LAND USE AND MOBILITY ELEMENT
GOALS, OBJECTIVES, AND POLICIES

Goal 1 [LM] (Eff. 1/23/26) – A Healthy Environment:

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

To achieve this goal, our community will:

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

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OBJECTIVE 1.1 [LM]– IDENTIFICATION OF NATURAL RESOURCES AND HISTORIC FEATURES (CITY OF TALLAHASSEE/LEON COUNTY): (EFF.1/23/26)

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

Policy 1.1.1 [LM]- Geographic Data (City of Tallahassee/Leon County): (EFF.1/23/26)

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

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

Policy 1.1.2: [LM]– Designated Canopy Roads (City of Tallahassee/Leon County) (EFF. 01/23/2026)

Local governments shall maintain a map and spatial data that identify and depict designated canopy roads.

Policy 1.1.3: [LM]– Historic District Boundaries and Historically Significant Properties (City of Tallahassee/Leon County): (EFF. 01/23/2026)

Local governments shall maintain a map and spatial data that identify and depict historic district boundaries and historically significant properties meriting protection. This map shall be included in the Land Use Addendum and updated with current data during the Evaluation and Appraisal Review process or as needed.

Policy 1.1.4: [LM] – Soils and Water Features (City of Tallahassee/Leon County): (EFF. 01/23/2026)

Local governments shall maintain a map and spatial data that identify and depict surface water features, the primary springs protection zone and soils. These maps shall be included in the Land Use and Mobility Element Addendum and updated with current data during the Evaluation and Appraisal Review process or as needed.

Objective 1.2 [LM]– Preservation of Natural Areas (City of Tallahassee/Leon County) (EFF. 1/23/26)

Preserve important natural areas, including conservation areas, environmentally sensitive features, and water resources through a combination of identification, analysis, designation of resources on the Future Land Use Map, policies in the Conservation Element, land development regulations, and acquisition. Prioritize the protection of these areas when making decisions regarding land use, transportation, and infrastructure location and expansion.

Policy 1.2.1 [LM]- Acquisition of Conservation and Preservation Lands (City of Tallahassee/Leon County): (EFF. 1/23/26)

The City and County shall monitor existing and potential funding sources for the acquisition of land to restore, connect, and protect natural habitats and sensitive lands. The Planning Department shall coordinate with the appropriate departments, agencies, or partners to support application and securing of funding for priority acquisition areas.

Policy 1.2.2 [LM]- Environmental Analysis (City of Tallahassee/Leon County): (EFF. 1/23/26)

Planning Department staff shall conduct an environmental analysis when amendments to the Comprehensive Plan are proposed. The analysis shall include natural resources and geographic features, including those listed in Policy 1.1.1, that contribute to human well-being and community character and identify the potential impacts to environmental and human health.

Policy 1.2.3 [LM]- Transportation Impact Mitigation (City of Tallahassee/Leon County): (EFF. 1/23/26)

The planning and design of new or the expansion of existing local transportation facilities shall account for natural, cultural, and historic resources and existing neighborhoods. These projects shall prioritize avoiding and minimizing impacts to those features. Where avoidance and minimization are not feasible or practical, impacts to the features shall be mitigated.

Policy 1.2.4 [LM]- Transportation Corridor Environmental Features (City of Tallahassee/Leon County): (EFF. 1/23/26)

By The City and the County shall consider context-based beautification, landscaping, and stormwater facility and land development regulations that provide environmental protection measures for transportation corridors, where feasible by:

a. Increasing the amount of site and adjacent green spaces/open spaces.
b. Utilizing native or adapted vegetation and natural systems, such as bioswales, to control runoff.
c. Maintaining and/or enhancing ground cover, canopy, and understory vegetation where new roads are built.
d. Protecting designated canopy roads by designing public infrastructure improvements to minimize development impacts consistent with the Conservation Element and Canopy Roads Management Plan.
e. Enhancing the character of transportation corridors and gateways to the community through access management strategies, preserved green space for landscaping, and consolidated signage.

Policy 1.2.5 [LM]- Connected Open Space (City of Tallahassee/Leon County): (EFF. 1/23/26)

Open space that is proposed in a development application shall be organized in a manner that prioritizes natural areas with sensitive onsite environmental features and creates continuous and contiguous open space areas to the greatest extent possible to minimize habitat fragmentation. Where feasible, the siting of open space shall occur in a manner that creates cohesive and connected open space across property boundaries to ensure interconnected greenspaces.

Policy 1.2.6 [LM]- Conservation Element (City of Tallahassee/Leon County): (EFF. 1/23/26)

Should conflicts arise between implementation of policies in the Land Use and Mobility Element and the Conservation Element on matters of natural resources, the Conservation Element policies shall take precedent.

Objective 1.3 [LM]– Access to Parks and Recreation (City of Tallahassee/Leon County): (EFF. 1/23/26)

Provide equitable public access to existing and future recreation areas, open spaces, greenways, and parks.

Policy 1.3.1 [LM]- Greenways and Trails Master Plan (City of Tallahassee/Leon County): (EFF. 1/23/26)

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

Policy 1.3.2 [LM]- Urban Recreation Spaces (City of Tallahassee/Leon County): (EFF. 1/23/26)

Urban recreation spaces shall be developed and maintained to provide accessible opportunities for skateboarding, art installations and exhibitions, and nature-based experiences.

These spaces may include educational elements such as signage or kiosks.

Policy 1.3.3 [LM]- Bicycle Parking at Parks and Civic Spaces (City of Tallahassee/Leon County): (EFF. 1/23/26)

All parks shall have bicycle parking facilities co-located with park amenities. Local government land development regulations shall specify requirements, including amount and location, for bicycle parking.

Policy 1.3.4 [LM]- Multimodal Access to Parks and Recreation (City of Tallahassee/Leon County): (EFF. 1/23/26)

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

Objective 1.4 [LM]- Urban Forests (City of Tallahassee/Leon County): (EFF. 1/23/26)

Using the best available data, manage urban forests through strategies that address preservation of 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.

Policy 1.4.1 [LM]– Priority Planting Sites (City of Tallahassee/Leon County): (EFF. 1/23/26)

The City and County shall identify priority planting sites to guide the planting of trees to improve wildlife habitat by reducing urban forest fragmentation, and provide for the preservation or creation of connected, wooded, and environmental corridors. The general recommendations of the Urban Forest Master Plan shall be used to inform the priority planting sites.

Policy 1.4.2 [LM]– Species Suitability (City of Tallahassee/Leon County): (EFF. 1/23/26)

The City and County shall maintain lists of tree species that are not invasive, nonindigenous species, that minimize hardscape conflicts, minimize overhead utility conflicts, and are wind resistant. These lists will be used to guide and promote the planting of suitable and preferably native species for different site locations and scenarios.

Policy 1.4.3 [LM]– Public Tree Inventory (City of Tallahassee/Leon County): (EFF. 1/23/26)

The City shall support the maintenance and updating of the Public Tree Inventory to gain data to better manage urban forests, including through identifying and securing funding opportunities.

Policy 1.4.4 [LM]– Public Development Tree Prioritization (City of Tallahassee/Leon County): (EFF. 1/23/26)

Public transportation projects shall prioritize the protection of existing high-quality trees during transportation systems planning, development, and maintenance without compromising transportation safety. Protected and preserved trees should be of a suitable species for their location, be in good health, and

provide screening, landscape, runoff control, and shade without compromising safety or urban forest quality.

Policy 1.4.5 [LM]– Private Development Tree Standards (City of Tallahassee/Leon County): (EFF. 1/23/26)

Local government land development regulations shall prioritize and incentivize protection of high-quality trees through requirements for tree preservation and removal. Regulations shall include methods of relief from other development standards that commonly conflict with preservation of existing trees to reduce the need for deviations when preserving qualifying trees.

Objective 1.5 [LM]– Green infrastructure (City of Tallahassee/Leon County): (EFF. 1/23/26)

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

Policy 1.5.1 [LM]– Community Wide Green Infrastructure (City of Tallahassee/Leon County):
(EFF. 1/23/26)

The City and County shall incorporate the use of green infrastructure into their land development regulations as a viable and preferred option for achieving a connected network of natural areas that provide habitat, flood protection, cleaner air, and cleaner water. Strategies include those that:

- Create green streets and alleys by retrofitting streets and alleys as part of any repair, maintenance, or other disturbance to the road, sidewalk, or transportation right-of-way that would provide a feasible opportunity for street-level stormwater management.
- Implement green parking standards such as requiring parking facilities to have certain percentages of shaded parking.
- Ensure a robust urban tree canopy through implementation of the Urban Forest Master Plan and Canopy Road Management Plan, or their successors.
- Support off-site regional stormwater solutions for new or infill walkable development.
- Reference national models, including the Green Infrastructure standards of the United States Green Building Council (USGBC).
- Supporting transit and alternative transportation modes.

Policy 1.5.2 [LM]– Site Specific Green Infrastructure (City of Tallahassee/Leon County): (EFF. 1/23/26)

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

Policy 1.5.3 [LM]– Design Guidelines for Green Infrastructure (City of Tallahassee/Leon County):

(EFF. 1/23/26)

Local governments shall establish guidelines for incorporating the use of green infrastructure techniques in public infrastructure and private development applications. Guidelines should identify the appropriate conditions for applying green infrastructure techniques, minimum and maximum design thresholds, and

contemplate variations in design for urban/suburban/rural contexts.

Objective 1.6 [LM]– Community Resilience (City of Tallahassee/Leon County): (EFF. 1/23/26)

Foster community resilience by strengthening the reliability of our infrastructure and encouraging sustainable building practices, protecting a robust natural environment and local economy, and empowering self-sufficiency across the community.

Policy 1.6.1 [LM]– Energy Efficiency (City of Tallahassee/Leon County): (EFF. 1/23/26)

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

Policy 1.6.2 [LM]– Multimodal Connectivity (City of Tallahassee/Leon County): (EFF. 1/23/26)

Within the Urban Services Area, the City and County shall use zoning and development standards for subdivision and planned unit developments to promote the location of homes, jobs, stores, parks, schools, and other destinations within 20 minutes walking distance of each other so that people can easily walk, bike, use public transit, or drive shorter distances.

Development standards shall provide for interconnected pedestrian, bicycle, and transit amenities and account for the potential for future connection and expansion of pedestrian and bicycle networks on adjacent properties.

Policy 1.6.3 [LM]– Smart Growth Strategies for Community Resilience (City of Tallahassee/Leon County): (EFF. 1/23/26)

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

Policy 1.6.4 [LME]– Urban Heat Islands (City of Tallahassee/Leon County): (EFF. 1/23/26)

The local governments shall develop strategies that minimize effects of heat islands, such strategies may include:

a. Tree and vegetation cover.

b. Green roofs and rooftop gardens.

c. Roof coatings or materials with high albedo that significantly reflect heat away from a building.

d. Alternative pavements that mitigate heat island effects.

Policy 1.6.5 [LM]– Resiliency of Transportation Facilities (City of Tallahassee/Leon County): (EFF. 1/23/26)

Design, construct, and maintain transportation facilities to prevent flooding, minimize pollution, and maintain natural stormwater runoff volume, timing, rate, and direction of flow characteristics consistent with the adopted Stormwater Level of Service Standard.

Policy 1.6.6 [LM]– Urban Forests and Climate Resilience (City of Tallahassee/Leon County): (EFF. 1/23/26)

Ensure the urban forest is managed within the urban core to balance and reduce conflicts, when feasible, between long-term urban forest health and coverage and above-ground utilities.

Objective 1.7 [LME]– Intergovernmental Coordination (City of Tallahassee/Leon County): (EFF. 1/23/26)

Coordinate with neighboring jurisdictions to effectively address and support the protection of natural resources that extend beyond jurisdictional boundaries.

Policy 1.7.1 [LM]– Key Regional Partners (City of Tallahassee/Leon County): (EFF. 1/23/26)

Coordinate with key partners, such as the Northwest Florida Water Management District (NWFWMD), and Florida Department of Environmental Protection (FDEP) on the protection and management of water resources and other environmentally sensitive features.

Policy 1.7.2 [LM]– Colleges and Universities (City of Tallahassee/Leon County): (EFF. 1/23/26)

Florida State University, Florida A&M University, and Tallahassee State College shall be subject to environmental protections identified within the Comprehensive Plan. This will be accomplished through the statutorily required campus master planning process for Florida State University and Florida Agricultural and Mechanical University.

