



Goals and Objectives

Goals and objectives of the Corridor Study include:

- Identify strategies to manage increased development pressures;
- Preserve neighborhoods;
- Foster a mixture of land uses in existing and proposed nodes along the corridor;
- Integrate land uses and transportation;
- Keep the roadway safe and accessible for all modes of transportation;
- Preserve safety and efficiency of existing transportation facilities through access management; and
- Ensure the corridor continues to be an attractive gateway into our community.

Public Input

Input into the study was gathered from public officials, as well as County, City and FDOT staff. This input was utilized to develop the following Corridor Principles:

1. Focus on making places not individual buildings;
2. Customize a Plan specific to the corridor;
3. Focus on land use-transportation relationships and connective opportunities;
4. Corridor development to transition in scale, intensity, and character towards residential preservation uses;
5. Not just another layer but an alternative LDR/review process;
6. Harmonize with existing LDRs;
7. New LDRs to be design/qualitative based and not standardized formulas; and
8. Allow land use and mixed use flexibility by regulating building typology and development standards.

Additional input was received from a series of public workshops, with residents and local business owners. At these workshops the primary concern centered around maintaining the scenic beauty of the corridor and enhancing its gateway qualities. Many attendees expressed the desire to minimize commercial development also along the corridor.

Section 1: Introduction & Project Description

Background

Mahan Drive (U.S. 90) is functionally classified as a principal arterial and geographically traverses east/west through Leon County. The corridor study area is bounded by Capital Circle Northeast to the west, and one half (1/2) mile east of the Interstate 10 Interchange, and extends outward to the north and south a minimum of 660 feet from the edge of right-of-way. Leon County has experienced increased development pressure within the Study Area and other roadway corridors that have been widened. If not carefully guided, the study area has the potential to compromise the vitality of the existing residential neighborhoods, quality of the environment, and level of service for the area facilities.

The purpose of this Corridor Study is to assist local residents and decision makers in control of commercial, retail or other non-residential development in the Mahan Corridor from Dempsey Mayo to Interstate 10. When Mahan Drive is four-laned, it is virtually assured that commercial and retail development will make every effort to establish itself along the corridor.

At project onset, Leon County programmed fifteen million dollars in its Capital Improvement Program in 2004 for advance funding to the Florida Department of Transportation (FDOT) for the construction phase of the widening of Mahan Drive to a four-lane facility. The design was complete, and the right-of-way phase of this project was advanced funded by Leon County (in the amount of \$6.9 million). Construction funding options are under consideration at this time.

This is an executive summary from the Mahan Drive (US 90) Corridor Study report prepared by Genesis Group and finalized April 2004.

Section 2: Land Use

Market Analysis

A five-year market analysis was developed for the study area to quantify potential development pressures. Projecting current trends, the population within the study area is anticipated to increase by over 5,000, resulting in over 30,000 vehicles utilizing the local transportation network. Average commute times will exceed thirty minutes. A demand for approximately 1,930 new dwelling units and 125,450 square feet of neighborhood-based services was projected.

Current Land Use Categories

The Current Land Use Plan establishes policies and guidance for the mapping of Future Land Use Categories, and is designed to promote a variety of land use types and patterns to meet the needs of the community. The following Current Land Use Categories exist within the study area:

Residential Preservation – Primary function is to protect existing stable and viable residential areas from incompatible land use intensities and density intrusions. Allows a maximum of six units per acre.

Mixed Use B – Primary function is to provide opportunity for economic investment or reinvestment through mutually advantageous placement of places for employment and shopping in close proximity to low to medium density residential land uses. Development densities are regulated by thirteen zoning districts, including Residential, Office, Industrial and Commercial uses.

