

# MIDTOWN

## IMPLEMENTATION PLAN

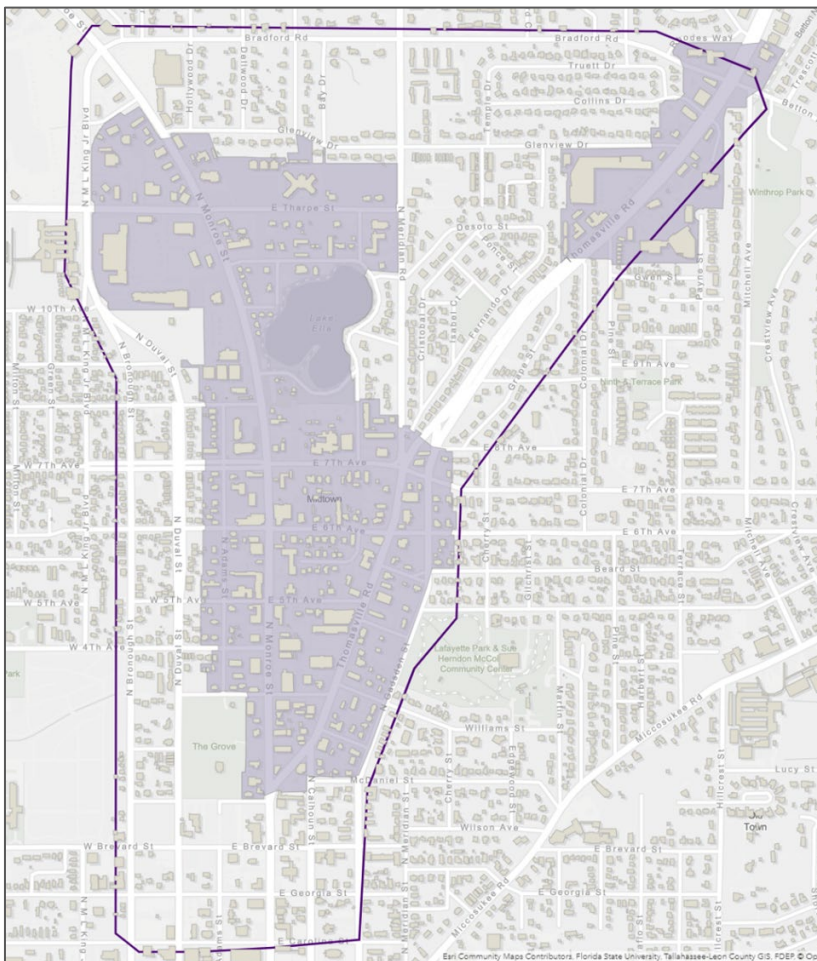
# CONTENTS

|                       | Page                                                |
|-----------------------|-----------------------------------------------------|
| <b>INTRODUCTION</b>   |                                                     |
|                       | <b>Focus Area and Issue Summary</b> ..... 3         |
| <b>CONTEXT</b>        |                                                     |
|                       | <b>Land Use, Zoning, and Transportation</b> ..... 4 |
|                       | <b>Existing Plans</b> ..... 11                      |
| <b>URBAN ANALYSIS</b> |                                                     |
|                       | <b>District, Block, and Site</b> ..... 17           |
| <b>IMPLEMENTATION</b> |                                                     |
|                       | <b>Projects</b> ..... 39                            |
| <b>PRIORITIES</b>     |                                                     |
|                       | <b>Committee Priorities</b> ..... 48                |

# INTRODUCTION

## FOCUS AREA

The focus area includes the commercial area that was the adopted boundary in the 2011 Midtown Action Plan (shaded area). It also includes the broader Midtown area that was the focus of the CRTPA's 2020 Midtown Area Transportation Plan (boundary line).



## ISSUE SUMMARY

The Midtown Placemaking project was initiated in 2010 by the City Commission and resulted in the adoption of the Midtown Action Plan in 2011. The plan was created with involvement from community stakeholders who served on the Midtown Working Group (later the Midtown Stakeholders Committee) and was awarded \$500,000 for implementation of projects identified in the plan. Subsequently, the Blueprint Intergovernmental Agency Board approved the Midtown Placemaking project with approximately \$7M of funding for Phase I roadway and streetscaping improvements on Thomasville Rd., with an additional \$22M funded for fiscal year 2036.

The purpose of this document is to look back at the progress being made in Midtown since adoption of the plan. It identifies completed and active projects in the area, as well as an analysis of urban form considering how land use policies and development standards in the Tallahassee-Leon County Comprehensive Plan and the Land Development Code will affect change for privately-owned parcels that make up the majority of the Midtown focus area. The findings of the analysis indicate that the mechanisms for implementing the vision of the Midtown plan and priorities of the Stakeholders Committee are embedded in the existing policies and land development regulations. These policies and regulations for future development of private property are supplemented by public infrastructure investments to enhance the roadways, streetscaping, and other public amenities and infrastructure in the area.

This document includes the priorities approved by the Midtown Stakeholders Committee in 2022 and identifies strategies for implementation through existing departments and funding sources.

# CONTEXT

## LAND USE

Existing Land Use Map  
Zoning Districts  
Development Standards by Land Use,  
Zoning, and Transect

## TRANSPORTATION

Paved Surfaces, Parking and Right of Way  
Parking and Mobility  
Roadway Network

## EXISTING PLANS

Multimodal Transportation District  
Midtown Action Plan  
Midtown Area Transportation Plan

# MAP: EXISTING LAND USE



Source: TLGIS.com

# MAP: ZONING DISTRICTS

## KEY CONSIDERATIONS

**Character** How does the zoning district affect development standards:

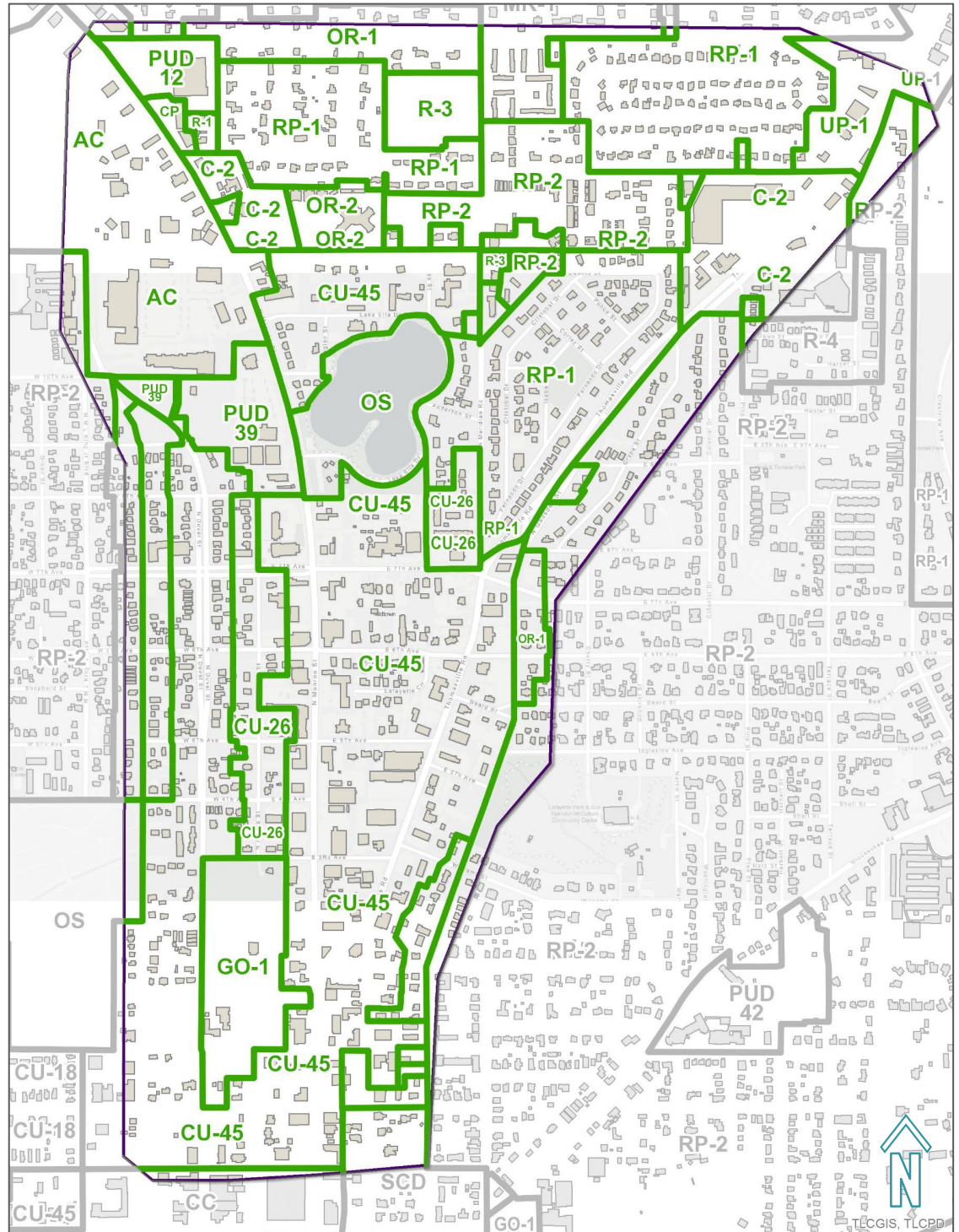
- Density/intensity
- Building height
- Setbacks
- Parking required

## STRATEGIES

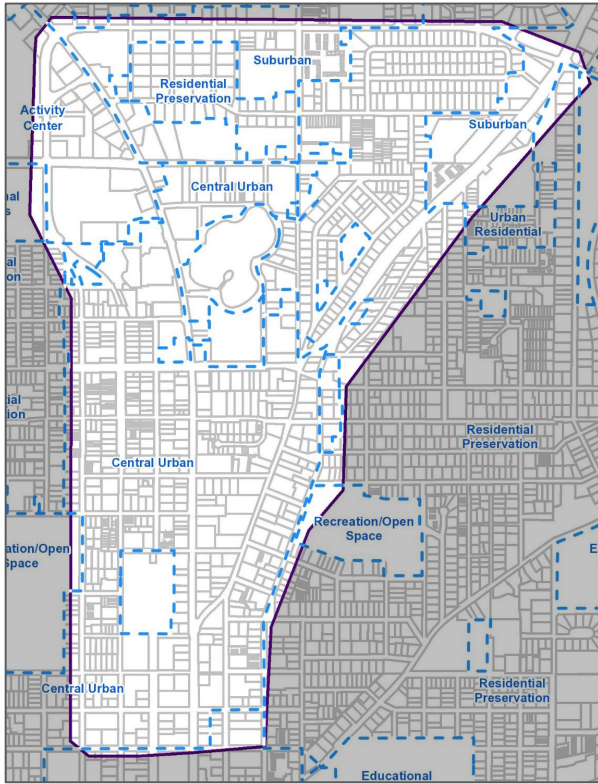
Encourage density that creates value capture for Midtown businesses.

Disallow new land development regulations that reduce commercial property entitlements.

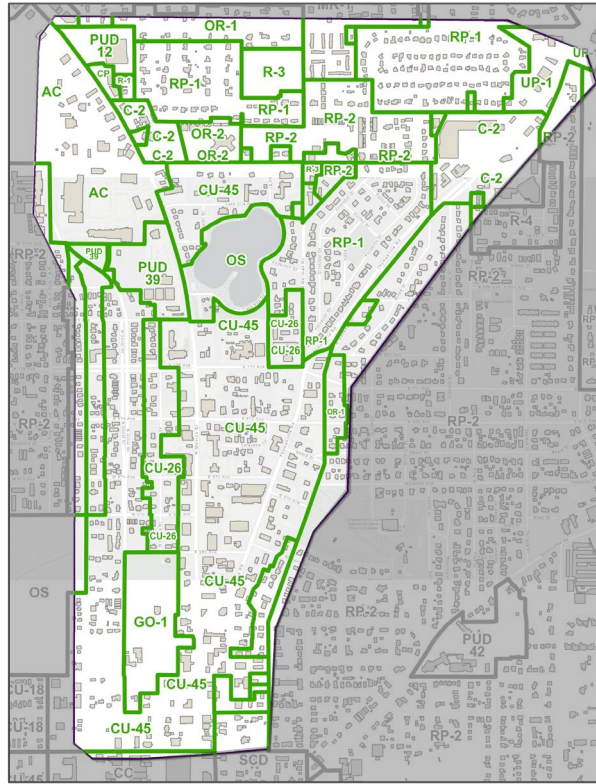
| Legend |                                                            |
|--------|------------------------------------------------------------|
| AC     | <a href="#">High-Intensity Urban Activity Center</a>       |
| CU-45  | <a href="#">Central Urban - 45</a>                         |
| CU-26  | <a href="#">Central Urban - 26</a>                         |
| C-2    | <a href="#">General Commercial</a>                         |
| OR-2   | <a href="#">Office Residential - 2</a>                     |
| OR-1   | <a href="#">Office Residential - 1</a>                     |
| R-3    | <a href="#">Single-Family Detached/Two-Family Attached</a> |
| RP-2   | <a href="#">Residential Preservation - 2</a>               |
| RP-1   | <a href="#">Residential Preservation - 1</a>               |
| GO-1   | <a href="#">Government Operational - 1</a>                 |



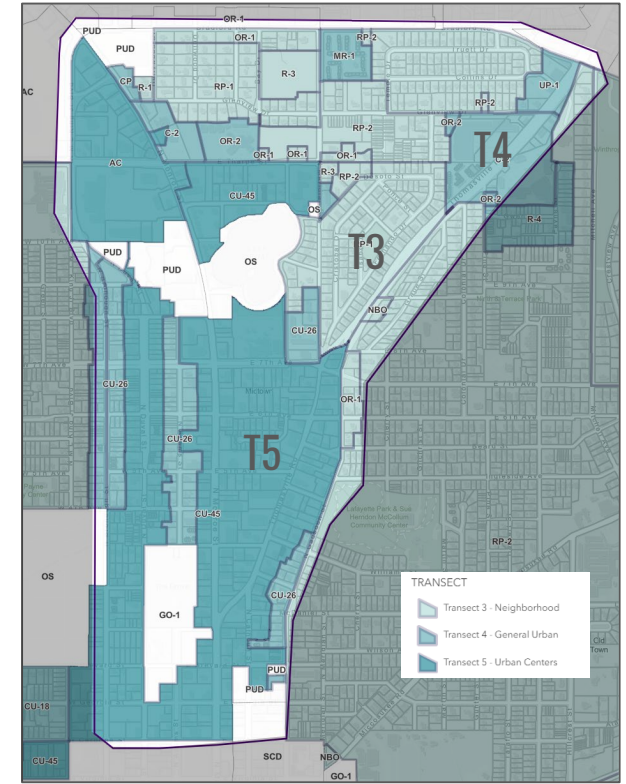
# FUTURE LAND USE



# ZONING DISTRICTS



# TRANSECTS



## Development Standards by Zoning District/Transect

| Zoning | Density (residential) | Intensity (non-residential)                                               | Transect | Building Height Maximum                       | Front Setback Principal Building                          |
|--------|-----------------------|---------------------------------------------------------------------------|----------|-----------------------------------------------|-----------------------------------------------------------|
| AC     | 45 du/acre            | Varies. See § 10-238 LDC                                                  | T5       | 5 stories - principal / 3 stories - accessory | 6 ft - 15 ft                                              |
| CU-45  | 45 du/acre            | 60,000 ft <sup>2</sup> /acre                                              |          |                                               |                                                           |
| CU-26  | 26 du/acre            | 30,000 ft <sup>2</sup> /acre                                              |          |                                               |                                                           |
| C-2    | 8-16 du/acre          | 12,500 ft <sup>2</sup> /acre / max 50,000 ft <sup>2</sup> per building    | T4       | 4 stories - principal / 2 stories - accessory | 6 ft - 20 ft                                              |
| OR-2   | 8-16 du/acre          | 20,000 ft <sup>2</sup> /acre                                              |          |                                               |                                                           |
| OR-1   | 8 du/acre             | 10,000 ft <sup>2</sup> /acre / 12,500 ft <sup>2</sup> /acre for mixed-use |          |                                               |                                                           |
| R-3    | 8 du/acre             | n/a                                                                       | T3       | 3 stories - principal / 2 stories - accessory | 15 ft - 25 ft - residential<br>15 ft - 50 ft - commercial |
| RP-2   | 6 du/acre             | n/a                                                                       |          |                                               |                                                           |
| RP-1   | 3.6 du/acre           | n/a                                                                       |          |                                               |                                                           |
| GO-1   |                       |                                                                           |          |                                               |                                                           |