Goal 2 [LM] (Eff. 1/23/26) – Distinct Urban and Rural Areas:

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

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

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

Objective 2.1 [LM]– Growth and Population Accommodation (City of Tallahassee/Leon County): (Eff. 1/23/26):

Tallahassee and Leon County will accommodate our population growth in a responsible manner. 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.

Policy 2.1.1 [LM]– Comprehensive Planning Periods (City of Tallahassee/Leon County): (Eff. 1/23/26)

The comprehensive plan shall have two planning periods. The short-term planning period shall be for a 10-year horizon from 2025 to 2035. The long-term planning period shall be the year 2050. The long-term planning period shall be amended during the Evaluation and Appraisal Review (EAR) process to reflect available population projections and relevant data and analysis of public facilities.

Policy 2.1.2 [LM]– Population Projections (City of Tallahassee/Leon County): (Eff. 1/23/26)

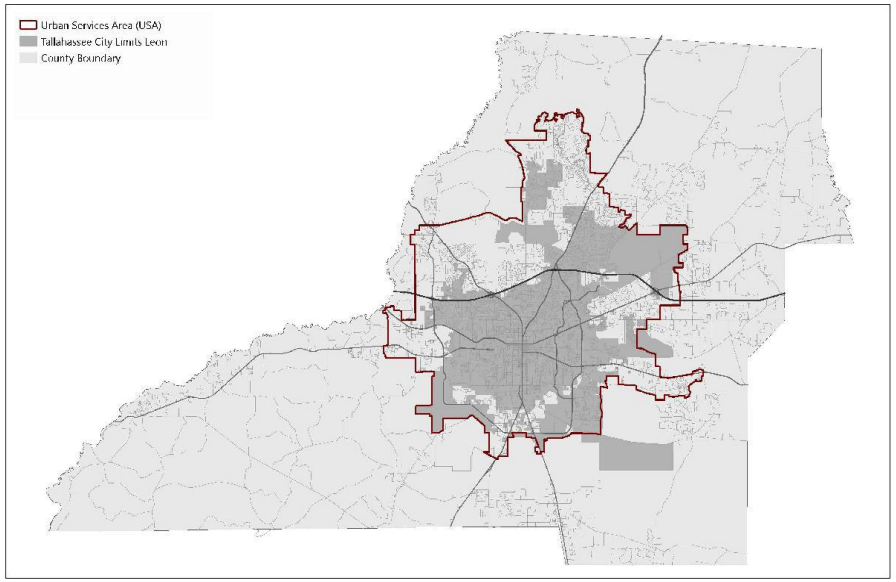
Population growth for the long-term planning period shall be based on University of Florida's Bureau of Economic and Business Research (BEBR) medium population projections.

Objective 2.2 [LM]– Efficient Growth (City of Tallahassee/Leon County): (Eff. 1/23/26)

To support the projected population growth, infrastructure shall be provided economically and efficiently while protecting surrounding forestry uses and agricultural lands from unwarranted and premature conversion to urban land uses. Growth and development shall be directed toward areas with existing or planned infrastructure in a manner that maintains distinct natural, rural, sub-urban, and urban areas.

Policy 2.2.1 [LM]– Urban Services (USA) (City of Tallahassee/Leon County): (EFF. 1/23/26)

Map 1: Urban Services Area



To provide for well-managed, orderly growth that preserves natural resources and promotes fiscal responsibility, the City and County's growth management strategy shall include an Urban

Services Area (USA). The USA shall include all areas where public facilities and services, including central water and sewer, are available or are identified in the 5-year schedule of capital improvements. The USA will be sized to include approximately 50% more vacant and developable land than is necessary to accommodate the projected population growth expected within the USA by the long-term planning horizon and will account for both the ability to provide urban infrastructure and the presence of environmentally sensitive lands and water bodies.

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

(EFF. 1/23/26)

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

Policy 2.2.3 [LM]– Planning for Urban Services (City of Tallahassee/Leon County): (EFF. 1/23/26)

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

Policy 2.2.4 [LM]– Urban Services Outside of the Urban Services Area (City of Tallahassee/Leon County): (EFF. 1/23/26)

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

Policy 2.2.5 [LM]– Densities and Intensities (City of Tallahassee/Leon County): (EFF. 1/23/26)

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

Policy 2.2.6 [LM]– Exceptions to the Urban Services Area (City of Tallahassee/Leon County): (EFF. 1/23/26)

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

Policy 2.2.7 [LM]– Roadway Improvements (City of Tallahassee/Leon County): (EFF. 1/23/26)

The planning, design, and construction of new streets and roads and the widening of existing streets and roads shall be consistent with the priority of urban services, the Future Land Use Map, and the Urban Services Area.

Policy 2.2.8 [LM]– Adaptive Reuse, Infill Development, and Redevelopment (City of Tallahassee/Leon County): (EFF. 1/23/26)

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

Policy 2.2.9 [LM]– Greyfields & Brownfields (City of Tallahassee/Leon County): (EFF. 1/23/26)

The local governments may incentivize the redevelopment and/or restoration of value to contaminated or under-utilized land on greyfield, brownfield, or other adaptive reuse/infill sites through strategies including possible density bonuses where appropriate, waiver of development fees or some combination of the two.

Policy 2.2.10 [LM]– Transportation Corridors (City of Tallahassee/Leon County): (EFF. 1/23/26)

Identify right-of-way (ROW) needed for planned future transportation improvements—in accordance with Florida Statutes Section 163.3177(6)(b)1., Section 337.273, and Section 334.03(29)—and protect it from development encroachment as development occurs to preserve the corridor for transportation

use, to maintain transportation level of service standards and ensure that infrastructure occurs concurrent with the impact of development, meet concurrency, to improve coordination between land use and transportation, and to minimize the adverse social, economic, and environmental impacts of transportation facilities.

The future right-of-way needs for selected transportation corridors designated for improvement in the Tallahassee-Leon County Comprehensive Plan are depicted in the table below. This map, table and corresponding land development regulations are intended to provide a basis for coordinating new development with the provision of transportation facilities by designating corridors where the construction and improvement of transportation facilities is expected

Table 1: Future Right-of-Way Needs

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

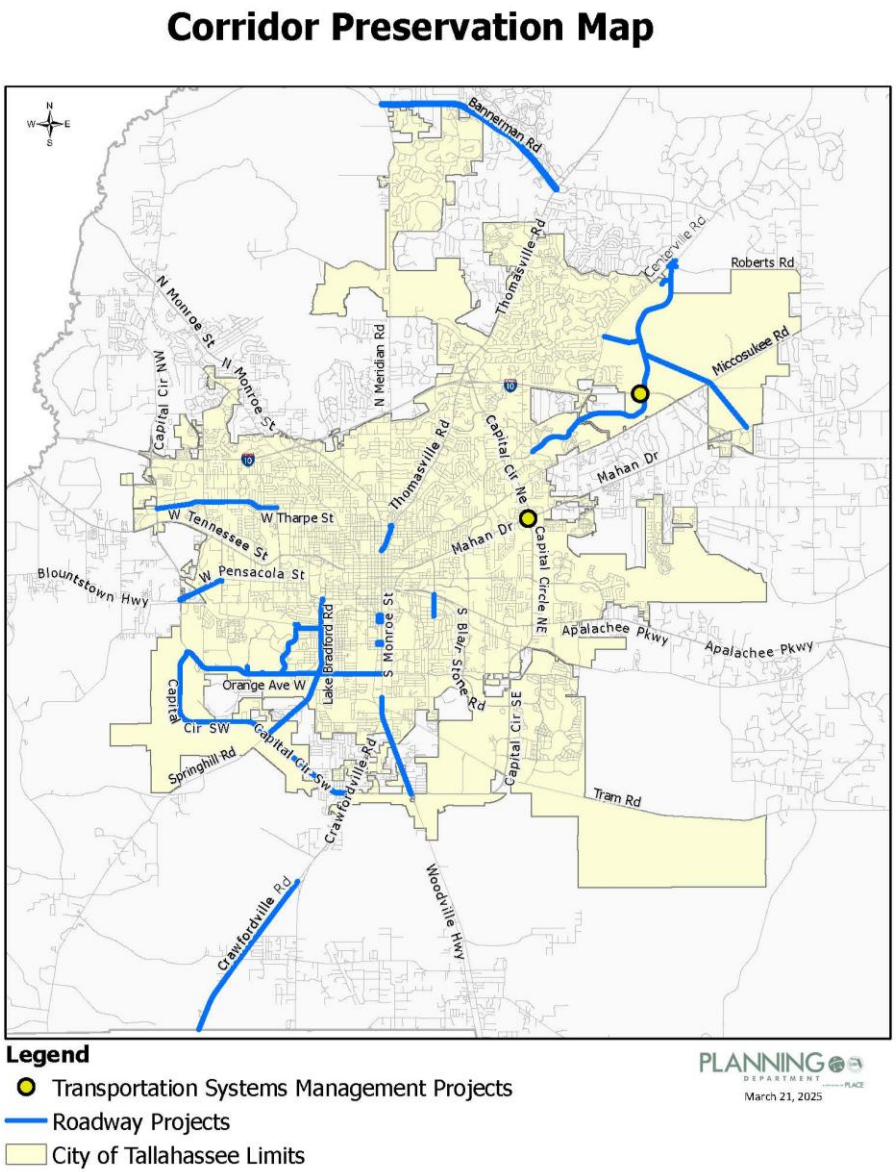
1) Widths represent maximum anticipated ROW needs for generalized corridors; not precise alignments. Actual road location and design will be determined by specific corridor alignment studies, engineering studies, or other design studies.

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

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

a. Space for sidewalks to provide safe and convenient movement of pedestrians.
b. The provision of bike lanes or separate bike paths.
c. Space for current or future location of utilities so that, when necessary, they can be safely maintained without undue interference with traffic. The utility strip needs to be of sufficient width to allow placement of a water main so that in the case of rupture, neither the roadway pavement nor adjacent property will be damaged.
d. Accommodation of stormwater at the surface or in storm drains.
e. Accommodation of auxiliary lanes at intersections.
f. Placement of tr trees to improve the aesthetic qualities of the roadway, to shade pedestrians, and improve community appearance. The space needs to be adequate to accommodate tree growth without damaging sidewalks, abutting development, or curb and gutter.
g. Allowing changes in the paved section, utilities, or other modifications that may be necessary to meet unseen changes in vehicle, pedestrian, bicycle, or other transportation needs resulting from changes in land use and activity patterns.

Map 2: Corridor Preservation Map



Objective 2.3 [LM]– Public Infrastructure (City of Tallahassee/Leon County): (EFF. 1/23/26)

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

Policy 2.3.1 [LM]– Public Facilities Siting (City of Tallahassee/Leon County): (EFF. 1/23/26)

Public facilities, including community services, light infrastructure, and post-high school educational uses that provide for the operation of and provision of services on property owned or operated by local, state and federal government shall be allowable in any future land use category. Public infrastructure facilities may include public services and uses provided by private entities operating on property owned by the local, state, or federal government.

Policy 2.3.2 [LM]– Public Infrastructure Resilience (City of Tallahassee/Leon County): (EFF. 1/23/26)

To maintain resiliency and assist with post-disaster continuity of government, the siting of public infrastructure and facilities shall account for hazards by locating outside of hazard areas and evacuation zones or mitigating against potential impacts.

Policy 2.3.3 [LM]– School Siting Review & Criteria (City of Tallahassee/Leon County): (EFF. 1/23/26)

All proposals to site public or private schools shall be reviewed for consistency with the Comprehensive Plan.

Objective 2.4 [LM]– Preservation of Rural Areas (City of Tallahassee/Leon County): (EFF. 1/23/26)

Protect and create agricultural and silvicultural uses, natural resource-based activities, ecosystems, scenic vistas, and pastoral landscapes by preserving rural areas of the community and preventing the premature conversion of rural lands into low density, single-use districts.

Policy 2.4.1 [LM]– Transfer of Development Rights (City of Tallahassee/Leon County): (EFF. 1/23/26) A transfer of Development Rights program may be established to transfer development rights from areas designated Rural on the Future Land Use Map to areas designated Rural Community or Rural Residential on the Future Land Use Map where central sewer service is available. In no instance shall the level of development be inconsistent with the provisions of the Utilities and Conservation Elements.

Policy 2.4.2 [LM]– Criteria for Urban Service Area Expansion (City of Tallahassee/Leon County): (EFF. 1/23/26)

To avoid premature conversions of rural areas to higher density and intensity uses, expansions to the Urban Services Area shall be contiguous with the Urban Service Area boundary, shall demonstrate the availability of or ability to provide central water and sewer service, and shall be based on an analysis of population projections and growth trends and an analysis of developable vacant land currently within the Urban Services Area.

