



Shared Objectives

Planning for Community Improvements

Deep Dive Workshop on Goal 3:

A Robust Economy

PLANNING

DEPARTMENT

a division of PLACE

Goal 3: A Robust Economy

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

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

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

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

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

Community Values

- **Equity** – The community values fairness and equity in providing services, safety, housing opportunities, economic opportunities, education, justice, and other elements that contribute to a high quality of life for all residents.
- **Livability** – The community values fostering a safe, sustainable built environment that offers distinct, vibrant urban activity centers, nodes, neighborhood centers, key corridors, and green places for living, working, and recreating in the Capital Region.
- **Choice** – The community values having lifestyle options and opportunities, and the freedom to make informed choices and decisions.
- **Opportunity** – The community values having access to opportunities to flourish as individuals and as a community, and to improve our individual and collective lifestyles.

Current Goal 3

Tallahassee-Leon County should continue to grow with an emphasis on selected growth that pays for itself through the provision of well-paid jobs and economic leverage factors which enhance the quality of life of the community.

Original Draft Goals

Economic Opportunity

Economic opportunity and access to economic opportunity should be achieved by growing the local economy, promoting innovation, expanding access to training and job opportunities, incubating local businesses, and attracting new businesses.

Economic Opportunity

Our community will expand the local economy by supporting the development of vibrant places, the linkage of different community assets, and access to more employment options and opportunities. Land use and transportation strategies will support innovation, improved access to training and job opportunities, the incubation of local businesses, and new industry. Industrial and light industrial land uses will be provided in areas compatible with growth and development plans. Transportation strategies will support the movement of freight and cargo while maintaining a safe, multimodal network.

Community Input

- *However, if we want a strong thriving economy, we must balance or be cautious to not create development or economic extinction by having unreasonable environmental controls.*
- *Diversifying economy. Containing Northwest growth. Chiles HS should be as far as we go.*
- *Job opportunities would be more prevalent with corporations able to set up in the County, City and adding a nice size tourist attraction might bring effect economy in good way.*
- *The economic divide in this city is troubling and should be the main focus in redevelopment. Job creation and business development as well as access to affordable HOMES not HOUSING will help change this economy for the better.*
- *Good paying jobs and a vibrant economy should be ranked #1 because we see how Tallahassee has lagged behind in key economic indicators as a result of high dependence on state government. Good paying jobs lead to higher self-esteem, increase in purchasing power, higher tax base to contribute to better transportation facilities, social, and environmental amenities.*
- *Climate change is a major threat to our economy and nation. We must start preparing for it. Jobs and job training and retraining are vital to a vibrant and equitable economy.*
- *Choice and Opportunity are the most important aspects of a growing and thriving economy. People should have the ability to choose the life they want to live and pursue the opportunities available to make it happen.*

Community Input

- *At the end of the day we need to diversify our economy, and continue to invest in infrastructure. Make getting more flights at the airport a priority. How about updating the FDOT signage around town that says Regional Airport, when it is International? Pursue high rise development in districts (Downtown, Midtown, Uptown, Market District, Mahan/Buck Lake, Southwood). Upgrade technology infrastructure to be the leader.*
- *My only concern is that so often, especially in FL, the environment always seems to lose out to Economic Development. While a healthy environment is crucial for a healthy economy, a healthy environment should still be priority #1. Too often, when we discuss the interconnection between these two concepts, the environment loses out.*

Original Draft Goals

Economic Resiliency:

Our community will expand the local economy by supporting the development of activity centers, linking different community assets, and increasing access to employment opportunities. Land use and transportation strategies will support innovation, access to training and job opportunities, the incubation of local businesses, and new industry. Industrial and light industrial uses will mitigate offsite impacts and be provided in a manner consistent with growth and development plans. Transportation strategies will support the movement of freight and cargo while maintaining a safe, multimodal network.

Revised Draft Goal

- Local Planning Agency
 - Workshop: December 5, 2017
 - Workshop: January 2, 2018
 - Acceptance: February 6, 2018
- Joint City/County Commission
 - Acceptance: February 27, 2018

Goal 3: A Robust Economy

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Objective 3.1: Economic Health

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

Community Input

- *At the end of the day we need to diversify our economy, and continue to invest in infrastructure. Pursue high rise development in districts (Downtown, Midtown, Uptown, Market District, Mahan/Buck Lake, Southwood. Upgrade technology infrastructure to be the leader.*
- *Tallahassee has three major education centers/universities and should be able to compete with other major Florida cities in attracting high technology, medical, business, and research industries. Downtown should evolve into a vibrant central business district by moving forward with diversifying jobs (less state more private industry). Amtrak services should be restored and should become a major anchor in the arts district located between FAMU and FSU.*

Labor Force

194,727  2.3%

MSA average monthly **Labor Force** in 2018 of 193,773 was 1.4% higher than the 2017 monthly average of 191,085.

Labor Force has grown in all but two of the past 24 months, comparing same month of the prior year.

December 2018

Employment

188,401  2.4%

Employment levels have now increased for 35 months in a row, comparing the same month of the year prior. MSA monthly average of 187,134 in 2018 was 2% higher than the 2017 monthly average of 183,462.

December 2018

Unemployment Rate

3.2% ↓ 0.2%

Unemployment Rate was the lowest for any December since 2006, and has decreased for 87 consecutive months, comparing same month of the prior year.

December 2018

Unemployment Claims

1,472  13.1%

Initial Claims for Unemployment Compensation has remained under 1,500 per quarter since Q4 2016.

4th Quarter 2018

Average Weekly Wage

\$821  2.9%

Average Weekly Wage has increased in all but one of the past 20 quarters, comparing same month of prior year. The 4-quarter moving average has also increased in all but one of the past 20 quarters.

2nd Quarter 2018

Taxable Sales

\$416.7M  4.3%

Taxable Sales were \$69.6 million higher in Oct. 2018 than in Oct. 2013, and have gone up in 56 of the past 60 months, comparing sales to the same month of the previous year.

October 2018

Tourism: Total Visitors

525,996  1.2%

Total Visitors in Leon County. Q4 of FY 2018 was up 1.2% from Q4 of 2017, 2% from Q4 of FY 2016 and 3.2% higher than in Q4 of FY 2015.

4th Quarter 2018

Air Traffic: TLH

807,706  12.3%

Total Passenger Traffic at the Tallahassee International Airport increased 12.3% from 2017 and was 17.4% higher than the 2011-2016 annual average of 688,082.

Source: Tallahassee International Airport

Housing Inventory

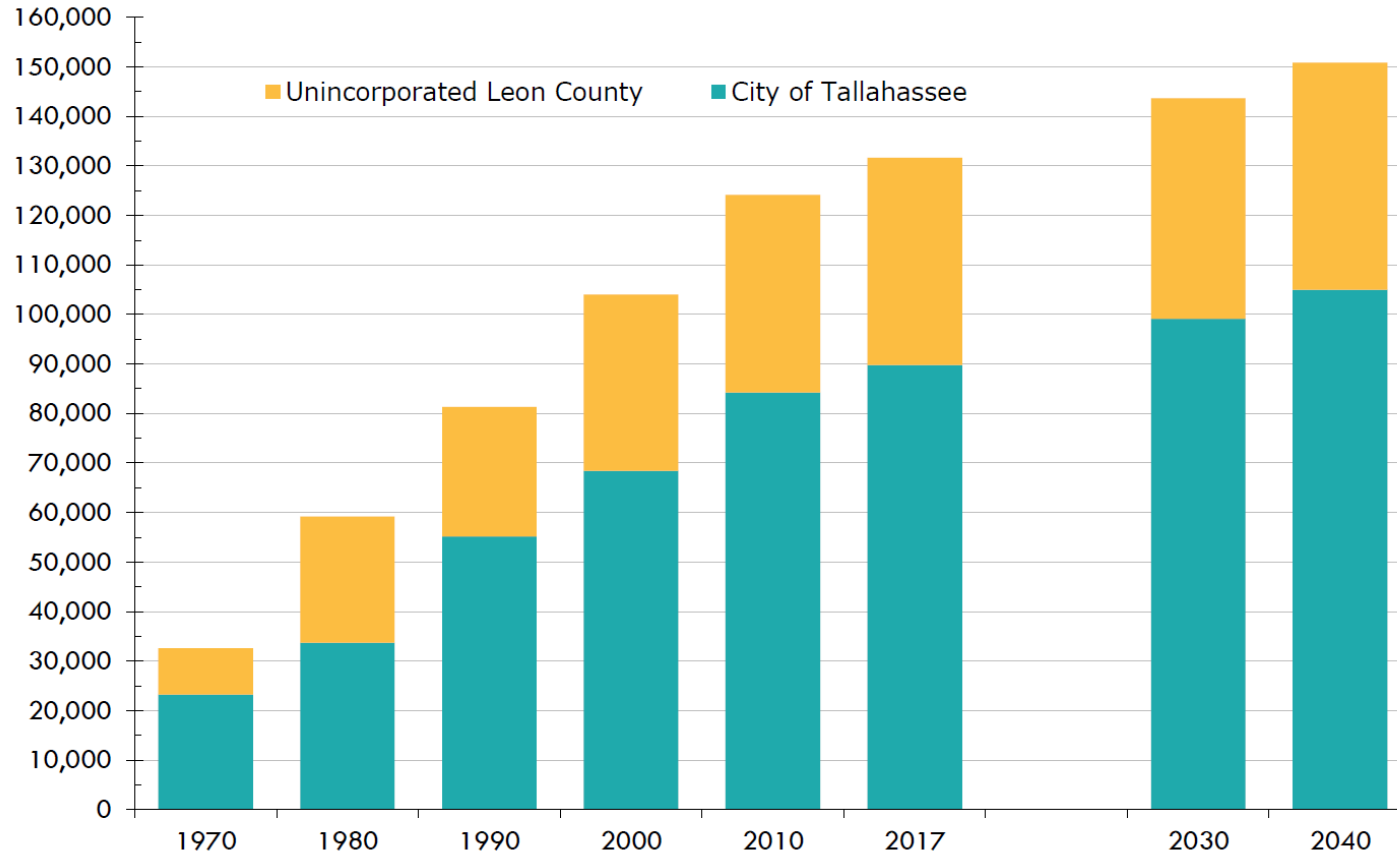
131,636

There were an estimated 131,636 residential housing units in Leon County as of 2017, approximately 68% located within the Tallahassee City Limits and 32% in unincorporated Leon County. It is estimated that by the year 2030, there will be 143,639 housing units, and by 2040 150,838 housing units.

Sources: U.S. Department of Commerce, Bureau of the Census (1970-2010), Tallahassee-Leon County Office of Economic Vitality Estimates and Projections (2017-2040)

Housing Inventory

Leon County Housing Unit Inventory, 1970-2040



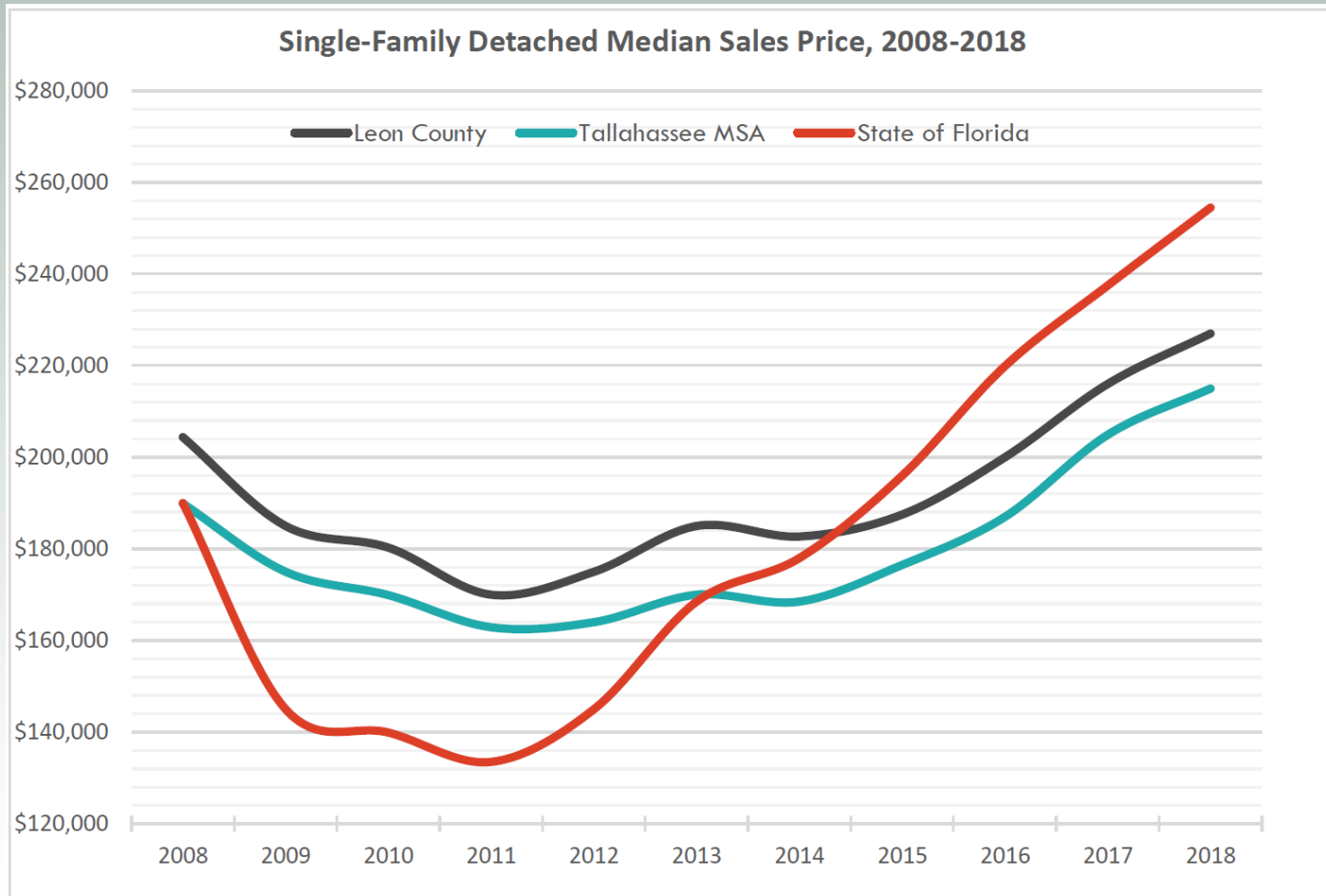
Median SF Home Price

\$214,500  5.7%

Median Sales Price has risen in 10 of the past 20 quarters in the MSA, and has been lower than the statewide median sales price since Q4 2013.

4th Quarter 2018

Median SF Home Price



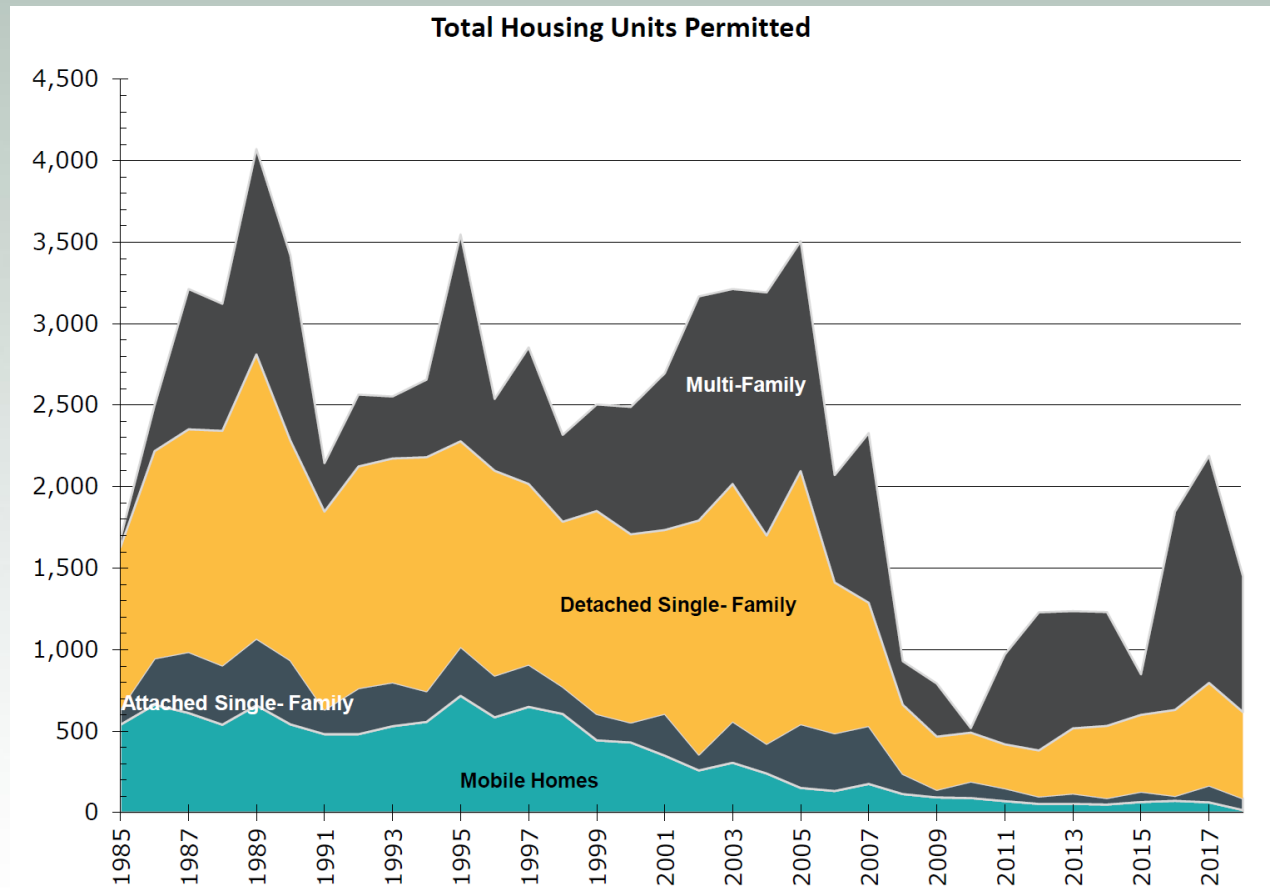
New Single-Family Construction Permits

100  -40.5%

New Single-Family Construction Permits in Leon County for Q4 2018 were the lowest Q4 since 2014. Single-Family permits for 2018 totaled 602, up from an average of 448 per year during 2008-2016.

