

September 2, 2021

TO: Community Stakeholders

FROM: Bill Pable, Growth Management Department

SUBJECT: Map Requested at August 16, 2021 Community Meeting

The first community meeting for the draft Glitch Ordinance occurred on August 16, 2021. Staff was asked to prepare a map of sites that would be potentially eligible for the proposed multi-building development option. The requested map is at page 2 of this document, and a table that summarizes the properties on the map is at page 3.

Background on Multi-Building Option

The Multi-Modal Transportation District calls for buildings to be sited close to the street in order to foster a more walkable, pedestrian friendly environment. In corridors like Gaines Street, this approach has been extremely successful. Walkability begins with roadway design and is completed with a diverse mix of land uses. In the case of Gaines Street, it was redesigned and traffic calming measures were introduced to reduce speeds. The result is a successful, pedestrian environment. However, this development pattern is more challenging on wider roadways with higher traffic volumes and faster speeds. The number of lanes, the volume of cars, and the speed limit on a typical arterial is an entirely different set of conditions. If a large project sites all of its buildings on such a road, it is doubtful that the pedestrian environment will work successfully. An option used in other cities is to allow such larger projects to focus inward with more narrow internal roads that support the type of walkable environment that has been created on Gaines Street. As discussed at the August 16 community meeting, this option is an effort to move away from a "one size fits all" approach to development standards and to be more context sensitive along each corridor. We want to remain absolutely focused on the Code's intended standard but provide multiple paths for achieving those standards. What works for Gaines Street won't necessarily work for North Monroe Street or West Tennessee Street.

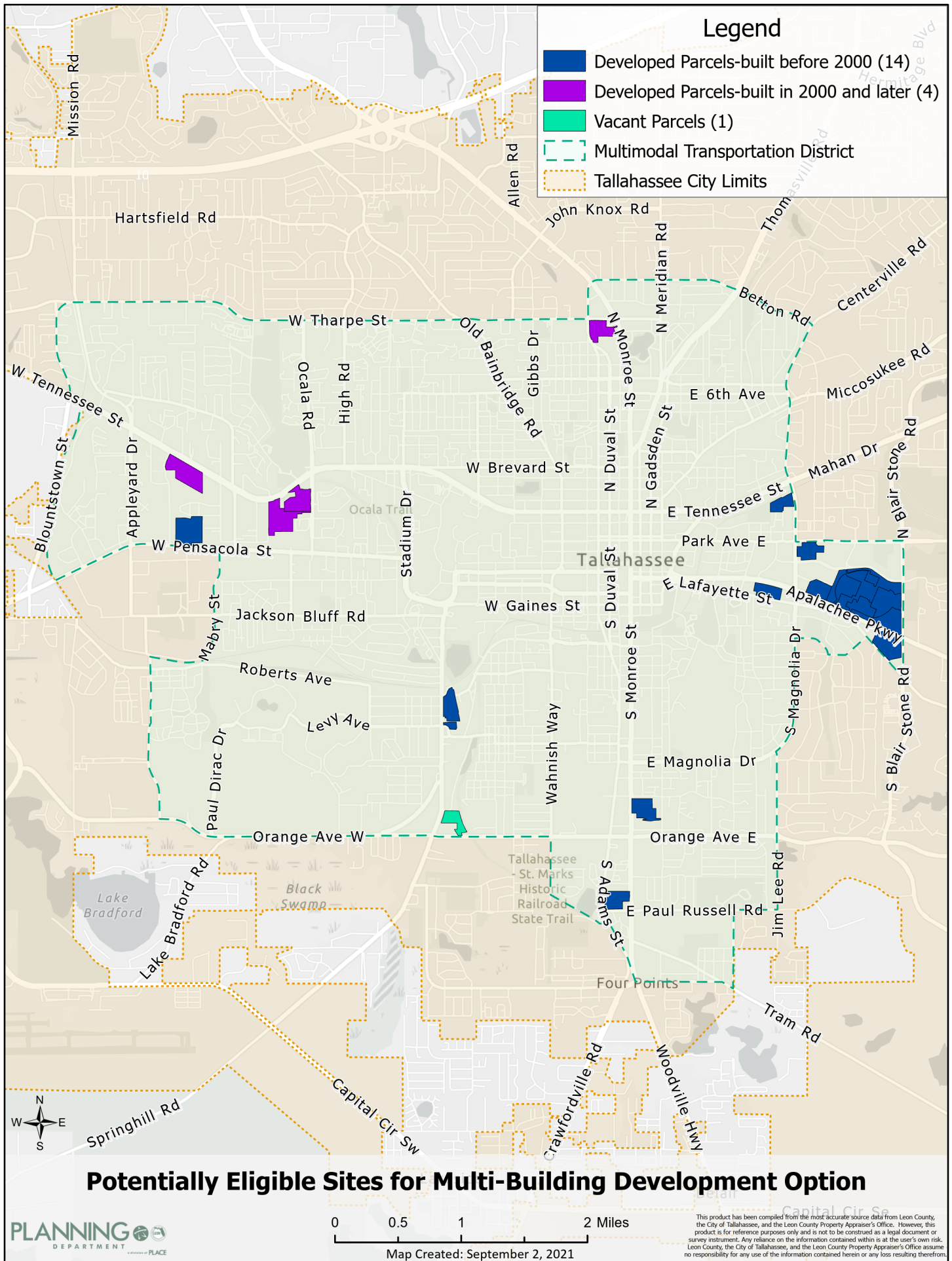
What Was Included on the Map?