Objective 2.5 [LM]– Reconnecting Urban Sprawl (City of Tallahassee/Leon County): (EFF. 1/23/26)

Mitigate the impacts of automobile-oriented, single-use developments by leveraging transportation connectivity, land use, and urban design principles that focus on reducing environmental impacts, incorporating a mix of uses, reducing vehicle miles traveled, and improving mobility, especially for people walking, riding bicycles, and using transit.

Policy 2.5.1 [LM]– Suburban retrofit (City of Tallahassee/Leon County): (EFF. 1/23/26)

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

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

Objective 2.6 [LM]– Recognizable Places (City of Tallahassee/Leon County): (EFF. 1/23/26)

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

Policy 2.6.1 [LM]– Beautifying Public Spaces (City of Tallahassee/Leon County): (EFF. 1/23/26)

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

Policy 2.6.2 [LM]– Gateway Corridors (City of Tallahassee/Leon County): (EFF. 1/23/26)

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

Policy 2.6.3 [LM]– North Monroe Corridor (City of Tallahassee/Leon County): (EFF. 1/23/26)

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

Policy 2.6.4 [LM]– Woodville Sense of Place (Leon County): (EFF. 1/23/26)

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

Policy 2.6.5 [LM]– Future Downtown Development (City of Tallahassee): (EFF. 1/23/26)

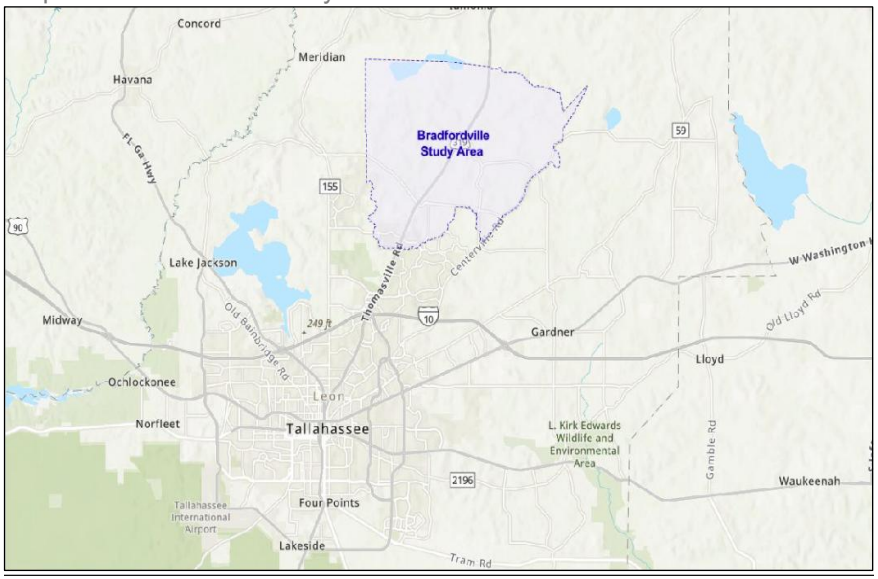
The City of Tallahassee shall incorporate design standards in the land development regulations that require complementary development and redevelopment in the Downtown area, specifically with regard for the historic context and support for multi-modal transportation.

Policy 2.6.6 [LM]– Bradfordville Study Area (Leon County): (EFF. 1/23/26)

The Bradfordville Study Area is defined in the Bradfordville Sector Plan, as adopted by the Leon County board of County Commissioners on July 11, 2000, and is depicted on the following map. Development in the unincorporated area of Leon County in the Bradfordville Study Area shall continue to be subject to the

development standards for the area included in Leon County land development regulations based on the Bradfordville Area Plan.

Map 3: Bradfordville Study Area



Objective 2.7 (City of Tallahassee) [LM]– Multimodal Transportation District (MMTD): (EFF. 1/23/26)

Facilitate the safe and comfortable use of multiple modes of transportation through the use of 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 reliance and vehicle miles traveled.

Policy 2.7.1 [LM]– MMTD Implementation (City of Tallahassee): (EFF. 1/23/26)

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

Policy 2.7.2 [LM]- Land Use Within the MMTD (City of Tallahassee): (EFF. 1/23/26)

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

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

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

Policy 2.7.3 [LM]– Land Development Regulations in the MMTD (City of Tallahassee): (EFF. 1/23/26)

Adopt and maintain context-based land development regulations that ensure new development and redevelopment will contribute to walkable urban development patterns. Additionally, these regulations shall include and/or address the following:

a. Building placement.
b. Block size standards shall encourage small blocks and an interconnected street network.
c. Sidewalks with widths based on context.
d. Facade transparency.
e. Parking location.

Policy 2.7.4 [LM]– Minimum Parking Requirements (City of Tallahassee): (EFF. 1/23/26)

Minimum parking requirements shall not be applied to areas designated Urban Center of the Future Land Use Map and shall be significantly reduced, removed, or made otherwise flexible for other areas in the MMTD.

Policy 2.7.5 [LM]– Transit in the MMTD (City of Tallahassee): (EFF. 1/23/26)

The MMTD shall be well-connected via transit to major trip generators and attractors both inside and outside the areas where feasible; transit stops and waiting areas shall be safe, accessible, and comfortable, and intermodal connections shall be made.

Policy 2.7.6 [LM]– Transportation Mitigation (City of Tallahassee): (EFF. 1/23/26)

Transportation mitigation funds collected within the MMTD shall be used for projects within the MMTD with priority given to bicycle, pedestrian, or transit projects.

Policy 2.7.7 [LM]– MMTD Evaluation (City of Tallahassee): (EFF. 1/23/26)

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

Objective 2.8 [LM]– Community Context (City of Tallahassee/Leon County): (EFF. 1/23/26)

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

Policy 2.8.1 [LM]– Tallahassee-Leon County Future Land Use Map (City of Tallahassee/ Leon County): (EFF. 1/23/26)

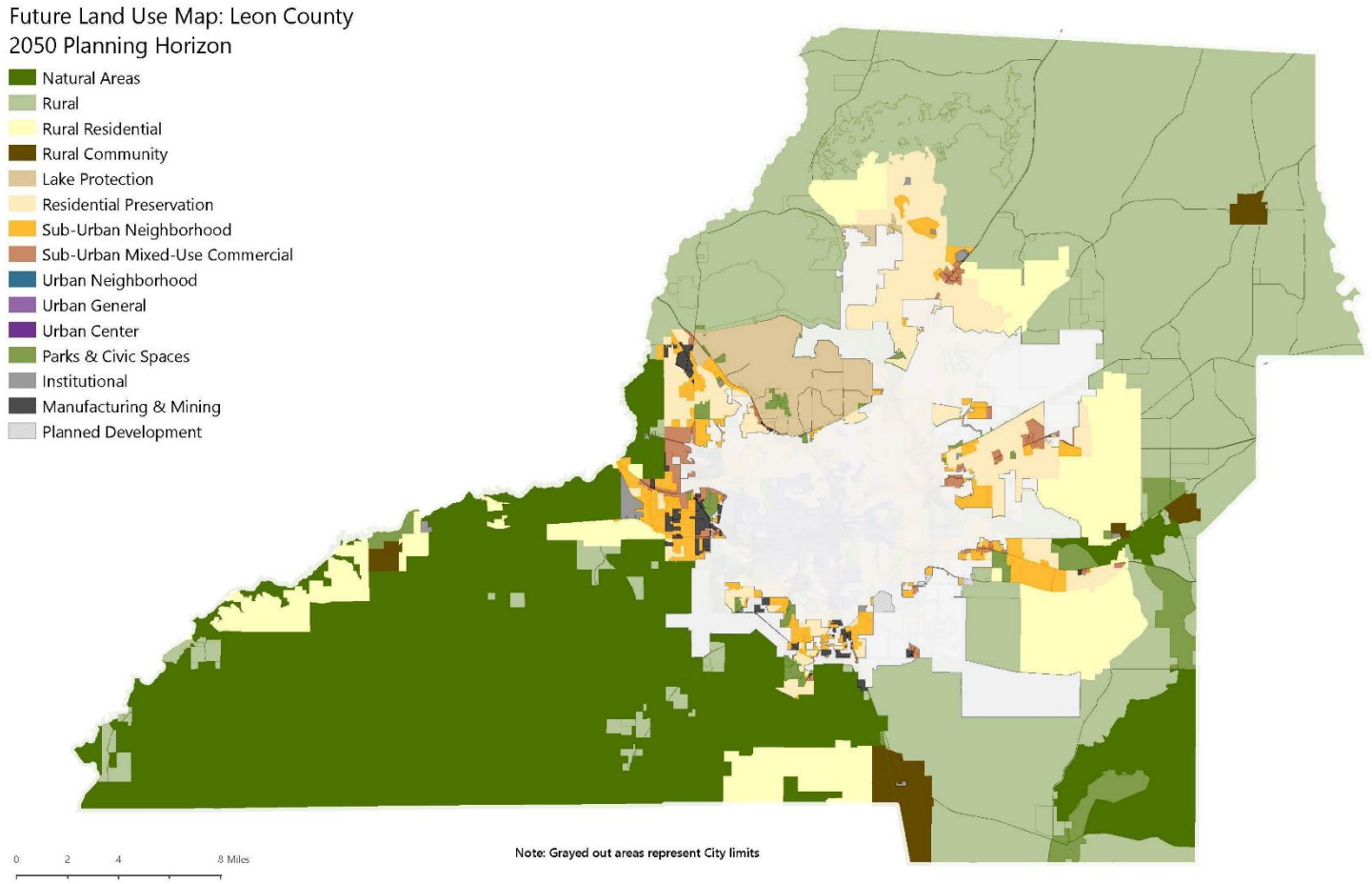
Identify the distribution, extent, and location of the different uses of land in the City of Tallahassee and Leon County in a manner that reflects community context and the vision for the community's future.

Policy 2.8.2 [LM]– Context Area Densities, Intensities and Mix of Uses (City of Tallahassee/Leon County): (EFF. 1/23/26)

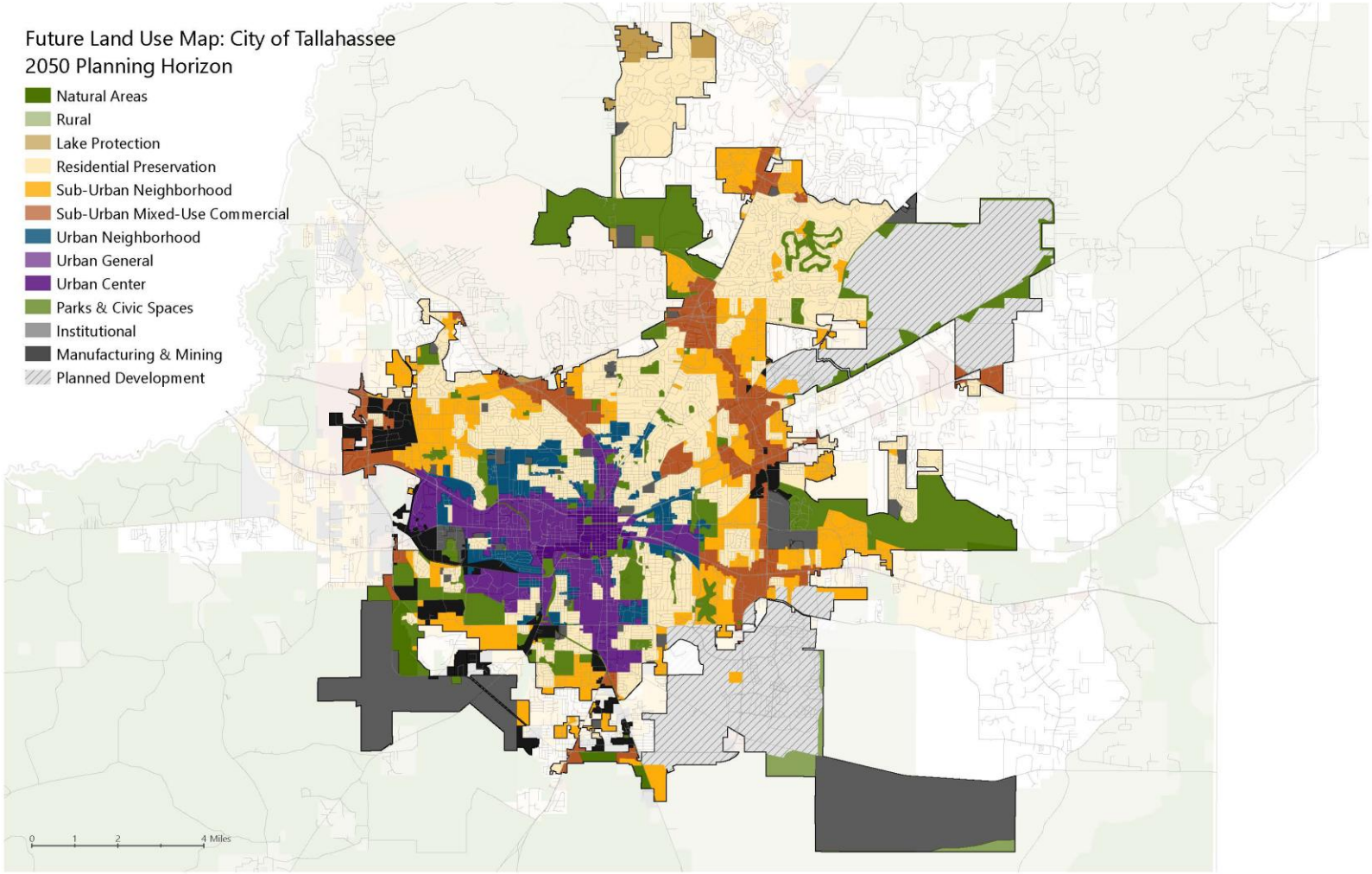
The Future Land Use Map and Zoning Atlas shall include uses, densities, and intensities consistent with concentrating development within the Urban Services Area. Land uses and zoning within the Urban Context Areas shall have higher allowable densities and intensities than the Sub-Urban Context Areas,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

categories within the Urban Services Area with the exception of the Natural Areas land use. This provision is intended to provide sufficient lands proximate to residential areas to allow existing and future school siting considerations.

