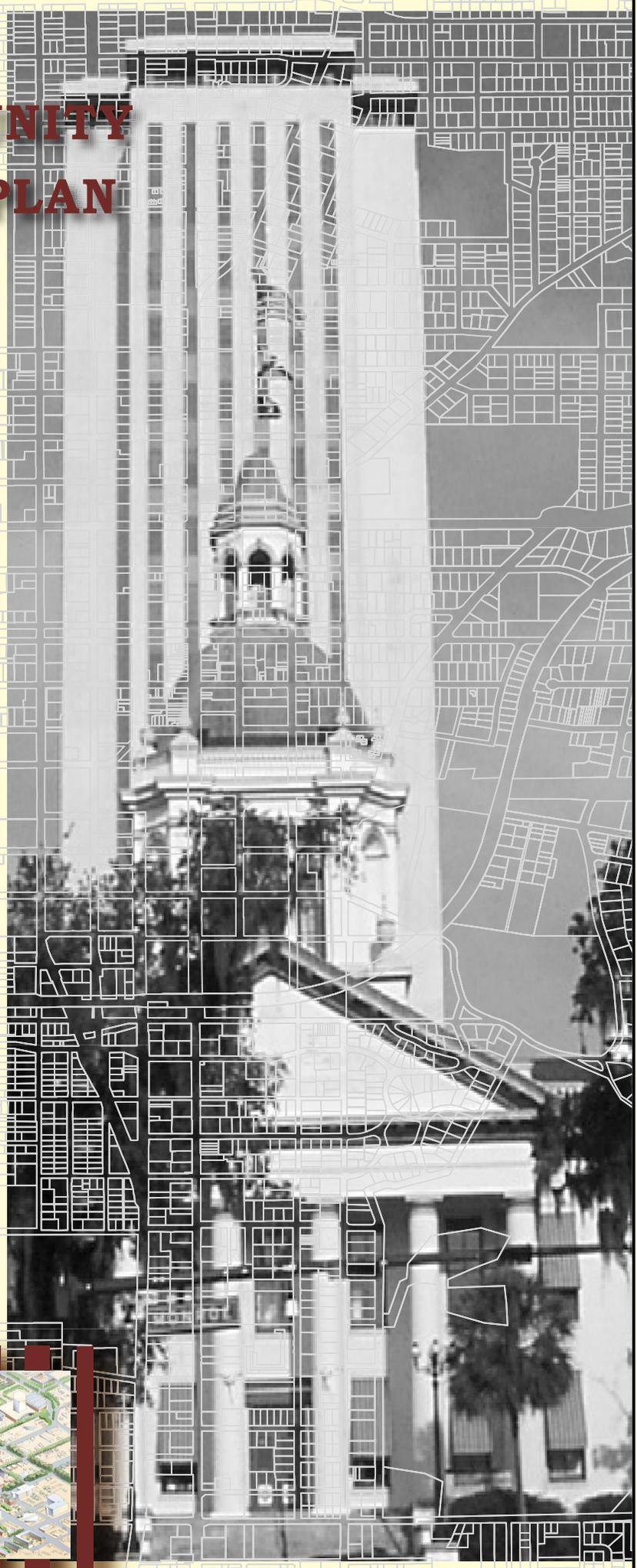


CITY OF TALLAHASSEE

DOWNTOWN COMMUNITY REDEVELOPMENT PLAN

*The City of Tallahassee, Community
Redevelopment Agency*

June 2004



TALLAHASSEE COMMUNITY REDEVELOPMENT AGENCY

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TABLE OF CONTENTS

| | |
|---|-----------|
| INTRODUCTION | 1 |
| ANALYSIS | 5 |
| OVERVIEW | 5 |
| SUB AREA DESCRIPTIONS..... | 5 |
| <i>Assets / Issues/ Opportunities</i> | 8 |
| SUB-AREA 1 – NORTH MONROE | 10 |
| SUB-AREA 2 – THE DOWNTOWN CORE | 14 |
| SUB-AREA 3 – FRANKLIN BOULEVARD..... | 20 |
| SUB-AREA 4 – GAINES STREET | 24 |
| SUB-AREA 5 – THE CAPITAL CASCADES | 29 |
| DEVELOPMENT PLAN | 34 |
| PLAN CONTENT AND DESCRIPTION | 34 |
| OVERRIDING THEMATIC CONCEPTS | 36 |
| <i>I. Continuity Between Planning Documents</i> | 38 |
| <i>II. Pedestrian Mobility, Traffic Circulation & Parking</i> | 40 |
| <i>IV. Future Land Use & Activities in the Downtown Core Area</i> | 44 |
| <i>V. Arts, Culture & Entertainment</i> | 47 |
| <i>VI. Historic Preservation</i> | 49 |
| <i>VII. The Environment & Recreation</i> | 52 |
| <i>VIII. Streetscapes / Gateways / Open Spaces & Trails</i> | 55 |
| DEVELOPMENT PLAN ELEMENTS | 60 |
| <i>North Monroe</i> | 60 |
| <i>Downtown Core</i> | 61 |
| <i>Franklin Boulevard</i> | 64 |
| <i>Gaines Street</i> | 65 |
| <i>Capital Cascades System</i> | 67 |
| PROGRAM MANAGEMENT AND IMPLEMENTATION | 72 |
| <i>Leadership</i> | 72 |
| <i>Organizational Roles and Relationships</i> | 72 |
| <i>City Commission/Agency Board/Staff</i> | 72 |
| <i>Planning Activities & General Urban Design Strategies</i> | 73 |
| <i>Finance and Management</i> | 75 |
| <i>Redevelopment Project Implementation</i> | 75 |
| <i>Promotion and Communication</i> | 76 |
| CAPITAL PROJECTS | 78 |
| TAX INCREMENT FINANCING | 82 |
| STATUTORY REQUIREMENTS | 87 |

APPENDICES

APPENDIX A

| | |
|---|-----------|
| NEIGHBORHOOD IMPACT ELEMENT..... | 96 |
| <i>Relocation</i> | 96 |
| <i>Traffic Circulation</i> | 96 |
| <i>Environmental Quality.....</i> | 97 |
| <i>School Population.....</i> | 98 |
| <i>Community Facilities</i> | 98 |

APPENDIX B

| | |
|---|------------|
| I N V E N T O R Y | 101 |
| POPULATION AND DEMOGRAPHICS..... | 101 |
| LAND USE | 104 |
| BUILDING INVENTORY | 110 |
| TAXABLE VALUE ANALYSIS..... | 120 |
| SITE INVENTORY CONDITIONS | 122 |
| <i>Building Age and Conditions.....</i> | 122 |
| <i>Historic Buildings</i> | 122 |
| <i>Utilities.....</i> | 125 |
| <i>Environmental Issues</i> | 126 |
| <i>Transportation.....</i> | 128 |
| <i>Parking</i> | 129 |
| PREVIOUS PLANS AND PROGRAMS..... | 130 |
| REGULATORY FRAMEWORK | 138 |
| <i>Comprehensive Plan</i> | 138 |
| <i>Land Development Code/Zoning</i> | 152 |

APPENDIX C

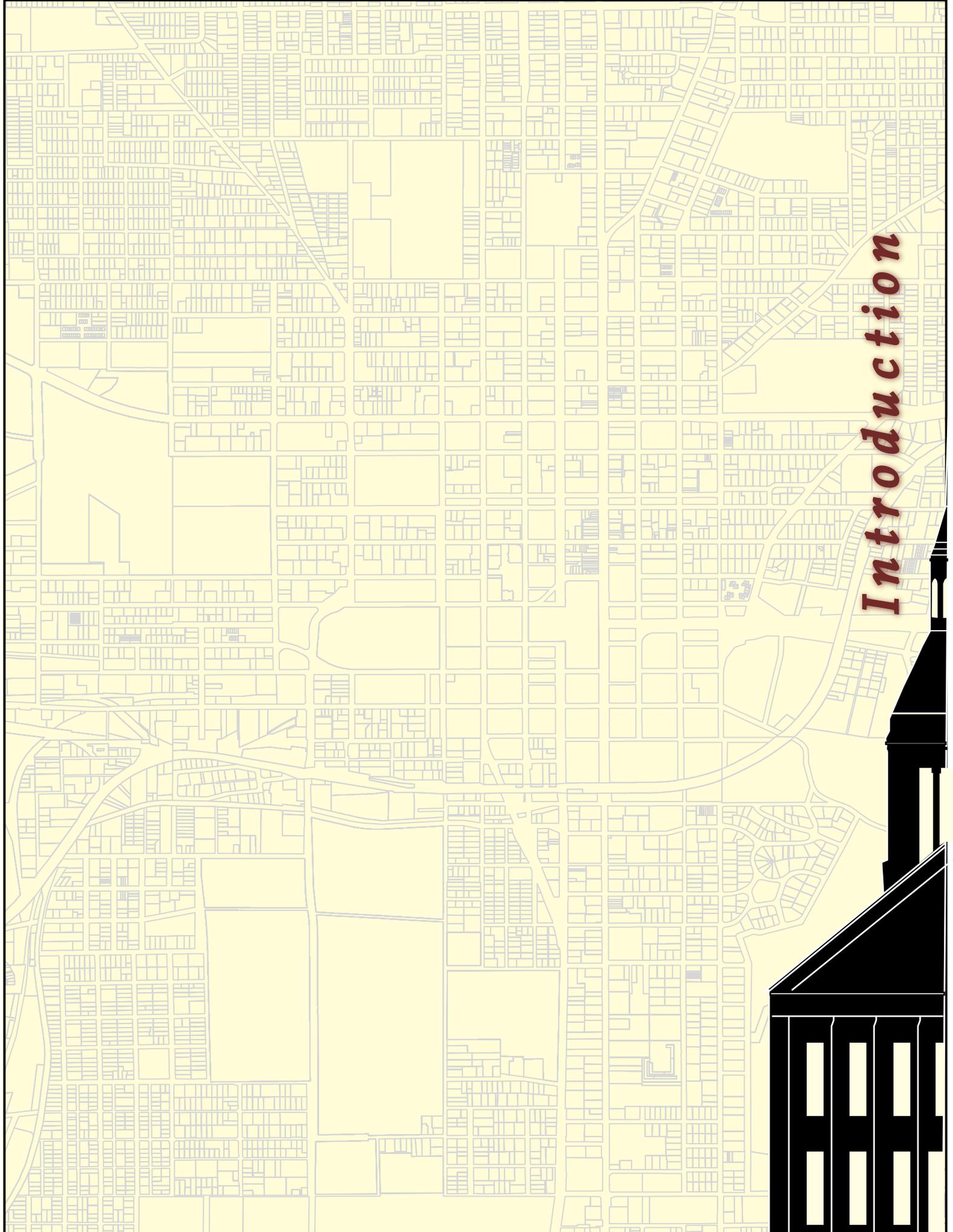
| | |
|--|------------|
| HISTORIC PROPERTIES | 159 |
| LIST OF HISTORIC PROPERTIES IN THE DOWNTOWN CRA..... | 159 |

APPENDIX D

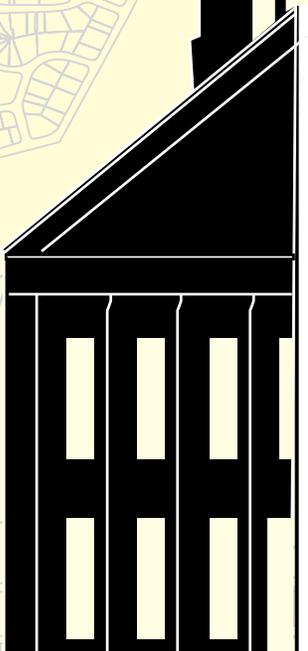
| | |
|---|------------|
| PUBLIC WORKSHOPS..... | 164 |
| FOCUS GROUPS..... | 164 |
| PUBLIC WORKSHOP - FIRST CONCEPTUAL PLAN REVIEW..... | 176 |
| PUBLIC WORKSHOP - SECOND CONCEPTUAL PLAN REVIEW | 181 |

APPENDIX E

| | |
|--|------------|
| LEGAL DESCRIPTION..... | 184 |
| <i>BOUNDARY OF THE DOWNTOWN COMMUNITY REDEVELOPMENT AREA</i> | 184 |



Introduction

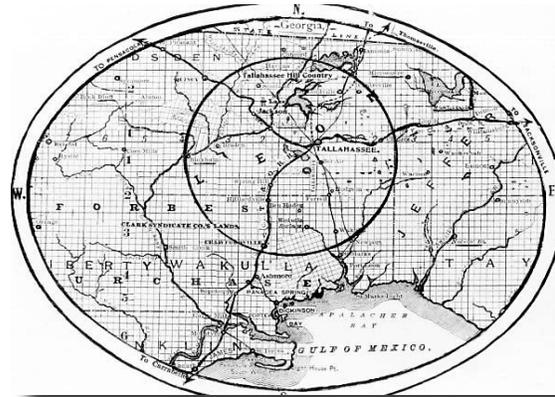


I N T R O D U C T I O N

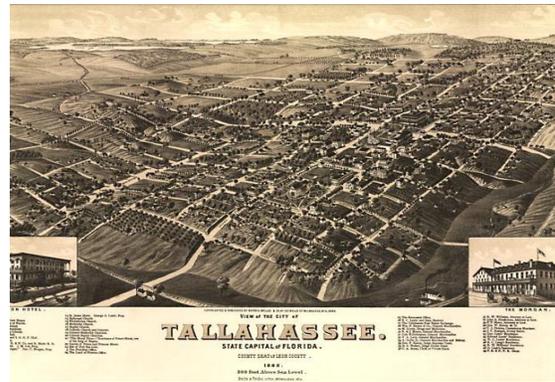
Founded as the territorial capital in 1824, and designated as the state capital in 1845, the City of Tallahassee has seen numerous changes in land use over that time. From its agricultural origins, the City soon became the center for regional commerce and state government. The downtown changed as well. A viable retail and commercial center well into the 1970's, the downtown has become an area dominated by government related uses, with a major emphasis on state-government operations. Downtown stores have been replaced by office space for lobbyists, professional associations and government operations. As a result, the downtown has become an area with few residents and little activity after 5:00 PM.

In an attempt to revitalize the downtown into an 18-hour destination with a wide variety of uses, including new residential and retail space, in March, 2002, the City partnered with the Tallahassee Downtown Improvement Authority to conduct a feasibility study of the downtown area. The City and DIA retained Walker Parking Consultants and Sam Casella Urban Planning to evaluate existing conditions in the downtown study area to determine if the conditions were present to create a downtown community redevelopment area.

The lack of adequate parking is one of the conditions that can justify creation of a community redevelopment area. Walker Parking was contracted to evaluate the parking demand and supply information, and determine whether a parking deficiency existed. The results of the parking study indicated that a deficiency sufficient to justify creation of a redevelopment area did not currently exist. However, the study found that parking convenient to major downtown destinations was insufficient, and that the planned build out of Kleman Plaza and other future growth would likely result in a parking deficiency.



Appalachee Territory



A bird's eye view of the City in 1885



Early Monroe St

Sam Casella Urban Planning was contracted to evaluate the study area for a number of factors related to slum or blight, as defined by Chapter 163, Part III, Florida Statutes, that would justify the creation of a redevelopment area. Mr. Casella surveyed the study area using 11 different criteria: (1) lack of affordable housing, (2) deterioration, (3) vacant and under-utilized land, (4) vacant buildings, (5) functional obsolescence, (6) flooding, (7) brownfields and contamination, (8) unsafe conditions: trash and debris, (9) deficient pedestrian facilities, (10) deficient transportation facilities and (11) age of buildings. The survey sought to identify those areas in which at least three of the above criteria were present. A lack of affordable housing was determined to be a factor that impacted all of the study area and is considered one of the three criteria. A total of 93 blocks were evaluated as part of the survey. In order for a block to qualify as demonstrating conditions related to slum or blight under the City's methodology, a block had to contain at least three of the evaluation criteria. Of the 93 blocks surveyed, 69 blocks had three or more conditions related to slum or blight. Another 10 blocks without at least three conditions related to slum or blight were listed as qualified based on special redevelopment considerations. In all, 79 blocks had conditions that supported a slum or blight designation. The results of the survey were incorporated into a final report called the Finding of Necessity for Redevelopment, Tallahassee Downtown Area.



The Capitol in 1885

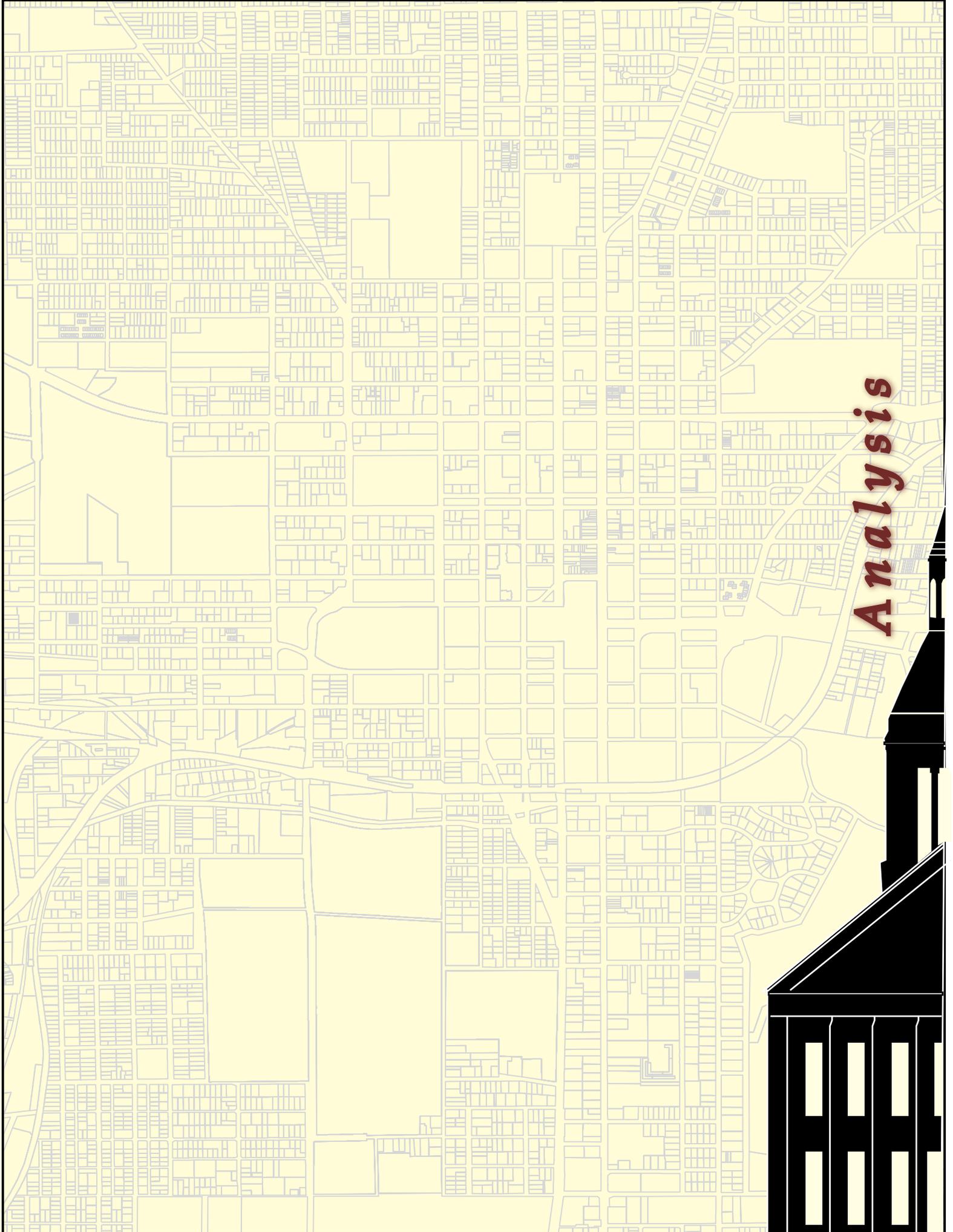
In September 2002, the City Commission adopted the results of the Finding of Necessity and established the boundaries for the Downtown Community Redevelopment Area. In March 2003, the Tallahassee Community Redevelopment Agency contracted with the RMPK Group, Inc., to assist the Agency in preparing the Downtown Redevelopment Plan. During preparation of the redevelopment plan, the Agency hosted a series of focus group meetings and public workshops to solicit input on both the needs of the downtown area and to review the progress of the proposed redevelopment plan. Presentations and discussions were also held with various downtown business, church and neighborhood groups.

The first step in preparing the plan was the development of an inventory of existing conditions in the downtown area, including, but not limited to, land use, building inventory, infrastructure, transportation and previous plans and programs. Based on the inventory, an analysis of the downtown area was conducted. In the analysis phase, the downtown was divided into five distinct areas, each with common attributes: (1) the North Monroe Sub-Area, (2) the Downtown Core Sub-Area, (3) the Franklin Boulevard Sub-Area, (4) the Gaines Street Sub-Area, and (5) the Capital Cascades Sub-Area. The analysis phase established the baseline for development of the specific redevelopment objectives, action strategies and proposals contained in the Development Plan section of the Downtown Redevelopment Plan.

The Development Plan section is the heart of the downtown redevelopment program, outlining the actions needed to revitalize the downtown. The Development Plan contains 8 overall objectives, 50 action strategies and 37 redevelopment proposals ranging from broad redevelopment strategies to specific development opportunities for vacant parcels within the Downtown Redevelopment Area. Implementation of the Development Plan will be accomplished

in coordination with existing plans and programs, such as the Gaines Street Revitalization Plan and the City of Tallahassee Cultural Plan. It is not the intent of the Downtown Redevelopment Plan to replace previously approved plans and programs.

Finally, it should be noted that the Downtown Redevelopment Plan will not be implemented all at once, and it is likely that all elements of the plan will not occur within the time sequence described. The redevelopment plan is intended to be a guiding document for actions designed to overcome deterrents to desired future growth and development in order to stimulate private investment. The plan is not intended to be static. Over time, portions of the plan may be updated and revised to reflect changes in the economy, public concerns and opportunities associated with public development proposals.



Analysis

A N A L Y S I S

Information for the project was collected from several sources, including site visits for the physical inventory, previous planning studies, public workshops, interviews with City staff, technical documents, and interviews with citizens and property owners of the area. The intent of this was to develop a general understanding of the existing conditions in the redevelopment area to establish a foundation for recommendations contained in later sections of the plan.

OVERVIEW

The intent of this phase of the planning process is to analyze and identify issues impacting the character and function of the city's urban form. The site analysis utilizes the existing conditions inventory to evaluate the physical characteristics of the Downtown Community Redevelopment Area (CRA). The analysis considers the existing conditions, current issues and critical areas of concern as they relate to potential redevelopment priorities. The analysis phase establishes the basis for recommendations contained in the Development Plan and associated implementation strategies.

For planning purposes, the Downtown CRA was divided into five sub-areas, which are described below and identified on the Sub-Area Analysis Key Map. They were determined on the basis of having similar land use composition, physical characteristics, and function. The different sub-areas also present similar opportunities that will be addressed through proposed action strategies in the redevelopment plan. Analysis of the existing conditions in each of the sub-areas was considered within the context of the information obtained during the inventory phase. The analysis also takes into consideration the community objectives expressed by the public during the focus group meetings in July 2003 and the public workshops in October and November 2003 and March 2004.

SUB AREA DESCRIPTIONS

Sub-Area 1 - North Monroe Street

Beginning at Brevard Street to the north and ending at Tennessee Street to the south, the North Monroe Street Sub-Area represents the northern gateway to the City's downtown. The area extends three blocks to the east and west of Monroe Street from North Meridian Street in the east to North Bronough Street in the west.

Sub-Area 2 - The Downtown Core

The Downtown Core Sub-Area consists of the primary commercial and civic corridors in the heart of the downtown redevelopment area. Aside from the State Capitol and other Government Buildings located in the Capitol Center just south on Monroe Street, this area is most closely associated with being the historic downtown of Tallahassee. The area is bounded on the north by Tennessee Street, on the south by Pensacola and Jefferson Streets, on the east by Meridian Street and on the west by Macomb Street. Other primary corridors in this sub-area include the one-way, northbound Gadsden Street and southbound Bronough Street.

Sub-Area 3 – Franklin Boulevard

Located on the eastern side of the Downtown Redevelopment Area, Sub-Area 3 is bisected by Franklin Boulevard. The northern boundary is East Tennessee Street just south of Leon County High School. The area is bounded on the east by the CSX rail line, on the west by South Meridian Street, and, on the south by East Pensacola Street and East Jefferson Street.

Sub-Area 4 – Gaines Street

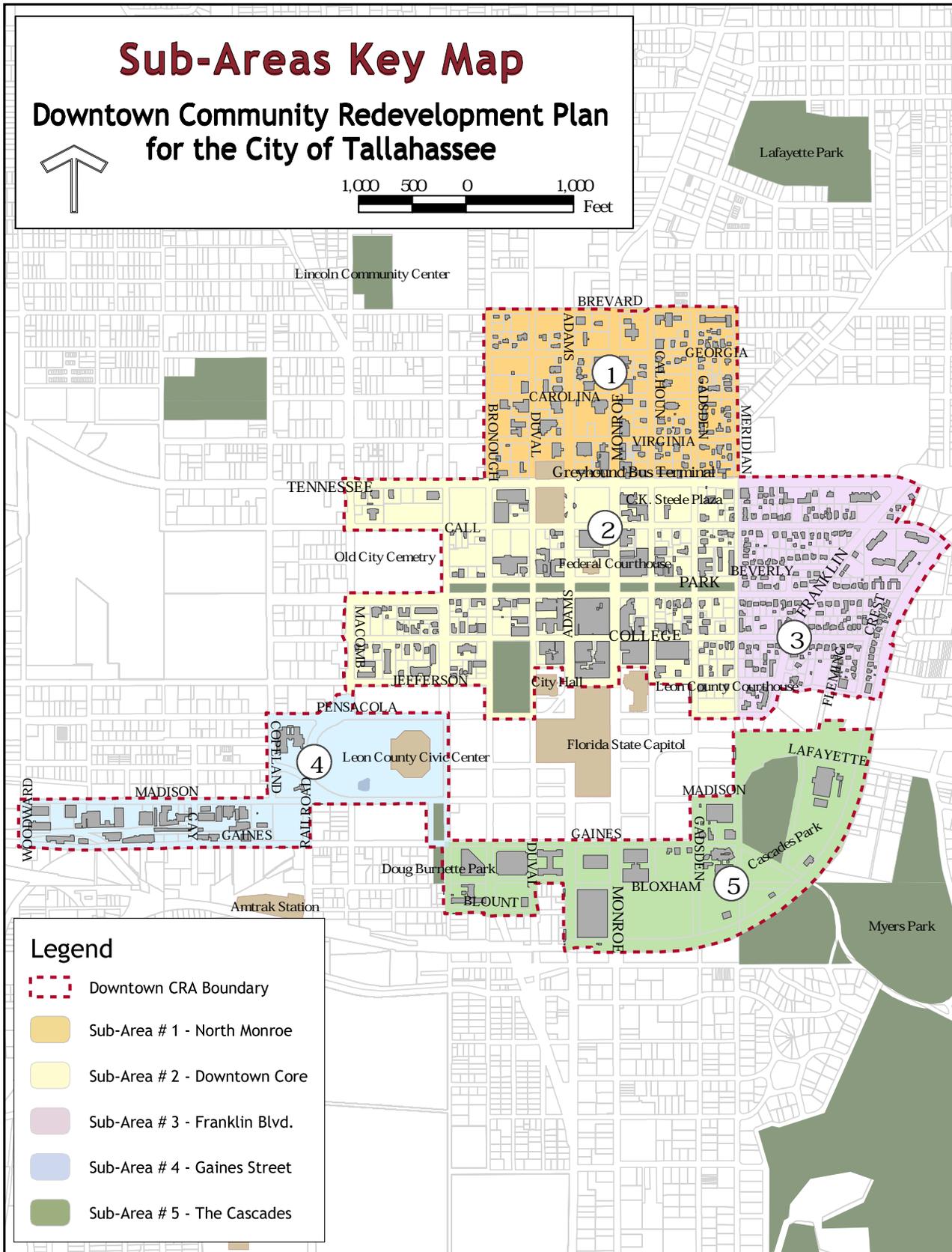
The subject of the recently completed Gaines Street Revitalization Plan, Sub-Area 4 is located along the northern centerline of Gaines Street extending east to South Martin Luther King Jr. Boulevard. The boundary does not include the area between Gaines Street and West Madison Street from Railroad Avenue to Boulevard Avenue including Macomb Street. This sub-area also includes the Ronald L. Tucker Tallahassee-Leon County Civic Center site with West Pensacola Street as the northern boundary, which then extends south on South Copeland Street then west on West Madison Street to the western boundary on South Woodward Street.

Sub-Area 5 – The Cascades

Beginning at the Apalachee Parkway to the north, Sub-Area 5 sweeps to the southwest following the natural drainage path of the Cascades Park and hydrologic system. Extending west/southwest the CSX rail line serves as the eastern and southern boundary until the crossing of Adams Street. The boundary then moves north on Adams Street to West Bloxham Street then west to South Duval Street, south to Blount Street and west to the western boundary on South Martin Luther King, Jr. Boulevard. West Gaines Street serves as the northern boundary heading east from Martin Luther King Jr. Boulevard until reaching South Copeland Street where the boundary heads north to West Pensacola Street.

Figure 1 on the following page shows the boundaries of the five sub areas discussed above.

Figure 1: Sub - Areas Key Map



Assets / Issues/ Opportunities

This section of the plan contains a brief, descriptive overview of the sub-area and then lists each area's main assets, issues and opportunities. The assets are those attributes, strengths or characteristics that the Redevelopment Agency should preserve, enhance or generally build upon as the community's foundation. The issues are the problem areas that the redevelopment plan should address through program recommendations and implementation strategies. Finally, the section broadly identifies opportunities for redevelopment, new development and/or planned improvements that provide the basis for the Development Plan (Figure 15).



Interesting View Sheds and Vistas

While each sub-area contains unique features, there are general observations that can be made concerning representative characteristics for the entire redevelopment area. The downtown's assets include the State Capitol with a rich history. From a physical perspective, the area has a relatively steep, undulating topography with extensive tree canopies that, when combined, create outstanding view sheds that should be capitalized upon when considering urban design strategies. The downtown also contains significant architectural elements with appropriate urban form in terms of building size, setbacks and massing. These are all outstanding attributes that should be built upon to provide the framework for decisions that will affect the future character of the downtown.

Over-riding issues that must be addressed by the Downtown Redevelopment Plan include transportation and parking, mass transit, the physical condition of the surrounding commercial corridors and their treatment as gateways to the downtown, and the structural deterioration of several key areas in the downtown. Future land use recommendations must consider the preservation of neighborhoods; the introduction of new housing, to include affordable housing; and the appropriate mix of entertainment, office and retail uses in the downtown core. The City has undertaken numerous plans and studies, most in the past 10 to 15 years that will have a significant bearing on the content of this plan. This will require careful consideration of the previous plans and studies to ensure cohesion and continuity between the various documents and the Downtown Community Redevelopment Plan. This will also require an evaluation of capital budgets in order to develop fiscal strategies that maximize the use of Redevelopment Agency revenues while leveraging the budgets of other capital improvement programs.



Historic Federal Court House in the heart of downtown.

Analysis of the existing conditions in the downtown revealed numerous opportunities that will have a positive affect on the anticipated success of the redevelopment program. Included in these opportunities are several planned development projects that will have a significant impact on redevelopment efforts by introducing new mixed-use residential developments to the downtown. In addition to the proposed private sector development projects, the City owns several strategic properties enabling site control for well-planned, market-wise future development. There are also several developable vacant parcels the Redevelopment Agency should consider acquiring to help set the tone for future downtown development. Combined, the successful development of such projects will stimulate additional private investment and strengthen the tax base, thereby generating additional revenues for public improvements. Increased revenues will be needed for targeting the complex and demanding tasks involved with retrofitting infrastructure, addressing deteriorating structural conditions, providing environmental cleanup, supporting historic preservation efforts, increasing the availability of downtown housing, and undertaking extensive commercial corridor improvements.



Vacant Warehouses on Gaines Street

SUB-AREA 1 - NORTH MONROE

The North Monroe Sub-Area contains Tennessee Street and North Monroe Street, peripheral corridors that constitute the northern gateway to downtown Tallahassee. These corridors are located in the immediate vicinity of the downtown, have similar characteristics, including high volumes of traffic and older strip commercial development patterns, and have a significant impact on the investment image of the redevelopment area. As the primary gateway to the core commercial area, this sub-area plays an important role in the economic health of the downtown.

Land uses in this area include strip commercial uses, automotive uses, general retail, and office uses along the main commercial corridors. Residential areas are primarily located east of Calhoun Street, where nearly forty single-family residences still exist. The residential areas located west of Monroe Street, particularly on North Adams Street and Georgia Street, have succumbed to the pressure of office conversions and are primarily occupied by various professional organizations.

Past roadway expansion projects on Monroe and Tennessee Streets have consumed right-of-way causing inadequate lot sizes along the frontage of commercial properties. Small or irregularly shaped lots make it difficult to develop property in accordance with modern development regulations. This often requires property assembly, increasing the costs of development and acting as a deterrent to private sector investment.

The North Monroe Sub-Area, as well as other areas throughout the redevelopment district, contains several opportunities for the creation of gateways/entranceways into the downtown and the historic neighborhoods. Gateway features strengthen the sense of identity for the community signifying the arrival to, and distinguishing the difference between, the various activity centers and residential areas in the community.

Assets

- Northern gateway from I-10
- Proximity to downtown
- Existing residential areas
- Entrance elevations
- Traffic volume supports investment
- Extensive tree cover in some areas
- Topography
- Historic buildings

Issues

- Strip Commercial development patterns including an overabundance of strip commercial uses, such as convenience stores and automotive service/repair facilities, with cluttered signage and overhead utilities



Strip Commercial along Tennessee Street

- Existence of vacant and/or under-utilized lots
- Flooding problems along sections of East Brevard Street
- Existence of vacant and/or under-utilized buildings
- Deteriorating physical conditions on parking aprons and sidewalks with a lack of sidewalks, tree canopy and landscaping in many areas



Vacant Trailways Facility

- High traffic volume with poor circulation caused by multiple driveway access points, narrow driveways creating difficult turning movements and traffic conflicts on primary corridors, and inadequate sidewalks

- Encroachment of road right-of-way on Monroe and Tennessee Streets has resulted in some areas with inadequate lot sizes necessary to support commercial activities, causing impacts such as overflow parking into adjacent areas.



Artists Live Work

- Unsightly conditions along some blocks are not welcoming to visitors, establishing a negative investment image

- Physical barriers caused by high-volume traffic and one-way streets in residential transition areas

- Encroachment by commercial and office land uses into residential neighborhoods

- Conversion of single family homes into offices

- Lack of buffering between differing uses

- Insufficient pedestrian lighting in some areas

- Deteriorating physical conditions in some residential areas

- Need for improved mass transit shelters and information

Opportunities

- Development of gateway treatments into the downtown
- Streetscaping enhancements
- Property assembly of vacant and developed parcels by the Community Redevelopment Agency and private investors



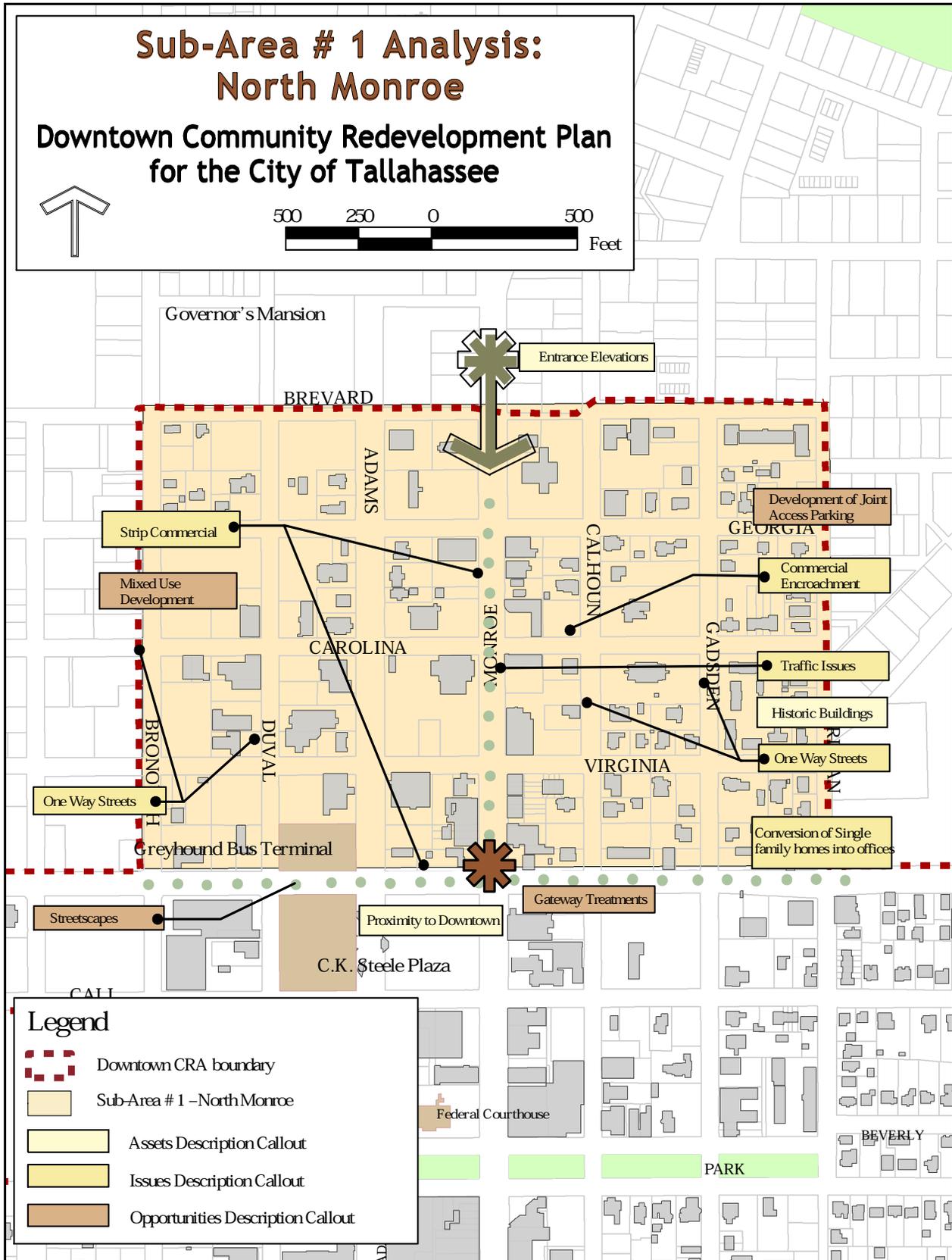
Gateway Opportunity - N. Monroe

- Development of joint access parking
- Ability to attract new investment
- Housing infill opportunities, to include affordable housing
- Historic housing stock rehabilitation
- Development of neighborhood gateway features
- Identity signage

Consideration of Other Plans and Projects

- Tallahassee-Leon County Comprehensive Plan; adopted in 1990, last revised in December 2003. The entire Downtown Redevelopment Area is located within the boundaries of the Central Core, which contains numerous objectives and policies to support in-fill development. Future land use designations in this sub-area include Central Urban, Planned Unit Development and Downtown. All these designations are designed to support the type of redevelopment/development anticipated in the Downtown Redevelopment Plan.
- Tallahassee Land Development Code. Zoning designations in this area include Central Urban, Targeted Office/Retail, Special Character District, Residential Preservation and Planned Unit Development. All these designations are designed to support the type of redevelopment/development anticipated in the Downtown Redevelopment Plan.
- Tallahassee Community Redevelopment Plan; adopted in 2000. The Tallahassee Community Redevelopment Plan identifies a Market Place Center on Macomb Street north of Tennessee Street. This project will likely have a positive affect on future development, serving as a catalyst for new commercial investment in the area.
- Market Analysis and Marketing Plan for Downtown Tallahassee; approved by the Downtown Improvement Authority in 1999. Encourages mixed-use development, and increases in the amount of retail and housing uses in the downtown.
- Finding of Necessity for Redevelopment, Tallahassee Downtown Area; adopted 2002. The Finding included a block-by-block evaluation of blight conditions within the downtown study area. The Downtown Redevelopment Area recommended through the Finding covers 79 blocks, but does not include the Capitol area nor an additional 14 blocks within the study area.
- The Downtown Plan; adopted in 1992. There is general consensus among the various plans that all entrances to the City should be improved through streetscape treatments. This was identified as a capital project for Monroe Street in the Downtown Plan.

Figure 2: Sub - Area # 1



SUB-AREA 2 - THE DOWNTOWN CORE

The heart of the redevelopment area is Tallahassee's historic downtown containing a variety of building types serving the needs of all levels of government, from local to state and federal. As a primary economic base for the City, various government agencies and departments (federal, state and local), small businesses and professional organizations employ thousands of workers who commute into the downtown area daily. Commuters now strain the capacity of the road network at peak hours of the morning and the evening, which has caused the alteration of traffic patterns through the introduction of a series of one-way streets. A major, continuing concern for the downtown will be the City's ability to reconcile the problems associated with peak demands on the transportation and parking systems in the downtown while at the same time creating demand for a viable mass transit system.

Downtown Tallahassee benefits from historic architecture, gentle topography, numerous live oaks and other canopy trees, and streetscape amenities which have softened the negative urban aspects and increased the compactness of the area, establishing the potential for a quality pedestrian environment. Unfortunately, desirable retail and entertainment uses began moving out of the downtown in the 1970's. Once the traditional commercial area of the City, Monroe Street in the downtown area has been transformed into primarily an office-dominated corridor. The Redevelopment Agency should consider the use of incentives to help create a more desirable mix of uses in the downtown.

Assets

- Florida State Capitol
- Concentration of government facilities, including the Federal Courthouse, State Capitol Complex, City Hall, County Administration Building and Courthouse
- Strong connection to civic activities, arts, culture, and museums
- Presence of Florida Agricultural and Mechanical University (FAMU) and The Florida State University (FSU)
- Historic character and charm
- Architectural design and integrity
- Quality urban environment, with appropriate mass, scale, and form of buildings
- Traditional street layout and building setbacks
- Wide sidewalks fronting Monroe Street
- Park Avenue and Calhoun Street Historic Districts
- The Park Avenue Chain of Parks
- Unique topography and high quality



Historic Episcopal Church on Monroe



Chain of Parks - Quality Open Space in the Downtown Core

view sheds high-quality tree canopy in select areas

- Potential for high-quality pedestrian environment and downtown connectivity
- South Adams Street Pedestrian Area
- Kleman Plaza as economic stimulus for the entire downtown area
- Visual connection to FSU

Issues

- Limited mass transit service during weekends and evenings
- Need for mass transit shelters
- Traffic circulation, excessive volume and speed of through traffic, especially on one-way streets
- Need for more convenient retail parking
- Deterioration of the urban form (broken, narrow and missing sidewalks; lack of streetscaping; gaps between buildings; etc.)
- Existence of vacant and/or underutilized lots
- Lack of clear pedestrian connectivity between the major focal points: Capitol Center, downtown, universities, residential areas, cultural centers, museums, etc.
- Competition from suburban residential and commercial markets
- Existence of vacant and/or underutilized buildings
- Existence of buildings in need of maintenance and/or repair
- Need for improved downtown retail mix
- Need for more ongoing special events, activities and promotions
- Need for downtown housing, including affordable housing
- Deteriorating condition of fraternity houses on College Avenue
- Development type and patterns along Tennessee Street



Haphazard Parking at the corner of Tennessee and MLK



Monroe Street: The main spine of downtown Tallahassee

Opportunities

- City control of signature development sites at the SW corner of Tennessee and Monroe Streets and on Kleman Plaza
- Extension of streetscape program to encourage pedestrian connectivity between focal points and activity centers
- New private sector investment such as the Tennyson Project and the mixed-use residential developments planned for Kleman Plaza
- Demand for downtown housing
- Redevelopment opportunities along W. Tennessee Street
- FSU plans for relocating most of “Greek Row” from College Street will result in an opportunity for the adaptive reuse of these buildings
- Development of College Avenue streetscape
- Development of parking to support increased demand
- Park Avenue restoration



College Avenue - Gateway Opportunity



Old Library Site to be redeveloped

Consideration of Other Plans and Projects

- Tallahassee-Leon County Comprehensive Plan; adopted in 1990, last revised in December 2003. The entire Downtown Redevelopment Area is located within the boundaries of the Central Core, which contains numerous objectives and policies to support in-fill development. Most of this sub-area is designated as Downtown on the Future Land Use Map. This designation is designed to support the type of redevelopment/development anticipated in the Downtown Redevelopment Plan.
- Tallahassee Land Development Code. Zoning designations in this area include Targeted Office/Retail, Special Character District, Capitol Center Planning District, and Institutional/Cultural/University Transition. All these designations will support the type of redevelopment/development anticipated in the Downtown Redevelopment Plan.
- The Downtown Plan; adopted in 1992. Supports the direct expansion of FSU and FAMU housing into what is known as the “FSU Transitional Area” between Pensacola and Call Streets. Also supports the construction of a pavilion or band shell on

Park Avenue between Monroe Street and Adam Street.

- The Florida State University Master Plan; adopted in 1995 (revision planned for 2004). The FSU Campus Master Plan would extend the primary boundaries of the main campus south to Gaines Street and east to Macomb Street. The plan also proposed an outer traffic loop system along Tennessee Street, Macomb Street, Gaines Street and Stadium Drive. In this sub-area, the plan recommended major landmark, landscape and signage features at the intersection of Tennessee Street and Macomb Street
- The Florida Agricultural and Mechanical University Master Plan; adopted in 1993, updated in 2003. The Master Plan separated FAMU into two distinct areas: the North Campus and the South Campus. One of the major objectives of the plan is to clearly identify a sense of place for FAMU within the community. This would be accomplished, in large part, by development of a perimeter roadway system. The Master Plan identifies a second major entrance to the campus along Wahnish Way at the FAMU Way intersection.
- Finding of Necessity for Redevelopment, Tallahassee Downtown Area; adopted 2002. The Finding included a block-by-block evaluation of blight conditions within the downtown study area. The Downtown Redevelopment Area recommended through the Finding covers 79 blocks, but does not include the Capitol area nor an additional 14 blocks within the study area.
- Market Analysis and Marketing Plan for Downtown Tallahassee; approved by the Downtown Improvement Authority in 1999. Encourages mixed-use development, and increases in the amount of retail and housing uses in the downtown
- Market Analysis and Feasibility Study for Large Format Theater and Planetarium; prepared in 1998. Indicated that regional demographics would support a large format theater and planetarium, leading to the development of the Challenger Learning Center/IMAX Theater on Kleman Plaza.
- Hotel and Meeting Facility - Market Analysis for Downtown Tallahassee; completed in 1996. Supported development of a first-class meeting and hotel complex in the downtown area. Found that state association and other professional organization demand would generate demand for 24,000 room nights on an annual basis. Estimated that the demand from the meeting market sub segment could generate approximately 37 percent of total demand for a hotel operating at the 70 percent occupancy level.
- Kleman Plaza Master Plan; adopted in 1993, revised in 2001. The Kleman Plaza project in downtown Tallahassee is an area of redevelopment adjacent to the central business core. It links the commercial core, the State Capitol, the Ronald L. Tucker Tallahassee-Leon County Civic Center, and City Hall. Current development on the Plaza includes the Florida League of Cities, the Mary Brogan Museum, the Challenger Learning Center/IMAX Theater, and the Kleman Plaza Public Garage. Two mixed-use residential developments are being proposed for the remaining two parcels. When completed, these two developments will add approximately 330 residential units, 53,000 square feet of retail and 280 parking spaces to Kleman Plaza. Completion of these two developments is expected in 2006 to 2008.
- Parking Study; completed in 2002. Found parking was sufficient to meet existing needs, but was inconvenient for retail users. The study also recognized the future need for additional parking structures in the downtown core area to accommodate anticipated future demand. The study was conducted in late April/early May 2002, when the State Legislature was not in session and the universities were on summer

break, and likely underreported current parking demand.

- City of Tallahassee Cultural Plan; adopted in 2003. The Cultural Plan identified six development goals: (1) employ arts, culture and heritage to strengthen capitol area economic development, increase tourism, and improve the quality of life; (2) build a comprehensive network of arts and heritage education opportunities in the community and schools; (3) achieve sustainable public and private funding to support cultural programs to further the goals of the cultural plan; (4) develop and improve existing cultural facilities to attract and stimulate interest in Florida's capitol city; (5) market arts and heritage to develop audiences and build the image of Tallahassee as a cultural destination; and (6) transform the Cultural Resources Commission and expand its responsibilities to oversee implementation of the cultural plan.

SUB-AREA 3 - FRANKLIN BOULEVARD

The Franklin Boulevard Sub-area contains the most intense residential development within the downtown redevelopment area, and includes the Beverly and Call Street neighborhoods. Most residences in the area have been well maintained and exhibit quality architectural features that should be referenced as examples for guidelines for future infill housing. Set amidst a beautiful tree canopy, these traditional neighborhoods have a significant bearing on the redevelopment of downtown. In addition to providing needed downtown housing, the neighborhoods will also function as part of the market base for commercial and retail development being proposed in the downtown.

Land use in this area consists primarily of older, single-family homes, with a mixture of multi-family dwellings. Although multi-family housing can be found throughout the sub-area, it is primarily located along Meridian Street, Franklin Boulevard and Park Avenue. Commercial and retail uses in this area are primarily located along Tennessee Street.

Sections of the residential neighborhoods are being impacted by a combination of conflicting land use problems and traffic circulation patterns. Office and commercial intrusion could be deterrents to future residential growth and development in this area. Neighborhoods contiguous with commercial uses need buffers to separate and protect them; therefore, zoning and site design standards should be evaluated to correct any regulatory deficiencies.

Deteriorating single-family, multi-family and apartment structures, as well as infrastructure conditions such as broken and missing sidewalks, drainage problems, and poor road surfaces, were identified during the site inventory. These conditions deter private investment and become more costly to correct over time. Fortunately, Franklin Boulevard has been slated for major improvements through the Blueprint 2000 program, which should help to set the stage for private investment in new multi-family housing and single-family residential renovations.

Assets

- Well-established residential neighborhoods
- Proximity to downtown
- Increasing investment in property rehabilitation
- Attractive/extensive tree canopy and varying topography
- Attractive residential architecture
- Attractive configuration of Franklin Blvd
- Start of the historic portion of Park Avenue



Attractive Tree Canopy along Call Street

Issues

- Neighborhood preservation
- Encroachment of office conversions into residential areas
- Parking overflow from Leon High School is impacting Call Street and Beverly Neighborhoods
- Numerous curb cuts into businesses on south side of East Tennessee Street
- Inadequate lot sizes on Tennessee Street limit redevelopment/development opportunities
- Vacancies along Tennessee Street
- Commercial/retail building in need of repair and/or maintenance
- Single- Family and Multi-Family housing in need of maintenance and/or repair
- Apartment complexes in need of repair and/or maintenance along Franklin Boulevard and Park Avenue east of Franklin
- Limited cross-access for pedestrians on Franklin Boulevard
- Poor stormwater drainage along Franklin Boulevard
- Deficient sidewalks, street and pedestrian lighting conditions



Drainage problems along Franklin Boulevard



Multi-family housing conditions along Franklin Boulevard

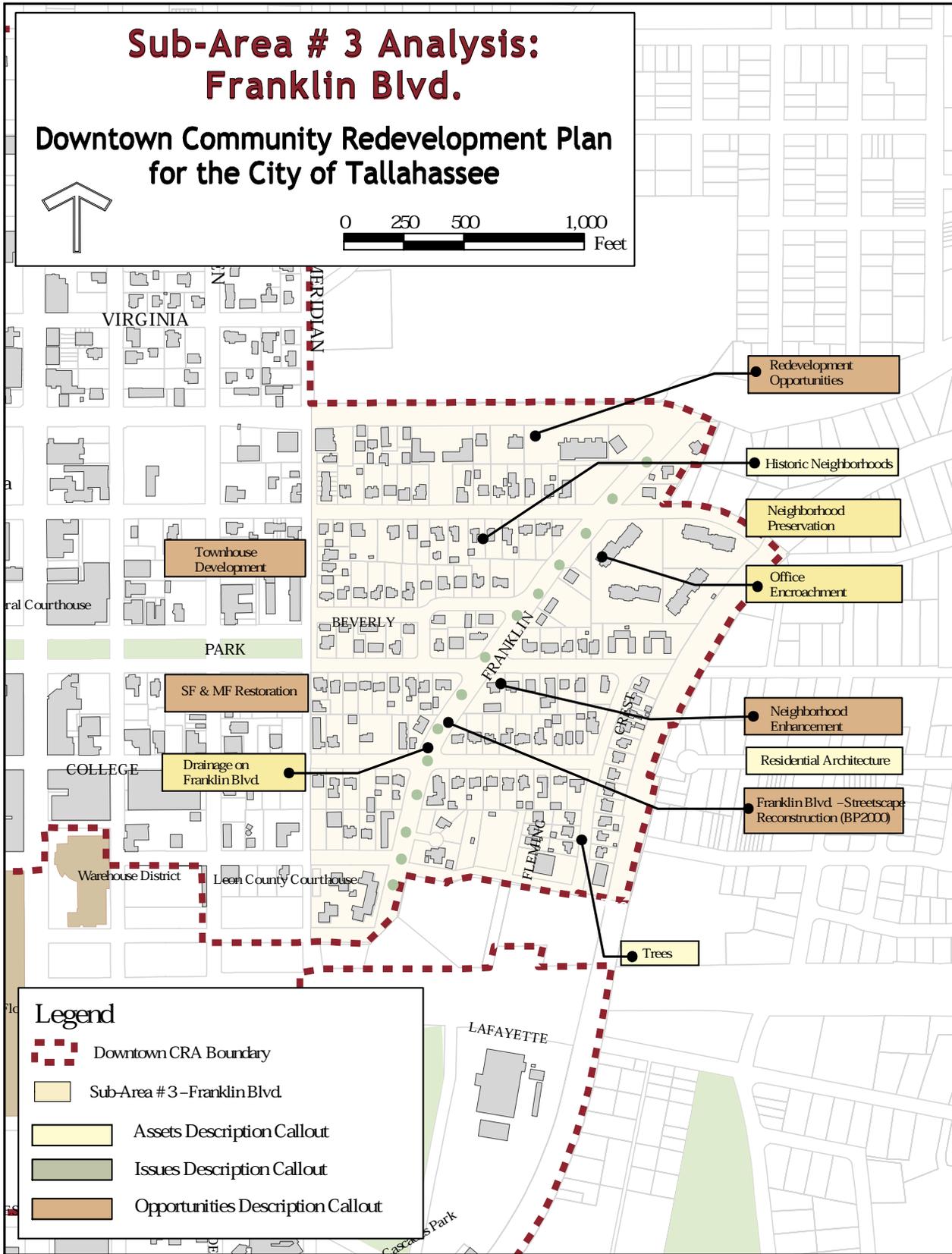
Opportunities

- Neighborhood planning and housing preservation
- Neighborhood enhancements, including streetscape improvements
- Enhancements to planned Franklin Boulevard reconstruction (in coordination with Blueprint 2000)
- Enhancements to planned greenways and trailhead development for the Capital Cascades Greenway (in coordination with Blueprint 2000)
- Opportunities for multi-family and townhouse development
- Site assembly and redevelopment opportunities by the Redevelopment Agency and/or private investment along East Tennessee Street.

