facilities.

Gateway enhancements are intended to improve visitors' image of Tallahassee. These projects may include sidewalks, bicycle lanes, and median and right-of-way landscaping to induce traffic-calming. The Lake Bradford Road Gateway Enhancement project has been included in the City's CIP for several years. The project includes bicycle, pedestrian, and transit use enhancements on Lake Bradford Road from Stadium Drive to Pineview Elementary School (1.23 miles). This project was approved in November 2000 as a sales

tax extension project, and will receive \$174,865 in funding from the Federal Stimulus Program in FY10. The project does not have any appropriated funding source during FY11-14.

Springhill Road, a minor arterial, leads to Lake Bradford Road and was identified as a gateway by participants in the Lake Bradford Sector Plan: “the community supports the efforts to renovate Springhill Road as a gateway from the airport to downtown. Any road improvements should also consider the land use pattern along Springhill and make recommendations.”

4.

Policy 4.1.1: [TA] (Effective 7/16/90)

Future modifications to airport facilities shall take into account the potential for noise and safety hazards to surrounding land uses.

Prior amendments to the Airport DRI development order have been evaluated for their potential impacts to adjacent land uses, natural resources, and the local community. There were no significant anticipated adverse impacts identified for these changes to the DRI. Since the proposed amendment does not modify gross development entitlements, staff does not believe the proposed amendment raises any consistency issues.

5.

Policy 4.1.2: [TA] (Effective 7/16/90)

Future modifications to airport facilities shall be accomplished so as to be compatible with nearby natural resources.

The 1998 amendment to the DRI development order requires compliance with several major natural resource categories (floodplains, vegetation and wildlife, air quality). All planned projects will comply with these guidelines, as well as any applicable state and federal regulations. Since the proposed amendment does not modify gross development entitlements, staff does not believe the proposed amendment raises any consistency issues.

6.

Policy 4.1.3: [TA] (Effective 7/16/90)

Aviation and related facilities development and expansion shall be consistent with the conservation element.

The DRI development order is required to contain findings of fact that the development is consistent with the local land development regulations and adopted comprehensive plan. The current and prior iterations of the adopted development order for the Airport DRI were determined consistent with the Comprehensive Plan. Since the proposed amendment does not modify gross development entitlements, staff does not believe the proposed amendment raises any consistency issues.

7.

Policy 4.1.4: [TA] (Effective 7/16/90)

Aviation and related facilities development and expansion shall mitigate structural and nonstructural impact on adjacent natural resources.

Potential impacts are subject to the 1998 amendment to the development order, which states that no development should be allowed within 200 feet of wetlands and no development impacting endangered species will be permitted.

8.

Policy 4.2.1: [TA] (Effective 7/16/90)

Land use decisions in the vicinity of the Tallahassee Regional Airport shall only be permitted if compatible with the current and future operation of the airport facility and the future land use element.

Ensuring compatible land use near federally obligated airports is also an issue of federal interest. In effect since 1964, Grant Assurance 21, *Compatible Land Use*, implementing Title 49 United States Code (U.S.C.) §47107(a)(10), requires, in part, that the Airport:

“...restrict the use of land adjacent to or in the immediate vicinity of the airport to activities and purposes compatible with normal airport operations, including landing and takeoff of aircraft. In addition, if the project is for noise compatibility program implementation, it will not cause or permit any change in land use, within its jurisdiction, that will reduce its compatibility, with respect to the airport, of the noise compatibility program measures upon which federal funds have been expended.”