Map 4: Future Land Use Map: Leon County



Map 5: Future Land Use Map: City of Tallahassee



Future Land Use Categories (FLUCs)

Policy 2.8.3 [LM]– Natural Areas Future Land Use Category (City of Tallahassee/Leon County): (EFF. 1/23/26)

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

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

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

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

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

Policy 2.8.4 [LM]– Rural Future Land Use Category (City of Tallahassee/Leon County): (EFF. 1/23/26)

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

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

Non-residential uses functionally related to and directly in support of agriculture, the growth and cultivation of trees, and

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

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

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

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

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

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

Policy 2.8.5 [LM]– Rural Residential Future Land Use Category (Leon County): (EFF. 1/23/26)

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

Residential land uses in Rural Residential shall be permitted at a density of up to one dwelling unit per three acres except in

Conservation Subdivisions developed in accordance with the special conditions for the Rural Residential land use.

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

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

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

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

Policy 2.8.6 [LM]– Rural Community Future Land Use Category (Leon County): (EFF. 1/23/26)

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

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

Community facilities, minor offices and small to moderate-sized commercial development that provide local and surrounding

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

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

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

Policy 2.8.7 [LM]– Lake Protection Future Land Use Category (City of Tallahassee/Leon County): (EFF. 1/23/26; REV. EFF. 7/25/26)

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

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

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

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

acre in the LPC zone and a bonus of 10,000 square feet per acre in the LPN zone.

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

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

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

    The exact extent of these Nodes shall be specified in the City of Tallahassee and Leon County land development regulations but generally shall not extend beyond 0.25 miles from the respective intersection and shall not include areas within a Special Development Zone (SDZ) or existing single-family subdivisions.

3. The LPC zoning district shall only be permitted along Highway 27. The exact extent of the LPC shall be specified in the City of Tallahassee and Leon County land development regulations but generally shall not extend beyond 0.25 miles from the centerline of Highway 27 and shall not include areas within a Special Development Zone (SDZ).

4. As an alternative to large-lot developments, Conservation Subdivisions shall be permitted within the Lake Protection land use category and shall include the following:
    a. Contain a minimum of 60% open space preserved in perpetuity through a conservation easement and comprised of such things as preservation and conservation features, Special Development Zones, undeveloped uplands, passive recreation areas, and storm water facilities designed as a community amenity; and
    b. Be developed at a maximum gross density of two dwelling units per acre or a maximum gross density of four dwelling units per acre when served by central water and sewer systems.

5. Land development regulations shall include stormwater treatment standards for all development and redevelopment within the Lake Protection land use category. To encourage redevelopment in the Lake Protection category, land development regulations may provide for a partial credit applied toward existing impervious surface on previously developed sites.

6. Minimum open space requirements, Low Impact Development strategies, and maximum building footprints shall be included as development standards for the zoning districts implementing the Lake Protection land use category. Additional development standards deemed necessary to protect Lake Jackson from further degradation and/or improve existing water quality may be included in the land development code.

7. The land development regulations shall provide provisions for legally established non-conforming uses and properties in the Lake Protection land use category to be deemed conforming when redevelopment or site improvements result in the site meeting

the design standards, including buffering to adjacent low-density uses, and water quality standards for the Lake Jackson basin established in land development regulations.

Policy 2.8.8 [LM]– Residential Preservation Future Land Use Category (City of Tallahassee/Leon County): (EFF. 1/23/26)

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Policy 2.8.9 [LM]– Sub-Urban Neighborhood Future Land Use Category (City of Tallahassee/Leon County): (EFF. 1/23/26)

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

supportive facilities such as community facilities, recreational amenities, and light infrastructure.

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

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

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

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

Policy 2.8.10 [LM]– Sub-Urban Mixed-Use Commercial Future Land Use Category (City of Tallahassee/Leon County): (EFF. 1/23/26; REV. EFF. 7/25/26)

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

Residential land uses at a maximum density of up to 45 dwelling units per acre shall be allowed in the Sub-Urban Mixed Commercial Land Use Category. Recreational opportunities, cultural activities, commercial goods and services should be located nearby to complement residential uses. Mass transit stops should be located at large commercial centers with appropriate connections established between commercial and residential areas to reduce the automobile dependency of residents and employers. For infill development and redevelopment projects, a

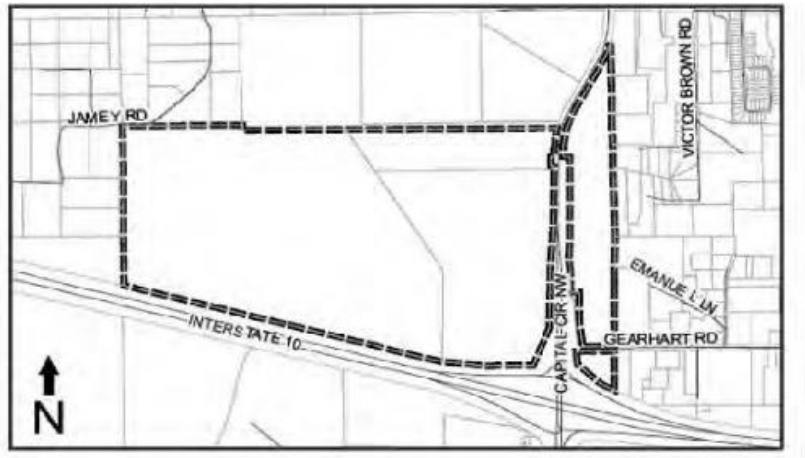
variety of residential types, employment, office, and commercial uses should be incorporated.

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

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

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

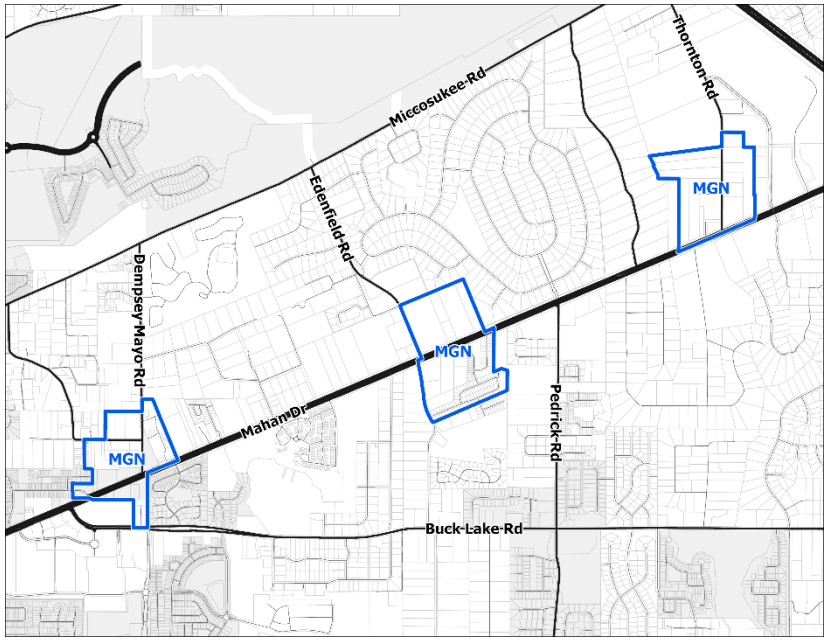
Map 6: Park Place



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

5. Mahan Gateway Corridor Nodes designated as Sub-Urban Mixed-Use Commercial future land use category that were previously designated as Mahan Gateway Node on the future land use map as of December 10, 2025, as shown below, were previously intended to preserve existing residential preservation neighborhoods; to foster an appropriate mix and location of land uses along the corridor to preserve the scenic and residential character of a majority of the corridor; to provide for the potential development of commercial and retail developments

within designated nodes along the corridor; to prohibit strip commercial development along the corridor; to maximize and promote efficient use of infrastructure within the Tallahassee-Leon County Urban Services Area; to promote pedestrian activities by providing neighborhood-serving commercial and office uses within walking distance of one another, nearby to existing and future residential developments; and to promote shorter vehicular trips for adjacent neighborhood residents and to increase usage of non-vehicular transportation modes. These properties shall continue to be eligible to be implemented through the Mahan Corridor Ring and Mahan Corridor Node zoning districts, based on criteria established in the Leon County and City of Tallahassee Land Development Codes. For properties located in the unincorporated area, these parcels shall be implemented only by their existing zoning, or through the Mahan Corridor Ring and Mahan Corridor Node zoning districts as allowed in the Leon County Land Development Code, to preserve the above-referenced original intent of the Mahan Gateway Node concept.



Map 7: Mahan Gateway Nodes

Policy 2.8.11 [LM]– Urban Neighborhood Future Land Use Category (City of Tallahassee): (EFF. 1/23/26)

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

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

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

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

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

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

Policy 2.8.12 [LM]– Urban General Future Land Use Category (City of Tallahassee): (EFF. 1/23/26)

The intent of the Urban General Land Use is to provide a mixture of uses including a variety of residential land uses, employment (including light manufacturing), office and commercial activities that are arranged in a manner to promote walkability and bikeability, or reduce automobile use. This category includes a variety of building types, short setbacks, wide sidewalks, and a street scape with trees, typically defining medium-sized blocks within walking distance of high activity or employment centers; essentially a walkable urban area with a mix of housing options and significant non-residential uses related to and supporting housing. The land use category provides higher density residential opportunities near university campuses and the downtown area. Infill and potential redevelopment and/or rehabilitation activity are encouraged.

Allowed land uses include residential, commercial, office, and community facilities. A maximum gross density of 50 dwelling units per acre is allowed.

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

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

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

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

Policy 2.8.13 [LM]– Urban Center Future Land Use Category (City of Tallahassee): (EFF. 1/23/26)

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

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

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

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

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

1. The development regulations within the Urban Center area shall establish Design Guidelines for the land use in

order to allow for more mixed-use, pedestrian, bike and transit- oriented development.

2. Future Expansion of the Urban Center land use shall be subject to the following requirements.

   a. The proposed parcels shall be:

      i. Within the existing Downtown Overlay; and

      ii. Contiguous to the existing Urban Center FLUM area.

      iii. Served by available and adequate infrastructure to support the densities and intensities allowed in the Urban Center land use.

      iv. Demonstrated to exhibit a need for the expansion (e.g.: parcel of sufficient size not available in the Central Core FLUM for the proposed development).

Policy 2.8.14 [LM]– Special Development Districts (City of Tallahassee/Leon County): (EFF. 1/23/26)

The following Special Development Districts are created to address unique uses and areas throughout the community:

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

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

Policy 2.8.15 [LM]– Manufacturing and Mining Special District (City of Tallahassee/Leon County): (EFF. 1/23/26)

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

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

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

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

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

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

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

Policy 2.8.16 [LM]– Institutional Special District (City of Tallahassee/Leon County): (EFF. 1/23/26)

The purpose of this Special District is to provide lands for heavy infrastructure community facilities that must obtain federal and/or state approvals to be located, modified and/or expanded within the community. Institutional facilities and uses may be

public or privately owned or established but must provide significant public benefit.