# MAP: PAVED SURFACES PARKING & ROW

## KEY CONSIDERATIONS

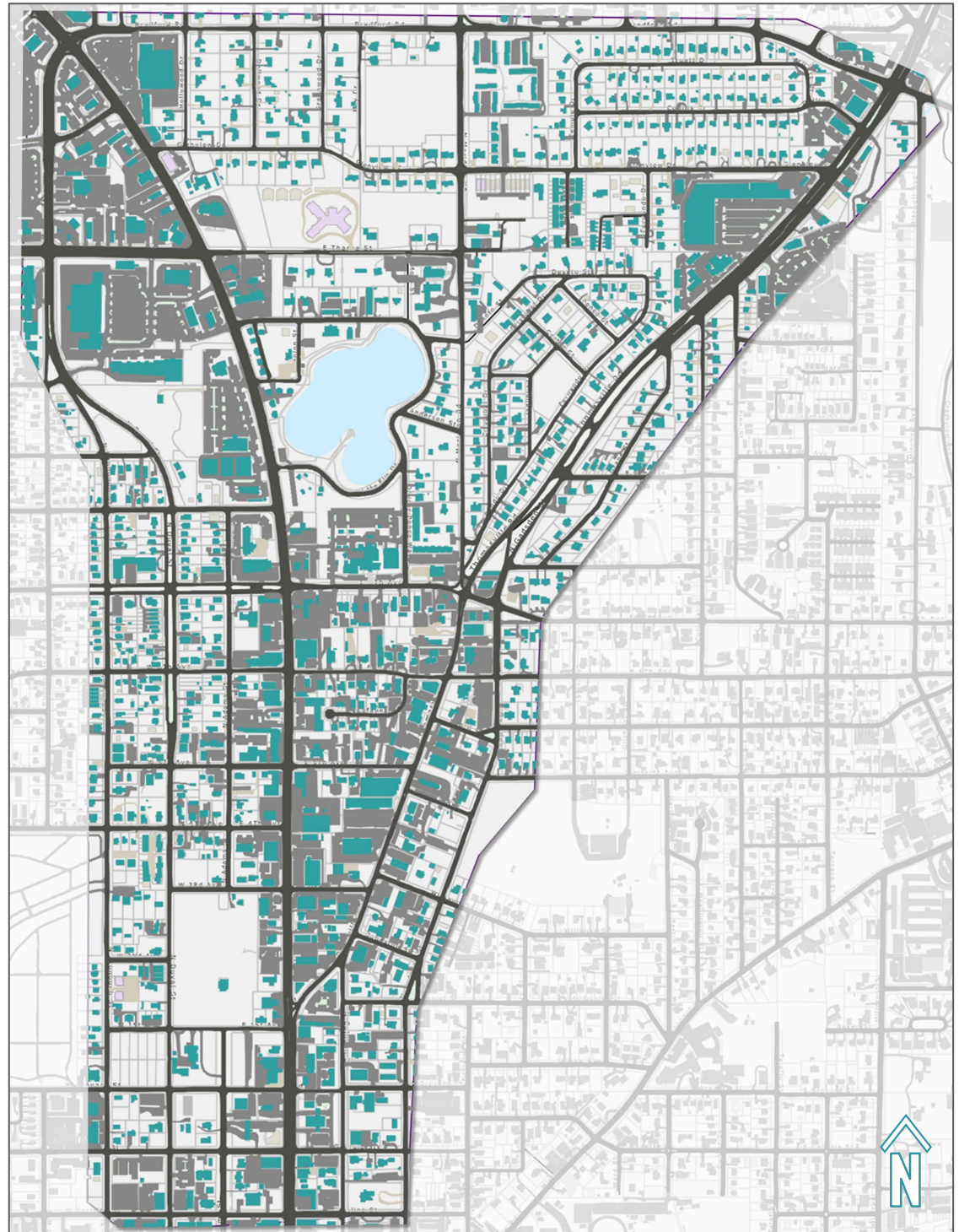
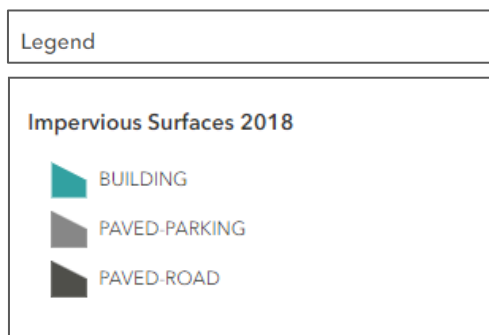
**Quantity** How much of the landscape is covered by pavement that could be used for buildings and pedestrians?

**Location** Is the pavement located in places that should be designed for pedestrians?

## STRATEGIES

Retrofit or redevelop existing sites to convert parking and driveways into places for people:

- Buildings
- Greenspace
- Plazas



# MAP: PARKING & MOBILITY

## KEY CONSIDERATIONS

**Availability** Parking demand appears to be higher than parking supply, affecting local businesses.

**Retrofit & Redevelopment** As sites redevelop/retrofit to meet current development standards, on-site parking in front of buildings will be reduced.

## STRATEGIES

Support shared-parking agreements between private property owners.

Assess the feasibility of shared parking agreements between the City and private property owners (liability).

Identify opportunities for off-site public parking.

Support alternative transportation modes that improve access to businesses.



### Legend



Public Parking



eScooter Staging Area



Bike Parking



Signalized Pedestrian Crossing

# MAP: ROADWAY NETWORK

## KEY CONSIDERATIONS

**Roadway Functional Classification** How does the road design affect mobility for people, bikes, and others?

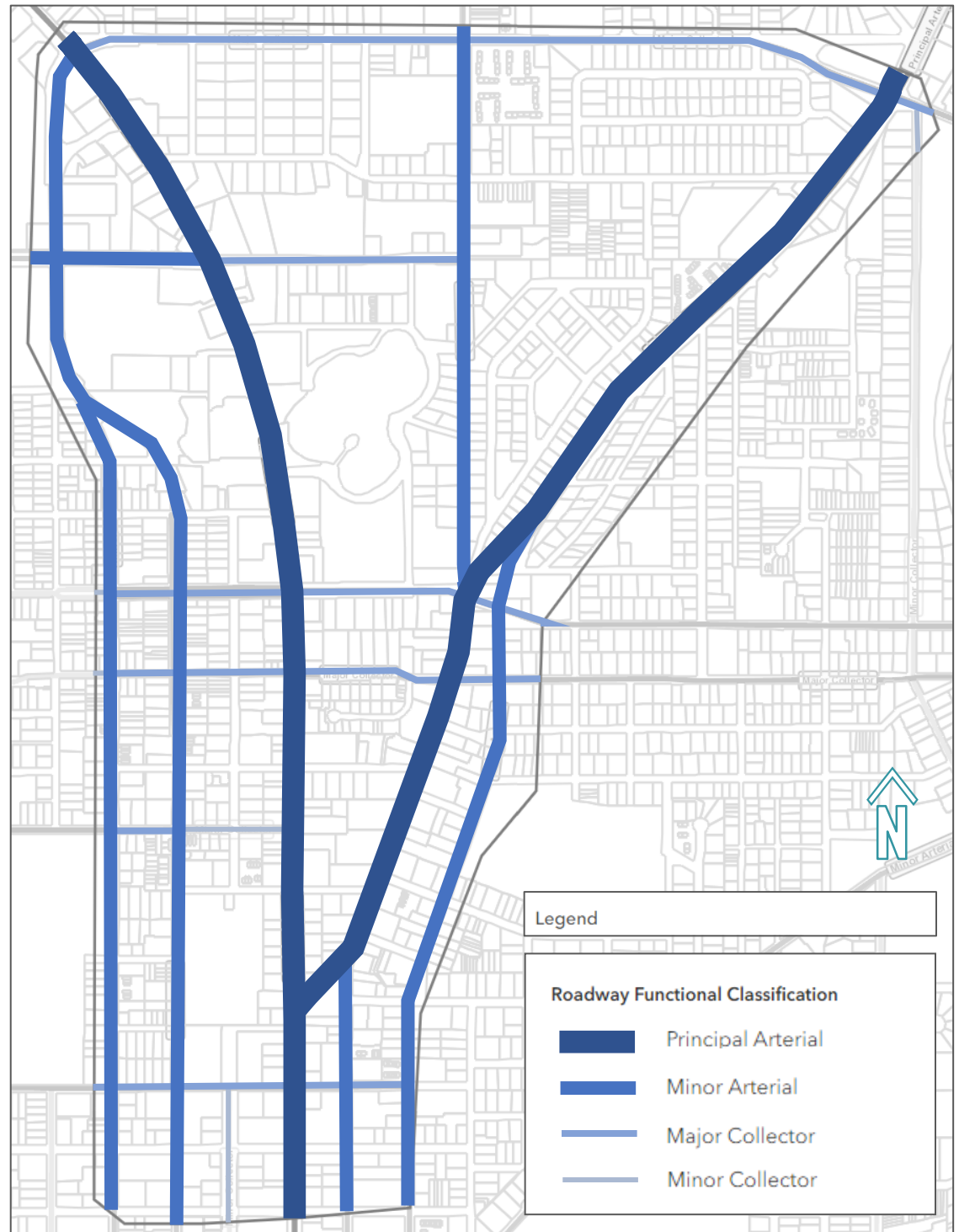
**Ownership** Is the road City, County, or State owned?

## STRATEGIES

Implement Multimodal code requirements for streetscaping and sidewalk widths determined by roadway functional classification.

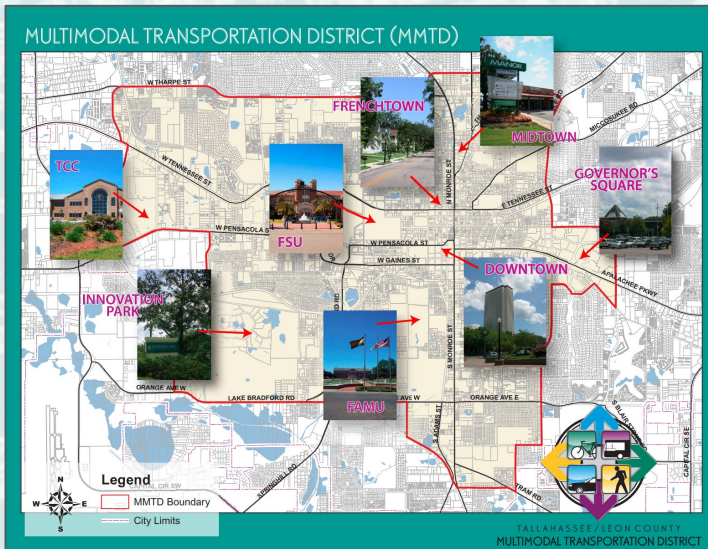
Consider roadway design requirements of state and local entities when designing right-of-way improvements.

Implement transportation and safety plans for the area adopted by the CRTPA.



# EXISTING PLANS

## MULTIMODAL TRANSPORTATION DISTRICT Tallahassee Land Development Code



## MIDTOWN ACTION PLAN City of Tallahassee



## MIDTOWN AREA TRANSPORTATION PLAN Capital Region Transportation Planning Agency



# EXISTING PLANS

## MULTIMODAL TRANSPORTATION DISTRICT

Land Development Code § 10-280  
Adopted 2009

## MIDTOWN AREA TRANSPORTATION PLAN

Adopted 2020

The MMTD section of the Land Development Code requires building development standards to support pedestrian-friendly streetscapes. As existing buildings get redeveloped, they are brought 'up-to-code.' As existing buildings get improved and pull permits, the code non-conformities are reduced.

The Capital Region Transportation Planning Agency (CRTPA) Board adopted the Midtown Area Transportation Plan in 2020 to identify and review potential changes to the transportation network with the ultimate goal of enhancing mobility in the Midtown area. The Plan resulted in a number of short to long-term projects for the area, some of which have already been initiated:

- Thomasville Road pedestrian crossings with Rapid Flashing Beacons - Completed
- New sidewalks on Gadsden St., East-side - Completed
- Beard Street Realignment - Not yet initiated

# EXISTING PLANS

## MIDTOWN ACTION PLAN

Adopted 2011

The Midtown Action Plan was developed with the Midtown Working Group and adopted by the Tallahassee City Commission in 2011. The Action Plan outlines placemaking goals, including support for local businesses and branding. It also prioritizes urban infill, walkability/bikability, and identifies the need to address parking complications and nuisances and improve traffic safety.

The Midtown Action Plan includes the “Midtown Vision Plan,” identifying public investments for that build on existing sidewalk, trail, and bicycle networks.