A project is eligible for the multi-building option in the draft ordinance if it is at least 90,000 square feet and has at least six buildings. If this option is adopted, it is assumed that it would be used in part for the redevelopment of existing sites. The map on the next page is based on the following criteria:

- Parcel must be within MMTD;
- Parcel must have frontage on an arterial;
- Parcel must be greater than 8 acres;
- Parcel must be zoned either AC, C-1, C-2, CC, CP, CU-26, CU-45, UP-1, UP-2, UT, or UV;
- Parcel can be currently vacant or developed;
- On developed sites, note whether they were built before or after 2000;
- Add the Governor's Square Mall property; and
- Remove sites that are undevelopable (i.e. railroad right-of-way, parcels in lakes, and similar).

Please let me know if you have any questions. I can be reached at (850) 445-8987 or at bill.pable@talgov.com.

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Sites Potentially Eligible for Multi-Building Option in MMTD, 9/2/21

<u>Tax ID</u>	<u>Location</u>	<u>Acres</u>	<u>Year Built</u>
<i><u>Developed pre-2000</u></i>			
41-02-20-804-000-0	1815 Lake Bradford Rd	14.26	1930
11-31-20-412-000-0	1213 Apalachee Pkwy	9.72	1957
11-31-20-038-000-0	276 N Magnolia Dr	8.15	1958
11-31-20-446-000-0	1496 Apalachee Pkwy	9.93	1967
31-05-20-039-000-0	1779 Apalachee Pkwy	17.16	1972
41-12-20-031-000-0	2525 S Monroe St	13.41	1981
21-33-37- -000-1	2700 W Pensacola St	20.99	1985
11-31-20-401-000-0	111 S Magnolia Dr	10.51	1987
41-12-20-446-000-0	3030 S Monroe St	11.26	1998
11-32-20-408-0000	Governor's Square Mall	51.35	1979
11-32-20-410-0000	Governor's Square Mall	12.56	1979
11-32-20-411-0000	Governor's Square Mall	17.66	1979
11-32-20-414-0000	Governor's Square Mall	10.09	1979
11-32-20-628-0000	Governor's Square Mall	3.8	1979
<i><u>Developed post-2000</u></i>			
21-25-20-024-000-0	1700 N Monroe St	11.86	2002
21-34-81-000-242-0	800 Ocala Rd	15.29	2002
21-28-20-421-000-0	2525 W Tennessee St	20.58	2014
21-34-81-000-256-0	2195 W Tennessee St	20.82	2014
<i><u>Vacant</u></i>			
41-11-20-002-000-0	None	9.1	NA