4th Quarter 2018

New Single-Family Construction Permits



Mortgage Foreclosures

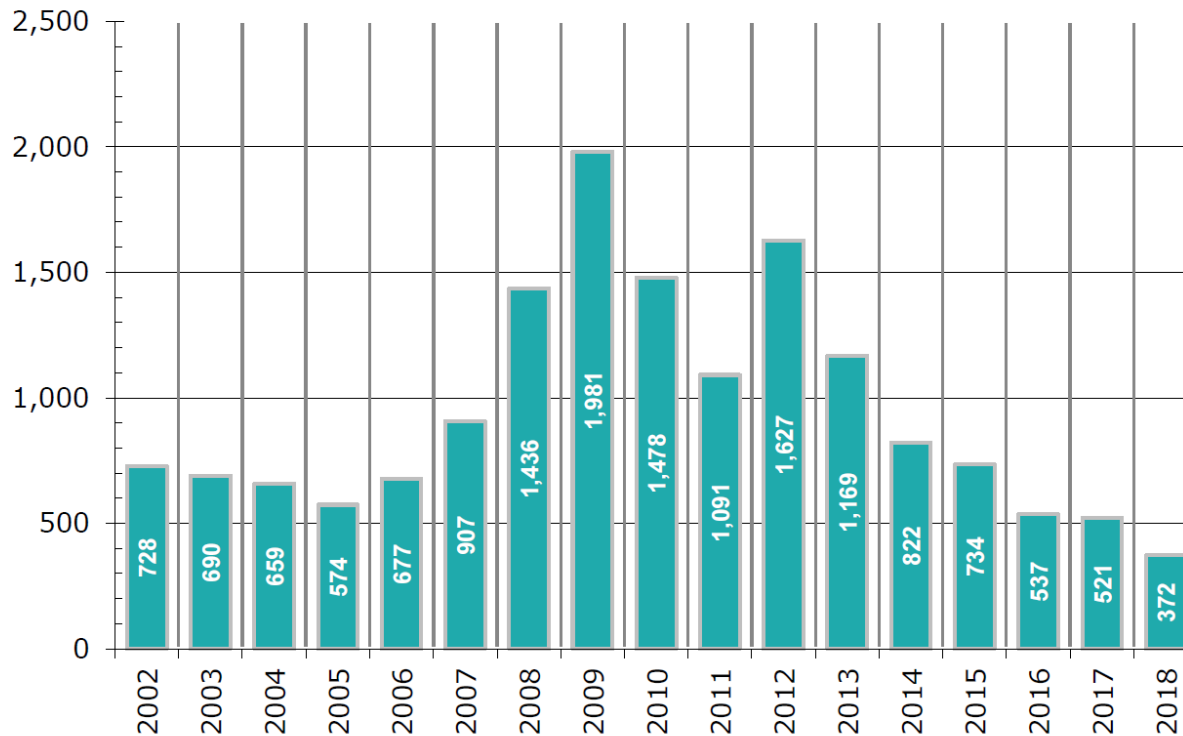
50 ↓ -59%

Fewer than 400 **Mortgage Foreclosures** in Leon County occurred in 2018, the smallest annual total since before 2004. Foreclosures in 2018 averaged 31 per month.

4th Quarter 2018

Mortgage Foreclosures

Leon County Mortgage Foreclosure Cases



Tallahassee-Leon County
Office of Economic Vitality

Rev. 1/19

Residential Vacancy

12.1% ↓ 0.2%

Residential vacancy rates for Leon County generally increased throughout the 1970s, fell in the 1980s and 1990s, increased in the 2000s, and have generally stayed above 10% since 2010.

Source: U.S. Department of Commerce, Bureau of the Census, 2010 Decennial Census, 5-Year American Community Survey, 2011 to 2017.

Objective 3.1: Economic Health

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

Objective 3.2 – Innovation, Industry, and Manufacturing:

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

Community Input

- *Encourage Density. Encourage Tech Companies to start here. Make Tallahassee the Hub for Technology, and Sustainability.*
- *A tech hub and example of equity [In response to what do you envision for Tallahassee-Leon County's future]*
- *Exploration of tech and other industries that bring opportunity and competition with other larger areas*
- *Dramatic increase in science, tech and biomedical around mag lab*
- *A tech hub for northern Florida that attracts great talent and keeps homegrown talent. Strides towards this by working with incubators like Domi Station and those set up by FSU and FAMU have been taken and it's a step in the right direction. The continued development of the city to attract more of my generation to help continue to build up a powerhouse high-paying economy in town is absolutely necessary and would serve to only accentuate the quieter outlying neighborhood style of life. Tallahassee is in a unique position to provide both lifestyles, and would be making a mistake to favor one over the other.*

Permitted Uses – Industrial

- #10 Metal mining.
- #13 Oil and gas extraction.
- #14 Mining and quarrying of non-metallic minerals.
- #15 Building construction--general contractors and operative builders.
- #16 Heavy construction other than building construction contractors.
- #17 Construction--special trade contractors.
- #20 Food and kindred products--processing and manufacture.
- #21 Tobacco products--processing and manufacture.
- #22 Textile mill products processing and manufacture.
- #23 Apparel and other finished products made from fabrics and similar materials--processing and manufacture.
- #24 Lumber and wood products, except furniture--cutting, milling, sawing, production, manufacture.
- #25 Furniture and fixtures— manufacture.
- #26 Paper and allied products--processing and manufacture.
- #27 Printing, publishing, and allied industries--publishing and publishing processes.
- #28 Chemicals and allied products— production.
- #29 Petroleum refining and related industries--processing, refining, manufacture. *(City Only)*
- #30 Rubber and miscellaneous plastic products— manufacture.
- #31 Leather and leather products--processing and manufacture.
- #32 Stone, clay, glass, and concrete products— manufacture.
- #33 Primary metal industries--smelting, refining, manufacture.
- #34 Fabricated metal products, except machinery and transportation equipment— fabricating.
- #35 Industrial and commercial machinery and computer equipment— manufacture.
- #36 Electronic and other electrical equipment and components, except computer equipment— manufacture.
- #37 Transportation equipment--assembly and manufacture.
- #38 Measuring, analyzing, and controlling instruments; photographic, medical and optical goods; watches and clocks— manufacture.
- #39 Miscellaneous manufacturing industries.
- #40 Railroad transportation.
- #41 Local and suburban transit and interurban highway passenger transportation.
- #42 Motor freight transportation and warehousing.
- #43 United States Postal Service.
- #45 Transportation by air.
- #46 Pipelines, except natural gas. *(City Only)*
- #47 Transportation services.
- #48 Communications.
- #49 Electric, gas, and sanitary goods.
- #50 Wholesale trade--durable goods.
- #51 Wholesale trade--non-durable goods.
- #5984 Liquefied petroleum gas (bottled gas) dealers.
- #7211 Commercial power laundries.
- #7212 Garment pressing.
- #7213 Linen supply.
- #7216 Dry-cleaning plants.
- #7217 Carpet and upholstery cleaning.
- #7218 Industrial launderers.
- #7261 Funeral services and crematories.
- #7342 Disinfecting and pest control services.
- #7349 Building cleaning and maintenance services.
- #735 Miscellaneous equipment rental and leasing.
- #7381 Armored car service; rental of dogs for protective services.
- #7384 Photo finishing laboratories.
- #7389 Auctioneering service on a commission or fee basis.
- #7389 Automobile recovery service.
- #7389 Field warehousing, not public warehousing.
- #7389 Packaging and labeling service; parcel packing.
- #7389 Recording studios.
- #7389 Repossession service.
- #7389 Water softener service.
- #7389 Window tinting.
- #7513 Truck rental and leasing, without drivers.
- #7519 Utility trailer and recreational vehicle rental.
- #966 Space research and technology.
- Biological research facilities.
- Chemical laboratories.
- Construction material storage and construction vehicle storage.
- Engineering laboratories
- Farm vehicle sales, storage, repair, auction.
- Food research/testing facilities.
- Incinerators.
- Industrial laboratories.
- Laboratories, testing of products.
- Research laboratories.
- Storage yards.
- Testing facilities.
- Truck, bus, heavy equipment garages: maintenance, repair, motor pools.
- Trucking terminals.
- Warehouses.

Permitted Uses – Light Industrial

- Armored truck services.
- Assembly of apparel and accessories.
- Automotive service and repair, including car wash.
- Bottling plants.
- Broadcasting studios.
- Building contractors and related services.
- Cemeteries.
- Communications and utilities.
- Vocational schools and police/fire stations.
- Crematoriums.
- Distribution facilities.
- Dry cleaning plants.
- Food processing, excluding slaughter.
- Golf courses.
- Gun firing ranges (indoor).
- Heavy infrastructure (maintenance yards, motor pools, airports, land fills, sewage treatment plants, etc.).
- Laboratories; research and development activities.
- Lawn and tree removal services.
- Manufacturing (consistent with the definition of light industrial).
- Non-medical offices and services, including business and government offices and services.
- Off-street parking facilities.
- Passive and active recreational activities.
- Pest control services.
- Pet Day Care Centers (*City Only*)
- Printing and publishing.
- Repair services, non-automotive.
- Towing, wrecking, and recovery services.
- Transportation and freight handling activities.
- Warehouses, mini-warehouses, or self storage facilities.
- Waste tires and disposal (*City Only*)
- Welding and machine shops.
- Wholesale activities.
- Wholesale building supplies.
- Other uses, which in the opinion of the Land Use Administrator, are of a similar and compatible nature to those uses described in this district.

Light Industrial (M-1) and Industrial Over Time (Acres)

	M-1	I
May-98	3,613.2	608.5
Apr-02	3,787.0	600.3
May-06	3,732.7	536.2
Apr-10	3,661.6	536.3
Apr-14	3,597.9	536.5
Apr-18	3,606.3	504.4

- The cement plant went from UT to UV in 2005 and was part of a larger 72 acre area on both sides of Gaines that went to UV, all the way down to Railroad Avenue.
- There have been a lot of “To and From” with M-1 in the past 10 years.
- Nearly 100 acres at the City’s Municipal Complex went from M-1 to GO-2 in 2015 (but there were many other parcels that went to M-1 around that time).

Research and Innovation Land Use Intent

Districts that support research and innovation are key components of an economic development strategy for the City of Tallahassee and Leon County. Maintaining lands used for research and innovation and expanding these uses in appropriate areas are necessary for job creation, flexibility to adapt to changing economic trends, and economic diversification essential for the community's future.

The intent of the Research and Innovation Land Use category is to recognize the variety of uses that occur in these districts and to facilitate the location of jobs relative to the homes of people who can provide critical talent in skilled trades.

Research and Innovation uses should be encouraged in areas with access to transit, bicycle, and pedestrian facilities. Because of the need for infrastructure and public services, the Research and Innovation Land Use shall only apply to areas located within the Urban Services Area.

Research and Development

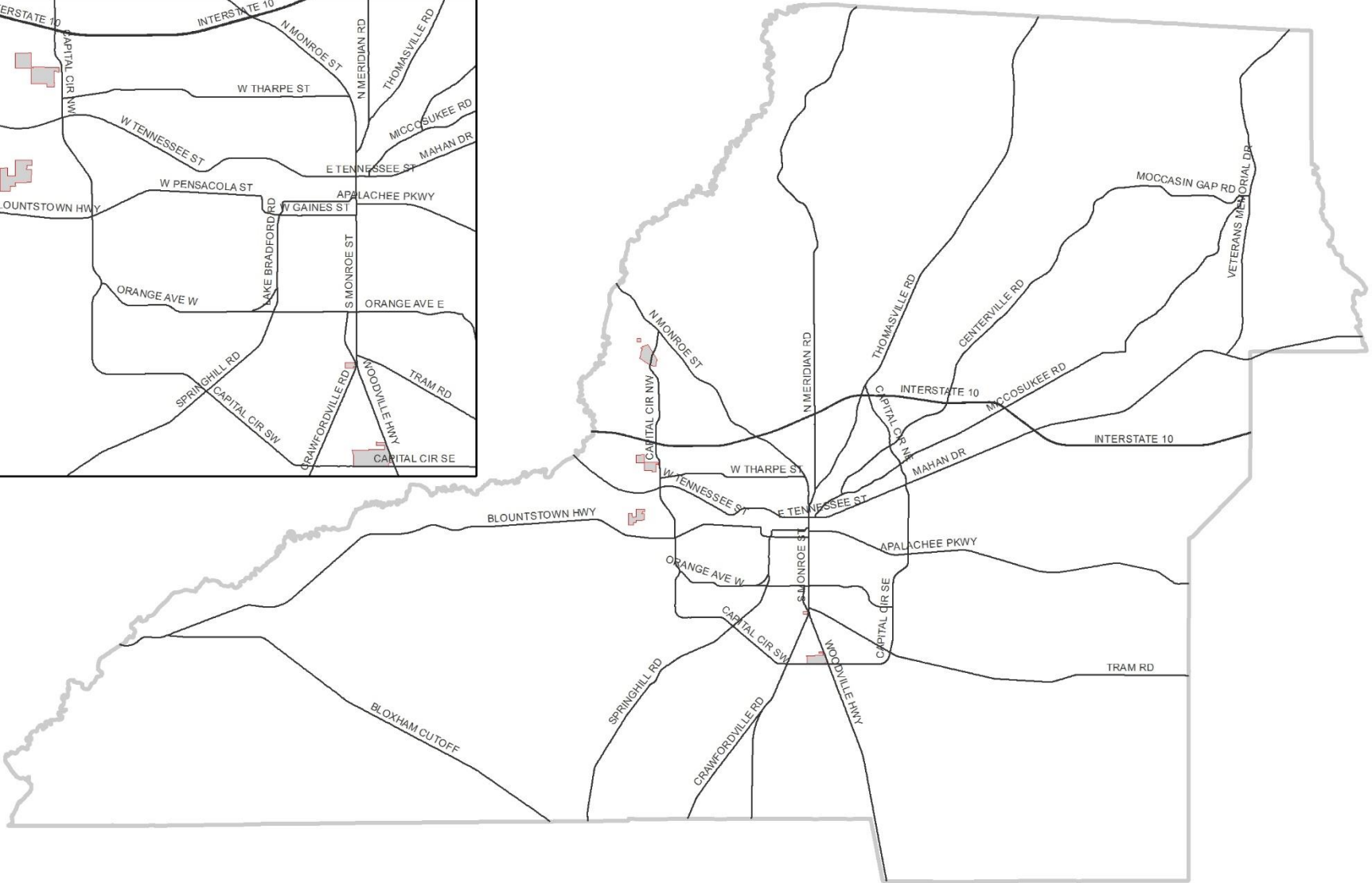
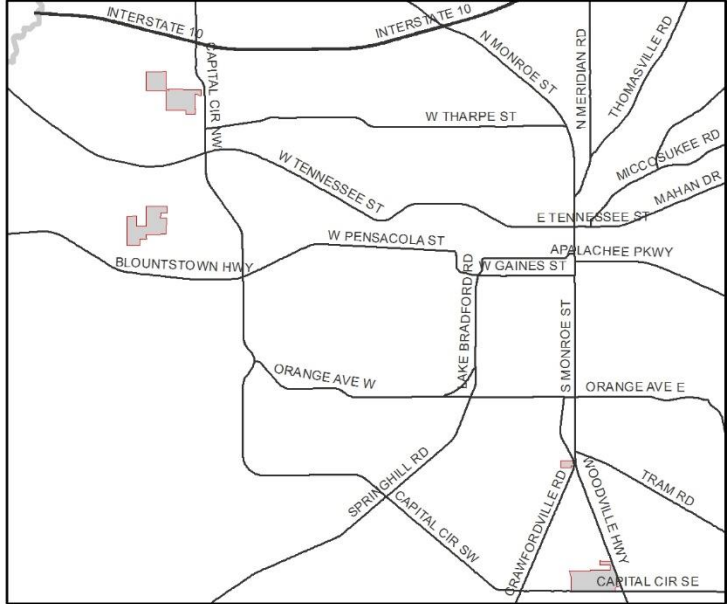
Research and Development uses shall be permitted at a maximum intensity of 45,000 square feet of gross building floor area per acre. Mixed use Research and Development projects may include commercial, office (other than the research and development uses), and residential uses. These ancillary uses may not exceed 40% of the total gross square footage of a Research and Development project.

Innovation District

Innovation Districts may include up to 45,000 square feet of gross building floor area per acre. The mixture of uses shall emphasize the technological and collaborative nature of these districts by including in the buildable square footage up to 80% in Innovation District, Research and Development, or compatible Light Industrial uses, up to 40% residential uses, and up to 40% in other nonresidential support uses. Design standards detailed in the land development code shall provide for the protection of adjacent non-research and innovation properties by arranging the residential uses and non-research and innovation uses as a buffer or transition to adjacent properties.