Source: “Midtown Vision Plan,” Midtown Action Plan (2011)

# EXISTING PLANS













## VISION PLAN PROJECT STATUS

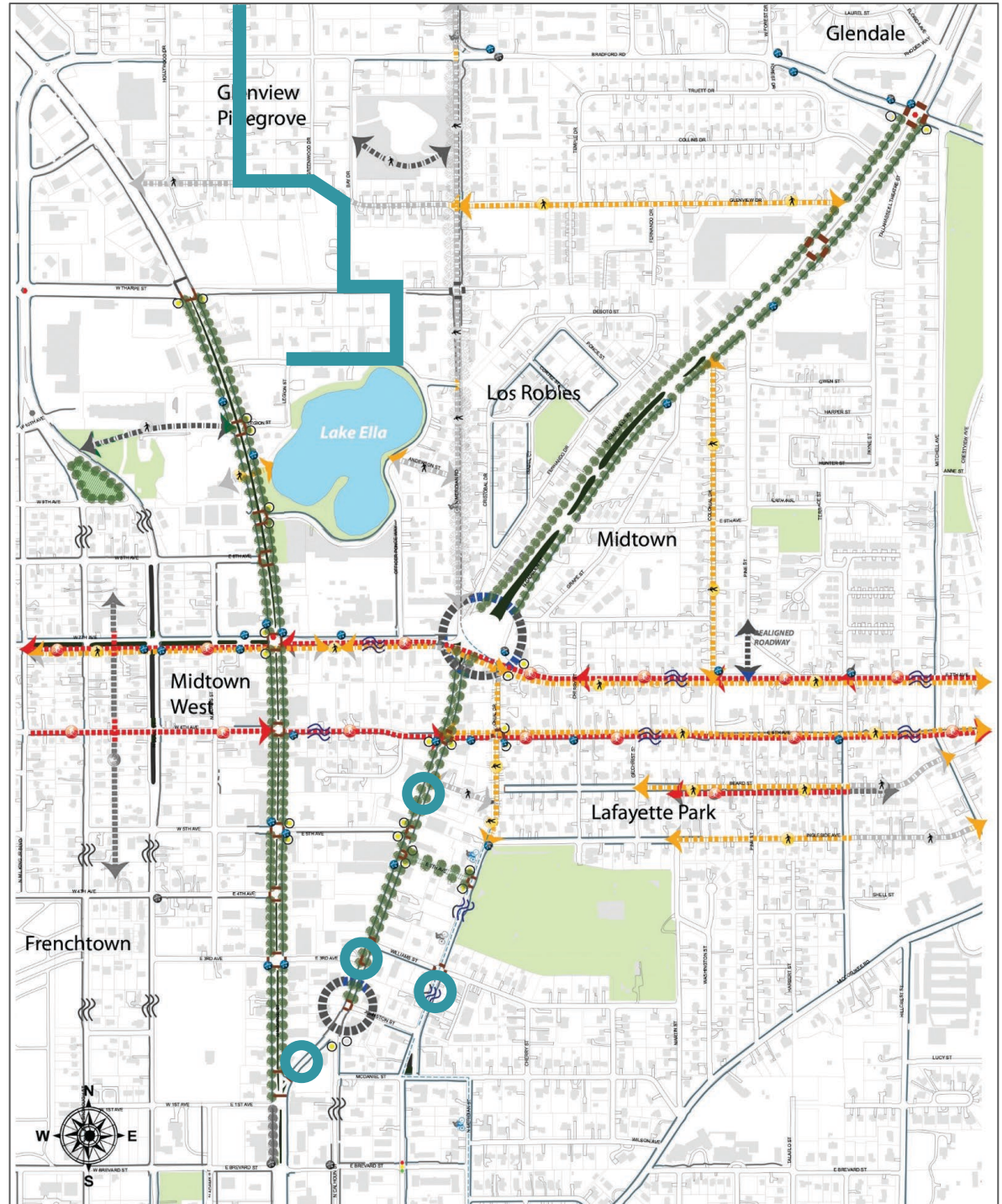
Completed, Active, and Funded

### Additional Mobility Projects Added:

- Lake Jackson Greenway
- Surface Parking Spaces - 61 Spaces
- On-Street Parking on Glenview Dr.
- Additional Rapid Flashing Beacon (RFB) Pedestrian Crossings on Thomasville Rd.

### LEGEND

|                                                                                     |                            |                                                                                     |                         |
|-------------------------------------------------------------------------------------|----------------------------|-------------------------------------------------------------------------------------|-------------------------|
|  | INTERSECTION IMPROVEMENTS  |  | TRAFFIC CALMING         |
|  | CROSSWALK STAMPING         |  | PARK/PLAZA/PUBLIC SPACE |
|  | PEDESTRIAN CONNECTIONS     |  | LIGHTING FIXTURES       |
|  | BICYCLE ROUTES/CONNECTIONS |  | STARMETRO STOPS         |
|  | TRAIL CONNECTIONS          |  | SIDEWALKS               |
|  | STREET SCAPE               |  | PARKS/GREENSPACE        |





The background of the slide is a light blue aerial view of a city. The city is represented by a dense field of white, 3D block-like models of buildings of various sizes and shapes, creating a textured, isometric urban landscape. The perspective is from a high angle, looking down at the city.

# URBAN ANALYSIS

# URBAN ANALYSIS

## WHAT PEOPLE WANT

- Walkability
- Pedestrian-Orientation
- Thriving Local Businesses
- Beautification
- Sidewalk Amenities
- Accessibility/Parking

## WHAT'S PREVENTING IT

- Sidewalk Obstructions
- Vehicle-Orientation
- Lack of Accessibility/Parking
- Signage Concerns
- Speeding

## DISTRICT ANALYSIS

Challenges and Opportunities  
Site Configuration Opportunities  
Case Study Sites

## BLOCK ANALYSIS

Block Strategies  
Site Strategies

# DISTRICT CHALLENGES: Suburban Development Pattern



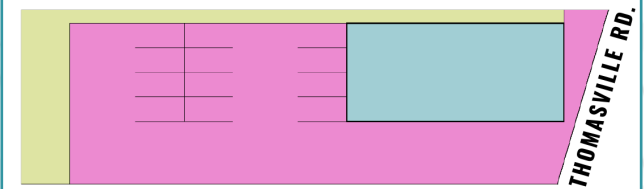
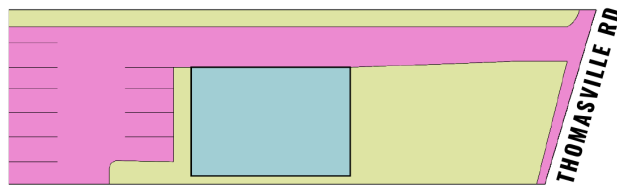
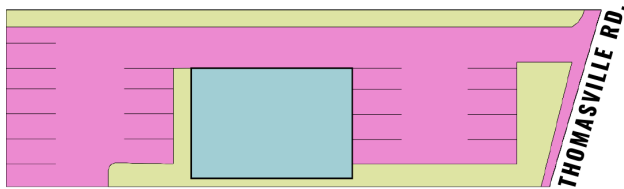
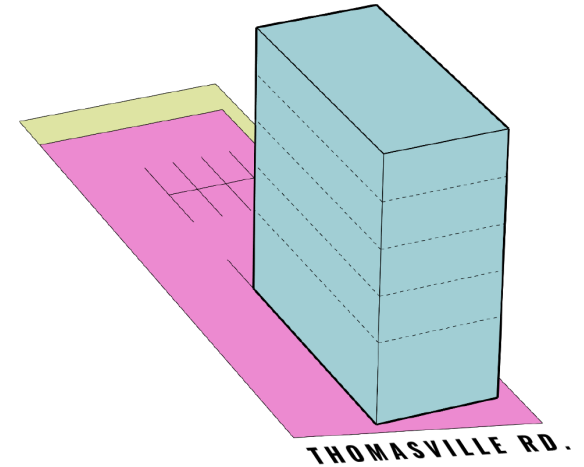
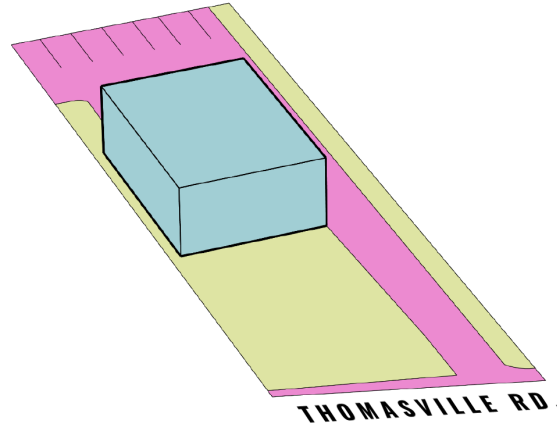
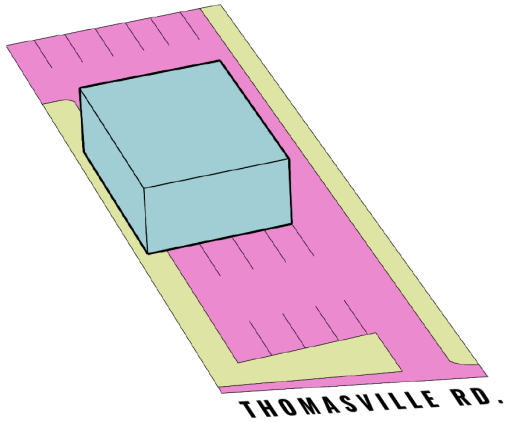
# DISTRICT OPPORTUNITIES: Retrofit or Redevelopment



# EXISTING

# RETROFIT

# REDEVELOPMENT



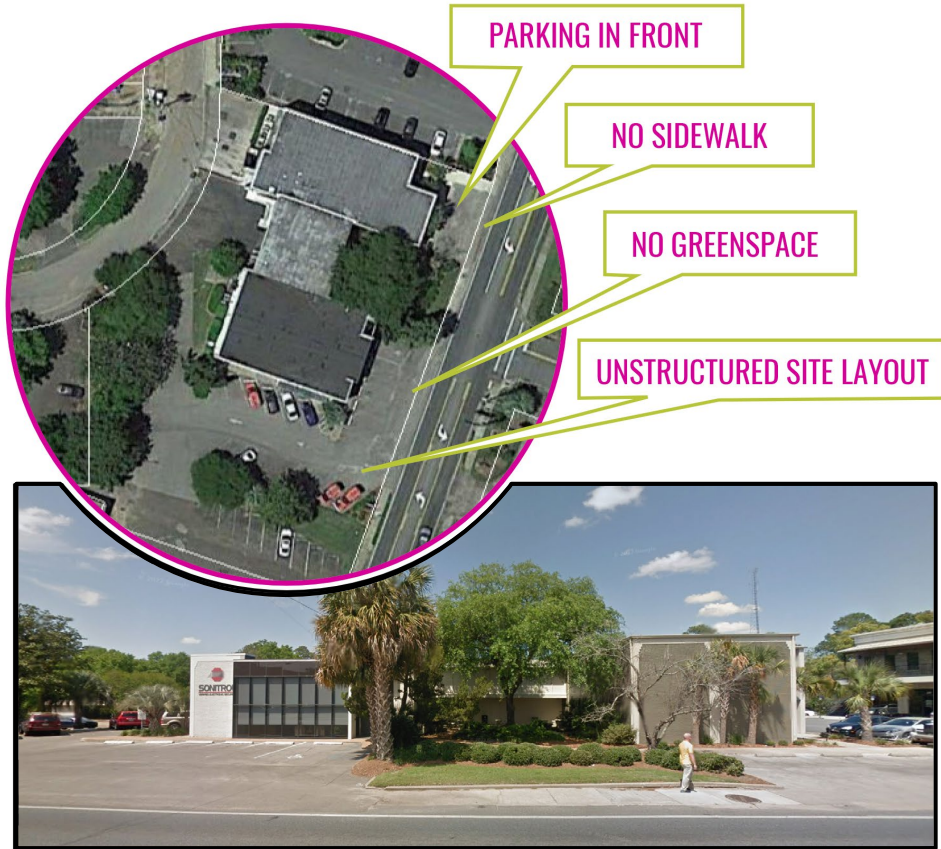
- Exceeds Required Front Setback
- Parking Between Building and Street
- Sidewalk Undersized
- Non-Conforming Site by Current Codes

- Removes Parking in Front
- Provides Area for Active Use in Front
- Reduces Non-Conformities

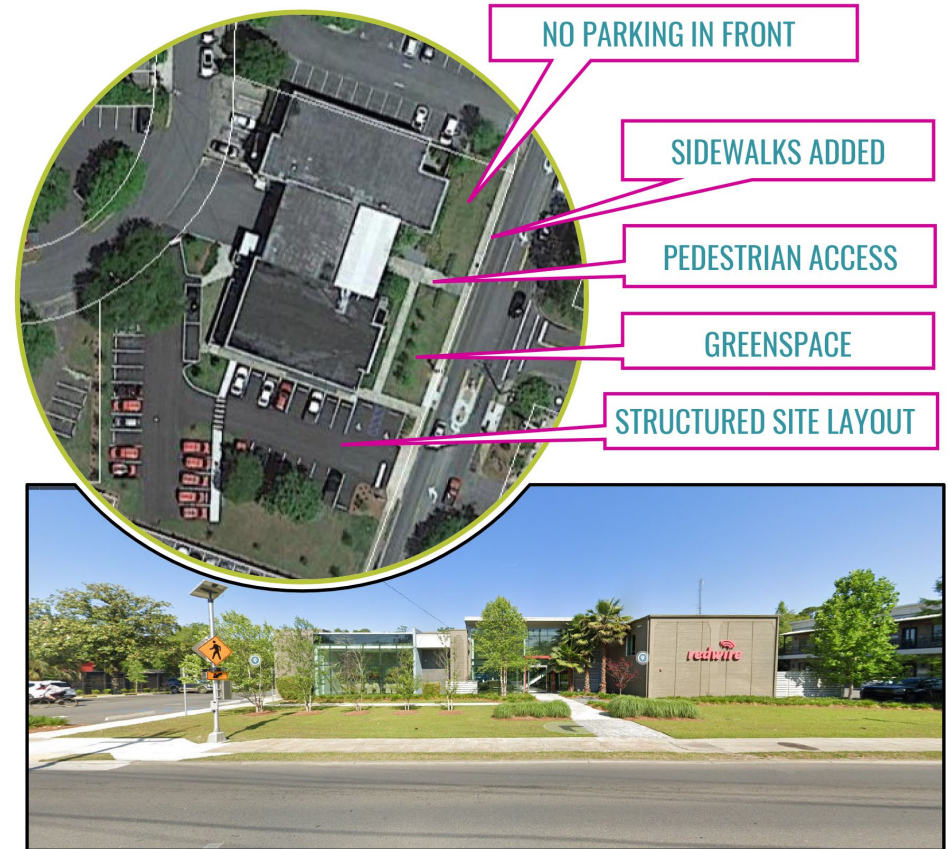
- Meets Setbacks
- Meets Parking Location Requirement
- Allows for Wider Sidewalks
- Meets Current Code