Airports present a variety of unique planning challenges. Incompatible land use at or near airports could result in the creation of hazards to air navigation and reductions in airport utility resulting from obstructions to flight paths or noise-related incompatible land use from residential construction too close to the airport. Height restrictions are necessary in the vicinity of airports and airways for the protection of aircraft in flight. Residential housing and other land uses near airports must remain compatible with airports and the airport approach/departure corridors. Additional concerns include the airport’s proximity to landfills and wetlands that may result in hazards to air navigation created by flocks of birds attracted to the landfills or wetlands. Unusual lighting in the approach area to an airport can create a visual hazard for pilots. Also, land uses that obscure visibility by creating smoke or steam may be hazardous to flight. Each of these concerns must be addressed in order to maintain the safety of flight as well as the quality of life expected by residents. Proximity of industrial parks and recreational areas can prove not only to be compatible, but to be mutually beneficial as well.

The DRI development order is required to contain findings of fact that the development is consistent with the local land development regulations and adopted comprehensive plan. The current and prior iterations of the adopted development order for the Airport DRI were determined consistent with the Comprehensive Plan. Since the proposed

amendment does not modify gross development entitlements, staff does not believe the proposed amendment raises any consistency issues.

9.

Policy 4.2.2: [TA] (Effective 7/16/90)

Residential development or other noise-sensitive land uses shall not be permitted within the predicted 65 Ldn noise contours without the use of mitigative noise control measures. Incompatible land uses in airport approach zones shall not be permitted. The high noise contours associated with the airport shall be publicized.

The Airport DRI development order only considers on-site projects, which have been determined compatible with aviation activity/noise standards.

10.

Policy 4.2.3: [TA] (Effective 7/16/90)

Additional land uses shall not be permitted in airport zones if, due to structural height, they hinder airport operation or reduce navigable airspace.

Airport developments have been determined compatible with aeronautical operations in the Airport DRI development order. Since the proposed amendment does not modify gross development entitlements, staff does not believe the proposed amendment raises any consistency issues.

11.

Utilities Element

Policy 1.3.7: [SS] (Leon County) (Effective 8/17/92)

1) Heavy infrastructure facilities which do not generate a demand for sanitary sewer service and which are traditionally located far from urban development because of their off-site impacts, shall not be required to have sanitary sewer service or potable water service. Examples of such uses are waste-to-energy facilities, power generating plants, landfills, sanitary sewer spray fields, and material recovery facilities.