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

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

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

Policy 2.8.17 [LM]- Parks and Civic Spaces Special District (City of Tallahassee/Leon County): (EFF. 1/23/26)

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

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

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

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

Policy 2.8.18 [LM]– Planned Development Special District (City of Tallahassee/Leon County): (EFF. 1/23/26)

The Planned Development Special District is intended to identify large, undeveloped land holdings that will be developed with various mixes of land uses for which more detailed planning

is required to establish the appropriate mixture and arrangement of uses. Undeveloped areas within the Urban Service Area that, as of January 1, 2007, are predominantly in the same ownership or control and encompassing more than 200 acres shall be defined as a Planned Development Special District. These

Planned Development Special Districts shall require, prior to subdivision or development, a Master Plan approved by the jurisdiction in which the Planned Development Special District is located.

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

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

1. Master Plans shall show the location, intensity and mix of proposed land uses, as well as the transportation network necessary to serve the proposed development. To provide for a more self-supporting development pattern that is less oriented to the use of automobiles, the Master Plan area shall include at least four different land uses (e.g., residential, office, commercial, recreation, light industrial, public or private open space) that are integrated with each other, as well as with the unique characteristics of the development area.
2. Master Plans shall identify the following:
    a. Boundary of area subject to Planned Development.
    b. General depiction of mix, location and intensities of future land uses.
    c. Activities permitted within each land use.
    d. Total dwelling units.
    e. Total square footage of non-residential development.
    f. How natural resources on-site will be protected.
    g. Major transportation system improvements that are consistent with adopted transportation plans.
    h. Capacity maintenance, bicycle, and pedestrian accessibility, impacts to surrounding areas and protection of canopy roads, if applicable.
    i. Address mass transit, if transit facilities are available or planned within the plan horizon for the Tallahassee-Leon County Comprehensive Plan to serve the Planned Development.
    j. Facilities and development requirements to provide alternative modes of transportation, such as bicycle and pedestrian mobility and, if available, mass transit.
    k. An infrastructure plan which identifies the type, demand, and general location of needed utilities in relation to existing and scheduled utilities in the areas of the development.
    l. The location and adequacy of proposed schools, parks, and open space.
    m. How the development will reduce transportation demand by allowing for internal trip capture at project build-out through a mixture of land uses.
    n. How the development will comply with applicable affordable housing policies and/ordinances.
    o. How the unique characteristics of the area, including cultural and historic resources, preservation and conservation features, and greenways, will be addressed.
    p. A set of development guidelines that will direct the development of implementing PUD/PUDs. These

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

3. Previous approved Comprehensive Plan Area Plans shall constitute a Master Plan as required by this policy. The Southeast Sector Plan serves as the Master Plan for Southwood, Colin English Properties, and the former Southside DRI lands. The Welaunee Critical Area Plan serves as the Master Plan for the Welaunee Toe, Heel, and Arch. The Capital Circle Office Complex Planned Unit Development Master Plan Concept shall serve as the Master Plan for this area, and shall be exempted from the four use requirement of this policy.
4. Approved Master Plans are to be implemented by one or more Planned Unit Developments. Minimum size requirements for Planned Unit Developments within the district shall be established in the land development code. Minor and major amendments to the Master Plan may be approved through the Planned Unit Development requirements and procedures. The Planned Unit Development may serve as the Master Plan if it meets the requirements for a Master Plan enumerated in this policy.
5. Easements, right-of-way and other improvements located throughout the Planned Development District boundary may be required to be dedicated in conjunction with proposed development applications to ensure adequate facilities can be constructed consistent with the Master Plan.
6. Subdivision of a portion of a Planned Development District for sale or donation to a public or quasi-public entity for the purpose of conservation, preservation, or passive resource-based recreation use shall not be contingent upon the adoption of a Master Plan or PUD.
7. Subdivision and development of a portion of a Planned Development area for sale or donation for the purpose of providing schools (pre-kindergarten through twelfth grade) and/or infrastructure to serve primarily offsite needs shall not, likewise, be contingent upon the adoption of a Master Plan or PUD. The land development code shall establish the process and requirements for siting and development of new schools and the expansion of existing schools. The conservation, preservation, passive recreation, educational facilities and types of infrastructure that are intended to be accessible by the public shall be designed for integrated auto, pedestrian and bicycle access, and shared access. The school facilities and infrastructure shall include adequate buffering for the remainder of the Planned Development. If any of these public acquisitions reduce the remaining acreage of the Planned Development below 200 acres, the Planned Development provisions of this Plan shall apply to all remaining acreage.
8. Separate Master Plans may be approved for each Planned Development District that is divided by an interstate or arterial highway that limits integration across the entire development.
9. As demands from a rapidly increasing population may require the expansion of the Urban Service Boundary in

the future, additional areas will be identified as Planned Development Areas upon their inclusion within the Urban Service Area.

10. Upon expansion of the Urban Service Area, properties that meet the definitions for Planned Development areas shall be designated as Planned Development on the adopted Future Land Use Map and Zoning Map.

Goal 3 [LM] (Eff. 1/23/26) – Healthy Neighborhoods and Vibrant Places:

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

These places will provide for:

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

Objective 3.1 [LM]– Residential Character (City of Tallahassee/Leon County): (Eff. 1/23/26)

Provide for connectivity and a balanced mix of residential uses that allow for greater housing diversity while protecting the character of existing, viable residential areas and neighborhoods.

Policy 3.1.1 [LM]– Residential Character Criteria (City of Tallahassee/Leon County): (Eff. 1/23/26) Maintain land development code regulations that protect existing residential areas from encroachment of incompatible uses. These regulations shall include context-based requirements for setbacks, buffering, open space, landscaping, tree protection, stormwater, and access management. Development proposals shall be reviewed for compliance with these requirements during the site plan review process.

Policy 3.1.2 [LM]– Housing Diversity (City of Tallahassee/Leon County): (Eff. 1/23/26)

Maintain a viable mix of available residential densities to accommodate a variety of housing types.

Policy 3.1.3 [LM]– Healthy Food Options (City of Tallahassee/Leon County): (Eff. 1/23/26)

The land development regulations shall foster healthy food options by promoting community public gardens and supporting neighborhood scale grocery uses within and adjacent to residential areas.

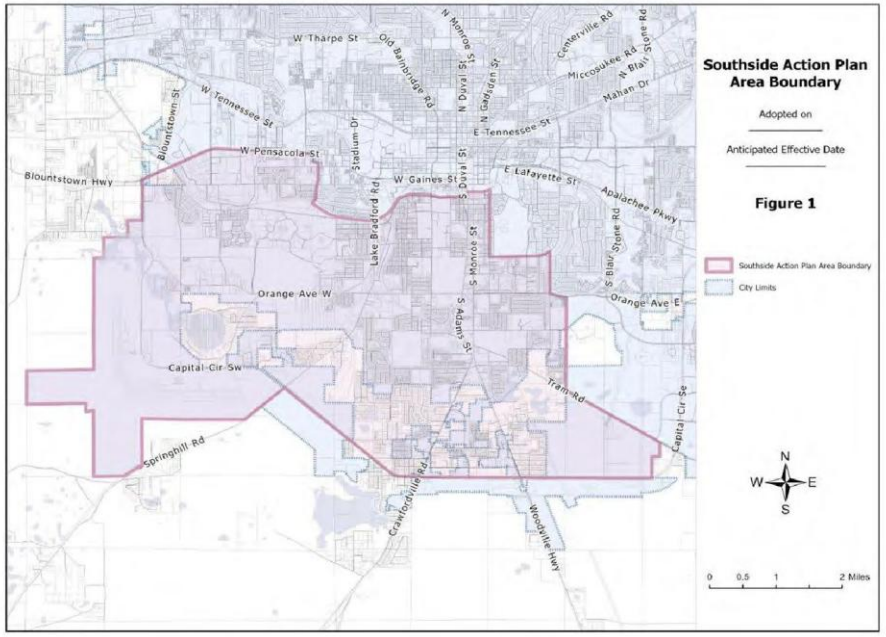
Objective 3.2 [LM]– Southside Action Plan (City of Tallahassee/Leon County): (Eff. 1/23/26)

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

Policy 3.2.1 [LM]– Southside Action Plan Area (City of Tallahassee/Leon County): (Eff. 1/23/26)

The objective and policies for the Southside Investment Strategy apply to the designated Southside Action Plan area.

Map 8: Southside Action Plan Area



Policy 3.2.2 [LM]– Beautification (City of Tallahassee/Leon County): (EFF. 1/23/26)

Focus local government beautification efforts in shared public spaces by frequently maintaining and enhancing existing public areas. Support citizen and business investment on private property and shared spaces.

Policy 3.2.3 [LM]– Investment (City of Tallahassee/Leon County): (EFF. 1/23/26)

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

Policy 3.2.4 [LM]– Active and Engaged Citizens (City of Tallahassee/Leon County): (EFF. 1/23/26) Encourage citizens, neighborhoods, and businesses in the Southside to be engaged and actively involved in community-led projects. Promote projects, empower residents, and connect efforts with resources.

Policy 3.2.5 [LM]– Southside Action Plan Evaluation and Update (City of Tallahassee/Leon County): (EFF. 1/23/26)

The local governments will monitor project implementation of the Southside Action Plan by reporting annually, or as requested by the City Commission or County Commission, on Southside Action Plan policies.

Objective 3.3 [LM]– Connectivity Access Management (City of Tallahassee/Leon County): (EFF. 1/23/26) Require effective interconnectivity and access management to reduce vehicle trip demand, increase access and safety for bicyclists and pedestrians, and preserve the integrity of the transportation system.

Policy 3.3.1 [LM]– Access Management Design (City of Tallahassee/Leon County): (EFF. 1/23/26)

The City of Tallahassee and Leon County shall adopt and maintain access management standards and supporting design guidelines to control the location, spacing, operation and design of access connections and median openings. Development access shall be designed to protect the maximum service volume, safety, and operating characteristics of transportation facilities that it

impacts, taking into account impacts to all modes and users of transportation.

Policy 3.3.2 [LM]– Intersection and Interchange Restrictions (City of Tallahassee/Leon County): (EFF. 1/23/26)

Restrict vehicular access connections (e.g., driveways) close to the intersection of streets, roads, and highway interchanges. Regulations specifying the appropriate location and spacing of access connections from intersections and interchanges will be provided in the land development regulations or local policies.

Policy 3.3.3 [LM]– Unified Access and Circulation Plans (City of Tallahassee/Leon County): (EFF. 1/23/26) Alternative access connections and unified access and circulations plans shall be used to minimize access connections on arterial roadways. All development plans shall provide circulation systems that create multimodal access to and from the proposed development, as well as access to surrounding developments.

Policy 3.3.4 [LM]– Access Management Improvements (City of Tallahassee/Leon County): (EFF. 1/23/26) Improve access management to support the movement of through traffic, reduced crashes, and decrease vehicle conflicts by implementing standards and strategies that:

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

Policy 3.3.5 [LM]– State Road Access Management (City of Tallahassee/Leon County): (EFF. 1/23/26) The local governments shall coordinate with the Florida Department of Transportation and utilize access management and permitting policies adopted, or recommended, by FDOT on state highways.

Policy 3.3.6 [LM]– Neighborhood Through-Traffic (City of Tallahassee/Leon County): (EFF. 1/23/26) Utilize context sensitive roadway design and traffic calming to allow connectivity while mitigating the effects of through-traffic on neighborhoods and supporting complete streets policies.

Policy 3.3.7 [LM]– Consolidated Properties (City of Tallahassee/Leon County): (EFF. 1/23/26) Properties under the same ownership, consolidated for development, or part of phased development plans shall be considered one property for the purposes of access management.

Access points to such developments shall be the minimum necessary to provide reasonable access.

Policy 3.3.8 [LM]– Development Near Interchanges (City of Tallahassee/Leon County): (EFF. 1/23/26) Circulation systems for new development and redevelopment at interstate interchange areas shall be designed to provide safe and efficient multimodal traffic flow through the implementation of strategies and standards such as access spacing or the utilization of service roads.

Policy 3.3.9 [LM]– Access Management Deviations (City of Tallahassee/Leon County): (EFF. 1/23/26) Flexibility shall be provided in the administration of access spacing standards to accommodate minor deviations, where safe and appropriate, and to ensure that no property is denied reasonable access to the transportation system. Major deviations from access spacing

standards shall not be granted until every feasible option for meeting access management standards has been explored and deemed impractical.