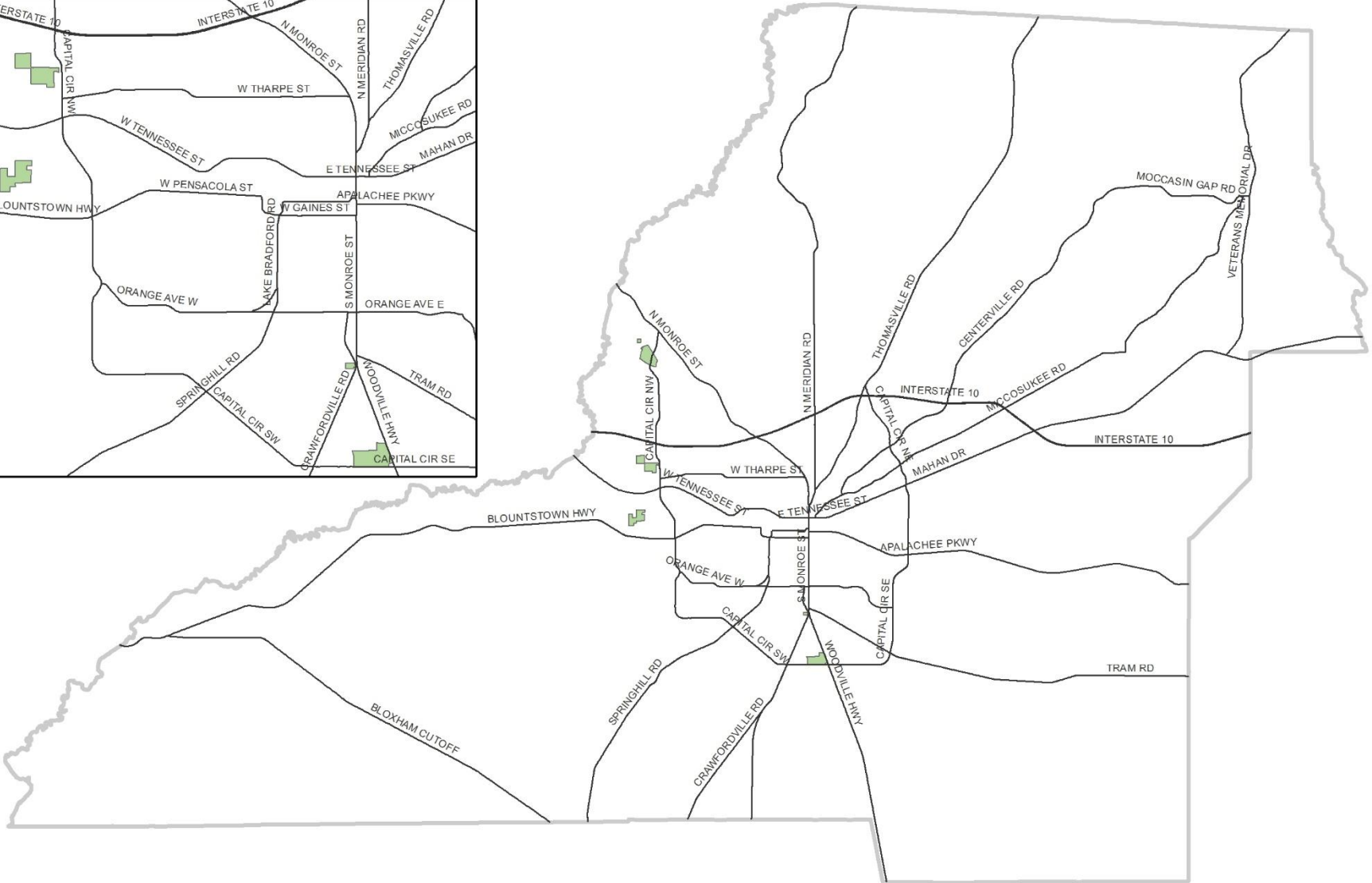
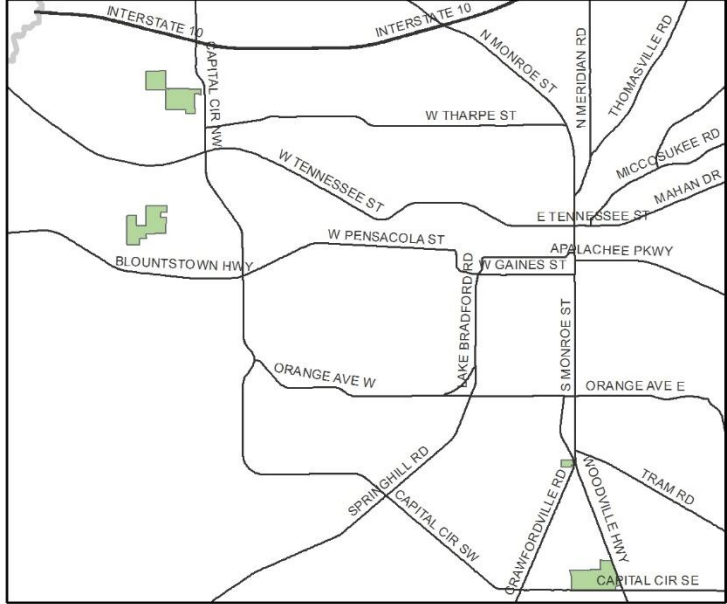
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- Major Roads
- Future Land Use
- Industrial



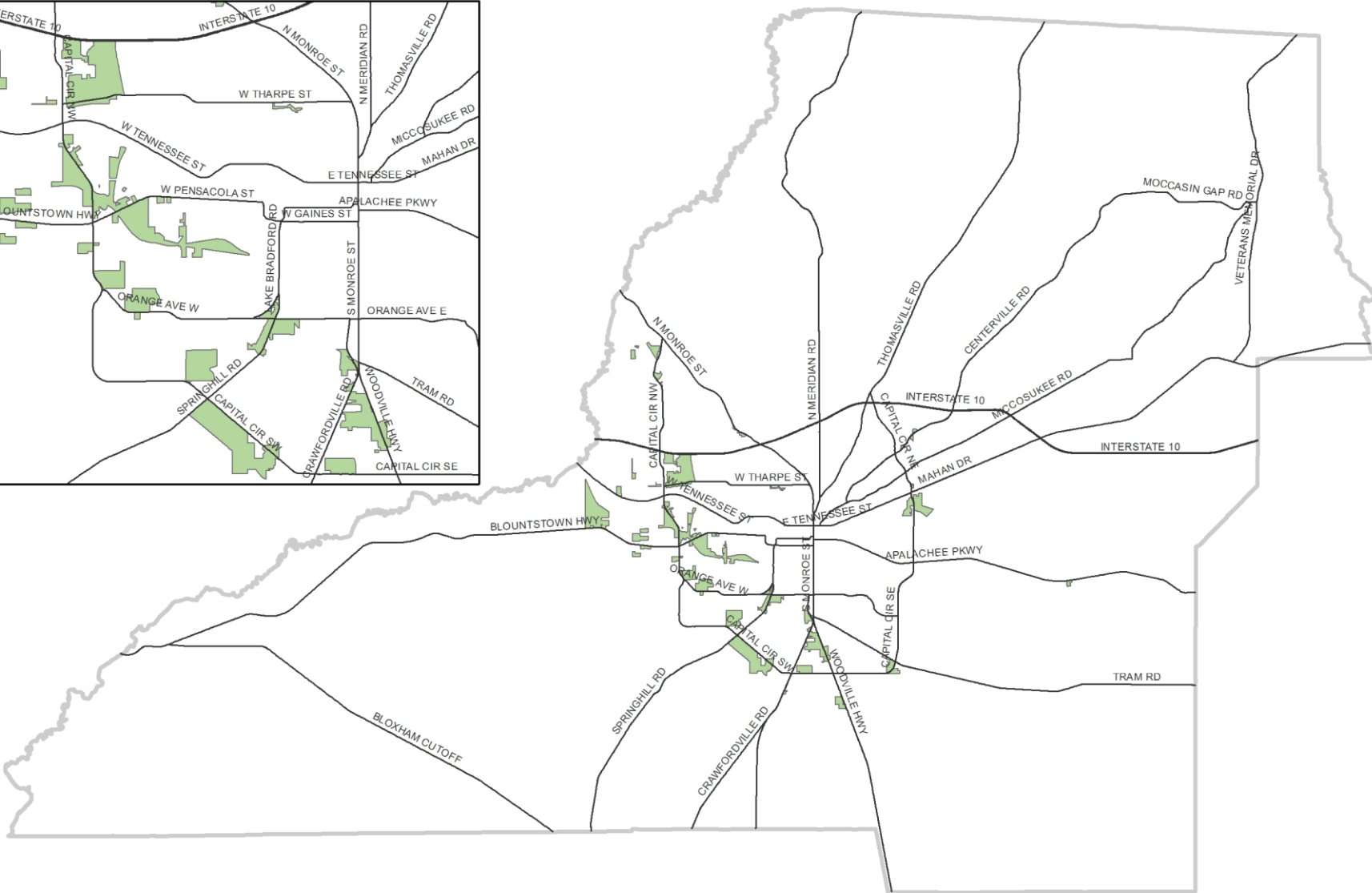
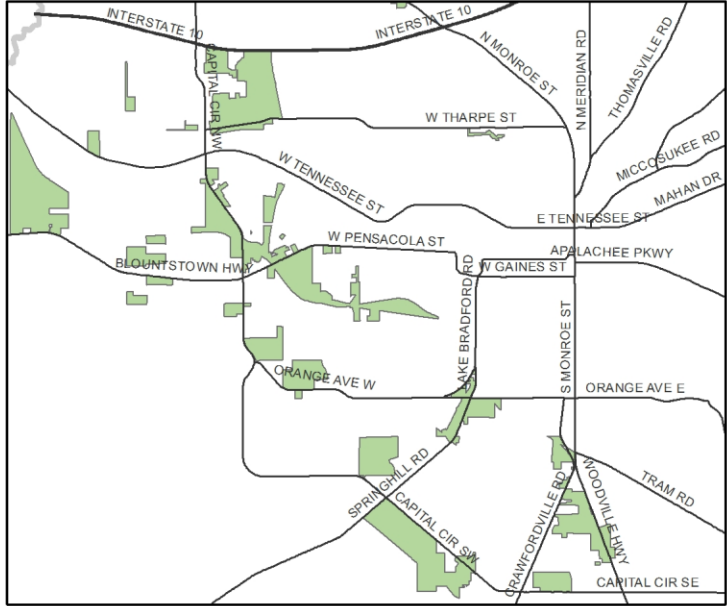
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— Major Roads ■ Industrial Zoning



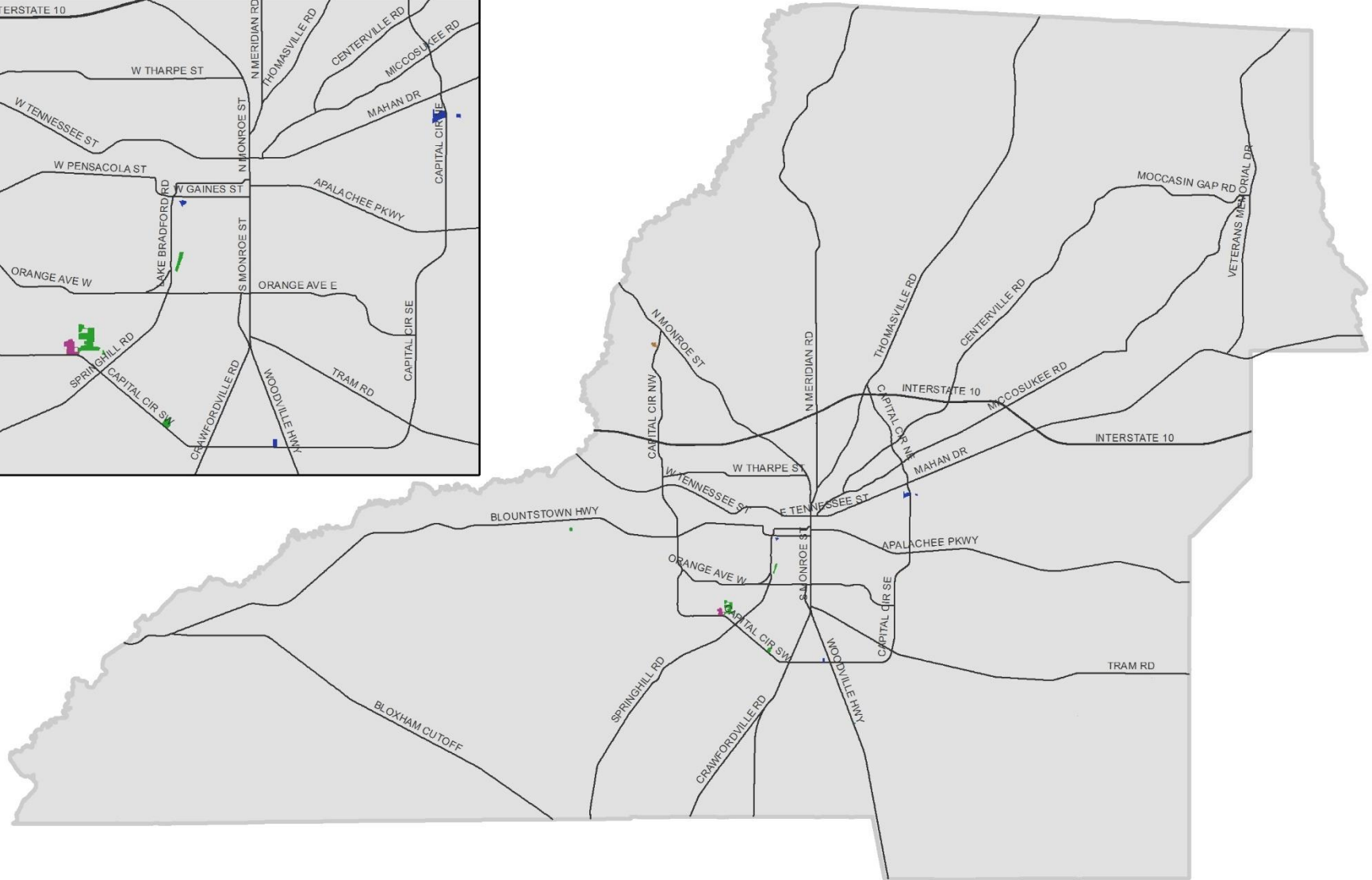
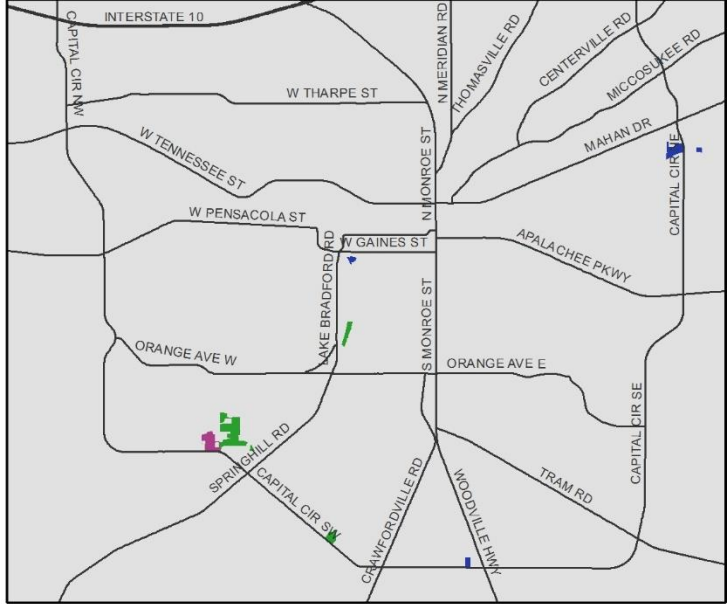
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— Major Roads ■ Light Industrial Zoning