# REDWIRE CASE STUDY: 1136 Thomasville Rd.

## 2014 CONDITIONS

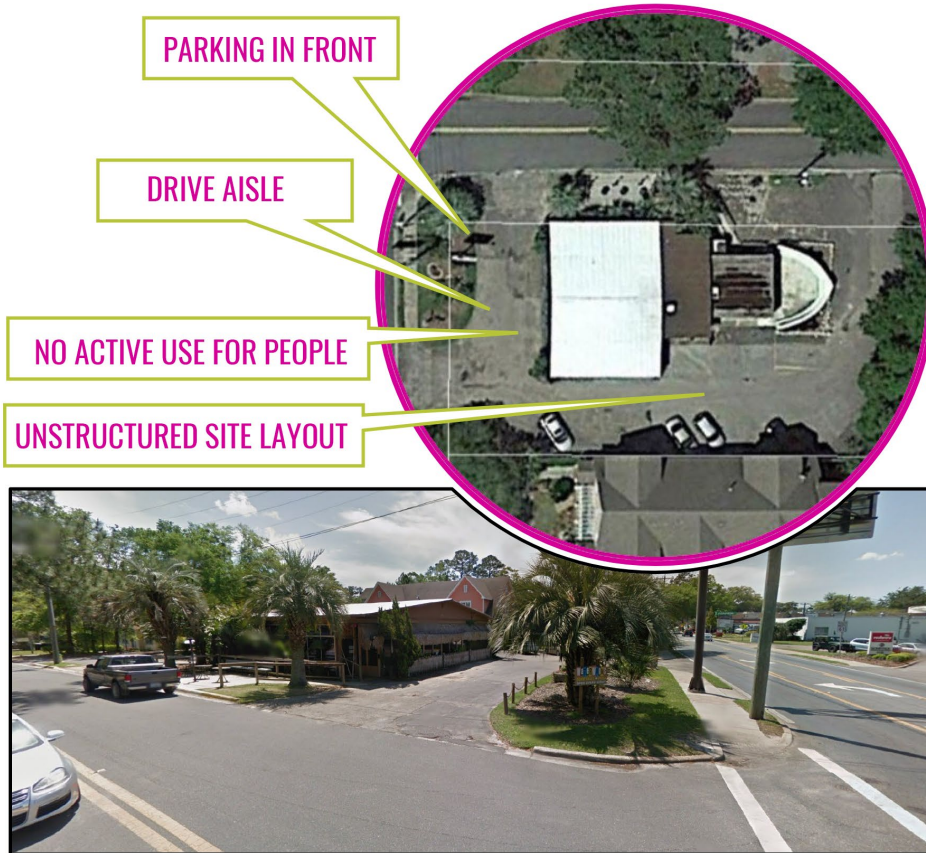


## 2021 CONDITIONS (After Retrofit)



# WATERWORKS CASE STUDY: 1133 Thomasville Rd.

## 2014 CONDITIONS



## 2021 CONDITIONS (After Retrofit)



# URBAN ANALYSIS: BLOCK AND SITE STRATEGIES

## BLOCK STRATEGY

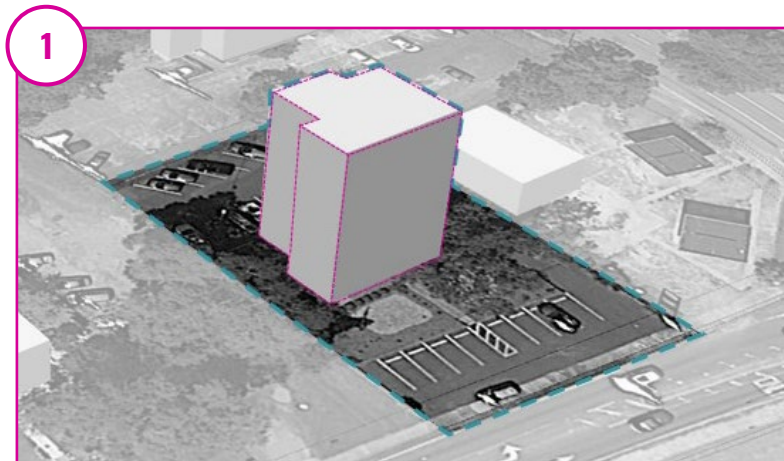


Thomasville Rd. between 6<sup>th</sup> & 7<sup>th</sup> Ave. - West



Thomasville Rd. between 6<sup>th</sup> & 7<sup>th</sup> Ave. - East

## SITE STRATEGY



1330 Thomasville Rd.



1306 Thomasville Rd.

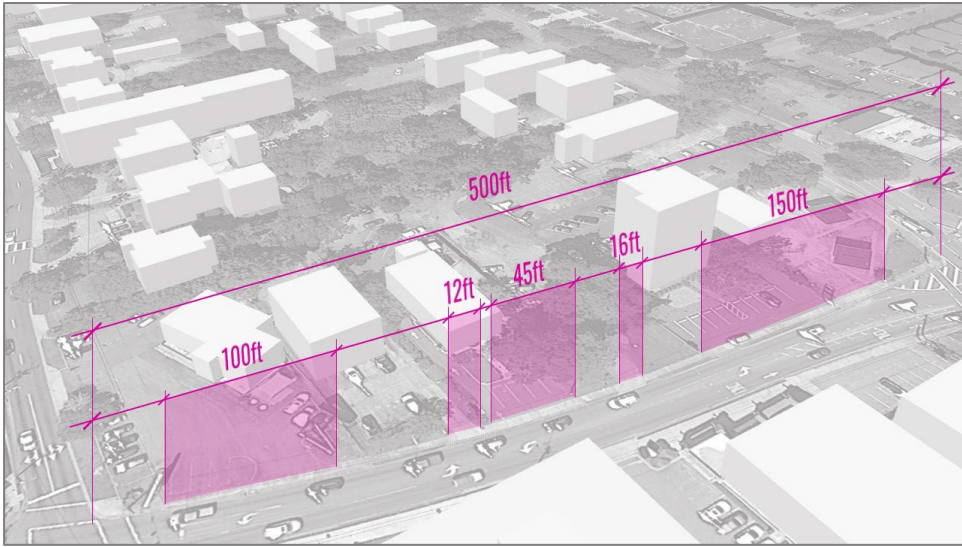
# BLOCK ANALYSIS: Thomasville Rd. Between 6<sup>TH</sup> & 7<sup>TH</sup> - West

1



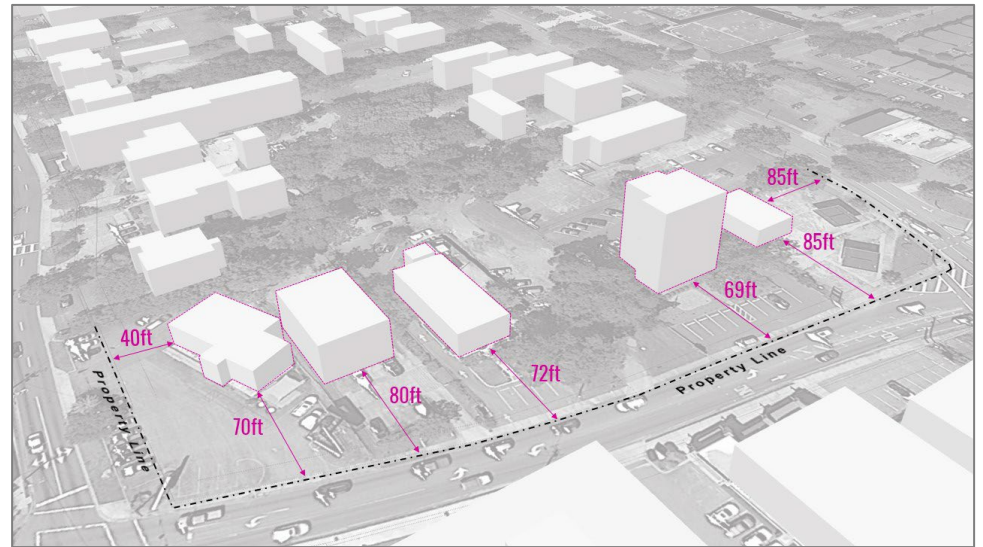
# DRIVEWAY/PARKING FRONTAGE

Over 64% of street frontage is for vehicles



# SETBACKS

Setbacks required by code: 2ft – 15ft



# PARKING IN FRONT OF BUILDINGS

No parking by code in “first layer” of site

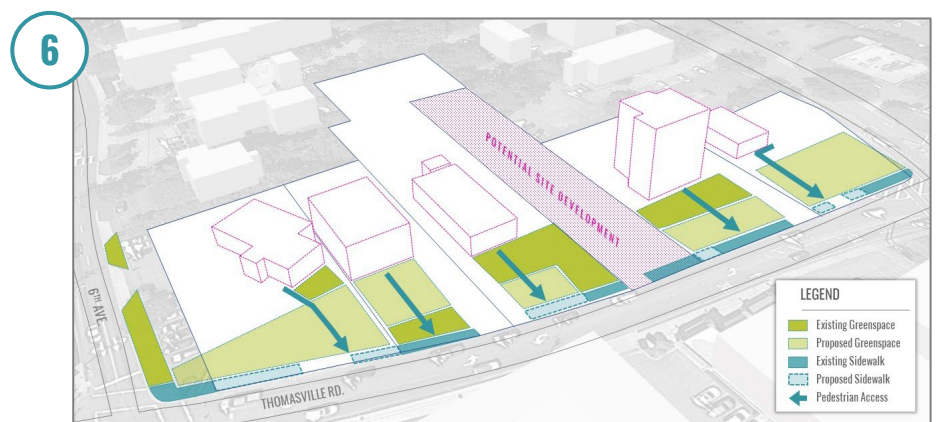
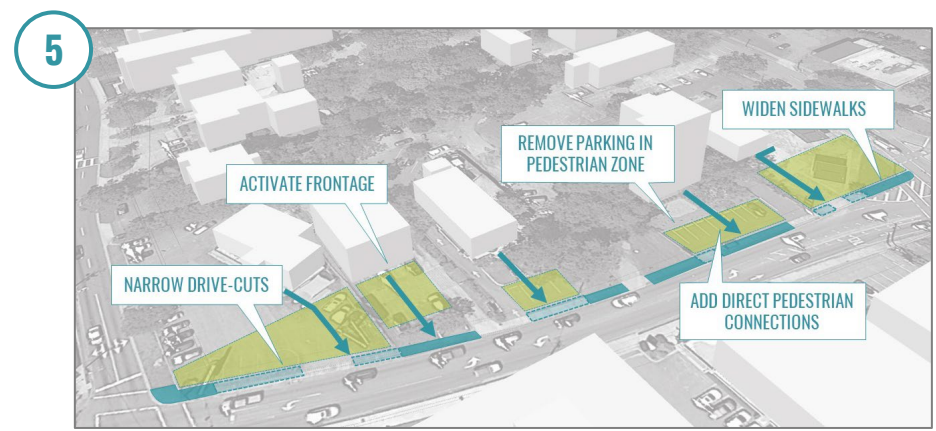
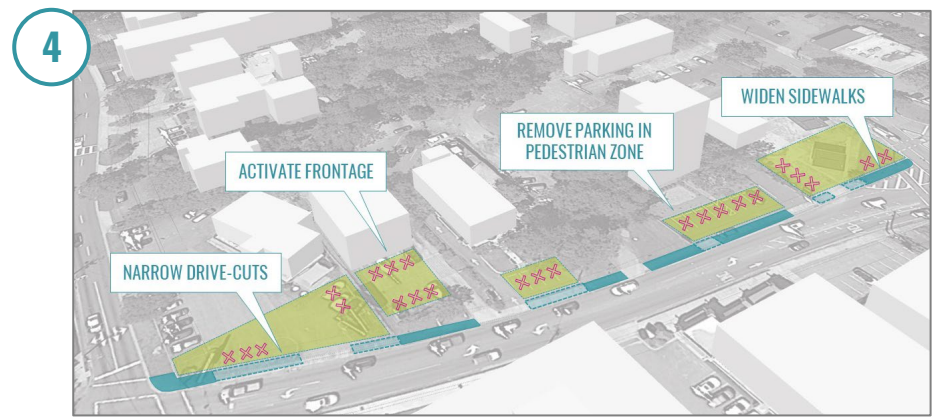
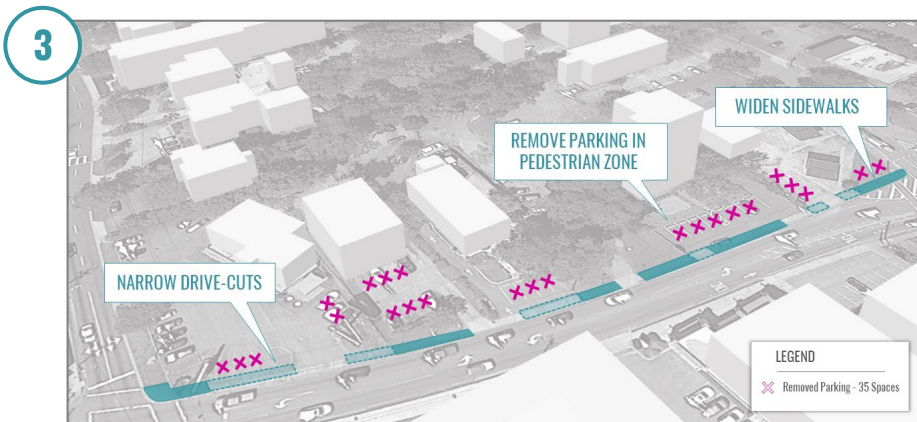
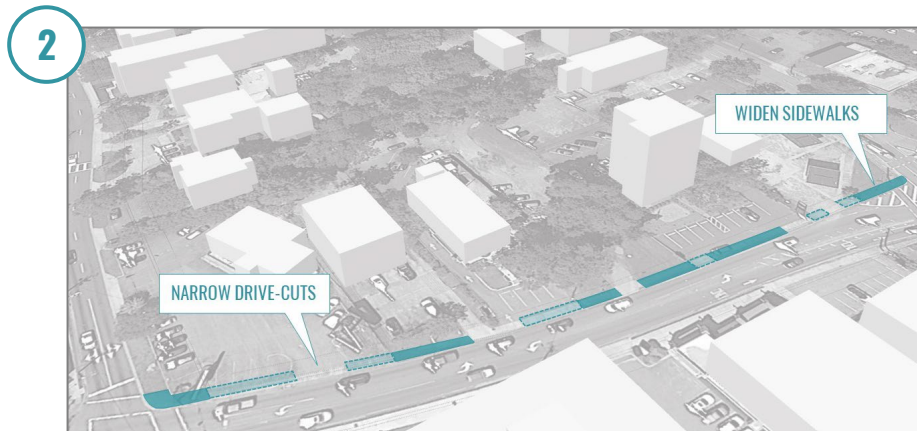
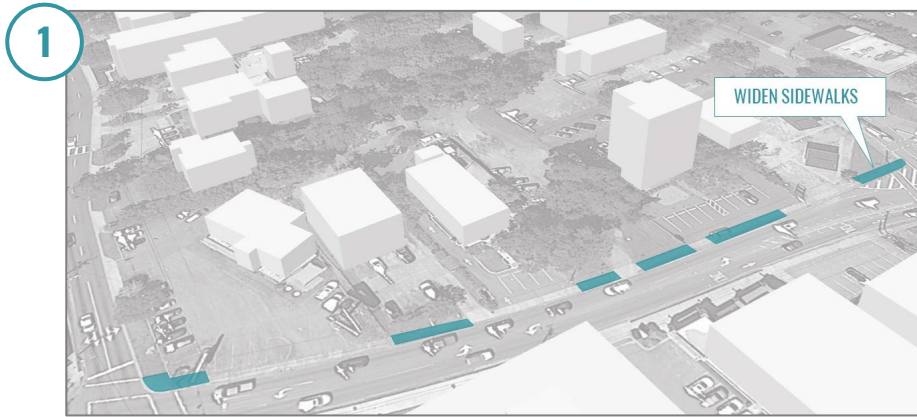