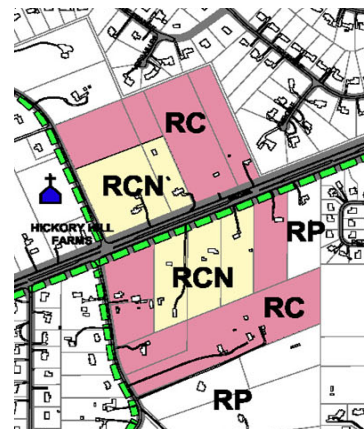
Future Land Use Categories

Four Future Land Use Categories were established for the study area in order to implement the study objectives and achieve the community's values and goals as established:

RC (Residential Corridor) – The intent of this category is to encourage the location of higher density residential along collector or arterial roadways and prevent intrusions into existing residential areas. This category is intended to serve as a transition category between the more intensive category of RCN and the less intensive existing RP. It will ensure that non-residential uses are compatible with adjacent residential

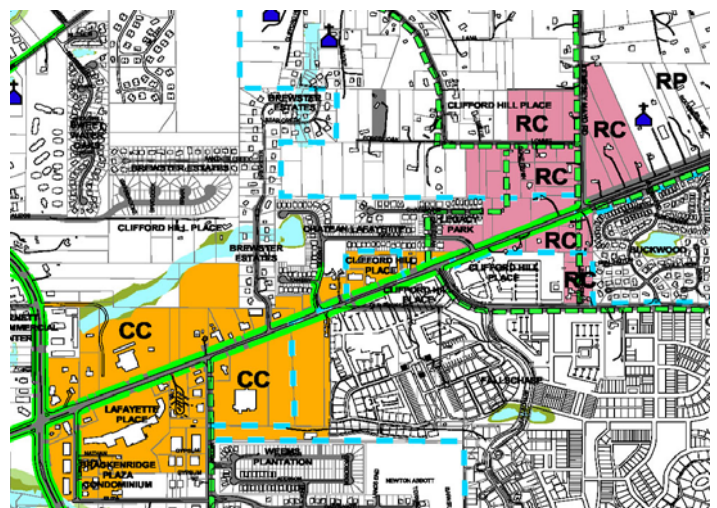
uses through established techniques of transition or by restricting the location or design of the use. The maximum allowable residential density for this category is 10 dwelling units per acre.

RCN (Residential Corridor Node) – The intent of this category is to provide for limited commercial and retail development. It encourages the establishment of office employment in close proximity with high density residential to reduce traffic impacts and facilitate the use of alternate modes of transportation. The maximum allowable residential density within this category is



16 dwelling units per acre. The small-scale mixed-use projects permitted shall be a maximum of two stories and not exceed 4,000 square feet of non-residential gross building floor area per building or 8,500 square feet per acre.

CC (Capital Circle Business District) – The intent of this category is to encourage a mix of residential uses through locating residential over office and commercial. It encourages commercial retail use locational criteria or be a part of a larger mixed-use development. The maximum allowable residential density within this category is 20 dwelling units per acre.



Future Land Use Categories (cont'd)

I-10BE (I-10 Business & Employment District) –

The intent of this category is to implement a range of activities from employment based office and light industrial uses to commercial services and multi-family housing to community-wide and regional trade areas.



The category allows general commercial, office, community facilities, nursing homes/residential care facilities, light industrial and medium high to high density residential land

uses. The maximum allowable residential density within this category is 20 dwelling units per acre.

Development & Design Standards

Two new zoning districts will be necessary to implement the intent of the RC and RCN Future Land Use Categories. These new zoning districts will provide property owners within the designated node the ability to request a rezoning and possibly achieve greater densities or intensities without amending the Comprehensive Plan. However, due to the proximity of the RC/RCN area to existing residential neighborhoods, development and design standards will need to be included within the new zoning districts in order to ensure compatibility with and protection of existing residential areas. Bonuses or incentives, such as allowable higher densities, could be available for developments that exceed the requirements of the development standards.

Section 3: Transportation

Roadway Design Elements

The Florida Department of Transportation (FDOT) is completing design plans for the widening of Mahan Drive to four lanes from Dempsey Mayo Road to I-10. This study sought commitments from FDOT for various enhancements to the current design including:

- Relocation of proposed sidewalks to improve pedestrian safety and aesthetics;
- Widening of proposed sidewalk for multi-use activity and provide connectivity to existing and proposed recreational uses;
- Realignment of some side roads to enhance signalization and improve traffic flow;
- Extension of proposed turning lanes to improve traffic operations; and
- Modifications to some proposed median openings to improve access management.