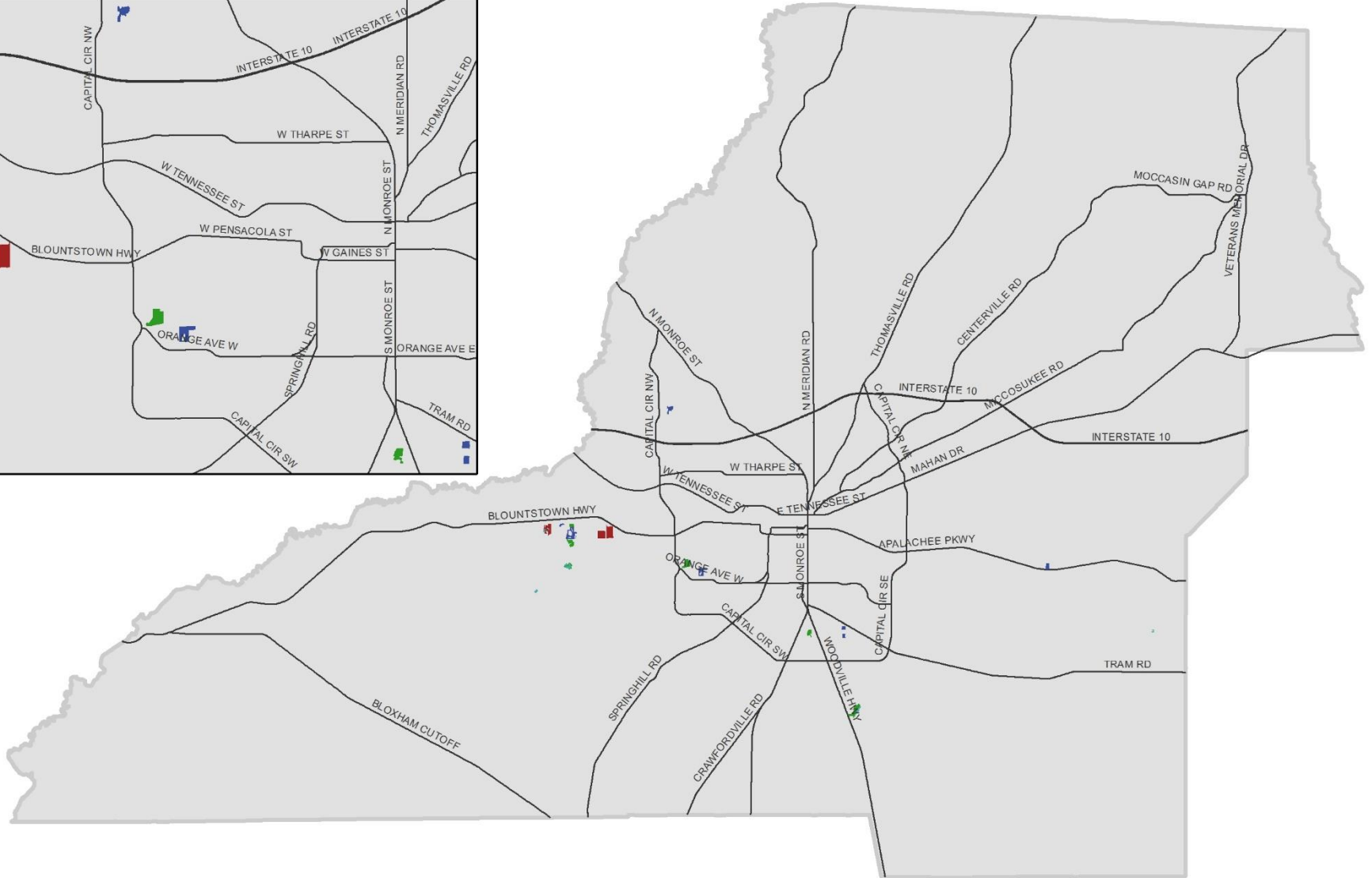
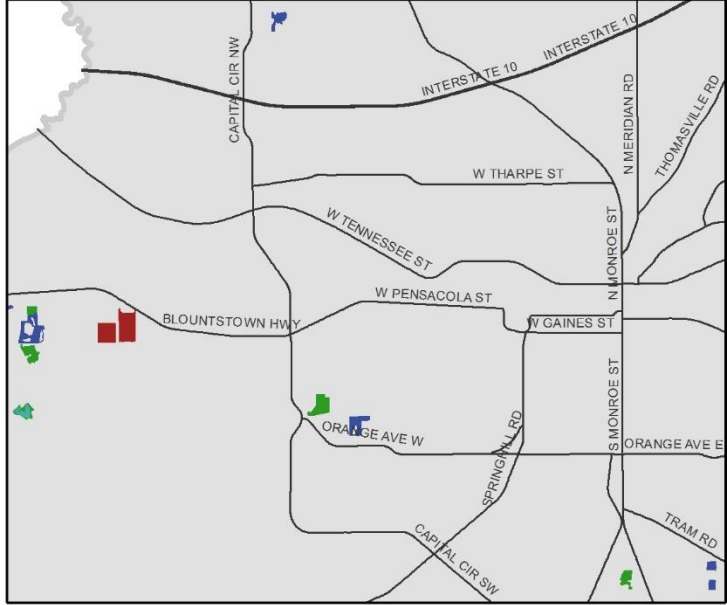
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- 1540: Oil and Gas Processing
- 1550: Other Light Industrial
- 1562: Pre-Stressed Concrete Plants
- 1564: Cement Plants
- 1590: Industrial Under Construction
- Major Roads



Legend

- 1600: Extractive
- 1620: Sand and Gravel Pits
- 1650: Reclaimed Lands
- 1660: Holding Ponds
- Major Roads










Objective 3.2 – Innovation, Industry, and Manufacturing:

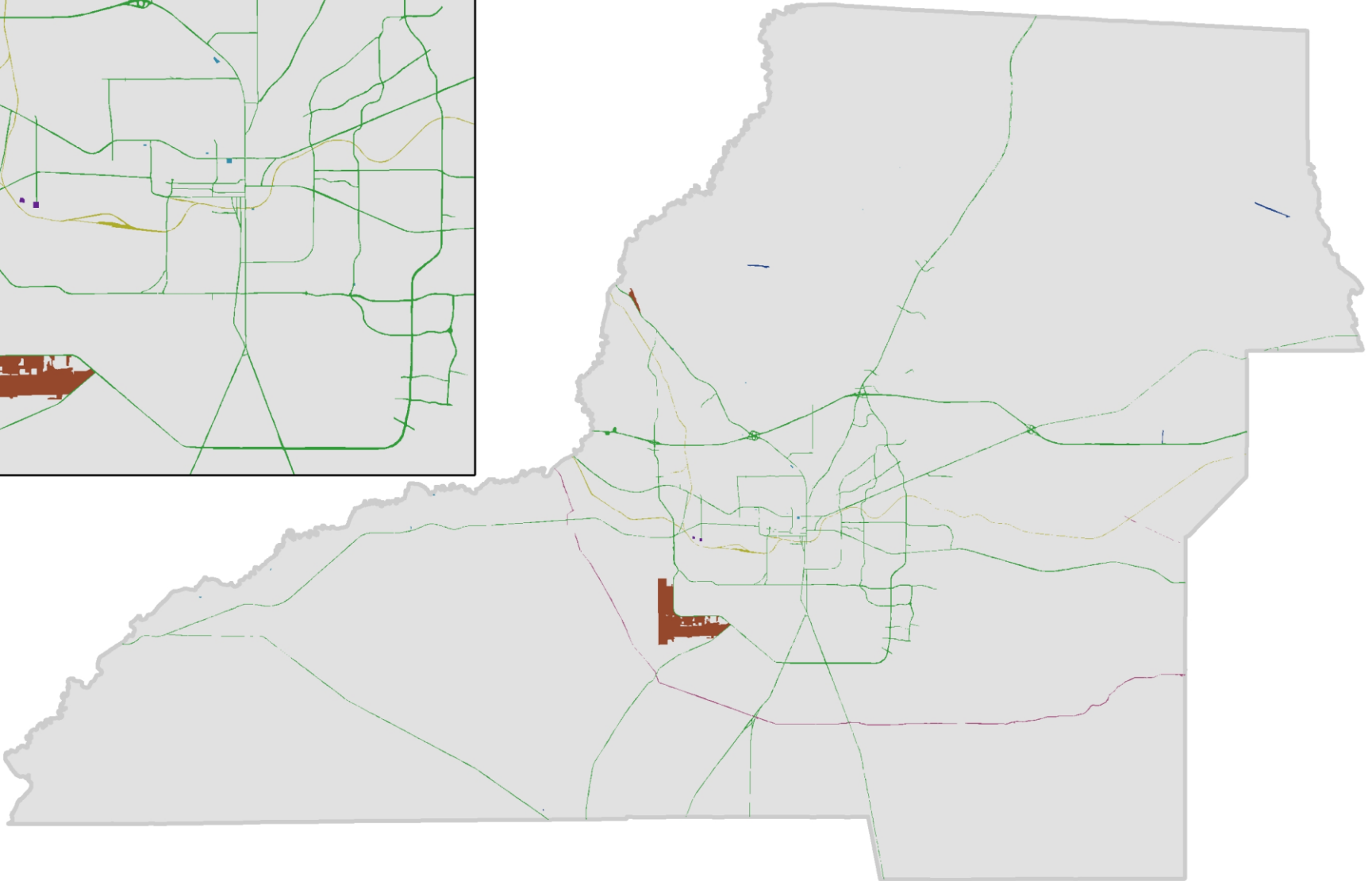
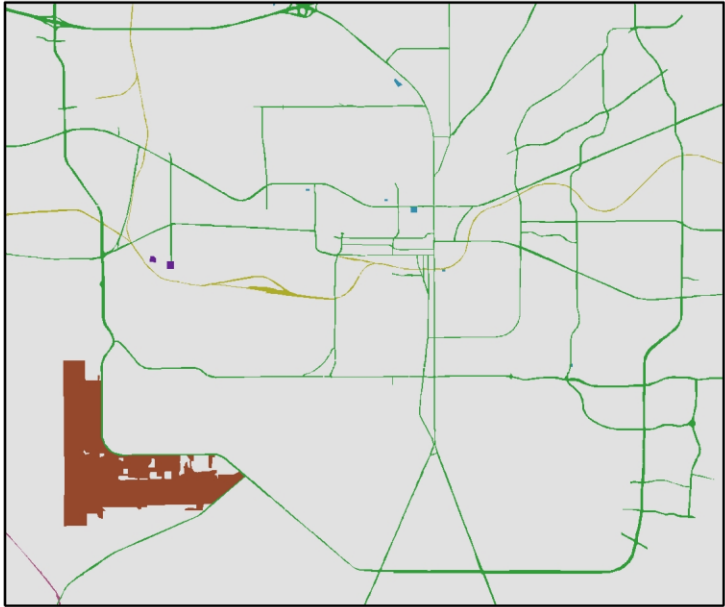
Provide land uses in sufficient quantities and in appropriate locations that allow for entrepreneurship and job creation through technology, industry, manufacturing, and similar activities.

Objective 3.3 – Fiscal Sustainability

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

Legend

- | | | |
|---|---|---|
|  8110: Airports |  8120: Railroads |  8140: Roads and Highways |
|  8115: Grass Airports |  8130: Bus and Truck Terminals |  8170: Oil, Water or Gas Long Distance Transmission Lines |
| | |  8180: Auto Parking Facilities (When not directly related to other land use) |



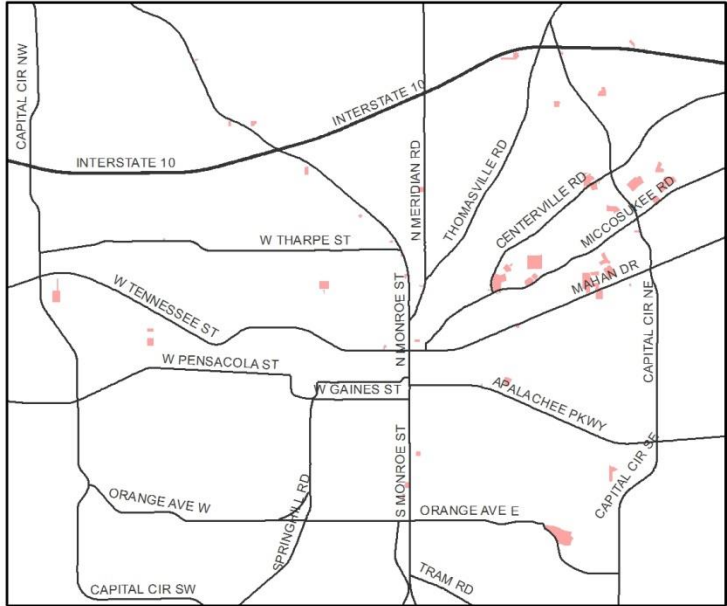
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-  Hotel/Motel
-  Major Roads



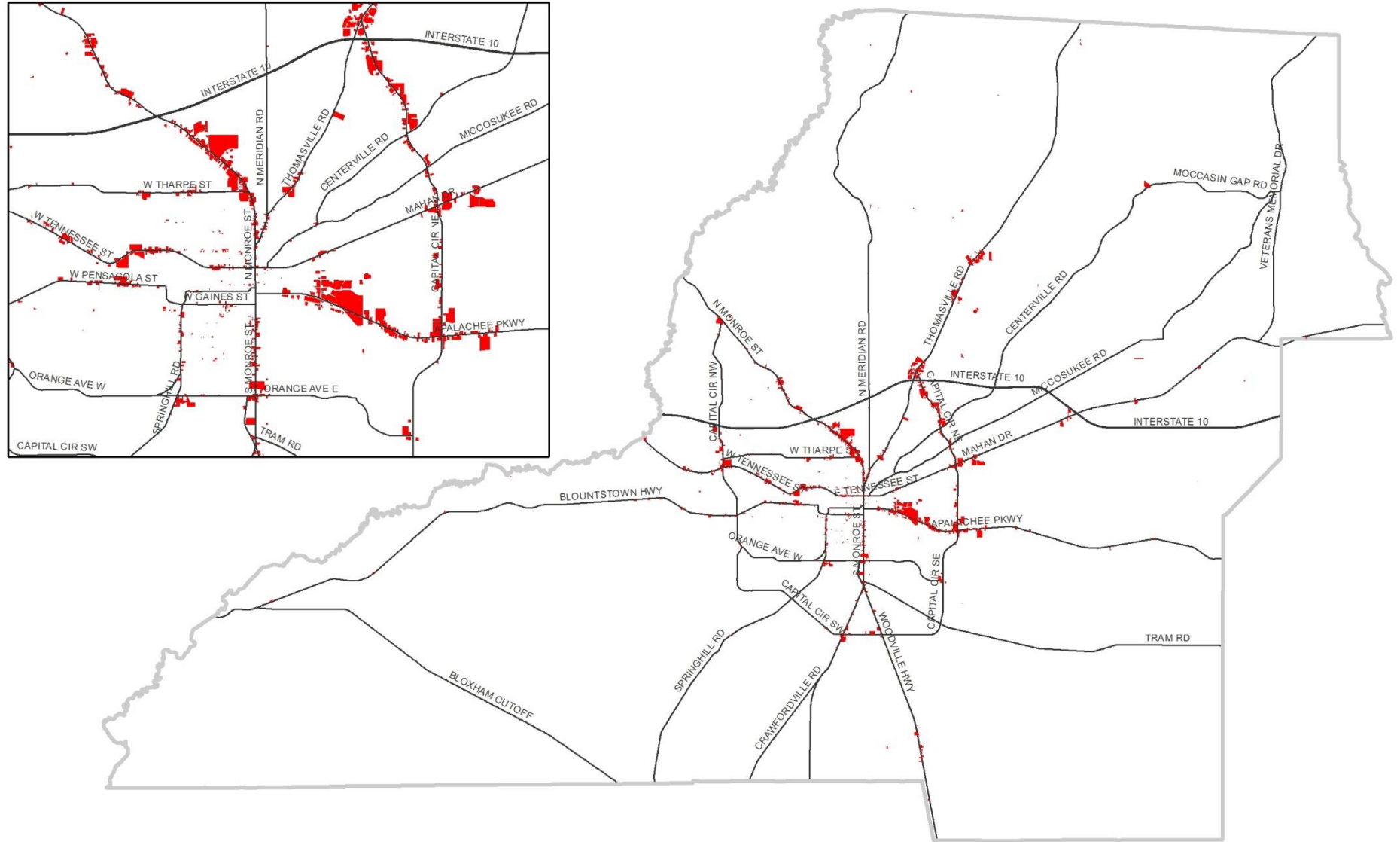
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- Medical
- Major Roads



Legend

- Retail
- Major Roads



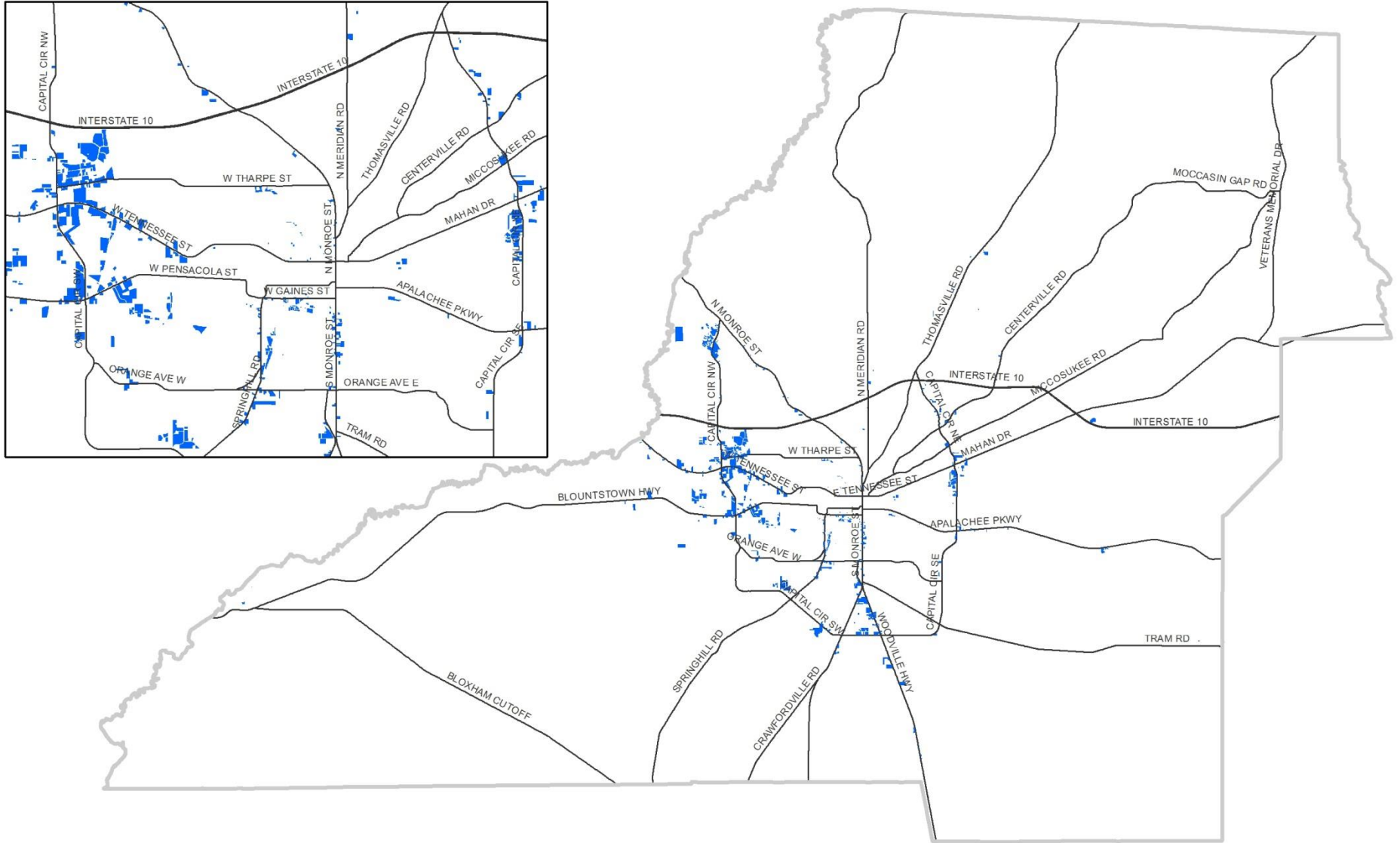
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-  Office
- Major Roads