Consideration of Other Plans and Projects

- Tallahassee-Leon County Comprehensive Plan; adopted in 1990, last revised in December 2003. The entire Downtown Redevelopment Area is located within the boundaries of the Central Core, which contains numerous objectives and policies to support in-fill development. This sub-area is designated as Mixed Use and Residential Preservation on the Future Land Use Map. These designations will support the type of redevelopment/development anticipated in the Downtown Redevelopment Plan.
- Tallahassee Land Development Code. Zoning designations in this area include Targeted Office/Retail, Special Character District, Capitol Center Planning District, and Institutional/Cultural/University Transition. All these designations will support the type of redevelopment/development anticipated in the Downtown Redevelopment Plan.
- Market Analysis and Marketing Plan for Downtown Tallahassee; approved by the Downtown Improvement Authority in 1999. The plan recommends increasing housing availability in the downtown. A major objective of the Downtown Redevelopment Plan is to preserve and increase the availability of downtown residential structures, including affordable housing.
- Finding of Necessity for Redevelopment, Tallahassee Downtown Area; adopted 2002. The Finding included a block-by-block evaluation of blight conditions within the downtown study area. The Downtown Redevelopment Area recommended through the Finding covers 79 blocks, but does not include the Capitol area nor an additional 14 blocks within the study area.
- Blueprint 2000 and Beyond – Project Definitions Report; approved in 2000. The Blueprint 2000 Plan includes the reconstruction of Franklin Boulevard and development of a trailhead and greenways as auxiliary components of the reconstruction project.

Figure 4: Sub - Area # 3



SUB-AREA 4 - GAINES STREET

Gaines Street is the main corridor connecting three of the City's most significant institutions: the State Capitol Complex, The Florida State University (FSU) and Florida Agricultural and Mechanical University (FAMU). The Gaines Street Area is of key importance to downtown Tallahassee as the area emerges as a center for retail, residential, arts, and culture uses. Present land uses range from older industrial and warehouse uses to a concentration of government operations; from residential uses of varying densities within eroded neighborhood fabrics to scattered office uses; and vacant parcels under public or private ownership. The study area extends approximately two miles along Gaines Street from Cascades Park to the east, Lake Bradford Road to the west, Pensacola Street to the north and FAMU Way to the south.



Opportunity for infill development such as this one in the All Saints Neighborhood

The adopted Gaines Street Revitalization Plan sets forth an ambitious future development program with extensive capital improvements. This Plan will have a significant impact on proposals for the Gaines Street Sub-Area of the Downtown Redevelopment Area.

Deteriorating buildings and the poor condition of public infrastructure were identified in this sub-area during the site inventory. Through lack of investment, private properties are beginning to show signs of deterioration and increased vacancy. Likewise, lack of public investment and attention to issues such as sidewalks, drainage, and street lighting have caused additional negative impacts along the Gaines Street and West Madison Street corridors.

An important issue related to the future development of this sub-area is the design and operation of the major roadways within the existing capacity limitations. With significant densities planned for this area under the Gaines Street Revitalization Plan, the challenge facing the Gaines Street Revitalization Committee is how to design the urban setting in a way that will not only attract visitors to the various retail and entertainment venues, but will also encourage people to live in the area.

The City owns the property at the intersection of West Madison Street and Railroad Avenue. Formerly a local bank and City utility payment collection facility, this site is strategically located across from the Leon County Civic Center near the eastern entryway to the Gaines Street warehouse district. Future development of this site can support many uses, including residential and/or retail uses, all of which could serve as a cornerstone for future development along the Gaines Street corridor.

Assets

- Civic Center, with opportunities for on-site expansion
- Availability of vacant land for in-fill development
- Character of the Warehouse District in attracting entertainment venues

- Proximity to FAMU and FSU, prime location for student housing
- Proximity to Doak Campbell Stadium
- Available City-owned land

Issues

- Parking, especially during peak demand and as new development occurs
- Need for improved sidewalks; better pedestrian connectivity, especially to the universities
- Maintaining Level of Service on Gaines Street
- Deteriorating structural conditions; buildings in need of maintenance and/or repair
- Existence of vacant underutilized buildings.
- Existence of obsolescent/underutilized structures
- Developer pressures and design standards
- Relocation of public uses
- Structural and functional capacity of older warehouse buildings for future use
- Maximizing economic impact of the Hotel and Conference Center proposal
- Timing and intensity of anticipated Gaines Street revitalization developments



Conflicting land uses - lumber yard



Vacant Warehouses

Opportunities

- Expansion of the Civic Center to include a mixed-use hotel
- Potential for inclusion of a performing arts center will have a substantial social and economic impact
- Ability to master plan a large site to integrate appropriate land uses and create positive synergies between major activity anchors
- Creation of gateways on Gaines Street
- Streetscape improvements on Gaines Street, Railroad Avenue and Madison Street



Civic Center and future site for the Marriott Hotel

- Adaptive reuse of warehouses
- Redevelopment opportunities on vacant and underutilized land
- Return City owned property to the tax roll
- Expansion of high-quality, mixed-use, close-in housing for FSU and FAMU students
- Development of non-student housing, including affordable housing



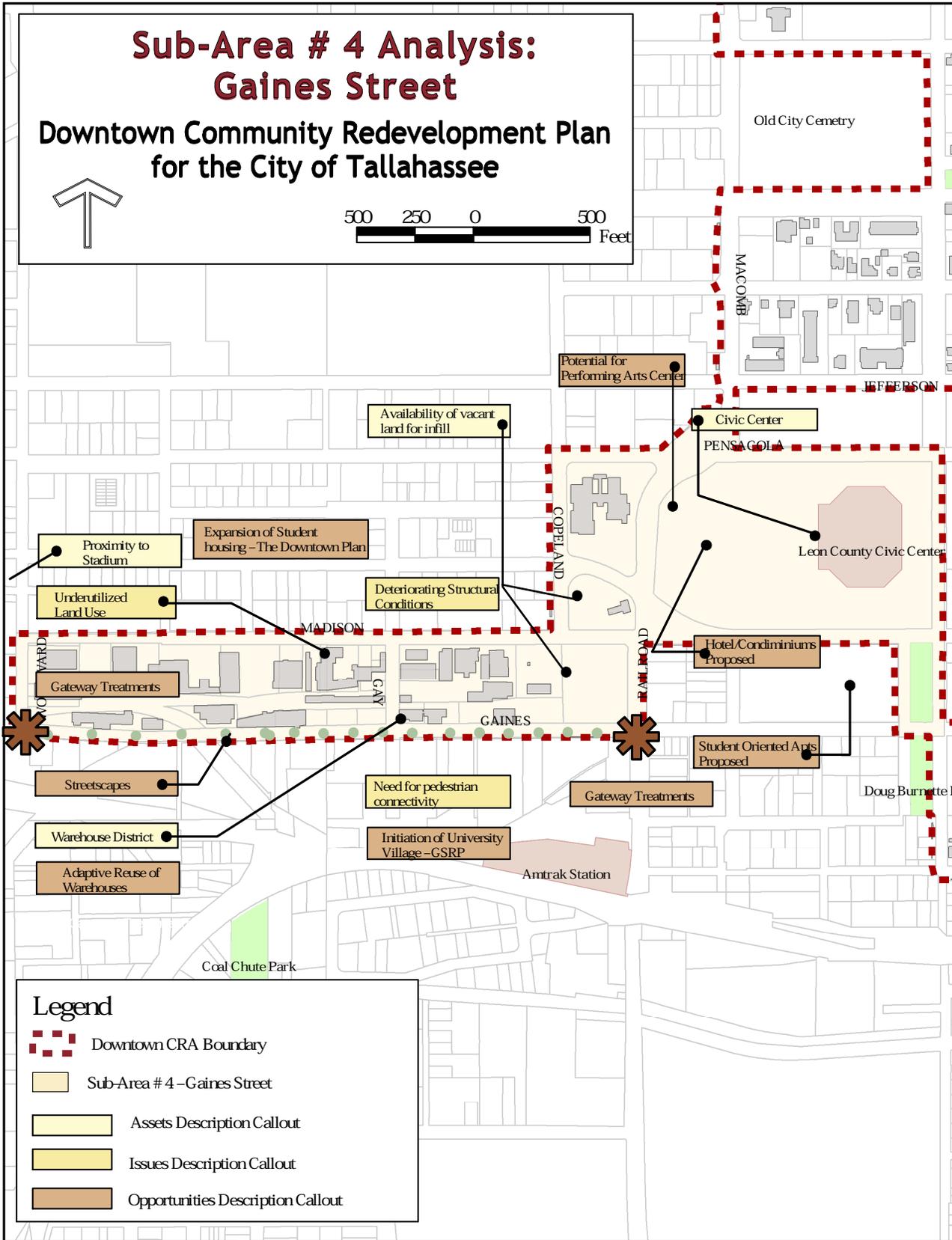
Opportunity for warehouse redevelopment as loft accommodation

Consideration of Other Plans and Projects

- Tallahassee-Leon County Comprehensive Plan; adopted in 1990, last revised in December 2003. The entire Downtown Redevelopment Area is located within the boundaries of the Central Core, which contains numerous objectives and policies to support in-fill development. This sub-area is designated as University Transition on the Future Land Use Map. This designation will support the type of redevelopment/development anticipated in the Downtown Redevelopment Plan.
- Tallahassee Land Development Code. This area is designated as University Transition in the zoning ordinance. This designation will support the type of redevelopment/development anticipated in the Downtown Redevelopment Plan.
- Tallahassee Community Redevelopment Plan; adopted in 2000. The south side of Gaines Street and the entire All Saints neighborhood is located within the Tallahassee Community Redevelopment Area. The Tallahassee Community Redevelopment Plan recognizes the expected growth of the Gaines Street area of new housing, retail and entertainment opportunities. Coordination between the two community redevelopment plans will be required to ensure each area is able to maximize the leverage from the other area's redevelopment efforts.
- FSU Master Plan; adopted in 1995, update planned in 2004. The FSU Campus Master Plan would extend the primary boundaries of the main campus south to Gaines Street and east to Macomb Street. The plan also proposed an outer traffic loop system along Tennessee Street, Macomb Street, Gaines Street and Stadium Drive. In this sub-area, the FSU Master Plan recognizes the need for expansion of housing facilities for FSU north of the sub-area in the vicinity of Madison and W. Pensacola Street.
- FAMU Master Plan; adopted in 1993, updated in 2003. The Master Plan separated FAMU into two distinct areas: the North Campus and the South Campus. The North Campus would extend towards Gaines Street. One of the major objectives of the plan is to clearly identify a sense of place for FAMU within the community. This would be accomplished, in large part, by development of a perimeter roadway system. The Master Plan identifies a second major entrance to the campus along Wahnish Way at the FAMU Way intersection.

- Gaines Street Revitalization Plan; adopted in 2001. The Revitalization Plan suggests a series of recommendations addressing the reuse and revitalization of the corridor for residential, commercial and cultural uses, with improved vehicular and pedestrian access throughout the area. One type of development envisioned by the plan is the establishment of a university village. The tools and techniques supported by the Revitalization Plan fall into five categories: The Gaines Street Revitalization Plan and related Urban Zoning Districts, Development Standards and Design Guidelines, A Historic Resources Master Plan, Greenway and Open Space Design Concepts, and an Implementation Program.
- Tallahassee Cultural Plan; adopted in 2003. The Cultural Plan identified six development goals: (1) employ arts, culture and heritage to strengthen capital area economic development, increase tourism, and improve the quality of life; (2) build a comprehensive network of arts and heritage education opportunities in the community and schools; (3) achieve sustainable public and private funding to support cultural programs to further the goals of the cultural plan; (4) develop and improve existing cultural facilities to attract and stimulate interest in Florida's capital city; (5) market arts and heritage to develop audiences and build the image of Tallahassee as a cultural destination; and (6) transform the Cultural Resources Commission and expand its responsibilities to oversee implementation of the cultural plan. Survey results obtained during preparation of the Cultural Plan indicated 86 percent of respondents supported development of a Performing Arts Center in the downtown area. The Civic Center site is one that should be considered for the performing arts center. Development of this facility in conjunction with the proposed Hotel and Conference Center will establish a tremendous anchor for future social and cultural activities in the region.
- The Downtown Plan; adopted in 1992. Like the FSU Master Plan, the Downtown Plan recognizes the need for expansion of housing facilities for FSU north of the sub-area in the vicinity of W. Pensacola Street.
- Finding of Necessity for Redevelopment, Tallahassee Downtown Area; adopted 2002. The Finding included a block-by-block evaluation of blight conditions within the downtown study area. The Downtown Redevelopment Area recommended through the Finding covers 79 blocks, but does not include the Capitol area nor an additional 14 blocks within the study area.

Figure 5: Sub - Area # 4



SUB-AREA 5 - THE CAPITAL CASCADES

In addition to containing a host of government buildings and facilities, Sub-Area 5 contains the Capital Cascades, the most important environmental and recreational asset in the downtown redevelopment area. The Capital Cascades has historically been a conveyance system for drainage emanating from the Leon High School vicinity. This drainage conveyance includes the Franklin Street ditch, which routinely floods during heavy rainstorms. Downstream flooding problems at South Monroe Street near the CSX railway overpass, extending to the Munson Slough, also present challenges, as well as opportunities, for the future development of this area.



Need to Clean Up Cascades Park - A brownfield site

The City has recently commissioned a hydrology and hydraulic study to form a basis for solving the problems associated with the drainage system and is also planning to develop a Sector Plan for the Capital Cascades watershed area. The opportunity exists to create a major resource-based greenway incorporating flood mitigation devices as recreation features.

The strategic location of the Capital Cascades property dictates that it will become a main thoroughfare for bicycle and pedestrian traffic, serving as a linkage for the South Monroe corridor, Gaines Street improvements, FAMU, the All-Saints neighborhood, the State Office Campus, and the residential and office uses to the north of Park avenue.



Historic Waterworks Structure - Opportunity for Redevelopment

There have been numerous discussions regarding potential uses for the Capital Cascades area, including as a minor league baseball park. It is anticipated that the Capital Cascades Sector Plan will include a general evaluation of potential uses for this area. Selection of the best use for this site will be extremely important since it could serve as a catalyst for private investment and become a cornerstone in the recreational value of this project.

The contamination of the Capital Cascades is a significant problem, serving as an impediment to meaningful development of the area. Although efforts to analyze and develop solutions to remediate the contamination have been determined, issues remain as to when this will be done and who will pay for it. The remediation will need to be completed before serious redevelopment can occur in this area.

Assets

- Significant environmental and recreational resource
- Strong visual connection to the Capital

- Numerous historic uses and structures, including the Meridian Benchmark and the Korean War Memorial
- Large area of open space in close proximity to several residential areas
- Control of land by the City and State
- Physical character of the area



*View from Apalachee towards Capitol
-Opportunity for Gateway*

Issues

- Environmental clean-up dependent upon inter-governmental coordination
- Environmental clean-up start and completion date
- Need for significant stormwater management improvements
- Uncertainty of future uses

Opportunities

- Magnificent trails and greenways opportunities along the planned Capital Cascades Greenway
- Development of a Capital Gateway
- Enhancement of the Gaines Street streetscape
- Reconstruction of Lafayette Street
- Development of a Meridian Benchmark Monument
- Expansion of the Korean War Memorial area into a Veterans Memorial
- Regional stormwater treatment opportunity
- Restoration of the Old City Waterworks Building
- Capital Cascades Sector Plan



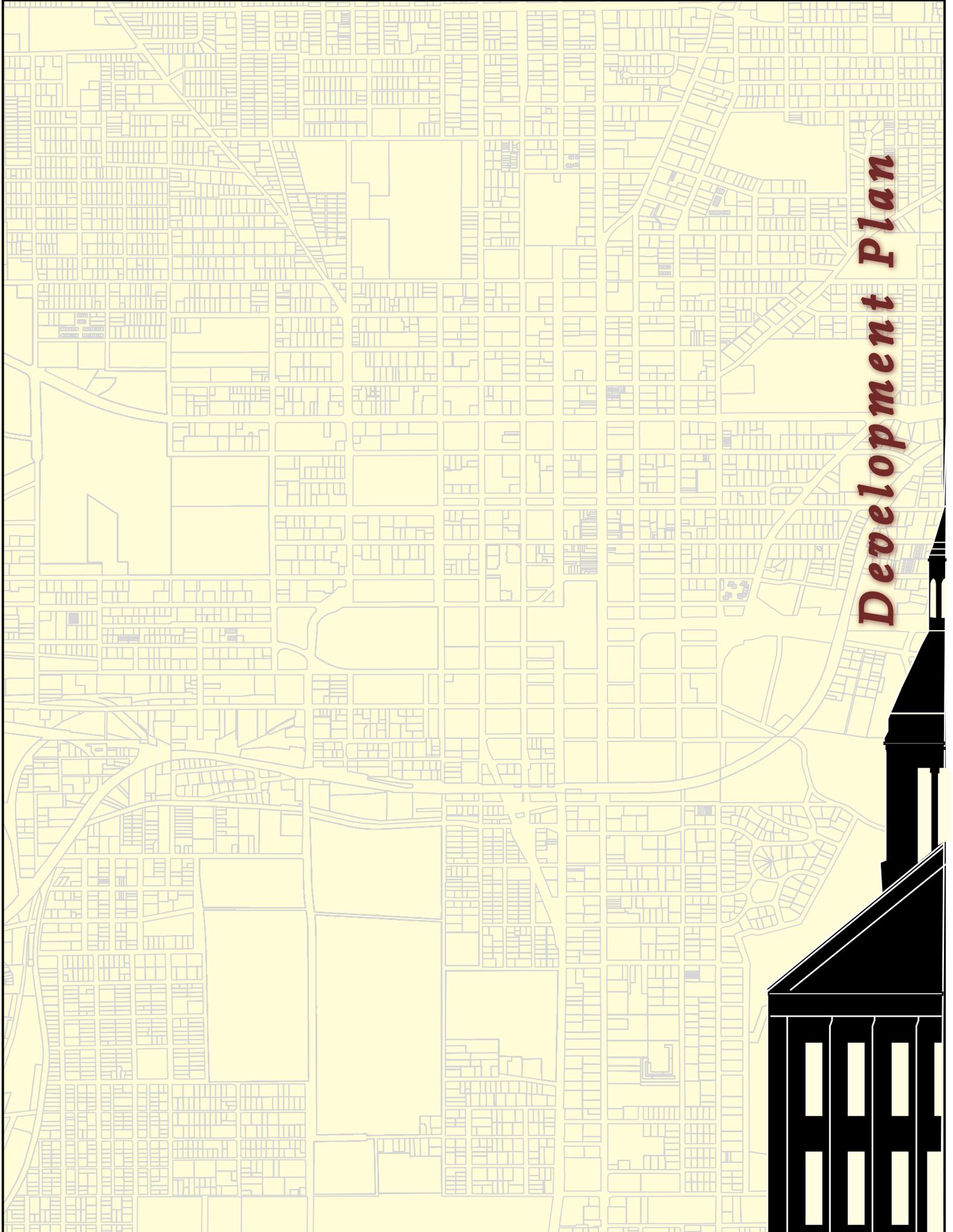
Meridian Benchmark - Monument



*Existing Korean War Memorial
and Park*

Consideration of Other Plans and Projects

- Tallahassee-Leon County Comprehensive Plan; adopted in 1990, last revised in December 2003. The entire Downtown Redevelopment Area is located within the boundaries of the Central Core, which contains numerous objectives and policies to support in-fill development. This sub-area is designated as Downtown, Recreation/Open Space and Government Operations the Future Land Use Map. These designations will support the type of redevelopment/ development anticipated in the Downtown Redevelopment Plan.
- Tallahassee Land Development Code. This area is designated as CCPD in the zoning ordinance. This designation will support the type of redevelopment/ development anticipated in the Downtown Redevelopment Plan.
- The Downtown Plan; adopted in 1992. Calls for the clean up of toxic waste materials in Cascades Park. Recommendations were also made to create new pedestrian routes integrating Cascades Park with the CBD and to capitalize on the approach road along Apalachee Parkway.
- Finding of Necessity for Redevelopment, Tallahassee Downtown Area; adopted 2002. The Finding included a block-by-block evaluation of blight conditions within the downtown study area. The Downtown Redevelopment Area recommended through the Finding covers 79 blocks, but does not include the Capital area nor an additional 14 blocks within the study area.
- Gaines Street Revitalization Plan; adopted in, 2001. The Revitalization Plan suggests a series of recommendations addressing the reuse and revitalization of the corridor for residential, commercial and cultural uses, with improved vehicular and pedestrian access throughout the area. The tools and techniques created by the Revitalization Plan fall into five categories: The Gaines Street Revitalization Plan and related Urban Zoning Districts, Development Standards and Design Guidelines, A Historic Resources Master Plan, Greenway and Open Space Design Concepts, and an Implementation Program. The Revitalization Plan proposed the Cascades Greenway Corridor.
- Blueprint 2000. Suggested the greenways and trail head development at Cascades Park and also proposed the reconstruction of Lafayette Street. Blueprint 2000 suggests construction of the Cascades Linear Greenway to Railroad Square, a greenway development project linking Franklin Boulevard to the Gaines Street Revitalization Area. Components of this project include the reconstruction of Franklin Boulevard to create a more park-like atmosphere as well as provide flood control, improve traffic control/ circulation on Franklin Boulevard and between Gaines Street and Apalachee Parkway, and construct a series of park-like urban wetland retention facilities through Cascades Park.



Development Plan

DEVELOPMENT PLAN

PLAN CONTENT AND DESCRIPTION

The descriptive narrative of the Development Plan summarizes the general intent of the redevelopment program. It has been developed as a guideline for promoting the sound development and redevelopment of the properties in the redevelopment area. Opportunities for public improvements, redevelopment activities and proposed future land use composition are identified and graphically included in the Development Plan. The Plan was developed after analyzing the existing conditions and the previous plans that deal with the development of the downtown district.

While the Downtown Redevelopment Plan is comprehensive in its assessment of the issues impacting the future of the downtown district, the program will not be responsible for implementation of plans, projects and programs that are being proposed by other agencies and organizations. The Community Redevelopment Agency cannot possibly assume the roles of other organizations responsible for projects within the area. Rather, the Agency's role is to maintain close relationships with other organizations and support their efforts through supplemental funding and other program initiatives. The redevelopment program will be pursued at multiple levels by numerous jurisdictions at the same time. The Agency may take the lead in certain efforts, while other departments and organizations will lead their efforts where appropriate.



A three dimensional view of the existing downtown

It must also be understood that the plan will not happen all at once, and it is likely that the elements of the Plan will not necessarily occur within the time sequence described herein. The Downtown Redevelopment Plan is intended to be a guiding document for local government actions designed to overcome deterrents to desired future growth and development in order to stimulate private investment. The plan is not intended to be static. Over time, the objectives and strategies of the plan should be updated and revised based upon changes in the economy, relevant public concerns and opportunities associated with private development proposals. The Plan illustrates how the economic development strategies, and redevelopment program directives can be translated into a physical land use plan that accents natural and cultural amenities while promoting quality growth and development. The Development Plan graphically, and in general terms, describes the required elements of the Downtown Community Redevelopment Plan.

The most important aspects of the Plan are the following:

1. The Plan identifies, in general, where primary land uses (commercial/office/

residential) and activity centers will be located in order to best attract prospective businesses and residents, while at the same time being well integrated into desired future transportation and land use patterns.

2. The Plan provides a tool for the Redevelopment Agency and the City to promote economic development by showing prospective corporate entities locations that have been designated for their purpose; thereby reducing the developer's risk and permitting hurdles when coming to the community.

3. The Plan provides a holistic means for the Redevelopment Agency and the City to provide the approvals of new developments based upon an agreed-upon strategy.

4. The Plan allows the Redevelopment Agency and the City to make capital improvements projections based upon known future, public project needs, demands and proposed locations.

5. The Plan locates commercial sites based upon expected market demands and reasonable residential service areas.

6. The Plan supports desired social, physical and economic development strategies, as expressed by community representatives, including:

- The improvement of conditions on the Monroe and Tennessee Street Corridors
- The support and expansion of the Downtown Core Area and the introduction of new retail, entertainment and residential uses
- Support of infill, renovation and enhancement of residential areas and the prevention of commercial encroachment into neighborhoods
- Strengthening and expansion of the arts, culture and entertainment
- The revitalization of Gaines St. & Madison St. compatible with previous plans and programs
- Clean-up and re-use of the Cascades Park
- Reinforcement of future public transportation and mobility options through development of multi-modal transit and expansion of pedestrian areas
- Support for historic preservation efforts
- Compatibility between adjacent land uses including respect for existing community structures and institutions

The Development Plan contains descriptions of several types of projects and programs, including capital projects, public/private projects, and government programs. Capital projects are those that are funded solely by the public sector to address specific infrastructure needs such as roads, drainage, streetscapes, parks and other municipal facilities.

The Plan also contains projects that provide opportunities for the public and private sector to work together toward



View of Park Avenue

mutually beneficial development activities. The public and private sectors can bring different resources and capabilities to bear on projects that fulfill the objectives of the redevelopment plan but otherwise might be unsuccessful. For these projects, public costs are undetermined at this time because the Agency's role in each will be defined through negotiation at the time of the project.

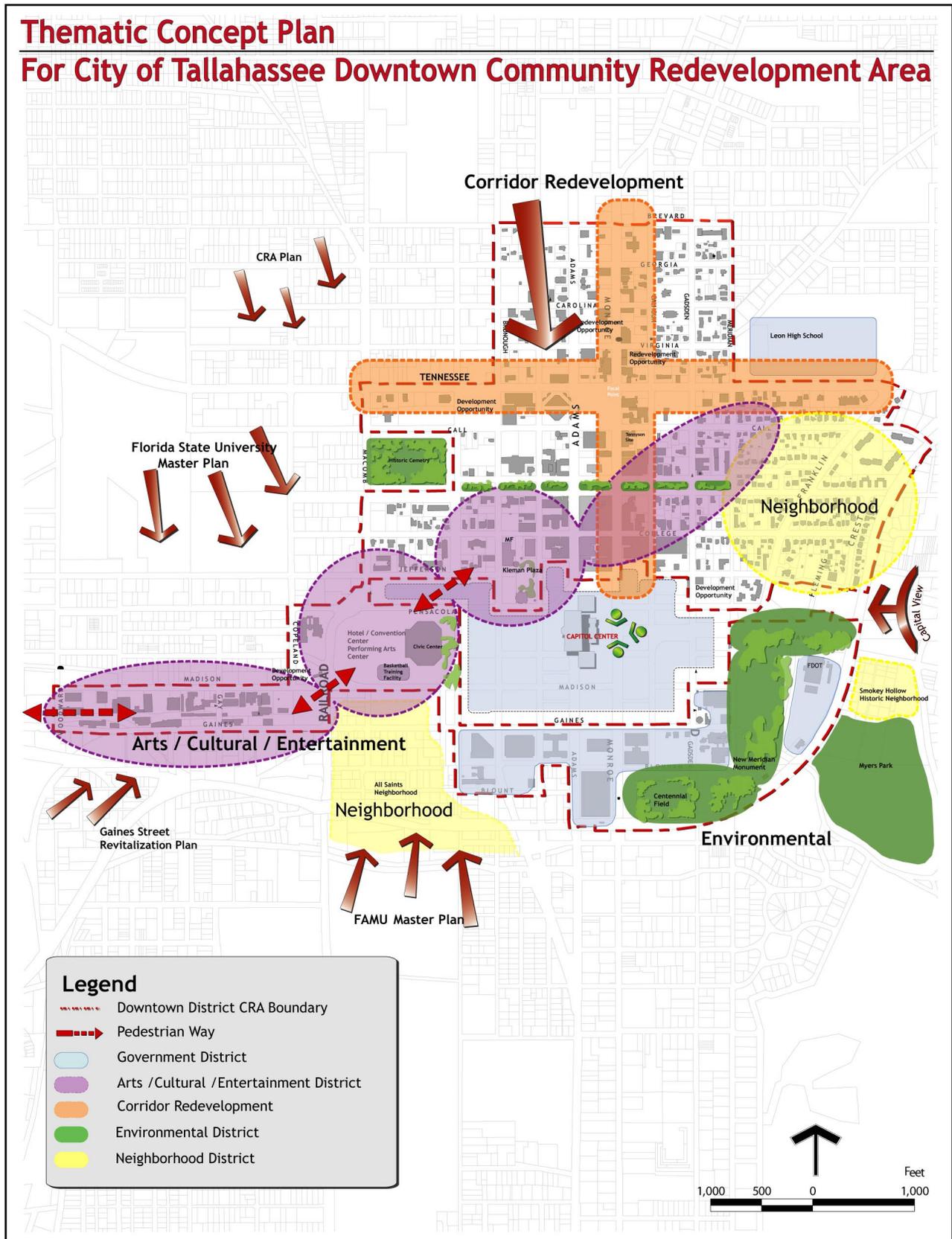
Finally the Plan anticipates government actions to be undertaken by the City and/or the Redevelopment Agency for a variety of purposes. Regulatory actions may include revisions to the City's Comprehensive plan, land development regulations, and building codes. Land acquisition programs, such as land banking and property swapping, are expected to be incorporated in the redevelopment process to control prime development sites; thereby ensuring future development in a manner consistent with redevelopment objectives. Economic development and business improvement incentives will also be components of the redevelopment program.

The use of the terms "should" and "should consider" for the various action strategies provided for in the Development Plan are for general direction only. It is within the discretion of the Agency on when and how to implement strategies and/or programs in support of the redevelopment plan.

OVERRIDING THEMATIC CONCEPTS

Similar to the findings established during the analysis phase of the project, several overriding themes were identified when preparing the Development Plan. These themes represent the fundamental components of the Redevelopment Plan. They were determined during the course of analysis and then validated by representatives of the community during the public involvement process. The conceptual themes are presented here through a brief narrative description of the issue, followed by an objective statement that defines the intent of the Plan, and finally a series of action strategies are presented to describe a prescriptive course of action recommended to address the issue. The Overriding Thematic Concepts are graphically illustrated in Figure 7 on the following page.

Figure 7: Thematic Concept Plan



I. Continuity Between Planning Documents

A recurring theme that has surfaced during the preparation of this plan is the need to ensure that all previously adopted Plans are supported through the redevelopment process. The Downtown Redevelopment Plan is not intended to replace previously approved plans, and, in fact, should be flexible enough to incorporate the content of future plans and studies through amendments to the Plan. The redevelopment program provides an excellent tool to synthesize information from other plans and programs into a cohesive effort focused on the success of the downtown.

Objective Statement:

The City and the Redevelopment Agency seek to provide continuity between overlapping plans and programs pertaining to the downtown area through the adoption of the Downtown Community Redevelopment Plan.

Action Strategy

By adopting this Community Redevelopment Plan, the City Commission, by reference, hereby acknowledges all other Plans within the City's jurisdiction that overlap the Downtown Redevelopment District boundaries. The further intent is to coordinate and reconcile differences between plans that are not under the City's jurisdiction, but otherwise have a direct impact on the programs and policies stated herein, for example, the Florida State University Master Plan. In doing so, the City agrees to support other program activities and capital improvement projects through supplemental redevelopment budgets and program initiatives, as provided by statute, when feasible and within the context of Agency priorities. Plans that are anticipated to fall under this policy include, but are not limited to, the following.

1. Tallahassee Community Redevelopment Plan; adopted in 2000
2. Blueprint 2000 and Beyond – Projects Definitions Report, 2000
3. Kleman Plaza Master Plan; adopted in 1992 and revised in 2001
4. Gaines Street Revitalization Plan; adopted in 2001
5. Market Analysis and Marketing Plan for Downtown Tallahassee; approved by the Tallahassee Downtown Improvement Authority (TDIA) in 1999
6. City of Tallahassee Capital Cultural Plan; adopted in 2003
7. Tallahassee-Leon County Enterprise Zone Strategic Plan; adopted in 2002
8. The Florida State University Master Plan; adopted in 1996 and currently being revised
9. Florida Agricultural and Mechanical University (FAMU) Master Plan; adopted in 1993 and revised in 2003
10. City of Tallahassee and Leon County Bicycle and Pedestrian Master Plan; adoption planned in 2004
11. Finding of Necessity for Redevelopment, Tallahassee Downtown Area, adopted in 2002
11. City of Tallahassee and Leon County Greenways Master Plan
12. South Monroe Street Sector Plan; approved in 2003
13. Capital Cascades Sector Plan; approval planned in early 2005.
14. The City of Tallahassee Comprehensive Plan; adopted in 1990, last revised in 2003.
15. Future plans, studies and programs related to the Downtown Redevelopment Area

Figure 8: Continuity with Other Plans



II. Pedestrian Mobility, Traffic Circulation & Parking

Throughout the planning process, pedestrian mobility, traffic circulation and parking have consistently been identified as critical elements associated with the future success of the downtown. Roadway carrying capacity, pedestrian safety, the future of mass transit and the lack of convenient parking were among the concerns expressed by area residents and business owners. Beyond these concerns, the redevelopment effort must also seek means to provide connection between the major activity centers identified in the Plan.

Objective Statement:

Establish a safe, efficient traffic circulation and pedestrian mobility system that provides sufficient access by all modes of transportation between activity centers both within the redevelopment area and the rest of the community.

Action Strategies

Working with the City of Tallahassee, Leon County, the Florida Department of Transportation, the Metropolitan Planning Organization and the Tallahassee Transit Authority (TalTran), the Redevelopment Agency should support the development of a comprehensive transportation plan. The scope of this project should address regional transportation issues as well as those specifically impacting the downtown. There are various transportation plans and studies currently underway and the Agency should seek to utilize this information and determine what additional elements maybe necessary to develop a comprehensive transportation plan which will foster the redevelopment objectives for the downtown. The transportation plan should address the following elements:

- The Plan should assess existing traffic patterns, and projected impacts from related capital projects and provide recommendations concerning any automotive transportation improvements that may include, redistribution of traffic, roadway realignment, directional changes in traffic flow and other measures that will increase traffic carrying capacity and traveling convenience in the downtown.
- The scope of the Transportation Plan should include detailed corridor improvement studies for Monroe and Tennessee Streets with specific recommendations for improving access management, bicycle and pedestrian safety, future land use composition and aesthetics.
- The Transportation Plan should support a safe, secure, appealing and efficient bicycle and pedestrian system linking all major activity centers, parking facilities and other interchange points, while minimizing the impacts of increased traffic and activity levels on residential areas.



Section through Park Avenue

- The Plan should include a comprehensive downtown parking study to establish parking demand during peak seasons and provide recommendations that will increase parking capacity and convenience.
- The Transportation Plan should further evaluate the opportunity to locate a multi-modal transit station in the redevelopment district.
- The Redevelopment Agency should support program recommendations and planned capital improvements for the downtown area contained in the Tallahassee/ Leon County Bicycle and Pedestrian Master Plan.
- The Agency should investigate and, where appropriate, recommend options, such as angled parking, as a means to increase parking capacity.
- Working with FDOT, the Agency and the City evaluate, and if appropriate, establish a policy that restricts through traffic for large trucks on Monroe Street and seek means of alternative truck routing.

III. Housing & Neighborhood Preservation

Currently, there are approximately 3,730 residents and 1,340 dwelling units within the boundaries of the Downtown Redevelopment Area. A key component required for successful redevelopment of the downtown is to increase the amount of residents within the core area by providing the base market for proposed hospitality, entertainment and retail activities; therefore, the Plan recommends the Agency pursue activities that support multi-family housing downtown and, where appropriate, in the vicinity of adjoining neighborhoods. Another major goal of the redevelopment program is



Proposed Multi-family Residential Building in Klemm Plaza

to preserve and enhance the historic neighborhoods in the vicinity of the downtown. This is a formidable task when considering recent private investment in property renovations for the purpose of converting residences into commercial and office use. Compounding this problem is the fact that the older neighborhoods must compete with new housing developments in an explosive housing market that offers a diverse range of housing products that are competitively priced. It is also important that there be diversity in the residential development in the downtown district such that it includes both market rate and affordable housing. In the Finding of Necessity it was noted that there was a lack of affordable housing within the downtown. Data suggests that a significant number of the people who work in and within the vicinity of the downtown would live in the downtown if there were residential opportunities available. A number of these workers would qualify for affordable housing and the Agency should work to include an appropriate mix of affordable housing units in the overall residential development strategy. An assessment of the anticipated impact on low to moder-

ate-income residents from implementation of the Downtown Redevelopment Plan is included as Appendix A, Neighborhood Impact Element.

Objective Statement:

Encourage both market-rate and affordable residential development including owner-occupied, and multi-family housing opportunities within the downtown core area and at appropriate locations in surrounding neighborhoods where supported by the Comprehensive Plan and Zoning Code.



Historic Single Family

Action Strategies

- Identify and market areas where private interests can develop housing and necessary support facilities in the downtown core area and adjacent neighborhoods such as Gaines Street and Franklin Street.
- Consider financial incentives to promote owner-occupied housing in the redevelopment area.
- Develop strategies to encourage the development of affordable housing, with an emphasis in developing ways in which affordable housing can be integrated within market rate housing development projects.
- Strategically target appropriate locations within the redevelopment area to facilitate new privately developed multi-family housing developments.



Infill Multi-family Prototype

Objective Statement:

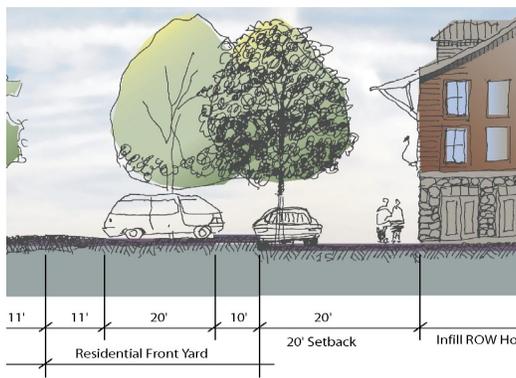
Preserve and enhance existing downtown neighborhoods, such as the Beverly, Call Street and Lafayette Park neighborhoods through infrastructure improvements and refurbishment of the housing stock, establishing a safe, functional and aesthetically pleasing community environment.

Action Strategies

In order to accomplish the goal of neighborhood preservation, the Redevelopment Agency must work closely with the City to coordinate neighborhood-planning efforts to obtain input

from residents concerning issues of importance to them. This process should also be used for conveying on-going City and Agency activities to generate community support and to glean insight into possible program implementation alternatives. Potential Strategies could include

- Develop strategies to address issues identified by residents and invest in infrastructure improvements such as drainage, sidewalks, street lighting and neighborhood entrance signage that support the stabilization of residential areas.
- Work with neighborhood organizations to devise incentives and funding strategies for proposed neighborhood improvements.
- Several residential areas have been well maintained and exhibit quality architectural features that should be referenced as examples for guidelines in future infill housing and property renovations. Infill housing development and renovations consistent with historical guidelines should be supported in order to continue to strengthen the housing market.
- Provide incentives to support the restoration of historic structures that may be in a state of deterioration but is otherwise structurally sound.
- Provide incentives to encourage the restoration of historic residential properties for continued residential use.
- Provide incentives to encourage additional buffering between residential and commercial uses.
- Develop strategies to create new housing opportunities in the redevelopment area utilizing housing programs that encourage owner occupancy.
- Pedestrian connection between the neighborhoods and the downtown should be provided through an improved network of sidewalks, alleyways, and access roads, which will improve pedestrian access to primary focal points in the City. Improvements to the pedestrian environment should be encouraged through landscape buffering from vehicular areas with widened sidewalks, streetlights, and other design elements.
- Increased support, coordination, and communication between residents and police will benefit the neighborhoods and provide local law enforcement with the means to increase their effectiveness in serving the neighborhood.



Neighborhood Street Section



Town Houses in the All Saints Neighborhood

IV. Future Land Use & Activities in the Downtown Core Area

A primary objective of the redevelopment program is to enable an expanded mix of retail, entertainment and residential uses in the downtown district. New restaurants, retail and other opportunities for entertainment would extend downtown hours of business into the evening and create a more attractive environment for full time residents. Tallahassee is the seat of local and state government in Florida; therefore a premium has been established on office use in the downtown to support government related activities. Unfortunately, in this case, high demand for office space has generated higher lease rates for space in the downtown. Over time, this has displaced commercial uses. This phenomenon has combined with the trend toward commercial and residential suburbanization and the encroachment of office use in surrounding historic neighborhoods. The result has been a sterilization of the mix of land uses and activities in the downtown, and the creation of a 9 to 5 commuter town that essentially shuts down after daytime business hours. The Redevelopment Agency should employ creative measures to address these land use issues in the downtown core area.

Objective Statement:

To re-introduce a more complimentary mix of land uses in the downtown to stimulate excitement and provide for a full range of activities that will mutually support full time residential occupancy and extend business hours into the evening.



View of hospitality district from Adams St

Action Strategies

One effective way to accomplish future land use objectives in the downtown is to provide financial incentives to property owners, businesses and developers that will make economic sense to the investment community. This is especially important at the early speculative stages of the redevelopment cycle; therefore, an action plan should be developed which pro-

vides sufficient incentives to attract the desired private sector investments. It is anticipated that the need for such incentives will diminish as the district matures and the perceived investment risk diminishes. Some examples of strategies which should be considered include:

- It is important to continue to connect business entrepreneurs with building owners who have lease space available. Working with local realtors and the Downtown Improvement Authority, the Agency should support marketing the downtown to targeted leasers.

- The Agency should facilitate access to low cost capital to attract targeted development. Strategies to accomplish this could include establishing a low-interest loan pool with local banks taking advantage of federal program requirements provided through the Community Reinvestment Act. These loan pools can be utilized to entice redevelopment investors into the community.

- The purchase of properties, both vacant and developed, by the Agency for assembly and resale. The resale terms can be designed to provide incentives for the targeted uses.

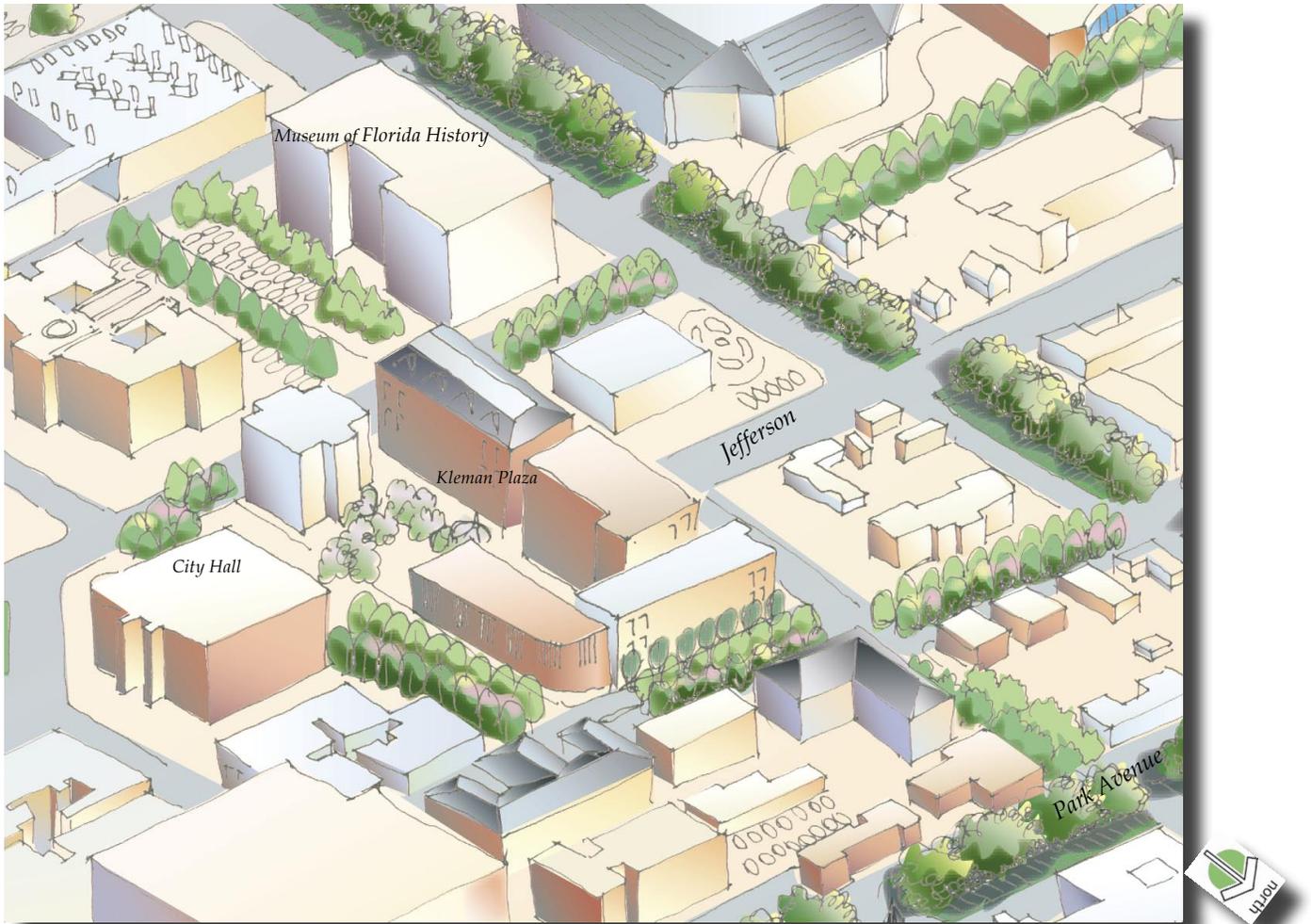
- The Agency should evaluate and, where appropriate, offer assistance for planning and design and consider offering selected fee rebates for the redevelopers and small businesses whose projects are compatible with the Plan objectives.

- Historic preservation tax credits should continue to be marketed for downtown renovation projects in conjunction with other financial incentives described above.



Historic Renovation to Offices

Figure 9: Downtown Hospitality District



V. Arts, Culture & Entertainment

The City of Tallahassee adopted the Capital Cultural Plan in June of 2003. As with other planning documents affecting the downtown area, the Downtown Redevelopment Plan supports the goals set forth in the Cultural Plan considering the arts, culture and entertainment vital elements of a vibrant and dynamic future for the community.

Objective Statement:

Embrace the arts, culture and related entertainment activities through plans, programs, policy and financing of projects that further the goals of the City of Tallahassee Capital Cultural Plan.

Action Strategies

- Work with the City and the Cultural Resources Commission (CRC) to identify areas where the Redevelopment Agency can support the activities of the CRC.
- Support development of a Performing Arts Center if the selected site is within the downtown redevelopment boundaries.
- Support the development of additional cultural amenities within the district, such as public art display and performance venues.
- Support development of projects such as artists lofts, the Artists Live Work concept, and other uses which encourage artists to live and work in the redevelopment district.
- Promote cultural venues within the downtown district through improvements such as directional and interpretive signage, enhancing pedestrian linkage to places of historic and cultural significance located in the downtown area.
- Coordinate with the CRC and the Convention and Visitors Bureau to develop promotional and marketing materials describing the locations and activities to be found at the various cultural venues in the downtown district.
- Work with the City, the Convention and Visitors Bureau, the Downtown Improvement Authority and other interested parties to promote the downtown district through the support of festivals, exhibits, performances and other special events designed to attract residents and visitors to the downtown.



View of Civic Center from Railroad



View from Madison

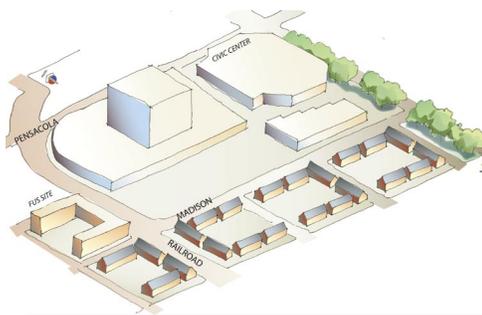
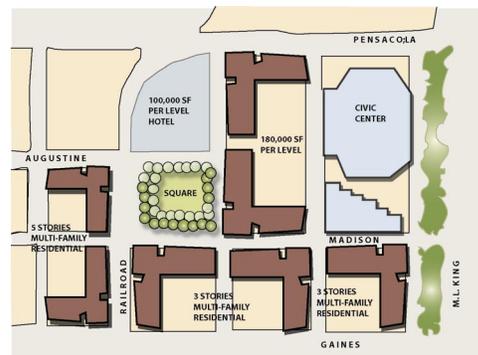
Figure 10: Birds Eye View of Performing Arts Center/Multi-family Housing/ Hotel / Conference / Events Green



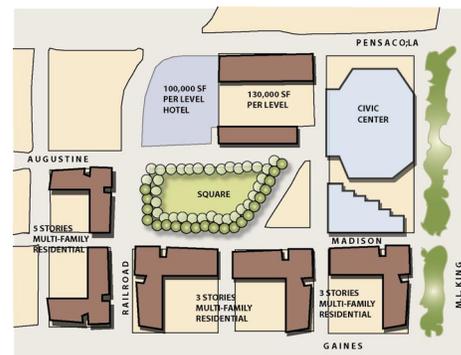
The above rendering illustrates the concept, which includes a Performing Arts Center and a Hotel & Conference Center with structured parking wrapped by retail uses. The plan also shows a plaza for festivals and events with multi-family surrounding the green.



Development Concept Alternative A: Smaller Plaza



Development Concept Alternative B: Large Plaza



VI. Historic Preservation

Tallahassee's rich history and importance as the state capital provide a substantial foundation when planning for the City's future. A key element of the Downtown Redevelopment Plan is to maintain a connection to the past and provide historic continuity for future development. While social connection to the past can be accommodated through museums and other learning activities, physical connectivity is accomplished through the preservation of historic resources and the continuance of established architectural form.



Historic Federal Court House

Objective Statement:

Promote Tallahassee's heritage by preserving its historic landmarks and architecturally significant structures while ensuring future development maintains historic connection with the established urban form.

Action Strategies

Potential Historic Preservation Strategies Include;

- Work with the Tallahassee Trust for Historic Preservation to further the organization's goals as they pertain to historic structures in the downtown.
- Provide incentives to encourage future development in the downtown redevelopment area to be consistent with the existing architectural character for development taking place in the Historic Preservation Districts.
- Continue to support efforts of the Architectural Review Board responsible for reviewing plans in relation to the Historic Preservation Districts and Historic Preservation Overlay (HPO) areas to maintain historic character of new construction and renovations.
- Establish a facade improvement program providing design assistance and financial incentives to encourage building renovation that will provide continuity of historical design and strengthen existing architectural features.
- Make property owners and investors aware of the tax inducements available as an incentive for restoring historic buildings for practical use.

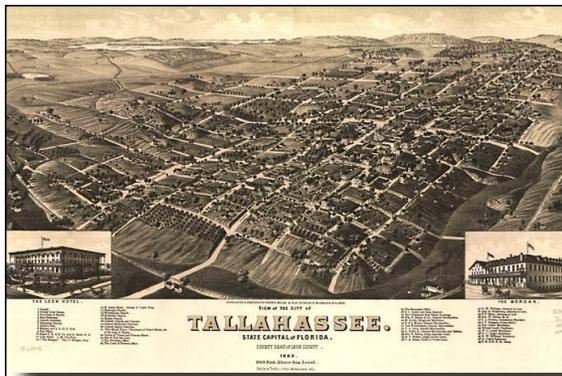


Old City Waterworks Building

- Continue to promote voluntary participation in preservation efforts by providing economic incentives in the form of local grants and low interest loans through the Historic Preservation Grant and Loan Program to pay for the restoration of historic properties.