Subsequent to the completion of the roadway widening, additional enhancements are needed to support development within the proposed land uses, including:

- Enhanced landscaping near Capital Circle to emphasize a gateway into the City;
- Bus Pull-Outs to enhance transit activities and minimize interference with traffic flow;
- Relocation of burying of overhead utilities to enhance aesthetics;
- Increase transit operations to improve safety and discourage cut-thru traffic; and
- Internal connections between new developments to manage access to the roadway.

Transportation Connectivity Plan

An analysis of existing and future neighborhood facilities reveals connectivity deficiencies. This study identifies and recommends both “on-street” and “off-street” improvements which will enhance multi-modal connectivity and provide

linkages from residential areas to commercial, recreational and community facilities along the corridor and outside the study boundary.

Arterial Analysis

Existing City and FDOT roadway traffic data along Mahan Drive was utilized to forecast Average Daily Traffic (ADT) and Peak Hour traffic volumes for the year 2020. An arterial analysis was conducted for segments along the roadway corridor to compare Levels of Service both with and without the proposed land use categories. The analysis indicates that Level of Service values are not significantly affected by the proposed categories.

Recommendations

Traffic Calming – After the widening of Mahan Drive is completed and new developments occur within the corridor, traffic calming devices may help to deter cut-thru and high-speed traffic along some residential streets, such as

1. Dempsey Mayo Road
2. Edenfield Road
3. Arendell Way
4. Thornton Road
5. Highland Drive

Sidewalks – This study seeks to identify opportunities for bicycle and pedestrian facilities along the corridor to encourage multi-modal use. Sidewalks and bicycle lanes are to be installed along Mahan in conjunction with the FDOT project. Additionally, the County plans to install sidewalks along Pedrick Road and Walden Road. The Tallahassee Leon County Metropolitan Planning Organization (MPO) is completing a Bicycle Pedestrian Master Plan for 2025. Recommendations from the plan include improvements along several streets within the study area.

Transmission Lines

The City of Tallahassee Electric Utility Department has identified a route for a new transmission line within the Mahan Drive Corridor Study area. Future coordination for placement, design and construction will be necessary to ensure that the “gateway” quality of the corridor is preserved.