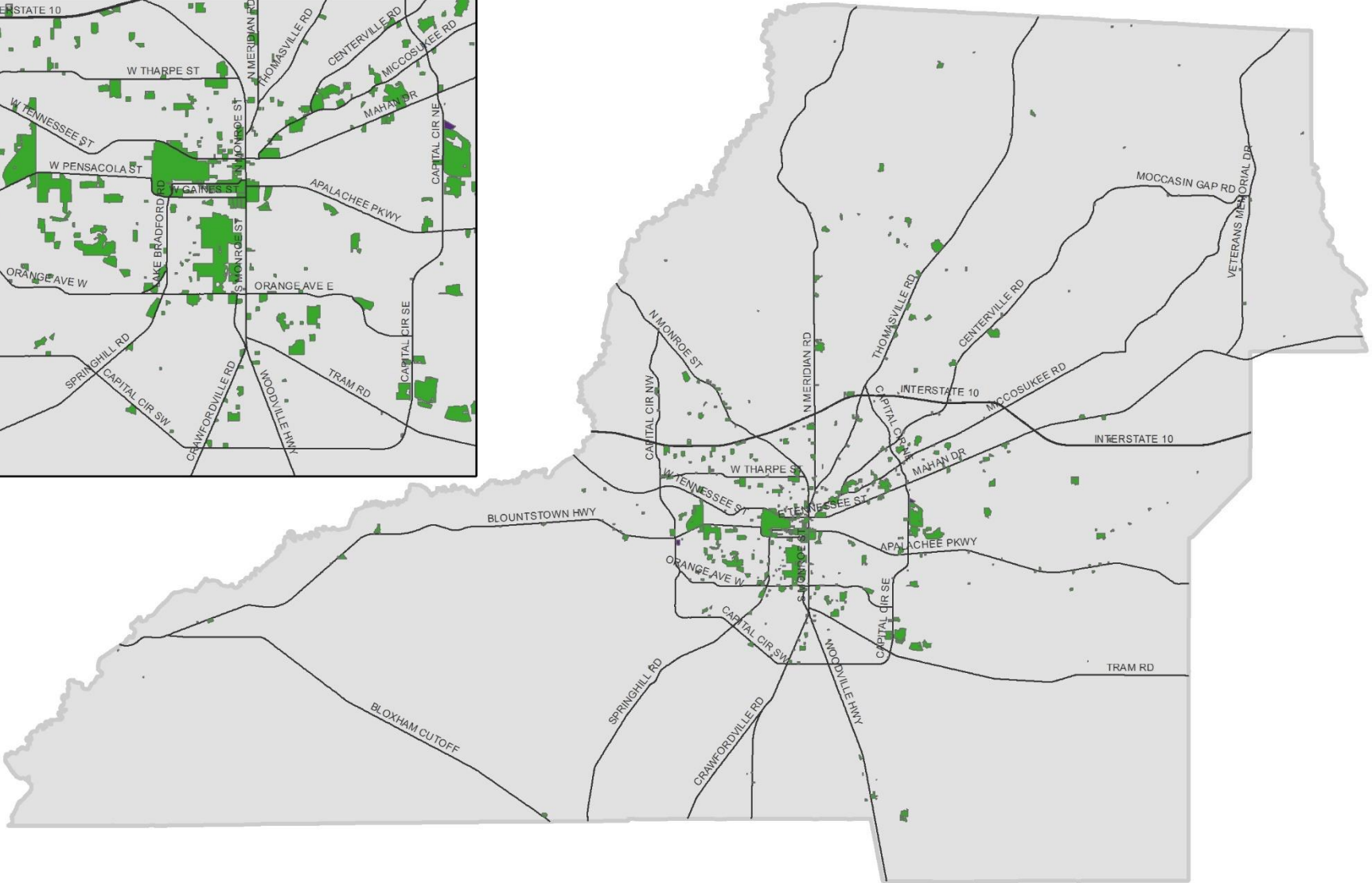
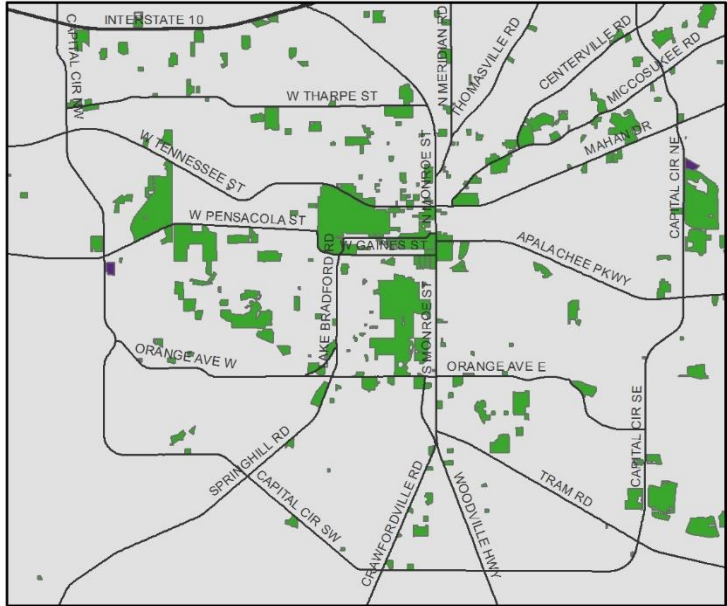
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- Warehouse
- Major Roads



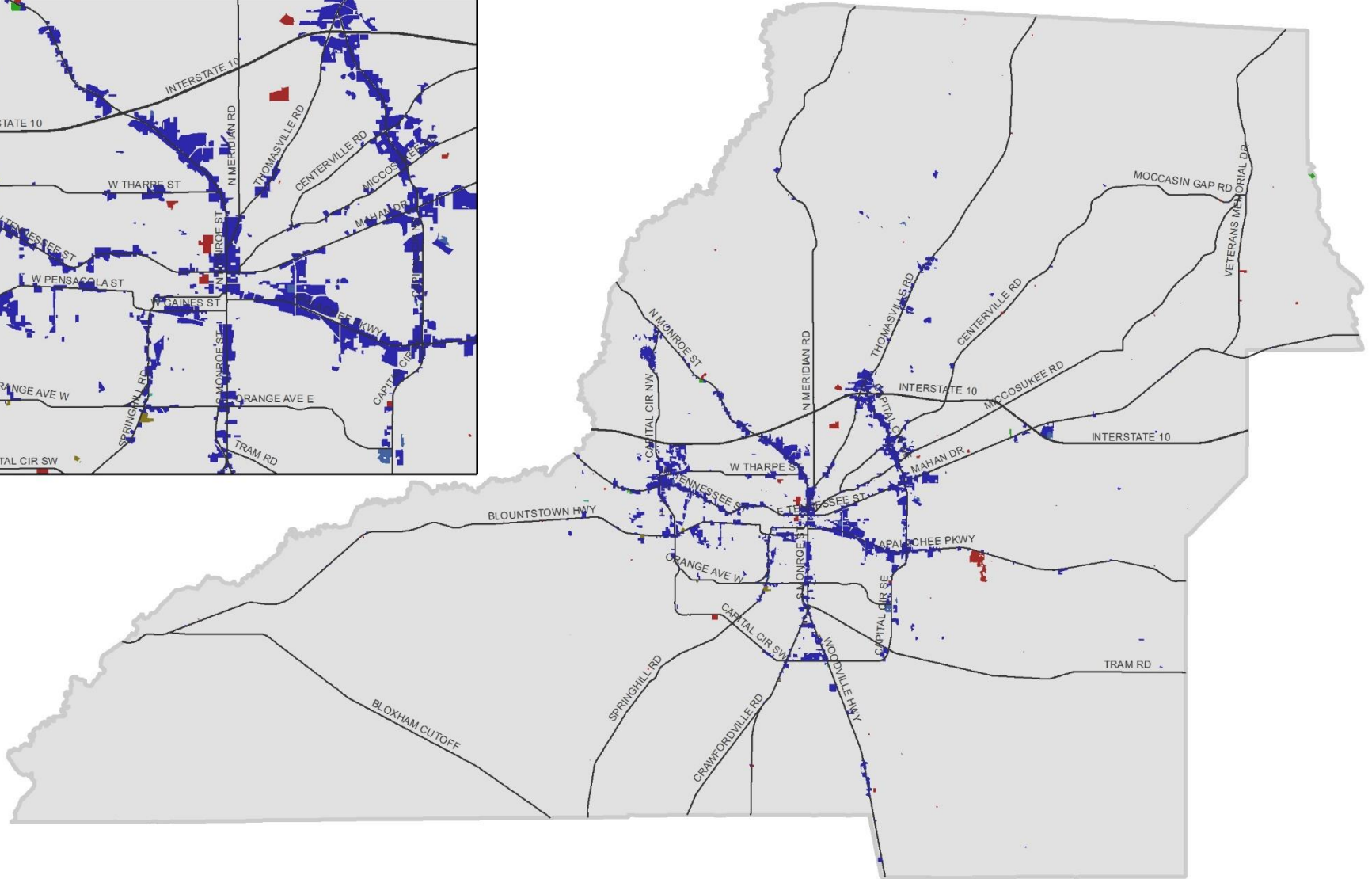
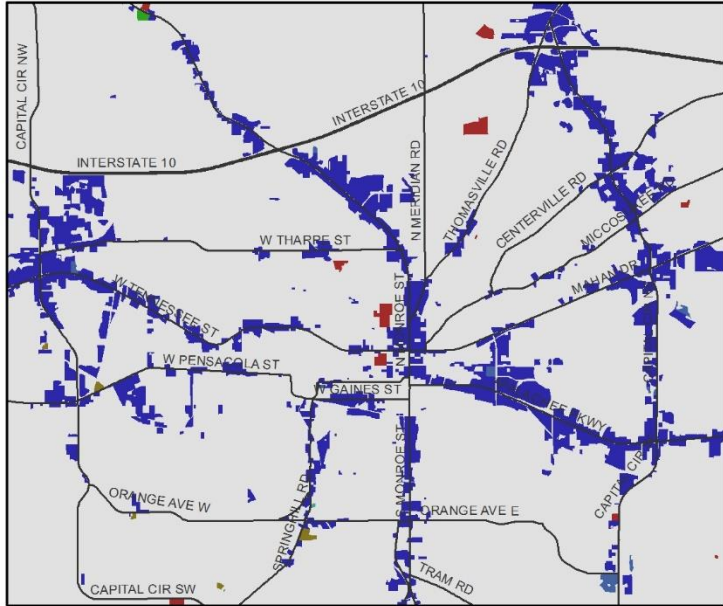
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1700: Institutional 1730: Military — Major Roads

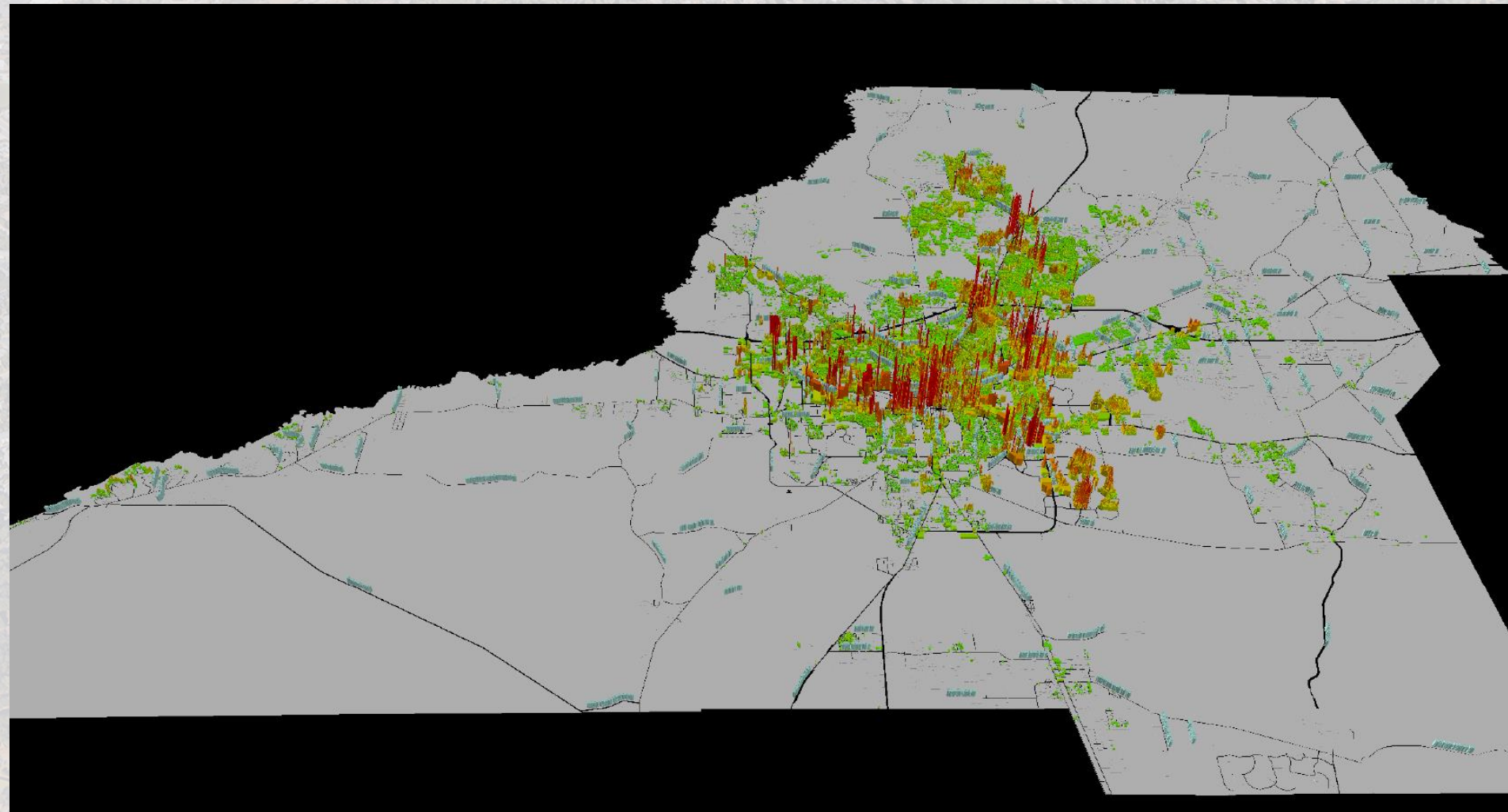


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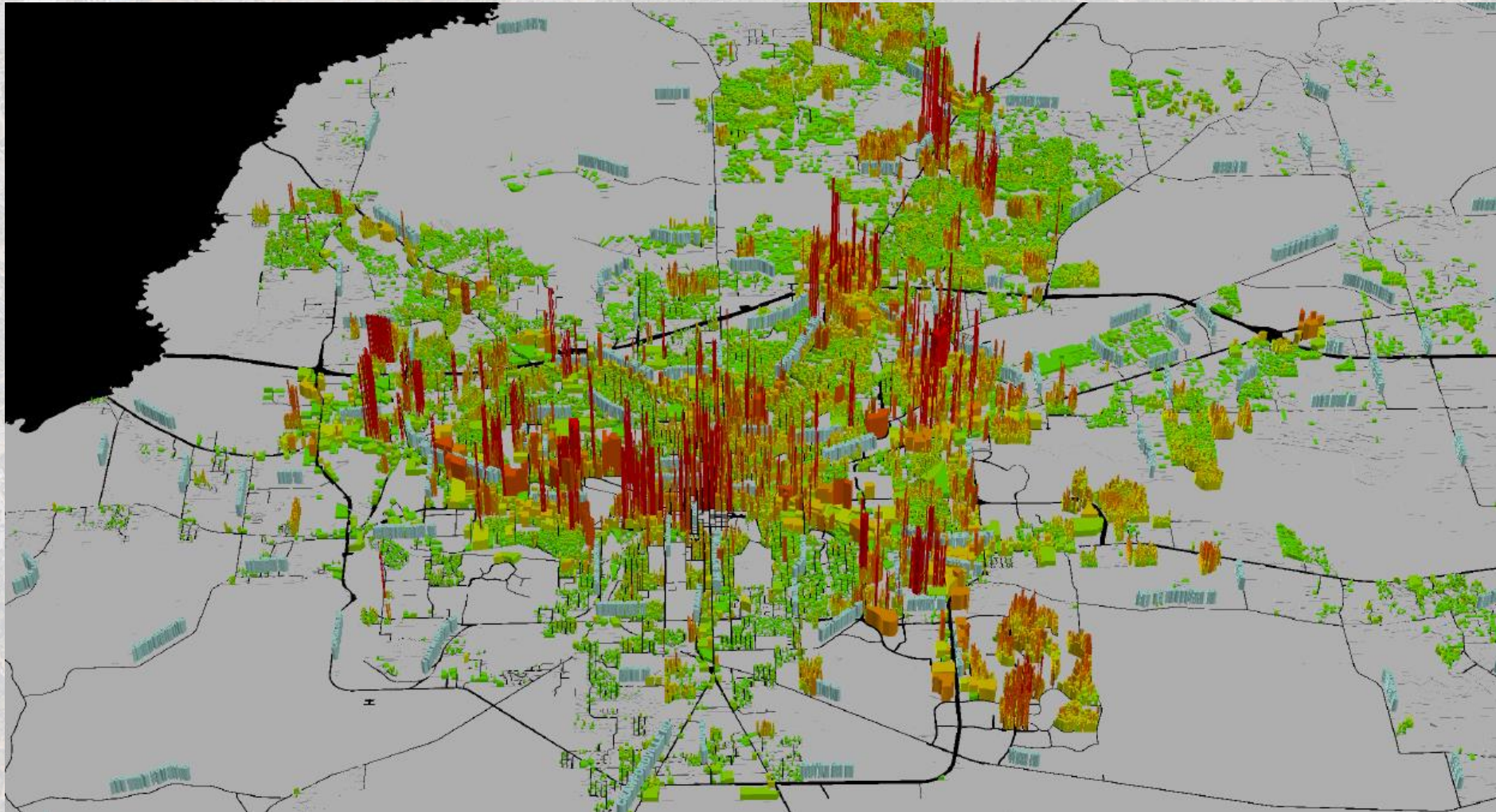
- 1400: Commercial and Services
- 1423: Junk Yards
- 1454: Campgrounds
- 1460: Oil and Gas Storage
- 1480: Cemeteries
- 1490: Commercial and Services Under Construction
- Major Roads