Objective 3.4 [LM]– Equitable Distribution of Land Uses (City of Tallahassee/Leon County): (EFF. 1/23/26) 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 public sector projects are shared across the community equitably.

Policy 3.4.1 [LM]– Distribution of Land Uses (City of Tallahassee/Leon County): (EFF. 1/23/26)

The Future Land Use Map shall provide for the balanced and orderly growth and development of the community with a distribution of land uses that allow residential, commercial, office, institutional, and manufacturing uses throughout the community while accounting for natural resources, the geology and geography of the community, and available transportation facilities.

Policy 3.4.2 [LM]– Public Investments (City of Tallahassee/Leon County): (EFF. 1/23/26)

The City and County will strive to distribute major infrastructure projects and other public investments geographically across the community with consideration given to the unique and specific infrastructure needs of different areas.

Objective 3.5 [LM]– Safety (City of Tallahassee/Leon County): (EFF. 1/23/26)

Prioritize safety as a foundational principle in the development and amendment of policies and guidelines. Apply best practices and best available data to land development regulations, street design, and urban design to enhance and promote the safety of all people regardless of age or ability.

Policy 3.5.1 [LM]– Public Infrastructure Design (City of Tallahassee/Leon County): (EFF. 1/23/26)

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

Objective 3.6 [LM]– Land Development Regulations (City of Tallahassee/Leon County): (EFF. 1/23/26)

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.

Policy 3.6.1 [LM]– Criteria for Amendments to Land Development Regulations (City of Tallahassee/Leon County): (EFF. 1/23/26)

Proposed amendments to the City of Tallahassee and Leon County Land Development Regulations shall be evaluated for consistency with the overall intent of the adopted Goals,

Objectives, and Policies of each Element of the Comprehensive Plan.

Policy 3.6.2 [LM]– Implementing Zoning Districts (City of Tallahassee/Leon County): (EFF. 1/23/26)

Each Future Land Use Map Category shall be implemented by one or more zoning districts that are consistent with the intent of that respective land use category. Each zoning district shall specify allowable land uses and activities with appropriate development and design standards, including density and intensity of development, as applicable.

Policy 3.6.3 [LM]– Site Requirements (City of Tallahassee/Leon County): (EFF. 1/23/26)

Land development regulations shall include requirements for:

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

Policy 3.6.4 [LM]– Density and Intensity Incentives (City of Tallahassee/Leon County): (EFF. 1/23/26)

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

Policy 3.6.5 [LM]– Planned Unit Developments (City of Tallahassee/Leon County): (EFF. 1/23/26)

The City of Tallahassee or Leon County Land Development Regulations shall provide for the creation of Planned Unit Developments (PUD) zoning districts to accommodate development proposals that are consistent with the Comprehensive Plan but are not provided for or allowed in the zoning districts otherwise established. Planned Unit

Developments may establish site-specific standards by ordinance.

Policy 3.6.6 [LM]– Non-Conforming Uses (City of Tallahassee/Leon County): (EFF. 1/23/26)

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

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

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

Policy 3.6.7 [LM]– Previously Vested Development (City of Tallahassee/Leon County): (EFF. 1/23/26) Any development approved under earlier comprehensive plan versions, but not yet commenced, shall still have that approval vested as such until the expiration of the approved development or until development is approved under the current comprehensive plan.

Policy 3.6.8 [LM]– Landfill Redevelopment (City of Tallahassee/Leon County): (EFF. 1/23/26)

Local governments shall adopt and maintain land development regulations that ensure redevelopment of mapped landfill sites will not adversely impact health, safety, or welfare.

Objective 3.7 [LM]– Urban Design (City of Tallahassee/Leon County): (EFF. 1/23/26)

Incorporate urban design standards and design guidelines into the City of Tallahassee and Leon County Land Development Regulations to support distinctive and adaptable places that promote engaging, accessible, and safe public spaces.

Policy 3.7.1 [LM]– Design Principles and Priorities (City of Tallahassee/Leon County): (EFF. 1/23/26) General urban design principles included in land development regulations shall prioritize pedestrian safety and comfort within an interconnected network of small blocks supported by a mixture of land uses and housing types in urban areas. Outside of urban areas, design principles shall prioritize conservation and preservation of natural resources.

Policy 3.7.2 [LM]– Crime Prevention through Environmental Design (City of Tallahassee/Leon County): (EFF. 1/23/26)

Land development regulations shall incorporate principles of Crime Prevention Through Environmental Design (CPTED) to:

- Incorporate landscaping, walkways, fencing, signage, and/or other design elements that are intended to provide visual cues on whether property is public, semi-public, or private.

- Selectively place entrances and exits, fencing, lighting, and landscaping to control access to private spaces.
- Place physical features, activities, and amenities in ways that maximize the visibility of public spaces and their users.
- Standards shall be designed taking all people into consideration, regardless of age, physical ability, or mental ability.
- CPTED principles shall be applied thoughtfully and equitably so that the implementation of the principles does not reduce quality of life or inequitably burden any part of the community.

Policy 3.7.3 [LM]– Design Criteria for Mobility Hubs (City of Tallahassee/Leon County): (EFF. 1/23/26)

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

Goal 4 [LM] (Eff. 1/23/26) – Greater Housing Diversity:

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

While working toward greater housing diversity, our community will:

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

Objective 4.1 [LM]– Missing Middle Housing (City of Tallahassee/Leon County): (Eff. 1/23/26)

Ensure diverse housing options along a spectrum of affordability and housing types in residential areas to support walkable neighborhoods, neighborhood commercial uses, and multimodal transportation options. Allow for diverse housing options in new and existing neighborhoods to ensure that the housing types are not homogeneous and provide a solution to the mismatch between the available housing stock, shifting demographics, and growing demand for walkability.

Policy 4.1.1 [LM]– Accessory Dwelling Units (ADUs) (City of Tallahassee/Leon County): (Eff. 1/23/26)

Maintain land development regulations that allow and encourage the development of accessory dwelling units in most residential and mixed-use zoning districts to attract young graduates, support families with aging parents and grandparents, and provide additional income for homeowners.

Policy 4.1.2 [LM]– Missing Middle Housing as Conforming Uses (City of Tallahassee/Leon County): (Eff. 1/23/26)

Existing, legally established single-family detached dwellings, accessory dwelling units, single-family attached dwellings or townhomes, and two-family homes or duplexes shall be deemed conforming uses notwithstanding any density or permitted use provisions of the Comprehensive Plan or land development regulations.

Policy 4.1.3 [LM]– Community Character Analysis (City of Tallahassee/Leon County): (Eff. 1/23/26)

In order to facilitate the development of diverse housing options, form-based zoning districts may be developed indicating a specific range of housing types that are permitted. Form-based zoning districts will be based on a Community Character Analysis to identify a range of housing types appropriate accounting for the existing physical development patterns.

Policy 4.1.4 [LM]– Pattern Books (City of Tallahassee/Leon County): (EFF. 1/23/26)

Pattern books shall be developed to identify a specific range of housing types allowed for different land use categories. These pattern books would serve as a tool to provide predictability of the housing types allowed in various areas of the community and to provide residents, developers, and homebuilders with an understanding of allowable housing types in the community.

Objective 4.2 [LM]– Mobility-Based Housing Incentives (City of Tallahassee/Leon County): (EFF. 1/23/26) Provide density bonuses and other incentives that encourage compact, mixed-use communities near transit and trail corridors and mobility hubs.

Policy 4.2.1 [LM]– Coordinate Transit with Land Use (City of Tallahassee): (EFF. 1/23/26)

As transit centers are planned, the Planning Department shall evaluate adjacent land uses for opportunities to implement Transit-Oriented Development.

Policy 4.2.2 [LM]– Transit-Oriented Development (TOD) Design Standards (City of Tallahassee/Leon County): (EFF. 1/23/26)

Land development regulations shall include design standards to encourage the following principles around transit centers:

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

Policy 4.2.3 [LM]– Transit-Oriented Development (TOD) Density Bonus (City of Tallahassee/Leon County): (EFF. 1/23/26)

Land development regulations may include provisions that allow for densities up to 20% higher than otherwise allowable in a given land use category with a minimum density bonus of one additional unit for development located within ¼ mile of a transit stop. This density bonus shall not apply to the Residential Preservation land use category. This density bonus may be applied in addition to other eligible density bonuses. Total density bonuses shall not exceed 30% of the residential density allowed in the underlying land use category.

Policy 4.2.4 [LM]– Coordinate Trails with Land Use (City of Tallahassee/Leon County): (EFF. 1/23/26)

As shared use paths and protected bike lanes are planned and designed, adjacent land uses shall be evaluated by the Planning Department for opportunities to implement trail-oriented development.

Policy 4.2.5 [LM]– Trail-Oriented Development (TrOD) Design Standards (City of Tallahassee/Leon County): (EFF. 1/23/26)

Trail Oriented Development shall be mixed-use areas and feature a Mobility Hub connected to the trail network to serve as a focal point that brings multiple modes of personal mobility together.

Policy 4.2.6 [LM]– Trail-Oriented Development (TrOD) Density Bonus (City of Tallahassee/Leon County): (EFF. 1/23/26)

Land development regulations shall include provisions that allow for densities up to 20% higher than otherwise allowable in a given land use category with a minimum density bonus of one additional unit for development located within 1/2 miles of a trailhead. This density bonus may be applied in addition to other eligible density bonuses. Total density bonuses shall not exceed 30% of the residential density allowed in the underlying land use category.

Objective 4.3 [LM]– Affordability (City of Tallahassee/Leon County): (EFF. 1/23/26)

Provide density bonuses and other incentives that expand affordable housing opportunities and options for people with varying income levels, including opportunities and options not adequately supplied by the market.

Policy 4.3.1 [LM]– Inclusionary Housing Policy (City of Tallahassee/Leon County): (EFF. 1/23/26)

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

Policy 4.3.2 [LM]– Establishing Community Land Trusts (City of Tallahassee/Leon County): (EFF. 1/23/26)
To support long-term affordable homeownership, prioritize the use of Community Land Trusts (CLTs) when possible. In doing so, give preference to CLTs over other affordable housing models that:

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

Policy 4.3.3 [LM]– Requirements of Community Land Trusts (City of Tallahassee/Leon County): (EFF. 1/23/26)

To qualify for local government assistance, Community Land Trusts shall:

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

Policy 4.3.4 [LM]– Affordable Housing Design Standards (City of Tallahassee/Leon County): (EFF. 1/23/26)

Develop design standards for affordable housing, including Aging in Place design that could be incorporated into the County and City's Housing Programs.

Policy 4.3.5 [LM]– Affordable Housing Density Bonus (City of Tallahassee/Leon County): (EFF. 1/23/26)

Land development regulations shall include provisions that allow for densities up to 25% higher than otherwise allowable in a given land use category with a minimum density bonus of one additional unit for the provision of affordable housing units. Land development regulations may include qualifying criteria, design standards, and site design flexibility for the implementation of the density bonus.

Objective 4.4 [LM]– Family Heir Subdivisions (City of Tallahassee/Leon County): (EFF. 1/23/26)

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

Policy 4.4.1 [LM]– Family Heir Subdivision Eligibility (City of Tallahassee/Leon County): (EFF. 1/23/26)

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

Goal 5 [LM] (Eff. 1/23/26) – A Robust Economy:

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

Our community will foster a robust economy by:

- Supporting target industry cluster development and innovation districts.
- Retaining and creating new employment opportunities emphasizing Tallahassee-Leon County's

target industries.

- Reducing barriers to starting and growing businesses.
- Increasing access to job opportunities and training.
- Ensuring adequate and suitable lands are designated for commercial and industrial uses.

Objective 5.1 [LM]– Economic Health (City of Tallahassee/Leon County): (Eff. 1/23/26)

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 take advantage of positive opportunities and withstand negative changes in the economy and to continue providing jobs and incomes to support the community.

Policy 5.1.1 [LM]– Economic Development Strategic Plan (City of Tallahassee/Leon County): (Eff. 1/23/26) The Tallahassee-Leon County Office of Economic Vitality (OEV) hall maintain a strategic plan that includes, at a minimum, target industries and objectives for business development and job creation. During development project reviews, the Planning Department and OEV shall coordinate on issues of land use and development to support economic health consistent with the OEV strategic plan.

Objective 5.2 [LM]– Airport Access (City of Tallahassee): (Eff. 1/23/26)

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

Policy 5.2.1 [LM]– Airport Master Plan (City of Tallahassee): (Eff. 1/23/26)

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

Objective 5.3 [LM]– Freight and Cargo (City of Tallahassee/Leon County): (Eff. 1/23/26)

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

Policy 5.3.1 [LM]– Intermodal Centers (City of Tallahassee/Leon County): (EFF. 1/23/26)

The City of Tallahassee and Leon County shall maintain an inventory of intermodal freight centers, including the locations, types of facilities, and activities of the centers.