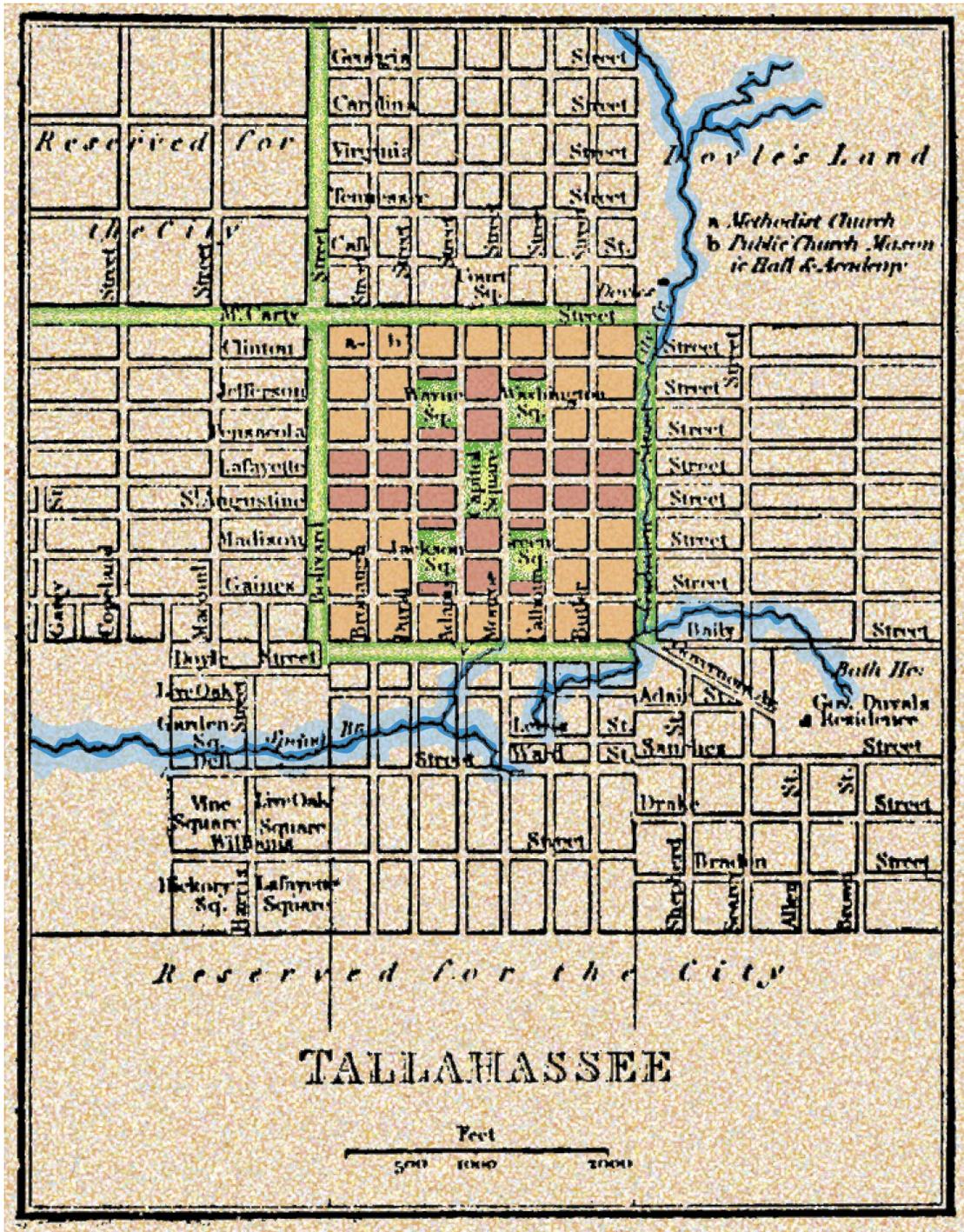


1885 Capitol Building



1885 Birds Eye View

Figure 11: Historical Plan



The Redevelopment Plan aims to achieve a close resemblance to the old historical plan via the open space park systems and the Cascades.

VII. The Environment & Recreation

The hilly topography and urban development have combined to cause several environmental problems in the downtown area including flooding and ground water contamination. The Cascades drainage basin located in the southeast section of the City provides an example of these conditions. Projects described in the Blueprint 2000 Plan address many of these environmental problems while providing open space and recreational amenities for area residents and visitors. Concepts proposed in the Downtown Redevelopment Plan provide additional means to address stormwater runoff and associated pollution discharge through the recycling of urban land. An overlying intent of this Plan is to improve environmental conditions, whenever possible, and increase recreational opportunities through the redevelopment process.



Cascades Park Greenspace

Objective Statement:

The Redevelopment Agency, through policy decisions and supplemental budgets, will support efforts to clean the environment and provide recreational amenities for the community.

Action Strategies

Potential Environmental and Recreation strategies include:

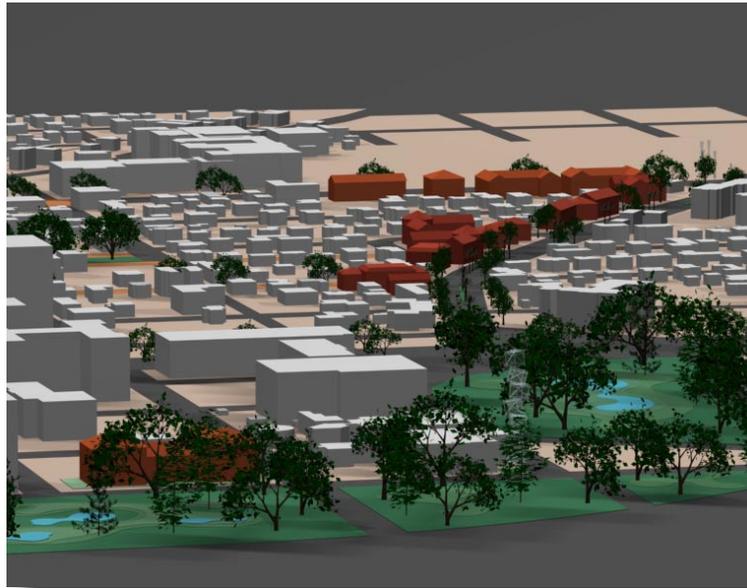
- Work with the Stormwater Utility Department, Blueprint 2000 and the North Florida Water Management District to devise strategies for improving regional stormwater conveyance and retention capabilities.
- Support capital improvements, when feasible, through supplemental budgets for infrastructure located within the redevelopment area.
- Support projects and programs contained in the Tallahassee/Leon County Bicycle and Pedestrian Master Plan and the Greenways and Trails Master Plan.
- Similarly adopt and support appropriate elements of the Cascade Sector Planning initiative.
- Reduce impervious surfaces and/or provide



Historical Cascades

stormwater treatment by recycling urban lands through redevelopment projects.

- Investigate expanding the City's Street Canopy Protection Ordinance to the downtown redevelopment area to protect and enhance the vegetative canopy to reduce sediment loading in runoff during storm events.
- Support combined government effort for the environmental clean up of the Centennial Park brownfield site and consider providing Agency resources to effort if current resources prove to be insufficient.
- Support the expansion of recreational amenities in the downtown district
- Investigate the existence and use of parks and recreation facilities to ensure adequate facilities exist, especially in residential areas where children reside.



Three Dimensional Model of Existing Cascades Park

Figure 12: Cascade Greenway



Plan showing Franklin Boulevard to the Cascades Park

The Cascade Greenway Concept shows the reintroduction of historic water features providing treatment for stormwater and new activities including expansion of the Korean War Memorial and the celebration of Meridian Point.



Korean War Memorial



Meridian Point



Birds Eye View of the Park



Section through Korean War Memorial

VIII. Streetscapes / Gateways / Open Spaces & Trails

Existing tree canopy and streetscape elements soften the negative features of the urban environment by providing an opportunity to establish a quality pedestrian atmosphere, which translates into increased economic activity and higher real estate values. The Redevelopment Plan recommends an overall streetscape improvement program along the primary and secondary roadways in the redevelopment area. Streetscapes on these roadways are designed to soften the appearance of older physically declining areas, and provide visual continuity and improved pedestrian connection for the various activity centers described in the Plan. Whenever possible, an increase in the overall available pedestrian space, such as sidewalks, public plazas and open space, will be used to facilitate this goal. Effective design of the streetscape system will dramatically improve the aesthetics of the community and establish a more attractive investment image to the private sector.

In addition to streetscapes, the downtown redevelopment area contains several opportunities for the creation of entranceways, or gateways into the downtown and the historic neighborhoods. Gateway features strengthen the sense of identity for the community signifying the arrival to, and distinguishing the difference between, the various commercial centers and residential areas in the community. Projects involving directional signage, monumentation, lighting and landscaping are typical elements of gateway features. It should be noted that many of the appropriate gateway locations for the southern and western entrances to the downtown are within the boundaries of the Tallahassee Community Redevelopment Area (also known as the Greater Frenchtown/Southside Redevelopment Area). The Agency should work to coordinate the streetscape improvements in that district to include appropriate gateway features.

The Redevelopment Plan recommends development of an enhanced and unified identity for the Downtown area. To accomplish this, the Agency should establish consistency in public space and public right-of-way development while strengthening the identity of the various districts that will be established as a result of this plan. The Agency can pursue the opportunity to create a linear park and trail aligned in a north/south direction establishing a critical pedestrian link between the primary activity centers in the



Proposal for Primary Streetscape



Proposal for Secondary Streetscape

downtown. Extension of the park concept will enable completion of a distinct pedestrian trail connecting Park Avenue to the north, Franklin Boulevard to the east and Gaines Street and Madison Street to the south. Combined with other proposed streetscape improvements, the Redevelopment Agency will be able to establish an attractive pedestrian grid system for the downtown area. Upgrading this linear park with improvements similar to those found in the Chain of Parks along Park Avenue would provide a venue for festivals, art shows, and similar attractions.

Gateways and streetscapes are often used to establish a theme that can vary for the different areas of town, causing focus on the unique aspects of the various districts. Such design elements can be used to distinguish between areas such as, the Universities and Stadiums, Civic Center and Performing Arts Center, Gaines Street and the Cultural Arts District, Capitol Center and museums, Downtown Hospitality District, and the Cascades, Veterans Memorial, and Heritage Trail Systems. These themes can then be built upon and used for promotional brochures and directional information for motorists, pedestrians, bicyclists, and patrons of the trolley system.

Figure 13 proposes a streetscape system based on a hierarchy of streets; primary, secondary and tertiary, and Figure 14 shows the open space network connections.

Figure 13: Streetscape System

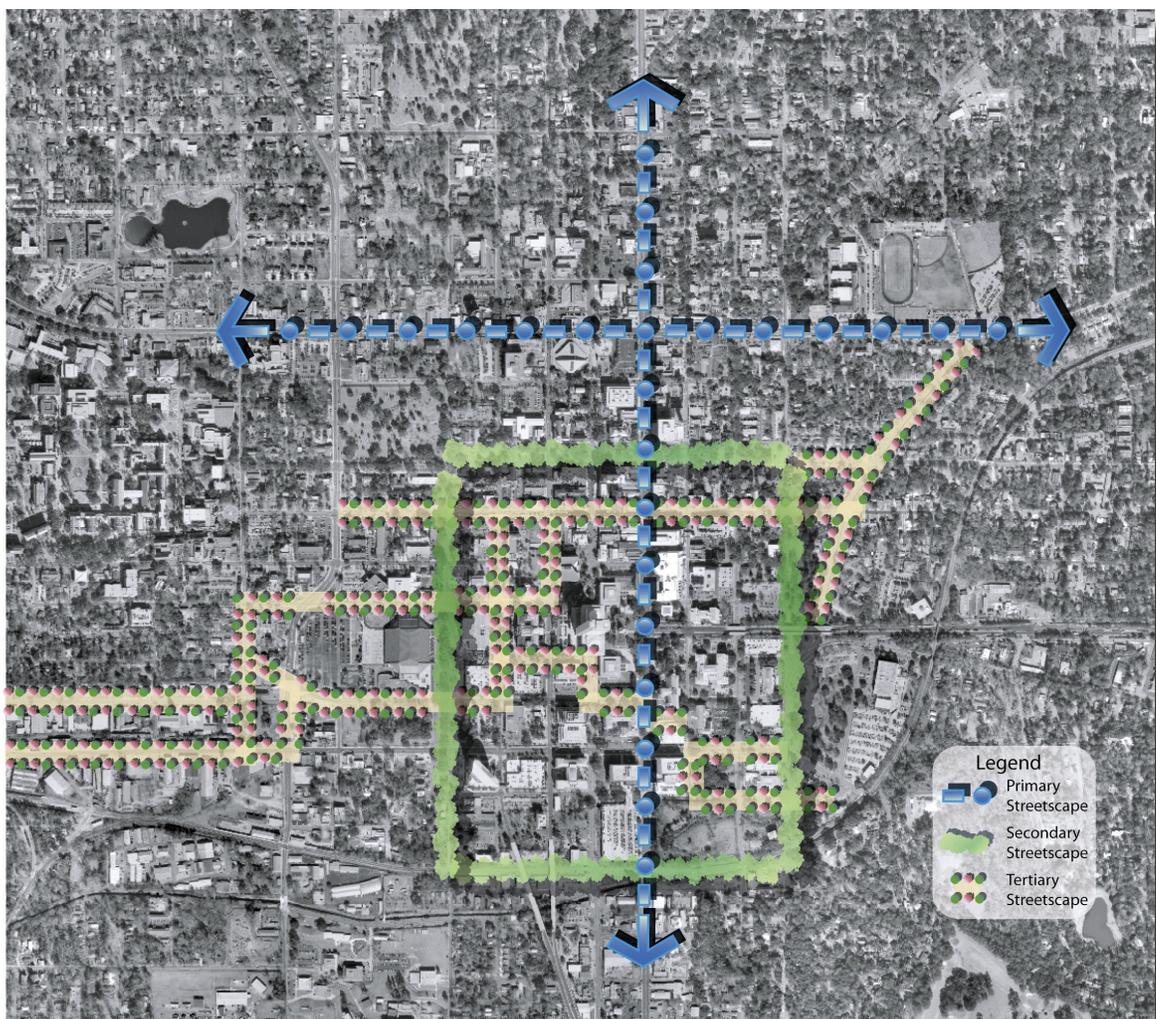
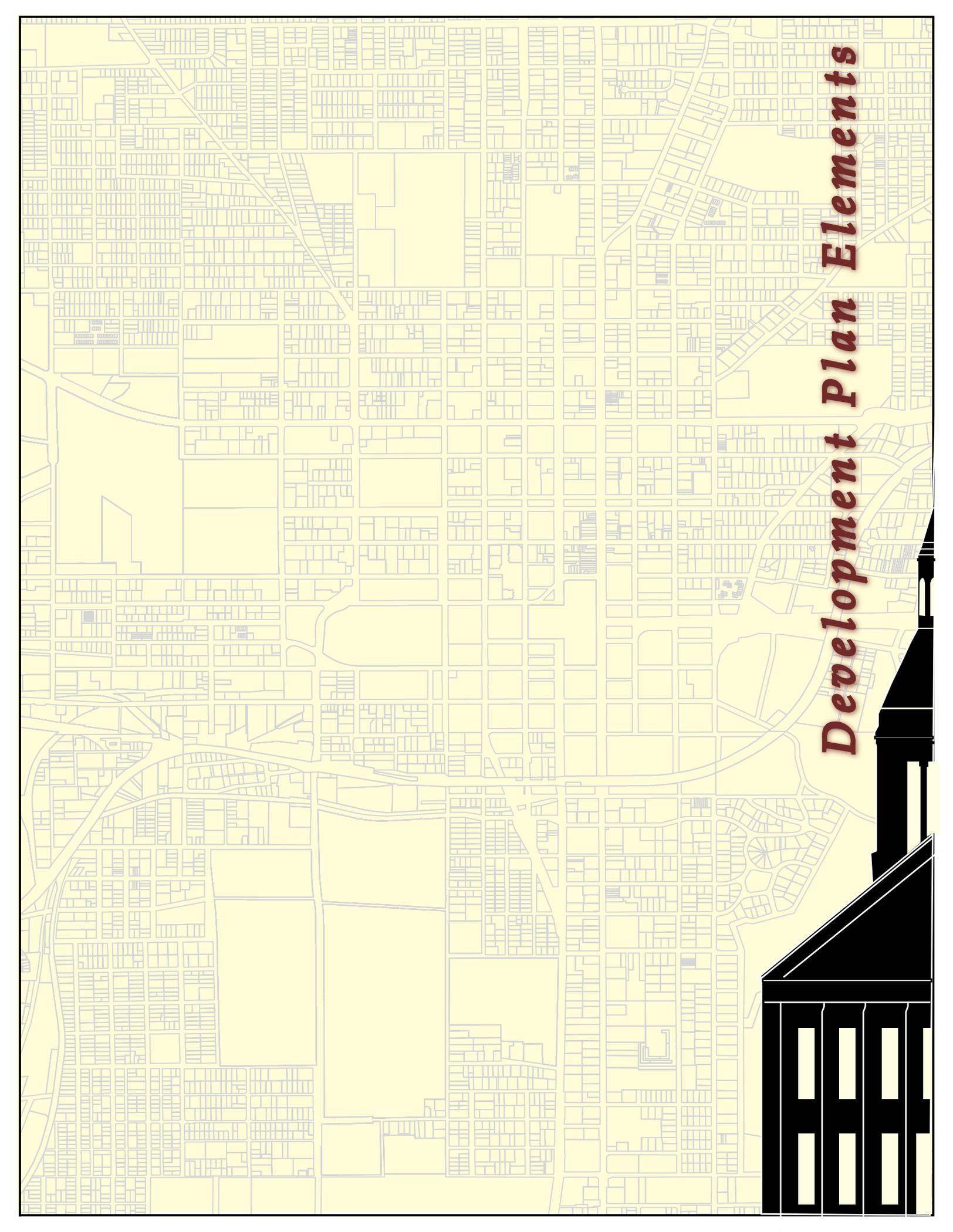


Figure 14: Urban Open Space Network





Development Plan Elements

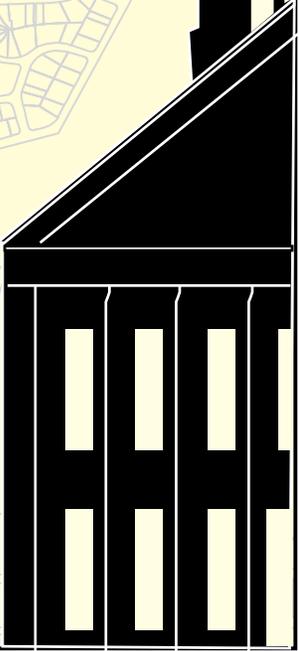
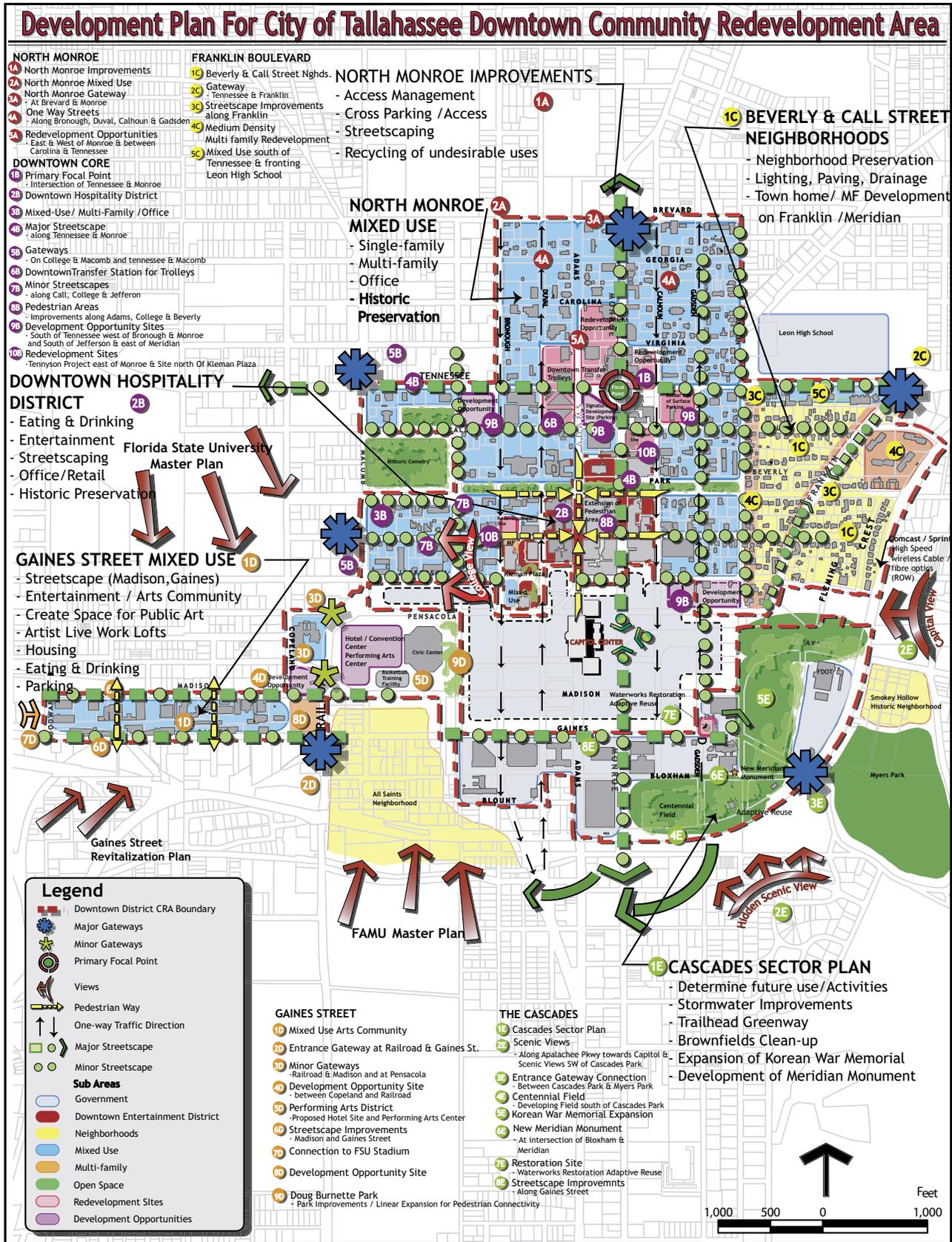


Figure 15: Development Plan



DEVELOPMENT PLAN ELEMENTS

Following is a description of the various elements contained in the development plan. Information is presented through a combination of text, graphic illustrations and photographs that refer to the general development plan graphic. The Development Plan contains 37 proposals divided into five sub areas addressing future land use, private sector development opportunities and recommended public investment in capital improvements.

Figure 15 illustrates the 37 proposals that are described later in this chapter.

North Monroe

1A. North Monroe Improvements

It is anticipated that general commercial development will continue to occur along North Monroe Street driven by favorable market conditions associated with high traffic volumes and regional growth. As new development and redevelopment occurs, opportunities to improve traffic circulation, parking, aesthetics and the pedestrian environment should be pursued. Streetscape improvements can be used to soften the physical appearance while incorporating joint access and cross parking improvements into the infrastructure upgrades. Policies enforcing these requirements should be incorporated into the land development code.



North Monroe Improvements

2A. North Monroe Mixed Use

Historic preservation of residential areas with continued office and light commercial land uses are expected in this stable area.

3A. North Monroe Gateway

A primary entrance Gateway is recommended at the intersection of Brevard Avenue and Monroe Street.

4A. One Way Streets

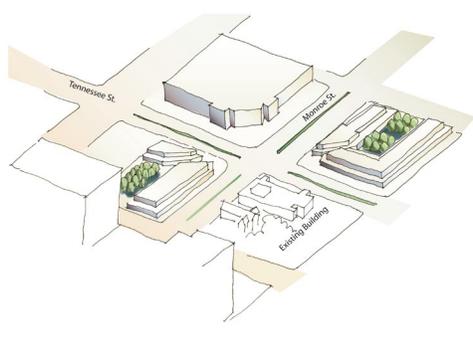
The traffic carrying capacity, functional considerations and impacts on pedestrian mobility from the one-way street pattern should be evaluated as part of a Transportation Master Plan for the City.



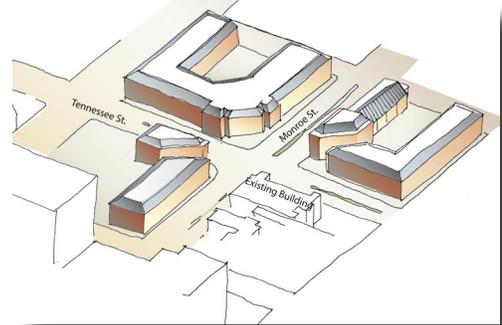
Proposed Mixed Use & Gateway at N Monroe

5A. Redevelopment Opportunities

As the redevelopment program evolves and the real estate market strengthens, the Agency will be in a position to work with property owners and investors to assemble, master plan and redevelop key sites. The intent is to address individual site deficiencies, such as, inadequate lot sizes, environmental contamination or the lack of parking and access, and introduce new development in these highly visible locations entering the historic downtown. The Agency and the City must evaluate, and when possible, upgrade infrastructure in support of site development. When possible, the City and the Agency should also upgrade conveyance and transmission infrastructure on a systematic basis as well.



High Density Development Alternative

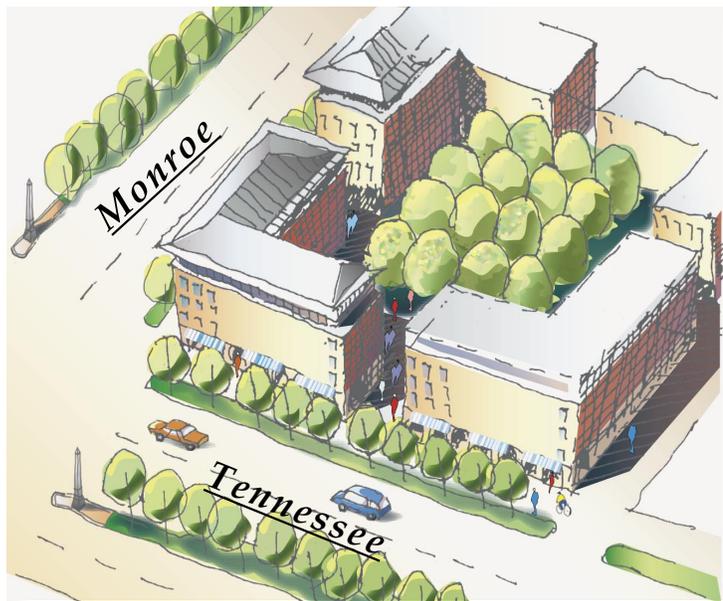


Medium Density Development Alternative

Downtown Core

1B. Primary Focal Point

The intersection of Monroe and Tennessee Streets is the primary focal point of the downtown redevelopment area and should be treated as such. Presently a bank, a City owned parking lot and two gas stations occupy the land at the four corners of this important location. Significant gateway treatments combined with appropriate future land use should transform this intersection into a magnificent entrance to the downtown area. The Agency should work with the City, Federal Government and TALTRAN to plan and develop the City owned property at the southwest corner of this intersection. The site should be developed by the private sector to return the property to the tax roles; however, public interest



Perspective View of the Intersection

should be served through development of the site in terms of architectural and site design as well as assuring best use and the provision of public parking.

2B. Downtown Hospitality District

The Downtown Hospitality District is the area that generally defines the focus for pedestrian activities such as ground floor specialty retail, restaurants and entertainment. The intent is to build upon development activity in Kleman Plaza including the Challenger Learning Center/IMAX Theater and proposed Tallahassee Center and BCOM projects. Centered in the vicinity of Adams Street and College Street, it is recommended that the Agency initiate programs that will introduce vibrant new uses in the heart of the downtown and extend the



Perspective View of Kleman Plaza

pedestrian environment west toward the University and east across Monroe providing access from surrounding neighborhoods.

3B. Mixed Use / Multi-Family / Office

Future land use in the downtown core area should include a healthy mix of ground floor retail commercial, mid-floor office and upper floor residential uses.

4B. Major Streetscape

Extensive streetscape improvements should be undertaken along Monroe Street.

5B. Gateways

Secondary gateways are proposed for intersections at Tennessee and Macomb Streets and College and Macomb Streets.



Development Elements in Downtown Hospitality District

These gateways should provide further identity for FSU particularly directional signage along Tennessee Street to the campus.

6B. Downtown Transfer Station For Trolleys

Although funding for the bus trolley system was suspended for FY 2003-4, the trolley system or some other similar means of shuttling visitors, workers, and residents to the various venues should be considered as part of the downtown plan. The Agency should work with TALTRAN on future plans based on new activity centers and trail systems proposed in this Plan. When feasible and appropriate, the Agency could help subsidize operational expenses for the system. The Trolley or shuttle system should be integrated into a larger multi-model system over time, based on recommendations pursuant to the proposed Transportation Master Plan.



Downtown Transfer Trolley Station

7B. Minor Streetscapes

Streetscape programs should be systematically undertaken for the entire downtown road network to improve parking when possible and to improve the overall pedestrian environment. Improvements to College Street, Park Avenue and Call Street will take varying forms based on need.

8B. Pedestrian Areas

Pedestrian linkage and open space areas should be incorporated throughout the downtown core.

9B. Development Opportunity Sites

Development opportunity sites are vacant lands in locations with prime development prospective as market conditions evolve in the downtown. Future land use for these sites should be consistent with the City's zoning code and comprehensive plan.



Primary Development Site

10B. Redevelopment Sites

Redevelopment sites are those sites that are under private ownership that present opportunities to introduce new uses and activities based on the objectives of the redevelopment plan. Redevelopment can take the form of adaptive re-use of older historic buildings or may require land acquisition, demolition and completely new construction. In either case, the Redevelopment Agency should become partners in these efforts to ensure stability in future land use and design incorporating features

that will serve public needs while satisfying private sector investment criteria. This is not intended to represent the complete list of potential redevelopment sites within the district. As the downtown area evolves, additional locations will become candidates for redevelopment sites as demand for residential and commercial space increases.

Franklin Boulevard

1C. Beverly, Call Street and Lafayette Park Neighborhoods

It is recommended that the Agency and the City work to secure the preservation and enhancement of these neighborhoods through neighborhood planning efforts, code revisions and infrastructure improvements as described in the Redevelopment Plan.

2C. Gateway

A secondary Gateway treatment should be constructed where Franklin Boulevard veers from Tennessee Street. The gateway should provide an entrance to the downtown heading west on Tennessee Street as well as providing directional signage and neighborhood identification for the proposed trail system and the Beverly Street and Call Street neighborhoods.



Residential Neighborhood Plan

3C. Streetscape Improvements

The Agency should enhance the proposed improvements to Franklin Boulevard as proposed by Blueprint 2000, to include additional treatments such as enhanced trails and bikeways, landscaping, signage and lighting.

4C. Medium Density Multi - Family Redevelopment

The Agency should seek opportunities with the private sector to redevelop older, dilapidated multi-family structures along Franklin Boulevard and replace older apartment buildings on Meridian Street with medium density residential units such as town homes fitting with the appropriate architectural character, scale and density of the surrounding neighborhoods.



Old Apartment on Franklin St.

Gaines Street

1D. Gaines Street Mixed Use

Working in concert with the Gaines Street Revitalization Committee, the Downtown Redevelopment Agency should support projects as defined in the Gaines Street Revitalization Plan. Through the use of creative zoning strategies and selected public improvements, the Agency should strive to establish a dynamic mixed-use environment encouraging multi-family residential uses combined with restaurants and other entertainment and retail venues. Through strategies such as the adaptive re-use of warehouses located along Madison Street, development of artists lofts and other mixed-use configurations, an artists' live work village could be established for local artists to create and display their wares. This will provide an additional activity center for residents and visitors to enjoy while establishing a more active social environment for the community.



Vacant Commercial Building



Concept Drawing of Building Renovation

2D. Entrance Gateway

The intersection of Gaines Street and Railroad Avenue should be developed as a major gateway to the downtown area. This location is the nexus of several activity centers including the southern and northern entrances to Florida State and FAMU respectively, the eastern access to Doak Campbell Stadium and the entrance to the Civ-Center and proposed hotel conference center and possible location for a performing arts center. Significant monumentation and landscape treatments, as well as street level pedestrian amenities, should highlight this intersection while incorporating a substantial



Southern Entrance into the Downtown District

amount of directional signage and pedestrian access from this point of entry to the various districts described in this Redevelopment Plan.

3D. Minor Gateways

Additional gateway and directional treatments should occur at these locations along Railroad Avenue.

4D. Development Opportunity Site

The City owns this prime development site at the intersection of Madison Street and Railroad Avenue. A high quality mixed-use development at this location can help bridge the gap between presently vacant properties and set the tone for future land use activities and development patterns in the vicinity of Gaines Street. During discussions at public workshops, the concepts of an Internet HUB and cyber café were identified as potential uses that would support future business and educational opportunities for Tallahassee residents and students. This site could be used as a catalyst for these endeavors.

5D. Performing Arts District

In support of the directives contained in the recently adopted Capital Cultural Plan, the site adjacent to the Leon County Civic Center could be developed for the recommended Performing Arts Center. Built in conjunction with a major hotel and conference center this site could become the focus for future entertainment and provide a critical connection point between the Stadium/Gaines Street Arts District, the Hospitality District and Kleman Plaza, the Capitol Center/Museum District, and further to the east the Cascades Park/Trail System and Veterans Memorial. The Agency could be a resource in these developments by contributing tax increment revenues toward development of the hotel and conference center, providing additional structured public parking on that site while supporting proposed improvements to Gaines and Madison Streets.



Birds Eye View of the proposed Performing Arts / Hotel/Conference Center

6D. Streetscape Improvements

The Redevelopment Agency should support improvements to Gaines Street and develop plans for improvements on Madison Street consistent with the Gaines Street Revitalization Plan.

7D. Connection to FSU Stadium

Working with the City, FSU and the Gaines Street Revitalization Committee, the Agency should support improvement to the functional capacity and aesthetic quality of Gaines

Street extending west to the stadium.

8D. Development Opportunity Site

This is a valuable 2-acre tract of vacant land situated at a prime location for future development.

9D. Doug Burnette Park

In support of proposed improvements to Doug Burnette Park described in the Gaines Street Revitalization Plan, the Agency can pursue the opportunity to create a linear park and trail aligned in a north/south direction establishing a critical pedestrian link between the primary activity centers in the downtown. Extension of the park concept will enable completion of a distinct pedestrian trail connecting Park Avenue to the north, Franklin Boulevard to the east and Gaines Street and Madison Street to the south. Combined with other proposed streetscape improvements, the Redevelopment Agency will be able to establish an attractive pedestrian grid system for the downtown area. Upgrading this linear park with improvements similar to those found in the Chain of Parks along Park Avenue will provide a venue for festivals, art shows, and similar attractions.



The Linear Doug Burnette Park

Capital Cascades System

1E. Capital Cascades Sector Plan

Recommendations for future land use, activities and design of the Capital Cascades Area will be contained in the Capital Cascades Sector Plan currently being prepared through the joint City/County Planning Department and through the efforts of the joint City/County Blueprint 2000 Office. As with the other planning documents and programs affecting the downtown, the Agency should embrace the recommendations resulting from this effort and adopt the plan as part of the Redevelopment Plan upon its approval. This will enable the use of tax increment revenues to enhance the capital improvement budget for those projects contained within the boundaries of the redevelopment area.



Proposed Plan for the Capital Cascades System

2E. Scenic Views

The hilly terrain and magnificent tree canopy in and around downtown Tallahassee provide great opportunities for scenic views. Many of the views, however, are actually hidden because of fencing or poorly maintained vegetative growth. Scenic views should be capitalized upon and integrated into the proposed heritage trail system. The Agency should continue to support codes that preserve the historic view shed and protect the unnecessary obstruction of prime views from excessive building massing for proposed new construction.



View towards downtown from the Cascades Park

3E. Southern Entrance Gateways

A southern entrance gateway is proposed on Adams Street and South Monroe Street (identified as the highest priority in the South Monroe Sector Plan) and also on Bloxham Street when crossing the railroad tracks to enter the downtown area from Myers Park and the surrounding neighborhoods.

4E. Cascades Park/Centennial Field

Future development of Cascades Park and Centennial field will be addressed in the Capital Cascades Sector Plan currently being prepared.

5E. Korean War Memorial Expansion

The Korean War Memorial contains a beautiful sculpture displayed in a very attractive yet underutilized open space setting. In an effort to increase the activity level and use of this site, it is recommended that the Agency and the City expand the memorial concept to include public art and sculpture celebrating the sacrifice and heroism of veterans from all war eras at this location. When further developed, this site could become a key element of an interpretive trail system linking historic and cultural sites in the downtown.



Korean War Memorial

6E. New Meridian Monument

The Meridian Monument is the original government benchmark establishing the intersection of the guide meridian and the base parallel coordinates for the State of Florida. This highly significant historical site should be celebrated with a new monument and informational kiosk. It should be recognized as a key site and promoted with the many other points of interest contained throughout the downtown area.



Existing Meridian Marker

7E. Restoration Site

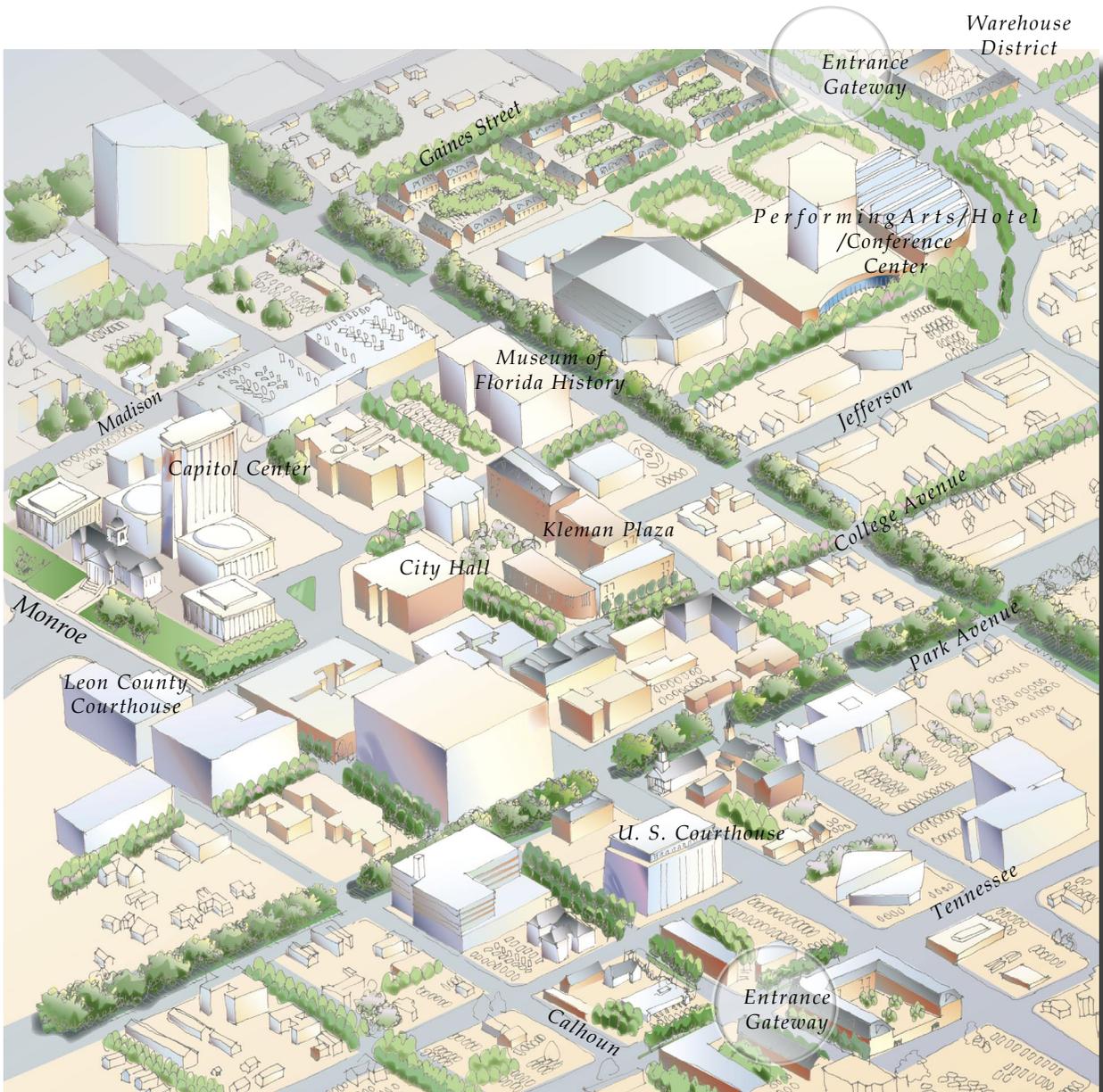
The Redevelopment Plan calls for continued support for the restoration and adaptive re-use of the Old City Waterworks Building.



Old City Waterworks

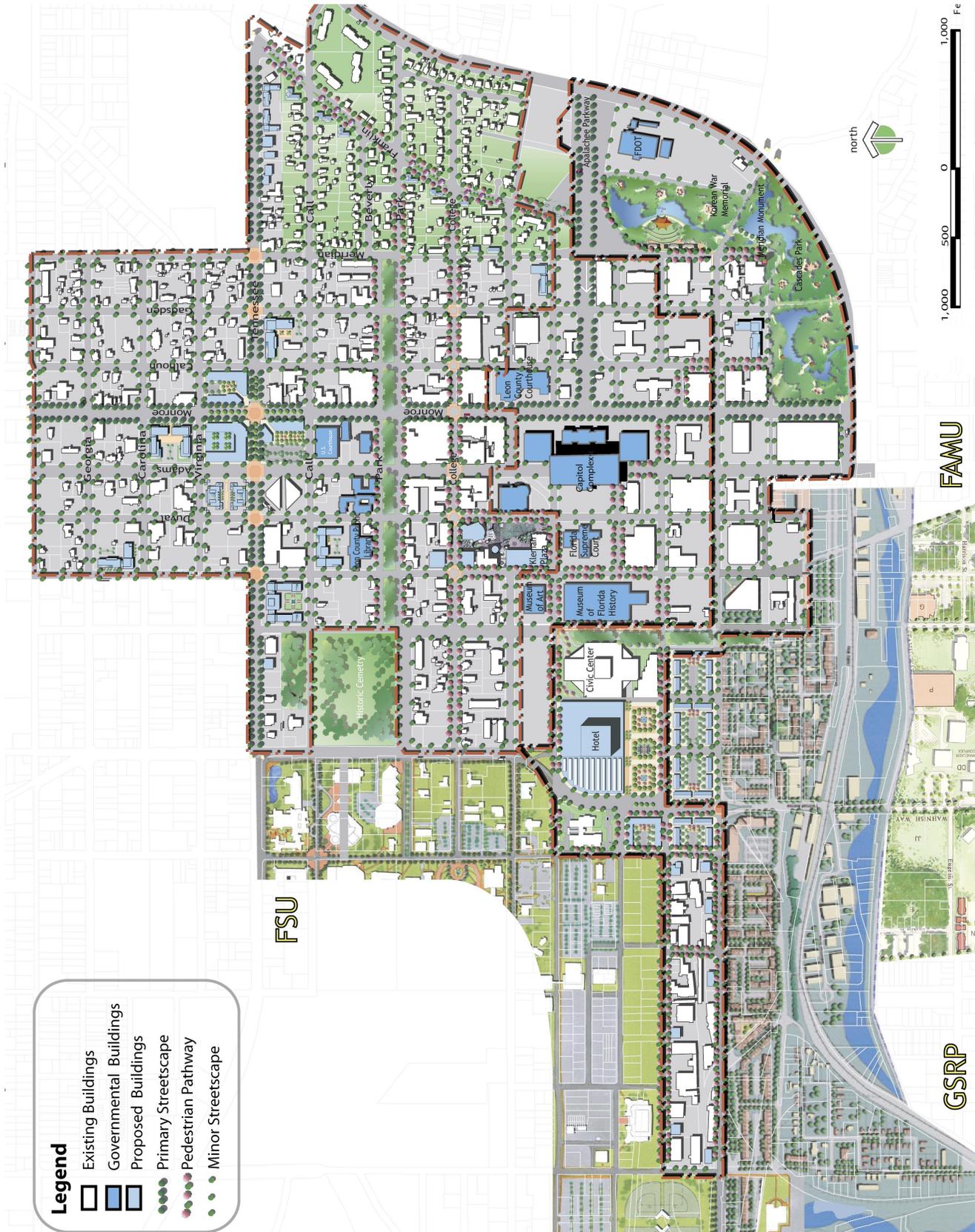
8E. Streetscape Improvements

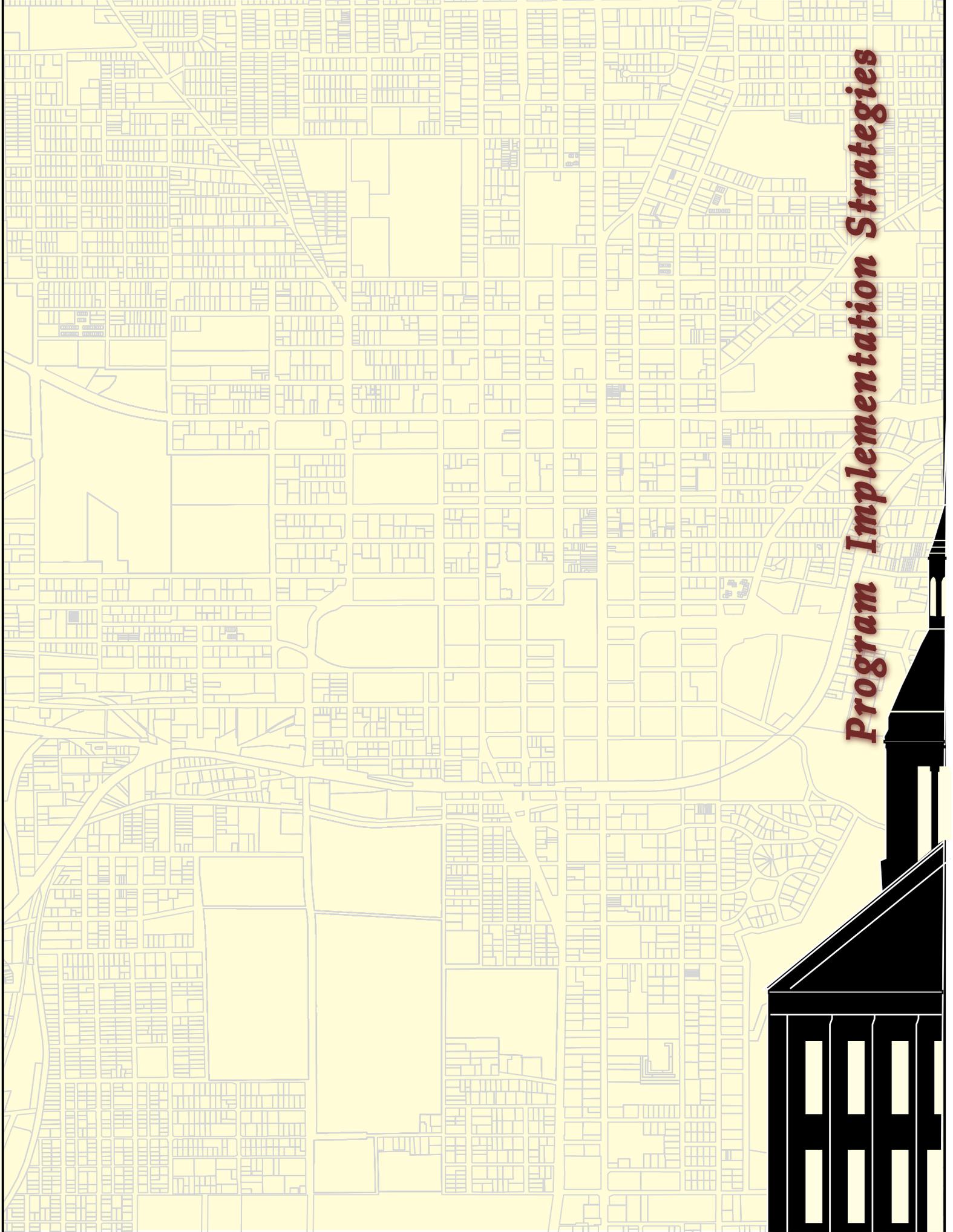
Streetscape improvements are recommended for Gadsden Street, Gaines Street and Franklin Boulevard in support of the Blueprint 2000 Plan and Gaines Street Revitalization Plan.



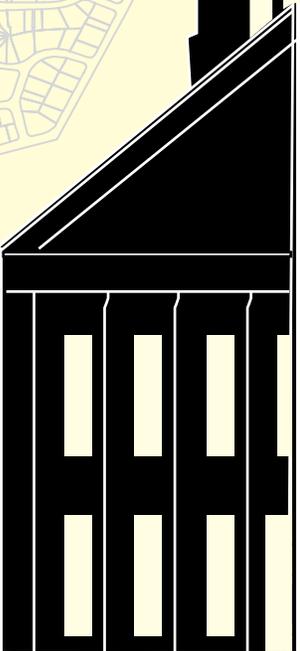
Birds Eye View Illustrating Various Plan Elements

Figure 16: Urban Framework Plan





Program Implementation Strategies



PROGRAM PLAN & IMPLEMENTATION

PROGRAM MANAGEMENT AND IMPLEMENTATION

Implementation of the Redevelopment Plan will require the coordinated efforts of the City, the Redevelopment Agency, other government agencies, local business organizations, property owners, and residents. These efforts will be coupled with the employment of various organizational, legal, funding and promotional techniques to successfully implement the program. This section of the Redevelopment Plan sets forth a process to realize the economic development, planning and design objectives that have been devised for the redevelopment area.

Leadership

While leadership is a highly intangible quality, it is the single most important factor for successful implementation of a redevelopment plan. This leadership must come from both the public and private sectors. Some projects will require considerably more leadership, effort and collaboration because of their difficulty and/or importance to the overall revitalization program. Participation in a particular project will depend upon necessary powers and resources, which must be brought to bear on the project for its successful implementation.

Organizational Roles and Relationships

To have a strong redevelopment program, you must first establish lines of communication between all sectors and facets of the community. The planning process has started to establish relationships between key players in this effort, but does not fully develop their roles. The City and Agency must develop the organizational framework and institutional relationships to facilitate effective redevelopment activities in cooperation with area businesses, residents and community representatives.

A network of relationships must be established and nurtured to provide focus on the redevelopment effort to maximize the use of available resources and avoid duplication of responsibilities enabling effective program implementation. The City, Agency and their staffs must work cooperatively with other jurisdictions, including, but not limited to the State, Leon County, Downtown Improvement Authority, Blue Print 2000, Cultural Planning Commission, Kleman Plaza Development Board, Civic Center Authority, Trust for Historic Preservation, MPO, FDOT, TALTRAN, NFWMD, Apalachee Regional Planning Council, Capital Center Planning Commission, Colleges and Universities, Tourist Development Council and any other local, state or federal agencies. To ensure that this coordination is achieved, the Agency should establish a Downtown CRA Advisory Committee, which would provide advice and recommendations to the Tallahassee Community Redevelopment Agency Board concerning the implementation of the Downtown Redevelopment Plan.

City Commission/Agency Board/Staff

The Agency Board are the leaders of the redevelopment program and must assume this role with vitality and enthusiasm. The Agency, in cooperation with City leaders must support the program's activities and provide a well-devised management system to carry out the Redevelopment Plan. They will be responsible for establishing the administrative, financial and programmatic mechanisms necessary to achieve the goals and objectives of the Downtown Redevelopment Plan. They should establish policies that support the principles described in

this Plan and concentrate on the following actions throughout the redevelopment process.

- Provide commitment of public policy and resources for the redevelopment effort.
- Support the redevelopment mission and insure implementation of scheduled projects.
- Commit to making the necessary public improvements identified in the Plan.
- Provide necessary staffing and administrative support to properly implement the Redevelopment Plan.
- Establish an advisory committee to review plans, programs and proposals and provide recommendations to the Redevelopment Agency Board.

Planning Activities & General Urban Design Strategies

The purpose of the redevelopment effort is to promote economic development and revitalization by increasing the quality of life in the community and encouraging private sector investment. The City and Agency will need to continue to promote economic development and redevelopment through additional planning efforts and the creation of new programs in concert with the public improvements that this Plan proposes. The Redevelopment Agency staff, supported by other City Departments, will be charged with the execution of the Plan. They will need to coordinate and manage the actions called for in the Plan. They must provide leadership and support for administering public development controls and incentives to promote high-quality private development. This may include streamlining development review to minimize the time involved in the approval process; establishing new zoning requirements, including site and architectural design guidelines; initiating financial incentive programs; and the provision of additional public facilities through coordinated capital improvement programs. The following planning studies and urban design strategies are meant to provide both design recommendations and activities to promote a quality urban environment and implement the Plan. These suggestions should be further developed and, when necessary, codified as part of the City's Land Development Code.

- Establish a land use pattern that reflects the City as a total community of diversified interests and activities, while promoting compatibility and harmonious land-use relationships.
- Devise planning strategies and develop an effective regulatory framework to ensure well-managed growth throughout the City while accomplishing redevelopment program directives.
- Promote and locate strategic land use activities that will support tourist and commercial attraction to the downtown area.
- Encourage mixed-use development at an appropriate scale in the downtown area.
- Introduce multi-family development in close proximity to the downtown core strengthening the local market for retail and services.
- Create programs for land development and property rehabilitation, using financial or other economic incentives, to facilitate new investment in the redevelopment district, thereby increasing the tax base.
- Develop strategies and programs to improve the pedestrian use and visual

appearance for various roadways within the Downtown Redevelopment Area, including City and neighborhood gateway treatments and a uniform directional signage system.

- Create peripheral City entrance treatments with signage and a graphic theme as one approaches from all directions.
- Develop thematic design concepts for bus shelters, signage and street furnishings.
- Develop strategies and plans for landscaping improvements for the redevelopment area.
- Develop performance criteria to promote high site design standards, public safety, environmental quality and other design elements that provide unity and integrity of design to the entire redevelopment area.
- Develop strategies to promote redevelopment and consider programs such as a façade and building improvement grants and low interest loan programs for downtown retail renovations, neighborhood revitalization and historic preservation efforts.
- Promote cultural and historic venues in the Downtown Area through programs such as heritage and cultural trails, cultural and historic districts, and festivals and special events.
- Coordinate with City and County staff to review, and if necessary, update the Comprehensive Plan, particularly the Future Land Use Element and Capital Improvements Element, and any Land Development Regulation revisions to ensure consistency between planning documents.
- Develop strategies to increase building code compliance within the district including a review of the code, its policies and procedures, and if necessary, recommending changes in policy to ensure effective code enforcement activities.
- Develop strategies to improve the visual appearance along the primary corridors entering the downtown including recommendations to address unsightly billboard and signage.
- Work with Leon County, the City and FDOT to control future development and address conditions on roadways entering the redevelopment area.
- Seek a cooperative relationship with FDOT for construction activities, access management, parking and streetscaping proposals on state roadways.
- Revise zoning districts as needed to include permitted uses and remove undesirable uses in locations that are inconsistent with the long-term economic goals and design standards contained in this Plan
- Further detail the implementation strategies contained in the Redevelopment Plan, including project scheduling, finance, developer solicitation practices, land acquisition and disposition strategies, etc.

Finance and Management

Community redevelopment will not be successful without funding through tax increment financing. Therefore the ultimate goal of the redevelopment program is to increase the tax base to generate additional revenue for capital improvements and services through implementation of projects and programs, as described in this Plan. Managed effectively, tax increment resources can be leveraged to enable the undertaking of substantial public and private sector improvements. With this in mind, the following finance and management practices should be employed.