Taxable Value Per Acre



Taxable Value Per Acre



Property Name	Address	Taxable Value / Acre	Use	Area	Taxable Value	FLU	Zoning
Plaza Tower	300 S DuVal Street	\$ 101,221,868	Residential Tower / Mixed Ground	0.4	\$ 40,488,747.20	CC	Kleman Plaza PUD
Tallahassee Center	215 W College Avenue	\$ 45,634,776	Residential Tower / Mixed Ground	0.37	\$ 16,884,867.12	CC	Kleman Plaza PUD
Highpoint Center	106 E College Avenue	\$ 44,092,968	Office Tower	0.22	\$ 9,700,452.96	CC	Central Core
Tennyson Condominiums	121 N Monroe Street	\$ 32,413,700	Residential Tower / Mixed Ground	0.6	\$ 19,448,220.00	CC	Downtown Mixed-Use Condo Project PUD
SunTrust Tower	215 S Monroe Street	\$ 24,384,169	Office Tower	0.65	\$ 15,849,709.85	CC	Central Core
Alliance Center Condominiums	119 S Monroe Street	\$ 20,417,541	Office Tower	0.43	\$ 8,779,542.63	CC	Central Core
Monroe-Park Tower	101 N Monroe Street	\$ 19,726,308	Office Tower	0.56	\$ 11,046,732.48	CC	Special Character District
The Onyx	444 W College Avenue	\$ 17,390,883.00	Residential Tower / Mixed Ground	2.58	\$ 44,868,478.14	CC	Central Core
GreenbergTraurig Building	101 E College Avenue	\$ 17,245,025.00	Office Tower	0.13	\$ 2,241,853.25	CC	Central Core
601 Copeland	601 S Copeland Street	\$ 15,056,816.00	Residential Complex	1.35	\$ 20,326,701.60	CC	Central Core
Casa Mia Apartments	725-731 W St Augustine Street 606-608 Collier Street	\$ 14,640,861.00	Residential Complex	0.2	\$ 2,928,172.20	UT	University Transition
Florida League of Cities Building	301 S Bronough Street	\$ 14,292,714.00	Office Tower	0.43	\$ 6,145,867.02	CC	Central Core
113 E College	113 E College Avenue	\$ 13,097,877.00	Office Tower	0.09	\$ 1,178,808.93	CC	Central Core
DoubleTree Hotel	101 S Adams Street	\$ 12,427,331.00	Hotel	0.98	\$ 12,178,784.38	CC	Central Core
The Cloisters	415 S Francis Street	\$12,086,047	Residential Complex	0.02	\$ 241,720.94	CC	All Saints Zoning District-A
The Luxe	545 Whitehall Street	\$ 11,792,430.00	Residential Tower / Mixed Ground	2.07	\$ 24,410,330.10	UT	West End U-PUD
Ameris Bank Building	150 S Monroe Street	\$ 11,593,021.00	Office Tower	0.16	\$ 1,854,883.36	CC	Central Core
812 S Michael	812 St Michael Street	\$ 11,277,719.00	Residential Complex	0.02	\$ 225,554.38	CC	All Saints Zoning District-A
Southern Strategy Group	100 E College Avenue	\$ 11,236,922.00	Office Tower	0.07	\$ 786,584.54	CC	Central Core
Eclipse of Madison	607 Collier Street	\$ 10,892,732.00	Residential Tower / Mixed Ground	0.94	\$ 10,239,168.08	UT	University Transition
CollegeTown Phase I	705 S Woodward Avenue	\$ 10,818,929.00	Residential Tower / Mixed Ground	1.48	\$ 16,012,014.92	UT	University Urban Village
Catalyst Apartments	631 W Madison Street	\$ 10,169,949.00	Residential Tower / Mixed Ground	2.82	\$ 28,679,256.18	UT	University Urban Village
Nine at Bellevue	240-256 Soho Court	\$ 9,770,583.00	Residential Complex	0.02	\$ 195,411.66	UT	University Transition
Capital Regional Medical Center	1819 Buford Court	\$ 9,747,854.00	Residential Complex	0.03	\$ 292,435.62	SUB	Medical Arts Commercial
CollegeTown Parking Garage	815 W Madison Street	\$ 9,720,386.00	Public Parking	1.01	\$ 9,817,589.86	UT	University Urban Village

Property Name	Taxable Value / Acre	Use	Area	Taxable Value	FLU	Zoning
Single Family Residence	\$1,007.00	Single Family Detached/Mobile Home	1.84	\$1,852.88	Urban Residential 2	Manufactured Home and Single Family Residential
Single Family Residence	\$1,007.00	Single Family Detached/Mobile Home	0.37	\$372.59	Urban Fringe with Residential Preservation	Residential Preservation
Single Family Residence	\$1,010.00	Single Family Detached/Mobile Home	0.26	\$262.60	Urban Fringe	Urban Fringe
Single Family Residence	\$1,028.00	Single Family Detached/Mobile Home	3.47	\$3,567.16	Residential Preservation	Residential Preservation
Single Family Residence	\$1,044.00	Single Family Detached/Mobile Home	0.08	\$83.52	Rural	Rural
Single Family Residence	\$1,056.00	Single Family Detached/Mobile Home	0.26	\$274.56	Rural	Rural
Single Family Residence	\$1,069.00	Single Family Detached/Mobile Home	1.3	\$1,389.70	Rural with Residential Preservation	Residential Preservation
Single Family Residence	\$1,070.00	Single Family Detached/Mobile Home	0.29	\$310.30	Urban Fringe	Lake Talquin Recreational/Urban Fringe
Single Family Residence	\$1,077.00	Single Family Detached/Mobile Home	3.32	\$3,575.64	Rural Community	Rural Community
Single Family Residence	\$1,089.00	Single Family Detached/Mobile Home	0.5	\$544.50	Rural	Rural
Single Family Residence	\$1,095.00	Single Family Detached/Mobile Home	0.26	\$284.70	Rural with Residential Preservation	Residential Preservation
Single Family Residence	\$1,096.00	Single Family Detached/Mobile Home	0.14	\$153.44	Rural with Residential Preservation	Residential Preservation
Single Family Residence	\$1,097.00	Single Family Detached/Mobile Home	0.08	\$87.76	Woodville Rural Community	Rural
Single Family Residence	\$1,097.00	Single Family Detached/Mobile Home	0.48	\$526.56	Urban Residential 2	Single Family Detached R-1
Single Family Residence	\$1,106.00	Single Family Detached/Mobile Home	0.49	\$541.94	Urban Fringe	Urban Fringe
Single Family Residence	\$1,111.00	Single Family Detached/Mobile Home	0.71	\$788.81	Urban Residential 2	Single Family Detached R-1
Single Family Residence	\$1,115.00	Single Family Detached/Mobile Home	0.7	\$780.50	Urban Fringe with Residential Preservation	Residential Preservation
Single Family Residence	\$1,126.00	Single Family Detached/Mobile Home	0.1	\$112.60	Rural with Residential Preservation	Residential Preservation
Single Family Residence	\$1,127.00	Single Family Detached/Mobile Home	2.25	\$2,535.75	Urban Residential 2	Manufactured Home and Single Family Residential
Single Family Residence	\$1,145.00	Single Family Detached/Mobile Home	0.21	\$240.45	Rural with Residential Preservation	Residential Preservation
Single Family Residence	\$1,187.00	Single Family Detached/Mobile Home	1.09	\$1,293.83	Urban Residential 2	Manufactured Home and Single Family Residential
Single Family Residence	\$1,212.00	Single Family Detached/Mobile Home	0.36	\$436.32	Rural with Residential Preservation	Residential Preservation
Single Family Residence	\$1,225.00	Single Family Detached/Mobile Home	1.74	\$2,131.50	Rural with Residential Preservation	Residential Preservation

Existing Land Use	Mean Taxable Value Per Acre
Multi-Family	\$2,331,388.59
Office	\$1,588,999.41
Hotel/Motel	\$1,359,340.60
Retail	\$962,994.68
Single Family Attached	\$887,370.36
Medical	\$489,711.42
Two-Family Dwelling	\$421,330.61
Single Family Detached/Mobile Home	\$293,890.65
Warehouse	\$231,272.72
Open Space Common Area	\$211,899.30
Schools/Colleges/Universities	\$60,035.76
Vacant	\$54,343.52
Transportation/Communication/Utilities	\$28,098.92
Religious/Non-Profit	\$11,064.64
Open Space Undesignated	\$1,304.82
Open Space Resource Protection	\$825.29
Open Space Recreation Parks	\$509.88
Water	\$16.65
Open Space State and National Forest	\$0.00

Objective 3.3 – Fiscal Sustainability

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

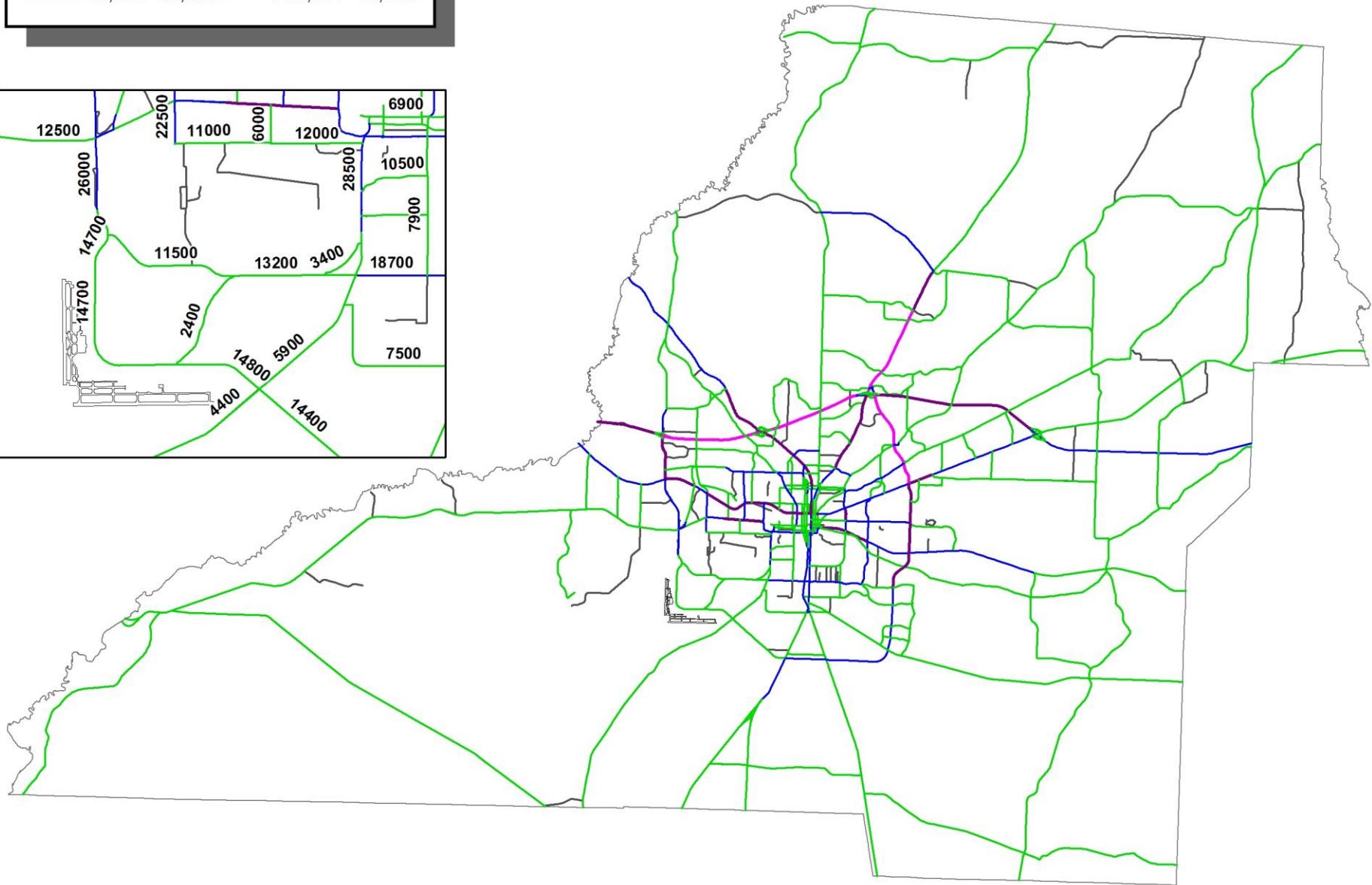
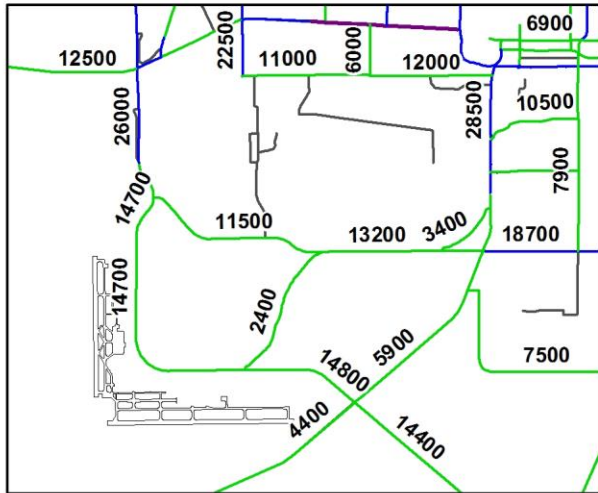
Objective 3.4 – Airport Access

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

Community Input

- *Make getting more flights at the airport a priority. How about updating the FDOT signage around town that says Regional Airport, when it is International?*
- *I expect to see continued growth in TCC, FAMU, and FSU and a drastic reduction in brain drain as a result of its increasingly diversified economy - which should lead to increase in airline traffic and decrease in ticket prices.*
- *We need greater development near the airport for easy access to greater numbers of air routes.*
- *Better transportation including separated bike lanes, charging stations, and airport*
- *Better link airport to all forms of public transit*
- *Ensure access to the airport and other natural resources*

Annual Average Daily Traffic



**Table 4-1
Land Use Analysis**

Parcel	Approximate Acreage	Access to Runways	Potential Use	Access	Feasibility of Development
A	74	Yes	MRO/Freight and Logistics/Commercial/Flight Training/Manufacturing	Vehicle access could be provided from Capital Circle SW.	This area is best suited for aviation-related development. Buildings to be constructed in this area should not exceed a certain height to avoid encroachment of the transitional and inner approach surfaces. Development of this area is warranted by demand and will require the relocation of the Remote Transmitter/Receiver (RTR) to a location south of Runway 9-27.
B	27	Yes	MRO/Freight and Logistics/ Commercial/Flight Training/Manufacturing	Vehicle access could be provided from Capital Circle SW.	Buildings or hangars to be constructed in this area should not exceed a certain height to avoid encroachment of the transitional and inner approach surfaces. To be developed as warranted by demand.
C	56	No	Freight and Logistics/Commercial/Light Industrial/Manufacturing	Vehicle access could be provided from Capital Circle SW or Springhill Road.	Buildings to be constructed in this area should not exceed a certain height to avoid encroachment of the transitional and inner approach surfaces. To be developed as warranted by demand.
D	161	No	Freight and Logistics/Commercial/Light Industrial/Manufacturing	Vehicle access could be provided from Capital Circle SW or Springhill Road.	Buildings to be constructed in this area should not exceed a certain height to avoid encroachment of the transitional and inner approach surfaces. To be developed as warranted by demand.
E	100	Yes	MRO/Light Industrial	Vehicle access could be provided from Springhill Road and new road construction.	Buildings or hangars to be constructed in this area should not exceed a certain height to avoid encroachment of the transitional and inner approach surfaces. To be developed as warranted by demand.
F	236	Yes	MRO/Flight Training/Light Industrial/Manufacturing	Vehicle access could be provided from Airport Perimeter Road and new road construction from Springhill Road.	Eastern portion of this area is suitable for aviation-related development. Currently, the city is performing a study to determine the feasibility of developing portions of this site as an alternative energy resource. Buildings or structures to be constructed in this area should not exceed a certain height to avoid encroachment of the transitional and inner approach surfaces. To be developed as warranted by demand.
G	100	Yes	MRO/Flight Training/Light Industrial/Manufacturing	Vehicle access could be provided from Airport Perimeter Road and new road construction from Capital Circle SW.	Buildings or hangars to be constructed in this area should not exceed a certain height to avoid encroachment of the transitional and inner approach surfaces. To be developed as warranted by demand.
H	10	Yes	Freight and Logistics	Vehicle access could be provided from Capital Circle SW and Air Cargo Road.	Proximity to the air cargo area makes this parcel ideal for freight and logistics related development and there is a potential to construct an Intermodal Logistics Center (ILC) for freight on the airport property. Buildings to be constructed in this area should not exceed a certain height to avoid encroachment of the transitional surface. To be developed as warranted by demand.
I	31	No	Commercial	Vehicle access could be provided from Capital Circle SW.	Site is ideal for hotel or other complementary commercial development. To be developed as warranted by demand. There are some soil contamination issues associated with this parcel.