Policy 5.3.2 [LM]– Tallahassee International Airport (City of Tallahassee/Leon County): (EFF. 1/23/26) Coordinate land uses adjacent to the Tallahassee International Airport, access to the airport, and access to other transportation facilities to enhance the express shipment, transfer, and movement of air cargo, including air freight and mail.

Policy 5.3.3 [LM]– Transportation Access (City of Tallahassee/Leon County): (EFF. 1/23/26)

Industrial uses and other freight-related uses shall be located in proximity to and have direct access to major transportation routes and intermodal freight centers, or other freight transfer locations.

Objective 5.4 [LM]– Resilience Planning (City of Tallahassee/Leon County): (EFF. 1/23/26)

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

Policy 5.4.1 [LM]– Post Disaster Redevelopment Plan (City of Tallahassee/Leon County): (EFF. 1/23/26) The community shall maintain a countywide post-disaster redevelopment plan to better prepare the community for long-term recovery and redevelopment after a disaster. The post-disaster redevelopment plan shall address business resumption and economic redevelopment; infrastructure restoration and mitigation; housing repair and reconstruction; sustainment of services; sustainable land use; and financial management.

Policy 5.4.2 [LM]– Local Mitigation Strategy (City of Tallahassee/Leon County): (EFF. 1/23/26)

The community shall maintain the Local Mitigation Strategy to identify those strategies and projects that improve the resiliency of critical public infrastructure assets of the community based on potential hazards.

Objective 5.5 [LM]– Intergovernmental Coordination (City of Tallahassee/Leon County): (EFF. 1/23/26)

Increase the economic strength of the Tallahassee Metropolitan Statistical Area (MSA) by leveraging opportunities, programs, land uses, and transportation facilities across the region to grow existing businesses and attract new businesses.

Policy 5.5.1 [LM]– Regional Economic Development Coordination (City of Tallahassee/Leon County): (EFF. 1/23/26)

The Department of PLACE shall coordinate economic development projects and programs with the State of Florida, Apalachee Regional Planning Council, Capital Region Transportation Planning Agency, and/or appropriate neighboring jurisdictions to leverage opportunities, programs, land uses, and transportation facilities across the region to support business retention and expansion, and to attract new businesses.

Policy 5.5.2 [LM]– Grant Funding Opportunities (City of Tallahassee/Leon County): (EFF. 1/23/26) Local governments shall pursue grant opportunities for projects or programs of regional significance.

Goal 6 [LM] (Eff. 1/23/26) – A Balanced Transportation Network:

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

The transportation network shall:

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

Objective 6.1 [LM]– Land Use and Transportation Coordination for Livability (City of Tallahassee/Leon County): (EFF. 1/23/26)

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

Policy 6.1.1 [LM]– Mitigate Sprawl (City of Tallahassee/Leon County): (EFF. 1/23/26)

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

Policy 6.1.2 [LM]– Context-Based On-Site Facilities (City of Tallahassee/Leon County): (EFF. 1/23/26) Development projects shall contribute to a safe, convenient, and comfortable transportation environment that promotes walking, cycling, and transit use consistent with the development's context-classification. Land development regulations shall specify the conditions and standards for provision of on- and off-site roadway extensions, sidewalk and trail connections, and transit facilities. Context-appropriate improvements or enhancements shall be required as a condition of development approval, such as, but not limited to sidewalks and bicycle facilities, plantings, and building configuration, buffers, setbacks and stepbacks. Development shall mitigate impacts to the multi-modal transportation network.

Policy 6.1.3 [LM]– Tallahassee-Leon County Transportation Corridors (City of Tallahassee/Leon County): (EFF. 1/23/26)

Transportation corridor maps showing the future land uses shall be developed and maintained to reflect the enhanced coordination between land use and transportation including new construction and improvements, reflecting the intended context classification.

Policy 6.1.4 [LM]– Retrofit for Livability (City of Tallahassee/Leon County): (Eff. 1/23/26)

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

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

Policy 6.2.1 [LM]– Enhance Connectivity (City of Tallahassee/Leon County): (EFF. 1/23/26)

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

Policy 6.2.2 [LM]– Future Right-of-Way Needs (City of Tallahassee/Leon County): (EFF. 1/23/26)

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

Policy 6.2.3 [LM]– Build and Enhance the Network (City of Tallahassee/Leon County): (EFF. 1/23/26) Where appropriate, create new minor and major collector roadways to relieve motor vehicle traffic congestion and increase network connectivity. Additionally, include network-enhancing local and minor collector street projects. All development plans shall contribute to developing a local and collector street and unified circulation system that will allow multimodal access to and from the proposed development, as well as access to surrounding developments.

Policy 6.2.4 [LM]– Corridor Management and Preservation (City of Tallahassee/Leon County): (EFF. 1/23/26)

Transportation corridors requiring additional right of way and/or corridor management are designated for preservation and management as provided in §337.273, F.S.

Policy 6.2.5 [LM]– Interconnectivity for Development (City of Tallahassee/Leon County): (EFF. 1/23/26)

Require vehicle, pedestrian, and bicycle interconnections between adjacent, compatible development; and require these interconnections between adjacent, incompatible developments when such connection has the potential to reduce the vehicular traffic on the external street system.

Policy 6.2.6 [LM]– Continuation of Streets (City of Tallahassee/Leon County): (EFF. 1/23/26)

All development plans shall incorporate and continue all sub arterial streets stubbed to the boundary of the development plan by previously approved development plans or existing development.

Policy 6.2.7 [LM]– Interconnectivity to Adjacent Uses (City of Tallahassee/Leon County): (EFF. 1/23/26) Require private developers within the Urban Service Area to include bikeways, pathways, or sidewalks in their proposed developments, with connections to nearby properties and land uses.

Objective 6.3 [LM]– Context Based Mobility (City of Tallahassee/Leon County): (EFF. 1/23/26)

Plan, design, and build the transportation system to reflect the existing context areas and what the context areas will be based on future land use and zoning.

Policy 6.3.1 [LM]– Local Context Classification and Safe Systems (City of Tallahassee/Leon County): (EFF. 1/23/26)

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

Policy 6.3.2 [LM]– Context Classification Application (City of Tallahassee/Leon County): (EFF. 1/23/26)

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

Policy 6.3.3 [LM]– Context Classification Map (City of Tallahassee/Leon County): (EFF. 1/23/26)

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

Policy 6.3.4 [LM]– Downtown Traffic (City of Tallahassee/Leon County): (EFF. 1/23/26)

By 2035, in alignment with the vision of a vibrant 18-hour Downtown, strategies to reduce the negative effect of high-volume multi-lane through traffic in the Urban Core including managing speed and streetscaping shall be implemented.

Policy 6.3.5 [LM]– Lane Repurposing (City of Tallahassee/Leon County): (EFF. 1/23/26)

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

Policy 6.3.6 [LM]– One-Way Pair Studies (City of Tallahassee/Leon County): (EFF. 1/23/26)

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

Policy 6.3.7 [LM]– Speed Management (City of Tallahassee/Leon County): (EFF. 1/23/26)

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

Policy 6.3.8 [LM]– Level of Service (LOS) (City of Tallahassee/Leon County): (EFF. 1/23/26)

Peak Hour Roadway Level of Service is established below and shall be assessed during the Evaluation and Appraisal Report every 7 years.

Table 2: Peak Hour Roadway Level of Service Standards

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

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

Policy 6.3.9 [LM]– Multimodal Transportation District Area Wide Level of Service (LOS) (City of Tallahassee): (EFF. 1/23/26)

In order to create community design that supports mobility and prioritizes a safe, comfortable and attractive pedestrian environment with convenient interconnection to transit, the following performance standards are targeted for the Multimodal Transportation District:

Table 3: MMTD Areawide Multimodal Level of Service Standards

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

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

Objective 6.4 [LM]– Complete Streets (City of Tallahassee/Leon County): (EFF. 1/23/26)

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

Policy 6.4.1 [LM]– Project Evaluation (City of Tallahassee/Leon County): (EFF. 1/23/26)

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

Policy 6.4.2 [LM]– Share Transportation Information (City of Tallahassee/Leon County): (EFF. 1/23/26) The City and County shall share information across departments and with policy makers and the general public regarding the health benefits and existing laws related to motor vehicle, bicycle and pedestrian operation and interaction.

Policy 6.4.3 [LM]– Bicycle and Pedestrian Network (City of Tallahassee/Leon County): (EFF. 1/23/26) The City and County shall maintain and enhance the local system of bicycle lanes, sidewalks, and shared-use paths in conjunction with the Greenways and Trails Master Plan. Enhancements shall be prioritized in the vicinity of schools, community facilities, parks, recreation facilities, and mixed-use areas with a retail and service focus.

Policy 6.4.4 [LM]– Bicycle and Pedestrian Master Plan (City of Tallahassee/Leon County): (EFF. 1/23/26) In coordination with the Capital Region Transportation Planning Agency, the City and County shall maintain a bicycle and pedestrian master plan through the planning timeframe that identifies projects to address bicycle and pedestrian network connectivity and safety feature upgrades, and pursue implementation funding. The bicycle and pedestrian master plan shall identify gaps where facilities do not exist in the bicycle and sidewalk networks.

Policy 6.4.5 [LM]– Safe Routes to Schools (City of Tallahassee/Leon County): (EFF. 1/23/26)

Provide a safe, accessible environment and support active living for students by developing and maintaining programs to increase

biking, walking, and transit to schools, prioritizing sidewalk and bicycle infrastructure within a two-mile radius of schools, and continuing to identify, fund and build Safe Routes to Schools projects.

Policy 6.4.6 [LM]– Community Gateways (City of Tallahassee/Leon County): (EFF. 1/23/26)

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

Policy 6.4.7 [LM]– Scenic Roadway Assessments (City of Tallahassee/Leon County): (EFF. 1/23/26)

In the planning and construction of new roads in the suburban and rural areas and for needed improvement of existing roads, the City and County shall require a scenic roadway assessment, environmental assessment, and landscape component for the purposes of preserving those scenic features, protecting natural resources and providing interesting and aesthetically preferred places.

Policy 6.4.8 [LM]– Maintenance of Traffic (City of Tallahassee/Leon County): (EFF. 1/23/26)

When construction or repair work infringes on regular corridor operation, a project specific Maintenance of the Traffic Plan shall be developed that specifies one or more alternate routes accounting for all modes of transportation, including vehicles, bicycles, pedestrians, transit and freight.

Policy 6.4.9 [LM]– Multi-Modal Safety and Access (City of Tallahassee/Leon County): (EFF. 1/23/26) Development shall provide safe and convenient access to transportation facilities for pedestrians, cyclists, and transit users, with the following exceptions:

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

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

Policy 6.4.10 [LM]– Applicability (City of Tallahassee/Leon County): (EFF. 1/23/26)

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

Policy 6.4.11 [LM]– Equity (City of Tallahassee/Leon County): (EFF. 1/23/26)

The implementation of Complete Streets shall reflect equity by facilitating safe streets for all users, regardless of ability or income, and that enables travel to destinations with or without a car.

Policy 6.4.12 [LM]– Design Standards (City of Tallahassee/Leon County): (EFF. 1/23/26)

Land Development Codes that apply to all development policies and programs shall be revised by 2030 to use the latest professionally accepted design guidance, standards, and recommendations for Complete Streets in coordination with the designated context classification Guidance resources shall include, but need not be limited to:

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

Policy 6.4.13 [LM]– Pavement Markings and Signage (City of Tallahassee/Leon County): (EFF. 1/23/26) All projects, whether public or private, that provide vehicle, bicycle, and/or pedestrian infrastructure shall provide proper pavement markings and signage to enhance recognition of infrastructure elements such as bicycle lanes, neighborhood bikeways, and pedestrian crossings. The City and County shall identify, prioritize, and install or update any such pavement markings or signage that are absent or out of date with current practices during the course of required maintenance.

Policy 6.4.14 [LM]– Two-Way Left Turn Lane Replacement (City of Tallahassee/Leon County): (EFF. 1/23/26)

Identify and prioritize replacement of existing continuous two-way left turn lanes with raised medians and exclusive turn lanes on multi-lane arterials. Replacement shall be contingent upon funding availability.