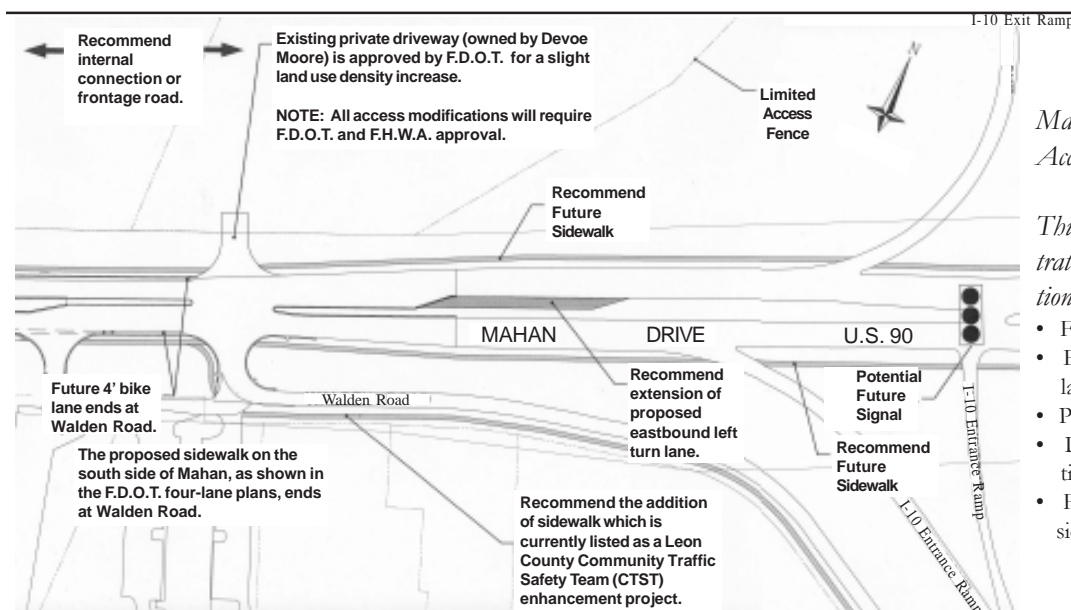
CUTR Study

A separate study is underway by the Center for Urban Transportation Research (CUTR) to address techniques for preserving transportation systems within rapidly developing communities. The study addresses Corridor Management through Right of Way preservation and Access Management.

Recommendations from the completed study should be incorporated into the Mahan Drive Corridor Management Plan.

Long Term Multi-Modal Access Plan

Various roadway improvements are recommended to support the proposed land uses, existing and planned neighborhood facilities, bicycle/pedestrian connectivity, traffic safety and operations, and overall aesthetics of the corridor. Many of the recommendations can be incorporated into the future construction of Mahan Drive by FDOT. Additional improvements are recommended as contingent upon funding by State and/or Local Government.



Mahan Drive Multi-Modal Access Plan, Page Q.

This section of the study illustrates some of the recommendations discussed in this summary:

- Future sidewalk;
- Extension of proposed turn lane;
- Potential future signal;
- Driveway access modifications; and
- Future 4' bike lane on both sides of the road.

Section 4: Recommendations and Acknowledgments

General Recommendations

To meet the roadway and land use objectives of this study, both short-term and long-term recommendations are provided:

Roadway Recommendations – Short Term

1. Preserve the existing canopy to the extent possible through proper location of sidewalks and utilities.
2. Enhance multi-modal connectivity through construction of multi-use trails, pedestrian sensitive features at intersections, bus stops and park-and-ride facilities.
3. Manage access through realignment of intersections, extension of turn lanes, spacing of signalization, and proper location of median openings.
4. Realignment of the Highland Road and Edenfield Drive intersections to improve safety and traffic operations.
5. Relocate sidewalk away from existing curb to enhance pedestrian safety and improve aesthetic quality.

Roadway Recommendations – Long Term

1. Extend pedestrian facilities north along selected intersecting roads to the Miccosukee Greenway and east to I-10 to provide connectivity to neighborhood facilities.
2. Evaluate need for traffic calming features on selected residential streets. Citizen input is needed.
3. Enhance landscaping along the corridor, and specifically at Capital Circle, Dempsey Mayo Road and I-10, to highlight the City gateway. Include streetprinting at intersections to highlight pedestrian features.
4. Investigate signalization warrants at Dempsey Mayo Road, Taylor Road and Edenfield/Highland Roads.

Land Use Recommendations – Short Term

1. Adopt the future land use amendments as identified in this document – Residential Corridor (RC), Residential Corridor Node (RCN), I-10 business and Employment District (I-10 BE).
2. Adopt and implement development standards as recommended in this document.
3. ~~Coordinate location of proposed transmission line and relocate away from Mahan Drive.~~ *(The Board noted that they objected to the overhead transmission line along this corridor and will address this issue in the appropriate forum.)*

Land Use Recommendations – Long Term

1. Encourage internal connectivity within future developments.
2. Incorporate recommendations from CUTR report as appropriate.
3. Rigorously regulate access as new developments are applied for.
4. Increase transit opportunities through addition of new routes, extension of existing routes, added bus stops and more frequent access.

Acknowledgments

This study was approved by and completed under the auspices of the Leon County Board of County Commissioners. Guidance and direction was provided by staff within Leon County and the Tallahassee-Leon County Planning Department, Leon County Public Works and Growth Management Department.

Genesis Group and Quest were responsible for completion of the work product.

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