- Coordinate with the City Manager, Finance Director and other department heads to strategically devise annual operating and capital improvements budgets to maximize the use of anticipated tax increment revenues.
- Coordinate with appropriate County, State and other public officials which may be sponsoring capital improvements in the District to maximize the leveraging of Redevelopment Agency resources.
- Through the use of tax increment financing and other funding sources, infrastructure improvements such as water, sanitary sewer, electrical, telephone, cable, internet and stormwater conveyance systems should be designed and constructed with the capacity to meet future demand based on the future land use activities identified in the Downtown Redevelopment Plan.
- The Agency should leverage tax increment revenues through grants, commercial loans, or other financial mechanisms to expedite the completion of projects.
- Based on revenue projections contained in the Redevelopment Plan, the Agency, should consider short-term interim project financing with anticipation of long-term bond financing.
- The Agency should work with area banks and bond counsels to research bond feasibility for financing major public facilities.
- The Agency should work with area financial institutions to develop favorable loan programs for private sector development and property rehabilitation projects.
- The Agency should routinely undertake project proforma analysis on proposed development and redevelopment projects to determine projected revenues and devise strategies to maximize the use of these resources on a site-specific project or on an area wide programmatic basis.

Redevelopment Project Implementation

In attempting to attract investment from private developers, the Agency will target strategic development projects, solicit developers, then negotiate a public/private development agreement. The agreement sets forth terms and conditions involving the disposition of land, the nature of the prospective development, City/Agency contributions and other conditions pertaining to the project. Following are fundamental components in this process:

- Contact affected property owners to determine their level of interest in participating in proposed redevelopment activities.
- Master plan targeted public/private projects, such as the City owned site at the

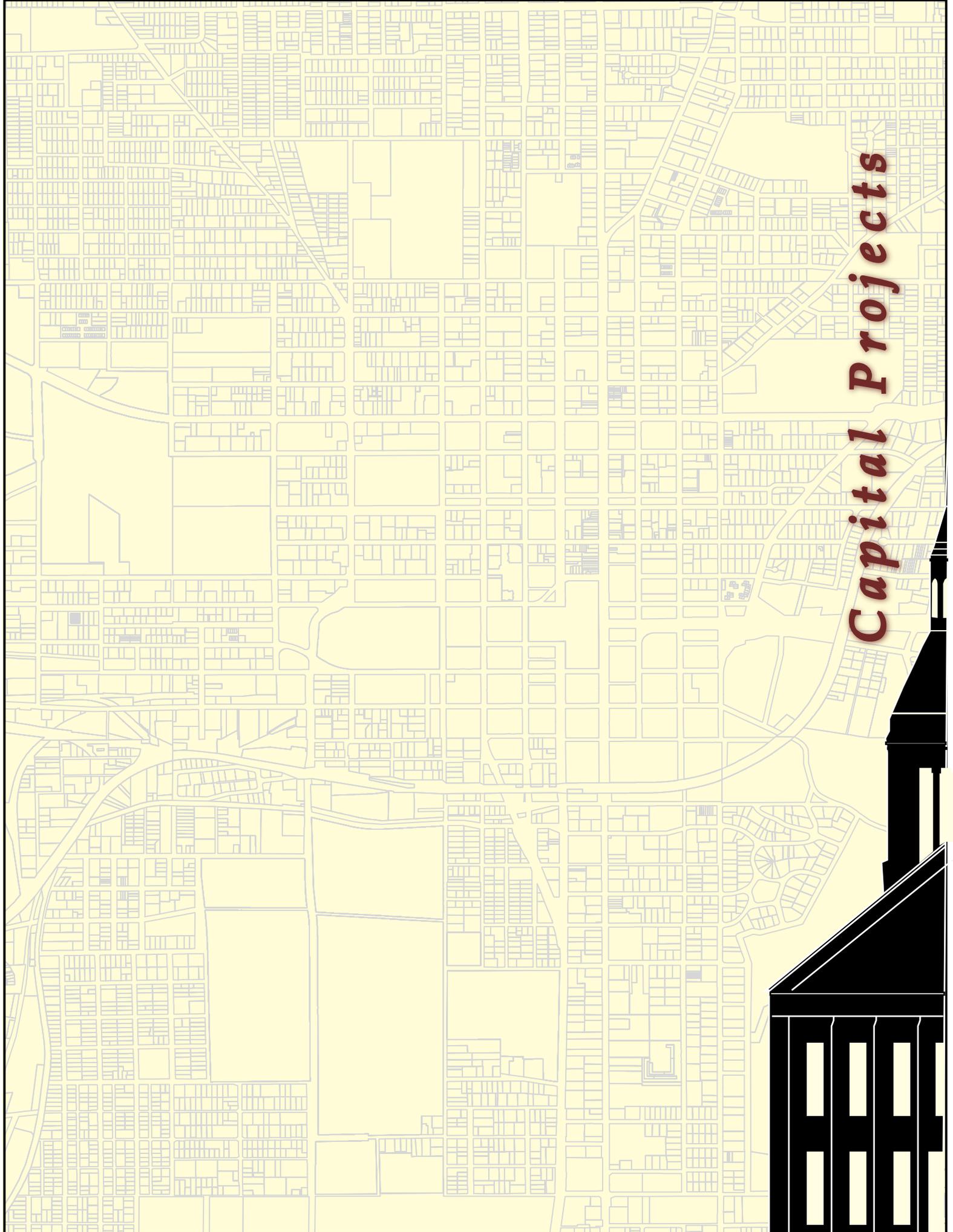
southwest corner of Tennessee and Monroe Streets, reinforcing positive aspects of existing activity and providing attractive combinations of building masses and open spaces. These plans can then be used to illustrate the Agency's intention for the site, facilitating proforma analysis when soliciting interest from the private sector.

- The Agency may negotiate with property owners for the acquisition of their property utilizing the standards provided for under Chapter 163, Part III, FS. This may include the acquisition of property through the use of eminent domain for property that cannot be acquired through a voluntary agreement.
- Formulate policies and procedures for developer solicitation and form basic public/private development agreements to enable strategic development on selected projects.

Promotion and Communication

The Agency, staff and Advisory Committee should work with area residents, property owners, and businesses to establish channels of communication that foster support for the redevelopment effort and facilitate program implementation.

Staff should provide public information concerning all aspects of the redevelopment program throughout the process using venues such as newsletters, radio, television, newspapers and the Internet as well as presentations to neighborhood and civic organization meetings to generate public support.



Capital Projects

CAPITAL PROJECTS

This section describes how the various redevelopment strategies outlined in the Development Plan can be translated into a phased series of capital improvements. However, the Tallahassee Downtown Redevelopment Plan should not be viewed as static document. Rather, the plan is a strategic document that may be adjusted by the Agency in order to respond to changes related to implementation of the plan. While the capital budget contains many of the strategies outlined in the Development Plan Section, it does not include every strategy. The cost to accomplish every strategy with tax increment funds alone will likely exceed the amount of tax increment collected by the Agency over the life of the program. Instead, the capital budget represents the Agency's best estimate at this time of strategies and projects that will have the most significant impact in implementing the overall goals and objectives of the downtown redevelopment plan. However, the Agency, working closely with the City, other government entities and the private sector, will pursue multiple elements of the plan at all times. As a result, the Agency may from time to time adjust the capital budget based upon changes in circumstances related to implementation of the downtown redevelopment plan.

Funding will not be limited to the amount of tax increment funds collected each year. The Agency may also use short-term loans and revenue bonds secured by future tax increment revenue to fund projects. Chapter 163.385, FS, provides to specific authorization for the Agency to issue redevelopment revenue bonds to finance the undertaking of any community redevelopment activity that supports implementation of the redevelopment plan. In addition, the Agency may also seek funding support through private and public sources, such as donations and grants. It is critical the Agency incorporates a sound project implementation strategy when identifying priorities. This will ensure the most effective results in terms of addressing the community's needs while stimulating private sector activity to obtain a favorable return on the public sector's financial investment.

The capital budget is based on the proposed *Interlocal Agreement Among the City of Tallahassee, Leon County, and the Community Redevelopment Agency of the City of Tallahassee Regarding the Creation and Operations of the Downtown District Community Redevelopment Area and the Expansion of any Community Redevelopment Area*. The proposed interlocal agreement contains a number of conditions regarding the operation and funding of the Downtown Redevelopment Area. One of the conditions related to funding is that the City will pay \$13.0 Million and the County will pay \$15.0 Million to the Downtown District Community Redevelopment Area Trust Fund. If these funds are not provided in their entirety into the Trust Fund by September 30, 2005, the outstanding balance will accrue at an annual rate of 4.5 percent or the annual Consumer Price Index, whichever is greater.

The agreement further states that tax increment, as collected in accordance with Chapter 163, Part III, and the Interlocal Agreement, may be used to meet the City and County commitments. The budget assumes that the City and County will use their respective tax increment contributions, as described above, to meet their \$13.0 Million and \$15.0 Million payments, no other funding sources will be used. It is important to note that these are projections only, the actual payment made and the completion date will depend upon a number of conditions, including whether or not high-cost projects are funded outside of tax increment contributions alone, such as through debt financing.

Capital Budget: City/County/Agency Interlocal Agreement

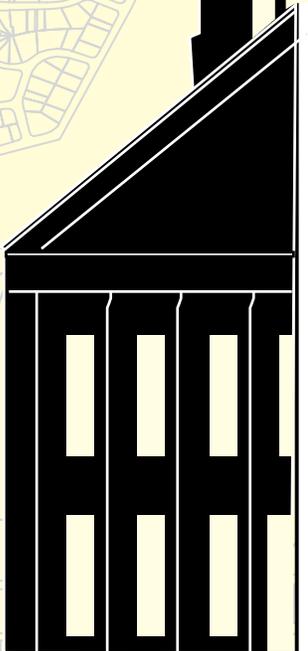
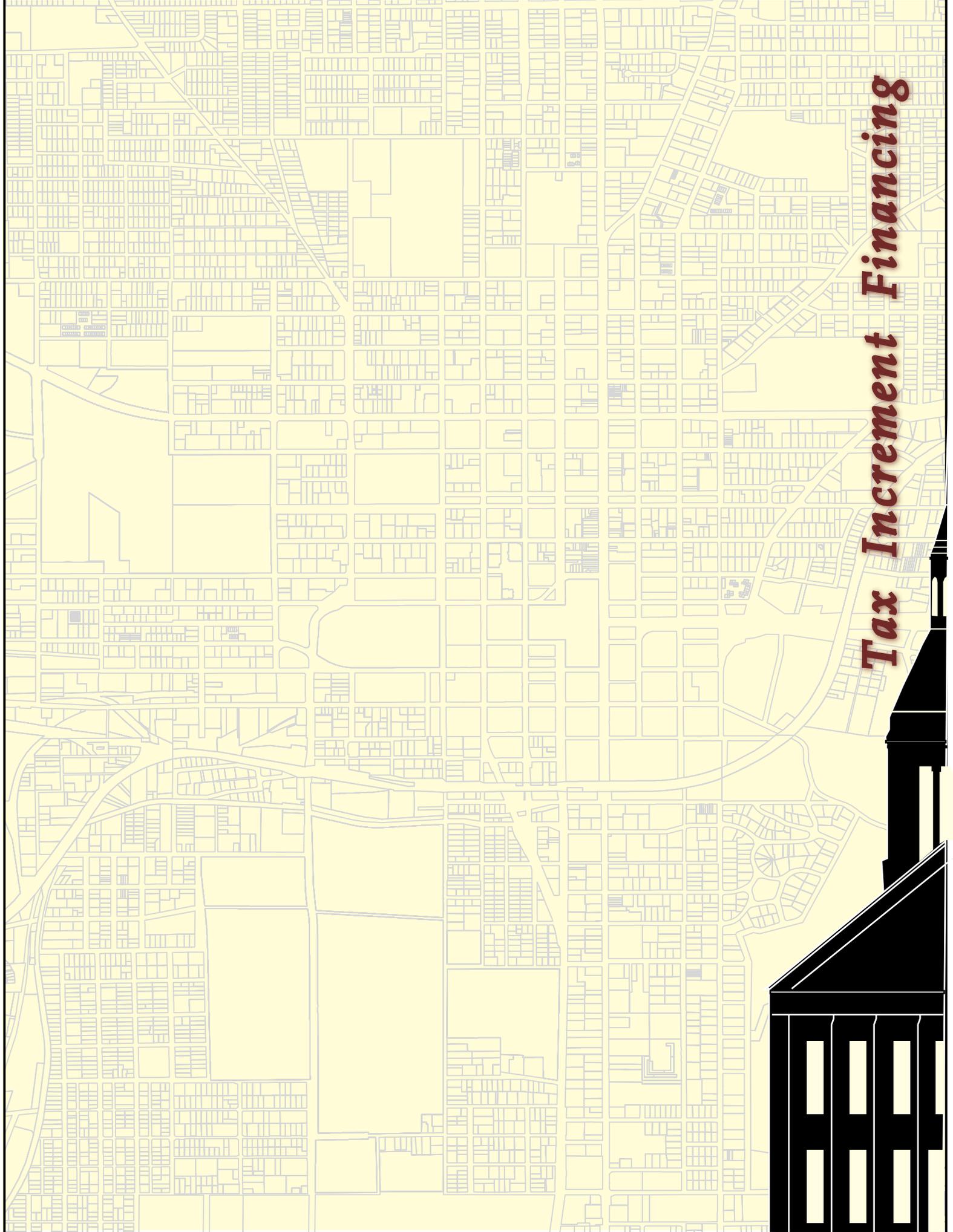
| Project | Cost (\$M) | Source | Year |
|---|------------|--------------------------------|-------------|
| Budgeted/Planned Downtown Capital Projects (2004-2008)¹ | | | |
| Kleman Plaza Refurbishment | 0.110 | City | 2004 |
| Downtown Pedestrian and Vehicular Improvements | 0.500 | City | 2004 - 08 |
| Kleman Plaza Plan Implementation | 3.900 | City | 2005 - 08 |
| Old City Incinerator and City Utilities Building | 0.200 | City | 2008 |
| Old City Waterworks Building Restoration | 0.750 | City/Grants | 2005 - 2006 |
| Downtown Sidewalk Restoration/ ADA Retrofits | 0.880 | City | 2004 - 08 |
| Gaines Street Reconstruction (Lake Bradford to Monroe) | 36.000 | City/County/ FDOT | 2006 - 2008 |
| ADA Sidewalk Rehabilitation | 1.200 | City | 2004 |
| Duval Street Repaving | 0.080 | City | 2004 |
| Old St Augustine Branch Redesign | | | |
| -Tennessee St. to Apalachee Parkway | 12.900 | Blueprint 2000 | 2004 -2008 |
| - Apalachee Pkwy to South Monroe Street | 5.000 | Blueprint 2000 | 2004 -2008 |
| - South Monroe to Gamble Street | 42.100 | Blueprint 2000 | 2004 -2008 |
| N. Monroe St Gateway Improvements | 3.250 | City | 2005 - 2006 |
| South Adam St Gateway | 2.090 | City | 2004 - 2005 |
| Call St & Caldiz St Stormwater Improvements | 2.460 | City | 2004 - 2006 |
| Planned Downtown CRA Capital Projects² | | | |
| Transportation Plan/Parking Study | 0.150 | TIF | 2005-2007 |
| Downtown Parking Garage | 5.500 | TIF | 2007-2010 |
| Downtown Business Incentives | 1.000 | TIF | 2005-2035 |
| Downtown Residential Incentives | 2.000 | TIF | 2005-2035 |
| Downtown Development Infrastructure Improvements | 7.800 | TIF | 2005-2035 |
| Streetscapes/Gateways | 4.000 | TIF | 2010-2015 |
| Neighborhood Improvements | 2.000 | TIF | 2005-2035 |
| Affordable Housing Incentives | 2.000 | TIF | 2005-2035 |
| Redevelopment Projects | 7.000 | TIF/City Land ³ | TBD |
| Land Acquisition | 2.500 | TIF | TBD |
| Capital Cascades Park/Greenway Amenities | 2.000 | TIF | 2005-2008 |
| Performing Arts Center | 15.000 | Tourist Sales Tax ⁴ | TBD |
| Other Park/Greenway Amenities | 1.000 | TIF | 2005-2035 |
| Historic Preservation Incentives | 1.000 | TIF | 2005-2035 |
| Supplemental Capital Budget Reserve | 10.350 | TIF | TBD |
| Total Project Cost (\$M) | 174.720 | | |
| Other Sources (\$M) | 126.420 | | |
| TIF Sources (\$M) | 48.300 | | |

Footnotes:

1. These projects are already identified in existing City, County and/or Blueprint 2000 budget documents through 2008.
2. Anticipated CRA projects over the life of the Downtown Community Redevelopment Area at the time of plan adoption. However, the Agency may, from time to time, adjust the capital budget based upon changes in circumstances related to implementation of the downtown redevelopment plan. Funds listed represent the TIF portion of the project. Where appropriate, TIF will be leveraged with other funds (i.e., Agency, City, County, Blueprint 2000, State, Federal, etc.) to enhance the success of this initiative/project.
3. In addition to TIF, it is anticipated the City will provide the land for development.
4. The funds for construction of a performing arts center(s) in the Downtown District will come from a fourth cent that will be added to the Tourist Development Tax (Bed Tax). These funds may only be used for construction and operation of a performing arts center(s) within the boundaries of the Downtown District.

The budget represents anticipated actions and funding based on conditions as they exist at the time of plan adoption. The Agency should establish a downtown citizen advisory committee that will provide the Board with recommendations regarding all aspects of implementing the downtown redevelopment plan, including the development of projects, incentives and recommended funding. On an annual basis the Agency will adopt a budget that establishes plan priorities for the upcoming year. As a matter of practice, the Agency may also prepare one, three and five-year work programs for budgetary and administrative purposes. The budget and work plans can be adjusted from time to time during the year, as conditions warrant, in order to allow the Agency to respond to changing conditions. Finally, in addition to the various projects listed in the capital budget above, and described throughout this plan, the Agency should be prepared to assist other government bodies in efforts that further support implementation of the plan.

Tax Increment Financing



TAX INCREMENT FINANCING

HISTORY OF TAX INCREMENT FINANCING

Tax increment financing was originally developed over 30 years ago as a method to meet the local match requirements of federal grant programs. With the reduction in federal funds available for local projects, however, tax increment financing is standing on its own as a method to finance local redevelopment. State law controls tax increment financing. Because of this control, tax increment financing takes on a number of different techniques and appearances throughout the country.

In Florida, tax increment financing is derived from the Community Redevelopment Act of 1969, which is codified as Part III, Chapter 163 of the Florida Statutes. This act provided for a combination of public and private redevelopment efforts, but did not authorize the use of tax increment financing. The Act was amended in 1977 to allow tax increment financing. Under the Statutes, municipalities must go through a number of steps to establish a redevelopment area and implement tax increment financing and tax increment revenue is typically the major source of funding for redevelopment projects under the State of Florida Community Redevelopment Act.

Upon approval of the governing body, a trust fund for each community redevelopment area may be established. The revenues for the trust fund are obtained by allocating any increases in taxable assessed value to the area. The current assessed value of the district is set as the base and any increases (the tax increment revenues) are available for improvements to the area. The property tax paid on the base assessed value continues to be distributed to the local governments. The tax collector collects the entire property tax and subtracts the tax on the base value, which is available for general government purposes. Of the remaining tax increment revenues, 95 percent are deposited to the trust fund. The remaining 5 percent of the incremental growth is kept by the local government as a collection fee.

Type of Expenses Allowed

Funds from the redevelopment trust fund may be expended from time to time for undertakings of the community redevelopment agency which are directly related to financing or refinancing of redevelopment in the redevelopment area pursuant to an approved community redevelopment plan for the following purposes, including, but not limited to:

1. Establishment and Operations - they can be used for the implementation and administrative expenses of the Community Redevelopment Agency
2. Planning and Analysis - they can be used to develop the necessary engineering, architectural, and financial plans
3. Financing - the revenues may be used to issue and repay debt for proposed capital improvements contained in the Community Redevelopment Plan
4. Acquisition - the revenues may be used to acquire real property
5. Preparation - Revenues may also be used for site preparation, including the relocation of existing residents.

According to F.S. 163.370(2), however, the funds may not be used for the following purposes:

1. To construct or expand administration buildings for public bodies or police and fire buildings unless each taxing authority involved agrees,
2. Any publicly-owned capital improvements which are not an integral part of the redevelopment if the improvements are normally financed by user fees, and if the improvements would have other-wise been made without the Redevelopment Agency within three years, or
3. General government operating expenses unrelated to the Redevelopment Agency.

In addition, tax increment funds cannot be spent on capital projects contained in the local government's Capital Improvement Plan for the preceding three (3) years.

Tax Increment Projections

The following spreadsheet provides tax increment revenue projections for the Tallahassee Downtown Redevelopment Area. Revenue estimates are based on an annual increase in the tax base of 4.5 percent. The model contains assumptions that increase the property values in the third and fifth years based on the anticipated completion of proposed private sector projects. Because of the added value of these projects, the Tallahassee redevelopment program is well positioned for successfully completing the projects identified in the redevelopment plan. The Agency has several options for obtaining initial financing and grants to enable immediate planning and design of their projects. The Agency can obtain interim financing through a bond anticipation note, commercial loan or commercial line of credit based on projected revenues. These funds, combined with other funding sources and programs identified in this plan, such as Blueprint 2000, should enable the City and the Agency to embark on an aggressive public improvement program that will serve as a catalyst for private sector investment.

*Tallahassee Downtown Community
Tax Increment Projections*

| Years | Annual Increase in Assessed Value | Annual Incremental Increase | Gross Incremental CRA Revenue | Net (95%) Incremental CRA Revenue |
|--------------|--|------------------------------------|--------------------------------------|--|
| 2003 (Base) | \$238,244,226 | \$0 | \$0 | \$0 |
| 2004 | \$248,965,216 | \$10,720,990 | \$131,332 | \$124,766 |
| 2005 | \$260,168,651 | \$21,924,425 | \$268,574 | \$255,145 |
| 2006 | \$275,168,651 | \$36,924,425 | \$452,324 | \$429,708 |
| 2007 | \$287,551,240 | \$49,307,014 | \$604,011 | \$573,810 |
| 2008 | \$345,491,046 | \$107,246,820 | \$1,313,774 | \$1,248,085 |
| 2009 | \$361,038,143 | \$122,793,917 | \$1,504,225 | \$1,429,014 |
| 2010 | \$377,284,860 | \$139,040,634 | \$1,703,248 | \$1,618,085 |
| 2011 | \$394,262,678 | \$156,018,452 | \$1,911,226 | \$1,815,665 |
| 2012 | \$412,004,499 | \$173,760,273 | \$2,128,563 | \$2,022,135 |
| 2013 | \$430,544,701 | \$192,300,475 | \$2,355,681 | \$2,237,897 |
| 2014 | \$449,919,213 | \$211,674,987 | \$2,593,019 | \$2,463,368 |
| 2015 | \$470,165,577 | \$231,921,351 | \$2,841,037 | \$2,698,985 |
| 2016 | \$491,323,028 | \$253,078,802 | \$3,100,215 | \$2,945,205 |
| 2017 | \$513,432,565 | \$275,188,339 | \$3,371,057 | \$3,202,504 |
| 2018 | \$536,537,030 | \$298,292,804 | \$3,654,087 | \$3,471,383 |
| 2019 | \$560,681,196 | \$322,436,970 | \$3,949,853 | \$3,752,360 |
| 2020 | \$585,911,850 | \$347,667,624 | \$4,258,928 | \$4,045,982 |
| 2021 | \$612,277,883 | \$374,033,657 | \$4,581,912 | \$4,352,817 |
| 2022 | \$639,830,388 | \$401,586,162 | \$4,919,430 | \$4,673,459 |
| 2023 | \$668,622,756 | \$430,378,530 | \$5,272,137 | \$5,008,530 |
| 2024 | \$698,710,780 | \$460,466,554 | \$5,640,715 | \$5,358,680 |
| 2025 | \$730,152,765 | \$491,908,539 | \$6,025,880 | \$5,724,586 |
| 2026 | \$763,009,639 | \$524,765,413 | \$6,428,376 | \$6,106,957 |
| 2027 | \$797,345,073 | \$559,100,847 | \$6,848,985 | \$6,506,536 |
| 2028 | \$833,225,601 | \$594,981,375 | \$7,288,522 | \$6,924,096 |
| 2029 | \$870,720,753 | \$632,476,527 | \$7,747,837 | \$7,360,446 |
| 2030 | \$909,903,187 | \$671,658,961 | \$8,227,822 | \$7,816,431 |
| 2031 | \$950,848,830 | \$712,604,604 | \$8,729,406 | \$8,292,936 |
| 2032 | \$993,637,028 | \$755,392,802 | \$9,253,562 | \$8,790,884 |
| 2033 | \$1,038,350,694 | \$800,106,468 | \$9,801,304 | \$9,311,239 |
| 2034 | \$1,085,076,475 | \$846,832,249 | \$10,373,695 | \$9,855,010 |
| | | | \$137,280,740 | \$130,416,703 |

Notes:

Projections assume an annual growth rate in taxable property values of 4.5 percent beginning in 2005 and ad valorem taxes of 8.55 mils for the County and 3.7 mils for the City. The projections assume an increase of \$15,000,000 in the value of new development in 2006 (Tennyson Condominiums) and an increase of \$45,000,000 in the value of new development in 2008 (Tallahassee Center and BCOM).

**Downtown Improvement Authority
Tax Increment Projections**

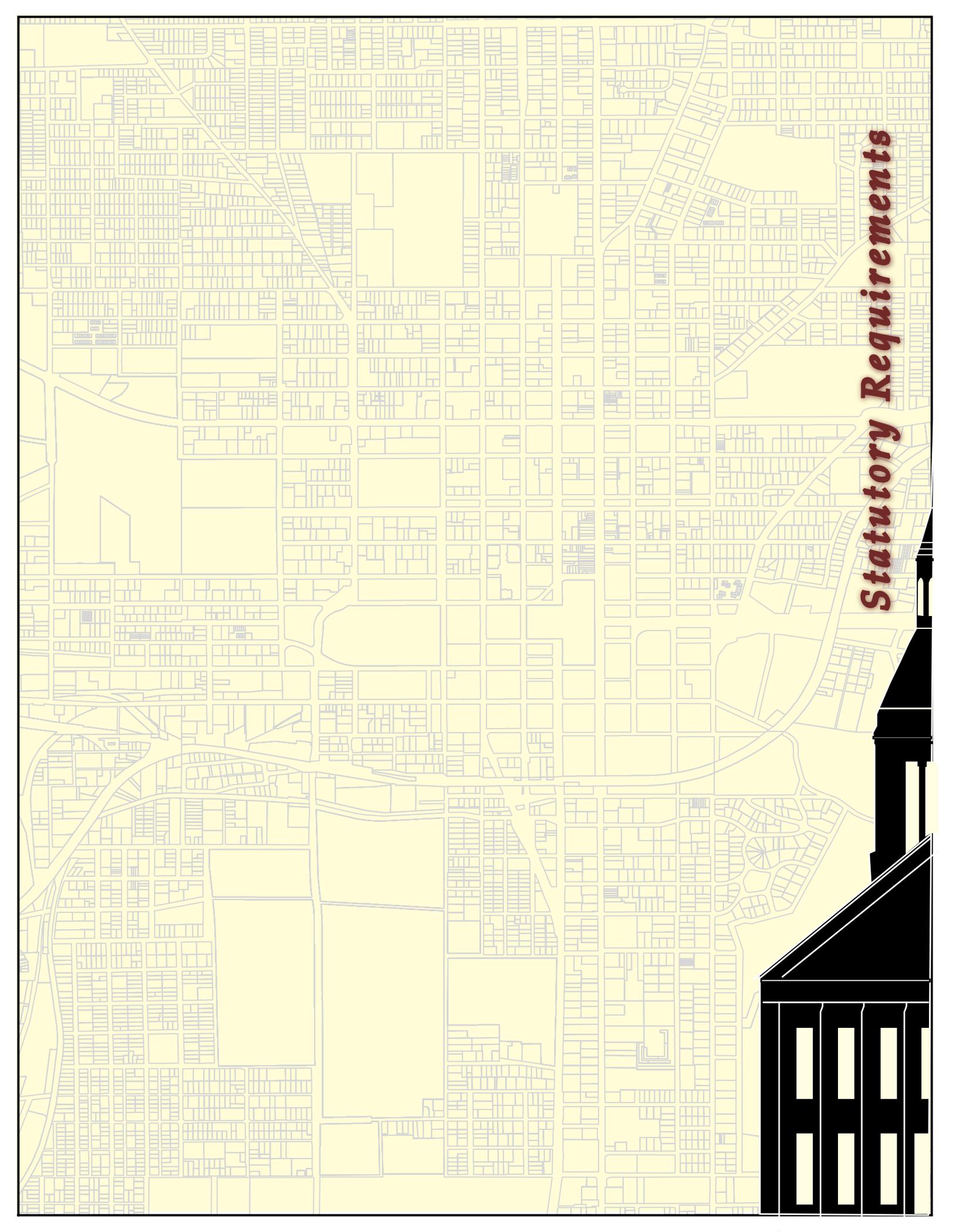
| Tax Increment Finance | | | | |
|--|----------------------|---------------|--------------------|--------------|
| (Estimates and Projections, with Value Added) | | | | |
| 4.5 Percent Annual Growth and 1.00 Mills | | | | |
| Year | Taxable Value | TIF | | |
| 0 | 2004 | \$131,090,478 | \$0 | final* |
| 1 | 2005 | \$136,989,550 | \$5,604 | projection** |
| 2 | 2006 | \$158,154,079 | \$25,710 | projection** |
| 3 | 2007 | \$165,271,013 | \$32,472 | projection** |
| 4 | 2008 | \$172,708,208 | \$39,537 | projection** |
| 5 | 2009 | \$180,480,078 | \$46,920 | projection** |
| 6 | 2010 | \$188,601,681 | \$54,636 | projection** |
| 7 | 2011 | \$197,088,757 | \$62,698 | projection** |
| 8 | 2012 | \$205,957,751 | \$71,124 | projection** |
| 9 | 2013 | \$215,225,850 | \$79,929 | projection** |
| 10 | 2014 | \$224,911,013 | \$89,130 | projection** |
| 11 | 2015 | \$235,032,009 | \$98,744 | projection** |
| 12 | 2016 | \$245,608,449 | \$108,792 | projection** |
| 13 | 2017 | \$256,660,829 | \$119,292 | projection** |
| 14 | 2018 | \$268,210,566 | \$130,264 | projection** |
| 15 | 2019 | \$280,280,042 | \$141,730 | projection** |
| 16 | 2020 | \$292,892,644 | \$153,712 | projection** |
| 17 | 2021 | \$306,072,813 | \$166,233 | projection** |
| 18 | 2022 | \$319,846,089 | \$179,318 | projection** |
| 19 | 2023 | \$334,239,163 | \$192,991 | projection** |
| 20 | 2024 | \$349,279,926 | \$207,280 | projection** |
| 21 | 2025 | \$364,997,522 | \$222,212 | projection** |
| 22 | 2026 | \$381,422,411 | \$237,815 | projection** |
| 23 | 2027 | \$398,586,419 | \$254,121 | projection** |
| 24 | 2028 | \$416,522,808 | \$271,161 | projection** |
| 25 | 2029 | \$435,266,335 | \$288,967 | projection** |
| 26 | 2030 | \$454,853,320 | \$307,575 | projection** |
| 27 | 3031 | \$475,321,719 | \$327,020 | projection** |
| 28 | 2032 | \$496,711,197 | \$347,340 | projection** |
| 29 | 2033 | \$519,063,200 | \$368,574 | projection** |
| 30 | 2034 | \$542,421,044 | \$390,764 | projection** |
| | | | | |
| | Total | | \$5,021,664 | |

Notes:

*Projection is based on the 2003 final tax roll

**Projections assume an annual growth rate in taxable property values of 4.5 percent beginning in 2005 and ad valorem taxes of 1.00 mills.

The above table provides tax increment projections for the Downtown Improvement Authority (DIA). The DIA, along with the County and the City, is the third taxing jurisdiction contributing to the redevelopment trust fund. The area covered by the DIA is smaller in size and is completely contained within the boundary of the Community Redevelopment Agency. The base tax value is \$131,090,478. The projections include a \$15 million increase in value in 2006 based on completion of the Tennyson project, but does not increase in 2008 because Kleman Plaza is outside the DIA boundary.



Statutory Requirements

STATUTORY REQUIREMENTS

This appendix addresses the specific requirements of Chapter 163, Part III, Florida Statutes, as they relate to the preparation and adoption of the Downtown Community Redevelopment Plan in accordance with Sections 163.360 and 163.362. Provided below is a brief synopsis of each Sub-Section requirement from 163.360 and 163.362, and a brief description of how the redevelopment plan and adoption process meet those requirements.

163.360 – COMMUNITY REDEVELOPMENT PLANS

Section 163.360 (1), Determination of Slum or Blight By Resolution

This section requires that a local governing body determine by resolution that an area has been determined to be a slum or blighted before a redevelopment area can be established.

Action: On September 11, 2002, the City of Tallahassee City Commission adopted Resolution Number 02-R-43, establishing the conditions of blight in the downtown redevelopment area and designating the area as appropriate for community redevelopment.

Section 163.360 (2)(a), Conformance with the Comprehensive Plan

The Local Planning Agency is charged with determining that the Downtown Community Redevelopment Plan is in conformance with the adopted Comprehensive Plan.

Action:

On May 4, 2004, the Tallahassee/Leon County Local Planning Agency found that the Downtown Community Redevelopment was consistent with the City's Comprehensive Plan.

Section 163.360 (2)(b), Completeness

This section requires that the redevelopment plan be sufficiently complete to address land acquisition, demolition and removal of structures, redevelopment, improvements and rehabilitation of properties within the redevelopment area as well as zoning or planning changes; land uses, maximum densities and building requirements.

Action:

These issues are addressed in the Development Plan section and the Action and Implementation Strategies section of the redevelopment plan.

Section 163.360 (2)(c), Development of Affordable Housing

This section requires the redevelopment plan to provide for the development of affordable housing, or to state the reasons for not addressing affordable housing.

Action:

The Downtown Redevelopment Plan anticipates the need to maintain and provide affordable housing within the redevelopment area. The redevelopment agency will coordinate with

the local housing authority to seek opportunities for the development of affordable housing. Specifically, affordable housing development is addressed in Section III, Housing and Neighborhood Preservation and the Development Plan Elements of the Development Plan.

Section 163.360 (3), Community Policing Innovations

The redevelopment plan may provide for the development and implementation of community policing procedures.

Action:

The Downtown Redevelopment Plan supports the use of community policing as stated in Section III, Housing and Neighborhood Preservation of the Development Plan.

Section 163.360 (4), Plan Preparation and Submittal Requirements

The community redevelopment agency may prepare a community redevelopment plan. Prior to considering this plan, the redevelopment agency will submit the plan to the local planning agency for review and recommendation as to its conformity with the comprehensive plan.

Action:

The City Commission has authorized the preparation of this Community Redevelopment Plan through the contracted services of the RMPK Group Inc., Certified Planners and Licensed Landscape Architects. On May 4, 2004, the Local Planning Agency determined that the redevelopment plan was consistent with the City's Comprehensive Plan.

Section 163.360 (5)(6)(7)(a)(b)(c)(d)(e), Plan Approval

163.360 (5). The community redevelopment agency will submit the redevelopment plan, along with written recommendations, to the governing body and each taxing authority operating within the boundaries of the redevelopment area.

Action:

The Tallahassee Community Redevelopment Agency submitted the Downtown Community Redevelopment Plan, along with written recommendations, to the City of Tallahassee City Commission, the Leon County Board of Commissioners and the Tallahassee Downtown Improvement Authority on or near June 11, 2004. Following this, the City Commission will proceed with a public hearing on the redevelopment plan as outlined in subsection (6), below.

163.360 (6). The governing body shall hold a public hearing on the community redevelopment plan after public notice by publication in a newspaper having a general circulation in the area of operation of the Downtown Community Redevelopment Area.

Action:

A public hearing on the Downtown Community Redevelopment Plan was held on June 23, 2004 in the Tallahassee City Commission Chambers, City Hall. A public hearing notice describing the time, date, place and purpose of the public hearing, identifying generally the redevelopment area covered by the plan, and outlining the general scope of the plan was published in the Tallahassee Democrat on June 13, 2004.

163.360 (7). Following the public hearing described above, the City Commission may approve the redevelopment plan if it finds that:

- (a) A feasible method exists for the location of families who will be displaced from the Redevelopment area in decent, safe, and sanitary dwelling accommodations within their means and without undue hardship to such families;

Action:

To minimize the relocation impact, the Agency will provide supportive services and equitable financial treatment to any individuals, families and businesses subject to relocation. When feasible, the relocation impact will be mitigated by assisting relocation within the immediate neighborhood and by seeking opportunities to relocate within new/redeveloped buildings that will contain residential and commercial space.

- (b) The Redevelopment Plan conforms to the general or comprehensive plan of the county or municipality as a whole;

Action:

The Tallahassee/Leon County Planning Commission found the Downtown Community Redevelopment Plan conforms to the City's Comprehensive Plan on May 4, 2004.

- (c) The Redevelopment Plan gives due consideration to the utilization of community policing procedures, and to the provision of adequate park and recreational areas and facilities that may be desirable for neighborhood improvement, with special consideration for the health, safety, and welfare of children residing in the general vicinity of the site covered by the Plan;

Action:

The need to utilize community policing procedures are contained in Section III, Housing and Neighborhood Preservation of the Development Plan. The need for improved recreational opportunities are contained in Section VII, The Environment and Recreation, of the Development Plan section of the redevelopment plan.

- (d) The Redevelopment Plan will afford maximum opportunity consistent with the sound needs of the county or municipality as a whole, for the rehabilitation or Redevelopment of the Redevelopment area by private enterprise.

Action:

The need for, and role of, private enterprise/investment to ensure the successful rehabilitation or redevelopment of the downtown area is described throughout the Development Plan section of the Downtown Community Redevelopment Plan.

- (e) Maintenance of coastal area evacuation time and protection of property against exposure to natural disasters.

Action:

Not applicable. This is for redevelopment areas that are located in a coastal tourist area.

Section 163.360 (8)(a)(b), Land Acquisition

These sections of the statute establish requirements for the acquisition of vacant land for the purpose of developing residential and non-residential uses. The Redevelopment Plan supports future development of both residential and non-residential uses at various locations in the redevelopment area as defined in the Development Plan. In addition to the potential acquisition of vacant land by the Redevelopment Agency for residential and non-residential uses, the Redevelopment Plan also identifies strategies that will promote and facilitate private sector investment in vacant land acquisition for these purposes.

Section 163.360 (9), Full Force and Effect

Upon approval by a governing body of a community redevelopment plan or any modification thereof, the plan and/or modification shall be deemed in full force and effect.

Action:

None, this sub-section will apply once the City Commission adopts the Downtown Community Redevelopment Plan.

Section 163.360 (10), Need as a Result of Emergency.

Provides guidance for development of a redevelopment plan when an area has been designated as blighted as the result of an emergency under Chapter 252.34(3).

Action:

Not Applicable.

Chapter 163.362 - Contents of Community Redevelopment Plans

Every community redevelopment plan shall:

Chapter 163.362(1) Legal Description

Contain a legal description of the boundaries of the redevelopment area and the reasons for establishing such boundaries shown in the plan.

Action:

A legal description of the boundaries of the downtown redevelopment area and the reasons for establishing the boundaries are contained in Resolution 02-R-43, adopted by the City of Tallahassee City Commission on September 11, 2002 (Appendix E).

Chapter 163.362(2) Show By Diagram and General Terms:

- (a) Approximate amount of open space and the street layout.

Action:

This task is accomplished through the Development Plan Diagram

- (b) Limitations on the type, size, height number and proposed use of buildings.

Action:

This is also described in the Conceptual Plan; however, it is expected that the City's zoning ordinance and land development regulations will continue to provide the regulatory framework for any building dimension or style limitations.

- (c) The approximate number of dwelling units.

Action:

Based on current development proposals, the future land use concepts contained in the Plan, and the expressed desire to increase residential occupancy in the downtown area, it can be reasonably expected that more than 2,500 residential dwelling units will be developed over time.

- (d) Such property as is intended for use as public parks, recreation areas, streets, public utilities and public improvements of any nature.

Action:

A current summary of these uses and facilities is contained in the Inventory Report in Appendix B. Proposed future uses and activities of this nature are described in the Development Plan.

Chapter 163.362(3) Neighborhood Impact Element

To minimize the relocation impact, the Agency will provide supportive services and equitable financial treatment to any individuals, families and businesses subject to relocation. When feasible, the relocation impact will be mitigated by assisting relocation within the immediate neighborhood and by seeking opportunities to relocate within new/redeveloped buildings that will contain residential and commercial space.

The Neighborhood Impact Element is included as Appendix A to the Downtown Community Redevelopment Plan.

Chapter 163.362(4) Publicly Funded Capital Projects

Identify specifically any public funded capital projects to be undertaken within the community redevelopment area.

Action:

A list of publicly funded projects located within the boundaries of the downtown redevelopment area is contained in the Capital Projects section of the plan. Information for this section was obtained from the City's Capital Improvement Plan, which defines anticipated capital expenditures for City Departments through 2008.

Chapter 163.362(5) (6) Safeguards and Retention of Control

Contain adequate safeguards that the work of redevelopment will be carried out pursuant to the plan. Provide for the retention of controls and establishment of any restrictions or covenants running with land sold or leased for private use.

Action:

The following safeguards and procedures will help ensure redevelopment efforts in the downtown redevelopment area are carried out pursuant to the redevelopment plan:

The Downtown Community Redevelopment Plan is the guiding document for future development, redevelopment and ancillary programs, projects and activities in and for the downtown redevelopment area. In order to assure that redevelopment will take place in conformance with the projects, goals and policies expressed in this plan, the Tallahassee Community Redevelopment Agency will utilize the regulatory devices, instruments and systems used by the City of Tallahassee to permit development and redevelopment within its jurisdiction. These include but are not limited to the Comprehensive Plan, the Land Development Code, the Zoning Code, adopted design guidelines, performance standards and City authorized development review, permitting and approval processes. Per Florida Statute, the Tallahassee City Commission retains the vested authority and responsibility for:

1. The power to grant final approval to Redevelopment Plans and modifications.
2. The power to authorize issuance of revenue bonds as set forth in Section 163.385.
3. The power to approve the acquisition, demolition, removal or disposal of property as provided in Section 163.370(3), and the power to assume the responsibility to bear loss as provided in Section 163.370(3).

The Redevelopment Agency Board shall be fully subject to the Florida Sunshine Law and will convene, at a publicly noticed meeting, at least on a quarterly basis in a public forum.

In accordance with Section 163.356(3)(c), by March 31 of each year, the Redevelopment Agency shall file an Annual Report with the City of Tallahassee detailing the Agency's activities for the preceding fiscal year. The report shall include a complete financial statement describing assets, liabilities, income and operating expenses. At the time of filing, the Agency shall publish in a newspaper of general circulation a notice that the report has been filed with the City and is available for inspection during business hours in the office of the City's Treasurer-Clerk and the Tallahassee Community Redevelopment Agency.

The Tallahassee Community Redevelopment Agency shall maintain adequate records to provide for an annual audit, which shall be conducted by an independent auditor and will be included as part of the City of Tallahassee Comprehensive Annual Financial Report for the preceding fiscal year. A copy of the Agency audit, as described in the CAFR, will be forwarded to each taxing authority.

The Agency shall provide adequate safeguards to ensure that all leases, deeds, contracts, agreements, and declarations of restrictions relative to any real property conveyed shall contain restrictions and/or covenants to run with the land and its uses, or other provisions necessary to carry out the goals and objectives of the redevelopment plan.

The redevelopment plan may be modified, changed, or amended at any time by the Tallahassee Community Redevelopment Agency and City Commission provided that; if modified, changed, or amended after the lease or sale of property by the Agency, the modification must be consented to by the developer or redevelopers of such property or his successors or their successors in interest affected by the proposed modification. Where the proposed modification will substantially change the plan as previously approved by the governing body, the City Commission will similarly approve the modification. This means that if a developer acquired title, lease rights, or other form of development agreement, from the Agen-

cy to a piece of property within the redevelopment area with the intention of developing it in conformance with the redevelopment plan, any amendment that which might substantially affect his/her ability to proceed with that development would require his/her consent.

When considering modifications, changes, or amendments in the redevelopment plan, the Agency will take into consideration the recommendations of interested area property owners, residents, and business operators. Proposed minor changes in the Plan will be communicated by the agency responsible to the affected property owner(s).

Chapter 163.362(7) Assurance of Replacement Housing for Displaced Persons

Provide assurances that there will be replacement housing for the relocation of persons temporarily or permanently displaced from housing facilities within the community redevelopment area.

Action:

To minimize the relocation impact, the Agency will provide supportive services and equitable financial treatment to any individuals, families and businesses subject to relocation. When feasible, the relocation impact will be mitigated by assisting relocation within the immediate neighborhood and by seeking opportunities to relocate within new/redeveloped buildings that will contain residential and commercial space.

Chapter 163.362(8) Element of Residential Use

Provide an element of residential use in the redevelopment area if such use exists in the area prior to the adoption of the plan or if the plan is intended to remedy a shortage of housing affordable to residents of low to moderate income, including the elderly.

Action:

There are residential uses of various types and character, including, single-family, multi-family, rental units, owner occupied units, and detached units in existence in the Redevelopment area at the time of this writing. The efforts undertaken by the Agency, as described in this Redevelopment Plan, are intended to retain and enhance a high quality of residential use, particularly with regard to developing and maintaining sustainable neighborhoods. Redevelopment program activities will strive to cultivate the positive neighborhood characteristics cited by the community during public workshops and reduce or eliminate any negative characteristics.

The establishment of a revitalized and expanded residential base within the downtown core and adjacent neighborhoods is essential to achieve a successful economic redevelopment program. Residents living within the redevelopment area will comprise components of the work force and the market, which will generate economic activity.

Chapter 163.362(9) Statement of Projected Costs

Contain a detailed statement of the projected costs of development, including the amount to be expended on publicly funded capital projects in the community redevelopment area and any indebtedness of the community redevelopment agency or the municipality proposed to be incurred for such redevelopment if such indebtedness is to be repaid with increment funds.

Action:

Project costs and funding sources are described in the Capital Projects section of the redevelopment plan. Included are projects identified in the City's Capital Improvements Plan and the Blueprint 2000 Plan.

Chapter 163.362(10) Duration of Plan

Provide a time certain for completing all redevelopment financed by increment revenues.

Action:

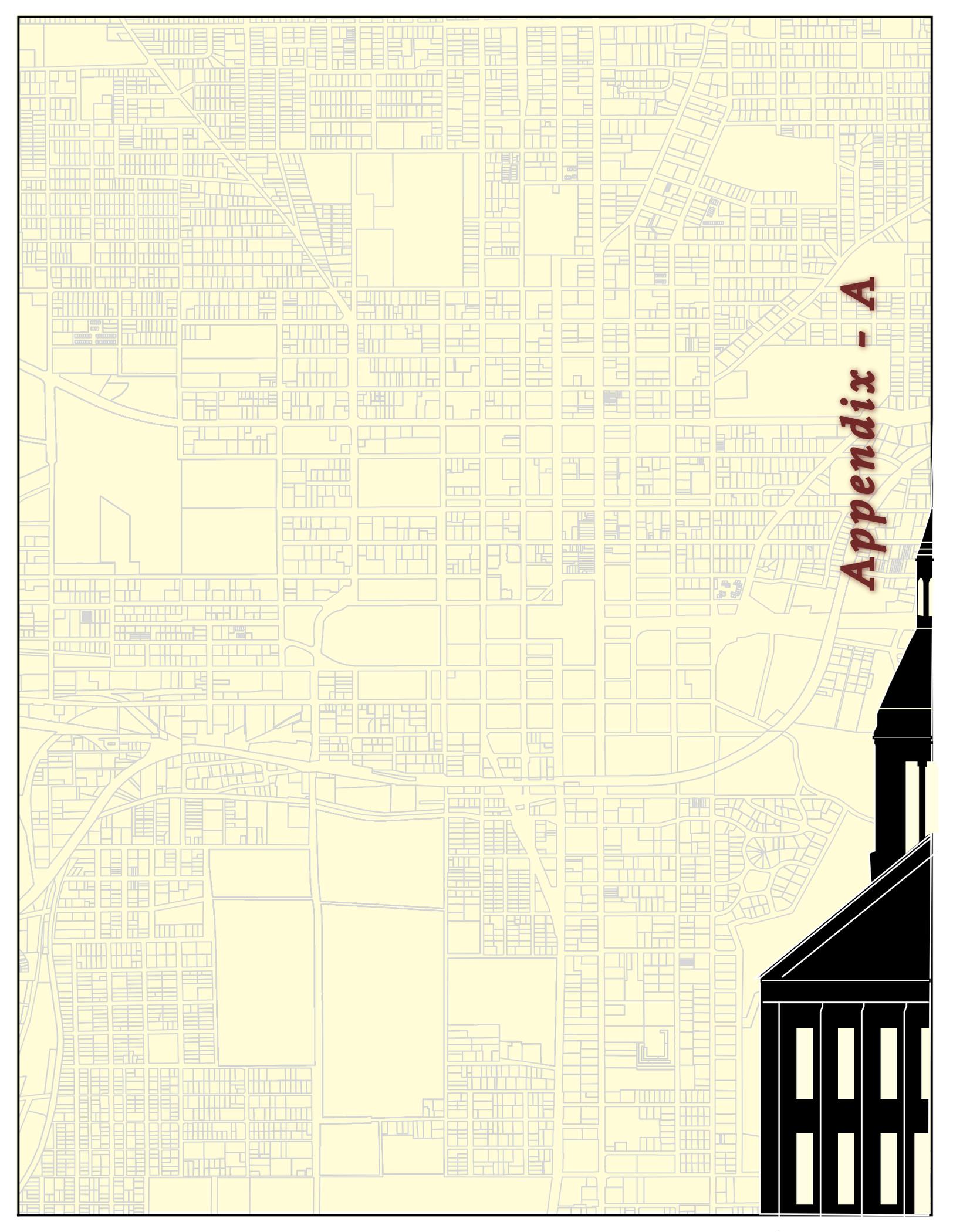
The Downtown Community Redevelopment Plan shall remain in effect and serve as a guide for the future redevelopment activities in the downtown redevelopment area through 2034.

Chapter 163.362(11) Statutory Predisposition

This section provides relief to some of the subsections of Section 163.360, if the redevelopment plan was adopted before Chapter 84-356, Laws of Florida, became a law.

Action:

Not Applicable.



Appendix - A

NEIGHBORHOOD IMPACT ELEMENT

The Downtown Redevelopment Area includes approximately 1,340 dwelling units, some of which may be considered low to moderate-income units; however, there are no specifically designated low to moderate income housing developments located within the boundaries of the redevelopment area. The Redevelopment Plan makes provisions for affordable housing through rehabilitation and new construction. Shortages in affordable housing will be addressed through existing and new affordable housing development strategies, with an emphasis on developing ways in which affordable housing can be integrated within market rate housing projects.

The implementation of the Downtown Redevelopment Plan will foster many positive impacts to the quality of life for the downtown area and surrounding areas. Neighborhoods will benefit from the program through increased levels of amenity, improved community facilities, improved environment, and physical and social quality. While all impacts cannot be determined without site-specific proposals that will evaluate impacts, this appendix presents the range of impacts that can be expected in each category required by statute.

Relocation

To minimize the relocation impact, the Agency will provide supportive services and equitable financial treatment to any individuals, families and businesses subject to relocation. When feasible, the relocation impact will be mitigated by assisting relocation within the immediate neighborhood and by seeking opportunities to relocate within new/redeveloped buildings that will contain residential and commercial space.

Traffic Circulation

Traffic circulation is an existing problem for the downtown area, especially during peak hours; however, it is anticipated that implementation of the redevelopment plan will cause an improvement in traffic circulation based on the following considerations:

- Downtown residential development in the downtown core, combined with neighborhood revitalization, will help foster an increase in local employment, which will provide some relief to traffic congestion in the community by fostering the development of traditional neighborhood characteristics. The closer proximity between various land uses (such as residential, commercial and office) should encourage pedestrian, rather than automobile, trips, especially during peak hours.
- Planned residential and commercial development along the Gaines Street Corridor, including Madison Street, will be within easy walking distance to either campus, thus reducing the number of automotive trips by students to campus from outlying areas.
- The Downtown Redevelopment Plan supports the joint development of a comprehensive transportation plan, which would include, among other things, projects that maintain or improve downtown traffic circulation and parking as well as the flow of regional through traffic, while enhancing the pedestrian character of the district.
- The Downtown Redevelopment Plan incorporates the Tallahassee/Leon County Bicycle and Pedestrian Master Plan. Traffic circulation improvements developed through the Bicycle and Pedestrian Master Plan will emphasize the provision of en-

hanced pedestrian facilities and bicycle facilities. While regional traffic is maintained, the pedestrian environment will be enhanced and bicycle facilities expanded

Environmental Quality

Drainage:

In recent years, the City has made a substantial investment in stormwater draining in the downtown. Currently, most downtown stormwater drains to the Elberta Crate Regional Stormwater Facility. Presently, there is sufficient capacity at the facility to handle anticipated development in the downtown; however, if the facility begins to reach capacity, other solutions will need to be found. Development of the Capital Cascades Greenway should significantly improve stormwater drainage along Franklin Boulevard and along the ditch that runs parallel to Gaines Street. The Redevelopment Agency will work closely with developers to ensure anticipated new development does not add to existing stormwater problems.

Water Quality:

The development of vacant and/or underutilized sites within the Downtown Redevelopment Area may result in minor increases in the amount of stormwater runoff which may contain various types of pollutants, such as those generated by automobiles (gasoline, oil, antifreeze, etc.). If not handled properly, the pollutants in the stormwater runoff could degrade surface and groundwater resources; however, as discussed above, the City has excess capacity at the Elberta Crate Regional Stormwater Facility to accommodate anticipated growth. In addition, the planned Capital Cascades Greenway will significantly improve stormwater drainage along Franklin Boulevard to the Elberta Crate facility. The City and Redevelopment Agency will closely monitor the capacity of the existing and planned stormwater infrastructure to ensure sufficient capacity exists, and no impact will be felt from development.