Policy 6.4.15 [LM]– Measuring Progress (City of Tallahassee/Leon County): (EFF. 1/23/26)

The success of this Complete Streets Objective shall be measured by the Planning Department with assistance by the City and County during the Evaluation and Appraisal Review process, using but not limited to, the following performance measures:

- Total miles of new designated bike lanes
- Total miles of new shared-use paths (paved and natural surface)
- Total miles of neighborhood bikeways signed, marked, or constructed
- Linear feet of new and repaired sidewalk and other pedestrian accommodations (paths, trails, etc.)

- Number and type of crosswalk and intersection improvements and new installations
- Number of revenue service miles traveled by transit vehicles
- Rates of crashes, injuries, and fatalities by mode, as available
- Identification and updates to existing codes, policies, or programs to incorporate updated guidance from FDOT, FHWA, NACTO, AASHTO, and other best practices.
- Number of exceptions to this policy granted

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

Policy 6.4.16 [LM]– Coordination with Placemaking Plans (City of Tallahassee/Leon County): (EFF. 1/23/26)

Implementation of Complete Streets policies for development shall be coordinated with the existing placemaking plans by including reference to those that are applicable.

Objective 6.5 [LM]– Bicycle Facilities (City of Tallahassee/Leon County): (EFF. 1/23/26)

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

Policy 6.5.1 [LM]– Build Bike Facilities Concurrent with Maintenance (City of Tallahassee/Leon County): (EFF. 1/23/26)

All roadway or trail resurfacing, restoration, and rehabilitation projects shall be evaluated for the ability to add bicycle facilities where they currently do not meet bicycle facility selection and design standards.

Policy 6.5.2 [LM]– Bicycle Facilities in New Development (City of Tallahassee/Leon County): (EFF. 1/23/26)

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

Objective 6.6 [LM]– Pedestrian Facilities (City of Tallahassee/Leon County): (EFF. 1/23/26)

Improve walkability by designing and providing facilities that create an environment where walking is useful, safe, comfortable, and aesthetically interesting. Prioritize the pedestrian network over other transportation modes in the Multimodal Transportation District within the most urbanized and densely populated areas of the community.

Policy 6.6.1 [LM]– Pedestrian Level of Comfort (City of Tallahassee/Leon County): (EFF. 1/23/26)

As part of development review and approval, pedestrian level of comfort shall be enhanced through planting of shade trees and other amenitization including but not limited to installation of water fountains, benches, overhead pavilions, street and trail lighting, and installation of wayfinding signage.

Policy 6.6.2 [LM]– Crosswalks (City of Tallahassee/Leon County): (EFF. 1/23/26)

Programming of sidewalks projects in the budget and capital improvement schedule shall include provisions for crosswalk installations to provide regular crossings that align with the roadway's Local Context Classification.

Policy 6.6.3 [LM]– Pedestrian Infrastructure for New Development (City of Tallahassee/Leon County): (EFF. 1/23/26)

New development shall maintain continuous pedestrian networks, including connections to transit stops, adjacent lots, and between building entrances and the internal and external sidewalk network. Land development regulations shall include alternative options such as payment in lieu, the dedication of easements, and the dedication of right-of-way and shall identify when the alternative scenarios may apply.

Objective 6.7 [LM]– Mobility Hubs (City of Tallahassee/Leon County): (EFF. 1/23/26)

Support and incentivize the creation of mobility hubs to serve as connection points between public and private shared mobility services and multimodal options.

Policy 6.7.1 [LM]– Implementation of Mobility Hubs (City of Tallahassee/Leon County): (EFF. 1/23/26) Implement a network of mobility hubs in partnership with transit providers, incorporating transit with other shared mobility services, such as bikeshare and car-share where feasible.

Policy 6.7.2 [LM]– Mobility Hubs Location Coordination (City of Tallahassee/Leon County): (EFF. 1/23/26)

The City and County shall work with community-based organizations to ensure the appropriate geographic placement of mobility hubs and outreach regarding transportation options.

Policy 6.7.3 [LM]– Mobility Hubs Design Guidelines Requirements (City of Tallahassee/Leon County): (EFF. 1/23/26)

Amend the land development regulations by 2028 to provide mobility hub design guidelines to support mobility hub implementation and provide flexibility for change as technology and travel behavior and patterns evolve over time.

Objective 6.8 [LM]– Transportation Demand Management (City of Tallahassee/Leon County): (EFF. 1/23/26)

Leverage transportation and parking demand management strategies to promote system efficiencies and alternate modes of travel and to spread the travel demand across more hours of the day that result in minimizing impacts on natural resources and neighborhoods and reducing vehicle miles traveled.

Policy 6.8.1 [LM]– Encourage Alternate Transportation Modes (City of Tallahassee/Leon County): (EFF. 1/23/26)

Through the planning timeframe, the use of alternate transportation modes through the promotion of public transit, provision of or coordination with on-demand, micromobility or car-share and van-share or pool programs, investment in bicycle and pedestrian infrastructure, and support for telecommuting policies shall be encouraged by public and private sector transportation entities.

Policy 6.8.2 [LM]– Enhance Bicycle and Pedestrian Infrastructure (City of Tallahassee/Leon County): (EFF. 1/23/26)

City and County shall prioritize bicycle and pedestrian enhancements in high-traffic areas, mixed use areas, and near transit stops for both public and private projects to ensure biking and walking are a safe, comfortable, and convenient alternative to driving.

Policy 6.8.3 [LM]– Land Development Patterns (City of Tallahassee/Leon County): (EFF. 1/23/26)

The City and County shall propose or maintain land development regulations that promote development patterns that reduce the need for personal automobile ownership including mixed use development, Transit Oriented Development (TOD), and pedestrian friendly design strategies.

Policy 6.8.4 [LM]– Shared Parking Criteria (City of Tallahassee/Leon County): (EFF. 1/23/26)

Private shared parking arrangements may be allowed as a method to meet parking requirements for development. Eligibility criteria may be adopted regarding proximity of sites, timing of peak parking demand, requirements for a written and recorded parking agreement, availability of parking spaces, availability transit amenities, and other criteria that ensure the effectiveness of shared parking arrangements.

Policy 6.8.5 [LM]– Parking Reduction for Certain Development Types (City of Tallahassee/Leon County): (EFF. 1/23/26)

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

Policy 6.8.6 [LM]– Private Parking Lots (City of Tallahassee/Leon County): (EFF. 1/23/26)

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

Policy 6.8.7 [LM]– Drop-Off & Pick-Up Zones (City of Tallahassee/Leon County): (EFF. 1/23/26)

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

Policy 6.8.8 [LM]– Intelligent Transportation Systems (ITS) (City of Tallahassee/Leon County): (EFF. 1/23/26)

City and County transportation strategies, to the extent possible, shall incorporate intelligent transportation systems strategies including speed management programming, traffic signal control, and variable driver real-time messaging, to minimize environmental effects of congestion and improve safety.

Policy 6.8.9 [LM]– Traffic Operations Management (City of Tallahassee/Leon County): (EFF. 1/23/26) The transportation management system in the land development code shall be maintained or revised to reduce demand for wider roads by evaluating traffic operations to maximize efficiency of the existing street system capacity and support modal shifts to public transit, bicycling, and walking.

Objective 6.9 [LM]– Transportation for the Disadvantaged (City of Tallahassee/Leon County): (EFF. 1/23/26) 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.

Policy 6.9.1 [LM]– Human Services Transportation (City of Tallahassee/Leon County): (EFF. 1/23/26) Through the planning timeframe, applicable projects shall comply with federal and state requirements regarding planning and coordination of human services transportation in meeting the needs of the Transportation Disadvantaged.

Policy 6.9.2 [LM]– Transport to Destinations (City of Tallahassee/Leon County): (EFF. 1/23/26) Through the planning timeframe, the transit provider shall ensure Transportation Disadvantaged program services continue to provide transport to local goods and services, including medical services for all users.

Policy 6.9.3 [LM]– Affordable and Cost-Effective Service (City of Tallahassee/Leon County): (EFF. 1/23/26)

Transit providers, the Capital Region Transportation Planning Agency, Community Transportation Coordinator, and the Apalachee Regional Planning Council shall support innovative ways, such as utilizing emerging technology or negotiating fees and services with on-demand providers, to reduce costs and provide superior service for the transportation disadvantaged that also increases efficiency and provide local government savings.

Policy 6.9.4 [LM]– Transportation Disadvantaged Needs Assessment (City of Tallahassee/Leon County): (EFF. 1/23/26)

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

Objective 6.10 [LM]– Transit (City of Tallahassee/Leon County): (EFF. 1/23/26)

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

Policy 6.10.1 [LM]– Transit Development Plan (City of Tallahassee): (EFF. 1/23/26)

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

Policy 6.10.2 [LM]– Pedestrian Infrastructure Connectivity (City of Tallahassee/Leon County): (EFF. 1/23/26)

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

Policy 6.10.3 [LM]– Southside Transit (City of Tallahassee/Leon County): (EFF. 1/23/26)

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

Policy 6.10.4 [LM]– Employment and Activity Center Service (City of Tallahassee): (EFF. 1/23/26)

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

Policy 6.10.5 [LM]– Transit Corridors (City of Tallahassee/Leon County): (EFF. 1/23/26)

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

Objective 6.11 [LM]– Aviation (City of Tallahassee/Leon County): (EFF. 1/23/26)

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

Policy 6.11.1 [LM]– Adjacent Land Use Compatibility (City of Tallahassee/Leon County): (EFF. 1/23/26)

Protect the Tallahassee International Airport from the encroachment of incompatible land uses and the creation or establishment of airport hazards to ensure the continuation of normal airport operations, including landing and takeoff of aircraft, in order to promote public health, safety, and general welfare by implementing airport land use compatibility zoning regulations that include potential noise and safety impacts to surrounding land uses.

Policy 6.11.2 [LM]– Airport Master Plan (City of Tallahassee): (EFF. 1/23/26)

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

Policy 6.11.3 [LM]– Compatibility of Land Use (City of Tallahassee/Leon County): (EFF. 1/23/26)

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

Policy 6.11.4 [LM]– Compatibility for Noise and Safety (City of Tallahassee/Leon County): (EFF. 1/23/26)

Airport land use compatibility zoning regulations shall include potential noise and safety impacts to surrounding land uses.

Policy 6.11.5 [LM]– Advanced Air Mobility (City of Tallahassee/Leon County): (EFF. 1/23/26)

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

Objective 6.12 [LM]– Rail (City of Tallahassee/Leon County): (EFF. 1/23/26)

Accommodate and mitigate impacts of existing rail-based freight and cargo services, support opportunities for commercial passenger service, and coordinate with rail owners to enhance the safety of existing crossings and seek additional safe crossings for pedestrian and bicycle users.

Policy 6.12.1 [LM]– Railroad Crossings (City of Tallahassee/Leon County): (EFF. 1/23/26)

Coordinate with the Federal Highway Administration and railroad companies to ensure railroad crossings are constructed and maintained to ensure safe crossings for drivers, pedestrians, and cyclists. Pedestrian crossings shall be constructed and maintained to ensure compliance with the Americans with Disabilities Act and other Federal and State Standards. Deficient crossings and new crossings of railroads shall be inventoried and prioritized in programming of the transportation network and trail system.

Objective 6.13 [LM]– Intergovernmental Coordination (City of Tallahassee/Leon County): (EFF. 1/23/26)

Coordinate with neighboring jurisdictions, the Florida Department of Transportation, and the Capital Region Transportation Planning Agency to effectively plan and manage transportation systems that extend beyond jurisdictional boundaries.

Policy 6.13.1 [LM]– Consistency with State Transportation Plans (City of Tallahassee/Leon County): (EFF. 1/23/26)

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

Policy 6.13.2 [LM]– Consistency with Regional Transportation Plans (City of Tallahassee/Leon County): (EFF. 1/23/26)

Maintain consistency with and support regional transportation plans, including the Capital Region Transportation Planning

Agency's Regional Mobility Plan, Transportation Improvement Plan, and any future regional transit plans.

Policy 6.13.3 [LM]– Consistency with Local Transportation Plans (City of Tallahassee/Leon County): (Eff. 1/23/26)

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

Policy 6.13.4 [LM]– Signal Coordination Plans (City of Tallahassee/Leon County): (Eff. 1/23/26)

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

Policy 6.13.5 [LM]– Project Planning Partnerships (City of Tallahassee/Leon County): (Eff. 1/23/26)

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

Policy 6.13.6 [LM]– Evacuation Routes (City of Tallahassee/Leon County): (Eff. 1/23/26)

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

Policy 6.13.7 [LM]– Emerging Technology (City of Tallahassee/Leon County): (Eff. 1/23/26)

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

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