# SIGNAGE

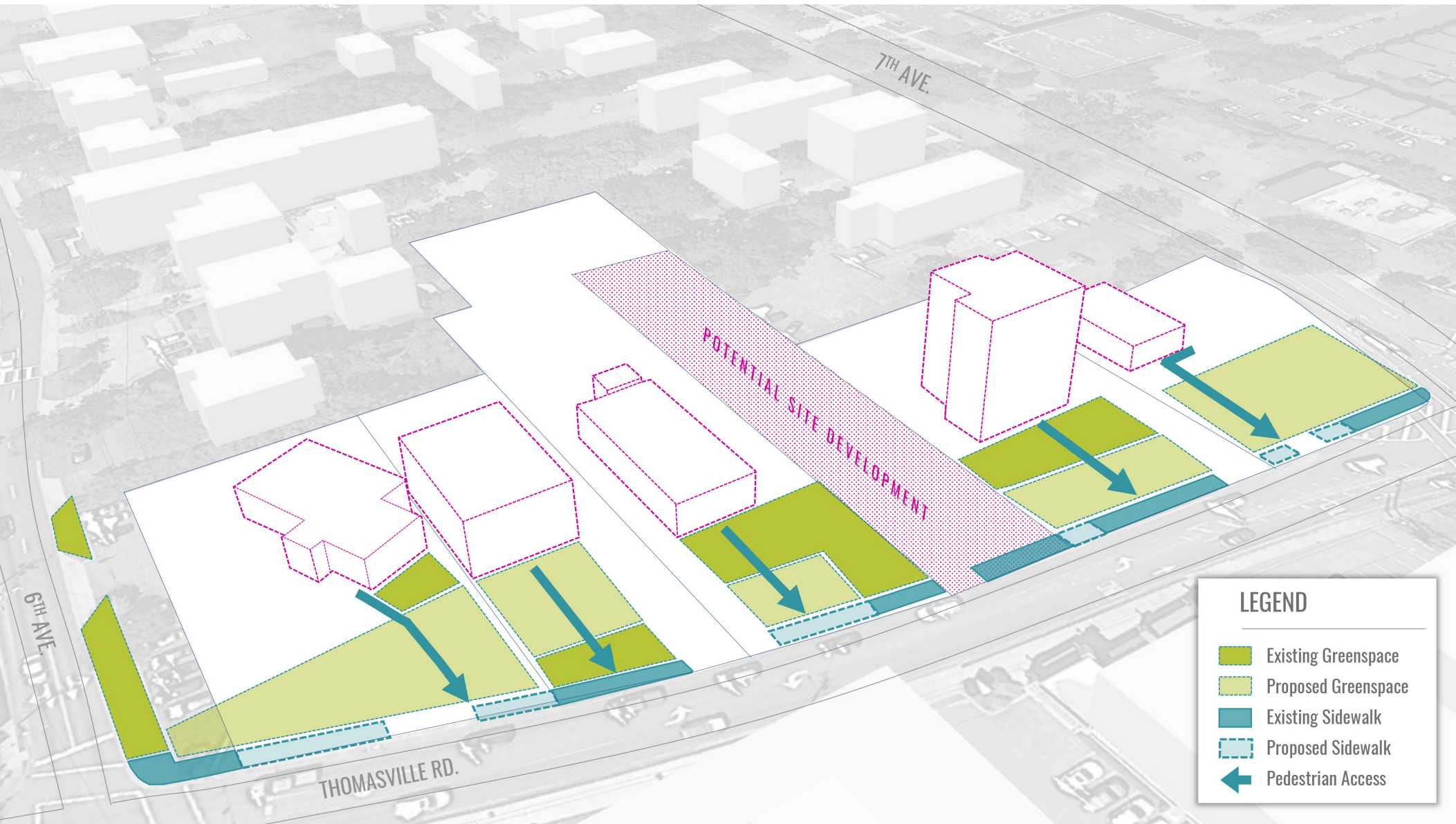
Vehicle-scaled podium and billboard signage



# RETROFIT STRATEGY

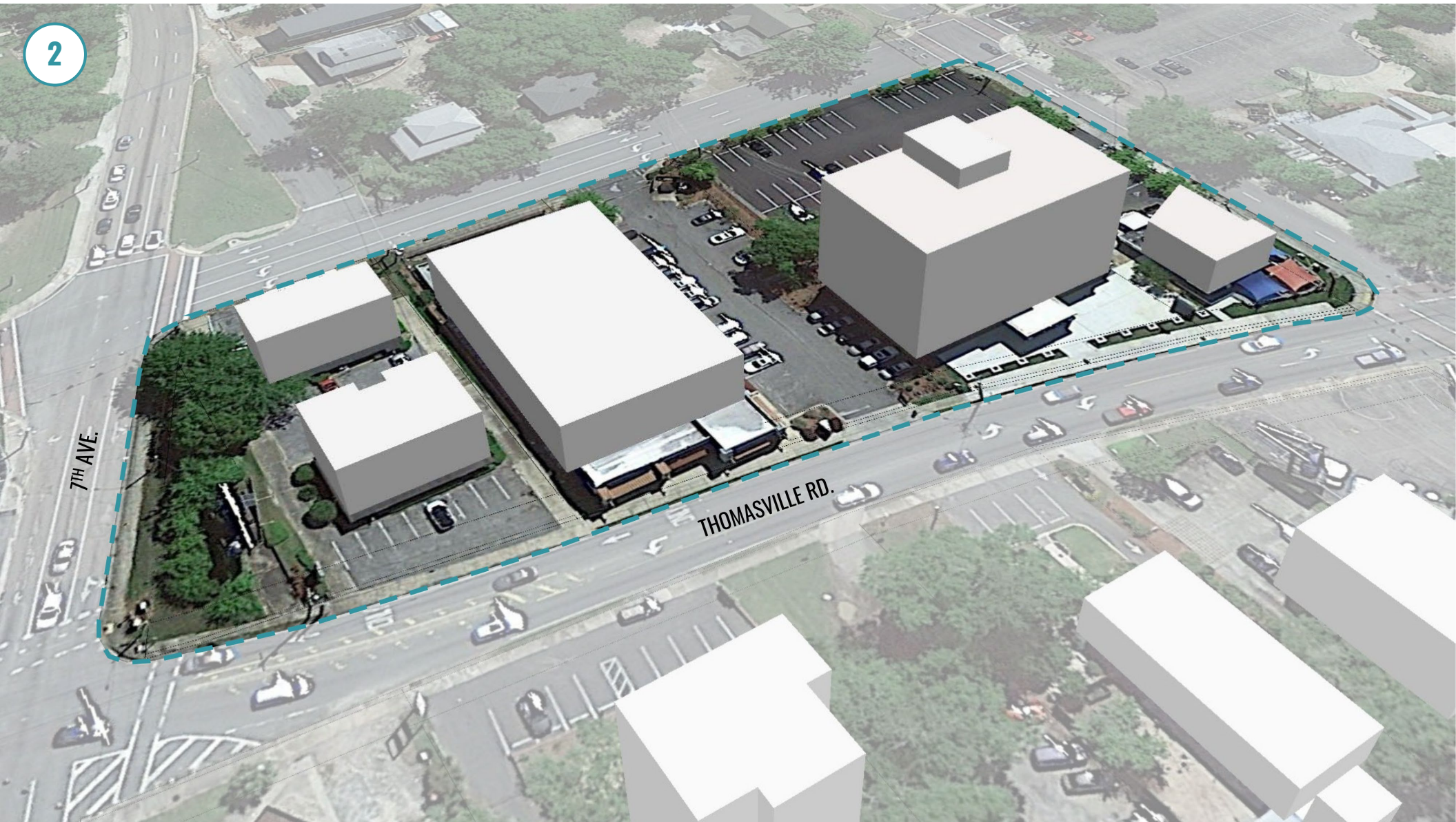


# RETROFIT STRATEGY: Improved Site Design & Reduced Code Non-Compliance



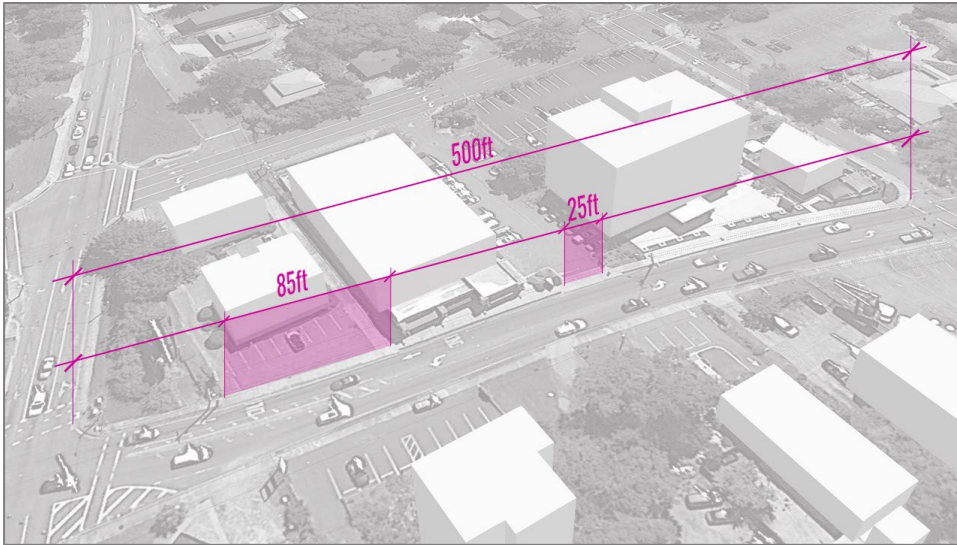
# BLOCK ANALYSIS: Thomasville Rd. Between 6<sup>TH</sup> & 7<sup>TH</sup> - East