Source: Michael Baker International, Inc., 2017.

Figure 1. Annual Enplanements¹

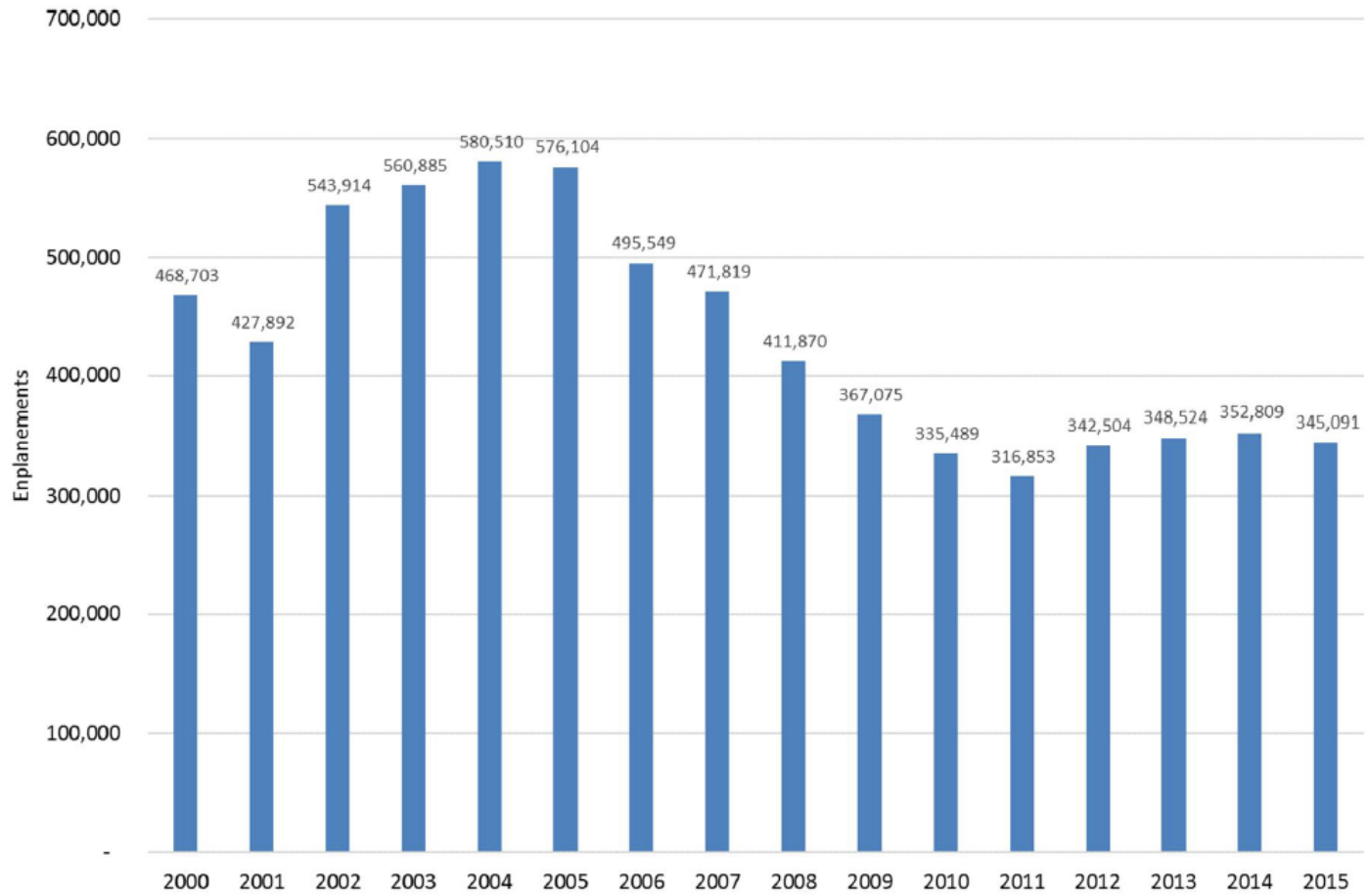


Figure 2. Annual Domestic Passengers and Average Fares²

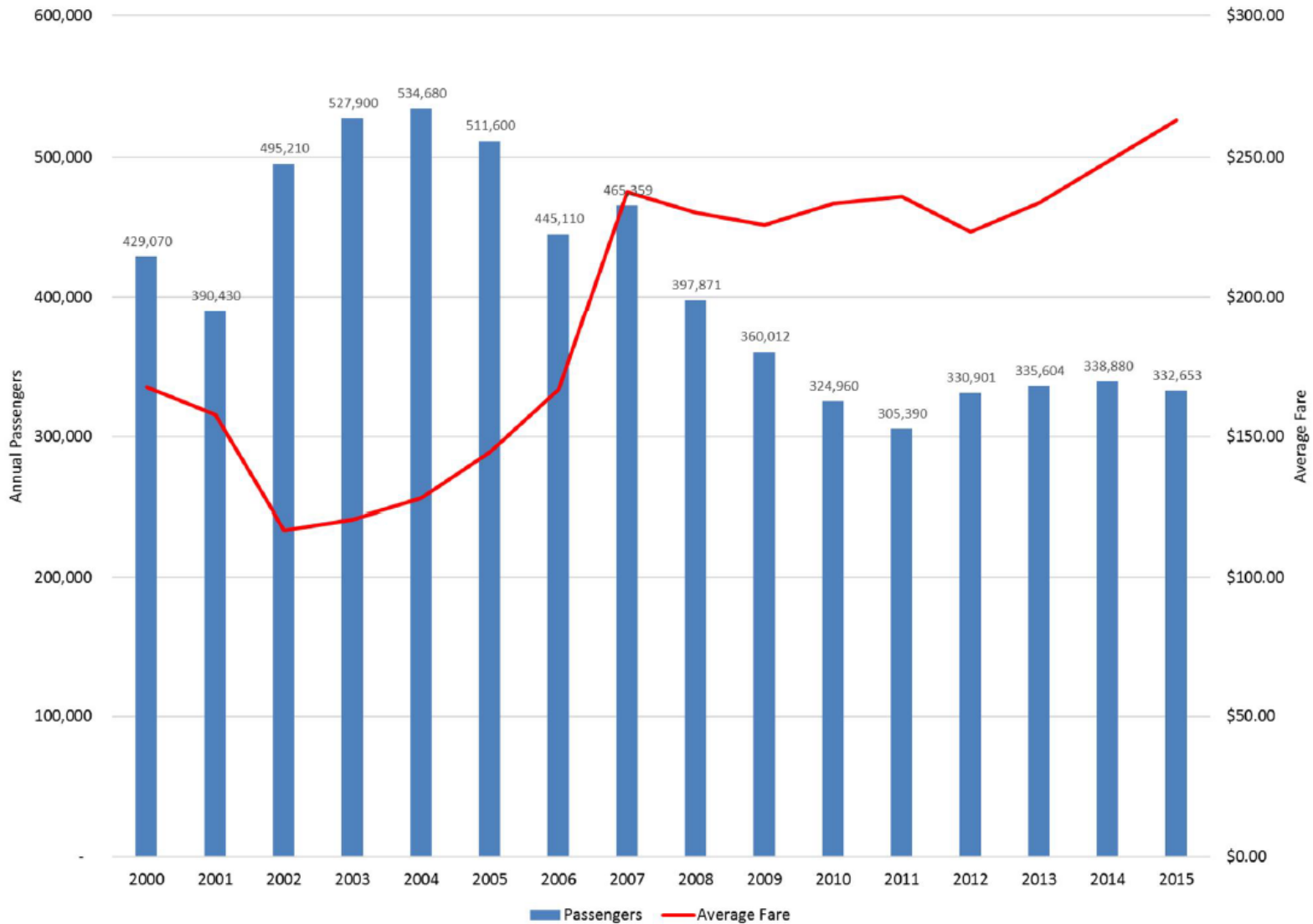
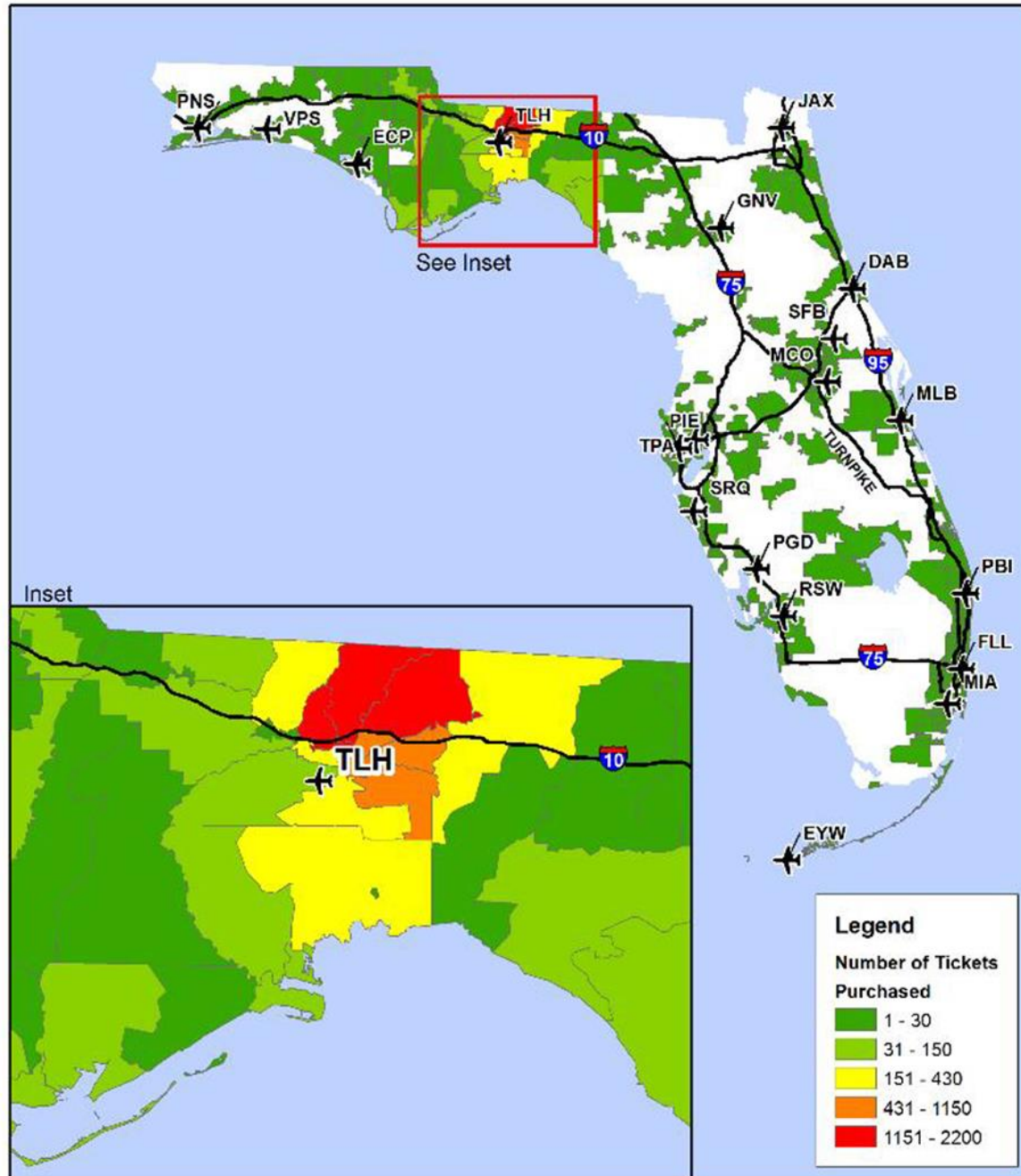