Water Supply:

No degradation to potable water quality is anticipated from implementation of the redevelopment plan. The existing potable water delivery infrastructure is sufficient to support known and reasonably anticipated development in the downtown area. The City and Redevelopment Agency will closely monitor the capacity of the existing infrastructure to ensure sufficient capacity exists, and no negative impact will be felt from development.

Sanitary Sewer:

No negative impact on the existing sanitary sewer is expected from implementation of the redevelopment plan. Sufficient capacity exists to support anticipated development. If future deficiencies are projected, the City and Redevelopment Agency will work together to ensure capacity is available at the time of development.

Vegetation and Wildlife:

Although vegetation in the downtown area is mostly of an urban landscape character, no loss of vegetation is expected due to the implementation of the redevelopment plan. Anticipated streetscape improvements should add vegetation to the downtown area. The redevelopment plan will have no impact of wildlife in the area. The existing urban pattern has already limited wildlife to those that are able to adapt to urban settings, such as birds and squirrels. The one exception to this may be the environmental clean up and development of the Capital Cascades as a major open space and recreation area. Development of this site

could return a variety of vegetation and wildlife not available in the rest of the Downtown Redevelopment Area.

Noise:

The redevelopment plan does not call for the introduction of any activities that would increase current noise levels. In fact, anticipated redevelopment efforts in support of improved traffic circulation, increased bicycle and pedestrian mobility and streetscaping, should help reduce noise levels. Construction activities will cause a temporary increase in local noise levels; however, these activities will occur during normal working hours and should not create a hardship for local residents.

Air Quality:

The implementation of the Redevelopment Plan does not involve the addition of any anticipated point sources of air pollution that would require State or Federal permits. Construction activities that occur as a part of project development may be a source of airborne dirt and dust, especially during windy conditions; however, these are expected to be minimal, and there are controls the developer can implement to lessen the impact. The primary source of air pollutants in the redevelopment area is vehicular traffic. In the absence of redevelopment, and the anticipated increase in downtown housing, commuters will continue to be the major contributor to air pollutants; however, anticipated residential development will eliminate many automotive trips that would otherwise be made. Other transportation improvements, including implementation of the Bicycle-Pedestrian Master Plan improvements, should provide long-term benefits for the air quality in the downtown by increasing the efficiency of traffic flow and decreasing dependency on the automobile for short trips in town.

School Population

It is expected that the Redevelopment Plan will not significantly increase the K-12 student population of the area. Data supporting the need for increased housing in the downtown area found that the primary target group was, among other things, between 25 and 54 years of age; single or married, but few if any children. Any increase in the K-12 student population should be able to be handled by the schools serving the downtown area. This includes: Leon High School, Cobb Middle School, Raa Middle School, Bond Elementary School, Brevard Elementary School, Hartsfield Elementary School, and Kate Sullivan Elementary School. With the exception of Kate Sullivan Elementary School, all schools serving the downtown area are operating at less than 95 percent of capacity. Rather than having a negative impact on the K-12 school system, redevelopment in the downtown will most likely result in a significant increase in tax revenues for the school system, without a significant increase in the student population.

Community Facilities

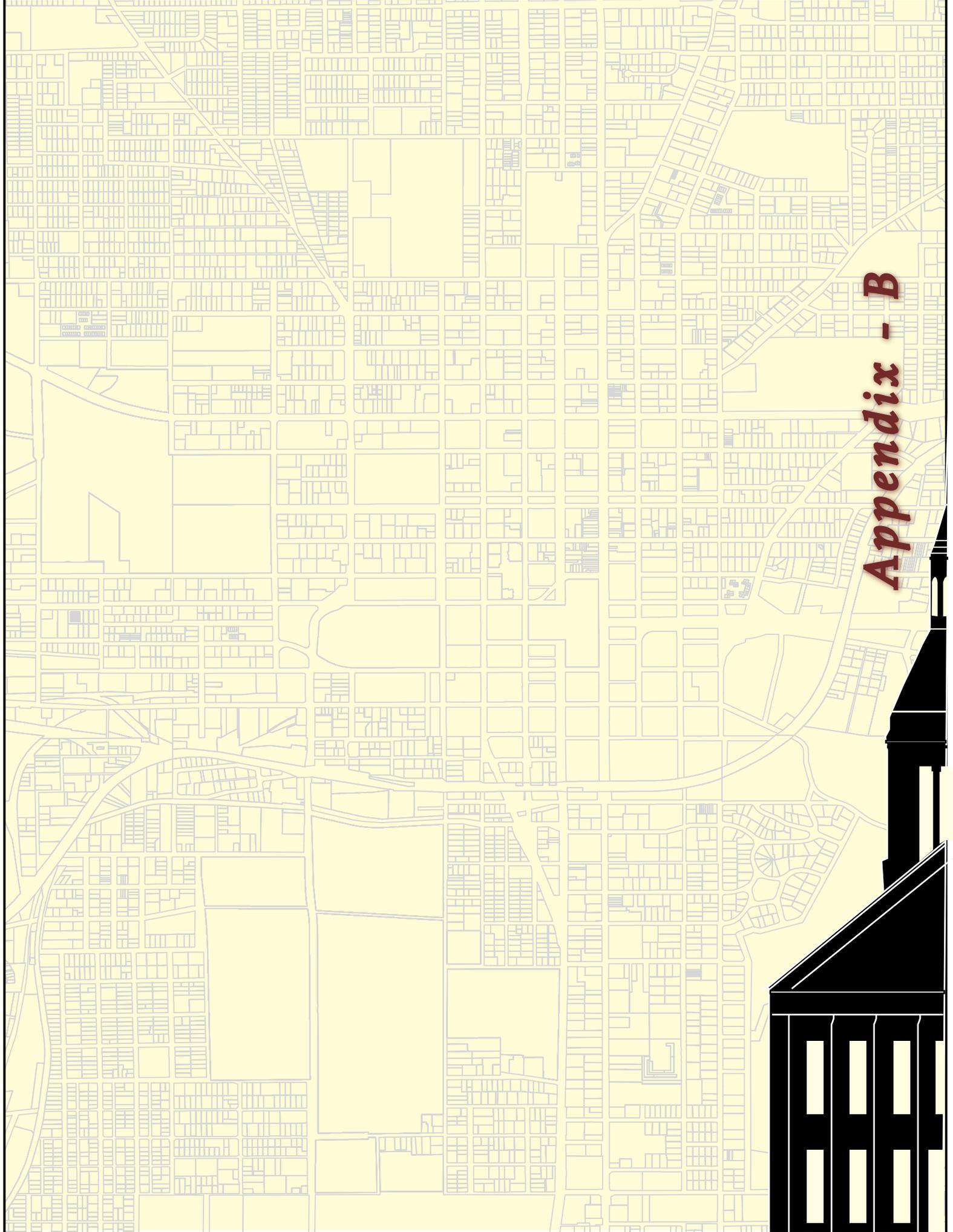
Open Space/Recreation Facilities:

There are sufficient recreation facilities in the downtown area to support implementation of the redevelopment plan. Existing open space/recreation facilities in or adjacent to the downtown area include the Park Avenue Chain of Parks, the Doug Burnette Chain of Parks, Lafayette Park, and Meyers Park. In addition, the redevelopment plan supports the planned development of the Capital Cascades Park, to include the Capital Cascades Greenway.

Social Services:

Implementation of the redevelopment plan will not adversely impact the provision of the many social services available to low and moderate-income persons living in the Downtown Redevelopment Area. Local government supported social services within the redevelopment area, and the entire City and County, are coordinated through the Community Human Service Partnership (CHSP), a partnership between the City, Leon County and United Way of Big Bend. Social services provided through the partnership include, but are not limited to: children's services, services to the disabled, family support, senior services, and emergency services. These services are available to all eligible residents of Leon County. Although no service centers are currently located within the boundaries of the redevelopment area, service centers are conveniently located in nearby communities, such as Frenchtown and Bond. The Community Redevelopment Agency will work with the CHSP to monitor the provision of services available to eligible downtown residents to ensure they have adequate access to these services.

Appendix - B



I N V E N T O R Y

The Inventory Summary Report is intended to document the existing conditions in the Downtown Tallahassee Community Redevelopment Area (DCRA). It also establishes the foundation for recommendations set forth in later sections of the Plan. The inventory pertains to both physical conditions and programs that will affect the future of the community.

POPULATION AND DEMOGRAPHICS

The City of Tallahassee is located in the center of the eight county "Big Bend" area. Tallahassee is a mere 20 miles from the Gulf of Mexico and 14 miles from Georgia to the north. The City is approximately 100 square miles in size. Leon County has a population of 239,452 and according to 2002 census data, Tallahassee has a population of 156,703, which is about 63.2 percent of the population in all of Leon County. Only 2.3 percent of this population, which is about 3,730, resides in the Tallahassee Downtown CRA. The following table shows the population breakdown in the City of Tallahassee.

Table 1- Population by Age

| Age Group | |
|----------------|-------|
| Below 18 years | 25.6% |
| 18 - 24 | 21.5% |
| 25-44 | 27.8% |
| 45-64 | 16.8% |
| Over 65 | 8.3% |

Source : US Bureau of Census 2000

Figure 1- Population by Age

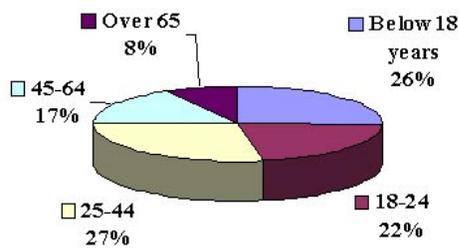


Table 2- Population by Age

| Gender | | |
|--------|--------|-------|
| Male | 71,137 | 47.2% |
| Female | 79,487 | 52.8% |

Source : US Bureau of Census 2000

Table 3- Population Demographics

| Racial/ Ethnic | | |
|--|---------|-------|
| One Race | 148,108 | 98.3% |
| White | 91,007 | 60.4% |
| Black / African American | 51,569 | 34.2% |
| American Indian and Alaska Native | 376 | 0.2% |
| Asian | 3,617 | 2.4% |
| Native Hawaiian and Other Pacific Islander | 82 | 0.1% |
| Other | 1,457 | 1.0% |
| Two or More Races | 2,516 | 1.7% |
| Hispanic or Latino (of any race) | 6,309 | 4.2% |

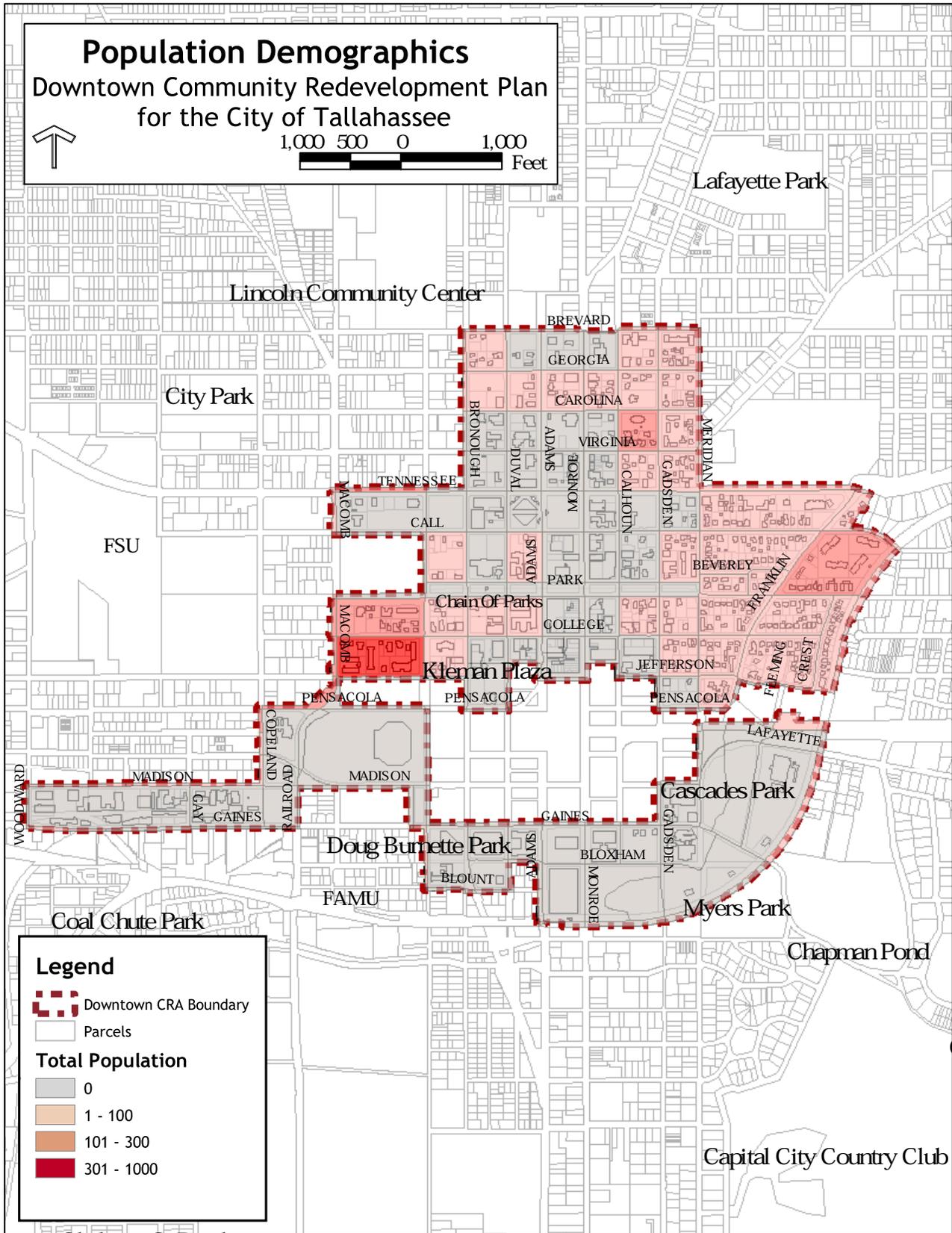
Source : US Bureau of Census 2000

The racial / ethnic table above shows that the primary race that makes up the population of the city is white, which is about 60%. The African American ethnic group is the only other race that makes up a significant percentage that amounts to almost 34% and it is also observed that the Hispanic population has doubled in the last decade.

Map 1 shows the population breakup by census blocks in the Downtown CRA. The total population in the area is approximately 3,730 and has a higher white population than the rest of the City when broken up by various races. The total white population amounts to 3,038 and African American population totals 484 or 13.0%

There are approximately 1,340 residential units located within the Downtown CRA. Based on a population of 3,370, the average household size in the Downtown CRA is 2.8 persons per household. This is slightly higher than the City's average household size of 2.35 persons per household.

MAP 1: Population Demographics



Source: Tallahassee - Leon County GIS

LAND USE

Overview

There are 875 parcels of land in the Redevelopment Area occupying approximately 476 acres of land including roads that are listed in Table 4 below. Land use in the Downtown Community Redevelopment Area consists of approximately 26 percent government operational, 6 percent green space, and 14 percent remains vacant. The balance is made up of housing, motel, retail, office, warehouse, schools and religious / non-profit. In several areas, especially near primary corridors and institutional areas, residential land is transitioning to office commercial uses. These transitions, and associated increased vehicular traffic, are causing land use conflicts, public safety hazards, and the deterioration of the historic neighborhoods. Map 2 on the following page graphically represents the distribution of the eleven land use categories found in the Downtown CRA.

The Downtown CRA has a disproportionately high percentage of government operational land uses, accounting for 26 percent of the areas land use. These are largely State, City and County owned facilities that are not on the tax rolls. Although these uses are stable and important to the functioning community, they do not contribute to the revenue stream for the City and County. It will be important during the redevelopment process to identify which institutional properties may present an opportunity to be returned to the tax rolls via sale to the government / private sector.

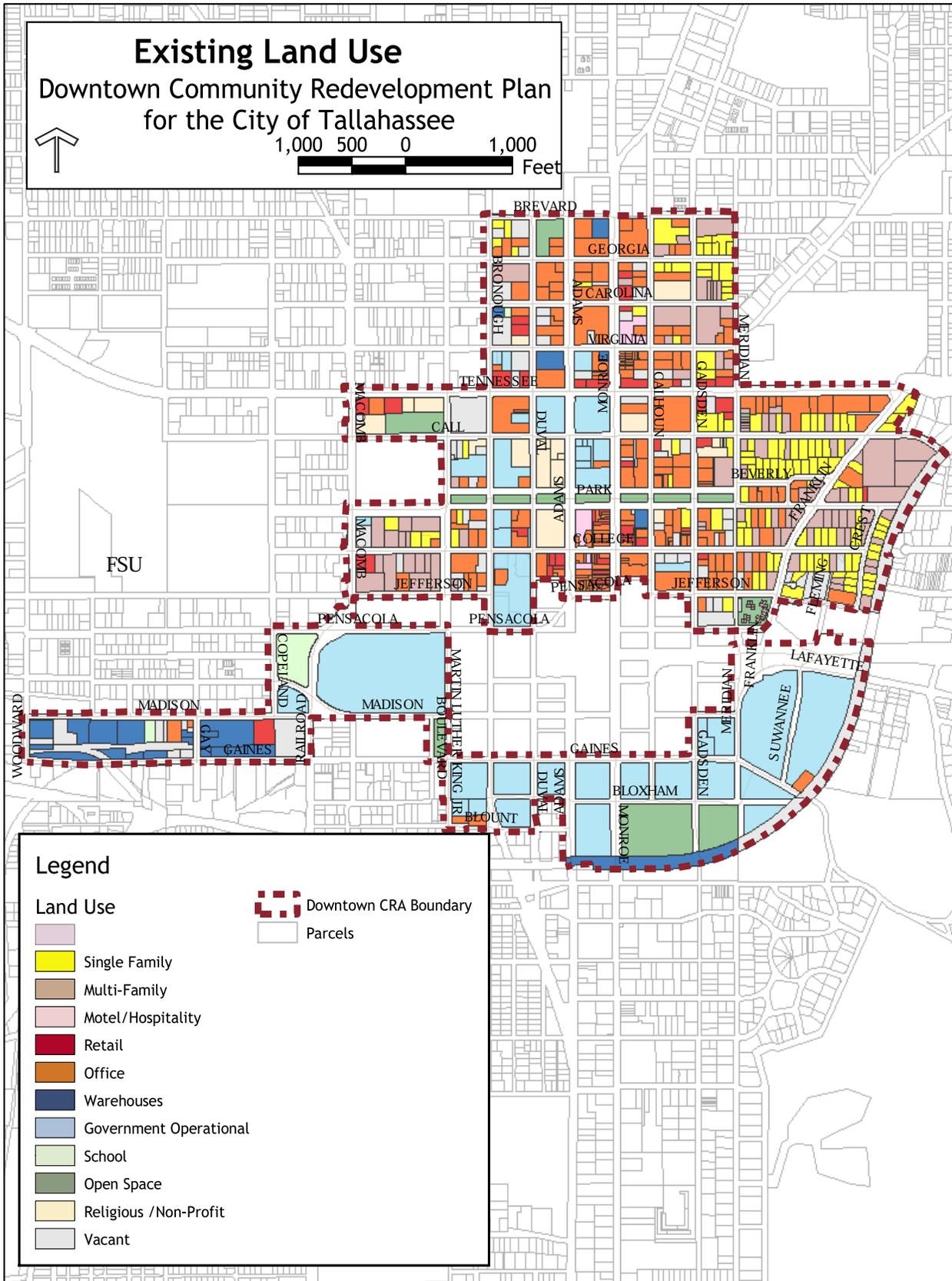
Map 3 shows an aerial photo of the Downtown CRA and areas adjacent to it and is followed with a detailed description of the various land use categories. Table 4 below breaks up the current land use into count / parcels, total acres and percentage of area covered in the downtown CRA.

Categories

Table 4

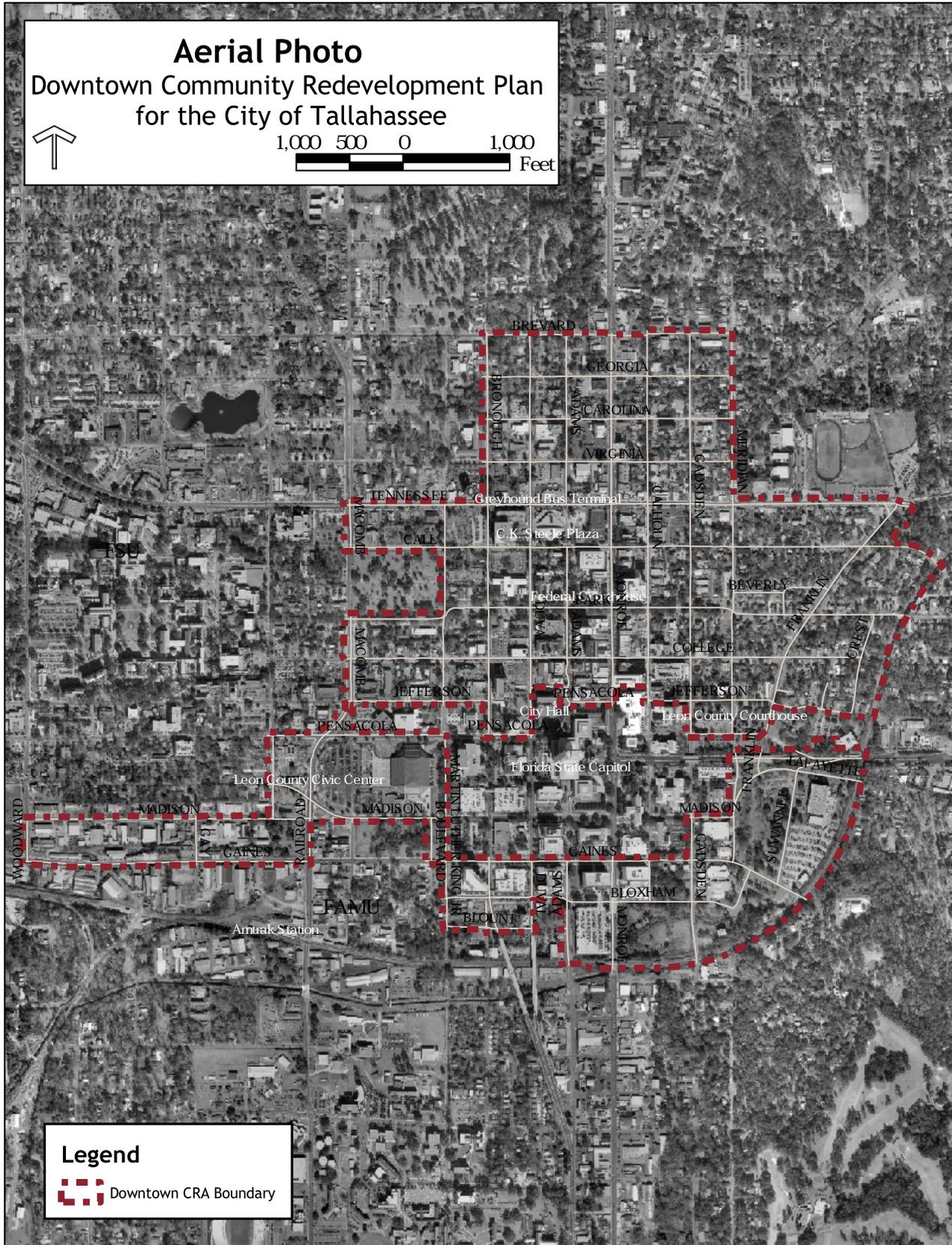
| Current Land Use | | | |
|------------------------|-------|--------|---------|
| Use Description | Count | Acres | Percent |
| Single Family | 144 | 31.12 | 9.3% |
| Multi-Family | 154 | 38.24 | 11.4% |
| Motel/Hospitality | 8 | 2.38 | 0.7% |
| Retail | 53 | 11.7 | 3.5% |
| Office | 231 | 67.58 | 20.2% |
| Warehouse | 35 | 13.63 | 4.0% |
| Government Operational | 81 | 86.78 | 25.9% |
| School | 16 | 3.85 | 1.1% |
| Open Space | 23 | 21.09 | 6.3% |
| Religious/Non-Profit | 24 | 12.36 | 3.7% |
| Vacant | 106 | 46.63 | 13.9% |
| Total | 875 | 334.73 | 100.00% |
| Streets/ROW | | 141.02 | |
| Total | | 475.75 | |

MAP 2: Existing Land Use Map



Source: Tallahassee - Leon County GIS

MAP 3: Aerial Photo



Source: Tallahassee - Leon County GIS

Single Family - SF

There are 144 parcels of SF in the Redevelopment Area, totaling 31.12 acres, approximately 9.3 percent of the total CRA acreage. These properties are primarily located to the east of Gadsden Street. A large concentration can be seen in the block located west of Franklin and between Call and Beverly Streets in the north and south directions. Another area where single family residential use is concentrated are the blocks both north and south of Georgia and east of Gadsden.

Multi-Family - MF

There are 154 parcels of MF in the CRA, totaling 38.24 acres, or 11.4 percent of the total CRA acreage. The MF parcels are scattered throughout the Area, mostly within the large concentrations of Single Family uses in the historic neighborhoods.

Motel/Hospitality

There were 8 parcels of motel/hospitality in the area totaling 2.38 acres, about 1 percent of the total CRA acreage. These parcels are located along the main spine of the CRA, Monroe and Adams Street.

Retail

There are 53 retail parcels totaling 11.7 acres, about 3.5 percent of the total CRA acreage. The parcels are scattered across the redevelopment area, but the streets with the maximum retail parcels are Tennessee and Monroe, which run perpendicular to each other and form the north/south and east/west axis of the redevelopment area.

Office

Office use represents the greatest number of parcels in the redevelopment area that totals to 231. These parcels total 67.58 acres that is 20.2 percent of the total CRA acreage. Law firms, professional organizations, lobbyists and government related businesses occupy the majority of these office spaces. A major concentration can be found along Calhoun Street.

Warehouse

There are 35 parcels of Warehouses in the CRA, totaling 13.63 acres, approximately 4 percent of the total acreage. Majority of these parcels are located between West Gaines and Madison Street. Timber yards/mills form the bulk of these warehouses.

Government Operational

There are 81 parcels categorized as Governmental Operational, totaling 86.78 acres and more than 26 percent of the total CRA acreage. This category occupies the largest amount of land in the CRA. The Donald L. Tucker Tallahassee - Leon County Civic Center located at the southeast corner of Pensacola and Macomb is the largest governmental operational parcel in the redevelopment area. Government owned parcels are concentrated in the Southern portion of the CRA.

School

There are 16 School parcels totaling 3.85 acres, about 1 percent of the total acreage. These

parcels are located at one site on Pensacola / Macomb occupied by the Florida State University Center for Professional Development. Tallahassee is home to two major state universities, Florida State University (FSU) and Florida Agricultural and Mechanical University (FAMU). Both of these schools are located in close proximity to the downtown and FSU owns a few properties in the southwest portion of the Downtown CRA.

Open Space

There are 23 Open Space parcels totaling 21.09 acres, which is a little more than 6 percent of the total acreage in the CRA. The Chain of Parks along Park Avenue, lies in the center of the Downtown CRA. Cascade Park to the Southeast corner and St. Johns cemetery located in the northwest make up the rest of the open space. Map 4 shows the various open spaces and parks in the Downtown CRA and also surrounding areas.



Park Avenue

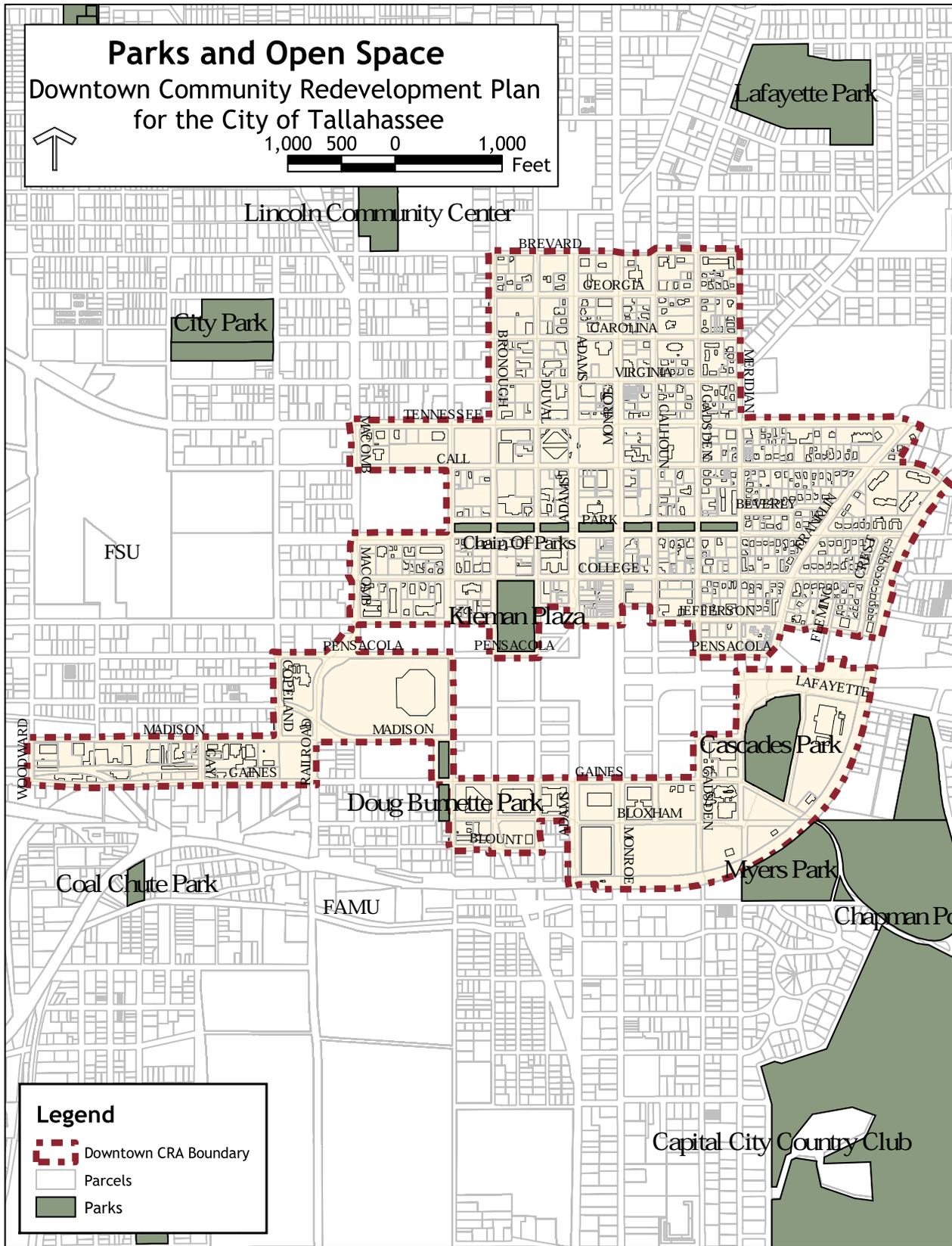
Religious / Non - Profit

There are 24 Religious / Non-Profit parcels in the CRA totaling 12.36 acres, or about 3.7 percent of the total CRA acreage. This category of land use occupies slightly higher area than the retail category within the downtown CRA boundary. The reason for this could be attributed to the six churches located in the Downtown CRA along with non-profit organizations such as the LeMoyne Art Gallery and the Garden Club.

Vacant

There are 106 vacant parcels in the Downtown CRA totaling 46.63 acres, about 14 percent of the total CRA acreage. This is a high percentage of the land use categories and indicates the need for redevelopment in the area. These parcels are scattered throughout the CRA in both office and residentially zoned areas, and vary in size from 0.1 acres to 4.1 acres.

MAP 4 : Parks and Open Space



Source: Tallahassee - Leon County GIS

BUILDING INVENTORY

The following pages lists the buildings and current occupants as inventoried during site visits. The Downtown CRA has been divided into five areas and the buildings within each are listed. Map 5 is an overall map of the area. Maps 6 through 10 provide a more detailed presentation of each area with inventoried buildings.

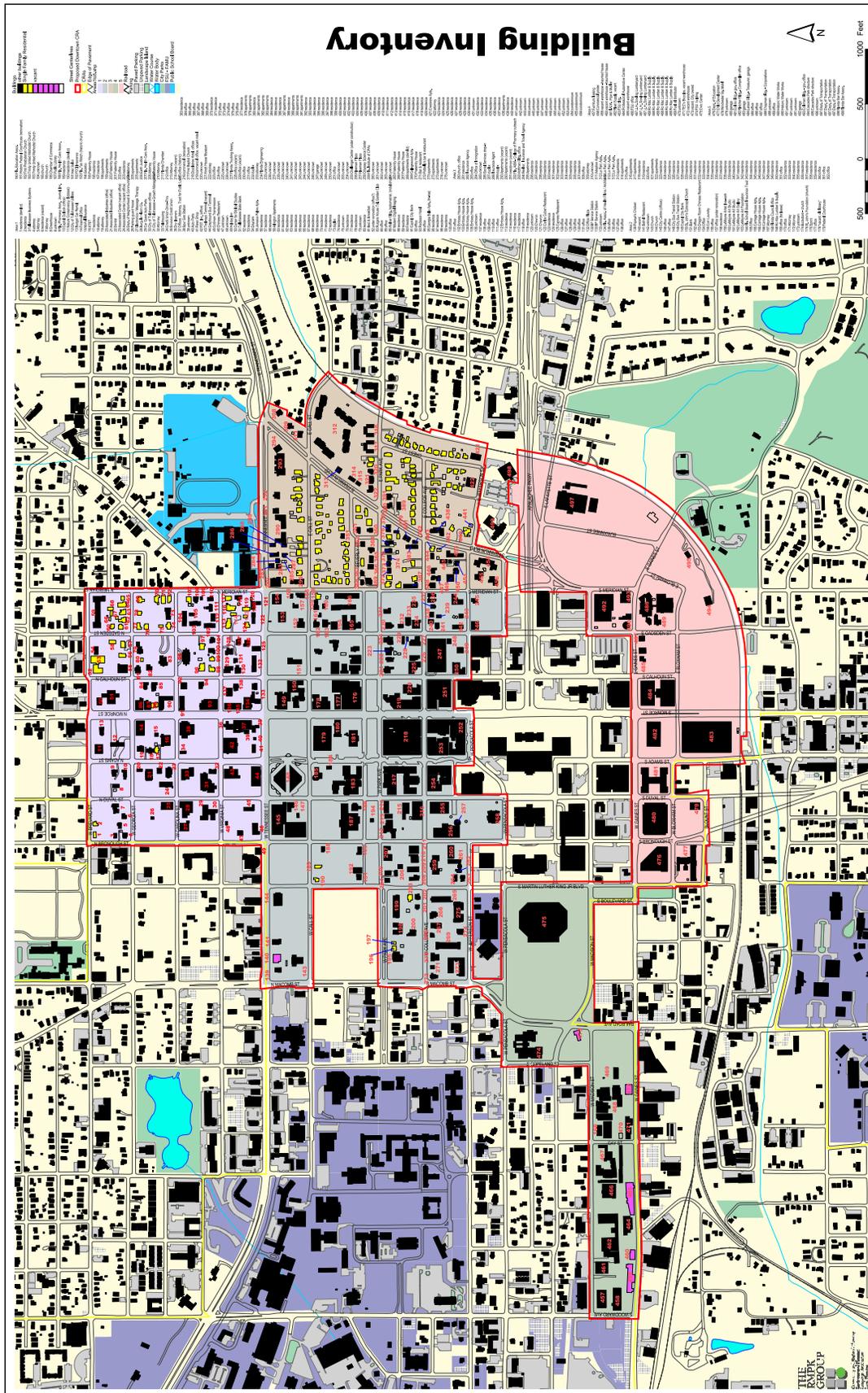
| | | | | |
|---------------|---------|--------------------------------|-----|-------------------------|
| Area 1 | 43 | Trailways Terminal (Vacant) | 96 | Rise) Residence |
| 1 | 44 | Greyhound Bus Terminal | 97 | Residence |
| 2 | 45 | Cottman Transmission | 98 | Residence |
| 3 | 46 | Chinese Restaurant | 99 | Residence |
| | 47 | Unknown | 100 | Office |
| 4 | 48 | Unknown | 101 | Office |
| 5 | 49 | Holiday Inn | 102 | Embassy House Apts. |
| 6 | 50 | Center For Biblical | 103 | Embassy House Apts. |
| 7 | Studies | | 104 | Embassy House Apts. |
| 8 | 51 | Tallahassee State Bank | 105 | Embassy House Apts. |
| 8 | 52 | Residence | 106 | Unknown |
| 9 | 53 | Residence | 107 | Residence |
| | 54 | Daycare | 108 | Office |
| 10 | 55 | Jamaica Palms Apts. | 109 | Office |
| 11 | 56 | Residence | 110 | Office |
| | 57 | Residence | 111 | Office |
| 12 | 58 | Residence | 112 | Embassy House Apts. |
| | 59 | Arlington Apartments | 113 | Residence |
| 13 | 60 | Residence | 114 | Residence |
| 14 | 61 | Residence | 116 | Residence |
| 15 | 62 | Residence | 117 | Residence |
| 16 | 63 | Residence | 118 | Office |
| 17 | 64 | Residence | 119 | Residence |
| 18 | 65 | Residence | 120 | Unknown |
| 19 | 66 | Residence | 120 | Chevron |
| 20 | 67 | Residence | 121 | Chevron |
| | 68 | Residence | 122 | Carlos Cuban Restaurant |
| 21 | 69 | Residence | 123 | Residence |
| | 70 | Residence | 124 | Residence |
| 22 | 71 | Residence | 125 | Cypress Restaurant |
| 23 | 72 | Residence | 126 | Office |
| (Vacant | 73 | Duplex | 127 | Office |
| 24 | 74 | Residence | 128 | Office |
| (Vacant | 75 | Unknown | 129 | Office |
| 25 | 76 | Residence | 130 | Office |
| & | 77 | Residence | 131 | Office |
| Svc. | 78 | Residence | 132 | Office Plaza |
| 26 | 79 | Unknown | 133 | BP Service Station |
| 27 | 80 | Residence | 133 | BP Service Station |
| | 81 | Bed & Breakfast | 133 | Unknown |
| 28 | 82 | Under Renovation | 134 | Fla. Assoc. Of Health |
| 29 | | (Office?) | | Plans / Architects |
| 30 | 83 | Rutgers House Tal. | 135 | Office |
| | | Garden Club | 136 | Office |
| 31 | 84 | Office | 137 | Office |
| | 85 | Office | 138 | Office |
| 32 | 86 | Walker Bldg. | | |
| 33 | | (Optometrist, | | Area 2 |
| 34 | | Bridal Shop) | | |
| 35 | 87 | Modern Digital Imaging | 139 | Popeye's Chicken |
| 36 | 88 | Residence | 140 | Vacant |
| 37 | 89 | Residence | 141 | Bethel Restaurant |
| For | 90 | Firestone | 142 | Unknown |
| | 91 | Capital City Bank | 143 | Church |
| 38 | 92 | Office | 144 | Church |
| 39 | 93 | Radisson Hotel | 145 | City Center (Offices) |
| 40 | 94 | Office | 146 | Office |
| 41 | 95 | Georgia Belle Apts. (Hi- | 147 | Office |

| | | | | | |
|-----|--|----------------------|----------------------------------|---------------|---|
| 148 | City Bus Transit Station | 197 | Residence | 260 | Unknown |
| 148 | City Bus Transit Station | 198 | Apartments | 261 | Unknown |
| 149 | Capital City Bank | 199 | Apartments | 262 | Unknown |
| 150 | St. John's Episcopal Church | 200 | Fraternity House | 263 | Unknown |
| | | 201 | Fraternity House | 264 | Unknown |
| 151 | Bank | 202 | Office | 265 | Fraternity House |
| 152 | Office | 203 | Residence | 266 | Fraternity House |
| 153 | Dragon Room Chinese Restaurant | 204 | Attorney | 267 | Fraternity House |
| | | 205 | Apartments | 268 | Apartments (Derelict) |
| 154 | Office | 205 | Apartments | 269 | College wood Apts. |
| 155 | Coin Laundry | 206 | Earth Justice | 270 | Fraternity House |
| 156 | Office | 207 | Fla. Health Care Assn. | 271 | Bar & Restaurant |
| 157 | Office (Under Renovation) | 208 | Attorney | 272 | Potbelly's Bar & Restaurant |
| | | 209 | Fraternity House | | |
| 158 | Residence | 210 | Attorney | 273 | Apartments |
| 159 | Lemoyne Artist Live-Work | 211 | Florida Chamber | 273 | Apartments |
| | | 212 | Office | 273 | Apartments |
| 160 | Lemoyne Art Studio | 213 | Attorney | 274 | Unknown |
| 161 | Lemoyne Art Studio | 214 | Office (Vacant) | 275 | Unknown |
| 162 | Lemoyne Art Gallery | 215 | Office (Historic) | | |
| 163 | Lemoyne Art Foundation | 216 | Commercial (Renovation) | Area 3 | |
| 164 | Fla. School Board | 217 | First Baptist Church | | |
| | Insurance Trust | 218 | Doubletree Hotel, Offices | 280 | Church, Office |
| 165 | Office | 219 | Commercial Office, Vacant Retail | 281 | Residence |
| 166 | Carriage House Apts. | | | 282 | Insurance Agency |
| 166 | Carriage House Apts. | 220 | Unknown | 283 | Office |
| 166 | Carriage House Apts. | 221 | Knott House Museum | 284 | Office Of Immigration |
| 167 | Attorney | 222 | Attorney | 285 | Unknown |
| 168 | Florida Council Office | 223 | Office | 286 | Social Services Drop-In |
| 168 | Ro Mac Lumber & Supply | 224 | Office | 287 | Duplex |
| | | 225 | Unknown | 288 | Insurance Agent |
| 169 | Office (For Lease) | 226 | Unknown | 289 | Duplex |
| 170 | Office | 227 | Florida Trucking Assoc. | 290 | Apartments (Vacant) |
| 171 | Attorney | 228 | Office (Vacant) | 290 | Apartments (Vacant) |
| 172 | Attorney | 229 | Office (Vacant) | 291 | Residence (Vacant) |
| 173 | Unknown | 230 | Office | 292 | Fla. A&M - College Of Pharmacy Outreach |
| 174 | Bookstore - Church | 231 | Office | | |
| 175 | St. John's Foundation (Church) | 232 | Duplex | 293 | Hoffman Bldg. Office |
| | | 233 | Attorney | 294 | Realtor, Insurance And Travel Agency |
| 176 | Sprint | 234 | Florida Engineering | | |
| 177 | Office | 235 | Unknown | 295 | Apartments |
| 178 | "Vacant, Old Library" | 236 | Unknown | 296 | Residence |
| 179 | Federal Courthouse | 237 | Unknown | 297 | Residence |
| 180 | Fla. Education Assoc. | 238 | Unknown | 298 | Residence |
| 181 | Historic Federal Courthouse (Renovation) | 239 | Unknown | 299 | Residence |
| | | 240 | Unknown | 300 | Residence |
| 182 | First Presbyterian Church | 241 | Unknown | 301 | Residence |
| 183 | Trinity United Methodist Church | 242 | Unknown | 302 | Residence |
| | | 243 | Unknown | 303 | Residence |
| 183 | Trinity United Methodist Church | 244 | Unknown | 304 | Residence |
| | | 245 | Unknown | 305 | Residence |
| 184 | Unknown | 246 | Unknown | 306 | Residence |
| 185 | Church | 247 | Garage | 307 | Residence |
| 185 | Church | 248 | Unknown | 308 | Office |
| 186 | Chamber Of Commerce | 249 | Unknown | 309 | Attorney |
| 187 | Public Library | 250 | Unknown | 310 | Unknown |
| 188 | Fla. Health Care Assoc. | 251 | Office | 311 | Adoption Agency |
| 189 | Residence | 252 | Unknown | 312 | Le Parc Apts. |
| 190 | Residence (Derelict) | 253 | Unknown | 313 | Apartments |
| 191 | Hair Salon | 254 | Unknown | 314 | Apartments |
| 192 | FCCL Insurance | 255 | Challenger Center | 315 | Office |
| 193 | Fla. Tax Watch (Historic Church) | (Under Construction) | | 316 | Apartments |
| | | 256 | Kleman Plaza | 317 | Apartments |
| 194 | Gazebo | 257 | Kleman Plaza | 318 | Residence |
| 195 | Fraternity House | 258 | Odyssey Science Center | 319 | Residence |
| 196 | Residence | 259 | Fla. Institute Of CPA's | 320 | Office |

| | | | | | |
|-----|------------|-----|-----------------|-----|---------------------------|
| 321 | Apartments | 387 | Apartments | 453 | Unknown |
| 322 | Apartments | 388 | Residence | 454 | Condominium |
| 323 | Residence | 389 | Apartments | 455 | Condominium |
| 324 | Residence | 390 | Apartments | 456 | Condominium |
| 325 | Residence | 391 | Apartments | | |
| 326 | Residence | 392 | Residence | | Area 4 |
| 327 | Residence | 393 | Residence | | |
| 328 | Residence | 394 | Residence | 457 | Furniture Leasing |
| 329 | Residence | 395 | Residence | 458 | Commercial Printer |
| 330 | Residence | 396 | Residence | 459 | Vacant Warehouse - |
| 331 | Residence | 397 | Residence | | Haunted House |
| 332 | Residence | 398 | Residence | 460 | Vacant Warehouse - |
| 333 | Residence | 399 | Residence | | Haunted House |
| 334 | Residence | 400 | Residence | 461 | I.P.W. Pipe & Muffler |
| 335 | Residence | 402 | Residence | 462 | Fleet Supply, Vacant |
| 336 | Residence | 402 | Residence | 463 | FSU Bldg. |
| 337 | Residence | 403 | Residence | 464 | Professional Automotive |
| 338 | Residence | 404 | Residence | | Center |
| 339 | Residence | 405 | Residence | 465 | Vacant Warehouse |
| 340 | Residence | 406 | Residence | 466 | FSU Office |
| 341 | Residence | 407 | Residence | 467 | J. H. Dowling |
| 342 | Residence | 408 | Residence | | Lumberyard |
| 343 | Residence | 409 | Residence | 467 | J. H. Dowling |
| 344 | Residence | 410 | Residence | | Lumberyard |
| 345 | Residence | 411 | Residence | 467 | J. H. Dowling |
| 346 | Residence | 412 | Residence | | Lumberyard |
| 347 | Residence | 413 | Residence | 468 | Ro Mac Lumber & |
| 348 | Residence | 414 | Residence | | Supply |
| 349 | Residence | 415 | Residence | 468 | Ro Mac Lumber & |
| 350 | Residence | 416 | Residence | | Supply |
| 351 | Office | 417 | Residence | 468 | Ro Mac Lumber & |
| 352 | Residence | 418 | Residence | | Supply |
| 353 | Residence | 419 | Residence | 468 | Ro Mac Lumber & |
| 354 | Residence | 420 | Residence | | Supply |
| 355 | Residence | 421 | Crestview Apts. | 468 | Ro Mac Lumber & |
| 356 | Residence | 422 | Attorney | | Supply |
| 357 | Residence | 423 | Residence | 468 | Ro Mac Lumber & |
| 358 | Residence | 424 | Residence | | Supply |
| 359 | Residence | 425 | Residence | 469 | Fuel Oil Distributor |
| 360 | Office | 426 | Residence | 470 | Unknown |
| 361 | Office | 427 | Residence | 471 | TEC's Bicycles, Vacant |
| 362 | Office | 428 | Residence | | Warehouse |
| 363 | Residence | 429 | Residence | 472 | Vacant Warehouse |
| 364 | Office | 430 | Residence | 473 | Vacant, City Owned |
| 365 | Office | 431 | Unknown | 474 | FSU Building |
| 366 | Office | 432 | Residence | 475 | Civic Center |
| 367 | Office | 433 | Residence | | |
| 368 | Office | 434 | Residence | | Area 5 |
| 369 | Office | 435 | Residence | | |
| 370 | Residence | 436 | Residence | 476 | Dept. Of Education |
| 371 | Residence | 437 | Residence | 477 | Child Development |
| 372 | Office | 438 | Apartments | | Center |
| 373 | Office | 439 | Residence | 478 | Winchester Sq. Motel |
| 374 | Office | 440 | Residence | 479 | Unknown |
| 375 | Office | 441 | Unknown | 480 | Garage |
| 376 | Office | 442 | Unknown | 481 | Collins Bldg. - Gov. |
| 377 | Residence | 443 | Unknown | | Office |
| 378 | Apartments | 444 | Unknown | 482 | Fletcher Bldg. - |
| 379 | Apartments | 445 | Unknown | | Comptroller Office |
| 380 | Residence | 446 | Unknown | 483 | Garage |
| 381 | Apartments | 447 | Unknown | 484 | Larson Bldg. - Treasurer, |
| 382 | Apartments | 448 | Unknown | | Garage |
| 383 | Apartments | 449 | Unknown | 485 | Office |
| 384 | Residence | 450 | Unknown | 486 | Office |
| 385 | Residence | 451 | Unknown | 487 | Office |
| 386 | Residence | 452 | Unknown | | |

488 Chapman Bldg. - Corporations
488 Unknown
489 Office
490 Historic Water Works
490 Historic Water Works
491 Unknown
491 Unknown
491 Unknown
492 Garage
493 Coleman Bldg. - Gov. Office
494 Cascades Park Structure
495 Cascades Park Structure
496 Unknown
497 Dept. Of Transportation
497 Dept. Of Transportation
497 Dept. Of Transportation
497 Dept. Of Transportation
498 Florida Bar Assoc.
499 Florida Bar Assoc.

MAP 5: Building Inventory. Sub Areas



Source : Physical Site Inventory

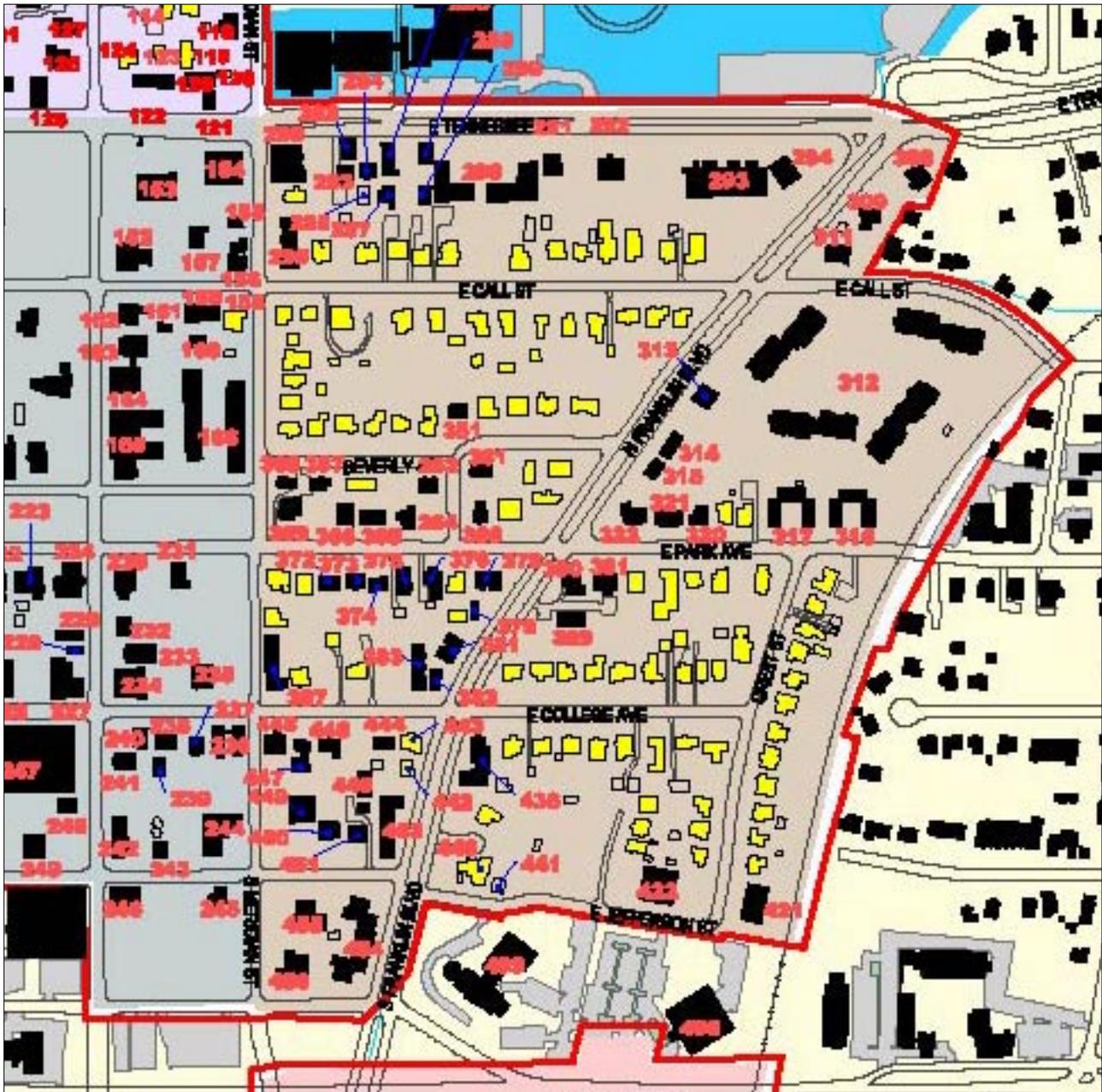
MAP 6: Area 1

Area 1
Downtown Community Redevelopment Plan
for the City of Tallahassee



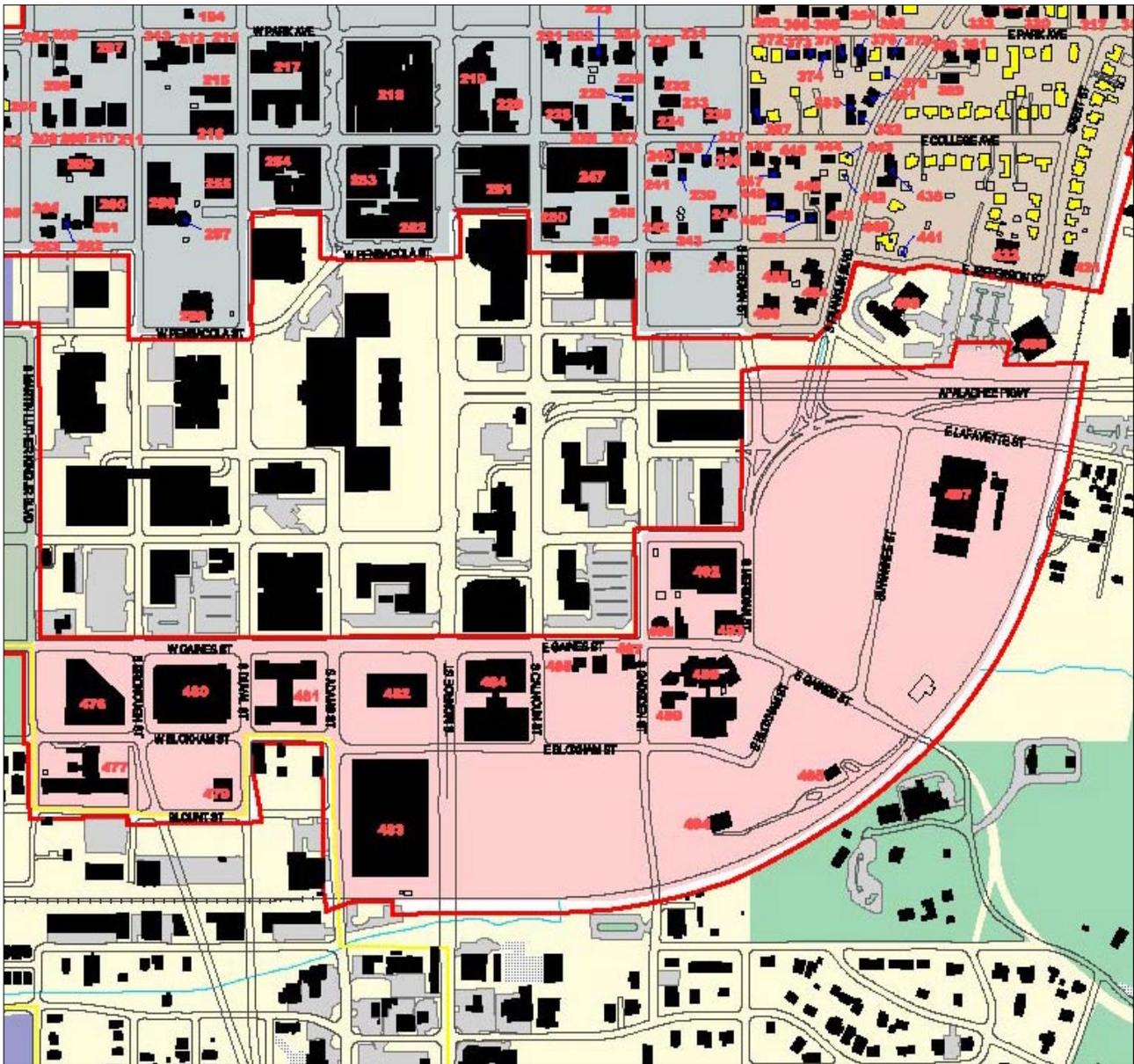
MAP 8: Area 3

Area 3
Downtown Community Redevelopment Plan
for the City of Tallahassee



MAP 10: Area 5

Area 5
Downtown Community Redevelopment Plan
for the City of Tallahassee



TAXABLE VALUE ANALYSIS

Table 5 below gives the break up of the number of parcels and the areas that are come under each category. Calculations made with the help of Map 11 show that there are a total of 581 parcels with a taxable value greater than 0. The total taxable value of the Downtown CRA parcels is calculated at approximately \$220,000,000, with an average taxable value of \$314,000.