2



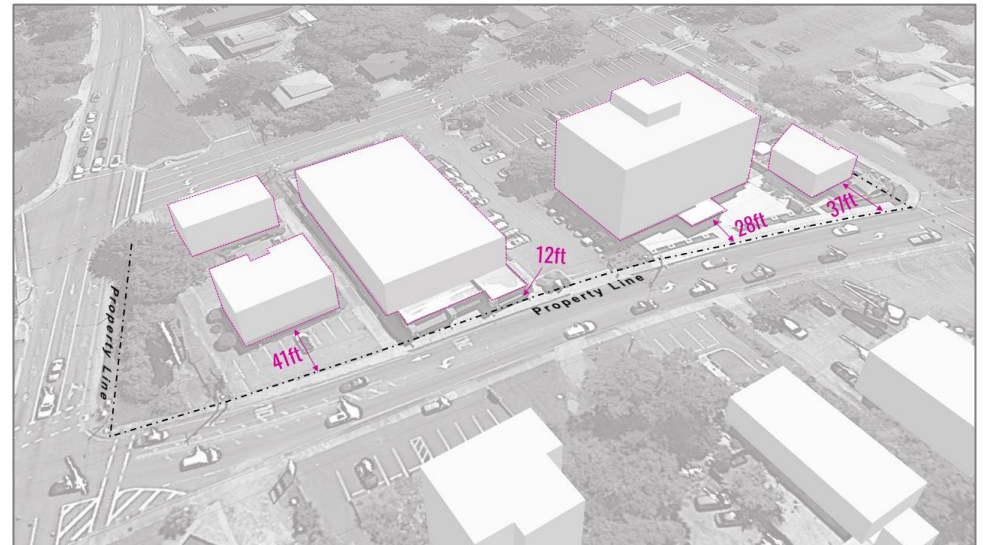
## DRIVEWAY/PARKING FRONTAGE

Only 22% of street frontage is for vehicles



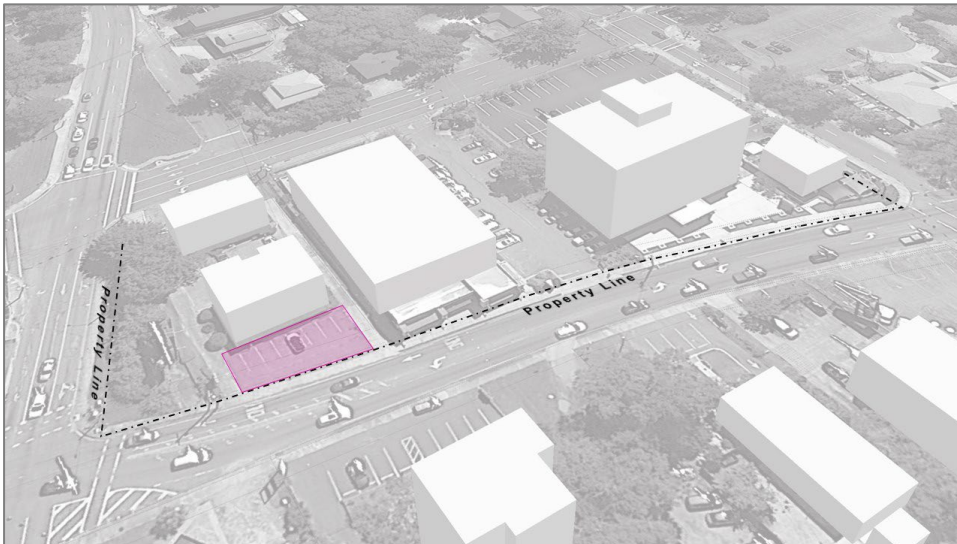
## SETBACKS

Setbacks required by code: 2ft – 15ft



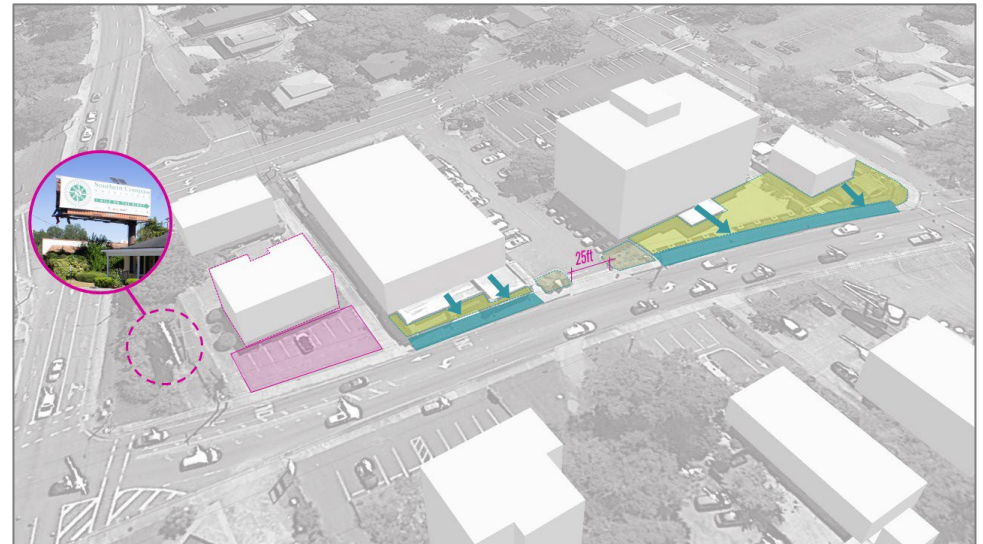
## PARKING IN FRONT OF BUILDINGS

No parking by code in “first layer” of site



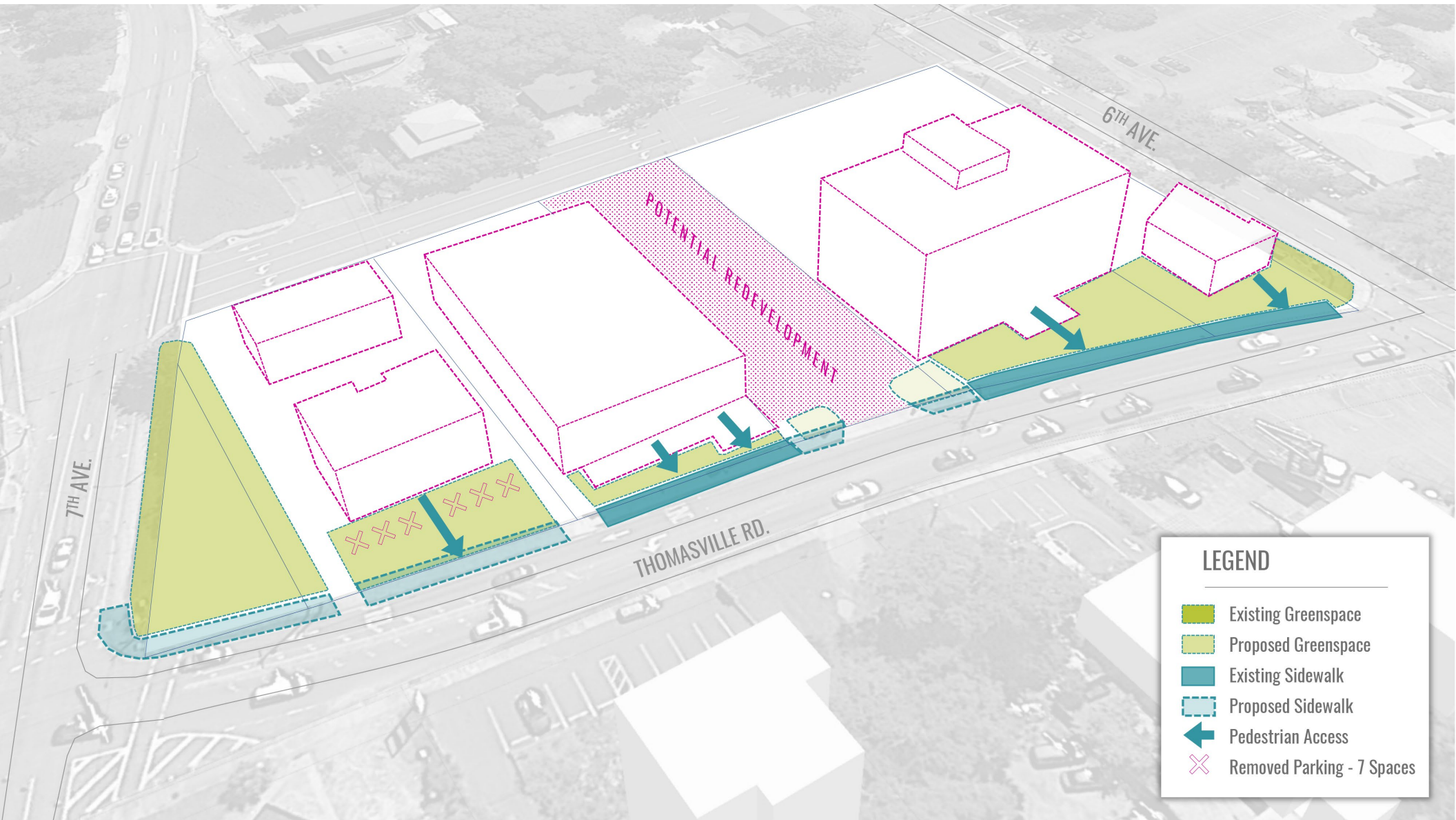
## EXISTING CONDITIONS

A mix of non-conforming and retrofit sites



# RETROFIT STRATEGY:

## Improved Site Design & Reduced Code Non-Compliance



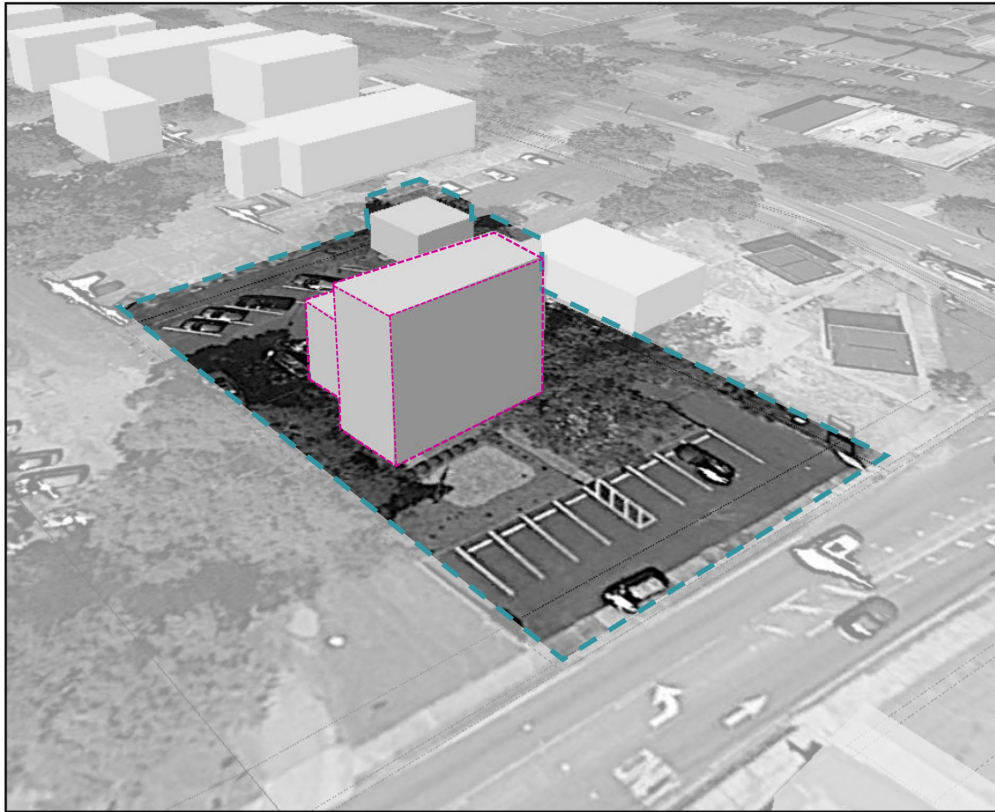
# SITE RETROFIT STRATEGY: 1330 Thomasville Rd.

