



MEMORANDUM

TO: DRC Members

FROM: Amy Serles, P.E.
Public Infrastructure Engineering

DATE: August 7, 2026

SUBJECT: **TR2260004 - Welaunee Arch Phase 1 PUD**
For the August 10, 2026 DRC Meeting

I. PROJECT SUMMARY

Item: TR2260004 - Welaunee Arch Phase 1 PUD

Agent: Moore Bass Consulting, Inc.

Applicant/Attorney: Powerhouse, Inc./Holtzman Vogel Baran Torchinsky & Josefiak, PLLC

Summary of Application: **TR2260004 - Welaunee Arch Phase 1 PUD** Located east of Centerville Road, west of Miccosukee Road and north of Interstate 10. (TAX ID# 1204202220000). The Welaunee Arch Phase 1 Concept Planned Unit Development ("PUD") is a 1,227-acre (+/-) property comprising the West Arch District and the North Arch District of the Welaunee Arch, as defined in the Welaunee Critical Area Plan ("CAP"). This PUD implements the western and northern portions of Phase 1 of the Arch and shall be consistent with the Welaunee Arch Master Plan (AMP).

II. STANDARD OF REVIEW

In accordance with Chapter 10 of the *Tallahassee Land Development Code* (TLDC), the DRC shall determine the following in deciding whether to recommend to: approve, approve with conditions, or deny the proposed rezoning and,

- Whether the applicable standards and requirements of the TLDC Chapter 9, Subdivisions and Site Plans, have been met; and
- Whether the requirements of other applicable regulations or ordinances which impose specific requirements on the proposed development have been met.
 - *Review criteria.* In evaluating a proposed planned unit development district, the city shall consider the criteria established in this subsection. The consideration of each criteria by the city shall be documented by written findings.



- *Consistency with the comprehensive plan.* The proposed planned unit development district shall be consistent with the comprehensive plan.
- *Consistency with other ordinances.* The proposed planned unit development district shall be consistent with all other ordinances adopted by the city, including but not limited to the applicable environmental and concurrency management ordinances.
- *Street design.* The city commission may approve different standards from the requirements of subsection [9-112\(b\)](#) street design standards, provided that the applicant can demonstrate to the satisfaction of the city commission that the proposed standards will not adversely impact vehicular circulation within the planned unit development or to adjacent properties and that roadways remain safe and efficient.
- Whether or not the PUD is consistent with the Welaunee Critical Area Plan (CAP) (Policies 13.2.4 and 13.2.5) of the Welaunee Arch Master Plan (AMP) (Objective LU 13.2).

III. FINDINGS OF FACT

Objective 13.2: Development Concept for the Welaunee Arch

The intent of the Welaunee Arch Master Plan is to provide an area-wide plan for the portion of the Welaunee Critical Planning Area located north of Interstate-10 and west of Miccosukee Road (i.e. the “Arch”). This master plan sets the standards and guidelines to coordinate one or more implementing development plans such that the development of the Arch results in a new, integrated community with a variety of land uses, diverse neighborhoods and mixed-use centers, a region-serving activity center, active and passive recreational options, and abundant open space. The development of the Arch consistent with this master plan shall be implemented in phases, connected by a multi-modal transportation system, served by regional, master planned stormwater facilities, and designed in ways that protect natural resources.

Policy 13.2.3: Implementation

All PUD Concept Plans shall be consistent with the stormwater facility master plan and with transportation plans for the Phase of the Arch in which they are located, as developed and approved prior to or concurrent with the initial PUD Concept Plan for that Phase. The phasing of development in the Arch shall be consistent with necessary infrastructure and supporting services and the phasing requirements of Policy 13.2.5. Development Phases and PUD Concept Plans shall consider previously approved PUD Concept Plans within the Arch and anticipated development based on Figures 13-5 through 13-7 such that open space, stormwater, and transportation systems are planned and implemented consistent with the Policies in this Welaunee Arch Master Plan portion of the Welaunee Critical Area Plan.



A PUD Concept Plan may address only a portion of a Phase or may address more than one Phase. The minimum size for the initial PUD Concept Plan for any Phase of the Arch shall be 350 acres. Subsequent PUD Concept Plans shall be implemented consistent with this Master Plan and the applicable implementing plan standards allowed by the Comprehensive Plan at the time of development.

LAND USE

Policy 13.2.4 (2) Land Use Districts/ West Arch District

Town Center:

Traffic calming measures such as on-street parking, buildings close to the road with parking in back, streetscapes with street trees and landscaping, and other such solutions shall be utilized to create a pedestrian-friendly, walkable center.