Figure 11. In-state Ticket Purchases¹⁵



Objective 3.4 – Airport Access

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

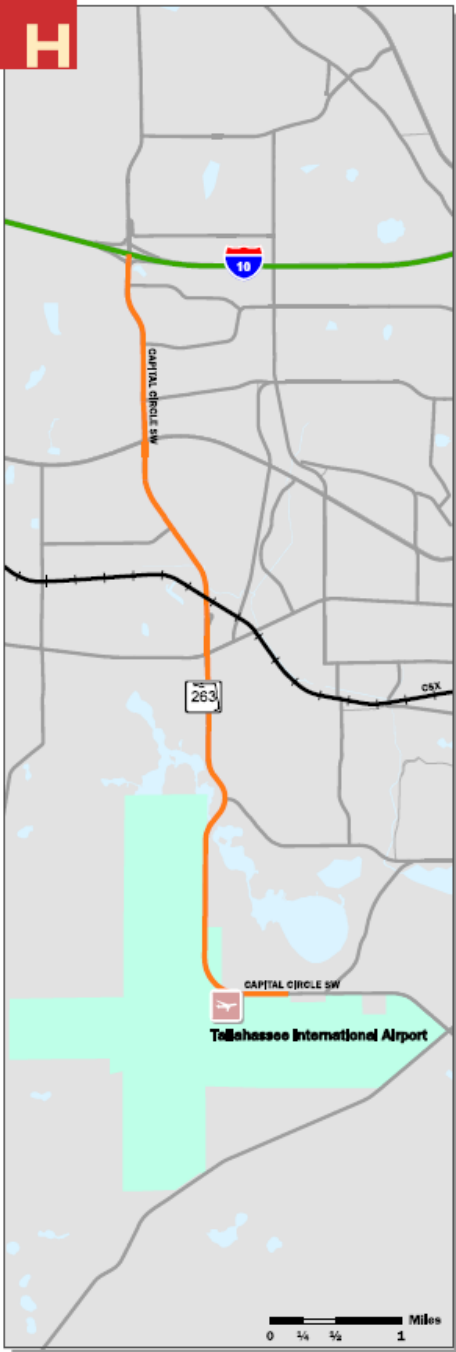
Objective 3.5 – Freight and Cargo

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

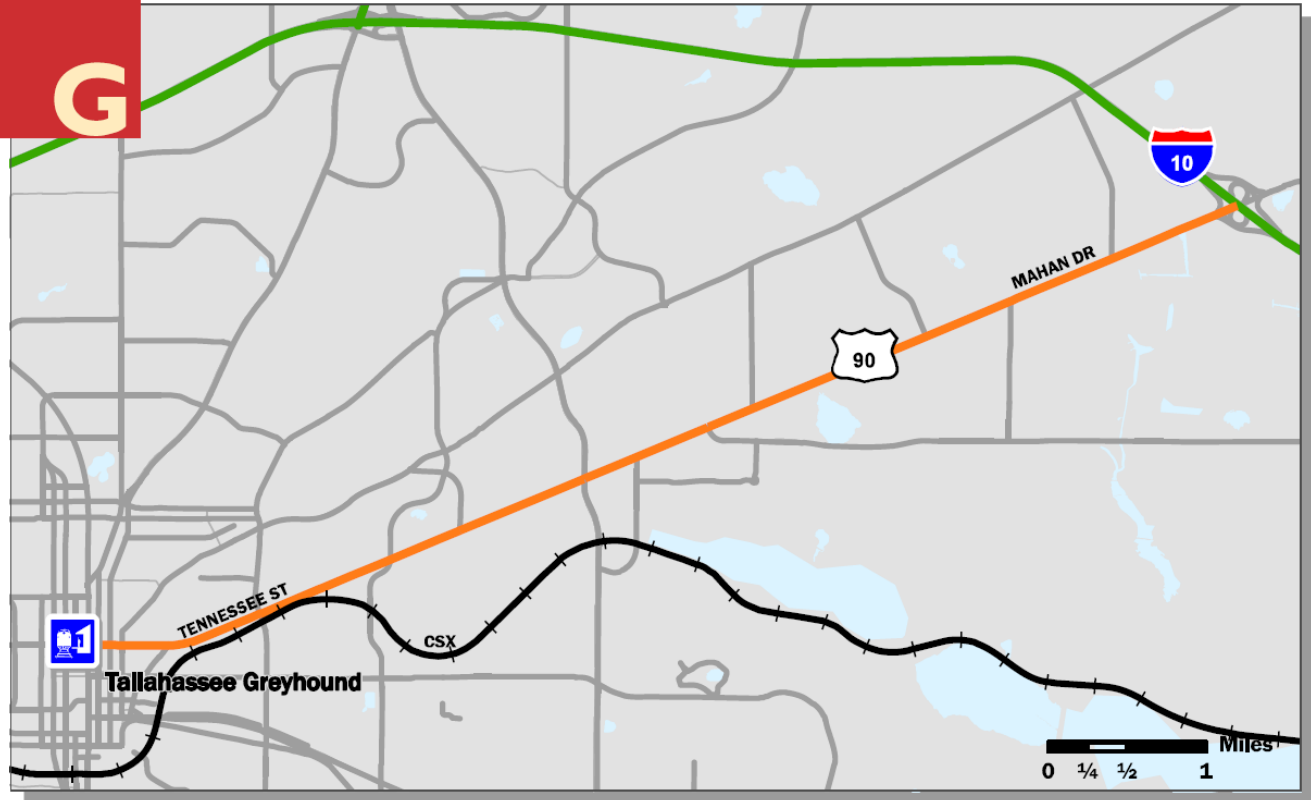
Strategic Intermodal Systems



H



G

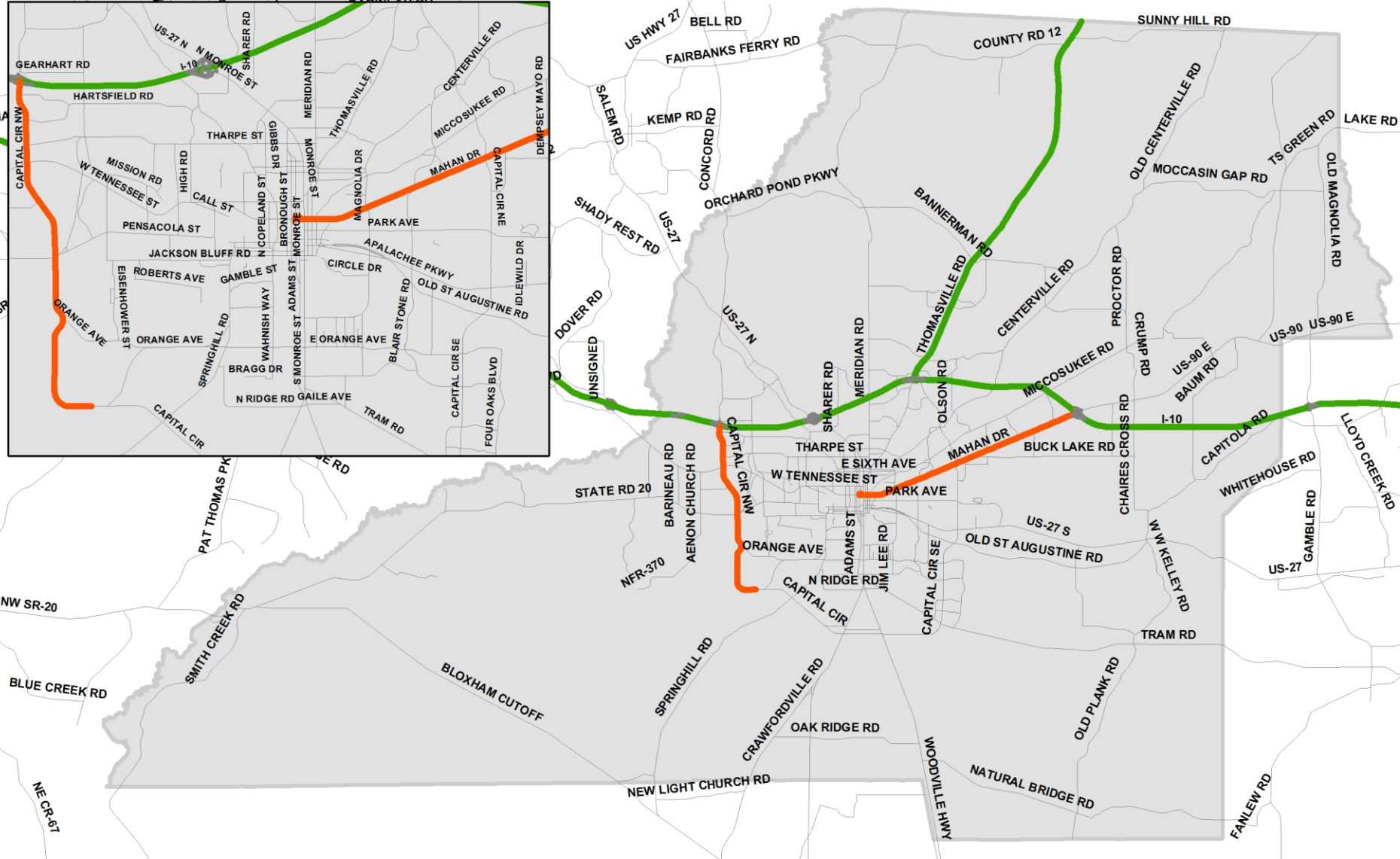


Tallahassee Greyhound

Tallahassee International Airport

Legend

- Strategic Intermodal System Roads (SISFACTP)
 - 11 - SIS Corridor
 - 21 - SIS Connector
 - 31 - SIS Link
- Roads with Local Names (LOCALNAM)



2016 AIR SERVICE STUDY

On-Flight Market Freight Statistics

Freight statistics represent the total number of pounds of freight, property other than mail and passenger baggage, transported by air from a given airport. In 2015, TLH shipped over 8.4 million pounds of freight at a roughly 500,000-pound decrease from 2014. A summary of 2014 and 2015 on-flight market freight statistics is shown in Table 2.

Table 2. TLH Freight⁹

Year	Freight (in pounds)
2014	8,988,681
2015	8,462,809

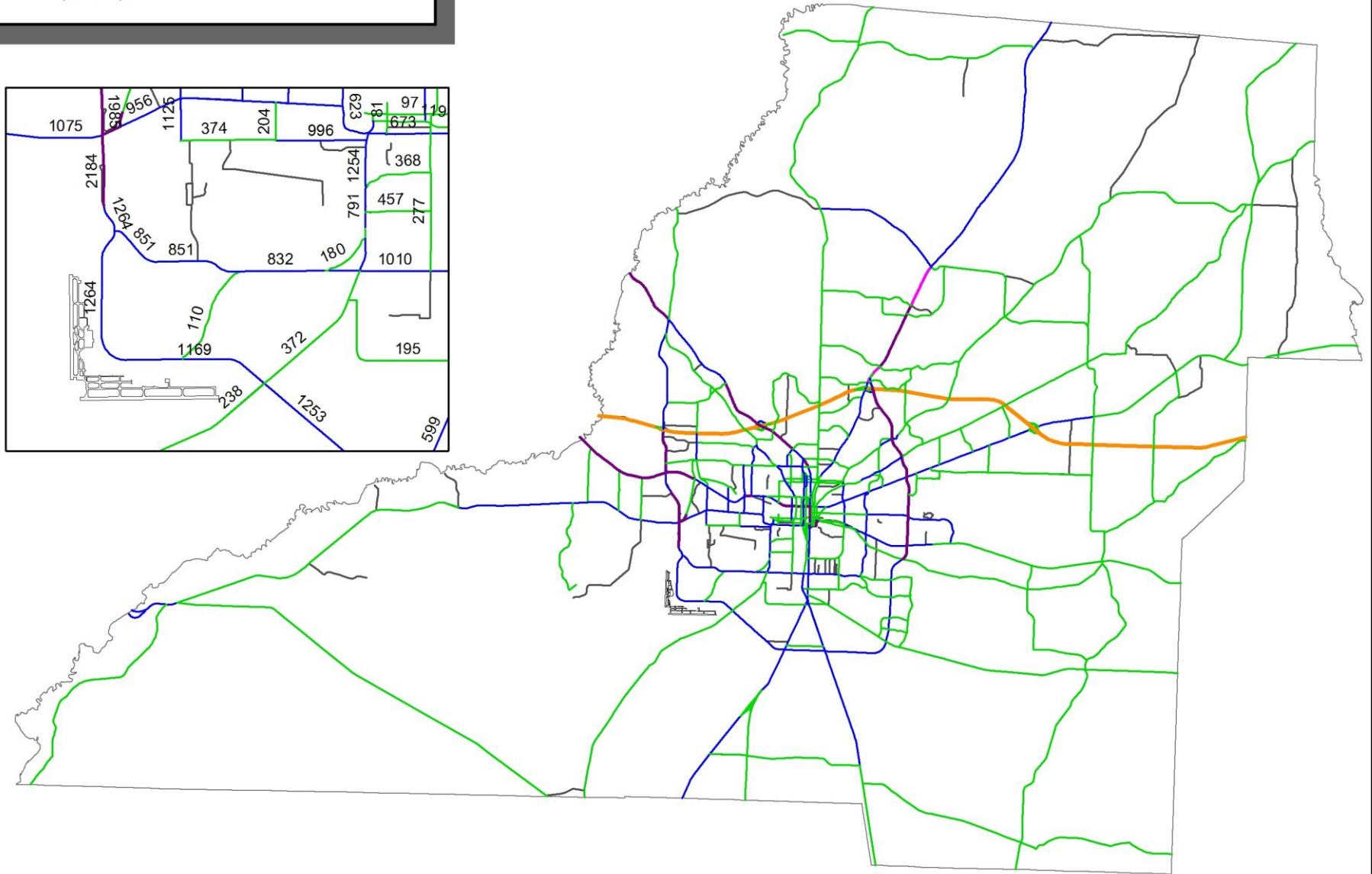
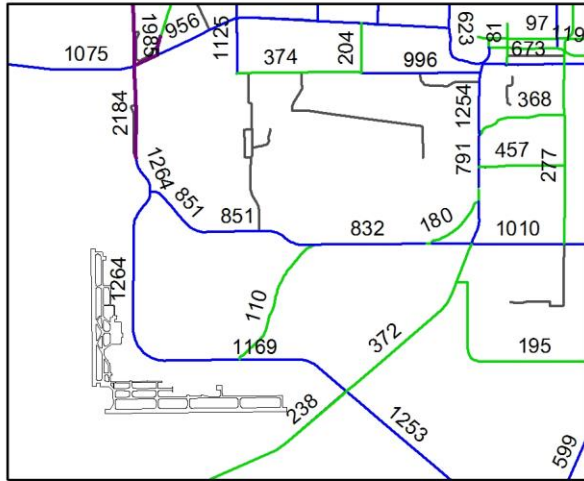
On-Flight Market Mail Statistics

Mail statistics represent the total number of pounds of U.S. and foreign mail shipped from a given airport. TLH reduced mail shipping in 2015, following the shipment of over 35,000 pounds of mail in 2014. A summary of 2014 and 2015 on-flight market mail statistics is shown in Table 3.

Table 3. TLH Mail¹⁰

Year	Mail (in pounds)
2014	36,875
2015	131

Truck Annual Average Daily Traffic



Objective 3.5 – Freight and Cargo

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

Objective 3.6 – Post-Disaster Recovery

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

What is a resilient city?

A city that bounces forward from acute shocks and chronic stresses with a smarter infrastructure, a stronger economy, and a healthier community.

ACUTE SHOCKS

Severe Storms & Hurricanes
Flooding
Extreme Heat/Cold
Hazardous Material
Wildfires
Terrorism
Civil Unrest
Disease Outbreak
Infrastructure Failure

CHRONIC STRESSES

Poor Air Quality
Water Scarcity
Aging Infrastructure
Crime
Shifting Economic Trends
Affordable Housing
Concentrated Poverty
Homelessness
Lack of Social Cohesion

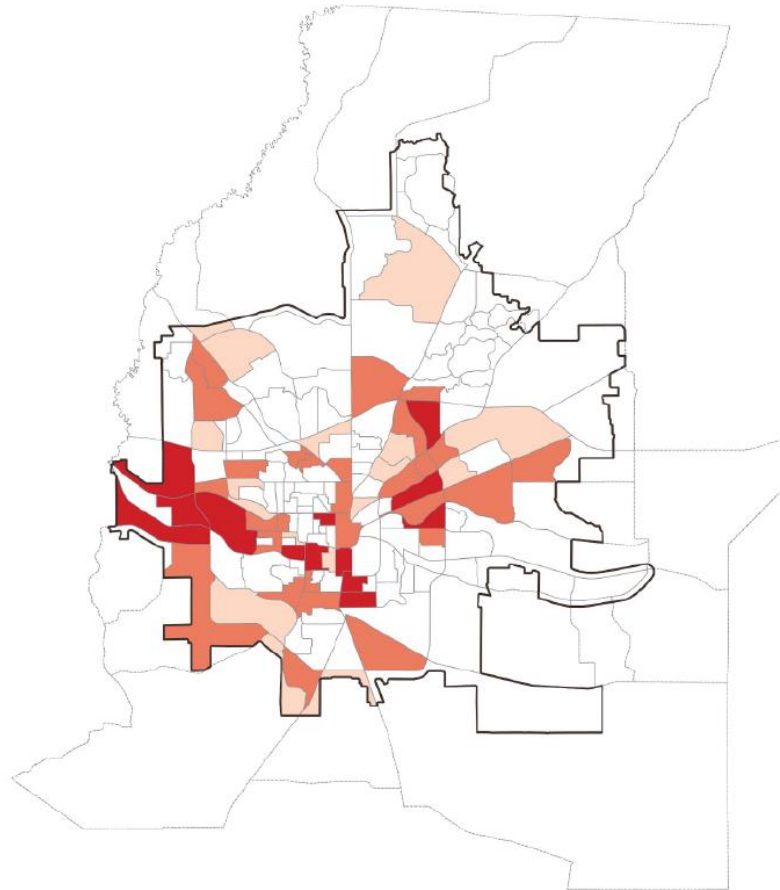


Global Challenges

Changing Climate
Rapid Urbanization
Increasing Complexity
Operational Silos
Misdirected Funding
Waste & Inefficiencies

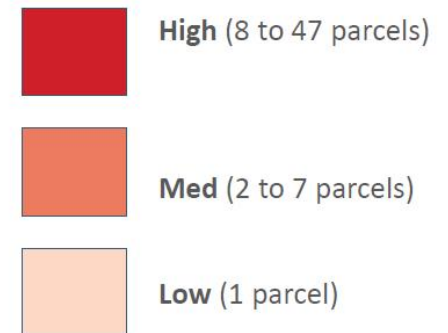


Aggregate to
neighborhood
scale (census
block groups)



Example: Commercial
and Industrial Property &
Flooding

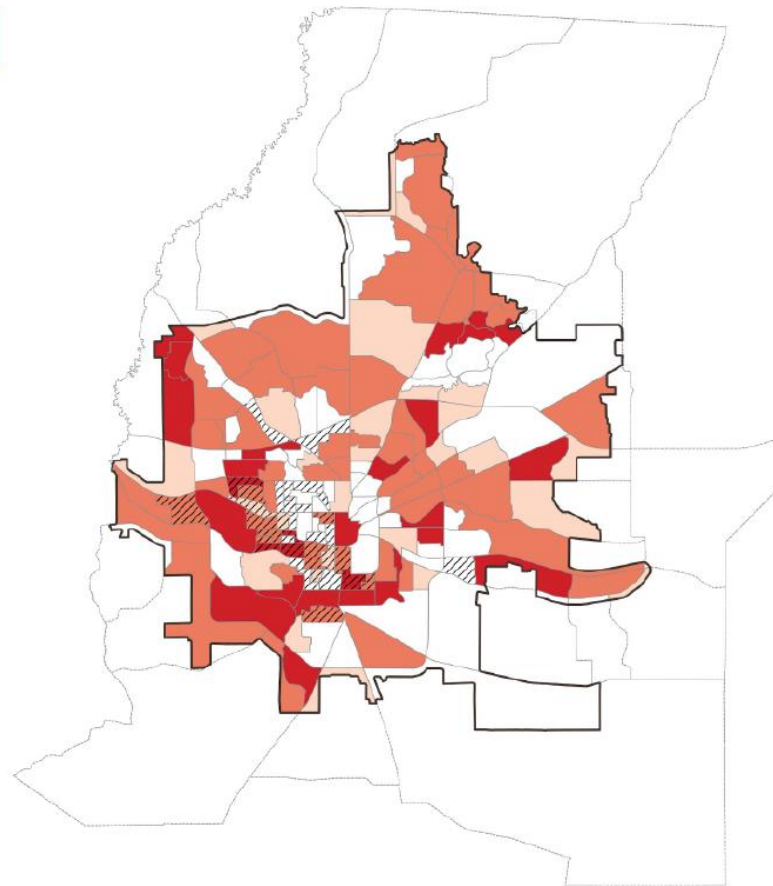
Combined Vulnerability and Risk



Note: This is a sample analysis.

Integrate social vulnerability

Important consideration for all threats



Example: Residential Property & Flooding

Combined Vulnerability and Risk



Areas with more than 40% of households below poverty line



High (8 to 47 parcels)



Med (2 to 7 parcels)



Low (1 parcel)

Note: This is a sample analysis.

Objective 3.6 – Post-Disaster Recovery

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

Upcoming Workshops

- Goal 4 – Housing Options: April 11, 2019
- Goal 5 – Balanced Transportation: April 16, 2019

More Information

More information about this effort and the Digital Workshop:

www.Talgov.com/LandUseUpdate

PLANNING 
DEPARTMENT
a division of **PLACE**

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