1

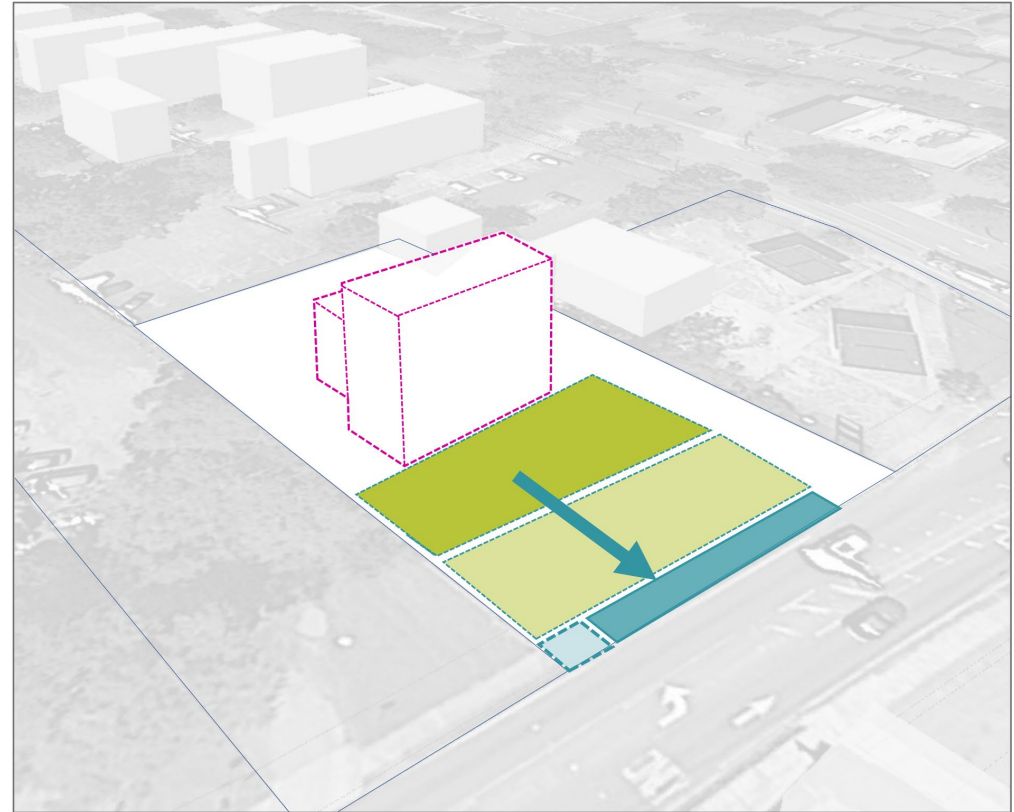


# RETROFIT STRATEGY: 1330 Thomasville Rd.

## EXISTING



## POTENTIAL



**EXISTING CONDITIONS**



**RETROFIT STRATEGY**



# SITE RETROFIT STRATEGY: 1306 Thomasville Rd.

2

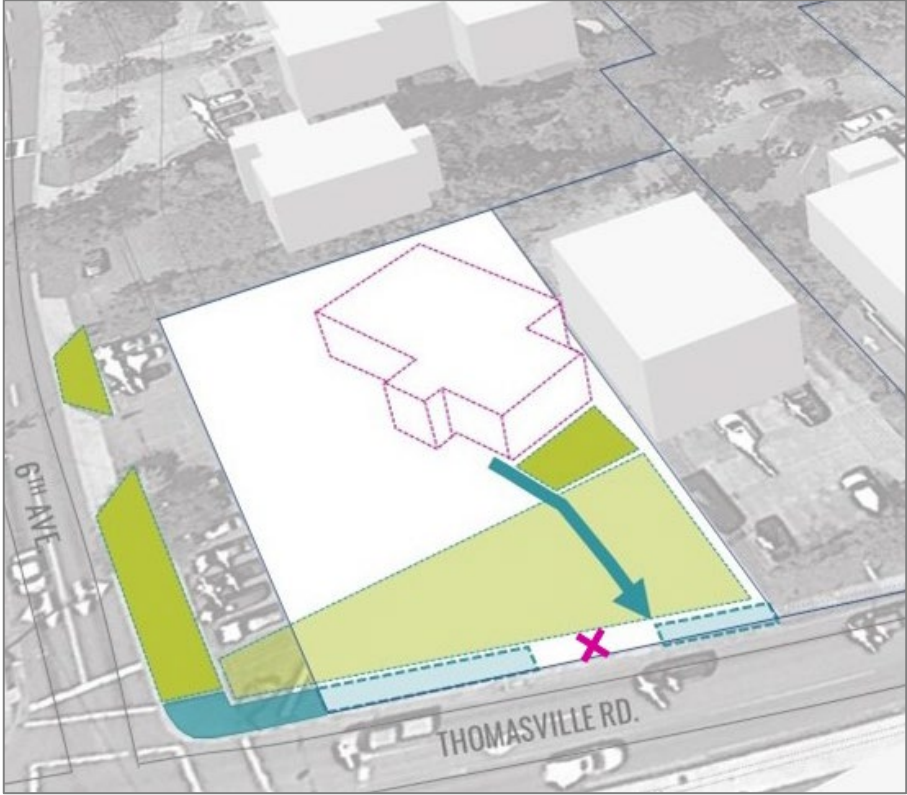


# SITE RETROFIT STRATEGY: 1306 Thomasville Rd.

## EXISTING

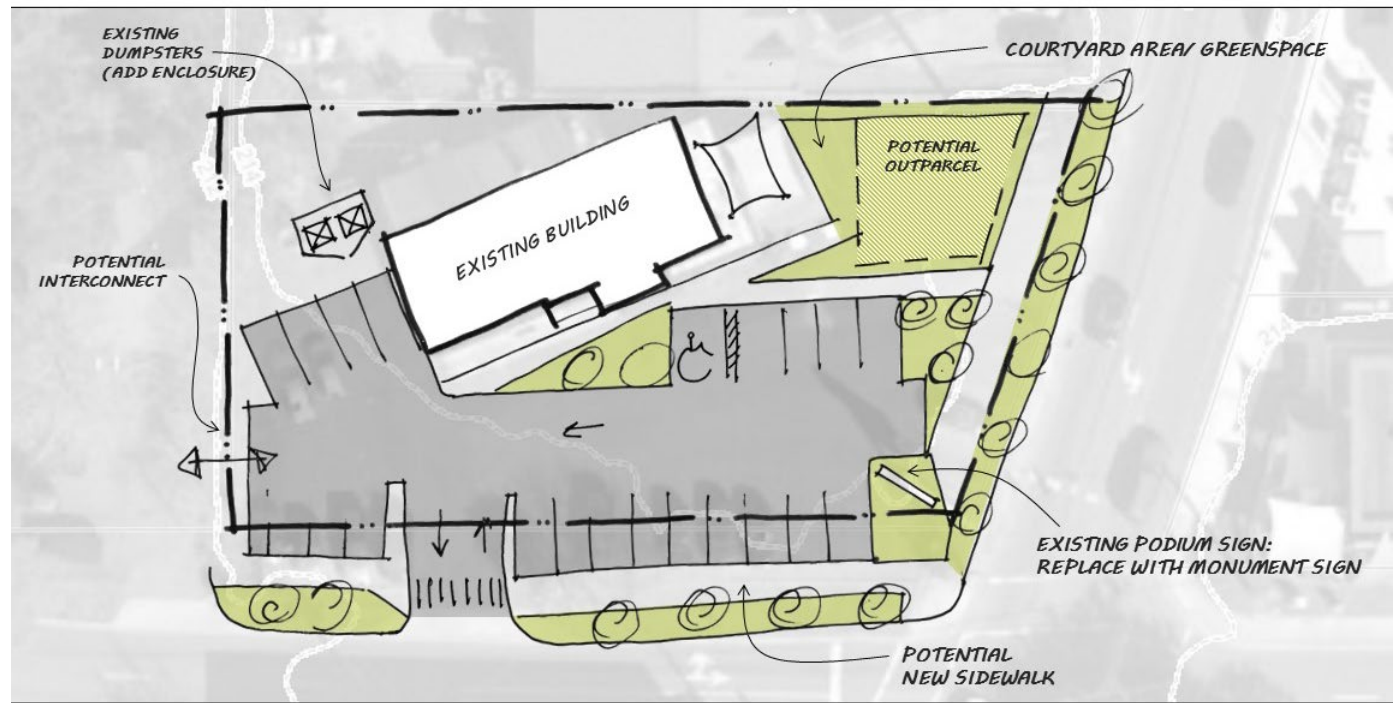


## POTENTIAL

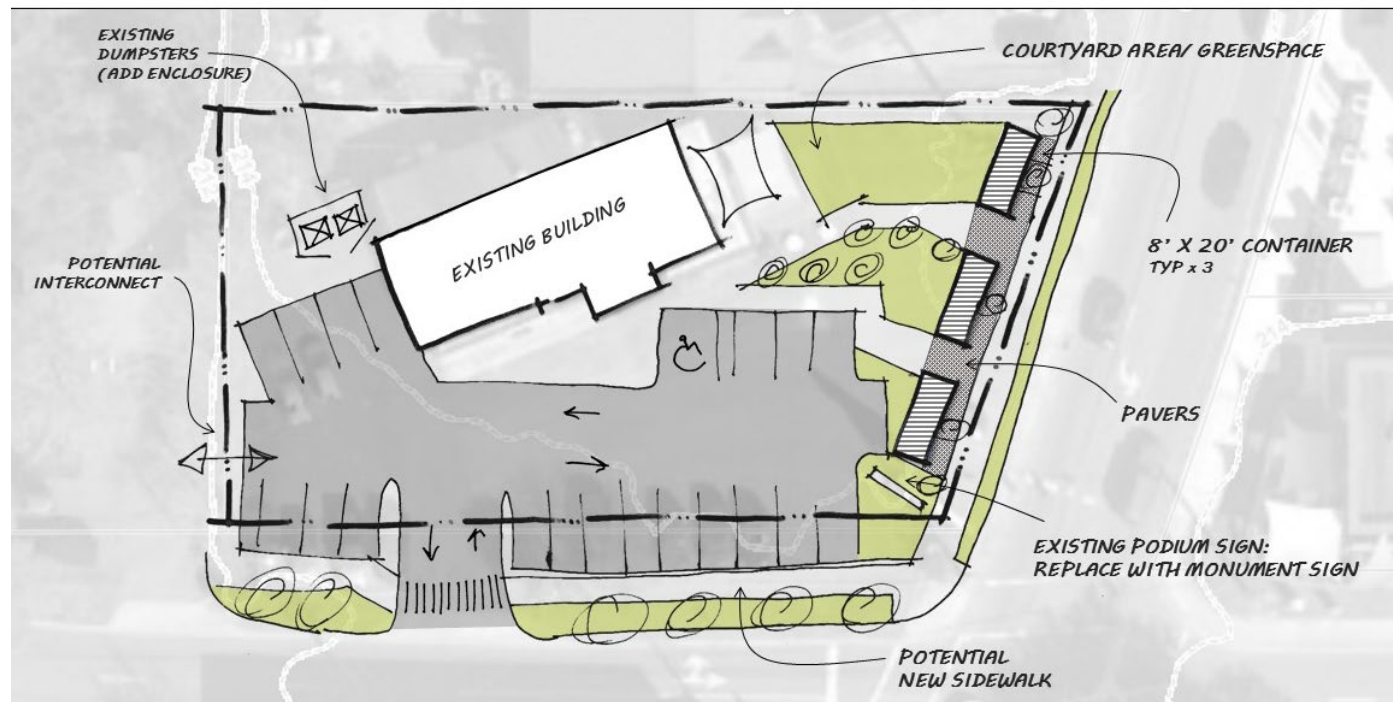


# SITE RETROFIT STRATEGY

## Option 1: Potential Infill

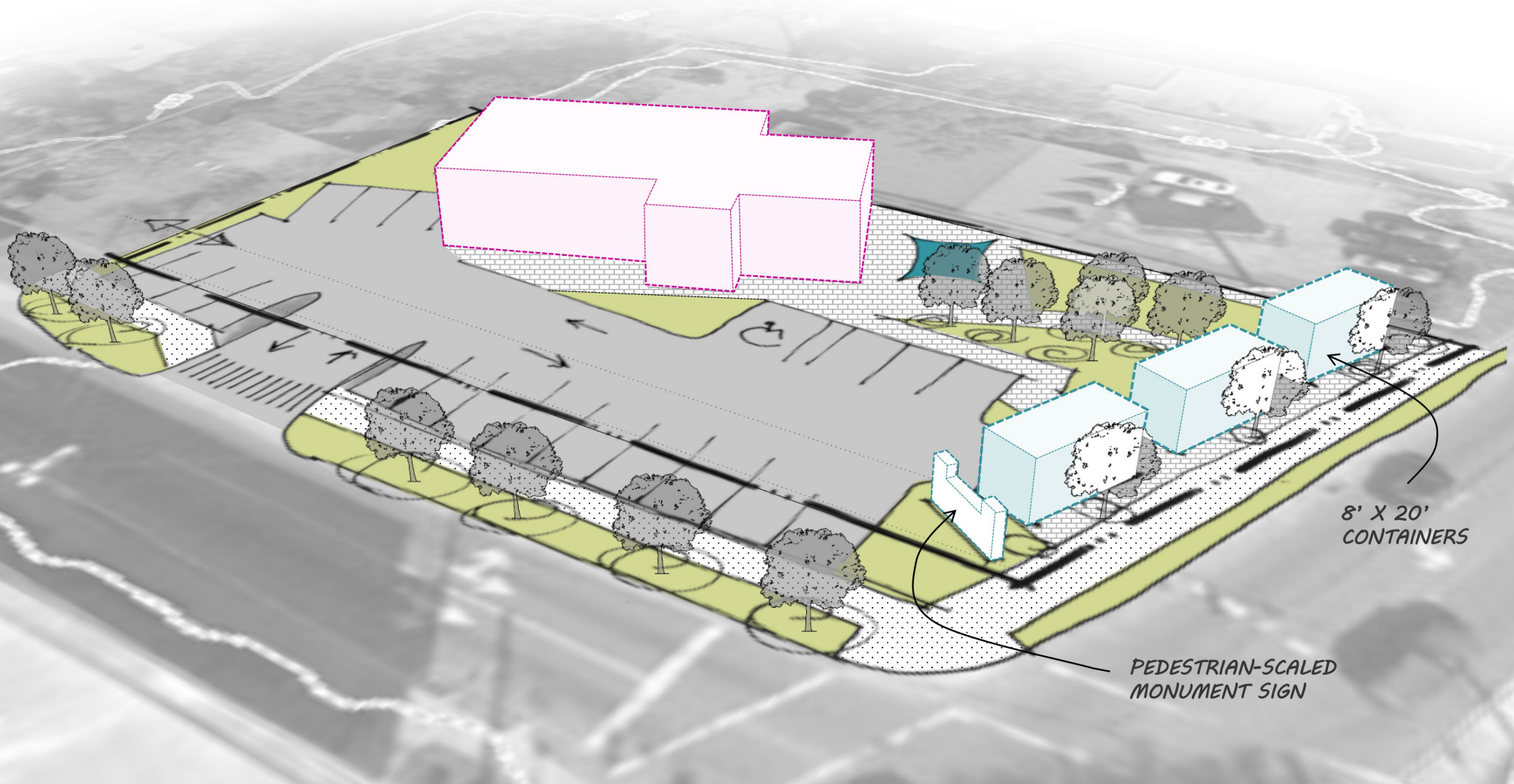


## Option 2: Potential Food/Retail Vendors



# SITE RETROFIT STRATEGY

## Option 2: Potential Food/Retail Vendors



The background of the slide is a light blue aerial view of a city. The buildings are represented by white, 3D wireframe outlines, creating a sense of depth and perspective. The buildings are scattered across the frame, with some larger structures and many smaller ones, giving a dense urban feel. The word "IMPLEMENTATION" is centered in the middle of the image in a bold, dark teal font.

# IMPLEMENTATION

# IMPLEMENTATION

**Midtown Placemaking and  
Infrastructure Projects**

**Land Use Policy Update**

**Public Infrastructure**

**Blueprint Midtown Placemaking Project**

**Lake Jackson Greenway**

**Lake Ella and Desoto Water  
and Sewer Upgrades**

**7<sup>th</sup> Avenue Water Upgrade**

**West 6<sup>th</sup> Avenue Sidewalk**

**COMPLETED  
PROJECTS**

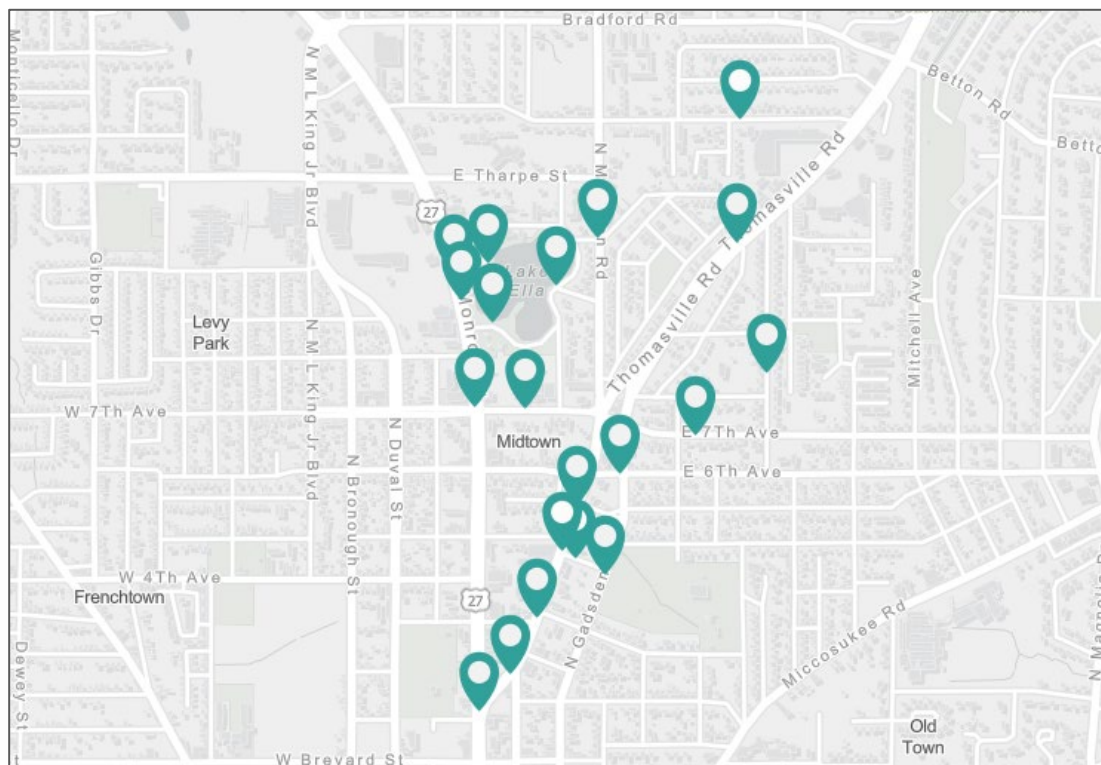
**ACTIVE PROJECTS**

# COMPLETED PROJECTS

## MIDTOWN PLACEMAKING PROJECTS

Over \$2.8 million in public infrastructure investments were made to implement projects that were identified in the 2011 Midtown Action Plan. These include construction of the Fifth Avenue Plaza, enhanced pedestrian crossings on Thomasville Rd., Gadsden St., and N. Monroe St., streetscaping improvements and wayfinding signage.

### COMPLETED PROJECTS MAP



Source: TLCGIS.com

#### Completed Infrastructure Projects:

- Midtown Fifth Avenue Plaza Design and Construction – \$418,711
- Glenview Drive Parking and Sidewalk Projects – \$40,000
- Gas Street Lighting Installed on 5<sup>th</sup> Ave and 7<sup>th</sup> Ave – \$30,483
- Pedestrian Crossings on Thomasville Rd. and Gadsden St. – \$20,500
- North Monroe St. Corridor Improvements (FDOT/CRTPA) – \$1,052,000
- Sidewalk Construction on 6<sup>th</sup> Ave. and Gadsden St. – \$612,976
- Sidewalk Improvements on 7<sup>th</sup> Ave. from Colonial Dr. to Gadsden St. – \$308,949
- Sidewalk Construction on Colonial Dr. from 6<sup>th</sup> Ave. to Thomasville Rd. – \$200,080
- Midtown Wayfinding Signage – 2019 Installations – \$38,438
- Midtown Wayfinding Signage – 2020 Installations – \$21,483