Map 11 shows the taxable values of the properties in the downtown CRA district. It can be observed that the grey areas have no taxable value make up approximately 52 percent of the CRA's land area. As seen in the land use map, all these properties fall under either the governmental operational category or religious (churches) and hence producing no revenue for the City or County.

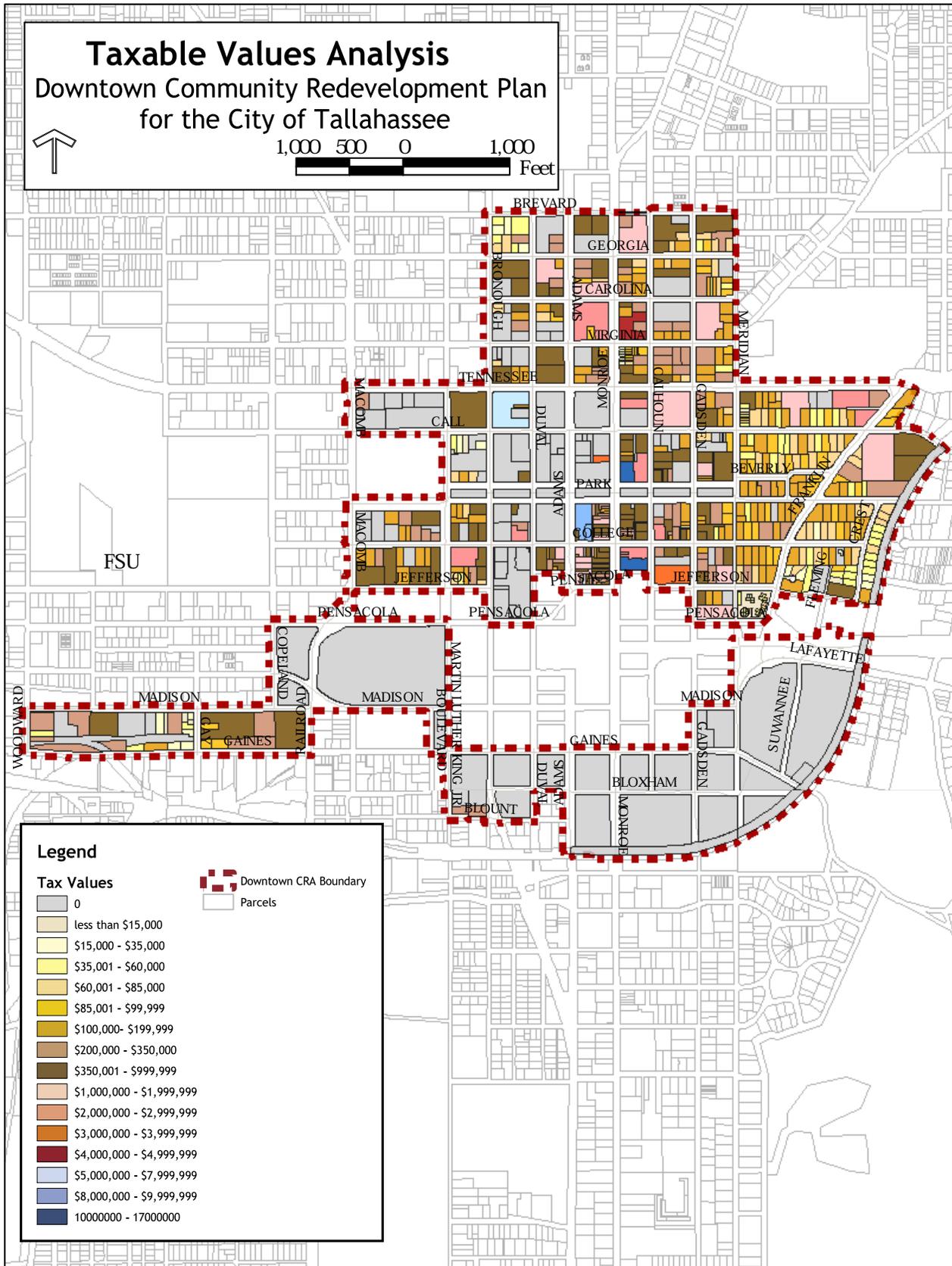
The majority of parcels fall under the \$100,001 to \$200,000 tax value group and as seen in Map 11, is scattered around the downtown CRA. The parcels that have tax values below this are mostly single family homes that are located in the Call Street Neighborhood.

Table 5 - Taxable Values

| Tax Value | Count | Acres | Percent (Acres) |
|---------------------------|-------|--------|--------------------|
| zero taxable value | 120 | 181.72 | 51.6% |
| less than \$15,000 | 10 | 2.12 | 0.6% |
| \$15,001 - \$35,000 | 26 | 3.26 | 0.92% |
| \$35,001 - \$60,000 | 78 | 10.36 | 2.94% |
| \$60,001 - \$85,000 | 73 | 13.19 | 3.74% |
| \$85,001 - \$100,000 | 50 | 9.81 | 2.79% |
| \$100,001 - \$200,000 | 132 | 29.96 | 8.52% |
| \$200,001 - \$350,000 | 84 | 26.51 | 7.53% |
| \$350,001 - \$999,999 | 94 | 44.51 | 12.65% |
| \$1,000,000 - \$1,999,999 | 18 | 15.50 | 4.4% |
| \$2,000,000 - \$2,999,999 | 8 | 7.65 | 2.1% |
| \$3,000,000 - \$3,999,999 | 2 | 1.56 | 0.44% |
| \$4,000,000 - \$4,999,999 | 1 | 1.15 | 0.33% |
| \$5,000,000 - \$7,999,999 | 1 | 2.14 | 0.6% |
| \$8,000,000 - \$9,999,999 | 2 | 1.18 | 0.34% |
| \$13,593,744 | 1 | 0.56 | 0.16% |
| \$16,319,569 | 1 | 0.65 | 0.18% |

Source: Tallahassee - Leon County GIS

MAP 11 : TAXABLE VALUES ANALYSIS



Source: Tallahassee - Leon County GIS

SITE INVENTORY CONDITIONS

Building Age and Conditions

The City of Tallahassee, as the seat of government for Leon County and the State of Florida, has made considerable investment in their downtown facilities. However, a small number of deteriorating and dilapidated buildings still exist in the area. The presence of deteriorated buildings impairs economic growth in a community by negatively impacting the investment environment. In addition, deteriorated buildings create additional expense for the community in the need for increased code enforcement personnel and inspections.

Another indication of the building stock quality in an area can be the relative age of the buildings. Aging buildings typically require increased maintenance and repair. In addition, the interior space, exterior appearance, and functional aspects of older buildings may be obsolete for modern market demands. When market demand declines, lease revenue decline, and investment in upkeep or enhancement may suffer.

Many of the buildings in the Downtown Tallahassee CRA are over forty years old and can be found in large concentrations throughout the area in contrast to the much newer development in the southeast section of the Downtown CRA. Many of the buildings, particularly the warehouses along Gaines Street, are old and in need of serious repair.

The age of the building in and of itself is not a blighting condition. If adequate investment and maintenance is made, older buildings can remain viable and desirable in the real estate market. The historic building stock and attractive neighborhood setting in Tallahassee in reality could be used to support a resurgence in private housing renovations. However, the concentration of older building stock with deteriorating conditions results in other negative factors in the community, including:

- Depressed property values, resulting in lower local tax revenues
- Increased fire hazard potential.
- Increased code enforcement demands.
- Concentration of low-income groups and marginal businesses with decreased potential for investment to reverse the blighting conditions.
- Creation of an environment that is attractive to transients and conducive to criminal activity.
- Low potential for rents, promotes the conversion of single-family homes to multi-family units, often as single room occupancy units, resulting in a decrease in long-term homeowners.
- Creation of a poor market environment, where existing businesses relocate to other, more stable areas, and new businesses do not replace them.

Historic Buildings

There are 71 properties in the Downtown CRA that are listed on the National or Local Register of Historic Places. Also two historic districts are designated within the CRA: the Park Avenue District and Calhoun Street District. The Tallahassee Trust for Historic Preservation, Inc is a not for profit organization that was created in 1988 as the direct support organization for the former Historic Tallahassee Preservation Board, a state agency. The historic properties and their details are listed in Appendix B. Other properties located within the

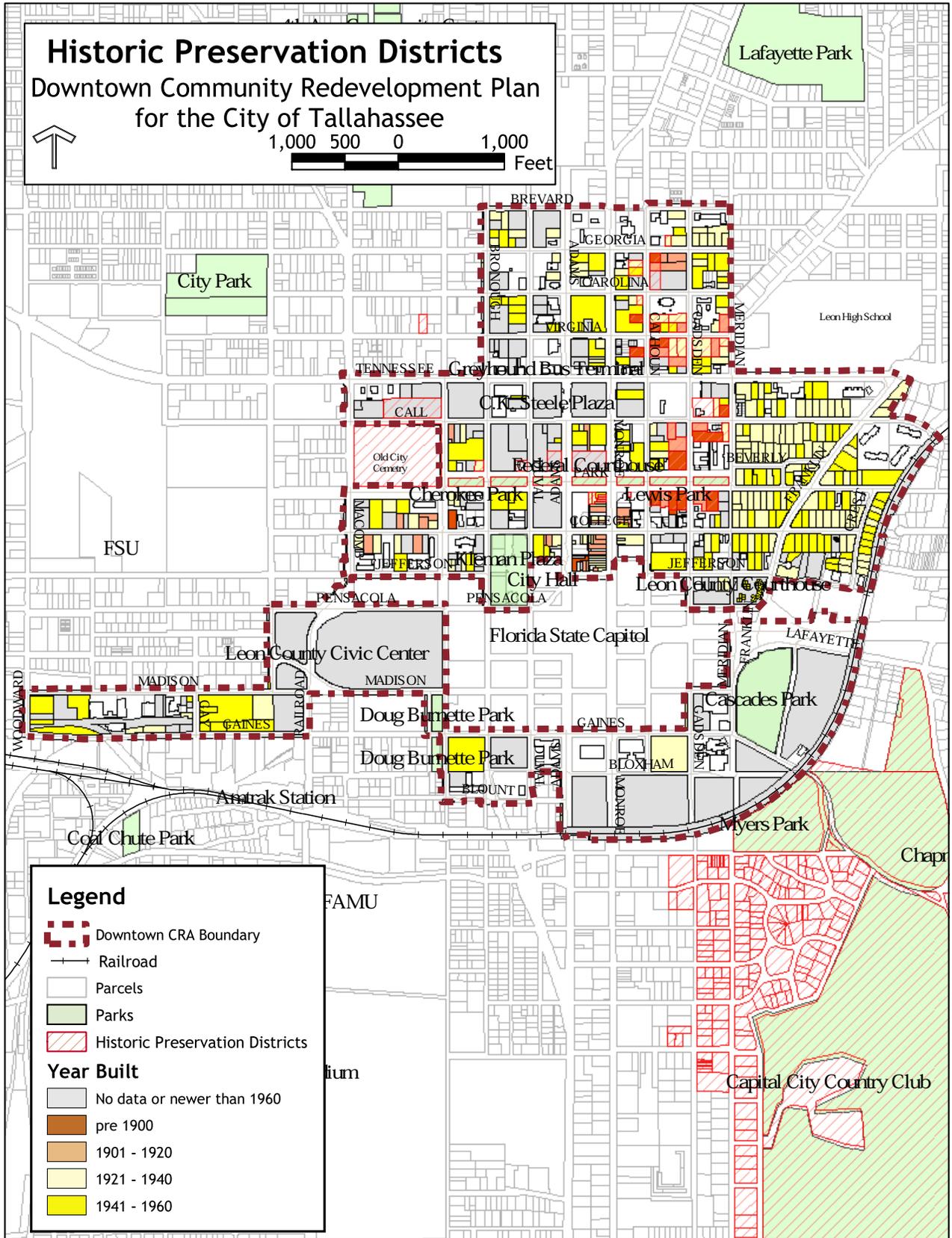
Downtown CRA may be eligible for listing on the National Register, but have not yet been evaluated.

The Chain of Parks along Park Avenue began as a dirt clearing to protect the residents of Tallahassee from Indian attacks. Soon residences clustered along the eastern end, while churches, hotels and government buildings were situated along the western end. In the early 1880s, residents converted the dirt clearing into parks making this one of the finest locations in the City. Currently, this linear park system provides a distinctive green space to the busy downtown area. The City of Tallahassee has also designated a large portion of the Park Avenue National Register District as a Special Character District, with design review standards to protect its historic character.

The Calhoun Street Historic District area was laid out in 1827 as the “North Addition” to the original City of Tallahassee. By the 1840s, the area was made home by some of the city’s wealthiest residents. Post Civil War, it was known as the “Gold Dust Street” as governors, bankers and civic leaders moved to the neighborhood. The houses reflected the popular architectural style of this period.

Map 12 shows the two historic preservation districts in the Downtown CRA and also categorizes the buildings by the year they were built. The buildings were classified into five categories: Buildings built prior to the 1900’s, buildings built between 1901-1920, 1921-1940, 1941-1960 and Buildings built after the 1960’s. The map shows that most of the buildings built prior to the 1900’s are found in the Calhoun historic district.

MAP 12: Historic Buildings



Source: Tallahassee - Leon County GIS

Utilities

Sanitary Sewer

Wastewater treatment and sewerage services within the City of Tallahassee are provided by public facilities that are owned and operated by the City. The City of Tallahassee's sanitary sewer collection system is comprised of approximately 675 miles of gravity pipe and is connected to approximately 15,000 manholes.

Over 85 pumping stations using over 100 miles of force main support the gravity system. This system transports raw sewage from the homes and businesses in Tallahassee to one of two wastewater treatment facilities – the lake Bradford Road (LBR) Wastewater Treatment Facility or the Thomas P. Smith (TPS) Water Reclamation Facility. The LBR Facility has a design capacity of 4.5 million gallons per day (MGD) of raw sewage and is capable of handling peak flows up to 55 MGD.

Potable Water

The Floridian Aquifer, an underground geological formation, supplies the City of Tallahassee with a source of potable water for both outdoor and indoor use. Through its Water Division, the City owns, operates and maintains a water production and distribution system, which serves more than 70,000 customers in Tallahassee and portions of Leon and Wakulla counties. The City owns and operates 28 deep wells, eight elevated water storage tanks and approximately 1000 miles of water mains, which provide water to all developed areas in the City and certain contiguous Leon and Wakulla county areas. Transmission capacity and pressure should be evaluated to ensure fire protection for future development.

Natural Groundwater Aquifer Recharge

Tallahassee is situated above the Floridian Aquifer, one of the largest and cleanest sources of groundwater and the City's main source of water. It yields an abundant supply of high quality water that requires very little treatment.

The City of Tallahassee's Water Quality Division constantly monitors the water in the aquifer, watching for potential contamination. The City enforces an aquifer protection program to guard against potential sources of groundwater contamination that could originate in the area. The potential for ground water contamination exists from sites housing gas stations, other petroleum storage facilities and industrial areas along Gaines Street. Since contaminated properties are a hindrance to redevelopment efforts, these properties should be assessed for contamination as part of the redevelopment process.

Stormwater Management

The City presently owns and operates a stormwater system which has been developed over a number of years to serve the purpose of collecting and disposing of storm and other surface waters. The City and other governmental entities have conducted a number of studies, that have indicated the present system is inadequate to control and manage stormwater runoff within the City. The studies have also determined that it will be necessary and essential to construct improvements and extensions to the system to ensure that the collection and disposal of stormwater within the City are accomplished in order to protect the health, safety and welfare of the citizens of the City.

According to the flood zone map, portions of the Redevelopment Area, specifically along Franklin Street are in the designated 100-year flood zone. There is a hazardous flooding

problem area where the St. Augustine Branch runs down the middle of Franklin Street and into the Cascades area. Map 13 shows the locations that are discussed above.

The average flooding frequency is four times per year at both College Avenue and Beverly Court and twice a year at Jefferson Street, Park Avenue and at Call Street. The average flooding frequency is once per year at the crossing of Lafayette Street and the St. Augustine branch. A case of shallow flooding occurs on Madison Street, in the vicinity of Railroad Avenue and in the vicinity of Gay Street. There is also occasional flooding on the northeast portion of Brevard and Meridian and along Madison. The Capitol Cascades Trail Storm-water project, funded through Blueprint 2000 sales tax revenue, will address these funding problems in 2008.

Solid Waste

The City Solid Waste Department provides garbage, recycling, yard waste, and bulky item collection services for residential and commercial customers inside the Tallahassee City limits.

Garbage collection within the City of Tallahassee is provided to the citizens by either the City of Tallahassee's Solid Waste Operations or by its contractor, Waste Management of Leon County, depending on the address. Each collection service offers twice-a-week garbage collection (with one of those days being back door service) using the 90-gallon container provided for bagged household waste. Yard waste collection is provided every other week. Current service levels are adequate to meet the needs of residents and businesses within the redevelopment area.

Electricity

Tallahassee's Electric Utility has a total summer generating capacity of 667 megawatts, maintains over 2,200 miles of transmission and distribution lines, including 500 miles of underground distribution lines, and serves over 100,000 customers in the Tallahassee area.

The transmission, distribution and generation facilities are monitored and controlled remotely from the City's centralized Electric System Control Center. One of the transmission lines lies south of the railroad, which is just outside the Downtown CRA.

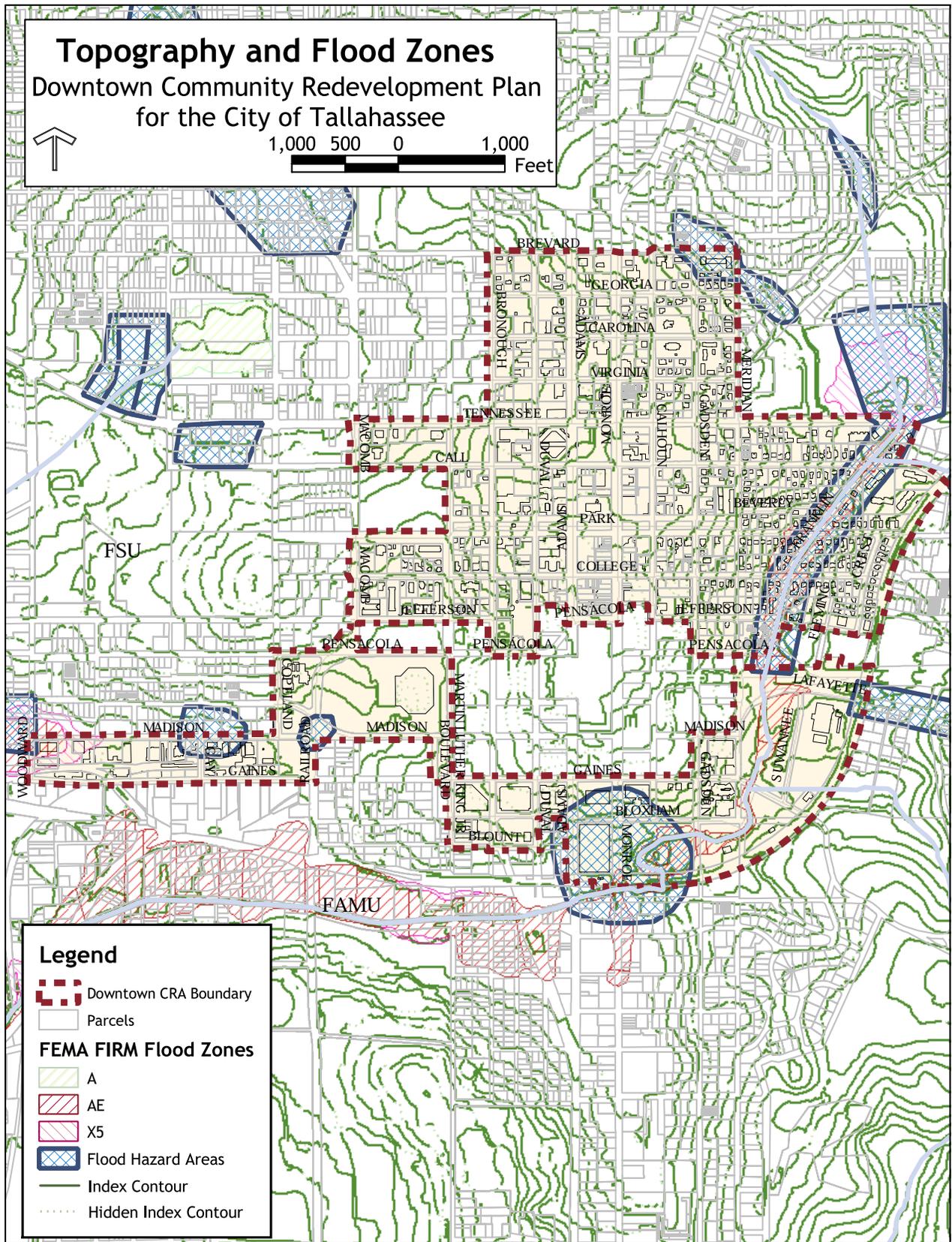
Environmental Issues

Flood Zone

Flooding in Tallahassee generally occurs along four waterways: the West Drainage Ditch, the Central Drainage Ditch, the East Drainage Ditch, and the Northeast Drainage Ditch. The volume of runoff in certain areas exceeds the capacity of these channels, during heavy storms, and floods adjacent structures and lands.

Although the floodwaters are not very deep, they cover streets and yards and can flood garages, cars, basements, and lower floors. Flooding also occurs due to local drainage problems in several closed basins in the City. Floodwaters of the St. Augustine Branch, a tributary of the Central Drainage Ditch, have been observed to leave its banks and flood Franklin Boulevard within one-half hour after a thunderstorm started. The Cascades Park is also prone to flooding during heavy rains, so is the area south of the railroad and also Lake Bradford Road that lies outside the downtown CRA. Map 13 shows the various flood hazard zones in the Downtown CRA and the surrounding areas.

MAP 13: Topography and Flood Zone Maps



Source: Tallahassee - Leon County GIS

Tree Maturity

The City of Tallahassee has made great efforts to preserve and replace trees and take much pride in the many beautiful canopy roads. Permitting is mandatory for residents to remove specimen "Patriach" (living, non-diseased) trees from their properties.

Management of the Canopy Road Protection Zone is administered jointly by the city forester and county canopy roads coordinator through an inter local agreement with the City and County. This system, known as the Canopy Road System has 70 miles designated as a Patriach Tree Protection Zone that covers 100 feet from the center line of the designated roads. The corridors provide protection and management to preserve the extensive tree cover over and adjacent to the roadways. There are 20 miles of Canopy Roads in the city and 50 miles in the county. Although the downtown CRA does not fall under the designated canopy corridor, policies concerning tree canopy should be considered within specific areas of the Downtown CRA, such as the Chain of Parks with its Patriach Oaks.

Gas Utilities

The City of Tallahassee has owned, operated and managed a natural gas system since 1956. The system serves over 21,000 residential and commercial customers in and around the corporate limits of the city. Revenues from the Gas Utility are used to support functions of City government in lieu of taxes.

In the mid 1980's, a major expansion of the City Gas System was initiated in order to help meet energy conservation goals for the electric system and to diversify the choices for City utility customers. Substantial funding was committed to extend the Gas Utility mains to developing areas throughout the urban services area. As a publicly owned utility, the Gas Utility System was able to extend services to areas and neighborhoods, which would not have been considered financially feasible by an investor-owned utility.

Transportation

The City of Tallahassee maintains an integrated multi-modal transportation system that includes highways, bicycle and pedestrian facilities, public transportation service, and inter modal facilities. Roadways in the City are identified by the common classifications of Principal Arterial, Minor Arterial, Major Collector, and Minor Collector.

Principal arterials supporting the Downtown CRA include: Monroe Street (U.S. 27), running north/south through the center of the Area; Tennessee Street (U.S. 90), running east/west; on the northern part of the area, and Apalachee Parkway, running east/west toward the center of the area.

The Comprehensive Plan identifies the City's adopted levels of service (LOS) for all roadways, including those in the downtown CRA, which fall under the Urban Service Area designation. Currently for all the minor arterials, and major and minor collectors located inside the Urban Service Area and south of U.S. 90, the LOS is 'D' for the purpose of establishing priorities for programming transportation improvements, and 'E' for meeting concurrency requirements. Roadway capacity and traffic circulation are important aspects of community redevelopment and will be considered when designating future land use and activity centers in the downtown.

Parking

Parking is an important element of any redevelopment program because it often determines the feasibility of proposed projects. A shopping district, office building, or residential project cannot be considered unless there are adequate parking accommodations for the patrons, employees, or residents.

Presently, the main concern for parking centers is in the downtown business district, an area where parking is vital to the economic life of Tallahassee. Although there is sufficient parking to accommodate the present daily needs of local businesses, the downtown experiences parking problems at peak times and during the various special events that occur throughout the year. The closing of parking under City Hall and the County Court House have also reduced 'visitor' parking. Convenient parking close to the retail areas is another concern /need.

Parking demand when the legislature and universities are in session creates a problem. But when neither is in session, a surplus of parking spaces exists. However, most of the excess spaces are far removed from the downtown retail / office areas.

With the completion of development on Kleman Plaza, a significant affect on public parking is expected. The parking study conducted by Walker Parking Consultants in 2002 shows that the volume of traffic generated by the Plaza may require more public parking than is available at the Kleman Plaza Garage. Currently, this parking structure has less than 200 parking spaces on any given day, about 20 percent of the garage capacity, the largest surplus of public parking in the downtown area. But in the future, the planned completion of Kleman Plaza will result in the garage being used by new generators of the plaza. The other short-term parkers, such as those visiting City Hall or other local businesses, may not be able to secure convenient parking.

When successful, downtown redevelopment projects will increase commercial / retail opportunities and intensify existing land uses, including additional office and residential uses. As new development occurs it will be necessary to ensure adequate, convenient parking facilities.

PREVIOUS PLANS AND PROGRAMS

This part of the inventory examines the various programs, plans and reports that have been developed in the City of Tallahassee within the last decade. Most of the plans deal with the development of the downtown district directly or indirectly and hence were considered an important part of the study. The CRA area boundary is shown in Map 14. Most of the programs and services each have their own boundary designations, which include or coincide with the CRA boundary.

The information contained in these studies is valuable and helps to establish the foundation of the redevelopment plan. This information must also be considered during the planning process to ensure consistency between documents and must be utilized to establish a cohesive master plan that provides continuity in function, future land use and design.

The Downtown Plan

The Downtown Plan was the result of a joint City-State effort in 1992 to establish a common vision for the future downtown of Florida's capital city. The plan recognized the legitimate needs of a State government seeking to preserve and enhance its vast campus and of a City, which seeks economic and cultural revitalization. The three consultants that were responsible for preparing the plan were Beyer Blinder Belle, Architects and Planners; Transportation Consulting Group, Transportation Consultants, and G/A Partners, Market Consultants.

This plan was one of the early 1990's efforts where the emphasis was on a growth scenario for downtown, identifying development opportunities on a quarter of all downtown parcels for over 6 million square feet of new construction, nearly doubling the existing space. The Downtown Plan prescribed how such growth could be accommodated while simultaneously preserving the historic and "scenographic" qualities, which provide Tallahassee's unique signature. The methodology adopted by the study was to identify the strength and weaknesses of downtown Tallahassee, which were then used to develop the Goals and Objectives for the Plan.

Hotel and Meeting Facility- Market Analysis for Downtown Tallahassee, 1996

The Hotel and Meeting Facility - Market Analysis for Downtown Tallahassee was conducted in 1996 by Hunter Interests Inc., Annapolis, Maryland, for the City of Tallahassee and the Leon County Tourist Development Council. The two parties were interested in determining the market potential for additional meeting space and additional hotel rooms in close proximity to the State Capitol, the Ronald L. Tucker Tallahassee-Leon County Civic Center, Kleman Plaza and the Florida State University Center for Professional Development.

The report contains market area analysis and estimates of future lodging demand, which were prepared based on interviews with downtown facility representatives, local officials, potential demand generators and evaluation of the area's ability to attract different types of market demand and trends in the market. According to their analysis, they felt a first class meeting and hotel complex could be developed, considering that a variety of Florida state associations could generate an estimated 24,000 room nights on an annual basis. It is estimated that the demand from this meetings market sub segment could generate approximately 37 percent of total demand for a 250-room headquarters hotel operating at the 70 percent occupancy level.

Market Analysis and Financial Feasibility Study for the Proposed Large Format Film Theater and Planetarium

In 1998, W. Michael Sullivan Consulting Services, Inc from Evergreen, Colorado, was hired to carry out a feasibility study providing a market analysis, capital budget estimate and operating plan or financial model for the development and operation of a new large format film theater on Kleman Plaza. The film facility would also house a planetarium.

The feasibility study concluded that a large format film theater could be successfully developed and operated at Kleman Plaza. The proposed theater was to operate with dome technology and include advanced planetarium technology. According to the consultants, the demographics of Tallahassee supported their recommendation to develop a large format film theater in the Kleman Plaza. Since the completion of this study, the City has been successful in developing the theater complex, which opened in early 2003 as the Challenger Learning Center with an IMAX Theater, Planetarium, and Shuttle Simulator.

Market Analysis and Marketing Plan for Downtown Tallahassee

In response to concerns about the future of the Tallahassee downtown district as a mixed-use center, the Tallahassee Downtown Improvement Authority (TDIA) contracted with Marketek, Inc. in 1999 to conduct a comprehensive assessment of potential market support for retail, office and residential uses in the downtown district. Based on the results of this assessment, the DIA and the City of Tallahassee have initiated the marketing / planning process for promoting downtown Tallahassee as a unique, mixed-use center.

According to the study there was an increase in retail trade in the Tallahassee MSA during the last few decades, however, downtown Tallahassee's retail base was slowly eroding as customers and sales were increasingly drawn to newer and larger shopping centers located in the outlying areas of the city. The observation was that downtown Tallahassee was characterized as a government center with related office-service businesses that occupy the majority of prime, street level retail space. A lack of new development in the downtown district was also the cause of concern for the City. The Marketing Plan proposed elements such as business recruitment, property redevelopment incentives, promotions, public relations and image development as means to provide a solution to the retail deficit in the downtown. Although no substantial retail investment activity has occurred since the study, these are viable strategies that should be integrated into the framework of the redevelopment plan.

Tallahassee Community Redevelopment Plan

Adopted in September 2000, the Tallahassee Community Redevelopment Plan serves as a strategy to guide the activities of Tallahassee's Community Redevelopment Agency within the Tallahassee Community Redevelopment Area. Encompassing the greater Frenchtown and Southside communities, the Redevelopment Plan, guides the redevelopment of the 213-block redevelopment area located both north and south of the Downtown Redevelopment Area.

Community goals and assets are a guiding element in the Tallahassee Community Redevelopment Plan, which is also a strategic document relating to the physical development of the community. An important outcome from this document was a model for community collaboration to help the neighborhood's to plan, take action and work together with other neighborhoods on a redevelopment area-wide advisory committee.

The other elements that were considered in the course of the plan were investment, neighborhood impact and residential policy. The investment element proposes the location and magnitude of redevelopment, forecasts tax increment revenues that will result from redevelopment, and indicates the uses to which tax increment revenues can be applied. The neighborhood impact element describes the expected impact of redevelopment on schools, relocation, traffic, parking, the environment, and community facilities. The residential policy element describes the goals of affordable housing, the relation of new neighborhoods to the plan, housing relocation policy, and safeguards for affordable housing.

Blue Print 2000 and Beyond - Project Definition Report

This report was developed by the members of the Economic and Environmental Consensus Committee, a diverse group of citizens who represented business and environmental interests in the community.

Concepts presented in the Blueprint 2000 plan include sector planning, the development of a joint water resource plan, the construction of storm water retrofit ponds, greenways and recreational trail linkages, and the general concept of planning for infrastructure on a holistic basis.

In November of 1989 Tallahassee and Leon County voters approved a local option one-cent sales tax to provide funding for transportation projects and law enforcement facility improvements. During the fall of 2000, the one-cent sales tax was extended with an emphasis on a series of critically needed community initiatives focusing on storm water & flood control projects, green space acquisition and parks / recreation improvements and additional transportation projects. The sales tax extension was only one of the numerous sources that Blueprint 2000 Plan suggested might be used to finance these projects. Federal resources, matching grants, conservation easements and other resources are being looked at to finance these projects as well. Recent revenue estimates for the extended sales tax and higher than expected land acquisition expenses have generated a concern that revenues may be insufficient for total completion of the projects proposed in the Blueprint 2000 Plan. Therefore, capital improvement proposals set forth in the redevelopment plan could be used to augment budgets for improvements contained in the Blueprint 2000 Plan that are located within the redevelopment area boundaries if possible.

Kleman Plaza Master Plan

In June of 1992, the Tallahassee City Commission approved the selection of a Design Team, headed by Barnett Fronczak Architects to provide an overall Master Plan for the Kleman Plaza site and Design Guidelines for future development. The Design Guidelines for the site were revised in 2001. In September 2003, Kleman Plaza was rezoned as an Urban Planned Unit Development.

The Kleman Plaza project in downtown Tallahassee is an area of redevelopment adjacent to the central business core. It links the commercial core, the State Capitol, the Civic Center, and City Hall. The Plaza has evolved into an important civic space, widely used by residents and visitors.

The Master Plan defines building usage for various areas of the site, and the guidelines are a further development of this planning. The intent of the Master Plan is to make Kleman Plaza a pedestrian friendly place. The Plan consists of three office/mixed use building sites with an approximate total of 365,577 square feet; a 40,676 square foot arts and science center;

a site for a 30,000 square foot Challenger Center/IMAX Theater; a 1,022 space below ground public parking garage and pedestrian plaza; a grand public square green space; and an additional N.W. Public garage with 159 underground parking spaces.

With completion of the Challenger Learning Center in 2003, only two sites remain for development. Two developments are proposed for the remaining sites: Kleman Tower and Tallahassee Center. Kleman Towers is a proposed 224-unit mixed-use apartment complex that will include a 283-space parking garage and approximately 37,000 square feet of retail space. Tallahassee Center is a proposed 108-unit mixed-use condominium development that will include approximately 8,000 square feet of retail space. Development of both projects is expected to begin in late 2004 or early 2005.

Gaines Street Revitalization Plan

Gaines Street is the main corridor connecting three of the City's most significant institutions: the state capitol complex, Florida State University (FSU) and Florida Agricultural & Mechanical University (FAMU). The Gaines Street Area is of key importance to downtown Tallahassee as the City emerges as a major university, government and employment center. Present land uses range from older industrial and warehouse uses to a concentration of government operations; from residential uses of varying densities within eroded neighborhood fabrics to scattered office uses; and vacant parcels under public or private ownership. The study area extends approximately two miles along Gaines Street from Cascades Park to the east, Lake Bradford Road to the west, Pensacola Street to the north and FAMU Way to the south.

The Revitalization Plan conducted in the year 2001 by Wallace, Roberts and Todd, Real Estate Research Consultants and 1000 Friends of Florida, suggests a series of recommendations addressing the reuse and revitalization of the corridor for residential, commercial and cultural uses, with improved vehicular and pedestrian access throughout the area. This study was an outgrowth of previous planning initiatives by the City of Tallahassee and the Metropolitan Planning Organization. The final plan is a result of a process that includes a series of workshops with the Gaines Street Vitalization Committee (GSVC), the community and the City Commission.

The Gaines Street Revitalization Plan creates the tools and techniques that will allow the area to develop into a unique urban corridor with distinctive surrounding neighborhoods and activity centers. The tools and techniques created by this plan fall into five categories; A Gaines Street Revitalization Plan and related Urban Zoning Districts, Development Standards and Design Guidelines, A Historic Resources Master Plan, Greenway and Open Space Design Concepts, and An Implementation Program.

Finding of Necessity for Redevelopment, Tallahassee Downtown Area

In mid- 2002, the City of Tallahassee, in coordination with the Downtown Improvement Authority, surveyed the downtown area to determine if the necessary conditions related to blight existed to establish a Downtown Community Redevelopment Area. The survey evaluated eleven downtown conditions: affordable housing, deterioration, vacant and under utilized land, vacant buildings, functional obsolescence, brownfields, flooding, unsafe conditions, deficient pedestrian facilities, deficient transportation facilities, and age of buildings.

Adopted in September 2002, and used to establish the boundaries and conditions of the Downtown Community Redevelopment Area, the Finding of Necessity included a block-

by-block map of each condition, detailing the location of that condition within the downtown redevelopment area. The report also included a composite map showing all blocks that had three or more of the blight criteria. The composite map was the basis for drawing the recommended boundary of the Downtown Redevelopment Area. The recommended redevelopment boundary also included a small number of blocks, which were judged to be necessary to an overall redevelopment plan as they were surrounded by blocks meeting multiple redevelopment criteria or because they were critical to providing infrastructure or other important services to the redevelopment area.

The Downtown Redevelopment Area recommended by the Finding of Necessity includes 79 blocks, but did not include the Capitol area nor an additional 14 blocks in the same vicinity that were found to be not in need of redevelopment. This blight analysis formed the basis for the redevelopment study carried out by the RMPK Group

Parking Study - Walker Parking Consultants

In coordination with the Finding of Necessity Study described above, the City of Tallahassee hired Walker Parking Consultants of Tampa, Florida in 2002 to carry out a parking supply/demand analysis of the downtown area. The purpose of this study was to assess the adequacy of the parking system based on the existing and future parking conditions in downtown Tallahassee. The study area consisted of 132 blocks located south of Brevard Street; north and west of the railroad tracks; and east of Woodward Avenue. The methodology adopted by Walker Parking Consultants for this study was basically to compare parking supply to the parking demand. The result indicates whether a parking surplus or deficit exists. The comparison was made on a block-by-block basis within the study area.

The study anticipates that future-parking conditions in downtown Tallahassee would deteriorate with new development proposed. Some of the suggestions made in the study include locating new facilities within one or two blocks of the center of the Core Zone. Locating new facilities close to the center of the Core Zone will allow city, county and state visitors to utilize these parking facilities.

Cultural Plan

The City of Tallahassee adopted a community cultural plan in 2003 that identified community needs, defines goals and recommends actions to enhance cultural activities in Tallahassee to benefit citizens and to foster economic development. The plan development process involved a high level of public participation. An extensive community assessment survey was conducted via the Internet and over 1,000 citizens responded. A series of focus group meetings and individual interviews were conducted at the beginning of the planning process. A total of 13 focus groups and 27 individual interviews were conducted which included 128 people representing civic and political leaders, business, higher and K-12 education, cultural organizations, artists and writers neighborhoods, communities of color and social service agencies. The Advisory Committee developed five task force groups: Economic Development, Arts and Heritage Education and Youth, Private and Public Funding, Cultural Facilities, and Marketing and Audience Development. Each task force group had 10 to 16 participants.

The Cultural Plan Advisory Committee adopted a mission statement that "Tallahassee would be viewed as a regional center for cultural, arts, and heritage programs" and identified sixteen components of that vision. The adopted plan established six development goals: Goal 1; Employ arts, culture, and heritage to strengthen capital area economic development

increase tourism, and improve the quality of life; Goal 2: Build a comprehensive network of arts and heritage education opportunities in the community and schools; Goal 3: Achieve sustainable public and private funding to support cultural programs to further the goals of this cultural plan. Goal 4: Develop new and improve existing cultural facilities to attract and stimulate interest in Florida's capital city; Goal 5: Market arts and heritage to develop audiences and build the image of Tallahassee as a cultural destination; and Goal 6: Transform the Cultural Resources Commission and expand its responsibilities to oversee implementation of the cultural plan. As part of the plan adoption process both the City and the County requested a change in the membership of the Cultural Resources Council (CRC). That change has been accomplished and the CRC is working to implement the various elements of the Cultural Plan.

Enterprise Zone Strategic Plan

The Tallahassee/ Leon County Enterprise zone area contains several ongoing revitalization projects within its borders, almost twenty square miles in size, it is located in the central, southern, and western portions of the community and lies both within the corporate limits of Tallahassee and in portions of unincorporated Leon County.

The Leon County Board of County Commissioners and the City of Tallahassee Commission are jointly responsible for funding the activities of the Enterprise Zone Strategic Plan. The Strategic Plan identifies the need for the enterprise zone and addresses strategies for improving the area and identifying agencies that can assist. Working with the Enterprise Zone Development Agency, both Leon County and the City of Tallahassee commit to enact local fiscal and regulatory incentives for the Enterprise Zone and to cooperate with the Enterprise Zone Development Agency in all ways within their powers and funding resources to assist in the implementation of the Enterprise Zone Strategic Plan.

Florida State University Master Plan

The Florida State University (FSU) Master Plan was first developed in 1996 and is currently being updated. The Campus Master Plan extends the primary boundaries of the Main Campus south to Gaines and east to Macomb. Additional land was recommended south of Gaines for relocating the Maintenance Complex from its present central campus location. The plan also called for eliminating Woodward, Pensacola and Jefferson as public thoroughfares, routing traffic around campus on the outer loop system. The idea behind this reduction of traffic level was to achieve an integrated campus and a pedestrian environment. This would impact the Downtown CRA as closing down Pensacola would mean putting more traffic load on Gaines Street and slow traffic down.

The Plan establishes the outer traffic loop of the campus as Tennessee, Macomb, Gaines, and Stadium. Major landmark/landscape/signage features are to be developed at the intersections of Tennessee with Stadium, Woodward and Macomb. In addition to this plan, facilities are to be extended along or close to the street, to tie the campus functionally and visually to the vehicular and pedestrian traffic along Tennessee. The Master Plan also defines the primary southern edge of FSU as Gaines Street. The Plan recommends that Gaines become a broad, six-lane, tree lined boulevard along the southern edge of the FSU campus. This recommendation directly relates to the Downtown CRA and also ties in with the Gaines Street Revitalization Plan.

One of the Plan's main recommendations was the retention of the mixed-use zone between Jefferson Street and Pensacola Street. A key strategy here was to own all the land within

the boundaries of FSU, including the eventual purchase of all the land between Gaines and Jefferson. This is important to note, as it directly affects the Downtown Community Redevelopment Area and hence needs to be further analyzed.

Florida Agricultural and Mechanical University Master Plan

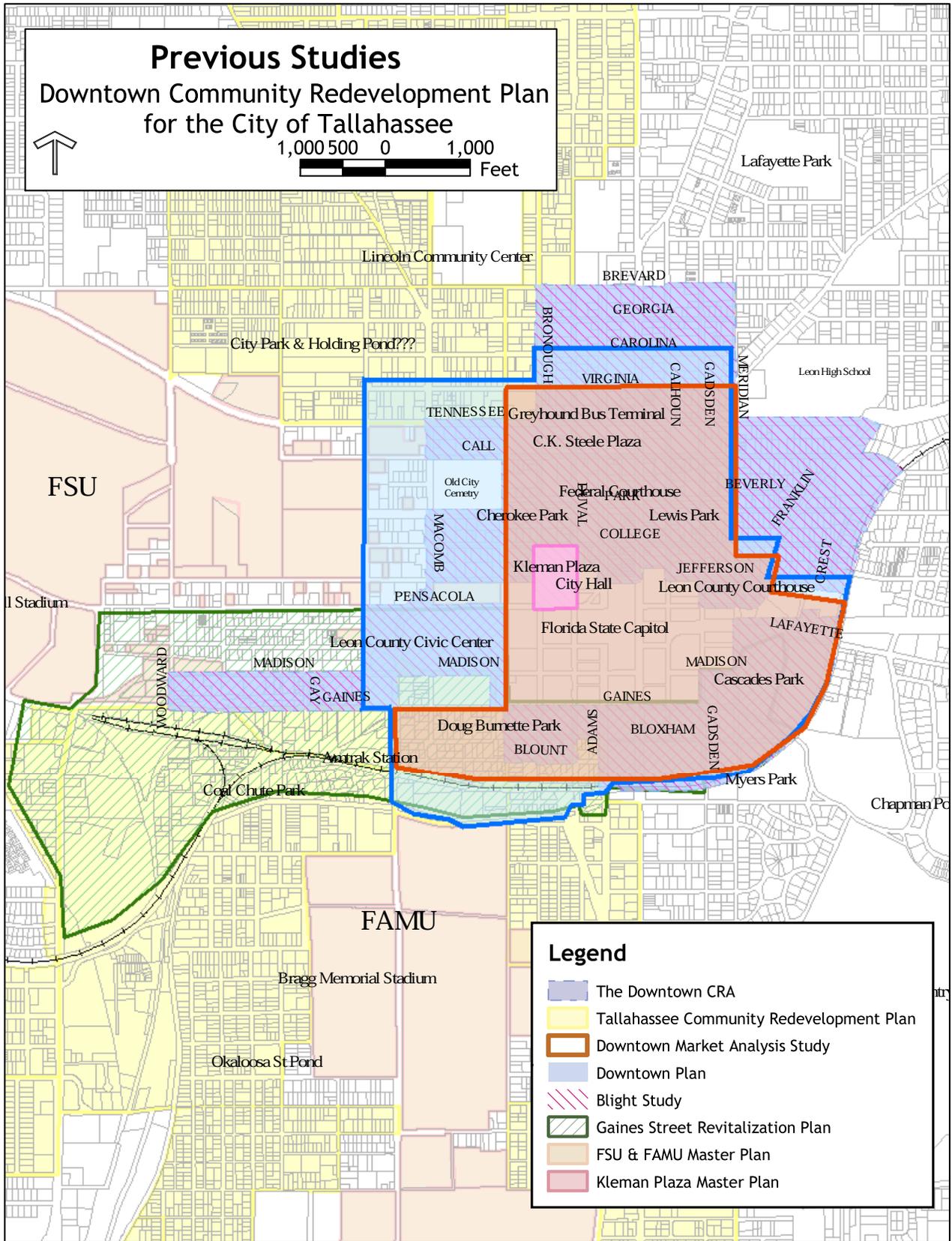
Florida Agricultural and Mechanical University (FAMU) lies immediately south of the Downtown area of Tallahassee. FAMU is physically close to the heart of the city's business and government activities, and to Florida State University. The comprehensive Master Plan was developed for FAMU in 1993 and updated in 2003. The Master Plan separated FAMU into two distinct areas for planning purposes. The North Campus included the majority of academic and housing facilities that were historically constructed at the university. This area extends to campus owned boundaries to the north, east and west, and south to the Kissimmee/Osceola Street parallel. The South Campus extends to the campus boundaries south, east and west, and north to the Kissimmee /Osceola Street parallel match line.

One of the main objectives of the plan is to clearly identify a sense of place for FAMU within the community. This would be accomplished, in large part, by development of a perimeter roadway system. The Master Plan identifies a second entrance to the FAMU campus along Wahnish Way at the FAMU Way intersection. This location would serve as the formal academic entrance. Though the Florida Agricultural and Mechanical University is located outside the Downtown CRA, along with Florida State University it forms an integral part of the growth of the CRA.

Bicycle and Pedestrian Master Plan

The Tallahassee-Leon County Bicycle and Pedestrian Master Plan, currently in the final stages of development, is intended to provide a foundation for the long-term growth and continued enhancement of the bicycling and walking environment throughout Leon County. As such, it focuses not only on needed bicycle and pedestrian facilities and projects, but also on programs and policies needed to support increased use of existing and planned facilities. The Master Plan includes several different components, including the 2025 Needs Plan, which is intended to present a long-range plan for the projects, programs and facilities that will achieve the Master Plan's stated goals of providing a more interconnected, balanced and complementary transportation system across modes throughout Leon County. The Cost Feasible Plan will be developed from the 2025 Needs Plan by applying Evaluation Criteria, public input and availability of funding to the list of projects and programs to identify the community's priorities to improving the bicycle and pedestrian system. The Master Plan is scheduled to be adopted by June 2004.

MAP 14 : Previous Study Areas



Source: Tallahassee - Leon County GIS

REGULATORY FRAMEWORK

Comprehensive Plan

The Tallahassee Leon County Plan was adopted in July of 1990, and was last revised in December, 2002. The Comprehensive Plan designates future land use, guides the timing of future growth based on infrastructure concurrency, and defines the community's future vision through Goals, Objectives and Policies (GOPs).

The purpose of this section is to review those GOPs related to land use and other issues within the Downtown CRA. The purpose of this section is not to review each GOP that might relate to a planned development within the CRA. Any development planned within the Downtown CRA boundaries will have to meet the existing requirements of all development regulations, including the Tallahassee-Leon County Comprehensive Plan.

1. Future Land Use Element

Within the Downtown Community Redevelopment Area, there are seven land use categories as designated in the Future Land Use Element: (1) Downtown, (2) Central Urban, (3) Residential Preservation, (4) Mixed Use, (5) University Transition, (6) Government Operations, and (7) Recreation/Open Space. Provided below, from the Future Land Use Element Summary, is a general description and intention of five of the land use categories (the Future Land Use Element Summary does not contain a general description of the Government Operations or Recreation/Open Space land use categories). The general description review is followed by a review of Future Land Use Element GOPs.

Downtown: Present urban core of Tallahassee operating primarily as a government employment center with accompanying support services. Intended to expand into urban activity center providing shopping, entertainment, adequate parking, and close in, walk to residential opportunities. Pedestrian mobility integrated into a linear park and open space shall be planned to interconnect various areas of downtown. Residential development may be permitted up to 150 units per acre. Any development with density of more than 50 dwelling units per acre must be subject to the design standards identified in Policy 12.2.2 [LU].

Central Urban: Characterized by older developed portions of the community that are primarily located adjacent to or close in proximity to the urban core and major universities. Intended to provide residential (up to 45 du/ac), employment (includes light manufacturing), office and commercial activities. Infill and potential redevelopment and/or rehabilitation should be encouraged. Actual siting of land uses within the category are dependent on site location criteria. Land use intensity is intended to be higher due to the presence of requisite infrastructure and location of employment and activity centers.

Residential Preservation: Characterized by existing homogeneous residential areas within the community which 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. 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 arterial

and/or expressways should be planned to minimize impacts within this category. Single family, townhouse and cluster housing may be permitted within a range of up to six units per acre. Consistency with surrounding residential type and density shall be a major determinant in granting development approval.

Mixed Use: The Mixed Use Category is depicted on the Future Land Use Map as three different overlays: Mixed Use A, Mixed Use B, and Mixed Use C. Each of these three different Mixed Use overlays establish differing proportions of allowed land use densities and intensities. These Mixed Use overlays are intended to be implemented by zoning districts which will reflect eleven different development patterns. The Mixed Use Development patterns shall be applied through zoning and Land Development Regulations in a manner consistent with the Future Land Use Map delineation of Mixed Use overlays A, B and C. These eleven different development patterns are not intended to be mapped as part of the Future Land Use Map, rather they are intended to serve as a mechanism to assure that the appropriate location and mixture of land uses occur within each Mixed Use overlay. Commercial development allocations in the Mixed Use Future Land Use Category are intended to limit gross leasable square footage per parcel as defined in the Land Development Regulations.