Village Center:

Traffic calming measures, such as on-street parking, buildings up close to the road with parking in back, streetscape with street trees and landscaping, and other such solutions, shall be utilized to create a pedestrian-friendly, walkable center. Block lengths shall generally be less than 500 feet with block perimeters generally being less than 3,000 feet. Bicycle and Pedestrian paths and drive aisles that directly connect to the parallel street may count as block end points, provided they include pedestrian facilities and accommodations that are required along frontages.

Policy 13.2.5 Phasing

Development of the Arch shall be implemented in phases consistent with this plan and necessary infrastructure (including water and sewer) and supporting services (including adequate schools, police and fire service). Phase 1 shall include the Gateway District, West Arch District, and the North Arch District. Phase 2 shall include the Conservation Design District. Phase 3 shall include the Residential Reserve District. A PUD Concept Plan may address only a portion of a phase or may address more than one phase. Phase 1 of the Welaunee Arch must include one Town Center Zone and one Village Center Zone, either of which can be located in the West Arch District or North Arch District.

It is the intent that infrastructure improvements occur contemporaneous with development. This timing of infrastructure with development prevents stranded or early investment in infrastructure.

Policy 13.2.7: Development Standards for Mixed-Use Zones.

The Activity Center, Employment Center, Town Center, and Village Centers (collectively “Mixed-Use Zones”) shall be subject to the following development standards in addition to the requirements of Policy 13.2.4:



(1) PUD Concept Plans that include mixed-use zones shall include specific design standards, public facility standards, and building standards, such that the district develops as a compact, walkable urban district. At a minimum, the form-based code or design standards shall address relationship between building facades and the public realm, the form and mass of buildings in relation to one another, and the scale and types of streets and blocks. Design standards shall also minimize driveway cuts along sidewalks facilities by requiring alleys, shared access points, and/or structured parking facilities.

(3) Stormwater detention and treatment facilities for Mixed-Use Zones shall be designed in accordance with applicable standards and should be located outside of a Mixed-Use Zones in order to promote a compact pedestrian-oriented arrangement of land uses. Stormwater facilities may be located within mixed-use zones if alternative sites are not reasonably available outside of mixed-use zones or where stormwater facilities can be integrated with pedestrian friendly environments. PUD Concept Plans shall include design standards for stormwater facilities that are consistent with the intent of the zone.

Policy 13.2.12: Landscaping

All landscaped areas, except athletic playing fields and golf course fairways and greens, shall utilize drought-resistant native plant materials from the “Florida Friendly Landscaping™ Guide to Plant Selection and Landscape Design” or other regionally appropriate plant material guide approved by the City. Landscaping may not include invasive species listed by the Florida Exotic Pest Plan Council. Landscaping in mixed-use and neighborhood zones shall include shade trees planted as street trees. PUD concept plans may include incentives, such as reduced tree mitigation, for shade trees planted as street trees outside of mixed use and neighborhood zones.

TRANSPORTATION

Policy 13.2.17: Transportation System

The Welaunee Arch shall be served by a transportation system designed to optimize mobility. Major thoroughfares shall be generally located as depicted on Welaunee Arch Transportation Map, Figure 13-7, with the final location and design to be based upon site-specific environmental, engineering, and related considerations. Thoroughfares connecting through the Arch to areas beyond the Arch shall be arterials designed as boulevards for high vehicular capacity and moderate speeds not to exceed a design speed of 45 miles per hour with sidewalks on both sides of the roadway and bicycle facilities. Thoroughfares connecting mixed use areas within the Arch shall be collectors designed as avenues with high vehicular capacity and low to moderate speeds not to exceed a design speed of 30 miles per hour with sidewalks on both side of the roadway and bicycle facilities. On thoroughfares, a shared use path of adequate width to accommodate bicycle and pedestrian traffic may substitute for the sidewalk on one side of the road and the bike lanes for that facility. Within mixed-use centers and neighborhoods, where feasible based on engineering design criteria and the protection of environmental features, a grid



of interconnected streets will provide alternative travel paths. Energy efficiency shall be accomplished in areas that are intended for greater densities and intensities through support of frequent transit service and providing a safe, comfortable and attractive environment for pedestrians and cyclists. Transportation facility needs, including planned future corridors and projected deficiencies on existing facilities surrounding the Arch, resulting from projected development in the Arch as identified through traffic models completed as part of the I-10 Interchange PD&E and/or updates to MPO Long Range Transportation Plans shall be adopted into the applicable Mobility Element policies and/or figures and updates to the Capital Improvements Element when applicable.

Policy 13.2.19: Northeast Gateway/Welaunee Boulevard

Within the Arch, both Welaunee Boulevard and Shamrock South Extension shall be designed to function as a complete street to promote mobility for multiple users—pedestrians, bicyclists, motorists, and transit riders of all ages. No residential driveways shall connect directly to Welaunee Boulevard or Shamrock South Extension.