**Public Infrastructure Investment Estimate 2011-2022: \$2,836,024**



District Marker Wayfinding Sign



5th Avenue Plaza



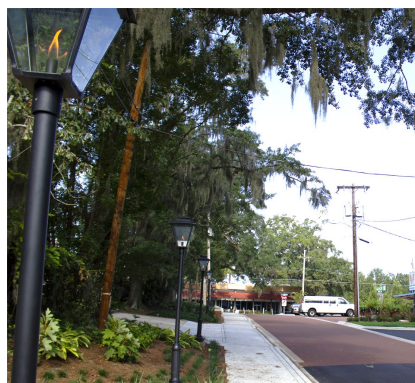
Wayfinding Signage



On-Street Public Parking



Pedestrian Crossing with RFB



Gas Street Lamps



Signalized Pedestrian Crossing



Wayfinding and Scooter Parking



5th Avenue Sidewalk Construction



Fifth Avenue Pedestrian Crossing



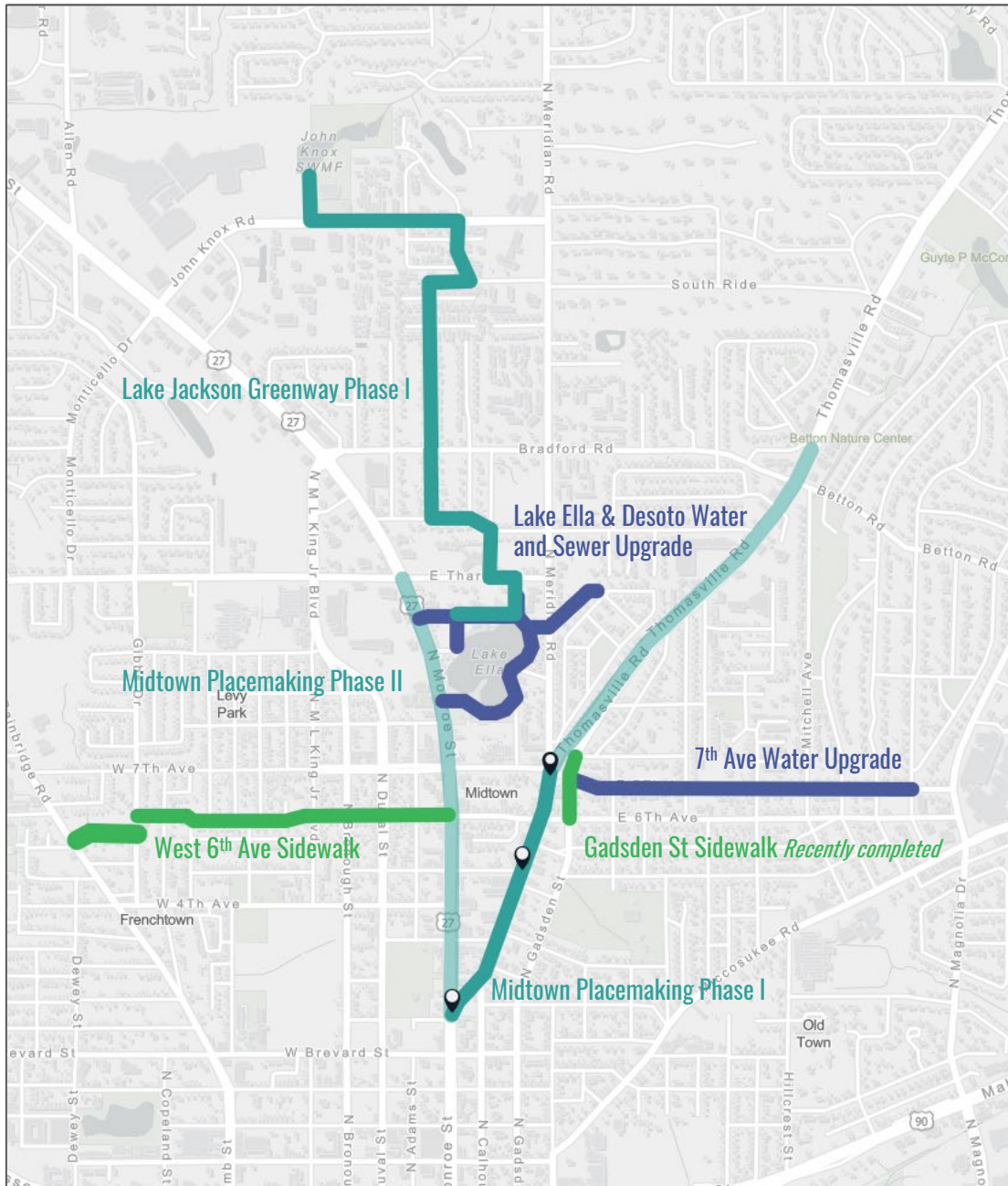
Senior Center Bike Parking



Lake Ella Signage



**BLUEPRINT PROJECTS MAP**



# ACTIVE PROJECTS

## PUBLIC INFRASTRUCTURE INVESTMENTS STATUS

-  **Midtown Placemaking Project**  
Design Phase
-  **Lake Jackson Greenway Project**  
Design Phase
-  **Lake Ella & Desoto Water and Sewer Upgrade**  
Under Construction
-  **7th Avenue Water Upgrade**  
Bidding Phase
-  **West 6th Avenue Sidewalk**  
Design Phase

# ACTIVE PROJECTS

## BLUEPRINT MIDTOWN PLACEMAKING PROJECTS

**Phase I** Planned roadway resurfacing of Thomasville Rd. (FDOT) from Monroe St. to E 7th Ave, with proposed utility upgrades and sidewalk, lighting, and landscaping improvements.

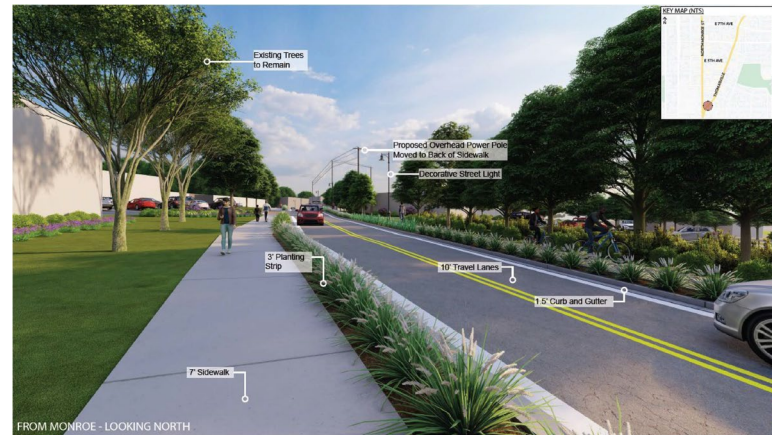
FY22 - FY23 Est. \$5M

FY25 Est. 2M

**Future Phases** Implementation of the Midtown Action Plan, including construction, stormwater improvements, streetscaping, & gateway enhancements.

FY36 - FY39 Est. \$22M

N MONROE ST & THOMASVILLE RD



THOMASVILLE RD & E 5TH AVE



THOMASVILLE RD & E 7TH AVE

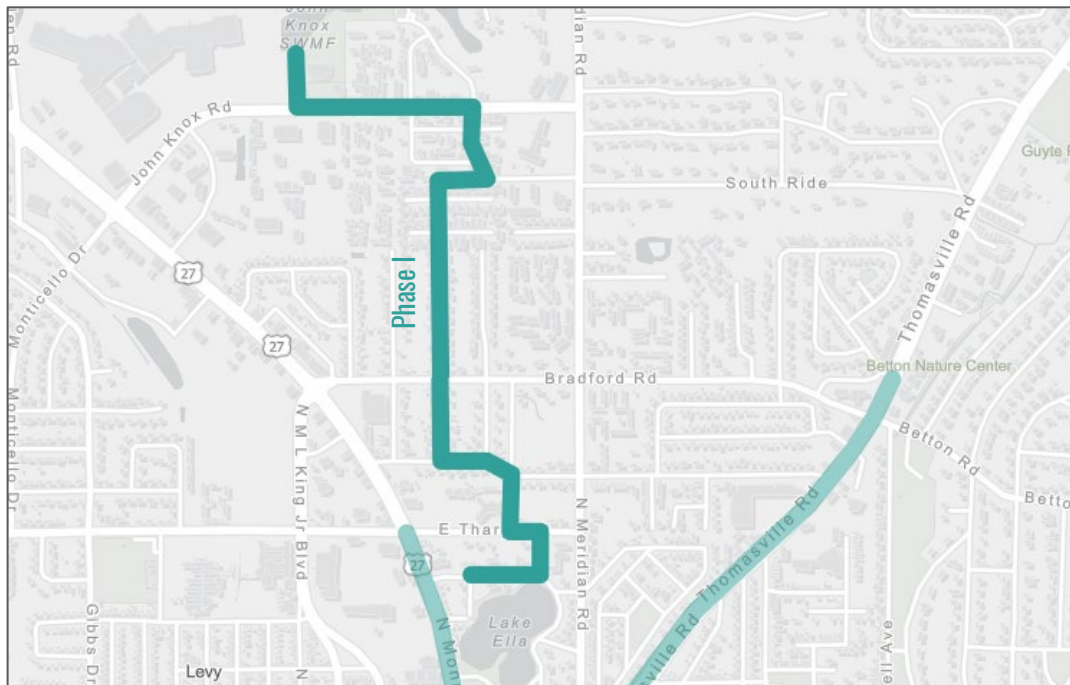


Source: BlueprintIA.org

## LAKE JACKSON GREENWAY



Source: BlueprintIA.org



Source: TLCGIS.com

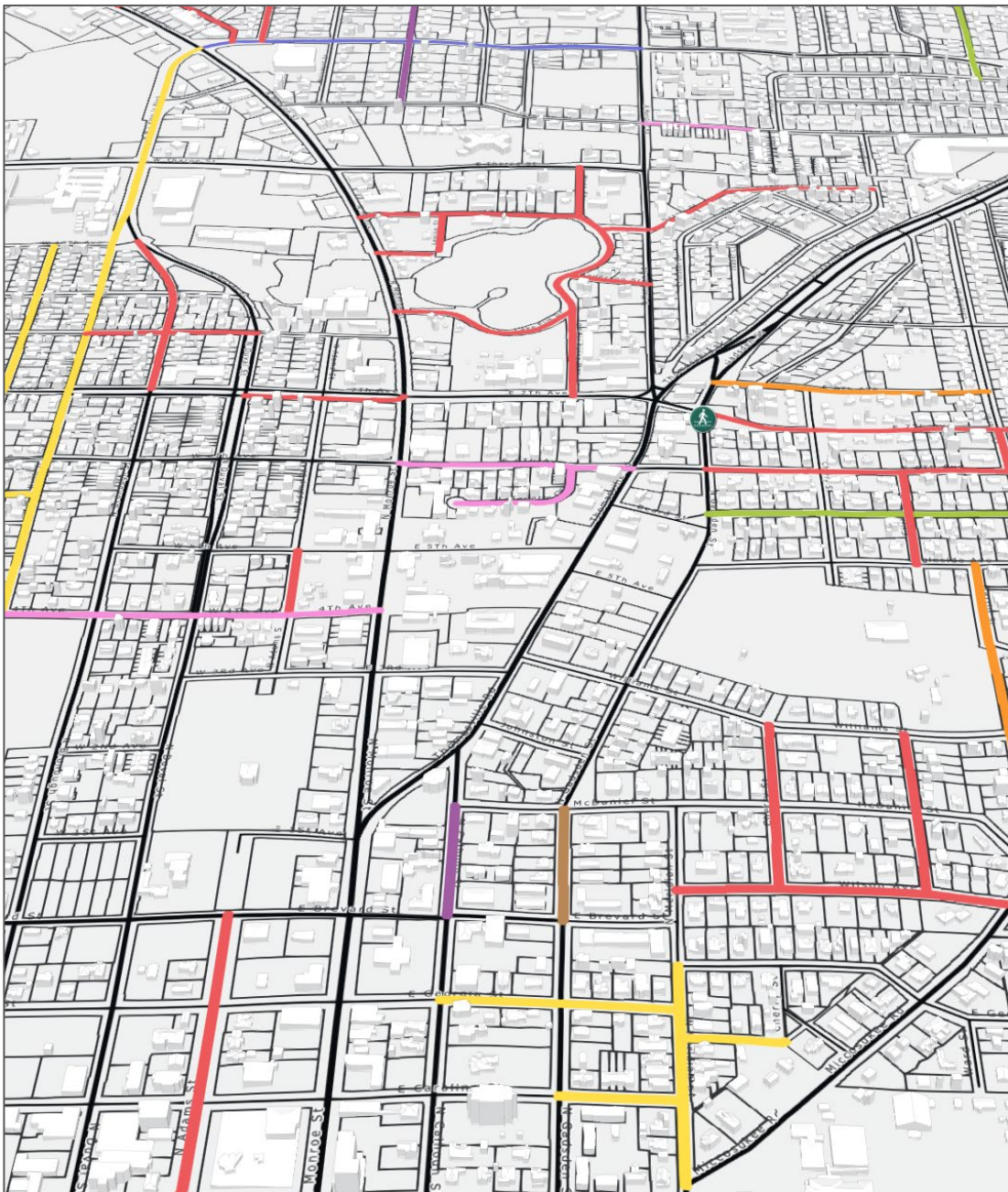
# ACTIVE PROJECTS

## LAKE JACKSON GREENWAY PROJECT PHASE I

This project creates a 5.1 mile multimodal connection from Lake Ella to Lake Jackson Mounds Archaeological State Park. The first phase connects Lake Ella to Trousdell Aquatics Center with a shared-use path connecting several neighborhoods and existing parks for recreation and transportation.

**\$2.4M**





Source: TLCGIS.com

# ACTIVE PROJECTS

## WEST 6<sup>TH</sup> AVENUE SIDEWALK PROJECT

This City of Tallahassee project adds approximately 4,550 linear feet of new sidewalk to W. 6<sup>th</sup> Ave from Old Bainbridge Rd to N. Monroe St. **\$1.6M**

Legend

**UUPI\_ResurfacingProjects**

Surface\_Year

- 2023
- 2022
- 2021
- 2020
- 2019
- 2018
- 2017
- 2016
- 2015
- 2014

**Leon\_County\_Public\_Works\_Projects**

Project\_Type

- Sidewalk

# MIDTOWN COMMITTEE PRIORITIES

**VISION STATEMENT** | The Midtown area should be green, safe, have walkable, viable, business and people-friendly areas with adequate nearby parking and multi-modal transportation. The Midtown improvements are to be compatible with the existing adjacent residential neighborhoods.

## SHORT-TERM PRIORITIES

- S.1) Address parking issues and identify short-term solutions to be implemented in the immediate and near future, including shared-parking options and off-site parking and transportation options for employees of Midtown businesses.
- S.2) Seek undergrounding of utilities in the Blueprint Midtown Placemaking Project and other opportunities as they arise.
- S.3) Adding crosswalks at the Gadsden Street and Beard Street intersection.
- S.4) Initiating temporary traffic management projects in Midtown to enhance the pedestrian experience on a trial basis and identify potential solutions to be considered by the consultant.

## MASTER PLAN PRIORITIES

### I. LAND USE

- a) Land Uses within the Midtown area shall be evaluated for consistency with the Tallahassee-Leon County Comprehensive Plan.

### II. TRANSPORTATION AND INFRASTRUCTURE

- a) The connectivity of East and West roadways to Thomasville Road and Monroe Street shall include better streetscaping, amenities, and safety improvements within the Midtown boundary.

## IMPLEMENTATION

Shared parking agreements among private property owners, addition of on-street parking spaces\*

Blueprint Midtown Placemaking Project phases I & beyond

Leon County Public Works potential projects

City Traffic Management safety evaluation required

Comprehensive Plan Land Use & Mobility Element Update

Improvements to come with redevelopment, consistent with development standards in the MMTD code or potential City of Tallahassee Community Beautification & Waste Management Department project (funding required)

# MIDTOWN COMMITTEE PRIORITIES

- b) Improve accessibility to merchants and businesses, including a variety of transportation options.
- c) Reduce traffic speeds on Thomasville Road and other roadways through design, consistent with a walkable area.
- d) Identify opportunities to improve the water quality of Lake Ella.
- e) Identify potential site(s) for improved and additional parking for the Lake Ella area.
- f) Identify solutions to meet parking demand to support businesses and address traffic impacts on surrounding neighborhoods. Solutions for consideration shall include multi-modal options, such as bike parking and transit; walkability; ride share drop-off areas; parking management techniques; parking structures; and improved transportation access generally.

## III. URBAN DESIGN

- a) Provide continuity of design for the public rights of way in Midtown and the surrounding neighborhoods, so that improvements are not limited to the Midtown Placemaking Blueprint Phase I project on Thomasville Road, such as wider sidewalks, landscaping, and more street lighting.
- b) Identify opportunities to improve Lake Ella as a public amenity, including prioritizing the use of native landscaping and looking for strategies to remove non-native animal species, such as ducks and geese.
- c) Provide alternative and safe locations for the homeless population that now use Lake Ella for overnight stays.
- d) Evaluate impacts of existing sign code on the aesthetics of Midtown area and identify options.

See item II(f) below

Blueprint Midtown Placemaking Project Phases I & Beyond

City Lake Ella & DeSoto Water & Sewer Upgrades Project

Potential Parks and Recreation Project (funding required)

Efforts completed to date include the addition of on-street parking spaces, shared parking agreements among private property owners, and eScooter staging area at 5<sup>th</sup> Avenue plaza. Future efforts include Blueprint Midtown Placemaking Project Phases I & Beyond

Blueprint Midtown Placemaking Project Future Phases,  
See also item II(a)

Potential Parks & Recreation Project with support from DesignWorks (funding required)

Public Safety Departments ongoing efforts

Potential Growth Management Code Update with support from the Planning Department

# MIDTOWN

## IMPLEMENTATION PLAN