University Transition: Contains lands located between emerging cultural / entertainment area and Florida State University and Florida A & M University. Florida A & M master development plan details main entrance to campus through the University Transition category via Wahnish Way. Intended to transition from present industrial and lower density residential uses to those more compatible with vibrant urban areas. Higher density residential redevelopment of up to 50 du/ac is allowed to provide housing for students and close in housing opportunities for professionals. Retail commercial limited to smaller scale classification to provide essential services to immediate residents and ancillary needs of universities such as bookstores and photo copying establishments may be permitted. State and private offices property designed and scaled to surrounding uses may be permitted as well as central parking facilities, artistic studios and workshops. Restaurants, movie theaters, lounges and other entertainment commercial uses shall be permitted as commercial. Development regulations which allow flexibility in their design and operation to permit such uses as outdoor café and gardens shall be incorporated into the zoning code. Pedestrian pathways and access systems shall be designed to connect universities, downtown, civic/arts center, and residential and commercial areas to cut down on dependence of automobile travel. Design controls shall be employed to provide land use compatibility by offsetting potential negative impacts

GOAL 1

The Comprehensive Plan shall protect and enhance the quality of life in this community by providing economically sound educational, employment, cultural, recreational, commercial, industrial and professional opportunities to its citizens while channeling inevitable growth into locations and activities that protect the natural and aesthetic environments and residential neighborhoods.

GOAL 2

Provide for a high quality of life by planning for population growth, public and private development and redevelopment and the proper distribution, location and extent of land uses by type, density and intensity consistent with adequate levels of service and efficient use of facilities and the protection of natural resources and residential neighborhoods.

Growth Management / Implementation

OBJECTIVE 1.1

Direct development to those areas, which have in place, or have agreements to provide, the land and water resources, fiscal abilities, and the service capacity to accommodate growth in an environmentally acceptable manner.

POLICY 1.1.7

Higher density and mixed use development and its ancillary activities shall be channeled into locations which have proper access to the existing transportation system; minimal environmental constraints; sufficient stormwater treatment capacity; compatible existing land use and readily available sewer and water infrastructure.

Development in Relation to Environmental Constraints

OBJECTIVE 1.2

Coordinate the location of land uses with local soil conditions and topography as well as available services.

POLICY 1.3.2

Residential density and/or non-residential intensity of development allowed for individual sites shall be determined by the degree of compliance with the goals, objectives and policies of the Comprehensive Plan and the land use development matrix, which is intended to be a pictorial representation of existing policies in the plan, as implemented by the land development regulations. Overall densities and intensities should be consistent with capital facilities and services being available at the adopted level.

POLICY 1.4.12

The intent of Site Plan and PUD planning and design requirements shall be to encourage and require the development of urban living and work spaces that minimize impacts to the natural environment. Environmental impacts shall be minimized through the development and redevelopment of compact and efficient urban land use patterns that closely integrate living and work spaces while maintaining compatibility through specified performance design criteria.

POLICY 1.4.17

New minor office uses shall not be permitted access to a local residential street within the city limits of Tallahassee. This limitation shall not apply to the Mixed Use Category, which establishes street access standards by Land Development Regulations.

POLICY 1.4.19

New commercial, office and residential land uses within the Gaines Street Corridor Study Area may be permitted access to any street classification or designation. Access limitations

may be further restricted based on the Gaines Street Revitalization plan.

POLICY 1.4.21

In order to encourage greater employment opportunities in the Central Urban future land use category, the land development regulations shall provide for an employment opportunities zoning district which may allow for up to the full range of office uses and intensities to have access to a minor collector road and, in specific instances, to a local street, and will provide for a relaxation of parking, landscape, and buffering criteria within employment opportunities zoning district. The intent of this employment opportunities zoning district is to promote the infill of vacant blocks and tracts and/or the redevelopment of existing non-residential areas. The application of the employment opportunities zoning district shall not be allowed for the purpose of converting residential uses and structures to offices or for the purpose of placing an office on a vacant lot within an existing residential area. The purpose of this policy is to encourage employment opportunities and redevelopment in the Central Urban future land use category while ensuring the protection of residential areas.

Non-Conforming Uses and Noncomplying Characteristics

POLICY 1.5.3

In the Central Urban and University Transition categories, new non-conforming uses may be established on a temporary basis provided that the temporary non-conforming use is limited in adverse impact and duration, and that its removal is guaranteed. It is the intent of this policy that the temporary non-conforming use not delay eventual conforming use of the subject parcel of nearby parcels

Redevelopment

OBJECTIVE 1.6

Provide a strategic framework to encourage redevelopment within the City of Tallahassee. The strategies should be implemented in such a manner as to convey an economic advantage for redevelopment without compromising the urban design and environment quality of the community.

POLICY 1.6.2

As part of the Redevelopment Strategy, designate the Gaines Street Corridor Study Area as an Urban Infill and Redevelopment Area for the purpose of targeting economic development, housing, transportation, community revitalization and preservation, and land use incentives to encourage urban infill and redevelopment within the urban core of the community.

POLICY 1.6.4

For the Gaines Street Corridor Study Area the maximum density permitted is 100 dwelling units per acre. Densities within specific districts may be further restricted based on the Gaines Street Revitalization plan.

Mixed Use Development Patterns

OBJECTIVE 1.7

The Comprehensive Plan provides an overall vision for the community. The arrangement of land uses is a major factor in achieving this vision. Within the Mixed Use Future Land Use Categories, land uses may be further separated to achieve efficient and environmentally sound development patterns and to promote the Plan's overall vision.

POLICY 1.7.2 - MEDIUM DENSITY RESIDENTIAL DEVELOPMENT PATTERN

The Medium Density Residential development pattern is intended to encourage a wide range of medium density housing opportunities in close proximity to more intensive non-residential uses, both which can be efficiently served by existing or planned infrastructure, including mass transit. It is also intended that community facilities related to residential uses be allowed.

POLICY 1.7.3- LOW DENSITY RESIDENTIAL OFFICE DEVELOPMENT PATTERN

The low Density Residential Office development pattern is intended to provide areas for office employment and residential uses in close proximity to each other.

POLICY 1.7.5 - VILLAGE CENTER DEVELOPMENT PATTERN

The Village Center development pattern is intended to provide locations for offices and commercial uses, which provide goods and services that people frequently use, in close proximity to their homes. Village Centers are intended to be compact and not promote strip commercial development.

POLICY 1.7.8 - URBAN PEDESTRIAN CENTER DEVELOPMENT PATTERN

The Urban Pedestrian Center is intended to encourage compact, linear and pedestrian scale urban development along arterial roadways that provide a wide range of uses and activities to serve both the corridor itself and surrounding areas. Although some areas within the Urban Pedestrian Center are currently of lower density and intensity, it is intended that urban pedestrian Centers will develop and redevelop with higher densities and floor area ratios.

Residential Land Use

POLICY 2.1.1

Protect existing residential areas from encroachment of incompatible uses that are destructive to the character and integrity of the residential environment. Comprehensive Plan provisions and Land Development Regulations to accomplish this shall include, but are not limited to:

- 1) Inclusion of a Residential Preservation category on the Future Land Use Map.
- 2) Limitations on future commercial intensities adjoining low density residential areas. Such limitations are to result in effective visual and sound buffering (either through vegetative buffering or other design techniques) between the commercial

uses and the low density residential uses; are to discourage commercial vehicular traffic on low density residential streets; and are to allow only those commercial activities which are compatible with low density residential development in terms of size and appearance.

3) Limitations on future higher density residential adjoining low density residential areas. Such limitations are to result in effective visual and sound buffering (either through vegetative buffering or other design techniques) between the higher density residential uses and the low density residential uses; are to discourage vehicular traffic to and from higher density residential streets.

4) Limitations on future light industry adjoining low and medium density residential areas. Such limitations are to result in effective visual and sound buffering (either through vegetative buffering or other design techniques) between the light industrial uses and the low density residential uses; and are to discourage vehicular traffic to and from the light industrial uses on streets which are accessed by residential uses.

5) Preclusion of future heavy industrial adjoining any residential area.

6) 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 if ancillary facilities are 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 low density residential uses; are to discourage vehicular traffic to and from the community facilities on low density residential streets.

POLICY 2.1.12

Allow for up to 50 dwelling units per acre to access minor collector streets in the University Transitional land use category and allow for up to 25 dwelling units per acre to access local streets in the University Transitional land use category.

POLICY 2.1.13

Existing adjoining land uses are not to be a factor in determining the suitability for residential development which would allow high and medium density residential uses to be located anywhere in the University Transitional land use category.

Public Facilities Land Use

POLICY 5.1.1

By 1990, create a working group to discuss and make recommendations on issues pertaining to the relationship of this Plan with the plans of other entities, such as the two State universities, the community college, the County school system, and the Capitol Center Planning Commission. [Note: the Capitol Center Planning Commission has been dissolved, all planning within the Capitol Center Planning District is now governed by the Tallahassee City Commission.]

DRI Thresholds for the Urban Central Business District

OBJECTIVE 9.1

As part of an Urban Infill Strategy, higher densities and intensities are encouraged in the Urban Core. Pursuant to Rule 28-24.014(10), F.A.C., the Urban Central Business District, as depicted on the map, is hereby established to increase the development of regional impact guidelines and standards by 50%, for residential, hotel, motel, office, or retail developments in this area. These increased thresholds shall apply only to those developments approved after the effective date of the implementing ordinance (Ordinance 94-O-0016AA).

POLICY 9.1.1

The applicable multi-use guidelines and standards may be increased by 100%, provided that one land use of the multi-use development is residential, and the residential development amounts to not less than 35% of the jurisdiction's residential threshold (Rule 28-24.014(10)(a) 2.f).

POLICY 9.1.2

If any portion of a proposed development is located outside the delineated Urban Core Central Business District, then the increased DRI guidelines and standards shall not apply.

POLICY 9.1.3

Within those areas of the overlay that have a Residential Preservation land use designation, the Urban Central Business District Designation is not intended to allow the development of nonresidential or higher density residential developments.

Central Core Area

GOAL LU 12

Achieve prosperity and viability of the Central Core Area of the community by establishing a diversity of land uses, including a significant residential component of stable, healthy neighborhoods with a variety of housing types.

OBJECTIVE LU 12.1

By 2004, increase reinvestment, infill development, and redevelopment within the Central Core Area, as signified by a net gain in population, an increase in value in both residential and nonresidential building permits, and increased home ownership. To help achieve this objective, local government shall adopt and implement a strategic plan as outlined in the following policies.

POLICY LU 12.1.1

The objectives and policies regarding central core revitalization, infill, home ownership, and redevelopment shall be applied to the area depicted on the Map titled "Central Core Area" and adopted as part of the Comprehensive Plan.

POLICY LU 12.1.2

The Tallahassee-Leon County Planning Department shall conduct a Comprehensive Assessment Of The Central Core Area which includes the following:

- 1) An inventory and analysis of infrastructure and facilities;
- 2) A survey of housing structural conditions;
- 3) An evaluation of socioeconomic neighborhood indicators;
- 4) An inventory of existing land use; and,
- 5) An analysis of assets and strengths.

POLICY LU 12.1.3

Based on the Comprehensive Assessment Of The Central Core Area, the City of Tallahassee and Leon County shall adopt a Strategic Implementation Plan for the Central Core Area. The Strategic Implementation Plan shall include input and involvement by property owners, businesses, and residents in the Central Core Area, be coordinated with the redevelopment plan for Community Redevelopment Area and the Downtown Plan and shall include the following provisions:

- 1) Establish clear goals and objectives for the revitalization of areas within the Central Core Area;
- 2) Promote funding for infrastructure, public amenities, and programs for neighborhood improvement;
- 3) Provide financial incentives, which promote reinvestment, infill, and redevelopment in deteriorating developed areas;
- 4) Expand opportunities for home ownership within the Central Core Area, through greater regulatory flexibility, financial assistance, and other innovative approaches;
- 5) Increase infill and redevelopment through the reduction of regulatory obstacles, including streamlining the development review process; and,
- 6) Address impediments to infill and redevelopment, such as brownfields, lack of stormwater capacity, fragmented ownership patterns, and need for public parking.

The Strategic Implementation Plan shall reflect the different opportunities and needs of the various neighborhoods and areas within the Central Core.

OBJECTIVE LU 12.2:

Promote revitalization and redevelopment characterized by site design which is pedestrian friendly and contains a mix of land uses which are designed to achieve compatibility.

POLICY LU 12.2.1

The City of Tallahassee shall adopt urban design regulations applicable to both public and private land use within the Central Core Area for the following purposes:

- 1) Protect traditional character of residential neighborhoods located within the Central Core Area;

- 2) Promote compatibility between different types and intensities of land uses;
- 3) Enhance the visual and economic desirability of the Central Core Area.

These regulations shall encourage flexibility and innovate approaches to promote reuse of development sites and the development of infill sites.

POLICY LU 12.2.2

In order to increase redevelopment and infill development, projects within the Central Core area may receive density and intensity bonuses. Residential densities may be increased up to 35% above the maximum allowed in the Residential Densities Range Table. These bonuses are limited to areas within the Central Core designated Mixed Use, Central Urban, University Transition, Activity Center and Downtown on the Future Land Use Map. Further bonuses may be applied to the Downtown. The criteria for determining eligibility for density and intensity bonuses will be established within the land development regulations and shall include design standards facilitating: pedestrian oriented site and building design with enhanced pedestrian access and amenities, urban scale development, innovative parking strategies, integrated mix of land uses, and other urban design features. In areas designated Downtown on the Future Land Use Map, any development with density of more than 50 dwelling units per acre must be subject to these design standards.

2. Transportation Element

OVERALL GOAL

Maintain and improve the quality of life in Leon County through an integrated and comprehensive transportation system emphasizing the elements of aviation, mass transit, and traffic circulation including non-motorized transportation.

OBJECTIVE 1.2: RELATION TO URBAN SERVICE AREA

Identification and programming of new road projects will be consistent with the urban service area strategy to promote urban infill and discourage urban sprawl.

POLICY 1.2.1:

All new roads or substantial improvements to existing roads shall be consistent with the intent and policies delineated in the Future Land Use Element of the Comprehensive Plan.

Transportation LOS

Objective 1.4: Establish level of service (LOS) standards for the street system

POLICY 1.4.1

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 Southern Strategy. The Level of Service for Monroe Street from Gaines Street to Tennessee Street shall be "E."

POLICY 1.4.2

In cooperation with FDOT, the City and the County will develop guidelines for granting an exception from the concurrency requirement if the proposed development is otherwise consistent with the adopted Tallahassee-Leon County Comprehensive Plan and is a project that promotes public transportation or is located within an area designated in the Comprehensive Plan for: urban infill development, urban redevelopment or downtown revitalization.

Traffic Flow and Efficiency

OBJECTIVE 1.5:

Improve the safety and preserve the integrity of the arterial and collector street system with an effective access management and traffic signal control program and with the use of traffic operations features to maximize the capacity of the existing street system.

POLICY 1.5.7:

Improve pedestrian and vehicular access and internal circulation within downtown by development of a program of pedestrian improvements and a central city circulation improvement plan.

Reduction of Vehicle Trip Demand

OBJECTIVE 1.6:

Reduce vehicle trip demand, and impacts to the arterial and collector road system, by providing needed amenities in close proximity to population concentrations and encouraging interconnections between development and neighborhoods.

POLICY 1.6.2:

Promote the development of pedestrian scale mixed use neighborhoods that incorporate residential, retail, employment and recreational opportunities on site.

Provide for incentives in the form of reduced street standards, reduced parking standards for retail and commercial and higher residential densities for projects which incorporate features to encourage walking and bicycle usage.

POLICY 1.6.7

A functional transportation network coordinated with FSU and FAMU master plans shall be incorporated to link universities and provide access to land uses within the University Transition land use category.

POLICY 1.6.8

Pedestrian mobility integrated into a linear park and open space system shall be planned to intraconnect various areas of downtown.

Bicycle and Pedestrian Transportation

OBJECTIVE 1.8

Promote s bicycle and pedestrian transportation by incorporating facilities into the existing and future traffic circulation system.

POLICY 1.8.5

Within the Urban Service Area private developers are required to include bikeways and pathways or sidewalks in proposed developments as identified in adopted governmental plans and development regulations.

Roadway Design

POLICY 1.9.1

Require an integrated and comprehensive streetscape and landscape system for downtown and for arterials and collectors within neighborhoods.

Capital Circle Parkway

OBJECTIVE 2.1

Pursuant to Rule 9J-5.0055(6)(a)3., F.A.C. and the Urban Infill Strategy, development located within the Central Business District/Downtown Revitalization area may be exempt from transportation concurrency requirements, so long as impacts to the transportation system are mitigated using the following policies.

POLICY 2.1.1

Developments within the Central Business District/ Downtown Revitalization Area that choose to obtain an exception from Concurrency requirements for transportation shall obtain certification that at least four of the following Transportation Demand Management strategies will be utilized:

- 1) Preferential parking for carpools and vanpools
- 2) Parking charge
- 3) Cash subsidy
- 4) Flexible work schedules
- 5) Compressed work week
- 6) Telecommuting
- 7) Transit subsidy
- 8) Bicycle and pedestrian facilities
- 9) Including residential units as a portion of development

Transportation concurrency exceptions may also be given if the development within the

UCBD/Downtown Revitalization area is 100% residential. Developments within the Central Business District/Downtown Revitalization Area that do not obtain the certification shall meet all concurrency requirements.

OBJECTIVE 2.2:

Development to support the universities and the downtown shall be targeted to locate within the University Transition category through the use of transportation concurrency exceptions.

POLICY 2.2.1

Residential developments within the University Transition future land use category that choose to obtain an exception from concurrency requirements for transportation shall meet the following transit oriented design (TOD) requirements:

- 1) Reduced parking allocation (50%) that is located off-site, on-street, or within a structure onsite.
- 2) Is within 1/8 of a mile of a transit shelter, or provides funding for a new transit shelter with enhanced pedestrian amenities (i.e., connecting sidewalks, lighting, benches, etc.).
- 3) Provides funding for mass transit enhancements such as a guaranteed maximum transit headway of 15-20 minutes to serve project, an express transit route, or expansion of the fare-free zone between project and target employer, educational facility or shopping/entertainment areas.
- 4) Minimum density of 12 dwelling units per acre.

POLICY 2.2.2

Commercial and office activities may also qualify for a transportation concurrency exception within the UT land use category if they are designed as part of a qualifying residential development, and do not exceed 50% of the total floor area ratio of the residential component. Stand-alone commercial activities that provide pedestrian and bicycle enhancements, and meet the parking requirements specified in Policy 2.2.1 may also qualify for the exception.

Mass Transit

GOAL 2:

Develop and improve the mass transit system so that it becomes an alternative to the automobile as a means of transportation.

POLICY 3.2.1

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

3. Conservation Element

Environmental Review Criteria

GOAL 1

Preserve, protect and conserve the ecological value and diversity of natural resources in Tallahassee and Leon County.

POLICY 1.3.2

Provides an incentive to the significant grades (10-20%) limit by allowing development of a site at the density of the land use if (1) topographical changes are minimized and (2) 50% of the grade is left undisturbed (or under an approved vegetation management plan).

4. Housing Element

Rehabilitation Program

OBJECTIVE 3.2

Foster and maintain the viability of residential areas and neighborhoods and the integrity of the housing stock located within them. Neighborhoods in the community shall be safe, attractive, and desirable places in which people choose to live.

POLICY 3.2.3

City and County governments will consider incentives to individuals and businesses to encourage them to reside and locate, and to promote business and homeownership within the Southern Strategy Area and the Central Core. These incentives may include obligations on the part of such individuals and businesses to participate in the betterment of the targeted area through commitment of resources, assets, or other contributions. Special consideration shall be given to provide incentives to attract law enforcement personnel to reside within the targeted Central Core and Southern Strategy neighborhoods.

5. Historic Preservation Element

Public/Private Partnerships

OBJECTIVE 1.1

By 1995, establish a public-private partnership to preserve historic resources and promote historic areas of the community.

POLICY 1.1.1

By 1992, develop a public improvement program for each National Register Historic District that would include specific plans to enhance the public rights-of-way in each district through underground utilities, streetscape improvements, landscaping and other improvements. The Historic Districts will receive special consideration for the placement of underground utilities.

Revitalization of Historic Neighborhoods and Residences

OBJECTIVE 1.2

Recognizing that stable neighborhoods and residences contribute to the economic strength of this community, by 1995 establish a local program to assist with the revitalization of historic neighborhoods and residences.

6. Capital Improvements Element

Financial Feasibility

OBJECTIVE 1.2

Provide needed public facilities that are within the ability of the local government to fund the facilities from local government revenues, development's proportionate share contributions, and grants or gifts from other sources.

POLICY 1.2.2

Existing and future development shall both pay for the costs of needed public facilities. Sub-section 4 notes that the City will eliminate on-site refunds to property owners or their representatives except in those situations within the City limits which specifically support the City's goals of affordable housing, urban infill development, or the Southern Strategy goal of a more balanced growth pattern. In order to receive a rebate, a development must have an average net density of not less than two units per acre.

Coordinate Capital Improvements with Land Development

OBJECTIVE 1.4

Manage the land development process to insure that all development received public facility levels of service equal to, or greater than the standards adopted in Policy 1.1.3, subsections 1-3 and 6, 9J-5.016(3)(b)3 and 5 by implementing the Schedule of Capital Improvements (required by Objective 1.3) and produced in its entirety elsewhere in the Capital Improvements Element, and by using the fiscal resources provided for in Objective 1.2 and its supporting policies.

POLICY 1.6.2

By 1999, the local governments shall establish criteria for evaluation of projects proposed for inclusion within the 5 Year Capital Improvement Schedule. Among these criteria, there shall be criteria reflecting the commitment of the needed improvements within the Central Core Area and the Southern Strategy Area.

POLICY 1.6.3

Funding approved to implement capital improvements necessary to address those needs identified by the Comprehensive Assessment of the Central Core Area and the Comprehensive Assessment of the Southern Strategy Area shall not be diverted to other projects without the expressed consent of the Commission.

Economic Development

GOAL 1 D

The City, County and community leadership have identified Downtown Tallahassee as a major economic development component and shall support efforts to build its economic viability and enhance its residential, business and visitor appeal. Through the implementation of the Downtown Plan, the City shall initiate the provision of necessary infrastructure to establish a vibrant, eighteen hour, active downtown community.

LAND DEVELOPMENT CODE / ZONING

All development and redevelopment regulations are enacted for the general purposes of guiding, providing and accomplishing a coordinated, adjusted and harmonious development. The Tallahassee Land Development Code (LDC) provides standards for site development, such as minimum lot size, setback requirements, building size, accessory uses, parking, loading, drainage, landscape, signage, and other design and development criteria. Map 15 shows the various zoning categories present in the Downtown CRA.

The majority of the downtown redevelopment area is comprised of the Capital Center Planning District and the four downtown zoning districts: (1) Targeted Retail/Office Growth Area (RO), (2) Institutional/Cultural/University Transition Areas (DI), (3) Special Character District (SCD), and (4) Urban Planned Unit Development. The remaining zoning districts/designations in the downtown area are: (1) Central Urban; (2) Planned Unit Development; (3) Residential Preservation, specifically R-2 Single-Family Detached Residential District; (4) Office Residential District, specifically OR-2 and OR-3 Office Residential Districts, and (5) University Transition District. A brief explanation of each zoning district designation is provided below.

Capitol Center Planning District

The Capitol Center Planning District (CCPD) is the largest zoning district within the Downtown CRA. Consisting of approximately 131.3 acres, the CCPD is nearly 27.6 percent of the Downtown CRA. Located south of College Avenue, the CCPD generally extends south to the CSX train tracks. However, a large portion of the center of the CCPD, including the State Capitol Complex, the Leon County Courthouse and numerous State buildings, are not located within the boundaries of the Downtown CRA. The goal of the CCPD, which is under the authority of the Tallahassee City Commission, is to promote the coordinated, adjusted and harmonious development of the Capitol Center. Specific development criteria, guidelines and restrictions are contained in Chapter 60F-3, Florida Administrative Code; and Chapter 10, Article IV, Division 3, Section 10-265, of the Tallahassee LDC.

Targeted Retail/Office Growth

Generally located between Carolina Street to the north, College Street to the south, Meridian Street to the east, and Macomb Street to the west, the Targeted Retail/Office Growth (RO) District consists of approximately 89.3 acres, or 18.8 percent of the total acreage of the Downtown CRA. The Chain of Parks along Park Street, which is designated as special character district, divides the RO Zoning District into north and south sectors. The RO Zoning District is established to identify the office/retail area, which is critical to the functioning of the downtown core as identified in the Downtown Plan. The district encourages various mixes and intensity of office uses with a mix of support uses consistent with the scale and character of downtown. The district is intended to (1) create the critical mass of activity and avoid geo-

graphically separate retail areas that compete with each other; (2) provide active street level commercial uses; and (3) provide for consistency of new buildings within the architectural context of Tallahassee as further defined under the “specific guideline criteria.” Bonuses are available for increased residential density and floor area ratio for developments that meet certain criteria. Specific development criteria, guidelines, incentives, and restrictions are contained in Chapter 10, Article IV, Division 2, Section 10-19,7 of the Tallahassee LDC.

Institutional/Cultural/University Transition

Located primarily between Park Avenue on the north, Madison Street on the South, Martin Luther King Boulevard on the east and Copeland Street on the west, the Institutional/Cultural/University Transition (DI) District occupies 55.3 acres, or 11.7 percent, of the Downtown Redevelopment Area. Included within the DI District are the Ronald L. Tucker, Tallahassee-Leon County Civic Center and some of the Florida State University (FSU) student housing along College Avenue. The DI Zoning District is intended to complement Florida A&M University (FAMU) and FSU by allowing for land uses and activities typically required by students, faculty and other university personnel. The district is also intended to accommodate the growth and expansion of these institutions, as well as provide a transition between the land uses and activities on the downtown periphery. The purpose of the district is to: (1) protect residential land uses in the downtown area, including the areas on the fringe of the Downtown Plan study area; (2) encourage production of housing for young professionals and empty-nesters; (3) direct expansion of FAMU and FSU housing in the transitional areas; (4) encourage rehabilitation, infill development and new construction (important in the transitional area); (5) allow increased density while protecting important historic fabric and significant landscape features; and (6) form a bridge between the college campuses, the State Campus and the downtown. Bonuses are available for increased floor area ratio for developments that meet certain criteria. Specific development criteria, guidelines, incentives, and restrictions are contained in Chapter 10, Article IV, Division 2, Section 10-198, of the Tallahassee LDC.

Special Character District

Within the Downtown CRA, the Special Character District (SCD) consists of the two historic districts: the Park Avenue District, which includes the Old City Cemetery; and the Calhoun Street District. The SCD is approximately 59.9 acres, or almost 12.7 percent of the total Downtown CRA acreage. The intent of the SCD is to complement the historical nature of the area. The district encourages a mix of uses characterized by a broad range of complementary uses, which support eighteen-hour activity in a lively urban setting in harmony with the distinctive scenographic qualities, historic height and scale. The intent is to encourage specialty retail/restaurant/entertainment uses with a primary target market of downtown office workers and visitors. The following area also encouraged: (1) provide street-level activity in new buildings and discourage parking; (2) maintain consistency of new buildings with the architectural context of the district (not overwhelming or incompatible); (3) protect the existing scale and architectural character of historic areas with the district; (4) promote a pedestrian environment and complement the unique “park-like” setting of Park Avenue; and (5) encourage mixed uses: civic, cultural, residential, retail, office, and multiple use projects. Specific development criteria, guidelines, incentives, and restrictions are contained in Chapter 10, Article IV, Division 2, Section 10-199, of the Tallahassee LDC.

Urban Planned Unit Development

Kleman Plaza is designated as an Urban Planned Unit Development (PUD). Kleman Plaza consists of approximately 5.2 acres, or 1.1 percent of the Downtown CRA. The Urban PUD

is intended to provide a method by which proposals for high-quality urban developments, which are not provided for or allowed in the zoning districts otherwise established by the Tallahassee LDC, may be evaluated. The standards and procedures of this district are intended to promote flexibility of design and to permit planned diversification and integration of uses and structures. In doing so, the Urban PUD is intended to: (1) encourage infill and rehabilitation of existing urban areas with readily available services and infrastructure; (2) promote more efficient and economic uses of land, while respecting historic context and landscape features; (3) encourage uses of land that reduce transportation needs and that conserve energy and natural resources to the maximum extent possible; (4) encourage pedestrian movement, with an emphasis on street-level commercial and/or cultural activity; (5) encourage institutional, cultural, office, residential and retail uses, and their combination in mixed-use development to support eighteen-hour activity in a lively urban setting; (6) preserve, to the greatest extent possible, and utilize in a harmonious fashion, mature trees on the site; and (7) in addition to the above, adjacent to the Special Character Districts or adjacent to properties listed on the National Register of Historic Places, protect the existing scale and architectural character of the historic buildings and streets, while maintaining in new, compatible buildings the scale and architectural context of the district and/or surrounding historic properties. Specific development criteria, guidelines, incentives, and restrictions are contained in Chapter 10, Article IV, Division 2, Section 10-200, of the Tallahassee LDC.

Central Urban

The Central Urban District is located in the upper northwest corner of the Downtown CRA. Consisting of approximately six blocks, and located between Brevard Street to the north, Carolina Street to the South, the fronting parcels along North Monroe Street to the east, and Bronough Street to the west, the Central Urban District consists of 26.8 acres, which is approximately 5.6 percent of the Downtown CRA acreage. The Central Urban District is intended to provide residential (up to 45 dwelling units/acre), employment (includes manufacturing), office and commercial activities; encourage infill and intensive development of existing urban areas with readily available services and infrastructure; and actual siting of land uses within category dependent on-site location criteria. Land use intensity in the Central Urban District is intended to be higher due to presence of requisite infrastructure and location to employment and activity centers. The Central Urban District allows for bonus density or incentives for the creation of low and very low income housing. Emphasis is placed upon the allowance of such complimentary activities and uses as post-secondary institutional, high-density residential, neighborhood commercial, entertainment establishments, and active recreation. The location of such uses in the close proximity of this district maximizes opportunities for pedestrian and bicycle traffic, reducing the need for automobile dependency and the demand for parking. Specific development criteria, guidelines, incentives, and restrictions are contained in Chapter 10, Article IV, Division 1, Section 10-168, and Division 3, Section 10-239, of the Tallahassee LDC.

Planned Unit Development (Non Urban)

Located between Brevard Street to the north, Georgia Street to the south, Gadsden Street to the east and behind the fronting parcels of Calhoun Street to the west, the Planned Unit Development (PUD) District is approximately 5.2 acres in size, or about 1.1 percent of the total Downtown CRA acreage. The intent of the PUD District is to provide a method by which proposals for a unique zoning district which are not provided for or allowed in the zoning districts otherwise established by the Tallahassee LDC may be evaluated. The PUD District may be located in any future land use category established by the comprehensive plan. The standards and procedures for this district are intended to promote flexibility of design and permit planned diversification and integration of uses and structures. In doing

so, the PUD is intended to: (1) promote more efficient and economic uses of land; (2) provide flexibility to meet changing needs, technologies, economics, and consumer preferences; (3) encourage uses of land which reduce transportation needs and which conserve energy and natural resources to the maximum extent possible; (4) preserve to the greatest extent possible, and utilize in a harmonious fashion, existing landscape features and amenities; (5) provide for more usable and suitably located recreational facilities, open spaces and scenic areas, either commonly owned or publicly owned, than would otherwise be provided under a conventional zoning district; (6) lower development and building costs by permitting smaller networks of utilities and streets and the use of more economical building types and shared facilities; and (7) permit the combining and coordinating of land uses, building types and building relationships within a planned development, which otherwise would not be provided under a conventional zoning district. Specific development criteria, guidelines, incentives, and restrictions are contained in Chapter 10, Article IV, Division 1, Section 10-165, of the Tallahassee LDC.

Residential Preservation

There are three sections within the Downtown CRA that are zoned as Residential Preservation 2 (RP-2): (1) a portion of the Lafayette Park neighborhood that is bordered by Brevard Street to the north, Carolina Street to the south, Meridian Street to the east, and Gadsden to the west; (2) a portion of the Franklin/Call Street neighborhood that is bordered by parcels fronting on Call Street to the north, Beverly Street to the south, Franklin Boulevard to the east, and Meridian Street to the west; and (3) another portion of the Franklin/Call Street neighborhood that is bordered by the parcels fronting on College Street to the north, the rear of parcels fronting on Jefferson Street to the south, the CSX train tracks to the east and Franklin Boulevard to the west. The RP-2 zoned parcels comprise approximately 39.1 acres, or 8.3 percent of the Downtown CRA. Overall, the primary function of the Residential Preservation District designation is to protect existing stable and viable residential areas from incompatible land uses and density intrusions. The RP-2 District is intended to apply to residential development in areas designated “residential preservation” on the future land use map, preserving the low density residential character of single-family, two-unit townhouse and duplex residential development, protecting from incompatible land uses, and prohibiting densities in excess of six dwelling units per acre. No development in the Residential Preservation District shall be permitted which violates Policy 2.1.1 of the Future Land Use Element of the 2010 Tallahassee-Leon County Comprehensive Plan. Specific development criteria, guidelines, incentives, and restrictions are contained in Chapter 10, Article IV, Division 1, Section 10-170, and Division 3, Section 10-245, of the Tallahassee LDC.

Office Residential, Low Density (OR-1)

The OR-1 Office Residential District, often referred to as Low-Density Office Residential, is concentrated east and west of Franklin Boulevard and sandwiched between the Residential Preservation Districts. The OR-1 District consist of 31.3 areas, which is approximately 6.6 percent of the Downtown CRA. OR-1 Districts are intended to be permitted in areas designated as Mixed-Use A, B or C on the Future Land Use Map of the Tallahassee-Leon County Comprehensive Plan in areas where employment and residential uses are encouraged to locate in close proximity to one another. The provisions of the OR-1 District are intended to provide the district with residential character to further encourage this mixing of uses at a compatible scale. Specific development criteria, guidelines, incentives, and restrictions are contained in Chapter 10, Article IV, Division 1, Section 10-164, and Division 3, Section 10-251, of the Tallahassee LDC.

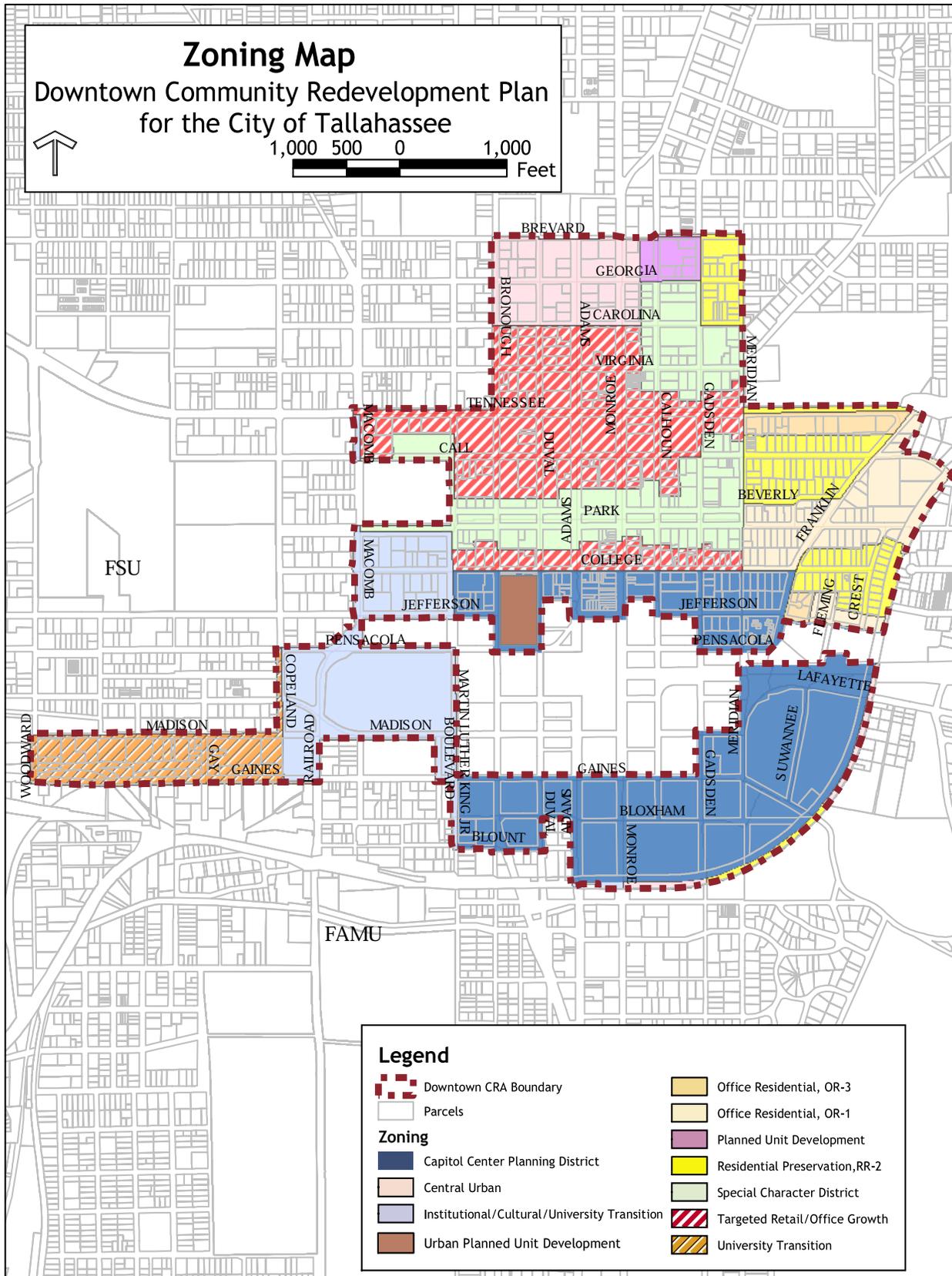
Office Residential (OR-3)

Within the boundaries of the Downtown CRA, the OR-3 Office Residential District is located along Tennessee Street, east of Meridian Street, and on the east side of Franklin Boulevard, across from Jefferson Street. This district consists of 8.6 acres, or approximately 1.8 percent of the Downtown CRA. OR-3 Districts are intended to be permitted in areas designated as Mixed-Use B or C on the Future Land Use Map of the Tallahassee-Leon County Comprehensive Plan in areas where employment and residential uses are encouraged to locate in close proximity to one another. The provisions of the OR-3 District are intended to promote urban density and intensity of residential and office uses and the mixing of permitted uses to promote the use of public transit and the efficient use of public infrastructure. Specific development criteria, guidelines, incentives, and restrictions are contained in Chapter 10, Article IV, Division 1, Section 10-164, and Division 3, Section 10-253, of the Tallahassee LDC.

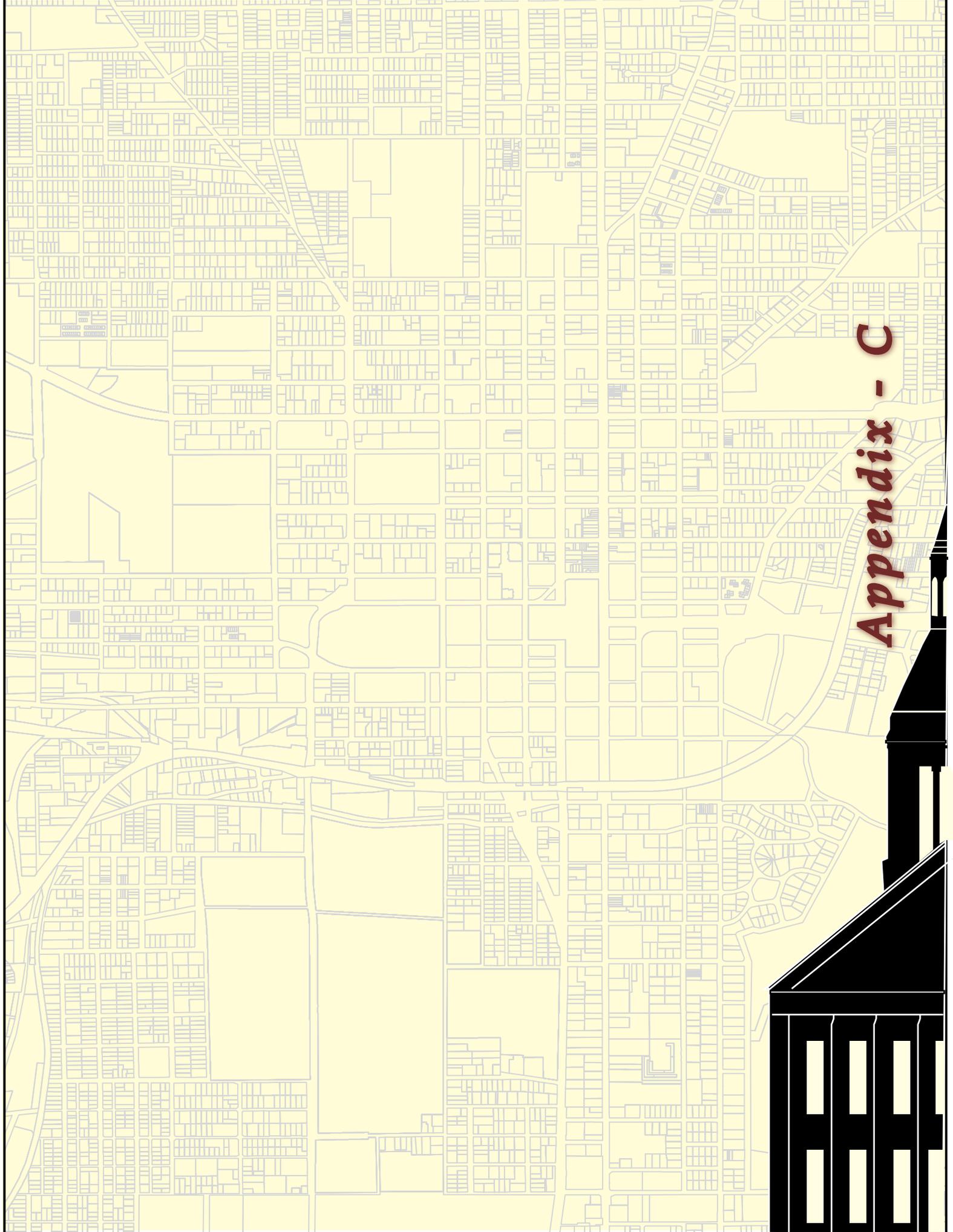
University Transition

Within the Downtown CRA, the University Transition District is located along the Gaines Street Corridor, between Madison Street, Copeland Street, Gaines Street and Woodward Avenue Street. This section comprises approximately 25.7 acres, or about 5.4 percent of the Downtown CRA. The parcels under this zone occupy 25.7 acres or 5.4 percent of the total CRA acreage. The University Transition Zoning District is intended to complement FAMU and FSU by allowing for land uses and activities typically required by students, faculty and other university personnel. The district is also intended to accommodate the growth and expansion of these institutions, as well as the establishment of university-related research and development businesses and industries. The provision of student housing and prevention of housing displacement are integral to the viability of the University Transition District. Another function of the district is to provide for a compatible transition between the land uses and activities established within this district and the more intensive downtown zoning districts. Emphasis in the district is placed upon the allowance of such complimentary activities and uses as post-secondary institutional, high-density residential at a density of up to 50 dwelling units per acre, neighborhood commercial, entertainment establishments, and active recreational. The location of such uses in the close proximity of this district maximizes opportunities for pedestrian and bicycle traffic, reducing the need for automobile dependency and the demand for parking. Specific development criteria, guidelines, incentives, and restrictions are contained in Chapter 10, Article IV, Division 1, Section 10-171, and Division 3, Section 10-242, of the Tallahassee LDC.

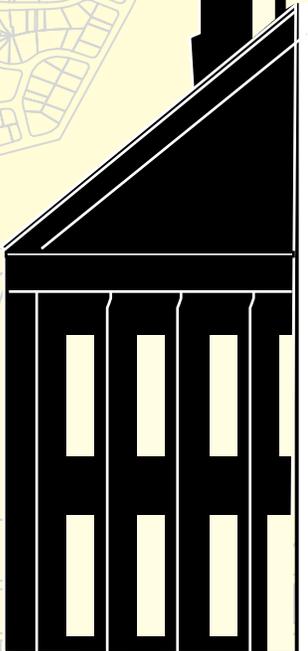
MAP 15: Zoning



Source: Tallahassee - Leon County GIS



Appendix - C



HISTORIC PROPERTIES

LIST OF HISTORIC PROPERTIES IN THE DOWNTOWN CRA

The following pages lists the historic properties located in the Downtown District CRA as surveyed by the Historic Preservation Trust of Tallahassee.

Definition of Historic Properties Column Headers

Tax ID: Leon County Property Appraiser parcel number.

Site ID: Florida Department of State, Florida Master Site File number

Site Name: Historic name of site

Site Address: Site street address

HPO: Historic Preservation Overlay as defined in Chapter 27, 10.4.D, Tallahassee Code of Ordinances.

Downtown CRA: Community Redevelopment Area

Designation: Listed on the local Register of Historic Places (LR), National Register of Historic Places (NR), Local register District (LRD), National Register District (NRD), or both national and Local Registers.

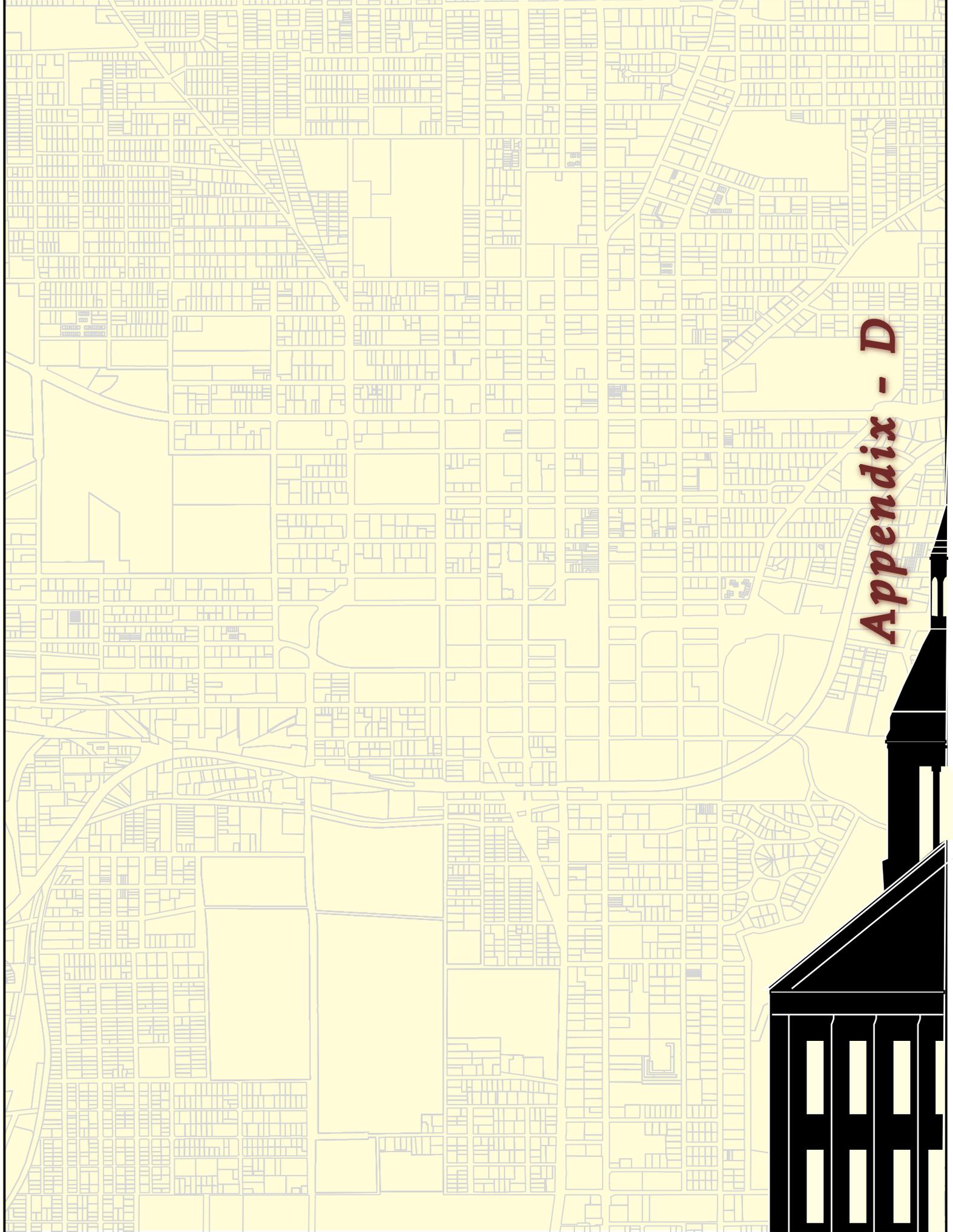
District name: Name of the Historic District.

| Tax ID | Site ID | Site Name | Site Address | | Downtown CRA | Designation | District Name |
|---------------|----------|---------------------------|-------------------------|-----|--------------|-------------|----------------------|
| 2136500315595 | LE00189 | Old City Cemetary | 100 Block of ML King Jr | HPO | Yes | Both | Park Avenue Historic |
| 2136402094010 | LE00183 | The Columns Building | 100 N Duval ST | HPO | Yes | Both | Park Avenue Historic |
| 2136251811695 | XX90002 | Plante-Bruce Building | 100-102 S Monroe | HPO | Yes | Both | Park Avenue Historic |
| 2136401253697 | LE00206 | First Presbyterian Church | 102 N Adams ST | HPO | Yes | Both | Park Avenue Historic |
| 2136251811570 | XX90003 | Meginnis Building | 104 1/2 S Monroe | HPO | Yes | Both | Park Avenue Historic |
| 2136251811660 | LE00280 | Elliott Building | 104 S Monroe | HPO | Yes | Both | Park Avenue Historic |
| 2136402814415 | LE00571 | Saint James C M E | 104-106 N Bronoug | HPO | Yes | Both | Park Avenue Historic |
| 2136450100000 | LE00333 | Old US Post Office | 110 E Park Ave | HPO | Yes | Both | Park Avenue Historic |
| 2136251811685 | LE00594 | Old Police Station | 115 E Park Ave | HPO | Yes | Both | Park Avenue Historic |
| 2136251811880 | LE04969 | Meginnis-Conno | 117-119 E Park Ave | HPO | Yes | Both | Park Avenue Historic |
| 2136400353290 | LE00110 | GB Perkins House | 118 N Gadsden ST | HPO | Yes | Both | Park Avenue Historic |
| 2136400213200 | LE00203 | Meginnis munroe | 125 N Gadsden ST | HPO | Yes | Both | Park Avenue Historic |
| 2136400223205 | LE00332 | Munroe House | 133 N Gadsden ST | HPO | Yes | Both | Park Avenue Historic |
| 2136400193170 | LE00581 | Wilson-Whitehouse | 203 N Gadsden ST | HPO | Yes | Both | Park Avenue Historic |
| 2136250801350 | LE00184 | David S Walker Library | 209 E Park Ave | HPO | Yes | Both | Park Avenue Historic |
| 2136250781340 | LE00180A | Knott House | 301 E Park Ave | HPO | Yes | Both | Park Avenue Historic |
| 2136250781345 | LE00491 | Henry O Wood | 311 E Park Ave | HPO | Yes | Both | Park Avenue Historic |
| 2136400293260 | LE00219 | B C Clewis House | 316 E Park Ave | HPO | Yes | Both | Park Avenue Historic |
| 2136400373315 | LE00490 | Spiller House | 317 E Call ST | HPO | Yes | Both | Park Avenue Historic |
| 2136250761290 | LE00492 | Murphy House | 317 E Park Ave | HPO | Yes | Both | Park Avenue Historic |
| 2136250771335 | LE00493 | Shine-Chittenden | 323 E Park Ave | HPO | Yes | Both | Park Avenue Historic |
| 2136250011005 | LE00217 | Lewis M Lively | 403 E Park Ave | HPO | Yes | Both | Park Avenue Historic |
| 2136230011010 | LE00218 | Walker Martin | 413 E Park Ave | HPO | Yes | Both | Park Avenue Historic |
| 2136400203175 | LE00572 | Wilson Carriage | 420 E Call ST | HPO | Yes | Both | Park Avenue Historic |

| Tax ID | Site ID | Site Name | Site Address | Downtown CRA | Designation | District Name |
|---------------|---------|--------------------------|-------------------|--------------|-------------|-------------------------|
| 2136400203180 | LE00573 | Meginnis Dorman | 424 E Call ST | HPO | Both | Park Avenue Historic |
| 2136400212185 | LE00574 | Palmer-Munroe | 429 E Call ST | HPO | Both | Park Avenue Historic |
| | LE00575 | Meginnis Cottage | 503 E Call ST | | NRD | Park Avenue Historic |
| 1131202100000 | LE00578 | Meginnis Cottage | 507 E Call ST | | NRD | Park Avenue Historic |
| 1131202090000 | LE00577 | Ervin House | 513 E Call ST | HPO | Both | Park Avenue Historic |
| 1131202080000 | LE00578 | 525 E Call ST | 525 E Call ST | | NRD | Park Avenue Historic |
| 1131202070000 | LE00579 | Meginnis Cottage | 527 E Call ST | | NRD | Park Avenue Historic |
| 2136500255555 | LE00570 | St. John's Epis. Carnet. | M L King Blvd | HPO | Both | Park Avenue Historic |
| 213640 0001 | LE00589 | E Peck Greene Pa | Park Ave | HPO | Both | Park Avenue Historic |
| 213640 0002 | LE00587 | Bloxham Park | Park Ave | HPO | Both | Park Avenue Historic |
| 213640 0003 | LE00592 | McCarty park | Park Ave | HPO | Both | Park Avenue Historic |
| 213640 0004 | LE00590 | Ponce De Leon | Park Ave | HPO | Both | Park Avenue Historic |
| 213640 0005 | LE00591 | Lewis Park | Park Ave | HPO | Both | Park Avenue Historic |
| 213640 0006 | LE00588 | Cherokee Park | Park Ave | HPO | Both | Park Avenue Historic |
| 213640 0007 | LE00593 | Genevieve Randolph | Park Ave | HPO | Both | Park Avenue Historic |
| 213640 0008 | | Median South of Old C | Park Ave | HPO | Both | Park Avenue Historic |
| | | | | | | |
| 2136400583410 | LE00223 | Bradford-Wells | 324 E Virginia ST | HPO | Both | Cathoun Street Historic |
| 2136400583415 | LE00224 | Csikos House | 316 E Virginia ST | HPO | Both | Cathoun Street Historic |
| 2136400543385 | LE00225 | Cresap House | 317 E Virginia St | HPO | Both | Cathoun Street Historic |
| 2136400513372 | LE00226 | W W Perkins House | 310 N Gadsden | HPO | Both | Cathoun Street Historic |
| 2136401003625 | LE00227 | Shine House | 318 N Calhoun | HPO | Both | Cathoun Street Historic |
| 2136400533380 | LE00228 | Markham House | 317 N Calhoun | HPO | Both | Cathoun Street Historic |
| 2136400813540 | LE00292 | Gibson Bungalow | 518 N Calhoun | HPO | Both | Cathoun Street Historic |

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| | LE00575 | Meginniss Cottage | 503 E Call ST | | Yes | NRD | Park Avenue Historic |
| 1131202100000 | LE00578 | Meginniss Cottage | 507 E Call ST | | Yes | NRD | Park Avenue Historic |
| 1131202090000 | LE00577 | Ervin House | 513 E Call ST | HPO | Yes | Both | Park Avenue Historic |
| 1131202080000 | LE00578 | 525 E Call ST | 525 E Call ST | | Yes | NRD | Park Avenue Historic |
| 1131202070000 | LE00579 | Meginniss Cottage | 527 E Call ST | | Yes | NRD | Park Avenue Historic |
| 2136500255555 | LE00570 | St. John's Epis. Carnet. | M L King Blvd | HPO | Yes | Both | Park Avenue Historic |
| 213640 0001 | LE00589 | E Peck Greene Pa | Park Ave | HPO | Yes | Both | Park Avenue Historic |
| 213640 0002 | LE00587 | Bloxham Park | Park Ave | HPO | Yes | Both | Park Avenue Historic |
| 213640 0003 | LE00592 | McCarty park | Park Ave | HPO | Yes | Both | Park Avenue Historic |
| 213640 0004 | LE00590 | Ponce De Leon | Park Ave | HPO | Yes | Both | Park Avenue Historic |
| 213640 0005 | LE00591 | Lewis Park | Park Ave | HPO | Yes | Both | Park Avenue Historic |
| 213640 0006 | LE00588 | Cherokee Park | Park Ave | HPO | Yes | Both | Park Avenue Historic |
| 213640 0007 | LE00593 | Genevieve Randolph | Park Ave | HPO | Yes | Both | Park Avenue Historic |
| 213640 0008 | | Median South of Old C | Park Ave | HPO | Yes | Both | Park Avenue Historic |
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| 2136400543385 | LE00225 | Cresap House | 317 E Virgina St | HPO | Yes | Both | Cathoun Street Historic |
| 2136400513372 | LE00226 | W W Perkins House | 310 N Gadsden | HPO | Yes | Both | Cathoun Street Historic |
| 2136401003625 | LE00227 | Shine House | 318 N Calhoun | HPO | Yes | Both | Cathoun Street Historic |
| 2136400533380 | LE00228 | Markham House | 317 N Calhoun | HPO | Yes | Both | Cathoun Street Historic |
| 2136400813540 | LE00292 | Gibson Bungalow | 518 N Calhoun | HPO | Yes | Both | Cathoun Street Historic |

Appendix - D



PUBLIC WORKSHOPS

INTRODUCTION

Following is a summary report outlining the information obtained during focus group meetings conducted in support of the Downtown Redevelopment Plan on July 15th and 16th, 2003 in the City of Tallahassee, Florida. The first step in preparing the Downtown Redevelopment Plan is to identify the strengths and weaknesses of the downtown area; to help identify the focus of the plan. In an effort to facilitate the development of ideas, the focus group meetings were broken down into four distinct groups: businesses, downtown neighborhoods and churches, non-local governments and universities, and local governments. At each meeting a brief overview of the planning process was provided along with a summary of the findings developed during the preliminary inventory and analysis phase of the project. The information contained in this summary includes a list of the attendees, and a brief summary of the comments provided by the participants. The information obtained from the Focus Group meetings is used during the inventory and analysis phase of the redevelopment planning process and will be incorporated while formulating the goals and objectives of the Redevelopment Plan. The consultant will build upon this information through the use of the physical inventory and evaluation of previous plans and studies. Combined with further validation and input from the general public, this information serves as the foundation for developing the Future Land Use Concept Plan and subsequent implementation strategies.