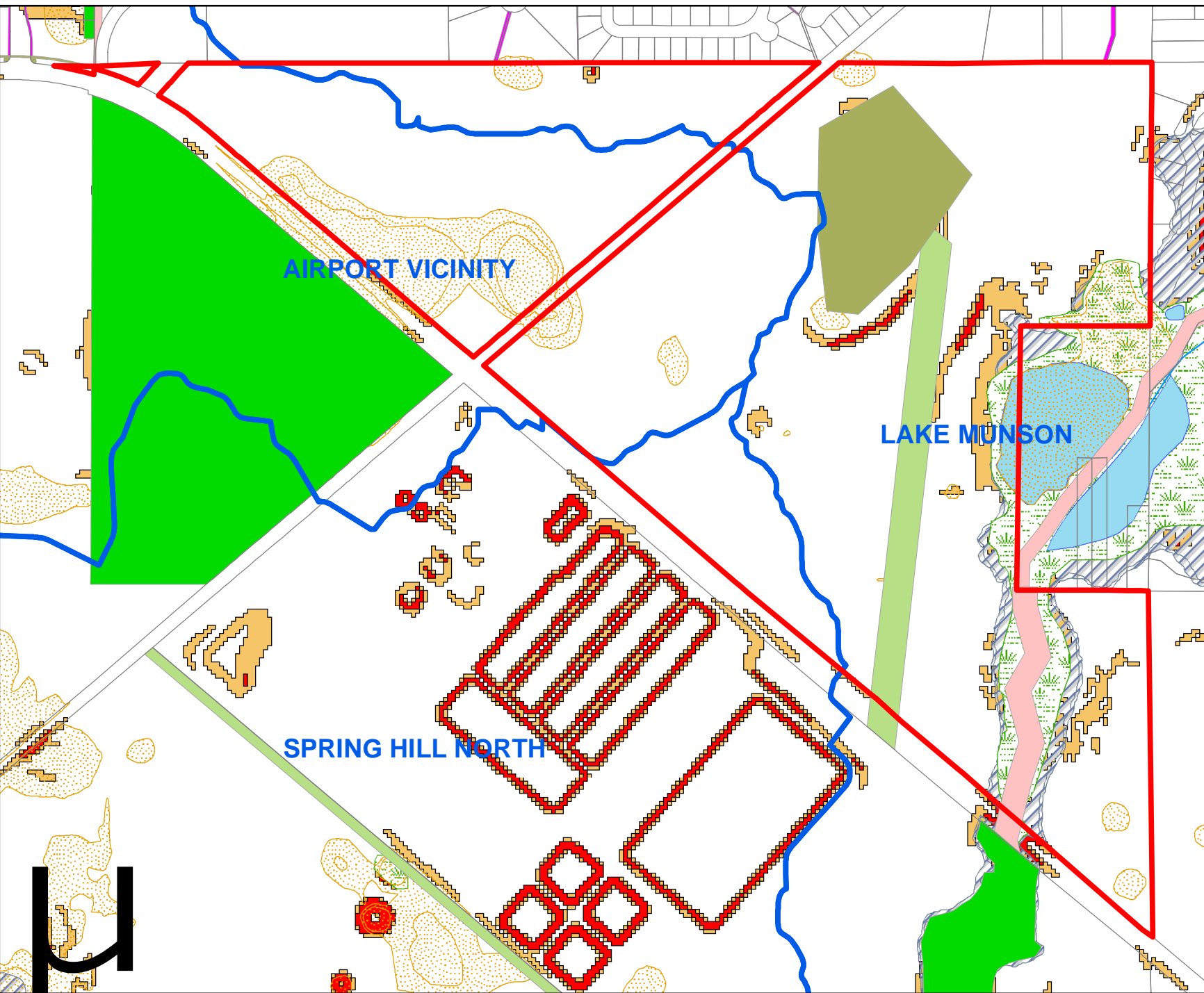
2) Definition of Heavy Infrastructure: government operational facilities which have significant off-site impacts. Also included are such facilities operated by semi-public or private utility providers. These facilities shall include but are not limited to:

- | | |
|---|---------------------------------------|
| <i>Waste-to-energy facilities</i> | <i>Sludge disposal facilities</i> |
| <i>Materials recovery facilities</i> | <i>Incinerators</i> |
| <i>Sanitary sewer facilities</i> | <i>Correctional facilities</i> |
| <i>Sanitary sewer percolation ponds</i> | <i>Water treatment plants</i> |
| <i>Sewage treatment plants</i> | <i>Outdoor storage facilities</i> |
| <i>Airports</i> | <i>Vehicle maintenance facilities</i> |
| <i>Electric generating facilities</i> | <i>Solid waste transfer station</i> |
| <i>Landfill</i> | |

Sewer service is available to the site.

Cycle 2010-2 Amendment PCM100203

Environmental Analysis



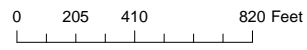
Legend

- County Boundary
- PCM100203
- Drainage Basin
- Property Boundary
- ABANDONED
- ACCESS
- CONSERVATION
- CONSERVATION DRAINAGE
- SIDEWALK
- DRAINAGE
- ELECTRIC
- GAS
- MISCELLANEOUS
- RIGHT OF WAY
- SEWER
- UTILITY
- WATER
- karst
- Watercourse
- Waterbody
- Wetland
- 100-yr Floodplain

Regulated Grades

CLASS_DESC

- NOT REGULATED GRADE
- SIGNIFICANT GRADE
- SEVERE GRADE



NOTE: This product has been compiled from the most accurate source data from Leon County and the City of Tallahassee. However, this product is for reference purposes only and is not to be construed as a legal document or survey instrument.