Policy 13.2.21: Right-of-Way Reservation

The landowner shall reserve for future conveyance the right-of-way for Welaunee Boulevard, the Shamrock South Extension, and the I-10 Flyover or Interchange as generally depicted on Welaunee Arch Transportation Map, Figure 13-7. The terms of such reservation shall be consistent with the Urban Services-Development Agreement between the City of Tallahassee and Powerhouse, Inc. dated April 15, 1990, as restated and amended. Rights-of-way shall be restricted to transportation facilities and compatible infrastructure.

Policy 13.2.22: Complete Streets

The transportation system shall be designed with complete streets in accordance with Objective 1.2 [M] and associated policies in the Mobility Element. A PUD Concept Plan shall provide in mixed-use centers for complete streets that include safe and convenient pedestrian facilities reasonably free from hazards and adequately separated from streets that carry high volumes of vehicular traffic and create a reasonable and direct route between destinations. Sidewalks shall be provided on both sides of local streets in mixed-use zones. Sidewalks shall be provided on at least one side of local streets in zones that allow only residential development.

Policy 13.2.23: Bicycle Facilities

A PUD Concept Plan shall include a network of bicycle facilities, including on-street and off-street facilities, which should be coordinated with the open space areas of the Arch. The intent is to provide safe and convenient movement for bicycles reasonably free from hazard and providing a reasonable and direct route between destinations. Bicycle facilities shall be designed where practical to connect to



similar facilities in other PUD Concept Plans. Where feasible, a shared-use path of adequate width to accommodate bicycle and pedestrian traffic may substitute for sidewalks and bike lanes. Protected bicycle lanes may be incorporated where feasible. Where bicycle, pedestrian, and/or shared use path facilities intersect the Welaunee Greenway, opportunities shall be provided to access the Greenway.

Policy 13.2.24: Parking in Mixed-Use Centers

In mixed-use centers, vehicular parking shall be located on the street

Policy 13.2.25: Canopy Roads

Direct access to Canopy Roads shall not be permitted for any residential or nonresidential uses except parks or open space. Road access to the Welaunee Arch shall be provided from Miccosukee Road at no more than three locations. Road access to the Arch shall be provided from Centerville Road in no more than two locations. Canopy Road Zones shall be provided along Miccosukee Road and Centerville Road in addition to the Welaunee Greenway. PUD Concept Plans may include incentives, such as reduced tree mitigation, in return for new roadways being designed and planted with shade trees consistent with the requirements for future canopy road designation.

Policy 13.2.27: Electric, Connected and Automated Vehicles.

As PUDs are developed, coordination with the Planning Department and the City's Public Infrastructure departments shall occur to ensure the plan accommodates necessary infrastructure to support charging infrastructure for electric vehicles and infrastructure to support Connected and Automated Vehicles (CAV). PUDs may include incentives, such as reduced parking and setback requirements, for development that is electric vehicle capable or electric vehicle ready by providing for the future installation and use of Electric Vehicle Supply Equipment (EVSE) in accordance with the National Electrical Code. Incentives will be greater for electric vehicle-ready than for electric vehicle-capable developments.

Policy 13.2.33 Stormwater Management

Prior to approval of the first PUD Concept Plan, a Stormwater Facilities Master Plan (SFMP) shall be prepared for the entirety of the Welaunee Arch. The Stormwater Facilities Master Plan must be reviewed and approved by the City before PUD Concept Plans can be approved. For areas not included in a PUD, the stormwater plan may be conceptual and generalized based upon the projected development allowed by this master plan accounting for non-developable areas.

The SFMP shall take into consideration stormwater flows from full build out conditions from any upstream, off-site property. However, nothing herein shall relieve the upstream, off-site properties from complying with applicable environmental ordinances or standards. The SFMP shall, at a minimum,



identify regional impacts to flood extents and stormwater conveyance; establish infrastructure requirements necessary to manage stormwater in compliance with local, state, and federal regulations; document the phasing, implementation, and easement reservations necessary to serve projected full build out; and facilitate environmental and stormwater permitting. To accomplish these goals, the SFMP shall provide analysis and design of the primary stormwater system based on detailed hydrologic and hydraulic modeling of existing and post-development conditions. The analysis shall incorporate existing land uses, soils and topographic data, and the conceptual land use plan (Figures 13-5 through 13-7). The design shall provide general parameters associated with the primary stormwater management facilities, drainage easements and conservation easements necessary to serve the development under projected full build-out conditions. Flood extents delineated by the SFMP shall identify the 100-year flood exclusion area under the full build-out condition. No habitable structures shall be constructed within the post-development, full build-out 100-year floodplains or 100-year flood exclusion areas. The SFMP shall incorporate low-impact design best management practices to encourage the disconnection of impervious surfaces and increase the removal of nutrients from stormwater discharges. The SFMP shall also evaluate the existing nutrient pollutant loading to Class III surface water resources and ensure net improvement in the post development condition. The SFMP scope of work must be approved by the City prior to development of the SFMP.