BUSINESS GROUP - JULY 15, 2003, 9:00 AM - 11:00 AM

Attendees

- Sue Dick, Greater Tallahassee Chamber of Commerce & The Economic Development Council (EDC) of Tallahassee/Leon County, Inc.
- Guy Thompson, Tourist Development Council
- Marilyn Larson, Tallahassee Downtown Improvement Authority
- Beth LaCivita, Tallahassee Trust for Historic Preservation
- Susan Stratton, Downtown Merchants and Business Association
- Russell Price, Developer/Property Owner
- Ed Young, EDC of Tallahassee /Leon County
- Rick McCraw, Community Redevelopment Coordinator, City of Tallahassee
- Michael Parker, Director of Economic Development, City of Tallahassee
- Kurt Easton, The RMPK Group, Inc
- James Taylor, The RMPK Group, Inc
- Kajal Gupta, The RMPK Group, Inc

Issues

TRANSPORTATION

- What are the implications now that DOT has authority to do takings over local ordinances as recently passed by the Governor?
- Gaines Street may be a test for the new DOT legislation.
- Pedestrian as well as vehicular circulation must be emphasized in the Plan.
- Need alternate transportation.
- Add angle parking to the east side of Monroe in the downtown area.
- Need better, centralized parking designed to support downtown businesses.
- Connect key downtown attractions via pedestrian corridors: Capitol, IMAX, and Museum etc.
- Create interesting vistas that provide direct access and connect the sub-areas established for the analysis phase of the project.
- Need connection between FSU & downtown – Trolleys
- Affordable parking for retail employees.
- Need to limit / restrict trucks downtown. Capital Circle has been designated as an alternate truck route.
- Need to work out traffic circulation for vehicles from Apalachee Parkway to the stadium.
- Gaines Street road expansion project is looming and is delaying development.
- Redevelopment of Gaines Street, and downtown in general, must account for football traffic.
- Pensacola Street is being considered for one-way pair with Jefferson by FSU & City.
- Kleman Plaza is hard to locate via vehicle, need better signage.
- East of Monroe St. in CBD, the four-lane roadway has high-speed traffic.
- Can we consider having one-way streets only during rush hour similar to Las Olas in Fort Lauderdale.
- Should the City consider increasing their parking rates for the lot on Calhoun and College.
- The alley system should be improved to provide connection between activity centers in the City.
- The Plan should provide for better pedestrian connection between the Capital Center and other areas in the downtown.

HISTORIC PRESERVATION

- Need good historic preservation guidelines.
- Need guidelines with more ‘teeth’ and stronger recommendations.
- The Calhoun Historic District has a good set of guidelines.

- The redevelopment program must provide guidelines, architectural standards and incentive programs to make the improvements.
- Many of the trees in the area are too big as they cover the historical facades of the buildings downtown.
- The Tennyson project is going to set the stage for future development as an example of renovating and re-using historic structures through the effective use of Federal Historic Preservation Tax Credits.

BUSINESS DEVELOPMENT OPPORTUNITIES

- Need to show presence of the private sector in the downtown.
- Businesses downtown need incentives to open ground floor for retail.
- Intersection of Monroe and Tennessee (Old Floridian Hotel site) is a critical node/gateway. Also, the vacant “opportunity site” is a critical redevelopment project.
- Property owner on South Monroe (old Black Cat) using federal tax credit to do a historic renovation. It is a 20% tax credit incentive program.
- Monroe used to be a retail shopping center 30 years ago. Now, its been converted to offices for lobbyists. Need incentives to return it to its original retail use.
- System of Alleyways – Opportunity to develop pedestrian connections.
- Monroe – Gateway to our downtown.
- Roadway widening projects along Monroe have reduced lot sizes and have created the substandard lot problem we have today. Incentives are required to correct this.
- If restrictions are placed on property development, then incentives or compensation must be made to the owner to forgo “inappropriate” but more profitable development.
- Uncertainty regarding the timing/implementation of the FSU Master Plan creates a “no man’s land” at its edges where private owners are reluctant to make improvements and is instead waiting to be bought out.
- Downtown businesses need to “romance” and market to university students and faculty.
- Planned relocation of several fraternities from Greek Row (along park Avenue) could have both a positive and negative effect on downtown development.
- For adaptive re-use projects we need to match property owners with entrepreneurs and provide incentives for owners to rent to users that may not pay the highest rent.
- Need to carefully evaluate downtown retail. The downtown may not be able to realistically support more than one downtown retail “district.”

Additional Comments

- Lack of unity among various plans for downtown.
- Architecture guidelines need to allow for increased business /corporate presence via logos, signage etc.

- Develop guidelines that are unique / distinctive to each sub-area.
- Provide better linkage between the sub-areas.
- Need to connect the cultural part of the downtown.
- Need more pedestrian lighting in downtown. Currently, street lighting is poor, too soft, makes area appear unfriendly.
- Need activities and entertainment downtown.
- Adams Street is an attraction that should be expanded and more effectively utilized.
- “Downtown get Downs” consider offering them more frequently.
- City /County permitting has a history of poor relations with universities and other major entities, however this situation seems to be improving.

NEIGHBORHOOD AND CHURCH GROUP - JULY 15, 2003, 1:30 PM - 3:30 PM

Attendees:

- Le Whitney, Call Street, Beverly Street
- Kathy McGuire, Lafayette Park N. A
- Ken Winker, Magnolia Heights Association
- Van Jones, St. John Episcopal Church
- Rick McCraw, Community Redevelopment Coordinator, City of Tallahassee
- Michael Parker, Director of Economic Development, City of Tallahassee
- Kurt Easton, The RMPK Group, Inc
- James Taylor, The RMPK Group, Inc
- Kajal Gupta, The RMPK Group, Inc

Issues

TRANSPORTATION

- Lafayette Park residents enjoy their proximity to the downtown but are concerned about traffic. Particularly cut-thru traffic
- Lafayette Park has one-way streets to and from the hospital and is considering altering this.
- Big busses don't belong downtown, Taltran should use smaller shuttle busses downtown.
- Consider running a commuter shuttle on the CSX rail track.
- Easing downtown parking and traffic patterns will have a negative impact on the ability to develop a viable transit system.
- The City should reconcile its policies pertaining to vehicular circulation, improving the pedestrian environment and encouraging the use of mass transit.
- Decent public transportation to and from the downtown is needed.
- Consider the use of overhead walkways to get people across busy downtown

streets.

- Look at the use of traffic calming options for downtown, especially Monroe Street.
- Integrate bike and pedestrian improvements into the downtown area.
- Resolving peak hour and special event transportation issues is critical to the overall success of the master plan.

DEVELOPMENT OPPORTUNITIES

- Need additional reasons to come downtown at night and weekends
 - Restaurants/cafes
 - Retail
 - Entertainment
 - Festivals and Planned events
- Consider the reuse of old properties rather than demolition and new construction.
- Tallahassee lacks a performing arts center – it is proposed for the civic center site (a reinforced concrete pad already exists). Some people want it located elsewhere such as downtown proper or Cascades Park.
- K-2 has bought 15 lots in the City and they are going to build in-fill bungalow houses.

UTILITIES

- Management companies leasing single family in Call Street neighborhood don't appropriately maintain properties such as cut grass, clean up garbage, and limit the number of tenants.
- Pedestrian scale lighting is considered to be beyond the scope of the utility department's operations. The electrical department has a limited choice of streetlights. Choices beyond the limited selection must be funded by alternate means.
- Downtown should not have overhead utilities, place them underground.
- Remove overhead utilities and lighting from Apalachee Parkway, clearing the view of the Capitol.

Additional Comments

- Need to protect the downtown residential neighborhoods.
- We like being close but are afraid of being overwhelmed.
- Neighborhoods are feeling the pressure of moving traffic from the downtown.
- Try to utilize existing buildings before tearing them down and building new ones.
- Plan needs to include discussion/ideas about how to mesh existing development incentives within the CRA.

- A big question is “What can you do for me?” The plan needs to describe the incentives and tax breaks available.
- Need to consider Enterprise Zones’ incentives.
- Consider creating a neighborhood plan for the Call/Beverly Neighborhood.

NON-LOCAL GOVERNMENT AND UNIVERSITY GROUP – JULY 16, 2003, 9:00 AM to 11:00 AM

Attendees

- Dale Adams, Florida Department of Environmental Protection (FDEP)
- Thadra Stanton, Tallahassee Trust for Historic Preservation
- Susan Poplin, Florida Department of Community Affairs (DCA)
- Ron Spencer, Tallahassee Civic Center
- Kurt Salsburg, Tallahassee Community College
- Dawn Davis, Leon County Storm Water
- Tony Carvajal, Tallahassee Society of Association Executives
- Tyles Macmillan, Northwest Florida Water Management District (NFWFMD)
- Rhonda Collins, US General Services Administration
- Michael Hogan, FDEP
- Rick McCraw, Community Redevelopment Coordinator, City of Tallahassee
- Kurt Easton, The RMPK Group, Inc
- James Taylor, The RMPK Group, Inc
- Kajal Gupta, The RMPK Group, Inc

Issues

TRANSPORTATION

- The parking study undertaken by the City was conducted during the summer when school was out and the legislature was not in session, potentially skewing the results, which indicated the downtown, does not have a shortage of parking.
- Leon High School is located close to CRA but high school students don’t walk, they drive, and their parking has overflowed into the Call/Beverly Street Neighborhood.
- Traffic patterns downtown are confusing for visitors.
- Security and parking issues must be considered around the Courthouse.

LAND USE AND PLANNING

- FSU will not be undertaking a wholesale land acquisition program as part of their master plan, but will encourage private sector investment to fulfill future housing needs.

- The FSU Master Plan has caused speculation in the real estate market that stymies investment in the upkeep of property in the Gaines Street area.
- New office development is planned for MacComb Street. [Note – this area is outside the Downtown CRA boundaries]
- An urban entertainment center is planned for the property surrounded by MacComb, Copeland and Tennessee Streets. [Note – this area is outside the Downtown CRA boundaries]
- There is a need for additional downtown lodging and professional meeting spaces.
- Be aware of Chapter 163 and 380 requirements and opportunities related to redevelopment, infill and developments of regional impact.
- DCA ready to offer courtesy reviews of plans and other technical assistance.
- Currently, a restriction is in place restricting issuing of licenses to sell alcoholic beverages one per 500 feet in the Gaines Street area, which negatively impacts the development of the area.

ENVIRONMENTAL

- Cascades Park is owned by the State. The State has not given the City permission to use the land. City needs to better coordinate the planning process with FDEP.
- The Cascades were dedicated as open green space in 1973; they are now encumbered with this designation.
- A portion of Cascades Park is on the historic register (eastern portion). Centennial Field is not in historic district.
- Generator Bldg. is eligible for listing on National Register but is not currently listed.
- Consider using Cascades Park and existing buildings as a museum / trail head.
- Under State consent order from the US Environmental Protection Agency to address the contamination for 6 yrs and they're 3 to 5 years from having things cleaned up.
- East of Gadsden the pollution is not as bad and clean up is proceeding more quickly.
- Korean War Memorial and Centennial Field sites area will not require cleanup.
- For clean up, soil may need to be excavated to almost 40 feet below grade.
- Creating a 40 + foot deep hole could lead to a sinkhole into the aquifer.
- The City would like to utilize the part of the Cascades Park area for a regional storm water management system.
- This may not be acceptable to the State because storage of off site storm water may conflict with the property's recreational designation.
- State wants City to bear majority of cost of cleanup because they believe the City created the pollution.
- NFWFMD advised they could potentially provide grant assistance for clean up of Cascades Park through a match program.

- FDEP anticipates several hot spots along Gaines Street where petroleum pollutants are likely. Also noted this condition may exist at the intersection of Monroe and Tennessee Streets as well as other gas station sites located in the redevelopment area.
- These conditions often cause problems for redeveloping properties.
- Need to document how downtown development will affect City storm water permitting and storm water standards.

Additional Comments

- Tallahassee is the only state Capitol without a Performing Arts Center.
- A 329-room Marriott hotel is proposed adjacent to civic center. The development will include 50 condominium units. This development pattern is a trend with full service hotels across the nation.
- The condominiums will range in size from 1,200 - 4,200 sq ft, and will be priced at approximately \$300 per sq ft.
- New parking garage to be located beneath hotel (650 spaces).
- Development/redevelopment in the area of the Federal Courthouse has security implications. Courthouse also has parking needs.
- Downtown not seen as a family destination as it is too crowded for lunch during the week and things are closed nights and weekends.
- The family entertainment activities have moved to other venues outside of downtown.
- Work with the postal service to have them keep the post office open on Saturdays to encourage people to come downtown for these services.
- Smoky Hollow (NE end) was a blighted Black community, which the City removed. This is an area that is not contaminated and should be redeveloped. [Note - this area is outside the Downtown CRA boundaries].
- Need for increased police presence in the Gaines Street area, especially due to clientele patronizing Perry's lounge.

LOCAL GOVERNMENT GROUP - JULY 16, 2003, 1:30 PM - 3:30 PM

Attendees

- Tony Grippa, Leon County Board of Commissioners, Chair
- Michael Clark, Leon County Growth Management
- Al Watson, Leon County Sheriff's Department
- Cherie Bryant, Tallahassee-Leon County Planning Department (TLCPD)
- Craig Diamond, TLCPD
- Cherri Harper, Florida Department of Management Services
- Ben Pingree, Leon County, Special Projects Coordinator

- Daniel Donovan, TLCPD
- Darrin Taylor, TLCPD
- Tom Quillin, Tallahassee Fire Department
- Koren Taylor, City of Tallahassee, Water Quality Division
- Bruce Barrett, Tallahassee-Leon County MPO
- Dave Bright, Blueprint 2000
- Vince Long, Leon County, Assistant County Administrator
- Charles Stratten, Broad & Cassel
- Kathy Doolin, Leon County Property Appraiser
- Dawn Pollock, Hospitality Restaurant Panel
- Marilyn Lawson, Tallahassee Downtown Improvement Authority
- Carol Westmoreland, Florida League of Cities, Florida Redevelopment Association
- Ruth Wharton, Gaines Street Vitalization Committee Chairperson
- Rick McCraw, Community Redevelopment Coordinator, City of Tallahassee
- Michael Parker, Director of Economic Development, City of Tallahassee
- Kurt Easton, The RMPK Group, Inc
- James Taylor, The RMPK Group, Inc
- Kajal Gupta, The RMPK Group, Inc

Issues

TRANSPORTATION

- We need a Downtown Transportation Master Plan.
- For pedestrians, the roadway issue is less about capacity and more about speed and safety. Pedestrians need to feel safe from traffic as they walk along downtown roads.
- Policy decisions that improve traffic flow and increase parking convenience and capacity contradict efforts to encourage the use of mass transit.
- There is a conflict in policy between the DOT's desire to move traffic through Gaines Street and revitalization efforts to make the corridor pedestrian oriented.
- There is no transportation network plan to address access & egress to downtown.
- How do people get downtown? Where do they park?
- How are fire, ambulance, police vehicles accommodated?
- Providing parking runs counter to encouraging mass /public transit.
- Downtown has grown but capacity to deliver vehicles has not increased
- One-way streets are most threatening to pedestrians during rush hour 4.45-

5.30.

- Don't get rid of one-way pairs until other means of moving vehicles /people into or out of downtown are accomplished.
- How can Apalachee parkway be connected to Gaines Street to provide a second E-W connector?
- When Gaines St and downtown become a destination, the planned improvements for Gaines Street will not be adequate. Traffic handling capacity is already inadequate.
- Inventory lacks study of transportation network analysis.
- Original Parking Inventory was flawed because school was out and legislature session was out. It found no parking shortage when in fact there is a shortage.

LAND USE AND PLANNING

- Make sure we connect all the dots, connect the various plans dealing with the downtown.
- A primary objective of this Plan should be to bring residents from surrounding communities into the downtown.
- 50 new affordable homes have been built in the Frenchtown neighborhood.
- Consider how the recent height and zoning changes will affect development in the downtown area.
- The zoning ordinance based on the 1992 Plan envisions a mid-rise downtown.
- The City recently completed an arduous zoning process for height restrictions along Park Avenue. Will the new Master Plan require rezoning?
- Look at different service standards to support the more intense developments that are being considered. Service standards for older buildings in the downtown should be evaluated with new standards developed as needed.
- We should determine the current status of the various projects and programs currently being undertaken.
- This planning effort should consider the fact that there is approximately \$120m in present, short-term commitments for capital improvements, mostly related to Blue Print 2000.
- There is a 700-unit proposed mixed-use student housing development planned in the Gaines Street area south of the Civic Center.
- Be aware of the historic preservation issues and land control issues that will affect the redevelopment of Cascades Park.
- New development has been completed in recent years and more is planned for the near future, this has occurred with very little increase in transportation capacity. As part of the redevelopment process it is very important that we do not take away capacity from the existing roadway system.

DEVELOPMENT OPPORTUNITIES

- Need to find a way to meld the traditional downtown and the cultural down-

town. Look at development of an urban entertainment center. Also need to consider affordable housing and easy access to the downtown.

- Need to integrate the hospitality industry into the planning process.
- Incentives will be crucial to overcome economics of development in the downtown.
- Show outdoor movies on blank wall of Challenger Center Downtown.
- Envision a series of trails linking destinations.

UTILITIES

- Any redevelopment of the downtown has to look at Franklin Blvd and Cascades Park. This should include the planned trail from Cascades Park to the Alberta Crate Regional Storm Water Facility.
- The City should analyze the pressure and transmission capacity of the water system to ensure fire-fighting capabilities for high-rise structures.
- There are several public safety issues related to fire and law enforcement:
 - Development in the downtown area could affect flood control issues in the Southside.
 - Need to include fire flow requirements as part of any high-rise development.
 - Water system studies within the downtown area are needed.
 - Concern about residential vacancies and burglaries.

Additional Comments

- How will this downtown CRA plan provide for affordable housing?
- Use tax increment funds (TIF) to provide incentives for developers to provide affordable housing for medium income households.
- Create an urban entertainment center at Tennessee x MComb x Virginia.
- Seek to build synergies with adjacent bars, restaurants.
- Currently there is a surplus of office downtown, but a lack of residential apartments.
- What does it take to get investment downtown rather than suburbs /strip?
- People flock to suburban destinations for entertainment. What will it take to bring them downtown?

County Comments

- We already have a CRA covering the Frenchtown and Southside areas – an area where we all agree blight exists.
- A Downtown Improvement Authority study contained 13 recommendations of which establishment of a Downtown CRA was one. What happened to the other 12?
- The unincorporated areas will end up subsidizing downtown development.

Their concerns are being ignored. You need to get comments from the unincorporated area and take the same amount of time you're taking with the downtown. They will foot the bill.

- Get the approval of the County Commission on this. How have other communities/counties done this?
- Is the TIF the only incentive available? Are there other incentives that can be used/developed?

PUBLIC WORKSHOP - FIRST CONCEPTUAL PLAN REVIEW

Wednesday, October 1, 2003

Meeting Summary/Group Comments

The City of Tallahassee Community Redevelopment Agency hosted the first of three Downtown Redevelopment Plan Public Workshops on Wednesday, 1 October, from 6:30 PM to 8:30 PM in Sittig Hall (Florida League of Cities). The purpose of the workshop was to receive public comment on the Draft Concept Plan. A total of 31 persons attended the workshop, including 8 City and Downtown Improvement Area (DIA) staff, 10 business owners/operators, 4 neighborhood representatives/residential property owners, 3 church representatives, and 6 persons from miscellaneous groups interested in the downtown (cultural groups; Trust for Public Lands, students, etc.).

Following an overview of the plan development process and a brief review of the results from the focus group meetings in July, workshop attendees were broken into groups of four to six persons and were asked to comment on the various development and/or redevelopment concepts displayed on the map (the "Conceptual Plan") placed at each table. Kurt Easton with The RMPK Group, Inc., facilitated the review process, discussing the general theme for each of the five downtown sub-areas and asking teams to write down their comments on the proposed comments for each area. At the end of this process, the team leader for each group reported their findings. Two broad themes were constant between all groups: (1) the need for improved access and mobility to and within the downtown area (for both pedestrians and vehicles), and (2) the need to preserve existing neighborhoods and promote the development of more downtown housing. Other themes identified by three or more groups included the need for better parking, improved lighting for businesses and pedestrians, and historical preservation. The complete results are reported below.

Group One (Marilyn Larson, Presenter)

1. Include intra- and inter-transportation opportunities throughout the downtown area, access and mobility.
2. Support neighborhood preservation for those areas currently zoned for low-density residential.
3. Develop a strategic plan for downtown parking.
4. Address road and parking access, particularly in the area of Gaines and Madison, in light of planned/proposed student housing developments in the Gaines Street area.
5. One-way pair streets are a problem, grid emphasis.
6. Create an overarching group of downtown/neighborhood stakeholders to help implement the plan (downtown property owners, business owners/operators, cultural groups, neighborhood groups, universities, etc.).

Group Two (Jennifer Carver, Presenter)

1. Reduce the high traffic speeds on Call Street.
2. North of Monroe Street is more of a Mid-Town Area, Gaines Street is more of a University Area.
3. City (CRA) should assemble properties in the core area for development and/or redevelopment.
4. The “Downtown Entertainment District” does not accurately define the core area, the definition/designation should reflect more diverse, vibrant uses.
5. Promote active uses (retail/commercial) on the ground floor and offices above.
6. Need improved controls for some of the multi-family developments, security of surrounding areas is a concern.
7. Make affordable housing consistent with the character of the residential neighborhoods.
8. Make visual improvements along Monroe from Park to Pensacola, appearance is the major issue here.
9. Improve pedestrian crossings along Monroe Street.
10. Continue/add trolley service to the downtown, circulate throughout the downtown.
11. Move the Greyhound Station and homeless shelter from the downtown area.
12. Remove gas stations from along Monroe and Tennessee Streets
13. As redevelopment occurs, controls/incentives need to be established to limit the displacement of existing downtown businesses.
14. Develop design standards for the downtown; for conditions of blight, the issue is not necessarily the use of a building, but how it looks.
15. Excessive traffic speeds along one-way pairs, is a problem (going both in and out of the downtown. This problem exists primarily in the northern sub area (above Tennessee Street), as vehicles exit the Central Business District.
16. The Downtown sub area is too large, has many diverse uses interests.
17. Better lighting oriented toward the pedestrian is needed throughout the downtown.
18. Need to reexamine height limitations in the downtown to ensure the limits are not restricting the development/redevelopment of some sites.
19. The Community Redevelopment Agency needs to develop incentives to promote development/redevelopment.
20. Need to preserve the character of the historic areas in the downtown.
21. There should not be any incompatible heights adjacent/near the historic and residential areas.
22. Need to evaluate/promote east-west traffic changes to improve mobility across Monroe Street.

23. Reduce the downtown district to an area bounded by Tennessee, Gaines, Martin Luther King and Franklin. Would include the Civic Center, west of Martin Luther King is "University."
24. There should be more of a focus on main areas of downtown (smaller core).
25. Encourage ground floor retail and restaurants.
26. Establish four focal points/gateways into the downtown.
27. Improve internal transportation network; connect the various areas of the Downtown District.
28. Monroe Street should not be a major thoroughfare through downtown (remove through truck traffic).
29. Don't close streets to vehicular traffic.
30. Maintain West College Ave as one way between South Monroe and South Adams, with angled parking.

Group Three (Antonio Betancourt, Presenter)

1. Add sidewalks and/or sidewalk improvements that are connected to the downtown, particularly in residential areas.
2. Identify the most blighted areas. Develop programs to assist those areas, concentrating on property improvement and rehabilitation.
3. Slow traffic, particularly for roads that go through residential areas (Calhoun, Gadsden, Call and Franklin).
4. Add streetscaping improvements, particularly for roads that go through residential areas (Calhoun, Gadsden, Call and Franklin).
5. Address the overflow parking from Leon High School and other high use properties into the surrounding residential areas.
6. Improve pedestrian lighting, not just street lighting. The goal is to make downtown, especially the residential areas, safer and more pedestrian friendly.
7. Expand/develop retail opportunities in the downtown, including a grocery store.
8. Increase transportation opportunities for disadvantaged and senior citizens.
9. Improve downtown signage.
10. Put utilities underground.
11. Ensure the current height allowances do not allow development to look down into the residential areas.

Group Four (Tom Herbert, Presenter)

1. Utilities should be underground in the downtown area.
2. Downtown Conceptual Plan should include a historic component.
3. Downtown needs an expanded trolley/tram, with improved network and service level.

4. Downtown redevelopment should include an expanded internet capability, with expanded bandwidth. Look at what business needs will be in 10 – 20 years (look beyond traditional infrastructure).
5. Plan should address the “linking of minds;” connecting the capabilities of FAMU and FSU along the Gaines Street corridor.
6. Downtown needs a “civilian” (a non-City employee) network person to monitor the integration of all downtown-planning efforts.

Group Five (Paula Smith, Presenter)

1. Killing the trolley hurts downtown mobility.
2. Include safer pedestrian crossings and sidewalks.
3. Why are the bus stations described as “focal points”?
4. The area designated as the Downtown Entertainment District needs to be re-drawn, currently includes the Federal Courthouse and the First Baptist Church. Re-drawn area might more appropriately be called a Hospitality District.
5. Buffer the Downtown Entertainment/Hospitality District from churches and library.
6. Establish the area south of Park or College Avenues as a Hospitality District.
7. Make Duval Street more pedestrian friendly.
8. Emphasize historic districts and structures.
9. Recognize the historical importance of the Riley House; ensure pedestrian access.
10. Need to establish pedestrian linkages from Kleman Plaza to Florida Museum of History (RA Gray Building), Leon County Civic Center, and Doug Burnette Park.
11. Need a pedestrian crossing on Tennessee Street to Franklin Boulevard.
12. Make sure future development densities along Meridian Street are consistent with capacity.
13. Change the land use of the area along Tennessee Street across from Leon High School (as shown in the Conceptual Plan) from “Residential” to “Mixed Use.”
14. Need to include more parking opportunities near Leon High School and west on Tennessee Street.
15. Need to make Tennessee Street crosswalks safer, more pedestrian friendly.
16. Do not include one-way pairs along Gaines or Madison. This is inconsistent with the Gaines Street Revitalization Plan.
17. Identify Gaines Street area as a Cultural District.
18. Fragmented ownership is an impediment to redevelopment.
19. Provide venues for entertainment throughout the downtown area.
20. Implement the Cultural Plan.
21. Include angled parking along the improved Gaines Street.

22. Provide an adequate median to serve as a pedestrian refuge at Gaines Street intersections.
23. Locate parking structures along Gaines Street in a way that will facilitate development.
24. Increase/expand transit opportunities along Gaines Street.
25. Include historic and pedestrian oriented lighting throughout the Downtown District.
26. Install distinctive bus shelters, shelters with character.
27. Prohibit visual impediments. The proposed apartment complex on Kleman Plaza, as currently designed is an eye sore.
28. Provide a day center for homeless in the Downtown District.
29. Install consistent, attractive downtown signage.
30. Do not place signage on buses.
31. Need water quality treatment and stormwater standards for downtown redevelopment.

PUBLIC WORKSHOP - SECOND CONCEPTUAL PLAN REVIEW

Tuesday, October 18, 2003

Meeting Summary/Group Comments

The City of Tallahassee Community Redevelopment Agency hosted the second of three Downtown Redevelopment Plan Public Workshops on Tuesday, November 18, from 6:30 PM to 8:30 PM at the Doubletree Hotel. The purpose of the workshop was to receive public comment on the revised Draft Concept Plan and to discuss potential redevelopment strategies.

Following an overview of the Downtown Redevelopment Plan process, Kurt Easton, with the RMPK Group, Inc., presented a review of the revised Draft Concept Plan that had been updated based on comments received during the first public workshop on October 1, 2003. Mr. Easton then facilitated a discussion of the revised draft concept plan and potential development strategies for implementing the concept plan.

As in the first workshop, two constant themes were raised during the discussion: (1) the need for improved mobility to and within the downtown area, and (2) the need to preserve existing residential neighborhoods. Other themes included historic preservation, identifying specific redevelopment opportunities, and plan implementation. A synopsis of these themes is provided below.

Transportation

1. Identification of transportation issues as part of the concept plan is the first step. The redevelopment plan should include specific strategies that will support the evaluation and identification of multi-modal transportation needs.
2. Strategies should include enhancements to the existing TalTran facility – expand the multi-modal capacity of this site to support increased downtown development.
3. Preparation of a downtown transportation plan will need to look well outside the downtown area and will involve the City, County, MPO, and maybe other counties.
4. A successful downtown will result in more traffic and congestion. We must understand we cannot fix every problem and that the downtown may not be the best place for every business.

Residential Neighborhoods

1. Need to work closely with residential neighborhoods not only during development of the plan, but, more importantly, during implementation.
2. Need to work closely with residential neighborhoods to ensure their continued integrity. Some concern that neighborhoods could be lost in the name of redevelopment. Our downtown neighborhoods are too important to let this happen.
3. Concern that current Blueprint redevelopment plans along Franklin Boulevard will require expanded easement/ROW needs that will result in the loss of homes in this area. [David Bright, with Blueprint 2000 stated that there is a lot of confusion and misunderstanding about Blueprint plans in this area, and that Blueprint has no

acquisition designs along Franklin Boulevard.]

Historic Preservation

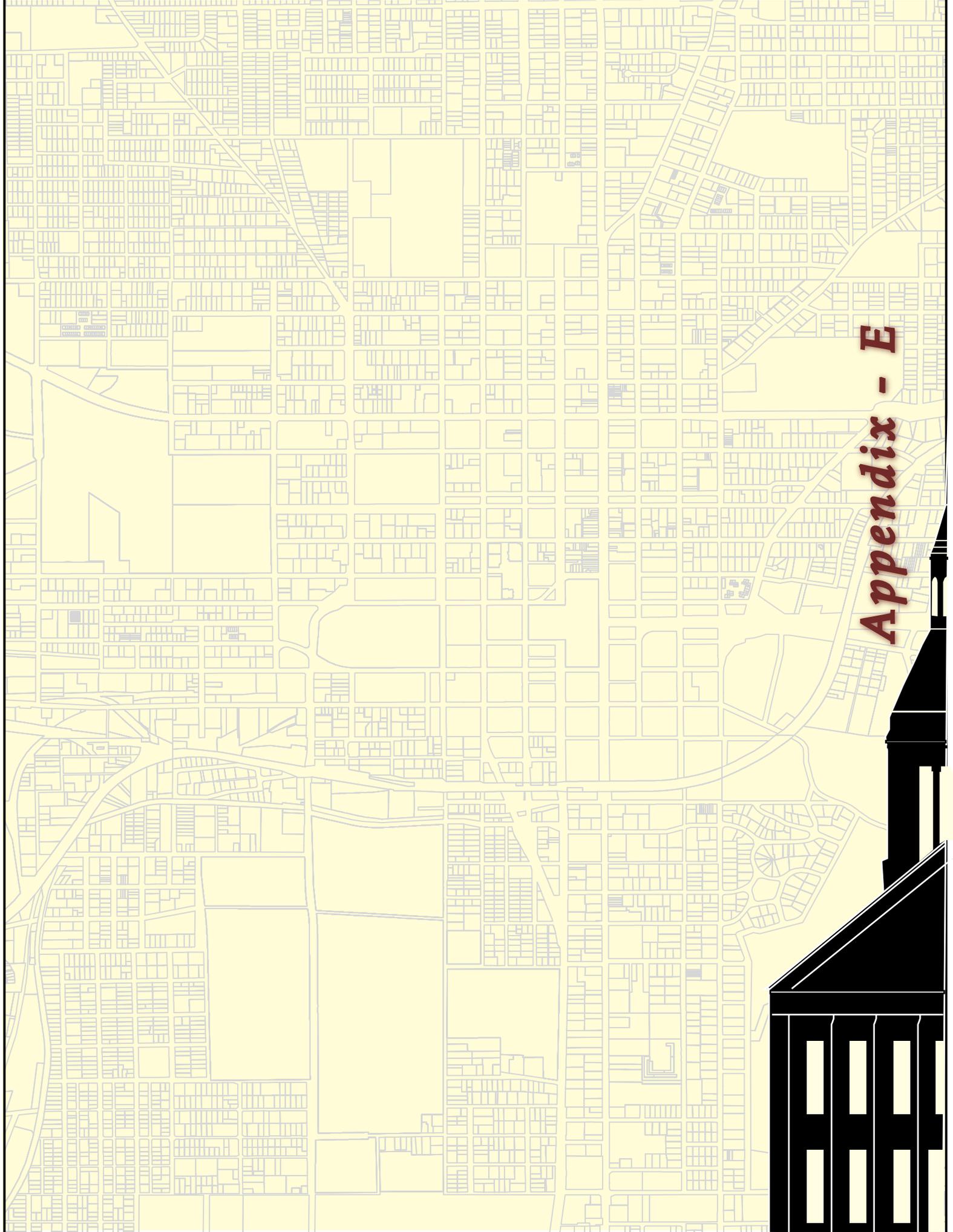
1. Concern that historic properties may be demolished in support of redevelopment.
2. The redevelopment plan should identify existing downtown historic and those buildings outside the districts that are historic.
3. The redevelopment plan should include specific strategies that will enhance existing City programs and promote the renovation and rehabilitation of historic structures.

Redevelopment

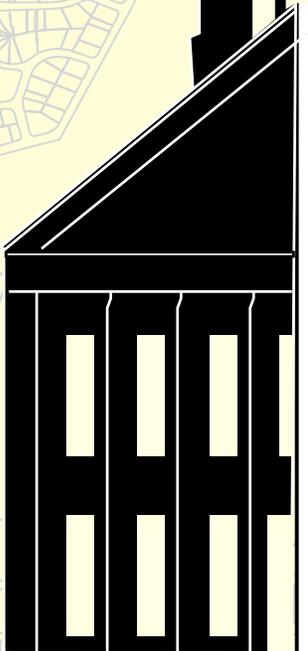
1. The redevelopment plan should identify strategies to address particular problem areas, especially along North Monroe (above Tennessee Street) and Tennessee Street. These areas need to be more attractive and supportive of downtown redevelopment.
2. Identify specific development opportunities for key areas. Use the redevelopment plan to help develop a vision for the downtown.
3. With many fraternities and sororities leaving College Avenue and Park Avenue for the new FSU supported development off of Ocala Road, the redevelopment plan should include strategies for redeveloping these areas.
4. Consider the development of design standards, either as part of the redevelopment plan or as a strategy within the redevelopment plan.
5. Need to understand the role and plans of FSU, particularly along Madison Street, Macomb Street, College Avenue and Park Avenue.

Miscellaneous

1. The redevelopment plan should develop/include a set of priorities for redevelopment activities, but should also be flexible enough to accommodate changes in needs over the next 20 to 30 years.
2. The State is currently conducting a review of state holdings statewide. This may have significant impacts on the development of downtown depending upon if (and the number) state buildings within the City become available for private ownership/development.
3. We will likely end up with more projects than funds available through tax increment. Successful development of downtown will not only require the prioritization of projects, but the use/leveraging of other funding sources.
4. The redevelopment plan needs more graphics (current images and future potential) to help create a better understanding of what we hope to accomplish.



Appendix - E



LEGAL DESCRIPTION

BOUNDARY OF THE DOWNTOWN COMMUNITY REDEVELOPMENT AREA

A portion of Section 36, Township 1 North, Range 1 West, Section 31, Township 1 North, Range 1 East, Section 6, Township 1 South, Range 1 East and Section 1, Township 1 South, Range 1 West,, Leon County, Florida, being more particularly described as follows:

COMMENCE at the Tallahassee Meridian Marker at the northwest corner of Section 6, Township 1 South, Range 1 East; thence North 89 degrees 54 minutes 29 seconds East, along the north boundary of said Section 6, a distance of 545 feet to an intersection with the westerly curvilinear right-of-way boundary of the CSX Railroad for the POINT OF BEGINNING of the herein described area. From said POINT OF BEGINNING thence, along the curvilinear right-of-way boundary of said CSX Railroad, Southwesterly and Westerly for a distance of approximate 2250 feet to an intersection with the westerly right-of-way boundary of Adams Street; thence North 00 degrees 07 minutes 10 seconds West, along the easterly right-of-way boundary of said Adams Street, a distance of 525 feet, more or less, to an intersection with the southerly right-of-way boundary of Bloxham Street; thence, along the southerly right-of-way boundary of said Bloxham Street, North 89 degrees 51 minutes 56 seconds West, a distance of 260 feet, more or less, to an intersection with the easterly right-of-way boundary of Duval Street; thence, along the easterly right-of-way boundary of said Duval Street, Southerly, approximately 290 feet to an intersection with the southerly right-of-way boundary of Blount Street; thence, along the northerly right-of-way boundary of said Blount Street as follows: South 89 degrees 31 minutes 31 seconds West, a distance of 665 feet; thence South, a distance of 10 feet; thence West, a distance of 165.00 feet to an intersection with the easterly right-of-way boundary of Martin Luther King Boulevard, (hereinafter referred to as MLK Boulevard); thence North 01 degrees 17 minutes 19 seconds East, along the easterly right-of-way boundary of said MLK Boulevard, a distance of 630 feet, more or less, to an intersection with the southerly right-of-way boundary of Gaines Street; thence West, along the southerly right-of-way boundary of said Gaines Street, a distance of 200 feet to an intersection with the westerly right-of-way boundary of said MLK Boulevard; thence North, along the westerly right-of-way boundary of said MLK Boulevard, a distance of 431 feet, more or less, to an intersection with the centerline of Madison Street; thence, along the centerline of said Madison Street, South 89 degrees 56 minutes 33 seconds West, a distance of 1108 feet, more or less, to an intersection with the centerline of Railroad Avenue; thence, along the centerline of said railroad Avenue, South 00 degrees 04 minutes 22 seconds East, a distance of 401 feet, more or less, to an intersection with the centerline of Gaines Street; thence, along the centerline of Gaines street as follows: South 89 degrees 56 minutes 11 seconds West, a distance of 1,343 feet; thence South 88 degrees 15 minutes 15 seconds West, a distance of 653.51 feet; thence South 89 degrees 52 minutes 40 seconds West, a distance of 620 feet, more or less, to an intersection with the southerly prolongation of the easterly right-of-way boundary of Woodward Avenue; thence North 00 degrees 01 minutes 20 seconds East, along said prolongation and said easterly right-of-way boundary of Woodward Avenue, a distance of 459 feet, more or less, to an intersection with the northerly right-of-way boundary of Madison Street; thence, along the northerly right-of-way boundary of said Madison Street as follows: South 88 degrees 16 minutes 00 seconds East, a distance of 555.74 feet; thence North, a distance of 10.00 feet; thence South 89 degrees 59 minutes 03 seconds East, a distance of 1,676.96 feet to an intersection with the westerly right-of-way boundary of Copeland Street; thence North 00 degrees 17 minutes 28 seconds West, along the westerly right-of-way boundary of said Copeland Street, a dis-

tance of 784 feet, more or less, to an intersection with the northerly right-of-way boundary of Pensacola Street; thence North 89 degrees 58 minutes 45 seconds East, along the northerly right-of-way boundary of said Pensacola Street, a distance of 490 feet, more or less, to an intersection with the westerly right-of-way boundary of Macomb Street; thence, along said westerly right-of-way boundary as follows: North 48 degrees 19 minutes 01 seconds East, a distance of 28.23 feet; thence North 50 degrees 17 minutes 32 seconds East, a distance of 104.46 feet; thence North 48 degrees 59 minutes 05 seconds East, a distance of 16.29 feet; thence North 42 degrees 19 minutes 12 seconds West, a distance of 5.00 feet; thence North 47 degrees 14 minutes 30 seconds East, a distance of 5.30 feet; thence North 00 degrees 32 minutes 50 seconds West, a distance of 7.54 feet; thence South 89 degrees 56 minutes 30 seconds East, a distance of 7.85 feet; thence North 31 degrees 55 minutes 49 seconds East, a distance of 159.84 feet; thence North 14 degrees 47 minutes 17 seconds West, a distance of 14.64 feet; thence North 23 degrees 42 minutes 29 seconds East, a distance of 65.58 feet; thence North 03 degrees 02 minutes 32 seconds East, a distance of 40.66 feet; thence North 00 degrees 12 minutes 49 seconds West, a distance of 271.98 feet; thence North 00 degrees 02 minutes 29 seconds East, a distance of 18.02 feet; thence North 45 degrees 41 minutes 36 seconds West, a distance of 14.03 feet; thence North 07 degrees 26 minutes 01 seconds West, a distance of 60.49 feet; thence North 37 degrees 28 minutes 50 seconds East, a distance of 32.63 feet; thence North 01 degrees 26 minutes 06 seconds East, a distance of 90.69 feet; thence North 00 degrees 40 minutes 20 seconds East, a distance of 52.16 feet, thence North 00 degrees 56 minutes 56 seconds East, a distance of 230 feet, more or less, to an intersection with the northerly right-of-way boundary of Park Avenue; thence, along the northerly right-of-way boundary of Park Avenue, North 89 degrees 22 minutes 14 seconds East, a distance of 900 feet, more or less, to an intersection with the westerly right-of-way boundary of said MLK Boulevard; thence, along the westerly right-of-way boundary of said MLK Boulevard, North 00 degrees 03 minutes 29 seconds West, a distance of 570 feet, more or less, to an intersection with the southerly right-of-way boundary of Call Street; thence, along the southerly right-of-way boundary of Call Street, South 89 degrees 56 minutes 46 seconds West, a distance of 806.63 feet to an intersection with the easterly right-of-way boundary of Macomb Street; thence South 89 degrees 50 minutes 30 seconds West, crossing said Macomb Street, a distance of 75.5 feet, to an intersection with the westerly right-of-way boundary of said Macomb Street; thence following said westerly right-of-way boundary, Northerly, a distance of approximately 400 feet to an intersection with the southerly right-of-way boundary of West Tennessee Street; thence, North, a distance of 41 feet, more or less, to an intersection with the centerline of said West Tennessee Street; thence, along the centerline of said West Tennessee Street, a distance of 1,372 feet to an intersection with the centerline of Bronough Street; thence, along the centerline of said Bronough Street, North 00 degrees 03 minutes 57 seconds West, a distance of 1,594 feet, more or less, to an intersection with the centerline of Brevard Street; thence, along the centerline of Brevard Street, South 89 degrees 55 minutes 30 seconds East, a distance of 400 feet, more or less, to an intersection with the centerline of Duval Street; thence North, along the centerline of Duval Street, a distance of 20 feet, more or less, to an intersection with the northerly right-of-way boundary of Brevard Street; thence South 89 degrees 52 minutes 32 seconds East, along said northerly right-of-way boundary, a distance of 1921 feet, more or less, to an intersection with the easterly right-of-way boundary of Meridian Street; thence, along the easterly right-of-way boundary of Meridian Street, South 00 degrees 05 minutes 47 seconds East, a distance of 1,578 feet, more or less, to an intersection with the northerly right-of-way boundary of East Tennessee Street (US 90 East); thence, along the northerly right-of-way boundary of said East Tennessee Street, North 89 degrees 55 minutes 18 seconds East, a distance of 1,709 feet, more or less, to an intersection with the northeasterly prolongation of the easterly boundary of Lot1, Block B, Franklin Park, a subdivision as per plat thereof, recorded in Plat Book 2, Page 69 of said Public Records; thence Southwesterly, along said prolongation, a distance of 60 feet, more or less, to the northeast corner of said Lot 1 last referenced; thence, along the easterly boundary line of said Lot 1 and the easterly boundary of Lot 2, Block B of said Franklin Park subdivision, a distance of 192 feet, more or less, to the southeast corner of said Lot 2 last referenced;

thence, along the southerly boundary of said Lot last referenced, a distance of 55 feet to the northwest corner of Lot 5, Block B, of said Franklin Park; thence Southwesterly, along the westerly boundary of said Lot 5, a distance of 200 feet, more or less, to an intersection with the northerly right-of-way boundary of Call Street; thence Easterly and Southeasterly, along said northerly right-of-way last referenced, approximately 460 feet to an intersection with the curvilinear westerly right-of-way boundary of the CSX Railroad; thence Southwesterly, along the westerly right-of-way boundary of said CSX Railroad, a distance of 1960 feet, more or less, to an intersection with the northerly boundary of Lot 2, Block "B", Cherokee Heights, a subdivision as per plat thereof, recorded in Plat Book 2, Page 106 of said Public Records; thence, along the southerly boundary of said Lot 2, to the southwest corner of said Lot 2 on the easterly right-of-way boundary of Crest Street; thence Southwesterly to an intersection with the southerly right-of-way boundary of Jefferson Street; thence Westerly, along the southerly right-of-way boundary of said Jefferson Street, a distance of 770 feet, more or less, to an intersection with the easterly right-of-way boundary of Franklin Boulevard; thence Southeasterly, along the easterly right-of-way boundary of said Franklin Boulevard, a distance of 295 feet, more or less, to an intersection with the easterly prolongation of the southerly right-of-way boundary of Pensacola Street; thence West, along said southerly right-of-way boundary last referenced, a distance of 742 feet, more or less, to an intersection with the westerly right-of-way boundary of Gadsden Street; thence, along the westerly right-of-way boundary of Gadsden Street, North 00 degrees 06 minutes 07 seconds West, a distance of 321 feet, more or less, to an intersection with the southerly right-of-way boundary of Jefferson Street; thence, along the southerly right-of-way boundary of Jefferson Street and a westerly extension thereof, South 89 degrees 55 minutes 45 seconds West, a distance of 400 feet, more or less, to an intersection with the westerly right-of-way boundary of Calhoun Street; thence, along the westerly right-of-way boundary of said Calhoun Street, North, a distance of 154 feet, more or less, to an intersection with the southerly right-of-way boundary of said Jefferson Street; thence, along the southerly right-of-way boundary of said Jefferson Street, West, a distance of 260 feet, more or less, to an intersection with the easterly right-of-way boundary of Monroe Street; thence, along said easterly right-of-way boundary last referenced, South, a distance of 155 feet, more or less, to an intersection with easterly extension of the southerly right-of-way boundary of said Jefferson Street; thence, along said easterly extension and the southerly right-of-way boundary of said Jefferson Street, South 89 degrees 53 minutes 56 seconds West, a distance of 522 feet, more or less, to an intersection with the westerly right-of-way boundary of Adams Street; thence, along the westerly right-of-way boundary of said Adams Street, North, a distance of 160 feet, more or less, to an intersection with the southerly right-of-way boundary of said Jefferson Street; thence West, along the southerly right-of-way boundary of said Jefferson Street, a distance of 260 feet, more or less, to an intersection with the easterly right-of-way boundary of Duval Street; thence, along the easterly right-of-way boundary of Duval Street, South, a distance of 480 feet, more or less, to an intersection with the easterly extension of the southerly right-of-way boundary of Pensacola Street; thence, along said easterly extension and the northerly right-of-way boundary of said Pensacola Street, South 89 degrees 53 minutes 44 seconds West, a distance of 460 feet, more or less, to an intersection with the westerly right-of-way boundary of Bronough Street; thence North 00 degrees 03 minutes 00 seconds West, along the westerly right-of-way boundary of Bronough Street, a distance of 320 feet, more or less, to an intersection with the southerly right-of-way boundary of said Jefferson Street; thence, along said southerly right-of-way boundary last referenced, South 89 degrees 55 minutes 18 seconds West, a distance of 1,225 feet, more or less, to an intersection with the easterly right-of-way boundary of Macomb Street; thence, along the easterly right-of-way boundary of Macomb Street, South 00 degrees 10 minutes 00 seconds East, a distance of 260 feet, more or less, to an intersection with the northerly right-of-way boundary of Pensacola Street; thence North 89 degrees 56 minutes 40 seconds East, along the northerly right-of-way boundary of Pensacola Street, a distance of 884 feet, more or less, to an intersection with the easterly right-of-way boundary of said MLK Boulevard; thence, along the

easterly right-of-way boundary of MLK Boulevard, South 00 degrees 17 minutes 17 seconds East, a distance of 1,182 feet, more or less, to an intersection with the northerly right-of-way boundary of Gaines Street; thence, along the northerly right-of-way boundary of Gaines Street, North 89 degrees 56 minutes 33 seconds East, a distance of 2,240 feet, more or less, to an intersection with the westerly right-of-way boundary of Gadsden Street; thence, along the westerly right-of-way boundary of Gadsden Street, North 00 degrees 06 minutes 52 seconds West, a distance of 400 feet, more or less, to an intersection with the northerly right-of-way boundary of Madison Street; thence, along the northerly right-of-way boundary of Madison Street, East, a distance of 446 feet, more or less, to an intersection with the easterly right-of-way boundary of Meridian Street; thence, along the easterly right-of-way boundary of Meridian Street and the curvilinear right-of-way boundary of Lafayette street as follows: North, a distance of 10.00 feet; thence North 11 degrees 18 minutes 36 seconds East, a distance of 102 feet; thence North 31 degrees 36 minutes 27 seconds East, a distance of 152.64 feet; thence North 65 degrees 33 minutes 22 seconds East, a distance of 120.83 feet; thence North, a distance of 30.00 feet; thence North 60 degrees 38 minutes 32 seconds East, a distance of 91.79 feet; thence North 86 degrees 49 minutes 13 seconds East, a distance of 270.42 feet; thence South 81 degrees 33 minutes 09 seconds East, a distance of 510.54 feet to an intersection with the curvilinear westerly right-of-way boundary of the CSX Railroad; thence Southwesterly, along the curvilinear westerly right-of-way boundary of said CSX Railroad, a distance of 1,240 feet, to the POINT OF BEGINNING; Containing 19,188,105 square feet or 441 acres, more or less.



THE
RMPK
GROUP