The Stormwater Facilities Master Plan shall identify the feasibility and location of regional stormwater facilities and how they should be designed and constructed as amenities within parks or publicly accessible areas. Stormwater facilities shall be located outside wetlands and floodplains. Stormwater facilities may be located in Open Space that is not wetland or floodplain subject to design standards in a PUD Concept Plan and consistent with protection of conservation and preservation lands required by the comprehensive plan and the Environmental Management Ordinance.

Policy 13.2.34. Wetlands and Floodplains

Development shall minimize encroachment into wetland habitat areas by ensuring that public and private roads avoid crossing wetlands or require that such crossings are cited at the narrowest point of a wetland allowing for an efficient transportation design while maintaining the continuity of identified wildlife corridors.

IV. RECOMMENDATIONS BASED ON FINDINGS

Policy 13.2.7: Development Standards for Mixed-Use Zones.

- Based on the CAP, add this wording to the PUD: “Design standards shall also minimize driveway cuts along sidewalks facilities by requiring alleys, shared access points, and/or structured parking facilities.”



Policy 13.2.12: Landscaping

Page 20, Landscaping

- Spell out UUPI: Underground Utilities & Public Infrastructure.

Policy 13.2.17: Transportation System/Policy 13.2.19: Northeast Gateway/Welaunee Boulevard

Page 13, Transportation System:

- Clarify which functional classifications apply to the proposed thoroughfares.
- Add local road definition
- If there is a need to expand Welaunee Boulevard north of the Shamrock South Extension, confirm minimum right-of-way widths to match southern portion of Welaunee Boulevard

Policy 13.2.21: Right-of-Way Reservation

Page 13, Transportation System:

- If there is a need to expand Welaunee Boulevard north of the Shamrock South Extension, confirm minimum right-of-way widths to match southern portion of Welaunee Boulevard

Policy 13.2.23: Bicycle Facilities

Pg 14, Sidewalk, Bike and Pedestrian Network

- Based on the CAP, add this wording to the PUD: "Protected bicycle lanes may be incorporated where feasible."

Policy 13.2.25: Canopy Roads

Page 13, Transportation System:

- Based on the CAP, add this wording to the PUD: "Road access to the Arch shall be provided from Centerville Road in no more than two locations. Canopy Road Zones shall be provided along Centerville Road in addition to the Welaunee Greenway."

Policy 13.2.33 Stormwater Management

Page 16-17, Stormwater

- Provide Stormwater Facilities Master Plan (SFMP) as indicated in Policy 13.2.33.
- Confirm placement of the stormwater management facilities with respect to the topography and drainage basins. Per Policy 13.2.33, the SFMP shall take into consideration stormwater flows from full build out conditions from any upstream, off-site property.



- For the drainage analyses, confirm and coordinate any geotechnical soils research with projects within the Arch (i.e. Northeast Gateway, Shamrock Extension) to determine if the soils are performing as tested to ensure optimum performance for the PUD.
- Confirm closed basin within this phase of the PUD and clearly delineate.
- Ensure adherence to all stormwater requirements, including but not limited to, City of Tallahassee, FDOT, and Northwest Water Management District.
- Coordination and approval will be needed for any proposed vaulted or underground stormwater facilities, if they are City owned and maintained.

Other Comments:

Pg 14, Lot Access Criteria

- Clarification needed for double frontage lots. Double frontage lots are only allowed in certain circumstances per LDC.

Page 19, Signage:

- Identify proposed signage and pavement markings. All traffic control devices and pavement markings must be installed in accordance with the Manual on Uniform Traffic Control Devices (MUTCD) and current Florida Department of Transportation (FDOT) Design Standards.

Pg 43-44, Typical Sections

- Clarify typical sections by their functional classifications/application.
- Increase 4' minimum green strip to 7'.
- No building area is allowed within drainage and utility easement. Update typical section to reflect.
- Per CAP, protected bicycle lanes may be incorporated where feasible.

V. RECOMMENDATION

Public Infrastructure Engineering recommends conditional approval to address the comments for **TRZ260004 - Welaunee Arch Phase 1 PUD**.

cc: COT – Marcus Lloyd - Planning Dept

Moore Bass Consulting, Powerhouse, Inc./Holtzman Vogel Baran Torchinsky & Josefiak, PLLC